

## Boundary County Airport Board Meeting May 4, 2021

Present: Jay Wages, Don Jordan, Mark Weber, Rick Durden, Pat Gardner, Bob Blanford, Trey Dail and Travis Weisberg. Shawn Shanklin attended a portion of the meeting by telephone.

Manager: Dave Parker

The meeting was called to order at 5:52 PM by Jay Wages.

The minute of the previous meeting were read by Mr. Wages. Pat Gardner moved that they be accepted; the motion was seconded by Don Jordan and passed unanimously.

**Airport/FBO Agreement Update.** Despite efforts by Board members, there seems to be no movement on this by the County.

**Self-Fueling Committee Report.** The Committee reported that it had received no further comments to the draft rules that were presented at the last meeting. Accordingly, it was the consensus of the Board to submit the draft rules to the airport users for comments. They are being provided to Dave Parker who will circulate them.

The revised draft self-fueling rules for circulation to the airport community:

“Draft Self-Fueling Rules Boundary County Airport, May 2021

When Boundary County accepted Federal Airport Improvement Program funds, it agreed to comply with the terms and conditions of using those funds—formally called grant assurances. As part of the grant assurances, we agreed to allow aircraft owners to service their own aircraft themselves. That includes providing their own fuel. We can, and are obligated to, set reasonable rules and regulations regarding self-fueling—primarily to keep it safe, but also to maximize the space available for hangars for aircraft.

At the present time we believe that some owners are bringing mogas in to fuel their airplanes. We have made no attempt to identify who they are or to collect the \$0.05 per gallon fuel flowage fee. It’s worth noting that if an owner flies his/her airplane 50 hours a year and it burns 10 GPH, that works out to a fuel flowage fee of \$25 annually.

To keep self-fueling rules simple, the Airport Advisory Board felt that it would be wise to split self-fueling into two distinct operations: 1) for aircraft owners who bring in fuel in relatively modest amounts in, for example, five-gallon containers or a tank in the bed of their pickup trucks; and 2) for aircraft owners who desire to store hundreds or thousands of fuel in a fuel truck on the airport.

1) For those who bring in fuel and do not want to store it in a fuel truck that is based on the airport:

They must buy a \$25 annual self-fueling permit. Payment would be in lieu of paying the standard fuel flowage fee. The permit will show the name of the permit holder and the N number of the aircraft (a single aircraft) that can be refueled under the terms of the permit. The cost approximates what they would otherwise pay in fuel flowage fees. It is more than some would pay, but less than others—on average the Board believes that it’s about right. The fee would go up with the CPI annually, rounded to the nearest dollar. It would be paid to the County.

The permit would have the self-fueling rules printed on it and must be displayed inside the hangar of the aircraft owner.

The rules (for all self-fueling) would include:

Aircraft must be moved out of the hangar to be fueled far enough so that no fuel tank opening, or fuel vent is closer than 25 feet from the hangar. (National Fire Protection Association NFPA 4.2.11.1.3).

No person may be inside an aircraft while it is being fueled.

The aircraft engine(s) may not be running while the aircraft is being fueled.

No smoking is permitted within 50 feet of an aircraft being fueled.

The permit holder may only fuel aircraft she or he owns or has control of under a lease of at least six months duration.

The permit holder is responsible for any damage caused to persons or property as a result of fueling operations.

A fully charged fire extinguisher must be within 25 feet of the airplane during fueling.

No more than four five-gallon fuel containers, whether or not they contain any fuel, may be stored in any one hangar at any time and they may not be placed near a source of heat or spark.

When fueling from a fuel tank in a pickup truck, for example, there must be a way of grounding both the mobile tank/truck and the aircraft.

Any fuel spill more than six feet in diameter must be reported to the Airport Manager. The self-fueling permit holder will be financially responsible for any required cleanup/mitigation.

2) For those who wish to store fuel in a truck that they base on the airport.

The person seeking permission to self-fuel from a fuel tanker truck that they base on the airport must obtain a self-fueling permit. The cost is \$25 annually, to be increased yearly by the CPI, rounded to the nearest dollar. It is to be paid to the County. In addition, the permit holder will monthly/quarterly (?) report to the Airport Manager the amount of fuel delivered into the fuel truck and pay the appropriate fuel-flowage fee for that amount of fuel to Boundary County.

The rules above apply. In addition:

The tank truck must comply with all applicable local, state and federal rules and regulations including NFPA.

The tank truck shall be of a size that can be accommodated on the airport given the limitations of hangar location and weight bearing capability of airport roads and taxiways. This will be worked out in good faith negotiations between the hangar tenant and airport manager. The truck will be parked on leased space that has a suitable mat or other surface to protect the land under where the truck is parked in the event of a fuel spill.

Failure to comply with the self-fueling rules would be grounds for suspension or revocation of self-fueling privileges. If the violation places persons or property in danger, the airport manager is empowered to ban the transgressor from the airport for a period of time or permanently.”

**Pavement Maintenance Grant Update.** Trey Dail reported that three bids were received with the lowest being \$67,000 below the engineering estimate for the project. The County Commissioners have approved the project and funding is being secured. The winning bidder was American Road Maintenance. To minimize disruption on the airport, the work will take place in late fall.

**Zoning for Dan DeHart Update.** The proposal discussed and approved in previous Board meetings is moving to the Zoning and Planning Commission and County Commission. The Idaho Transportation Department continues to express concern with changing the zoning from light industrial/commercial to rural residential because it does not want residential development in an airport Inner Critical Zone. However, the size of the zone is not defined. Using the smaller of the two sizes outlined by the ITD, only a tiny portion of the DeHart properties are affected. Using the larger size, most of the properties are affected. However, the Board discussed that rural residential zoning allows only one house per five acres—something that meets ITD recommendations for under a traffic pattern—which describes the DeHart properties.

Unfortunately, light industrial/rural residential has a loophole that could potentially allow almost unlimited residences on the property because it allows for a residence in conjunction with a business and does not have a minimum lot size. Accordingly, the Board strongly recommends that the DeHart properties be rezoned rural residential to protect from creating a hazard with more than one residence on a five-acre tract.

Trey Dail and Dave Parker will continue to work with State personnel on this matter as we do not want to jeopardize state funding.

**Fair Disclosure Agreement Update.** A definitions section and instructions have been added. The Board asked that Dave Parker add a definition of “airport influence area” before the document goes to the County.

**Hilt Venture Capital Hangar Proposal.** Shawn Shanklin attended this portion of the meeting by telephone.

Mr. Shanklin advised that Hilt is going to be renewing its application to build a hangar on the airport, although without the fuel tank that was included with the previous application. He said that the hangar had been approved with two conditions that were unacceptable to his principal. As the Airport Board is not planning to allow installed fuel tanks on the airport, the conditions no longer apply and the new application for much the same hangar will be made formally at the next Board meeting. It was noted that during the previous application process the FAA had approved the hangar size and height on the 7160-1 form, so that should not have to be done again. Mr. Shanklin said that he will be bringing a check for the \$2,000 application/airport infrastructure fee.

There was considerable discussion regarding the fact that the hangar will effectively take up four hangar sites as set out on the Airport Layout Plan. Mr Shanklin stated that since Hilt will be paying for the leased land, the County will not lose any money by for those four sites as they will all be leased. Board members were concerned that by using four hangar sites what could be storage for as many as eight airplanes will be storage for one. Mr. Shanklin pointed out that the airport is not short of land for hangars as it has not even started to use the land on the east side of the runway.

The Board discussed concerns over drainage in the area should the hangar be built as proposed because it will block snow melt runoff that occurs naturally now and would still take place under the Airport Layout Plan hangar locations. It was felt that if the Hilt hangar were built that it would be necessary for Hilt to also pay for any work that will have to be done to allow drainage in the area.

For reference, Dave Parker provided the September 29, 2020 email from Mr. Shanklin announcing that Hilt was vacating Boundary County Airport as its base of operation and not going forward with its hangar application. A copy is inserted below:

From: johnl1 Ojc@charter.net  
Subject: Vacating Hangar

Date: September 29, 2020 at 1:03 PM  
To: dave.northernair@gmail.com  
Cc: dempseyandassociates@live.com

Hi Dave,

Thank you for sending the document Monday. I forwarded it to the principle for his review and at this time, a decision has been made to vacate 659 as our base of operation. This letter serves as notice to vacate the hangar we currently operate out of, effective Thursday October 1st, 2020 at 0000z. At or before that time, all invoices accrued since September 19, 2020, along with the additional pro-rated first day of October will be paid by me.

We at HILT VENTURE CAP INC. are thankful for Our time at your airport, and the services that you provided.

Thank you again,

Shawn

**Paul Jone and Wurzel Parsons-Keir Hangars.** The Paul Jones hangar proposal and FAA 7160-1 are approved and we are waiting for him to sign the agreement. That is also the situation with the Wurzel hangar.

**Hangar Lease Application/Airport Infrastructure Fund.** Jay Wages and Dave Parker raised the issue that the current \$2,000 application fee to build a hangar is designed to recoup the expenses faced by the airport in getting hangar sites to the point that they have road access and are generally ready for construction. The fee has not been increased in almost 20 years and is no longer enough to cover the infrastructure work cost.

Rick Durden moved that the fee be increased to \$3,000 effective in June—after the Hilt hangar application as the Board felt that the fee should not be increased when the Hilt representative was told that it would be \$2,000. The motion was seconded by Pat Gardner. It passed unanimously.

**North Bench Fire Update.** No report

**Spraying Weeds on the South End of Airport Property.** Dave Parker reported that the cost is becoming prohibitive, and that the County has not been doing the job. Pat Gardner will follow up on reimbursement.

**Environmental Assessment Public Comment.** There was discussion of methods of complying with the requirement for public comment for the potential changes to the Airport. Notification will be made in accordance with the requirements.

**SRE Building Closeout.** The final report to close out the grant to build the Snow Removal Equipment Building was sent today per Trey Dail.

**Smith Creek Power.** Trey Dail reported that he had met with Smith Creek regarding potential locations for relocated power lines when the runway is extended.

The meeting was adjourned at 7:58 PM.