

Boundary County Airport Board Meeting January 4, 2022

Present: Don Jordan, Pat Gardiner, Rick Durden, Jay Wages, Trey Dail, Caleb Davis, Johannes Snyder, Dalin Hubbard, Don Jordan, Travis Wisberg, Jay wages, Bob Blanford and Jesse Stafford

Manager: Dave Parker

The meeting was called to order at 5:34 PM by Jay Wages.

A correction to the minutes of the previous meeting was presented, Caleb Davis moved that they be accepted as corrected. Pat Gardiner seconded the motion and it passed unanimously.

Grant Status Update. Dave Parker and Trey Dail reported that three Cares grants (\$13,000, \$30,000 and \$32,000 have been closed out. They are expecting a FAA grant later this year that will probably recur for the next four years.

Hangar Use Rules/Guidelines/Policy. As the demand for hangar space is increasing and available space remains tight—and at least one hangar capable of holding at least two airplanes has no airplanes in it, discussion has been ongoing among users and the Board as to establishing appropriate guidance/policy for hangar use that makes efficient use of available space to store airplanes, complies with federal grant assurances regarding aeronautical use of hangars and maintains the airport as a user-friendly environment that provides for the needs of the community for aviation services, recreation, education and emergencies.

A discussion lasting 55 minutes ensued with virtually all of the Board members as well as most of the airport users who attended the meeting commenting on the subject. The general consensus was that those who lease land to build a hangar should understand going in what the expectations are for use; the rules/guidelines/policy should be based on common sense and should avoid the draconian restrictions observed at some other airports; that property rights of space lessees/hangar structure owners should be respected so long as the use of the space is primarily aeronautical and that defining “primarily aeronautical” should also be based on common sense.

One person opined that the rules should be a part of the hangar space leases while the majority pointed out that leases are long term and difficult to amend, plus they required compliance with airport rules so that it would be more appropriate to put the hangar use policy into a set of rules/guidelines/policy.

There was extended discussion as to what percentage of a hangar’s space must be dedicated to storage of aircraft to meet the “primary aeronautical” use. It was noted that the FAA has not set out rules on that subject but at the Boulder, Colorado airport it stated that storing several trucks in a hangar and only one airplane—where the trucks would have to be moved to get the airplane out—was not primarily aeronautical. Users said that a person who can afford to put up a hangar that has space for three airplanes should be allowed to store just one airplane in it. Others said that a person who intends to only store one airplane should not take up that much space that

could otherwise be used by others. The consensus in the room was that it should be satisfactory for a hangar owner that can potentially park two airplanes in a hangar to park only one, especially because moving airplanes regularly to get the one “behind” out and in often results in damage to the aircraft. The consensus was that there should not be any requirement to park the maximum number of airplanes within a hangar that it can hold because of the risk of damage. Further, the FAA has clearly stated that so long as the airplane can be easily moved out and in the hangar; it is perfectly satisfactory to have other items in the hangar such as sofas, TVs, tables, etc. At 65S hangar owners have regularly also stored vehicles, RVs and boats in addition to airplanes in their hangars. This was felt to be acceptable so long as the airplane in the hangar was airworthy and could be moved out and in without moving something else.

It was the consensus that once a hangar is built the owner should have six months to store an airworthy airplane in it. If the airplane is sold, six months to put another airworthy airplane in it is acceptable. It is also acceptable for the owner to store airplanes in it periodically, especially if s/he lives elsewhere. Historically, such owners have told the airport manager that the hangar may be used for storage of transient aircraft briefly should the need arise. There was concern about insurance on those airplanes expressed.

As for aircraft that are not airworthy—either being restored or built, the consensus was that a time lime for completing an airworthy airplane should be established and enforced, although there needs to be recognition that delays occur.

There also seemed to be a consensus in the room that the airport should want individuals to own hangars to store airplanes under workable rules but needs to protect itself against those who would take advantage of the rules.

Rick Durden was assigned to create a draft of the rules/guidelines/policy to be circulated prior to the next meeting.

Farm Lease Update and Acreage Measure. A portion of the airport property is farmed under the terms of a lease of 52 acres. Due to recent construction, the amount of land has changed. Dave Parker and Dalin Hubbard recently measured the amount of land that can be farmed and found that it totaled 50.6 acres. The farm lease will be adjusted accordingly.

Hangar L Sale. Dave Parker reported that the proposed sale that had been reported was not consummated.

Southeast Property Discussion. Dave Parker reported that the effort to acquire a strip of land, referred to as the Howard Property, on the southeast edge of the airport is being taken over by the County commissioners, although the Airport Board will remain involved as the land is of importance to the airport.

Snowplowing. This season has required a great deal of plowing already and the snowbanks beside the runway and taxiway are getting high because the equipment we have is limited in the ability to throw snow further from the pavement. Dave Parker is exploring snowblower and loader options that may improve the capability.

The new Snow Removal Equipment building is working out well

The meeting was adjourned at 7:25 pm.