

Boundary County Airport Board Meeting March 7, 2023.

Present: Don Jordan, Pat Gardiner, Rick Durden, Mark Weber, Jay Wages, Scott Hittle and Trey Dail.

Manager: Dave Parker

The meeting was called to order at 5:37 PM by Jay Wages.

Rick Durden moved acceptance of the minutes of the February meeting with one correction – striking the sentence “That may have been a typo” from the minutes. Mark Weber seconded the motion and it passed unanimously.

### **Old Business**

#### **Precision Helicopter Hangar Sale Update**

Dave Parker reported that virtually all of the post-sale requirements have been completed except for confirmation of insurance. The new owners have started working on the building.

#### **Airport Manager Update**

Dave Parker reported:

He and his team fixed a number of broken runway lights.

They plowed snow on the airport three times.

Bonnors Ferry Builders have started construction on the lean tos on either side of the SRE (snow removal equipment) building. Builders had sought a price increase on the contract – Dave Parker worked with them, and they agreed to the original price. The County Commission signed off on the contract.

The new John Deere tractor developed an oil leak – it was repaired.

Scott Morrison was unable to start construction on the hangar he wanted to build within the time set forth in his land lease agreement. He elected to terminate the agreement and his \$3,000 deposit was returned to him. The space is open for lease.

Dave Parker performed extensive research into finding the best sites for firefighting helicopters on the airport in the future following last summer’s heavy use. While things worked out very well on the east side of the airport, Mr. Parker is looking to see if things can be made even better and more efficient.

Northern Air's Aero Commander 690B was sold.

There is a new owner of the house on the extended centerline of the south end of the runway—it is anticipated that the owner will be approaching the Board with some concerns about lengthening of the runway in the future.

The airports AWOS (automatic weather reporting system) underwent an inspection by the FAA and was found to be satisfactory.

Fuel sales for February: Jet A, 450 gallons; 100LL, 1736 gallons.

### **Environmental Assessment—Update**

Trey Dail reported that we received comments back from the FAA. He met with them and will be submitting our revised Chapters 1-3 for approval. Then Chapter 4 will be sent in so it can be published for public comment by July.

### **Review of Slope Stabilization Design**

Trey Dail reported that the design is going to be advertised for bids next week. The bids will be opened April 3. There will be a March 27 meeting with prospective contractors. The job includes moving 13,000 cubic yards of material, dealing with two acres of trees, and relocating the airport fence on the east side of the runway. It is anticipated to take 60 days to complete and involve closing the airport for five days. The plan is for construction to begin in August. September.

### **Review Construction Easements**

Pursuant to Idaho Code 74-206(1)(c), Pat Gardiner moved that the Board go into executive session to consider acquiring an interest in real property in which the owner of the property is not a public agency, as set out in the above-referenced section. Rick Durden seconded the motion. In a roll call vote, the motion passed unanimously.

At the conclusion of the executive session, the Board meeting returned to its ordinary public status.

### **New Business**

#### **Roads Through Airport Property—And Discuss Truck Stop Access**

Dave Parker reported that the County has been discussing access across airport property for a truck stop that is being built on the west side of the airport. Mr. Parker will meet with the County Roads and Bridges department to point out that such non-aviation use of airport property is prohibited under the Grant Assurances the County has signed in return for federal money used in

airport development—such unauthorized use would put the County at risk of losing future grant monies and having to repay money received in the past. This would run into millions of dollars.

It was also noted that what is called School Bus Road west of the airport (and currently the access road to the hangars) is not a County road even though it is being used for school buses transporting children to and from school. As more hangars are built under the Airport Master Plan, that road will no longer be available for use by school buses. At a meeting with the County Commissioners attended by Dave Parker and many of the Airport Board members, this was discussed. The Commissioners were aware of that fact and had named a location where they intended to move the school bus transportation site when the time comes.

### **Cliff Kramer Wants Hangar Lot A-7**

Dave Parker reported that Cliff Kramer wants hangar lot A-7 for a 70-foot wide, by 80-foot deep and 26-foot-high hangar on a commercial lease. He intends to build a steel building. In conversations with Dave Parker they discussed increasing the land on each side of the building from 10 to 15 feet to allow automobile parking. That leaves room for a 60-foot-wide hangar with the standard 10 foot space on each side. There was extensive discussion of the proposal and it was noted that the sites were laid out for 80-foot hangars as well as concerns over setting aside space for automobile parking and snow removal. Dave Parker said that the FAA form 7460 for approval of the building size has been filed with the FAA.

Following discussion, Rick Durden moved that the Board approve the concept of leasing space A-7 to Cliff Kramer in the size of 100-feet wide and 125 feet in depth for a 70X80X26 hangar but expressing concern about automobile parking. Don Jordan seconded the motion and it passed unanimously.

The meeting was adjourned at 7:00 pm.