



KOOTENAI COUNTY

COEUR D'ALENE AIRPORT ADVISORY BOARD



MINUTES OF MEETING

June 13, 2018 - 5:00 p.m.
10375 Sensor Avenue- Airport Manager's Office
Coeur d'Alene Airport, Hayden, Idaho

MEMBERS PRESENT:

X	Chairwoman Genter
X	John Adams
X	Brett Boyer
X	Tim Komberec
X	John Parmann
X	Sholeh Patrick
X	Rich Ronnestad
X	Jim Thorpe
X	Mark Vehr
X	Chris Way
X	Nolan Wiley

CALL TO ORDER: Chairwoman Genter called the meeting to order at 5:05 pm.

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

STAFF PRESENT: Steven Kjergaard, Phil Cummings, Ian LaRitchie, Jon Rouleau, Linda Leigh.

VISITORS PRESENT: Marc Eberlein-Commissioner, Greg Gfeller, Mike Zaidlicz, Tonya Rutan, Brent Regan, Harry Craviotto, Anne Anderson, Keith Lang, Murdo Cameron, Ron Polley, Jolene Compton, Liz Booher, Larry Booher, Mike Satren, Daryl Foreman, Elsbeth, Roach, Mike Kincaid, Dene Jones, Jim Van Sky, Steve Dennis, Doug Swanson, George Barnhart, JR Norvell, Gene Soper, George Barnhart, Noelan (Mac) McCormack, Bill Brooks, Joe Rossetti, Scott Keller, Steve Lohrey, Margie Dennis, Ron Hines, Richard Le Francis, Douglas Williams, Chris George, Glen Huscroft, Charlie Branch, Donna Childs, Jeffrey Fouche, Barry Wood, John Dixon, Steve Soper, Gene Soper, John Bateman, Frank O'Connell, Judith Kirkwood, JR Norvell.

CONFLICTS OF INTEREST: No conflicts of interest were noted.

CHANGES TO THE AGENDA: No changes to the agenda were made.

APPROVAL OF MINUTES:

MOTION: Nolan Wiley moved to approve the minutes of the previous meeting. Chris Way seconded; the Motion carried.

OLD BUSINESS:

A-2 Rentals Sign – The A-2 Rentals proposal for a 5' X 20' "T - Hangars For Rent" sign on the Taxiway side of his building exceeds the zoning ordinance.

MOTION: Chris Way moved to deny the sign proposal at this time. Sholeh Patrick seconded; the Motion carried.

STAFF REPORTS/UPDATES:

AIP Project/Master Plan – Master Plan meetings and the open house were held last month. JR Norvell and Steven Kjergaard had a meeting with the FAA recently. They will share this information with the BOCC and the Advisory Board soon.

Minimum Standards – There was a lengthy discussion regarding the pilots and association's comments (attached). These comments will be taken into consideration in writing the second draft. Any additional comments should be submitted in writing to the Airport no later than June 22nd. The next draft should be ready in 6 to 8 weeks.

PUBLIC COMMENT: Gene Soper, Jolene Compton, John Dixon, Brent Regan, Frank O'Connell, Judy Kirkwood, Mike Satren, Tanya Rutan, Chris George, George Wagner, Commissioner Marc Eberlein, Harry Craviotto, and Richard Le Francis gave public comment.

ADJOURNMENT: Chris Way moved to adjourn the meeting at 7:07 p.m. Nolan Wiley seconded; the Motion carried.

Respectfully Submitted,

Linda Leigh
Recording Secretary

Coeur d' Alene Airport Rules and Standards Initial Committee Input Revised 06/11/18

ITEM	Section, Pages	Suggestions
Appeals	Sub. 1/C, II/ p. 7	Revise. Administrative appeals should be to the Advisory Board, not the Airport Director
Penalties; lease termination	C/III, pg. 8	Remove. Termination of lease clause is adequately covered in Sect. 5.10 of lease
Improvements/Reversal on clause.	E/I, pp.11-12	Remove. This makes building or buying a hangar a very bad investment and is unfair to owners of hangars built before this document is in effect. Recommendation: strike this clause and keep current lease terms for lease holder to be fairly compensated at the lease-end.
Lease terms –years?	E/II, b,c,e,pp.11, 12	Clarify. When do the 2 and 5 years apply?
Signage	F/II, p. 13	Clarify. Signage approved by Airport Director according to prescribed signage standards and county ordinance. Clarify and improve - if it affects a class of business and people, it should be spelled out.
Personal conduct/alcohol consumption prohibited	A/I, d, p. 18	Remove. This is unreasonable. Suggest the Driggs Airport policy: No person shall illegally use, possess, sell, or distribute controlled substances (i.e., drugs, narcotics, or alcohol) on the Airport. No person shall be intoxicated; commit any disorderly, obscene, lewd, indecent, or unlawful act, or commit any act of nuisance (including the use of offensive, abusive, or threatening language) on the Airport.
Personal Conduct/hunting	II/A.V, p. 19	Add item. Trapping of mice and other nuisance animals within hangars should be allowed. Suggest Casa Grande policy: <i>No person shall hunt, pursue, trap, catch injure or kill any bird or animal on the airport without authorization of the director.</i>
Storage of aircraft projects	II/A, XI, p. 20	Remove. Item IX. 4: "but not the indefinite storage of nonoperational aircraft." as any other items which prohibit the storage of aircraft not currently flying. This allows for projects to be stored. Example: volunteers acquired an aircraft at the Sandpoint airport for a youth project and stored it until students and instructors could begin work on it (affects Airworthiness Certificate as listed below).
Checking Airmen Certificates & aircraft documents	II/B/II/c, p. 21	Remove. Unless Congress passes a new law, only the FAA, TSA, NTSB, or law enforcement authorities may examine airmen's certificates and to do so otherwise is a violation of the airman's rights. "Operators license" is not proper terminology for a FAA-

		issued certificate. Aircraft being built or restored may not have an Airworthiness Certificate
Aircraft Operations; radios	II/B/II/h, p. 22	Remove. COE is in Class E airspace, so no radio is required. *Suggested Solution: use Sandpoint example: "If equipment is available, aircraft shall monitor frequency and announce..."
Aircraft Operations, landings on other than runways	II/B/II/j, p. 23	Add: "unless the pilot in command deems it unsafe to do so, and then it is at their own risk." 14 CFR 91.3 may apply.
Starting aircraft	II/B/II, I, p. 23	Add item. Some aircraft are not equipped with an electrical system, or may have a maintenance issue, so add: "hand-propping of aircraft must be done under manufacturer's and FAA guidelines, and only if the operator is present in control of the aircraft."
Fueling	II/C/I (various sections throughout document)	Clarification needed , as what can be used, accepted practices, and storage is contradictory and confusing. There are unclear and non-specific references. Some seem to apply to SASO and "self-fueling permittees," whereas some don't. Too many to count and list at this point. Revise with brief and easy to read guide to fueling in two parts: one for commercial vendors and one for private and flight instruction.
Fueling	II/j, p. 26	Deletion/revision. Delete "Fifty (50) feet," and state: "a safe distance from any hangar or building and in compliance with all federal, state, county, and airport fire codes."
Fueling/ MOGAS	II/r, p. 27	Retain and stop with this on MORGAS – nothing else is necessary
Self Fueling	II/C VII p. 30	Delete/Revise. This section seeks to apply a permit fee and require commercial-level training for any entity with employees and contractors that engage in self-fueling of owned or leased airplanes. This seems a significant burden with no benefit in realized risk and safety - pilots are already allowed to fuel their airplanes, so what is the benefit to safety of the additional training burden? Furthermore, paragraph j. states that ONLY employees or contractors may fuel an aircraft on a self-fueling permit. This is needlessly restrictive and would require a flight school SASO as written to retain staff to fuel airplanes that would otherwise have been fueled by renters and students.
Fuel Flowage Fee	II/C/II P. 30	Delete. As written, SASO flight schools do not derive revenue from the pumping of gas, therefore a flowage fee is no longer required. While desirable, it seems the opposite of what is in place now.
Loitering	II/D/I, d, p. 34	Delete. This may be the craziest rule in the entire document. This discourages pilots from the quiet enjoyment of the airport environment, meeting with other pilots and

Security Badges	II/E/II, p. 36	<p>friends and family, engaging in safety discussions, and other socializations.</p> <p>Revise. This has caused an emotional reaction from many at COE, as it appears to require badges for access through the gates to access hangars. As written, it also requires badges for access to the "airfield areas," even by pilots and passengers in aircraft. There doesn't appear to be a FAA or TSA requirement for this (TSA 6.3.12 only states "Airport Operators MAY consider... issuing limited ID cards). Suggestion: require IDs for those issued vehicle driving privileges on the airport only, those with accessible AOA, and FBO employees; do not require otherwise. This would be an unreasonable burden on pilots, visitors to hangars and businesses, vendors, and most everyone else. A wiser security move would be to equip the gates with coded cards and secure the gates on Cessna and AeroStar. A new section on driving rules and requirements should be added.</p>
Law and rules in general	Various places within document	<p>Revise: Eliminate confusion between application of FAA and other Federal agencies, State, County, City and other government agencies at the airport – who governs what?</p>
SASO Hours of operation	II/E/I p. 46	<p>Revise. SASO flight school should not have to maintain current hours with the Airport, since hours of operation can change seasonally. There certainly should not be a requirement for a lease or operating agreement.</p> <p>Suggested change: as a courtesy to airport office personnel, a SASO should provide current hours of operation as may be appropriate to the operation.</p>
Flight Training	II/E/II e. p. 47	<p>Revise/delete wording. paragraph e suggested change: <i>Own, subcontract for, or lease on or more suitable dual-equipped, single-engine airworthy aircraft to be made available</i></p>