

MINUTES FROM THE AIRPORT ADVISORY COMMITTEE MEETING
HELD ON MAY 21, 2019, AT 7:00 P.M.

MEMBERS PRESENT: Ted Thompson, Skip Sobien, Tim Healy, AJ Lewis

MEMBERS ABSENT: Warren Bauer, Bill Best, Paul Hibbard

REPRESENTATIVES: Public Works Director Rich Urquidi; Toby Epler – JUB Engineers, Inc.

GUESTS:

TRANSCRIBER: Amy Pearson

MINUTES:

Ted Thompson made a motion to approve the minutes from the March 19, 2019 meeting. Tim Healy seconded the motion. All in favor, motion carried.

RECOGNIZE PERSONS IN THE AUDIENCE:

Bob Viramontes, the new airport mechanic, was present to observe the meeting.

OLD BUSINESS

Instrument Approach Procedure Changes

Toby said that Brandon is no longer with the FAA. Ted said that the Boise Airport Operations manager asked if we could speed up the process to relieve them of some of their air traffic. AJ feels that based on the last conversation with the FAA that likely is not going to happen, but he will certainly ask. So far the FAA is meeting all their deadlines with data collection and entry. Carry forward.

Replacement of Terminal Building

No update. Carry forward.

Airport Drainage

There has not been any water near the hangars. Carry forward.

ADA Improvements

No update. Carry forward.

Airport License

Ted has not heard from Alpine Aviation reference their licensing. Rich will follow up with Nina to see if she received a response to her letter. Carry forward.

FAA Funding and Projects

Toby said that they opened bids on May 7th and had two companies that submitted bids. One was Quality Electric of Boise for \$92,500. They are the company that did a lot of the taxiway lights during the runway project. Hamilton Builders of Mountain Home also submitted a bid for \$275,000. Toby said that it looks like we will be able to secure all the funding. There is a three month lead time on airfield electrical projects. Assuming that funding is received mid-June construction can begin at the end of August or beginning of September. It is a four week, nighttime construction. Carry forward.

Above Ground Fuel Storage

Ted said they are moving forward but much slower than he had hoped. They are starting to make progress now. The cost to have the tank installed is likely to be higher than suspected. There are things that need to

be done to the old tank. They were asking about three-phase power versus single-phase because you can get better quality pumps on three-phase. Ted said that the single-phase pump is more expensive, but he thinks the cost to bring three-phase power to that area will be at least as expensive. The only three-phase power is across the street at the well and this is the second instance where three-phase power would be beneficial. Carry forward.

Aircraft Maintenance Apprenticeship Program

Ted attended a meeting today that provided a lot more information and he was able to speak directly with the Veteran's Affairs representative and an Air Force representative at the same time. He said that they developed a good plan to move forward and may be able to start fairly soon. Ted also found a potential source of grants, Idaho Workforce Development Council, to help. He said that they will still be facility limited and to a certain extent manpower limited, but believes they have enough of both to get started. Carry forward.

NEW BUSINESS

BLM Retardant Pit Improvements

BLM is expected to open the base on June 15th. There are not any tanks there and they are going to use generators for power this year. He does not know if the company that is providing the retardant will fund the three-phase power. Rich wanted to be sure that the power is underground. Ted said they cleaned out the old pits, hauled away approximately 1,000 pounds of contaminated soil and 5,500 gallons of hazmat liquid that was in the bottom of the tanks (primarily the water used to get it out), took six inches of uncontaminated soil with them and will bring in 60 yards of clean gravel. There was some non-hazardous solid waste in a sump underneath everything that Ted had no idea was there. There was a concern about the amount of chromium and cadmium that goes into the swale from the washpit. It was 22 parts per million (ppm) and they would rather it remain at 20 ppm and asked us to look at what else may be there and ways to capture the additional 2 ppm. BLM said that if they received documentation from DEQ that indicated that DEQ was not concerned about the 22 ppm then they would be happy.

BLM also discussed building a new SEAT base and are very much interested in pursuing a base here. The people that were discussing it indicated that BLM would not fund it and wanted to know if the city could fund it. Ted believes that the only way it will be built is if we fund it for them otherwise they will continue to operate like they are. The advantage to building the base is they contain all the contaminants the way they want to because it is built in and we get a ramp that for nine months of the year we can do whatever we want with. Carry forward.

Weed Control

Weeds were sprayed two weeks ago before the rain. Ted said that it is in good shape and isn't seeing much come up. He did pull a bunch of weeds in the approach end of 10. Next year they will put bait down to help prevent as many whistle pigs. Nothing further, item closed.

Jet Fuel Flowage Fees

Ted thinks it is fair that if his business has to pay flowage fees then every other business that pumps jet fuel on the airport should contribute as well. Ted said that Thomas Brothers and Bybee both pump jet fuel. Ted said that Bybee has two tanker trailers out there. Tim said that they only have a tanker trailer there because you can't put anything permanent down without a containment wall. With a tanker trailer you don't have to do that.

Ted said that he thinks it's fair that if he is asked to pay that others should as well. Tim said that the difference is that they aren't pumping it to make money. Ted said they are. Tim said that they are making money but they are not pumping to the public and taxing on it. Tim said that it's for private use only and they paid taxes on it when they bought it. Tim asked about Thomas Brothers. Ted said that they are

pumping it into their airplanes. Toby said that he has been told by people the reason that some other airports do charge a flowage fee is to somewhat cover the liability of people bringing fuel onto the airport.

Ted made a motion that all jet fuel pumped at the airport is subject to a .05 cent per gallon jet fuel flowage fee. Tim said that he is against it and would not second the motion. Skip seconded the motion since no one else would. Skip called for those in favor:

Ted Thompson AYE
Skip Sobien AYE

During the vote AJ asked if they had to vote on this tonight since Ted will not begin paying a flowage fee until his tank is in place which could be as early as four weeks, but more likely August. AJ said that he would like more time to research the topic and see what other airports are doing it, why they are doing it, and what are they actually pumping. AJ said he doesn't know enough at this time to make a decision one way or another. AJ asked if we were able to carry it forward. Rich said that at this time it looks like it would be a 2-2 vote and wouldn't pass anyway. He also said that the motion could be withdrawn and readdressed at the next meeting. Ted said that he would withdraw the motion for now and give everyone the opportunity to look into it. The motion was withdrawn. Ted said that he did provide flowage fee data to the city council; there are some airports that do and some that don't.

Ted said that he also pays taxes on the fuel that he buys, so if it is a concern about passing the tax on to customers which he can do to a certain extent then people who pump fuel for crop dusting can charge their customers for that. Tim said that they don't have meters, they don't flow it that way and they don't charge fuel rather a price per acre and typically the more acres there are the cheaper it is. Tim said that their fuel is not for resale. Ted said that Thomas Brothers does have meters because they sold fuel to him. Tim asked Ted why they sold it to him and he said because he needed it. Tim said that agriculture is exempt and does not pay taxes on fuel. Skip said that agriculture is exempt on diesel fuel and wondered if they were exempt on aviation fuel. Tim said he wasn't certain if aviation fuel is exempt but said that we could ask them. Skip asked how Thomas Brothers differentiates between the fuel they sell to the public and the fuel they use for agriculture. Tim said they charge by the acre for agriculture. Skip asked how Thomas Brothers sells their fuel in Gooding. Tim said in Gooding it is different because their pumps are checked by the state, they have the stickers on them and they meter to the public but he isn't certain that they pay taxes on fuel for agriculture use; if they do, they likely get it back at the end of the year. There was additional speculation on the taxing of agriculture aviation fuel. Item carried forward.

GENERAL COMMITTEE DISCUSSION

ADJOURN

There being no further business to come before the committee, Ted Thompson made a motion to adjourn the meeting. Tim Healy seconded the motion. All in favor and the meeting was adjourned at 7:33 P.M.


Chair

AGENDA ITEMS FOR JUNE 18, 2019 MEETING

OLD BUSINESS

Instrument Approach Procedure Changes

Replacement of Terminal Building
Airport Drainage
ADA Improvements
Airport License
FAA Funding and Projects
Above Ground Fuel Storage
Aircraft Maintenance Apprenticeship Program
BLM Retardant Pit Improvements
Jet Fuel Flowage Fees

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