



Boundary County Airport Board

Special Meeting Minutes

DATE: 9/25/2020 **TIME:** 5:30 PM **LOCATION:** BC AIRPORT TERMINAL

PRESENT: BOARD MEMBERS: DON JORDAN, CALEB DAVIS, PAT GARDINER, MARK WEBER, RICK DURDEN, BOB BLANFORD

BBQ SERVER: TRAVIS WISBERG; ID DIV OF AERONAUTICS: FLO GHIGINA; HANGAR CONTRACTOR: SCOTT DEMPSEY; HILT VENTURE CAPITAL INC PILOT: SHAWN SHANKLIN (ON SPEAKER PHONE)

MANAGER: DAVE PARKER

Special meeting concerning:

Hilt Venture Capital Inc. (abbreviated as HVC in this document) Hangar and Self-Fuel

The hangar was confirmed to be 100ft x 100ft and will be 32ft tall with a lean-to of 20ft on the north side. It will include crew quarters, showers, bathroom, parking garage. It will have power, gas, water, and septic system. It will also have a water/oil separator in the floor and will drain the water into the septic system. Apron size may be as large as 80ft, may depend on leach field. The east and west side will have hangar doors for aircraft use, and the north side will have vehicle access. Ground lease taken up by HVC will be approx. 192ft x 155ft. (See Attachment 2)

Citation jets 680 and 750 were discussed with performance; accelerate-stop distances with a contaminated runway / water, snow, and ice. Shawn advised that he is the pilot in command and would delay flights if it was raining or snowing cats and dogs; he would work with airport manager concerning runway conditions. Shawn will wait until he determines conditions to be safe. The runway will not always be dry, because Bonners Ferry is a rural airport that does not have the equipment or man-power to compete with a Part 139 airport like Coeur D'Alene. Boundary County does have some new equipment that will help keep the airport better than in the past. Rick Durden brought up intersection take offs and that they are more risky than full length take offs.

The hangar's position centred on the road and taking up more than three future hangar sites was discussed. Also, how the development would affect future sites to the north.

Self-fuel is a big issue and one that will take time to get right, so that we are dealing with small and large aircraft in a fair fashion. Gas cans, pick-up tanks, and large fuel tanks are all going to be addressed; permits, grant assurances, fire codes, EPA, DEQ, OSHA, SPCC, and FAA regulations must all be taken into consideration and discussed by board members and HVC reps. Fuel trucks should not be on taxiways and there was concern of semi-truck access into the site, especially as the airport fills in the rest of the other hangar sites.

Shawn advised that the tank they desire is a Fire Guard type 2085 12,000gal tank, and would be placed under the eave 5ft from the building. HVC has already purchased a 30,000lb aircraft tug to move the jet. Tank would have an 80-90ft hose that would reach the jet and be fuelled outside the hangar. They would meet or exceed all requirements concerning self-fuel.

Lean-to and parking garage is important to HVC and its operation; the garage is for vehicles and not snowmobiles. It will allow their people to keep warm and dry in poor WX and not have to remove snow and ice from vehicles when they arrive back after a flight.

Leased land will bring income into the airport. HVC is willing to bring in larger water lines to help future hangar sites.

Color of the hangar was discussed, and Airport voted to remain with the primary colors that the airport has been using for 20-plus years. Green sides with a white roof and white accents.

The lease will be a non-commercial lease for 20 years with a 20 year option.

Airport and County does not want to be sued by HVC Principle if fuel does not go the way they desire. Homework is necessary to make good decisions on fueling. Boundary County has to come up with a policy/plan and it is going to take time. It is paramount to protect the County from future suits due to self-fueling rules, terms, and conditions etc.

Rick Durden wrote up a motion (see Attachment 1) that was read to the board. Pat Gardiner moved that the motion be approved as read; Don Jordan seconded; No further discussion; Vote in favor of the motion was unanimous.

Meeting adjourned at 8:15 PM 9/25/2020

Attachment 1

Motion voted on by the Airport Advisory Board, as written by Rick Durden

It is resolved by the Boundary County, Idaho Airport Advisory Board that it recommends that Boundary County enter into a standard, non-commercial hangar land lease agreement with Hilt Venture Capital, Inc. of Edgewood Washington, on the Boundary County Airport for the purpose of building a hangar on an approximately 192 x 155 foot area as reviewed by the Advisory Board on September 25, 2020, to be known as Hangar A-5.

As a condition of entering into the lease, the Boundary County Airport Advisory Board and Boundary County agree to establish reasonable aircraft self-fueling rules, regulations, and permitting terms, conditions, and fees for airport tenants within six months.

As an additional condition of the lease, Hilt Venture Capital, Inc. agrees to enter into an agreement that it, Hilt Venture Capital, Inc., its principals, agents, employees, and representatives will bring no action of any sort in any court of any jurisdiction and/or any administrative action, including but not limited to a complaint under 14 CFR Part 13 and/or 14 CFR Part 16 against Boundary County, Idaho, its employees, volunteers, Airport Manager, and Airport Advisory Board members in any way related to the self-fueling rules, regulations, and permitting terms, conditions and fees for the Boundary County Airport.

Attachment 2

