



COEUR D'ALENE A I R P O R T

AIRPORT ADVISORY BOARD
MINUTES OF MEETING
January 14, 2026, 5:01 PM – 6:16 PM
Airport Administration Building
10375 N Sensor Ave, Hayden, ID

1. CALL TO ORDER, ROLL CALL, AND CONFIRM QUORUM: Performed by Chairman, Frank O’Connell at 5:01 PM

Brian Cleary, Member	Present
Dale Gibboney, Member	Present
Frank O'Connell, (Chair) Member	Present
Larry Hodel, Member (Vice Chair)	Present
Ross Schlotthauer, Member	Excused
Awaiting the BOCC's Selection of a City of Hayden Representative, Member	N/A
Tim Komberec, Member	Present
Patrick O'Halloran, Alternate	Present
Phil Cummings, Alternate	Present

2. PLEDGE OF ALLEGIANCE: Led by Patrick O’Halloran all stood for the Pledge of Allegiance to the flag of the United States of America.

3. CALL FOR CONFLICTS OF INTEREST (Action): None

4. CHANGES TO THE AGENDA (Action): None other than noting agenda item 8.B will not include the introduction of any new members.

5. APPROVE MEETING MINUTES OF 11/12/25 and 12/10/25 (Action):

- 11/12/25 – The motion was made by Mr. Gibboney, seconded by Mr. Cleary, and all were in favor
- 12/10/25 – The motion was made by Mr. Gibboney, seconded by Mr. Cleary, and all were in favor

6. STAFF REPORTS/UPDATES (Discussion): Led by Gaston Patterson

A. Airport Updates

- A work order has been submitted to the BOCC on behalf of Ardurra Engineering, to begin working on the federal contract tower program. This will involve site studies, a cost-benefit analysis, and environment impact studies among other requirements. This is typically a 5-8 year process. The end goal is to have a federally funded tower structure as well as a staff funded by the FAA. The first step will be to complete and submit the application requesting to be admitted into this program. We are looking potentially at the next couple of weeks for making that submission with the hope that by this summer or fall, we can be officially in the program.

Initial costs for the studies will likely need to be paid up front by the Airport, or any other options available. However, they will all be reimbursable-style agreements with the FAA once funding is activated. With the way the finances are currently looking, it is not unreasonable to

think that 5-8 years down the road we could fund it in-house. Of course, the preference is to have it funded by the FAA.

A cost-benefit analysis has already been preliminarily performed, and it is clear that ours will “pencil” to have a tower here. Once that has been officially completed, the next step is the site study. Essentially, they will study all the locations where a tower could be placed out on the field with consideration being given to height of the tower, where it will be positioned, where the controllers will be positioned. Then, using that data, we actually get to the architectural design of what that tower could look like.

Mr. O’Connell inquired as to what the impact might be if the site for the federal tower were to be on or close to the existing temporary tower. Mr. Patterson replied that the temporary tower was designed intentionally to be readily moved if needed. The top cab would be taken over to the mound where the previous Controllers parked their mobile tower, down at the intersection of the runways. We could plug it in and be back in business pretty quickly.

- Taxiway Alpha – The rehab design is currently at 60%. An early target to start the job is September of this year, at the end of the fire season. It will require a 30-day closure of Alpha, from start to finish. We will be working closely with tenants on that side of the airport to minimize disruption to their need for access. The entire taxiway will be deconstructed and then reconstructed as well as all the connectors to the runway, lighting, signage, everything. Doing the whole thing at once will reduce the number of required seams which can boost product longevity. There will be scattered closures of RWY 2/20 in order to access various safety areas for signage and connectors. Additionally, we will start the reconfiguration of that Delta intersection to square up Alpha. Then, once this office building is gone and we do the Delta side, we can square up, making this area a run-up.
- Winter Ops – We recently had our first big snow event. We received 6-8 inches. The team was out here at 2 AM that morning, the snowfall ceasing around 1 AM. Getting that early start made it possible to keep the runways clear and somewhat dry. It enabled us to keep the runways open for more days than we would have been able to otherwise.
- Snow Removal Equipment – We just received the design for MB5 multi-taking snow equipment. That will be going out to bid shortly. After it is ordered it will be approximately 18-24 months to take possession.

7. CDA AIRPORT ASSOCIATION UPDATE (Discussion): Harry Craviotto provided a brief update of their last meeting. There are no upcoming events.

8. BUSINESS:

A. Introduction of New COE AAB Member and Election of New Chair/Vice for 2026(Discussion):

- a. Mr. O’Connell opened by noting that the BOCC has not announced a new board member to represent the City of Hayden.
- b. Elections for Chair and Vice Chair – None of the present voting members were willing to be nominated for either position, citing busy outside schedules. While the non-voting alternates would have been willing to serve in these roles, the Chair serves as a tiebreaker for any split vote. Mr. O’Connell was reluctant, having just completed his second year as Chair, but agreed to his nomination with the understanding that when his term on the board ends at the end of December 2026, he will be vacating entirely. Mr. Hodel, also reluctant to serve again as Vice Chair, did agree to allow the nomination with the understanding that his term also ends at the end of December 2026.

Mr. Komberec nominated and made the motion for both Frank O’Connell as Chairman and Larry Hodel as Vice Chairman. Dale Gibboney seconded the motions. With the exception of Mr. O’Connell not in favor of his own acceptance, all were in favor to accept both nominees.

- B. Development Committee Update (Action): Mr. Patterson began by saying that the recent committee meeting was very productive. Acknowledging that a concern for many in the airport community is making sure we have enough room for growth for the right type of development. We are definitely in a unique situation here in that we have a clear split between commercial aviation (i.e. FBO, cargo, maintenance, MRO-Maintenance, Repair, and Operations) and then the GA (General Aviation) side of the airport. We want to make sure we have enough development room available for the demand that is coming our way.

With Washington State implementing a luxury tax on aircraft as of January 1, 2026, we are getting a lot of inquiries from aircraft owners looking to relocate over here. We are talking about anything from small GA stuff all the way to large turbines. So, we are considering all the options, carefully weighing the best use of ground to achieve maximum and efficient land use.

The airport is about 82 years old and currently has approximately 62 acres of development. One of the things discussed was the possibility of pulling the gun club property back into aviation. It was removed from aviation use a few years ago, but with the time approaching to rework the MP (Master Plan), we could pull it back in. There are approximately 40 acres beyond the area of the gun club that are feasible for developing multiple access points that will connect to TWY Alpha.

Another area that should be available inside of five years is the area where our heavy diesel shop currently sits. Eventually, the shop will be up next to the SRE (Snow Removal Equipment) building. Once the old shop building is gone there will be a decent amount of space to build hangars against the fence line and create another taxiway. Some really nice condo hangars would fit nicely there as well.

On top of those spaces, we have a chunk of land out in the in-field that could be developed with economy hangars and economy t-hangars. With efficient use of spacing, we could build rows of t-hangars off the Deltas out there, perhaps to accommodate as many as 50 planes in that area alone. While there is no water or sewer out there, we do have big power available since Avista has our main loop running through there. Then, once the VOR (Very High Frequency Omni-directional Range) is eventually deactivated and removed by the FAA, we would have additional land that will provide more options.

All of this gives us 50 years or more of GA development possibilities. It is safe to say that in the foreseeable future we have plenty of room if we "master plan" it properly. It will be a combined effort with the development committee, the AAB, public input, and working with our engineers at Ardurra, to give us some different options as far as the air side, how taxiways could work here or roads work over there. Basically, what's the most efficient way to make the property "shovel-ready". Our goal would be not to simply turn a chunk of land over to a developer to build a bunch of hangars. We would like to have the airport in control of all of that, where we can offer actual shovel-ready lots to people that are on our wait list.

Mr. Cummings asked to find out how plans are coming for the grass runway which will run parallel to RWY 2/20. Mr. Patterson replied that the design is about 90% complete. The airport hopes to be doing the rough grading sometime this spring. We have tenants offering their heavy equipment and equipment time to go out there and grade that in. That could save us a significant amount of money. We are still waiting on a couple of verbiage changes with the FAA.

As for the north side, there is a significant push for development. Not necessarily all private operators but manufacturing as well. There are a lot of aerospace manufacturers wanting to move out of California and come here to Coeur d'Alene. There is one manufacturer (I will be able to share more later in the future) who has been in contact with me where there is nearly a 100% chance of making a small turboprop aircraft out of here. There are multiple others reaching out as

well. Now that Electronics International has come here from Bend, Oregon, there are others from Bend who are also looking to move their business here.

In the last 12 months many of the big companies (Textron, Boeing, Bombardier for example) have expressed interest. Boeing has been making inquiries about the possibility of building a large facility as a “through the fence” and having a taxiway that goes between private property and our fence. They would pay us for airport access.

With all the interest in securing a place here, we want to implement the RFP (Request for Proposal) process. It will make it a public competitive process to select the best tenant for these larger developments. We want to put the high-traffic commercial aviation businesses along the front of the north strip. Businesses such as any airline, FBO, cargo ramp, something that has a lot of in and out traffic. Then manufacturing, private storage, maintenance and such, would go up to the back side at the farthest north.

Private tenants just wanting to build their private hangar on the north side does not require a discussion or a bidding process. If they are willing to pay for bringing the infrastructure and connections needed and we have the ground they need for it, we are amenable to that.

We are currently working with a LOI (Letter of Intent) for a company to build another FBO off the end of TWY November. Even with that, we still have approximately 60-85 acres of north side property. With the word out about a second FBO going in here, now there is a multitude of developers inquiring about picking up the rest of the land. So, again here, we will put together an RFP. Then we will advertise that we are seeking a master developer. We can provide them with a sketch of the basic layout, kind of giving them a blank canvas. It would be up to them to come to us and present their vision for development and show us their financial backing to support it. There would be other criteria, of course, but then we would have sufficient data to decide, using the development committee as well as recommendations from the AAB. Once a decision has been reached, it will be presented to the BOCC (Board of County Commissioners), for award of the RFP.

One of the things we would like to see back here is a place where an aviation workforce could receive training. NIC (North Idaho College) did have such a program out here at one time.

These opportunities are a great opportunity for the airport to become even more self-sustaining, allowing us to work on asphalt, buy equipment, and other projects to benefit the airport community. We are not out advertising. This organic growth is coming to us. It really is an exciting time and a healthy thing for our airport. We are definitely not the airport that is trying to figure out how we are going to make budget, or how much tax we will have to levy on the community to make it. We are in a really good position to be able to chart our own path in that regard.

- C. Red-line Copy of Airport Minimum Standards to AAB for Review (Action – This was Discussion Only): Gaston opened the dialog referencing the hardcopy each board person has in front of them. He continued saying that by 9 AM tomorrow there will be a redline version on the airport website which they can access if they prefer an electronic version. It will be available to anyone, including the public. Additionally, there will be a fill and print document where anyone with a question or comment can submit it electronically.

Hopefully, with people having a good 30 days to review the document and submit questions and comments, the next AAB meeting in February will be another discussion opportunity. We can decide at that time if another Sub-committee meeting is needed or if it is ready for a final draft that can be prepared and submitted to the board for approval.

As a reminder, the changes that were made are intended to simplify the overall document, deleting superfluous or repetitive language. It will also clarify some standards where it appeared to have missing words, perhaps overlooked in the original typing of the document.

We want to consider the comments and questions submitted, perhaps integrate some of them into the document. We feel it is an important courtesy to open this up to anyone for review at this point.

9. PUBLIC COMMENT: None

10. ADJOURN: (Action) Chairman O'Connell adjourned the meeting at 6:16 PM.

Respectfully submitted,

Kerri Sherman
Recording Secretary