



**COEUR D'ALENE
A I R P O R T**

AIRPORT ADVISORY BOARD

MINUTES OF MEETING

April 13, 2022 - 5:00 p.m.
10375 Sensor Avenue- Airport Manager's Office
Coeur d'Alene Airport, Hayden, Idaho

MEMBERS PRESENT:

| | |
|----------|-------------------------|
| X | Chairman Gfeller |
| X | Aaron Salzer |
| X | Alex Birch |
| X | Brett Boyer |
| X | Joan Genter |
| X | Mark Vehr |
| X | Tim Komberec |

CALL TO ORDER/ROLL CALL: Chairman Gfeller called the meeting to order at 5:00 pm. and did Roll Call. Al Birch arrived at 5:08 pm.

PLEDGE OF ALLEGIANCE: All stood for the Pledge of Allegiance.

STAFF PRESENT: Steven Kjergaard, Linda Leigh, Kim Stevenson.

VISITORS PRESENT: Corrie Siegford, Darcy Belcher, Kirk Lauer, Elsbeth Roach, Steve Anderson, Jeremy Divan, Nathan White, Dave Crettol, Joe Rossetti, Keith Lang.

CONFLICTS OF INTEREST: None.

CHANGES TO THE AGENDA: None.

APPROVAL OF MINUTES: (Action)

MOTION: Mark Vehr moved to approve the minutes of the last meeting. Joan Genter seconded; the motion carried.

D-ZONE REQUEST TO WAIVE MINIMUM STANDARDS: (Discussion)

Chairman Gfeller told Jeremy Divan that the Board had read his letter submitted to the Airport, and requested Jeremy move up to the microphone so they could have a back-and-forth conversation.

The Airport reviewed the Minimum Standards and created a response to Jeremy. Chairman Gfeller asked Steven Kjergaard for an executive summary due to the length of the list. Steven said there are development standards, general SASO (Specialized Aeronautical Service Operators) standards, commercial aeronautical activity requirements, and skydiving operations standards included in the waiver request (Attached). Steven told the Board the Airport does not recommend waiving the Minimum Standards because it is a lengthy list.

D-Zone Skydiving was able to operate previously because they were operating under the Resort Aviation banner. D-Zone was leasing from Resort, Resort was a Fixed Base Operator (FBO) and a lot of issues were covered by Resort's facilities, e.g. restrooms, parking, office and training space, aircraft parking, ramp area to load/unload passengers. D-Zone wants to lease space as a landing area; the Airport Minimum Standards forbids operating a business from the tie-down ramp. The Airport has asked for a plan to meet Minimum Standards and has not received from D-Zone.

Jeremy Divan said a lot of this could have been taken care of with open dialogue. Jeremy said he has been trying to lease a spot for over a year and build a facility for himself. He wants to sign a lease before he wastes any more time. He has had a Zoom meeting with the County Planners. After that things changed and he claims he could no longer use areas he had used before, and requested the Airport tell him where he could move to. Once Stancraft bought Resort, Jeremy lost his lease and has been trying to find somewhere else to operate; says he is trying to keep his business alive.

Aaron Salzer asked Jeremy to tell him what he would do in a "perfect world, completely hypothetical" scenario, with his lease - how would he operate. (Jeremy's proposed lease area was drawn on the large map in the Airport Office as a red box, located to the northwest of Empire Airlines.) Jeremy said chutes are packed outside all over the country. He would bus people in from his office in town and drop them off. Aaron pointed out that operationally, there is no plane that could get out to his landing zone. He said he would probably load and unload at the Stancraft FBO. Steven asked Jeremy if he had talked with Stancraft as the Airport was not informed of that. Steven continued that he requested Jeremy to provide an operational plan and how he was going to meet the Minimum Standards, and Jeremy had not replied at any time. Jeremy claims he does not need a facility as he has set up at many airports before and everything can be done without a facility. Aaron replied that those other airports don't have the same Minimum Standards as this airport. Aaron said things should have been laid out prior to asking to waive standards. Jeremy said he has a plan, but wants the land lease first. Aaron said it was a Catch 22, and Jeremy agreed.

Joan Genter asked again if Jeremy approached Stancraft, because if agreed D-Zone could operate the same way it did at Resort. Jeremy stated he doesn't fit in there. Chairman Gfeller verified with Jeremy that his drop zone lease was 40,000 sq ft, at \$0.26/sq ft, totalling about \$10,000 per year. When Joan asked if the 40,000 sq ft would be landing zone and facility and Jeremy stated that skydiving happens outside and the field is his facility. Jeremy also stated that since 2019 he was looking for a long-standing operation at an airport.

Steven told the Board that the general SASO requirements apply to all SASOs and if those are waived then the Board needs to be prepared for other SASOs to ask for the same waiver(s). Joan Genter asked Jeremy for a plan and requested that it be something tangible that the Board can look at. Other Board members added comments to help Jeremy with a plan. Joan urged Jeremy to talk with Stancraft about using their ramp to load/unload jumpers. Jeremy said he's lost his employees and will be taking a year off to make all this happen but said he is not going to move forward or waste any more time at this airport unless he gets a land lease. If Jeremy brings in a plan that meets the Minimum Standards then the Airport can approve without having to send back to the Board.

Brett Boyer asked for clarification on meeting the requirements for a lease. Steven said that if a business is asking for a lease then the applicant is required to provide the Airport something that says how they are

going to meet Minimum Standards, especially for new facilities. Brett asked if Jeremy found a facility that was close and then he wanted to come in to the Airport to operate, how would that work. Steven said that falls under a through-the-fence operator and currently the only operation of that type allowed is aircraft maintenance. Jeremy stated that the Airport would be the best, safest place for him. Brett told Jeremy that there are folks brainstorming and trying to make it work. With two pages of requirements that Jeremy is asking to waive, Brett said the Board doesn't feel comfortable waiving, but if Jeremy has a plan that addresses them, they are willing to look at it.

MOTION: Joan Genter made a motion to table this until such time that Jeremy is able to bring some type of plan. Mark Vehr seconded. Chairman Gfeller asked if Jeremy meets all the requirements, would the Airport lease to him and Steven said yes. The motion carried.

STAFF REPORTS/UPDATES: (All Discussion Items)

A. Steven Kjergaard presented the Engineering Projects Status Report from T-O Engineers (Attachment).

1. **Taxiway D North** - Hopefully almost finished with paving contract.
2. **Runway 20/24 Decoupling - Design phase-Electrical improvements** - Out for bid and will be awarding to Colvico Inc next week. It updates many regulators that date back to the 80's, new home runs for Rwy 2/20, fixing other regulator issues that will not be compatible with the lighting improvements.
3. **Perimeter Fence Project** - In close-out this spring.
4. **Snow Removal Equipment (SRE) and Administration Building Design** - The bid received was over \$1,000/sq ft for the Admin portion and almost \$600/sq ft for the SRE portion. The bid was rejected. Estimates for a hangar type building from T-O Engineers are pushing \$280/sq ft. Currently re-doing to see if we can get something out of it. The FAA only has \$1.1M to put into this project, and some State funds.
 - a. The FAA has had a pool of \$3.2M every year and has for the last fifteen years. The cost of construction has grown a lot in fifteen years.
 - b. The Idaho State Aeronautical Division has been supportive of projects.
 - c. This project requires an Idaho Public Works Contractor License.
5. **Gulfstream Road and Utility Extension project** - Costs sent out to Lessees was the bid price split between Lessees by lot square footage. Current plan is to start construction May 2, 2022.
6. **Infinite Apron Utility Extension project** - Meeting with six prospective lessees at the end of April. Rough cost estimate is \$80,000/lot.
7. **Runway 6-24 Rehab** - Started design work and survey work, which is why Rwy 6-24 has been closed the last couple days. Beside survey, coring and falling weight assessments (study to determine sub-base) happening.
8. **Misc On-Call tasks**
 - a. **Sewer inventory** - Should have reports in next couple months. Information will also be in Arc-GIS.
 - b. **ATCT Planning** - Should have something hopefully soon.
 - c. **CIP Update** - The Airport did receive \$295,000 in funding this year from the bipartisan infrastructure bill and updated our project list. The plan for it this year is to go into the SRE building, and future years to go into equipment.

CDA AIRPORT ASSOCIATION UPDATE: Steve Anderson said the Association asked the County Commissioners to take a look at Part 139 and to set up an independent assessment of the margin between Part 139 and maintaining this airport in the same condition it is right now under general aviation, non-Part 139.

PUBLIC COMMENT: Public comment was made by the following:

1. Steve Anderson questioned open call items from T-O Engineers, when the last time the Board reviewed T-O's costs, and how competitive is their pricing. He commented about the SRE building and the bid received. He commented about D-Zone's situation.
2. Corrie Siegford provided further explanation to the SRE building proposals/bids.
3. Kirk Lauer asked about funding for the tower.

ADJOURNMENT:

MOTION: Mark Vehr motioned to adjourn the meeting at 6:05 pm, Joan Genter seconded; the motion carried.

Respectfully submitted,

Kim Stevenson
Recording Secretary