

Commercial Terminal

January 31st 2023

Avports wants your input

Please remember to submit any questions you may have about Avports building a commercial terminal at the Coeur d'Alene airport at coeairport.com

COE Newsletter

January

Project update

GulfStream Road project- completed all work and has reached final close out. Close out was approved 1/24/23

Lighting Improvement Project - All work has been completed this year. Currently contractor is waiting for part delivery and weather. Expect future closures.

SRE Building - Contractor has paused for the winter and expects delivery of building in Feb 22.

Runway 6/24 Rehab Design - Design for the project is closing in on 95% design. The airport expects to build this project this summer. Runway 6/24 will be closed during this time. Project will be out to bid in the next few weeks.

Tower Study - The airport and consultants continue to move forward with the tower study. Expect Stakeholder meetings in the coming months.

Winter Operations – Airport staff continues to work diligently to keep the airport open during this challenging snow year. As a reminder the airport sells FAA approved deice at cost. It is available in the airport office.

Contact Us

Coeur d'Alene Airport

10375 N Sensor Ave

Hayden, ID 83835

208-446-1860

kcair@kcgov.us

Commercial Air Service at COE Questions

Airport staff has seen multiple questions about commercial service but the three below have been seen the most. Due to this we wished to address them here.

Q. How much will this cost me as a hangar operator?

A. Having a commercial air carrier set up in this method will cost taxpayers and hangar operators nothing. In fact it may allow for the airport to not raise hangar rates. Additionally, the airport would receive more grant funding from the FAA as well as be able to collect passenger facility charges (PFC's). Below is a revenue projection with expected staff additions and costs for three (3) and five (5) flights per day. This does not include the additional grant or PFC's.

Three flights a day

Commercial Ops and Leases	\$ 550,689.00
Total New staff Cost	\$ 90,000.00
Other Expenses	\$ 100,000.00
Total Revenue	\$ 360,689.00

Five flights a day

Commercial Ops and Leases	\$ 858,046.75
Total New staff Cost	\$ 325,000.00
Other Expenses	\$ 150,000.00
Total Revenue	\$ 383,046.75

Q The Airport needs a Control Tower to have Commercial Airlines.

A. While having a control tower adds in the airports opinion a level of safety to the operation of airport. It is not required for on the airport. There are many airports throughout the country that have commercial aircraft operations without a control tower. However, the airport is currently in the beginning process of adding a control tower to the airport as we do agree it adds a level of safety to the airport.

Q By adding Commercial air service it will just add more noise to the airport.

A. While adding Commercial air service to the airport will add flights these flights will not operate from the smaller runway which is mostly associated with airport noise. The operation type made by commercial aircraft is similar to our large jet traffic that operates currently at the airport. Their goal is to land and depart as efficiently as they can. Additionally the airport currently has approximately 90,000-100,000 operations today. The addition of 5 flights per day would be approximately 4% growth.