

MINUTES FROM THE AIRPORT ADVISORY COMMITTEE MEETING
HELD ON AUGUST 20, 2019, AT 7:00 P.M.

MEMBERS PRESENT: Ted Thompson, Skip Sobien, Paul Hibbard, Bill Best, Warren Bauer, Tim Healy

MEMBERS ABSENT: AJ Lewis

REPRESENTATIVES: Councilman Schipani; Toby Epler – JUB Engineers, Inc.

GUESTS:

TRANSCRIBER: Amy Pearson

MINUTES:

Ted Thompson made a motion to approve the minutes from the August 20, 2019 meeting. Skip Sobien seconded the motion. All in favor, motion carried.

RECOGNIZE PERSONS IN THE AUDIENCE:

OLD BUSINESS

Instrument Approach Procedure Changes

No update. Carry forward.

Replacement of Terminal Building

No update. Carry forward.

Airport Drainage

No update. Carry forward.

ADA Improvements

They completed the ramp to the backdoor, but the backdoor repair is not very effective. The door also closes too fast. They did receive a quote for the counter for approximately \$4,000.00. Carry forward.

Airport License

A member of Alpine Aviation asked Ted if he knows of anyone that would want to buy or rent a hangar but doesn't know what that means for their business there. Carry forward.

FAA Funding and Projects

This year's construction project is fully funded which is to replace the REILS, PAPIS as well as new electrical regulators. The city has contracted with Quality Electric to do the work. Toby is hoping to start construction at the end of September. The project will consist of nighttime construction lasting approximately four weeks. Once they have a ship date on the parts, they will have a more accurate start date. Carry forward.

Above Ground Fuel Storage

Ted is trying to get in the que for construction projects. The tank has been sanded and primed and he appreciates the city's help in getting one end of it elevated so that they could drain it. Ted has selected a jersey barrier type of containment. It is less expensive than concrete and can be moved if necessary. Ted is not certain that he will fill it right away due to the lack of a fire season and that the SEAT contractor brought his own fuel truck, something that Ted wants to discuss. He said the SEAT company is paying

the Twin Falls FBO .25 cents a gallon (.08 to the city, .17 to the FBO) to pump their own fuel. Ted turned down .25 cents a gallon because that is not nearly what he gets for pumping a gallon of gas and they are taking all his business away. He is in business to sell product, not collect flowage fees. Ted said the first year he pumped 9,000 gallons; second year 18,000; third year 14,000 and last year was 48,000. This year he is on track to only sell approximately 9,000. What he was able to arrange with the SEAT company owner is to pump fuel for one of his airplanes, making it significantly more than .25 cents a gallon.

Ted is meeting with the FBO of Twin Falls to discuss the BLM contracting process and how that runs the risk of running operations out of business. The profit from selling jet fuel is the only way that there is a mechanic on the airport and certain improvements are made. Carry forward.

Aircraft Maintenance Apprenticeship Program

Ted said they have been approved for a grant from Idaho Workforce Development Council, but do not have it in hand yet. The grant will enable them to pay for a mechanic to teach (due to a lack of jet fuel sales to do so), an airplane to use for hands on training, and administrative fees that they are going to have to share with Idaho State to process VA paperwork for students. This project is ongoing, and he is very optimistic about the program. Carry forward.

NEW BUSINESS

Discussion on Proposed Jet Fuel Flowage Fees

Ted would like to see a flowage fee instituted for anyone pumping their own fuel at the airport, paid to the city to help fund improvements and projects at the airport. Airport flowage fees are a common practice and he believes that it can be a benefit to the city. Toby said that from an FAA standpoint it is recommended that a sponsor charge flowage fees on any gas pumped at the airport. In fact, the airport is mandated to maximize revenue at the airport and one of those mandates is flowage fees.

We are also losing revenue from the helicopters that come here. For example, a Chinook helicopter comes here and fuels up 700 gallons, the only revenue the city gets is \$25 a day for the fuel truck being parked there.

Ted doesn't know if Bybee and Thomas Brothers have additional fees that they are paying to the city on top of their lease. If so, maybe they only pay a flowage fee above that amount. Ted is putting .05 cents a gallon out for discussion since that is what he is paying. For example, if they are paying \$2,500 right now, calculate their flowage fee and if it is less than \$2,500, they wouldn't pay any more; it is more than \$2,500 then they would above that at .05 cents a gallon.

Ted suggested weighing the fuel that is put in and charge by the gallon as an equitable means to determine the fee. This is how most operations calculate the flowage fee. Several members of the committee agreed that a flowage fee should be instituted at the airport.

Ted put some numbers together on how he thinks a tiered flowage fee structure would be because he does want to account for those who are paying leases operating here every day and for those he recommends .05 cents per gallon.

- Non-contract transient Aircraft (Forest Service helicopters that come for a day or two) - .25 cents per gallon transferred per day or \$25 per day for the refueling vehicle that is here, whichever is greater. This is in addition to the helicopter itself being charged a \$25 parking fee.

- Contract Aircraft (SEAT Company) - .50 cents per gallon transferred per day and \$50 per day for the vehicle. For example, a 4,000-gallon truck will pay \$50 per day, if they are here for 60 days that is \$3,000. If they pump 10,000 gallons out of the truck, that is an additional \$5,000.

It starts to be a more realistic cost of doing business here. The downside is all that money goes to the city and doesn't help the FBO's business unless the city chooses to share flowage fees. Ted would rather the city say that other businesses can't bring a fuel truck in the first place. Ted currently receives 50% of the parking fees that he collects, but the City collects from the SEATs and BLM directly monthly, so he does not receive a percentage of that.

Ted agreed to prepare a draft ordinance change and a draft resolution along with pros and cons to the committee members prior to the next meeting for review so that they can discuss the suggested changes for a possible recommendation to the council. Carry forward.

Wash Pit Runoff

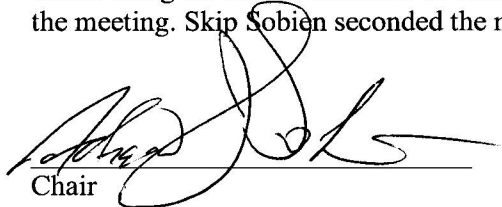
One of the things that came up while we were researching containment systems is that the BLM environmental people are concerned about the heavy metals that are in the retardant (it's not hazardous, but it does cause concern) from where it drains from the washpit into the swale in the ramp of the taxiway. Ted thinks that BLM wants to move their operation to a newly constructed ramp on the west side of our ramp that puts them mid-field where they can build a retardant pit and a wash pit that is designed for their needs and gets their airplanes largely off our general aviation ramp. Carry forward.

GENERAL COMMITTEE DISCUSSION

There will not be an October Airport Committee meeting due to the City Council meeting being scheduled the same evening.

ADJOURN

There being no further business to come before the committee, Paul Hibbard made a motion to adjourn the meeting. Skip Sobien seconded the motion. All in favor and the meeting was adjourned at 8:03 P.M.



Chair

AGENDA ITEMS FOR SEPTEMBER 17, 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
 Discussion/Decision on Proposed Jet Fuel Flowage Fees
 Washpit Runoff

NEW BUSINESS