



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

AIRPORT ADVISORY BOARD

SPECIAL MEETING

MINUTES OF MEETING

May 11, 2022 - 5:15 p.m.
10375 Sensor Avenue- Airport Manager's Office
Coeur d'Alene Airport, Hayden, Idaho

MEMBERS PRESENT:

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

CALL TO ORDER/ROLL CALL: Chairman Gfeller called the workshop to order at 5:27 pm. and did Roll Call.

CHANGES TO THE AGENDA: None.

WORKSHOP DISCUSSION ON PART 139:

Steven Kjergaard started the workshop with a Briefing Paper explaining what Part 139 is and highlighting various sections with definitions and what the Airport does with respect to each section (Attached). Next Steven discussed five areas that he feels the Airport will be less and less involved with if the Part 139 certificate is returned and the Airport no longer has to maintain the Airport Certification Manual (ACM). They are:

- a. Snow and Ice Control (Section 313)
- b. Paved Areas (Section 305)
- c. Aircraft Rescue and Fire Fighting (Sections 315/317/319)
- d. Self-Inspection Program and Personnel (Sections 303/327)
- e. Wildlife Hazard Management (Section 337)

The Airport sees only one benefit to returning the Part 139 Certificate. Airport staff no longer has to maintain records for Part 139. The costs are much larger such as grant money loss, land lease losses, fuel sales revenue losses, staff costs & recruitment, and future 121 operation (i.e. commercial service) losses, and insurance cost increases. Additionally FAA Safety Support/Inspections provide support from the FAA for an incident when the Airport inspects the airfield and maintains the records.

Coeur d'Alene Airport Association Board member Steve Anderson claimed this was not a workshop since there was no moderator. He claims the Association has never said to get rid of Part 139. They would like to see what the benefits are versus running the Airport as a first-rate, safe airport with alternatives to some of the things we need to have. He said the Association would appreciate having a real workshop with a facilitator, and meet on equal footing. Steve also did say that if all the big players on the Airport such as StanCraft, Empire Airlines, flight schools, and the Board, want to keep the Part 139 then there is no need for a workshop. The Association feels that it is not unreasonable to determine why the Airport has the Part 139 Certificate and how much more does it cost.

Airport Advisory Board member Joan Genter said her struggle is that she doesn't see how having Part 139 hampers what anyone on the field wants to do, especially GA (General Aviation). The Association feels that if it costs more to maintain the Part 139 then tenants, etc, are paying more since the Airport is self-sustaining.

Airport Advisory Board member and CEO at Empire Airlines spoke to the opportunity a Part 121 carrier can bring to the Coeur d'Alene Airport.

Airport Advisory Board member Greg Gfeller asked about changes that tenants feel have happened since Airport Director Steven Kjergaard took over. Steve Anderson said the operating budget has risen from \$800,000 under the previous Airport Director (5 years ago) to \$1.4M for FY2023 as reported by Steven Kjergaard. Some options for cost savings given by the Airport Association were discussed. The level of service provided by the Airport must be determined in order to determine costs.

Joan Genter said some of the north side lessees probably feel like losing the 139 would be like pulling the rug out from underneath them. Even for Empire Airlines the Airport being Part 139 was one of the factors of their Board deciding to put a facility at Coeur d'Alene Airport.

Steve Anderson's suggestion was that he or Harry Craviotto from the Association meet with Steven Kjergaard and Chairman Gfeller or another Board member separately to discuss some of these things.

PUBLIC COMMENT: None.

ADJOURNMENT: Chairman Gfeller adjourned the workshop at 6:28 pm.

Respectfully submitted,

Kim Stevenson
Recording Secretary