

City of McCall
Airport Advisory Committee
Special Meeting Minutes
September 9, 2010

1. The meeting was opened at 4:03 p.m. by chairman, Walt Lee. In attendance were John Anderson, Airport Manager, and Dan Scott, Rick Fereday and Matt Shaddle, Committee Members. Public members included Mike Dorris (Sawtooth Flying Service), Jeff Carter, Mike Anderson, and Lori McNichol (Mountain Country Flying Service).
2. The lease application by Jeff Carter to install an above-ground fuel tank, in order to conduct commercial self-fueling operations, was discussed.

The topics raised by the committee at its September 2nd meeting were:

- Nature of the business arrangement between Jeff Carter and Mike Dorris. [Jeff responded that they should be considered to be “partners.”]
 - Whether a new lease is required (vs. a lease modification). [It was determined that the current lease allows a business modification to take place without invoking a change to a new lease, with its increased per-square-foot costs.]
 - Restroom facilities, as are required for SASO self-fueling operations in the proposed update to Minimum Standards. [Current facilities at the hangar exist. The Committee was assured that there were no tenant conflicts and that the restrooms will be made available on whatever schedule is required.]
 - Congestion with traffic accessing the self-fueling facility at McCall Aviation.
 - Whether Jeff would be agreeable to locating the tank somewhere other than at the initially proposed site. [Jeff responded in the affirmative, with the following priority: 1) anywhere eastward along the line from the proposed site toward the hangar building, up to the minimum required setback distance, and 2) on the south side of the building.]
3. Mike Anderson recommended, however, that Jeff and the Committee consider the installation of a pump island, with its improved circular access, on the west side of the building, where one had been installed years before, beyond Jeff’s leased property. Mike also suggested that lease considerations with the Council could accordingly include the consideration of a “property swap,” in order that the lease size (and therefore cost) not increase.

4. Discussion on the selection of above-ground tanks and pipelines, versus underground, ensued. Mike Dorris pointed out that tank leakage occurs at the plumbing joints, not from the tanks themselves, so underground tanks and pipelines would produce a greater leaking fuel-storage threat. (John Anderson subsequently stated that sheathing beneath the pipes, in accordance with federal standards, would minimize leaks reaching into the water table. Not having the pipes underground would significantly lessen the advantage of full-circle access to the fuel island.)
5. John Anderson also cited his concern, however, to keep the two self-fueling operations separate to the greatest degree possible, in order to minimize traffic conflicts and possible accidents, and therefore recommended that the south side instead be used.
6. After due discussion and reflection, Rick moved that the Committee recommend to the Council that the lease application be approved for:
 - A self-fueling pump-island operation, located on the west side of the hangar building, on a line northwest from the existing leased property, with the storage tank(s) to be located as close to the hangar as is permitted.

The motion was seconded by Matt Shaddle and passed, with three “aye” votes and one abstention.

7. There being no other business, the meeting was closed at 5:00 p.m.