

**City of McCall**  
**Airport Advisory Committee**  
**February 1, 2007 – Minutes**

The meeting was called to order at 1202 local with members Gordon Eccles, Dan Scott, Rick Harvey, Eric Hagen (USFS) and Chairman John Seevers present. Additionally, Don Bailey, (Council Liaison) and John Anderson (Airport Manager) were present. Kevin Bissell of Toothman-Orton, Airport Engineer, City Planning Manager Steve Hasson and five members of the public were present.

**Chairman's Comments:** John Seevers made short comments welcoming Rick Harvey.

**Minutes:**

- The minutes from the January 4, 2007 regular meeting, were reviewed and approved.

**Public Comment:**

- Although no comments were received at this point in the meeting, Rick Fereday made comments later in the meeting that he once again felt that moving the airport should be a priority and should be studied. Rick Harvey reiterated that moving the airport was well beyond the scope of the present Airport Master Plan study. Dan Scott commented that FAA has made it very clear that they will not support a third NIPIAS airport in the valley. This means that McCall Airport would likely lose grant funding from FAA, and if the airport were to close, FAA would have to be repaid all of the grant funds received over the years.

**Airport Manager's Report:**

- Current Events: Welcome Rick Harvey, new AAC Member

**Business:**

- **East Hanger Project - Update:** Liability Insurance was the main topic of discussion. The EHP leases call for \$2,000,000 in public liability insurance from each of the individual owners. At the request of hangar owners, and

AAC members, the Airport Manager researched this requirement with the City's insurance account executive Martin Koch, discussed the issue with various insurance agents, reviewed the issue with the City Attorney, and heard from other airports. While \$1,000,000 is very normal and relatively easy for hangar owners to obtain, \$2,000,000 is unusual, and difficult to obtain, and it is relatively expensive, costing an additional \$500 to \$1,200 per year. Some insurance companies do not offer this product. The issue was discussed, and it was unanimously requested that the Airport Manager make a request of City Council to decrease the insurance required in Section 23. Insurance, A. public liability insurance from \$2,000,000 to \$1,000,000, for the East Hangar Project leases.

**Min. Standards Committee:** John Seevers reported no report at this time.

➤ **PAC Update**

Dan Scott, chairman of the Planning Advisory Committee (PAC) Lead a discussion reporting on the PAC meeting of January 29.

1. The PAC reiterated that while MYL is presently Category B Group II, the master plan team, FAA, and PAC concur that, the airport should be developed to C II criteria, building the taxiway at a 400 foot separation.
2. Runway Safety Area improvements would justify extending the runway approximately 400' at this time. This would allow for 1,000' safety areas on both runway ends. The runway would remain the same length, approximately 6,100', but takeoff on runway 16 would permit a "declared distance" of about 6,500'.
3. A second phase extension of approximately 900' would make the runway 7,000'.
4. A third phase of runway extension to 8,500'.
5. Phase I will require approximately 47 acres of land, Phase II an additional 10 acres, and an additional 18 acres in the Phase II, III for Runway Protection Zone (RPZ).
6. The land for the obstacle free zone, taxiway separation, and runway extension will need to be purchased. Land needed in the RPZ is eligible for purchase, but may be included via an easement.
7. Phase I runway extension, taxiway separation, and land acquisition for the object free area and RPZ are eligible for FAA discretionary funding.
8. The PAC unilaterally supports acquisition of approximately 73 acres west of the presently developed hangar area for use as future passenger terminal, possible second FBO, hangar development, and terminal support functions such as automobile parking, car rent facilities, Snow Removal Equipment Storage, etc. A figure of \$25 to \$35 million was discussed for this land acquisition and infrastructure improvements.
9. The PAC felt that acquisition of an additional 50 acres on the west side of the airport is needed at some time for future airport development.

Possible uses could include general aviation, helicopter maneuvering, USFS operations, and other yet to be defined aviation uses.

10. The “terminal area plan” was discussed in detail. This means the area that presently is used for FBO operations to transient and based aircraft. Three plans for reallocating tie-down areas and hangar expansion areas were presented to the PAC by the consultants. A fourth option is being developed. In all cases, the PAC supports elimination of the diagonal taxiway to better utilize the land.
- **Krahn Lane Sewer Issue Discussion** –A general discussion took place regarding the need for the sewer line to be extended from Krahn Lane to the airport, and from the airport dry lines under the airport to the west side. Creation of an Urban Renewal zone, applying for CDBG and Economic Development grants, participation by the Sewer department, and contributions from future sewer hookups within the zone were all seen as potential means to finance the project. The AAC supports completing the sewer project (that was promised and funded in the 1990’s) as soon as possible.
  - **AAC Positions Open March.** Chairman Seevers announced that two existing members terms were expiring in March, Gordon Eccles and John Seevers, and that the AAC was seeking letters of interest prior to the next AAC meeting. He requested that the Airport Manger have this announced in the Star News, and forward all letters of interest to the AAC with the March agenda packet.

**Adjournment** – The meeting was adjourned at 1445 local

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John Seevers, Chairman

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John Anderson, Airport Manager