

Lemhi County Airport Board Minutes

June 08, 2020

The meeting was called to order by Richard Natelson at 6:00 p.m. at the Lemhi County Court House Annex 200 Fulton St. Salmon, ID.

Present board members were R. Natelson, J. Crawford, F. McDonald, Bob Deurloo, and R. Schick. Also present, Lenny Skunberg of Lenny's Airmotive, Ilona McCarty, Jodi and David Schroeder of Gem Air, and Dave Shallow of C.I.A.

McDonald made a motion to approve the minutes from the May 11th regular meeting, Crawford seconded, and all approved.

Fuel & Facilities Report:

Pump #1 AV Gas 4,690 gallons

Pump #2 AV Gas 4,284 gallons

Jet A 7,021 gallons

Lenny Skunberg informed the board the fuel test passed for the month. The tractor is back from maintenance, but there is still a small hydraulic leak affecting the bucket. Nothing critical. The airport courtesy car had a new windshield installed and an oil change. Lenny also fixed a few lights on the airport. AWOS has been intermittent.

Financial Report:

The financials through May 2020 are as follows:

Total Checking/Savings: \$133,503.75

Accounts Receivable: \$703.22

Current Assets: \$199,731.70

Total Assets: \$3,183,166.86

Liabilities: \$1,175.78

Total Income: \$6,449.62

Total COGS: \$3,807.52

Gross Profit: \$2,642.10

Total Expenses \$8,046.04

Net Ordinary Income: -\$5,403.94

Deurloo had questions about accounts receivable and inquired about Gem Air. David and Jodi said they were being charged the flowage fee from their off airport provider. The board discussed talking with Allen Accounting and City Service. Natelson said the board would contact City Service to ensure payments are being made. McDonald offered to call to confirm.

Old Business:

Airport Project:

Natelson spoke with Dave Sherman and there is still an outstanding punch list. Dave Sherman is wanting to come out June 22nd to finish some projects and it should only take two or three days to complete small items from last years work. The runway numbers are also supposed to be repainted and a date still needs to be determined as to when the runway will be closed. Natelson asked to be notified if there was a need for a better time for the painting to please inform him.

Natelson transitioned the discussion to the new fuel farm. The FAA believes the airport will get the funds in the next couple of weeks. There is a challenge with acquiring the parts for the new pumps taking anywhere from eight to seventeen weeks. This could create a situation where the airport would not be able to pump fuel for 30 days. This is based upon the original proposal. The board discussed how expensive it could be just to pay for tankers. The delay is at the factory. Members of the board shared frustration and anger of the situation and in the end Natelson entertained a motion to not go 30 days with closed fuel pumps. Crawford made the motion, McDonald seconded, and all approved.

Dick Williams asked Natelson about how the matching funding worked for 2019 and how it will work for 2020. Natelson reviewed the process and explained the delays from the FAA and grant assurances. Bottom line, FAA has not released the grant monies yet and the contractor will not place the construction equipment into place until the funds come through. This project could be pushed to the following year, but may have to be rebid. Natelson plans on following up on whether or not this can be completed this year, or if has to rebid and pushed until next year. This agenda item ended with the pros and cons of bringing in tankers.

Lenny's Airmotive:

Ilona McCarty, speaking for Lenny's Airmotive, discussed how Bruce Withers made an agreement with Gem Air and McCall Air to only pay .35 cents for flowage fees prior to the County Commissioners approving an ordinance. Gem Air says there was no agreement. There was a lot of discussion about how and what the agreement originally was and how it was behind closed doors with Withers. Lenny's Automotive asked to be given the same financial consideration Gem Air and McCall received. Natelson asked the board if Lenny's should be refunded for \$1678.22 as a fuel reseller just as the other two resellers. Crawford made the motion to approve, Schick seconded, and all approved.

The second item discussed was how Lenny's Airmotive has been paying tie-down fees for one to three spots. Accounting records only go back to 2011. Lenny's was the only one paying fees, and they asked for a \$972 refund. Natelson highlighted how the airport no longer requires tie-down fees in the operator's agreement. Twilla, from Allen Accounting, asked Lenny's why they were only one paying fees previously. The board acknowledged no one else was paying those fees. Deurloo made a motion to refund \$972 in tie-down fees, Schick seconded, and all agreed.

Business Agreement Update:

Crawford confirmed the Operator Agreements are ready to be sent out. Natelson asked members about how much FBOs should be charging for tie-down fees. McDonald shared information on his research from inquiring other airports. Group discussion agreed it was a transition fee. Some airports charge daily, weekly, and monthly fees. Natelson redirected the fee question to whether or not the agreements should be sent out, or should the board send out agreements. Board agreed to just send out the agreements and amend as necessary.

Private Tie-Downs:

Discussion was about how much to charge for transient tie-downs. Schick highlighted how in March the board already agreed on a fee.

New Business:

Airport Cameras:

The airport cameras were going out frequently. Computer Zen replaced the UPS and new cameras were installed. UPS was \$99 and the cameras were \$550 for three cameras, no labor, and a hub. The UPS and the camera replacement fixed the intermittent camera issues. McDonald mad a motion to pay for the repairs, Deurloo seconded, and all approved.

Gem Air Hangar Construction:

McDonald asked Gem Air about the progress on the new hangar. Gem Air wanted to be on the agenda, but there was confusion over which email their request was sent to. David Schroeder explained their building permit and described the location of the new hangar with regards to the location to the road. David asked about lease agreements being changed from five years to twenty. Crawford informed Gem Air the lease agreements were updated to twenty years.

Public Comment:

The airport board discussed the status of a letter sent to the FAA and how there has been no response. This subject of the letter was grant assurances.

Closing:

The meeting was adjourned at 7:22 p.m.