

Boundary County Airport Board Meeting October 8, 2024.

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

Airport Manager: Dave Parker

The meeting was called to order at 5:30 PM by Jay Wages.

Don Jordan moved acceptance of the minutes of the July 2024 meeting, Pat Gardner seconded the motion and it passed unanimously.

Old Business

Hangar Inspection

Dave Parker took the board members to Hangars D and B-2 to look over their condition and fill out the County checklist in anticipation of sales of the hangars and execution of new leases. Overall, both looked good. The board acted later in the meeting on new leases.

Slope Stabilization

Trey Dail reported that the project is complete, and a draft closeout has been submitted to the FAA. There was an overrun on cost of \$30,000 as it was necessary to extend the “toe” to cover erosion, requiring additional material. It will be necessary to request a grant amendment, which will delay closeout to March 2025. The County will be reimbursed for 97.5% of the cost but the County will have to carry the sum until closeout.

Environmental Assessment—Update

Dave Parker and Trey Dail reported that the finding of no significant impact is into the FAA for signature. Once signed, it will go public for review. The closeout of the grant is expected in December. The County was awarded a second Phase 3 grant to finish out the EA. The final invoice will be submitted in late October and the project should be done.

Update—Power Line Poles South of Runway

Trey Dail and Dave Parker reported on their frustration in dealing with Tollhouse and its lack of response. Further investigation indicates that the above-ground powerline could come into compliance with much of the work anticipated on the airport by moving just one pole. However, in the long term, the power line needs to be buried. The Board recommended that the County Attorney and/or County Commission get involved to get Tollhouse moving.

Hangar Row E taxiway construction and hangars-Update

Dave Parker reported that the plans for building a gravel taxi lane and adjacent hangars have been reviewed by all involved with the project and there have been no complaints.

Ashmore Hangar-Update

Dave Parker reported that the hangar pad had been poured.

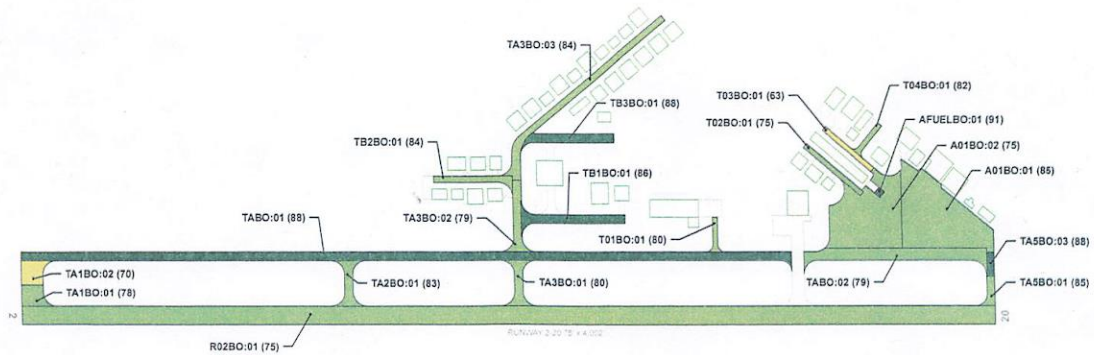
New Business

Pavement Condition Investigation (PCI) Results

Dave Parker reported that the PCI by the State of Idaho is complete. Overall, the pavement is in satisfactory to good condition with areas that are deteriorating. The runway is rated at 75, near the low end of the satisfactory range. A copy of the State's Summary Report is attached.

2023 PCI SUMMARY REPORT

2023 PCI Exhibit



Airport Runway @ 75 - Low End of Satisfactory Range

Legend



FY 2025 Projects

The AGIS instrument approach project should start in June 2025.

The Board had previously discussed the overhead power issue.

The third project is runway design.

Dave Parker has met with County Commissioners and Trey's company was approved as airport engineers.

New Leases for Hangars D and B-2

After discussion based on the review of the condition of the two hangars, Rick Durden moved that a 15-year land lease.. Mark Weber seconded the motion and it passed unanimously.

Bert Wolff Hangar A Request to Renew Lease

Dave Parker reported that Bert Wolff has request a new land lease on the 9-bay hangar he had previously owned. The Board discussed the fact that last year it recommended, and the Commission approved, a one-year lease with no renewal to Mr. Wolff. The record also reflected that during the course of the one-year land lease, Mr. Wolff had not lived up to its terms and conditions, among other things, keeping airworthy airplanes in the hangar bays. In addition, title to the building has passed to the County and the hangar itself is in such disrepair that it is a safety issue. As nothing new was presented in Mr. Wolff's request, the Board took no action.

Paul Weschler wants a 60' X 50' Hangar

Dave Parker reported that Paul Weschler desires to build a 60' X 50' hangar and has paid the \$3,000 initial fee. The aircraft to be hangared is a Grumman Tiger. Mr. Parker has looked at the proposed hangar site and noted that a substantial amount of fill will be required, and the cost of such fill is the responsibility of the land lessee/hangar owner. The lessee will also be responsible for removal of vegetation.

There was an extensive discussion regarding the desired hangar size, that it might adversely affect snow removal, that 50' X 50' would be more fitting in terms of maximizing the number of hangars and amount of aircraft storage for the airport. The discussion included comments about the current 20-foot minimum separation between hangars and whether it could be reduced to 10 feet under County regulations (Dave Parker will research), and whether it would be appropriate to require that new construction hangars include snow breaks on the roof.

Airport Manager Update

Dave Parker reported that the AWOS was inspected, and the wind direction indicator does not meet standards. A NOTAM has been issued advising pilots of the condition. It is estimated that the cost to replace the wind indicator will be \$3,200.

The meeting was adjourned at 7:16 pm.

Fuel Sales for March: 100LL – 3,359 gallons; Jet A - 624 gallons.