

# *Draft*

## **City of McCall Airport Advisory Committee December 7<sup>th</sup>, 2006 – Minutes**

The meeting was called to order at 1205 local with members Gordon Eccles, Dan Scott, Jerry McCauley, and Chairman John Seevers present. Eric Hagen (USFS) was absent. Additionally, Rick Harvey (Airport Manager) was present. Public attendance comprised of 8 people.

**Chairman's Comments:** John Seevers began the meeting with an overview of the AAC's charter stressing that the committee's role is advisory only to the Airport Manager and the City Council. He then submitted that he wanted to have Lori MacNichol's comments (compensation for use of the new taxilane by non-east hangar owners) be moved from the Public Comment portion to new business. At the conclusion of new business he wanted to have a discussion on the status of the airport sewer.

### **Minutes:**

- The minutes from the November, 2006, regular meeting, were reviewed and approved.

### **Public Comment:**

- AAC member, Jerry McCauley, submitted his resignation effective after the January regular meeting. The chairman accepted his resignation and several members, along with people in attendance, offered their thanks for Mr. McCauley's dedication to the airport and the AAC.

### **Airport Manager's Report:**

- Current Events:
  - Next Report from Mead & Hunt (master plan)
    - Tentative Dates (Sometime in January, awaiting for a date from the city manager)
    - Tentative Format – Discussed – Member Dan Scott felt that there needed to be more time between the presentation(s) to the AAC, PAC, City Council and members of the County Commission and when the public workshop was held. The Airport Manager agreed and said he would coordinate.

- Winter Operations - Status
  - Equipment Maintenance/Upgrades:
    - (High speed plow blade upgraded with new skid plates and blades, New Loader chains purchased and installed, Truck chains repaired and installed)
  - Equipment Operations
    - (New articulated plow for loader is working out well)
  - Facilities Preparation – Ramp/EHP now being plowed
  - Crew Safety Training – Review Procedures (below), newly designated airport maintenance operations person is to conduct safety training (in accordance with program currently used by Public Works)

**Snow Plow Plan**

*Winter 2005/2006 - Approved by AAC on 1 Dec '05*

*(2 Operators - Order of Events)*

*Updated for 2006/2007*

➤ **Night Before:**

- Check Weather
- Determine Work Schedule
- **Note:** *We will make every attempt to have the airport opened by daylight. Remember, as the winter progresses the days become longer - therefore, you have to come in earlier to make the open by daylight requirement.*

➤ **Beginning of day (approximately 0530):**

- **Start Plow, Oshkosh and Loader allow 30 minutes to warm-up - while warming:**
  - Assess conditions
  - Shovel out Back Door entry and Shop Entrance
  - Decide who does what

- **Plow Operator**

- > ***If snow is light:***

- Plow Runway as far to edges as possible

- > ***If snow is deep / heavy:***

- Reverse Plow from as close to lights as possible
    - Center Plow to form two berms
    - Blow berms with Oshkosh

- With Plow:***

- Clear Main Taxiway to McCall Aviation
    - Clear Area to Pioneer Hangar
    - Clear Hangar Taxiways (plow or loader plow)

- **Loader (bucket) Operator**

- Clear Entrance and Path through parking lot to McCall Aviation
    - Clear remaining entrances and pathways
    - Clean-up North End of Runway 16

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- **Plow and Loader Snow Clean-up (*between storms*)**

- Transient Parking Area
    - North Ramp Area
    - Runway Edges (blower as required)
    - Parking Lots

- Miscellaneous Areas as required (blower as required)
- South Taxiway Berms Pushed Back

➤ End of Day:

- Refuel All Machines and Service:
  - Check Engine Oil
  - Grease All Fittings
  - Bleed Air Tanks
  - Add Brake De-ice Fluid
  - Plug-In All Engine Block Heaters
- New Airport Manager – John Anderson
  - Start Date – 18 December
  - Planned transition program that week
- Tentative Airport Maintenance/Operations Supervisor Program – AJ is being “groomed” to take more of a leadership role in running the day to day airfield maintenance
- New East Hangar Leases – Status – new lease master template in place. Note: All people on the Airport Hangar Waiting List have been contacted about the new hangars. There are 3 or 4 hangars remaining in the EHP and therefore *Hangar Solutions* is ready to offer hangars to people not on the original list. After some discussion, it was agreed to have everyone/anyone interested in purchasing one of the new hangars fill out the Hangar Waiting List application along with submitting their \$500 deposit. In doing so, those individuals would comply with the “blanket” lease approval authority approved by the City Council.
- Hangars 104 & 105 Leases/Realignments – Update – Survey completed – awaiting drawings by T-O and then review and approval by the AAC and City Council.
- LPV –Update – Grant applications have been done by T-O. They are currently reviewing the survey procedures as outlined in the appropriate Advisory Circulars.
- Hangar Holding Tanks – Note Letter Below:

**Municipal Airport**

November 24, 2006

Airport Hangar Owners  
McCall Airport

Ref: Sewage Holding Tanks

Dear Hangar Owner,

Several days ago I was contacted by the senior environmental specialist with the Central District Health Department. He informed me that he had received information about a holding tank, to one of the private hangars, overflowing and spewing sewage. Needless to say, he was rather concerned about this and briefed me on the mandatory requirements for holding tank systems. I informed him that as of last summer we had initiated an

annual hangar inspection program, primarily for fire/safety compliances, and that we would be willing to add the following to our inspection criteria:

- All holding tank owners must be able to show their use permit from the Central District Health Department
- All holding tanks must have an alarm system that signals when the tank is at 2/3's full capacity
- The permit holder must be able to demonstrate that the alarm system functions properly

Please take the time to ensure that you are in compliance with the above and be prepared to show us your permit and alarm system when we inspect your hangar again next summer. For more information please contact Jeffrey Lappin, Central District Health Department, 630-8001. E-mail: [jlappin@cdhd.idaho.gov](mailto:jlappin@cdhd.idaho.gov)

Sincerely,

Rick Harvey  
Manager

## Business:

- **Min. Standards Committee:** John Seevers gave an update and said that a draft would be out soon.
- **East Hangar Project - Update:** Mike Anderson (Hangar Solutions) gave an update. Hangar 206 was moved to its new location (now hangar 500) and nearly all the paving is complete. The remaining will be done in the spring when the temperatures get above 40 degrees. Dan Scott wanted the Airport Manager to have a copy of the records from *Hangar Solutions* indicating the notes on communication with those on the hangar waiting list – (also, note EHP lease items above).
- **Poston New Hangar Proposal** – Kathy Poston presented a proposal requesting to build another hangar on their existing leasehold with access via the new taxiway built for the East Hangar Project. The AAC wanted to see their proposal resubmitted, at a future meeting, utilizing the procedures outlined in the new Proposal Application.
- **Mike Anderson Proposal** – Extension of existing hangar by 15 feet to the east. Extension of leasehold approximately 40 feet to the east for site preparation and paving of new ramp. Access to the new ramp via the south side of hangar by the new taxiway (at the location of former hangar 206). The AAC wanted this proposal broken up into two parts: 1) a tentative approval for the building extension was granted, 2) a better property description for a lease modification or a proposed license with the city to pave over and to indemnify the property for the new ramp. To be reviewed at a future meeting.
- **East Taxiway Use/Access to non East Hangar Owners** – Lori MacNichol presented an objection made by several owners of the new hangars in the east hangar project that proposed projects, such as the Poston Proposal above, should pay some amount of compensation for

use of the new taxilane. Their argument was based on the breakdown of cost by *Hangar Solutions* that the \$140,000 price was the total of \$90,000 for the hangar and \$50,000 for the construction of the new taxilane. Numerous people gave public comment including 4 of the new hangar owners. Note: The Airport Manager received eight (e-mail) letters from new hangar owners expressing their desire that they be reimbursed by those outside the project who wish to use the taxilane. A lively discussion ensued with Mike Anderson of *Hangar Solutions* arguing against the comments made by the owners. His reasoning, and the AAC, on behalf of the city, eventually agreeing with him, that the cost of the taxilane construction was no different than any housing developer building a street for his project, funded through the cost of each home, which would be turned over to the city once completed. Frank Bruneel, one of the new owners, said he wished to drop his protest and felt that the entire project was an excellent example of private and city partnership in finally getting more hangars built at the McCall Airport. Bill Boggess, another owner in the east hangar project, also withdrew his protest. The AAC felt there was nothing for the city to do at this time, that when the taxilane was turned over to the airport (when the lease with *Hangar Solutions* is dissolved – ie; when all the hangars are sold) the taxilane would be no different than any other existing taxiway.

- **Airport Sewer Problems Discussion** – At the request of the Chairman, the Airport Manager gave a brief synopsis of the sewer situation at the airport. Basically, there is no way to have any sewer remedy for any new structures, or existing structures that have yet to get a holding tank, anywhere south of hangar 104, the end of the existing city sewer line. The master plan draft, chapter 5, does not correctly define the problem. It says that until the present “dry” sewer line (airport sewer project) is completed new structures have to utilize holding tanks. The problem is that no holding tank permits are being issued and the completion of the airport sewer project is not on the city’s list of capital projects. Therefore, any growth or new development the master plan may identify in the future for the airport cannot take place. Building permits cannot even be issued unless a sewer hookup (or holding tank) is in hand. The Airport Manager feels that the master plan needs to be the driving force in getting the airport sewer project back in motion.

**Adjournment** – The meeting was adjourned at 1432 local

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John Seevers, Chairman

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Rick Harvey, Airport Manager