



COEUR D'ALENE
AIRPORT



T.O. ENGINEERS

Coeur d'Alene Airport Pappy Boyington Field

Decoupling Status
October 14, 2020

CDA Press Article

October 9, 2020 “Airport, critics far apart on policies”



The decoupling project at the Coeur d'Alene Airport/Pappy Boynton Field would decrease their 2/20 runway by 1,000 feet. Photo courtesy Mike Kincaid.

Runway 02-20

Background

- 2017 to 2019 Airport Master Plan
 - Decouple identified as a high safety priority
 - Identified top 5 alternatives
 - Public meetings and community advisory committee

WHY IS DECOUPLING REQUIRED?

- The deadliest runway accident in the United States occurred on August 27, 2006 when Comair flight 5191 crashed during takeoff from Blue Grass Airport (49 Fatalities)
 - Cause: Failure to cross-check and verify that the airplane was on the correct runway before takeoff.
 - The NTSB on July 27, 2007 classified the accident as a runway incursion.

WHY IS DECOUPLING REQUIRED?

FAA AC 5300-13A – Airport Design

c. Taxiways must never coincide with the intersection of two runways. Taxiway configurations with multiple taxiway and runway intersections in a single area create large expanses of pavement making it difficult to provide proper signage, marking and lighting. These expansive pavement areas and numerous markings for taxiway (yellow) and runway (white) centerline and edge markings lead to pilot disorientation.

DO WE NEED RUNWAY 2-20



RUNWAY JUSTIFICATION

Table 3-7 Runway Types and Eligibility

For the following runway type...	Must meet all of the following criteria...	And is...
a. Primary Runway 6-24	(1) A single runway at an airport is eligible for development consistent with FAA design and engineering standards.	Eligible
b. Crosswind Runway	(1) The wind coverage on the primary runway is less than 95%. Coverage on 6-24 > 95%	Eligible if justified
c. Secondary Runway	(1) There is more than one runway at the airport. (2) The non-primary runway is not a crosswind runway. (3) Either of the following: (a) The primary runway is operating at 60% or more of its annual capacity, which is based on guidance developed by APP-400 as the threshold for considering when to plan a new runway, or (b) APP-400 has made a specific determination that the runway is required for operation of the airfield.	Eligible if justified.
d. Additional Runway	(1) There is more than one runway on the airport. (2) The ADO has determined that the nonprimary runway does not meet the requirements to be designated a crosswind runway. (3) The ADO has determined that the nonprimary runway does not meet the requirements to be designated a secondary runway.	Ineligible.

RUNWAY JUSTIFICATION

- From FAA Order 5100-38D:

3-11. Secondary, Crosswind and Additional Runways.

Per FAA policy, the ADO can only fund a single runway at an airport unless the ADO has made a specific determination that an additional runway is justified. The requirements, justification and eligibility for runways are listed in Table 3-7.

Before planning a project on a runway, the ADO must determine the type of runway (primary, secondary, crosswind, or additional).

A runway that is not a primary runway, a secondary runway, or a crosswind runway is considered to be an *additional* runway. It is not unusual for a two-runway airport to have a primary runway and an additional runway, and no secondary or crosswind runway. This is because the ADO can only designate a runway as a secondary runway or crosswind runway if it meets the specific operating and justification parameters in Table 3-7.

Additional runways are not eligible. Any development such as marking, lighting, or maintenance projects on an additional runway is also ineligible.

RUNWAY JUSTIFICATION

- ±75% of traffic
- Dimensions:
 - Existing: 5,400-feet
 - Ultimate: 4,442-feet
 - 75' wide
- Design aircraft
 - Current: Falcon 900
 - Ultimate: Citation CJ1
- “Secondary runway”



STATUS OF PROJECT

- Some preliminary planning work is done
- Nothing is finalized, however funding for design only grant has been accepted.
- Estimate: \pm \$5M
 - Keep at 75' wide
 - Remove Taxiway D connection to 6-24
 - Add infield connector to 6-24
 - Modify taxiway naming convention

STATUS OF PROJECT

Next Steps

- Planning and Study Underway
- FAA Airspace Coord Jan 2021 – March 2021
- Preliminary Design Feb 2021 – Aug 2021
- Final Design Oct 2021 – Jan 2022
- Bid Feb – Mar 2022
- Construct Begins Summer 2022

Federal Aviation Administration/ Airport Improvement Program

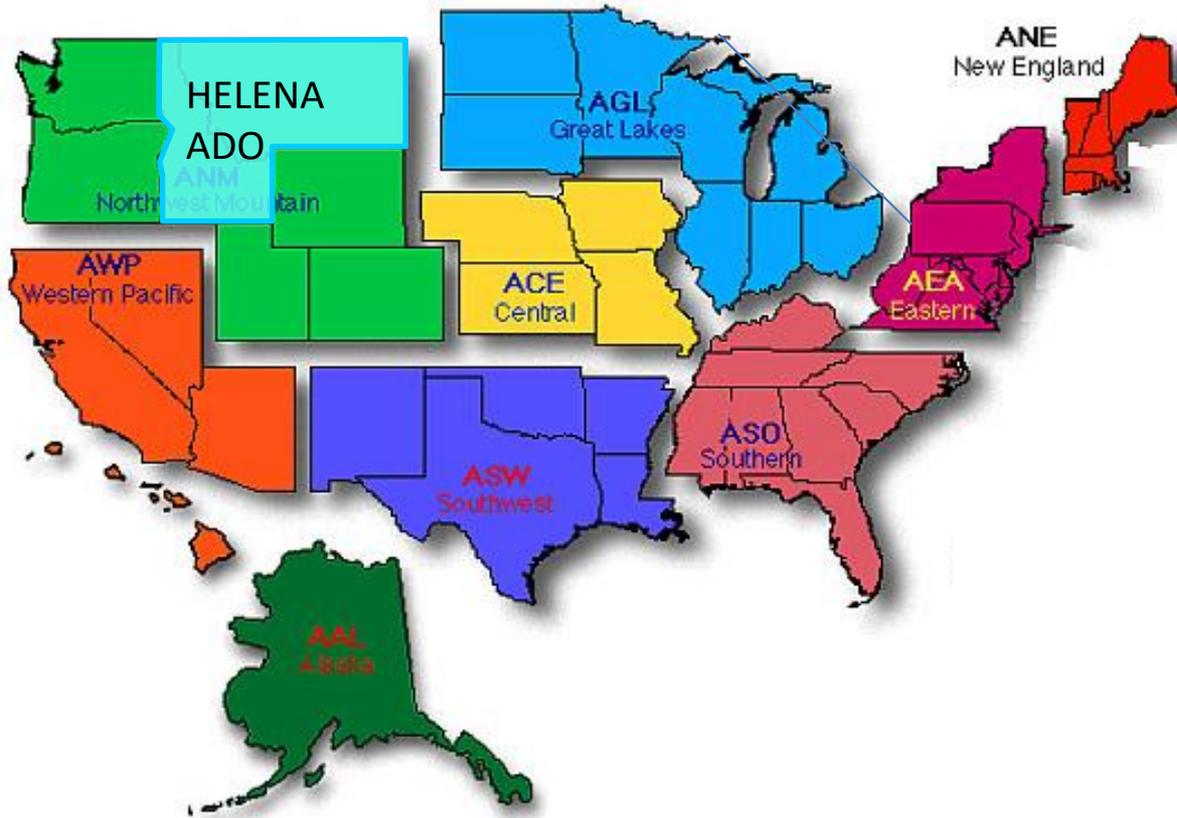
Federal Aviation Administration

- Manage and maintain the aviation system in the US
- Rules and regulations



Federal Aviation Administration

- Divided into regions
- Regions are divided into Airports District Offices (ADOs)



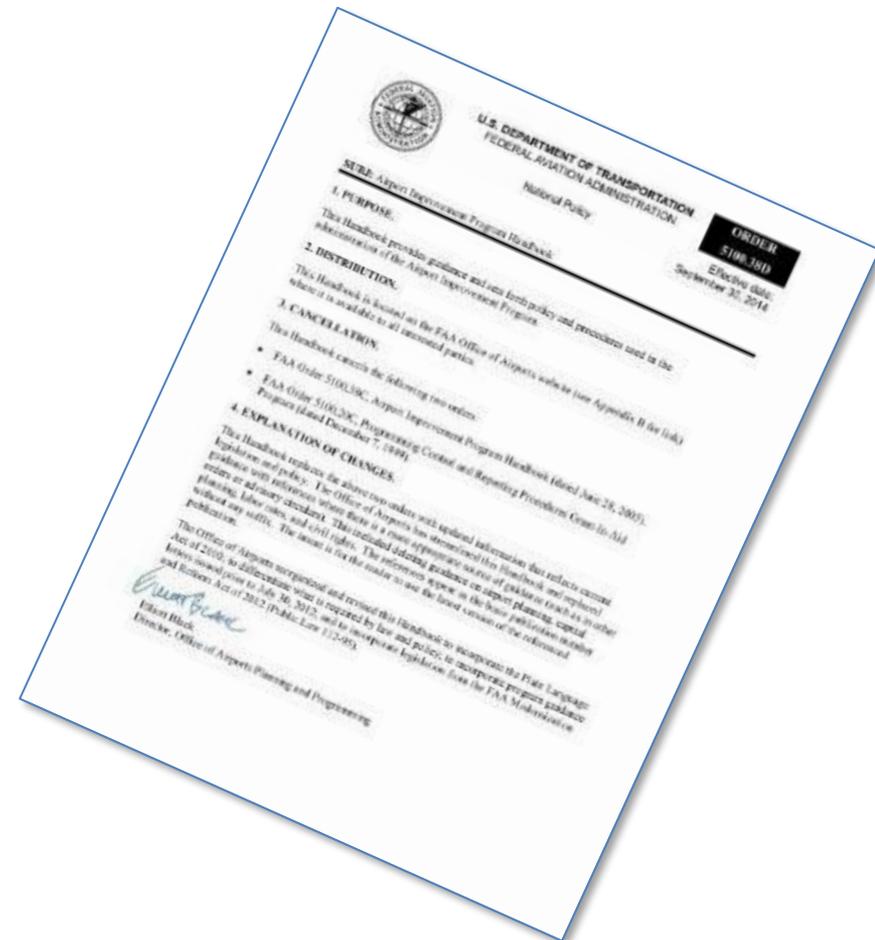
Airport Improvement Program (AIP)

- Funded primarily by aviation fuel taxes
- Airport types:
 - Nonprimary (General Aviation (GA))
 - Coeur d'Alene
 - Felts Field
 - Priest River
 - Commercial Service
 - Spokane
 - Lewiston
 - Seattle

Airport Improvement Program (AIP)

Guidance

- FAA Order 5100-38D: *AIP Handbook*
 - “Eligibility”
- Advisory Circulars
 - Advisory vs. Mandatory
 - Mandatory:
 - If using AIP funds



Airport Improvement Program (AIP)

Funding

- Three pots of funding for Coeur d'Alene:
 - Nonprimary Entitlements
 - State Apportionment
 - Discretionary
- COE uses all three regularly



Airport Improvement Program (AIP)

Nonprimary Entitlements

- “Guaranteed” funding
 - \$150K per year for each GA Airport
 - Can “borrow” from other Idaho airports
- Funds can be carried over, up to four years
- Can be used on any eligible projects

Airport Improvement Program (AIP)

State Apportionment

- Available to only GA Airports
 - \$3.1M split among 31 airports in Idaho
- Highly competitive
- Distribution determined by State Aeronautics.

Airport Improvement Program (AIP)

Discretionary

- Distributed by region
- Funds distributed based on priority system
 - Safety projects (including ARFF)
 - Runways
 - Parallel taxiways
 - Aprons
 - Equipment, Terminals, Etc.

Airport Improvement Program (AIP)

Grants

- FAA match = 90% (100% in 2020 CARES)
 - State typically matches 2-5%
- There are strings attached!
 - Grant assurances
 - Follow all of their rules

3. To whom does this AC apply?

The FAA recommends the standards and recommendations in this AC for use in the design of civil airports. In general, use of this AC is not mandatory. The standards and recommendations contained in this AC may be used by certificated airports to satisfy specific requirements of Title 14 Code of Federal Regulations (CFR) Part 139, Certification of Airports, subparts C (Airport Certification Manual) and D (Operations). Use of this AC is mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and/or with revenue from the Passenger Facility Charges (PFC) Program. See Grant Assurance No. 34, Policies, Standards, and Specifications, and PFC Assurance No. 9, Standards and Specifications.

Airport Improvement Program (AIP)

2005 to 2020 Grant History at COE

Over \$19M in Federal and State Grants

Approx. 800K in Local Match



QUESTIONS

