

Coeur d'Alene Airport Capital Investment Plan

Airport Advisory Board Meeting

March 8th, 2023



Capital Investment Funding

- ✓ FAA funding known as the Airport Improvement Program (AIP) was established in 1982.
- ✓ Current FAA Legislation Funds Eligible Projects up to 90% of Total Project Costs for GA Airports



So What is Eligible for Funding?

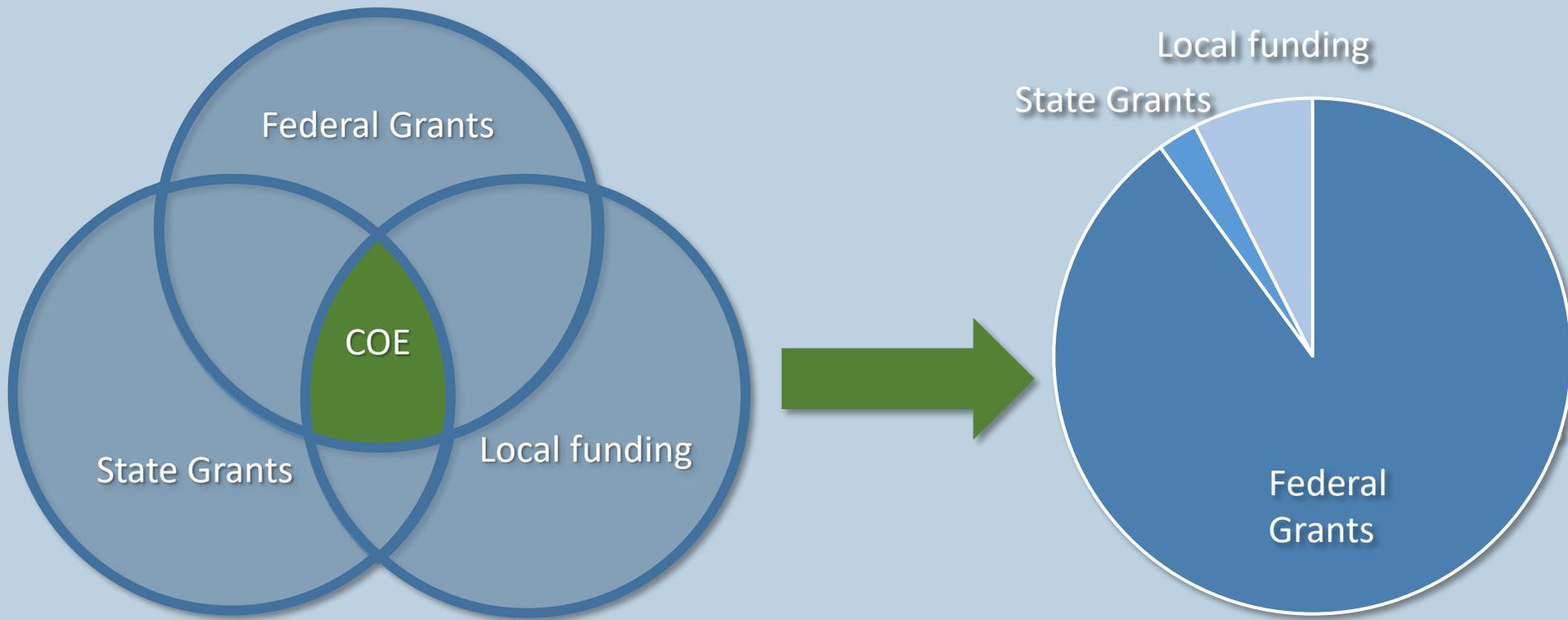
Eligible Projects	Ineligible Projects
Runway construction/rehabilitation	Maintenance equipment and vehicles
Taxiway construction/rehabilitation	Office and office equipment
Apron construction/rehabilitation	Fuel farm*
Airfield lighting	Landscaping
Airfield signage	Artworks
Airfield drainage	Aircraft hangars*
Land acquisition	Industrial park development
Removing, lowering, moving, marking, and lighting hazards	Marketing plans
NAVAIDs such as REILs and PAPIs	Training
Planning studies	Improvements for commercial enterprises
Environmental studies	Maintenance or repairs of buildings
Safety area improvements	<i>*May be conditionally eligible at non-primary airports. Contact your local Airport District or Regional Office for more information.</i>
Airport layout plans (ALPs)	
Access roads only located on airport property	

Airport Grant History

Fiscal year	FAA Contributions	Local/State Contributions	Work Description
2005	\$2,678,500	\$297,611	Conduct Airport Master Plan Study, Construct Apron, Construct Taxiway, Install Perimeter Fencing
2006	\$1,876,210	\$208,468	Construct Apron
2007	\$300,000	\$33,333	Extend Taxiway, Install Perimeter Fencing
2008	\$558,000	\$62,000	Extend Taxiway, Install Perimeter Fencing, Rehabilitate Taxiway
2009	\$1,021,232	\$113,470	Construct Taxiway, Install Perimeter Fencing
2010	\$997,600	\$110,844	Construct Aircraft Rescue & Fire Fighting Building, Collect airport data for AGIS, Acquire Snow Removal Equipment
2011	\$1,790,458	\$198,940	Rehabilitate Runway -01/19, Rehabilitate Taxiway, Construct Aircraft Rescue & Fire Fighting Building
2012	\$2,746,355	\$305,151	Install NAVAIDS, Rehabilitate Rwy - 01/19, 05/23, Rehabilitate Twy
2013	\$687,687	\$76,410	Wildlife Hazard Assessments, Rehabilitate Apron and Taxiway, Sustainable Management Plan
2014	\$163,164	\$18,129	Conduct Environmental Study, Rehabilitate Apron
2015	\$607,303	\$67,478	Install Perimeter Fencing, Rehabilitate Apron
2016	\$1,069,230	\$118,803	Rehabilitate Taxiway, Rehabilitate Taxiway, Acquire Land for Approaches
2017	\$568,178	\$63,131	Update Airport Master Plan Study
2018	\$739,259	\$82,140	Acquire Land for Approaches
2019	\$227,214	\$25,246	Construct Taxiway, Construct Access Road
2020	\$2,420,499	\$ 0 *	Construct Taxiway, Construct Access Road, Install Perimeter Fencing not Required by 49 CFR 1542
2021	\$399,397	\$ 0 *	Construct Snow Removal Equipment Building (Design Only)
2022	\$2,063,085	\$229,232	Construct Runway Lighting Improvements, Rehab Runway 6-24 and Const TW B4 (Design Only), Construct SRE Bldg.
Total Amount	\$20,913,371	\$2,010,386	

* Cares makes Grant match equal zero.

CIP Funding Summary



Capital Investment Plan



COEUR D'ALENE
A I R P O R T

CIP Development – Years 2023-2028



COEUR D'ALENE
A I R P O R T

2022-2023 Development Schedule

PROJECT		DEVELOPMENT CATEGORY	FUNDING SOURCE			TOTAL PROJECT COST
YEAR	DESCRIPTION		FEDERAL (90%)	STATE (2.5%)	LOCAL (7.5%)	
2022 – Funded	1. Construct Snow Removal Equipment (SRE) Storage Building (Const) – AIP & BIL	Safety, Maintenance	\$1,256,764	\$34,910	\$104,730	\$1,396,404
2022 *	2. Acquire ARFF Index A Truck	Safety	\$720,000	\$20,000	\$60,000	\$800,000
2022 – Funded	3. Construct Electrical Improvements for Runway 6-24 Decoupling	Safety, Maintenance	\$470,031	\$13,056	\$39,170	\$522,257
2022 - Funded	4. Design Runway 6-24 Rehabilitation (Mill and Overlay) and Connecting Taxiway B-4 Construction	Safety, Maintenance	\$336,290	\$9,341	\$28,024	\$373,656
2023	5. Construct Connecting Taxiway B-4	Safety				Included below.
2023	6. Rehabilitate Runway 6-24 (Mill and Overlay)	Safety, Maintenance	\$4,950,000	\$137,500	\$412,500	\$5,500,000
2023	7. Construct SRE Building – Remainder BIL	Safety, Maint.	\$419,349	\$11,649	\$34,946	\$465,943
2023	8. Pavement Maint. Taxiway N & Apron	Safety, Maint.	\$587,046	\$16,307	\$48,921	\$652,274
* Move to 2024						
	2022-2023 TOTAL		\$8,019,480	\$222,763	\$668,291	\$8,910,534

2024-2025 Development Schedule

PROJECT		DEVELOPMENT CATEGORY	FUNDING SOURCE			TOTAL PROJECT COST
FISCAL YEAR	DESCRIPTION		FEDERAL (90%)	STATE (2.5%)	LOCAL (7.5%)	
2024	Acquire Snow Removal Equipment (SRE) – Multi-Function Equipment - BIL	Safety, Maintenance	\$630,000	\$17,500	\$52,500	\$700,000
2024	Design and Construct - Extend Taxiway C to Runway 6 and Demolish Taxiway D N	Safety, Demand	\$3,996,000	\$111,000	\$333,000	\$4,440,000
2024	Design Taxiway A Reconstruction	Maintenance, Safety	\$540,000	\$15,000	\$45,000	\$600,000
2024	Design and Construct – MALSR Threshold Relocation	Maintenance, Safety	\$297,000	\$8,250	\$24,750	\$330,000
2025	Re-Sign Airport (Design and Construction) - BIL	Maintenance, Safety	\$621,000	\$17,250	\$51,750	\$690,000
2025	Acquire Land – Fee Simple (East Portion of Parcel A-40) Consisting of 80-acres	Business Opportunities, Demand	\$2,610,000	\$72,500	\$217,500	\$2,900,000
2024-2025 TOTAL			\$8,694,000	\$241,500	\$724,500	\$9,660,000

2026-2028 Development Schedule

PROJECT		Development Category	FUNDING SOURCE			TOTAL PROJECT COST
ID	DESCRIPTION		FEDERAL (90%)	STATE (2.5%)	LOCAL (7.5%)	
2026	Construct – Taxiway A Reconstruction	Maintenance, Safety	\$1,998,000	\$55,500	\$166,500	\$2,220,000
2026	Design and Construct - Runway 20/24 Decoupling with associated Taxiways	Safety	\$3,672,000	\$102,000	\$306,000	\$4,080,000
2026	Acquire Snow Removal Equipment (SRE) Blower - BIL	Safety	\$540,000	\$15,000	\$45,000	\$600,000
2026	Acquire Land – Avigation Easements (Runway 2 RPZ)	Safety	\$90,000	\$2,500	\$7,500	\$100,000
2027	Design and Construct - Reconfigure Geometry of Runway 2 and Taxiway D (Demolish Airport Admin/GA Terminal)	Safety	\$1,071,000	\$29,750	\$89,250	\$1,190,000
2027	Acquire Snow Removal Equipment (SRE) Multi Tasking Equipment	Safety	\$630,000	\$17,500	\$52,500	\$700,000
2028	Master Plan Update		\$450,000	\$12,500	\$37,500	\$500,000
2028	Acquire Land – Fee Simple (West Portion of Parcel A-40) - 72 acres	Business Opp., Demand	\$2,700,000	\$75,000	\$225,000	\$3,000,000
2026-2028 TOTAL			\$11,151,000	\$309,750	\$929,250	\$12,390,000

Coeur d'Alene Airport Advisory Board

FAA Grant Assurances

- ✔ Introduction to the Airport System
- ✔ Airport Improvement Program
- ✔ Grant Assurances



March 8, 2023



Airport System

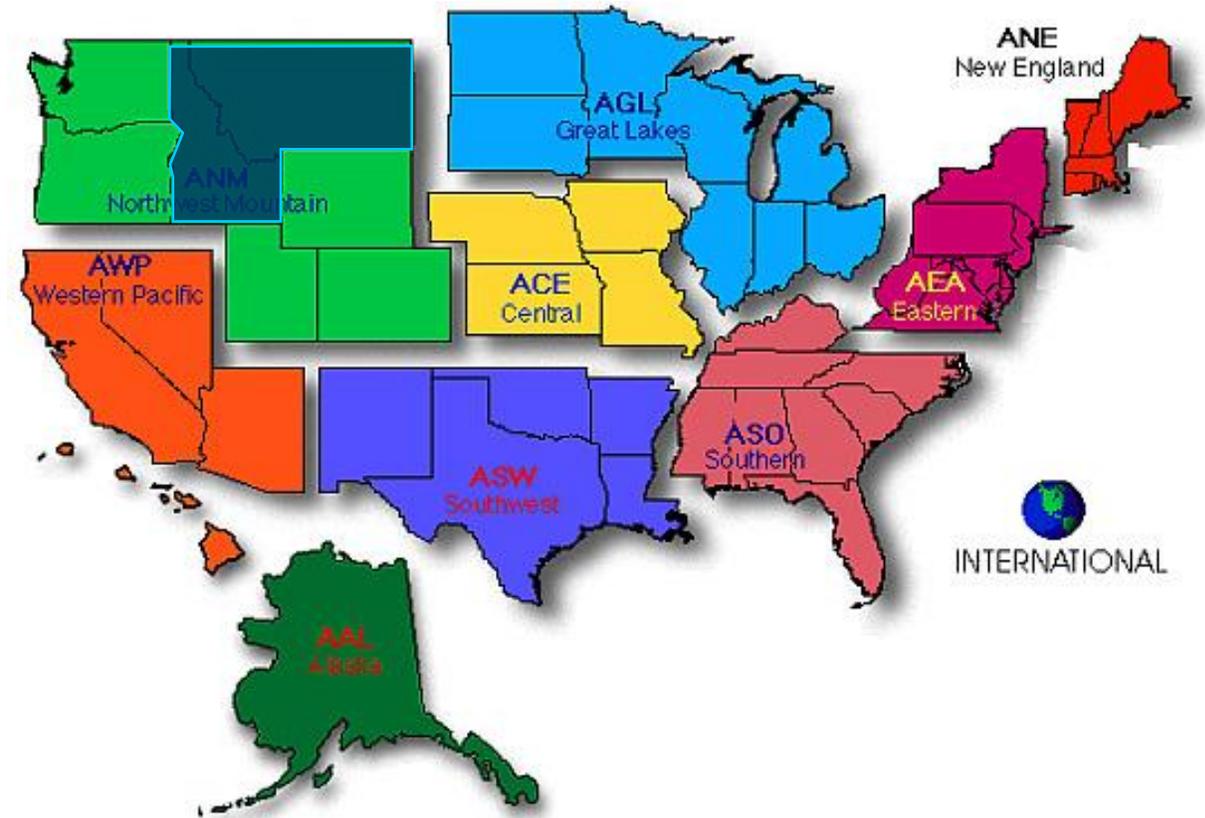
- National Plan of Integrated Airport Systems (NPIAS)
- 3,300+ airports
- Integrated system
 - Efficiency
 - Standardization
- Managed by the FAA



Federal Aviation Administration (FAA)

“The mission of the FAA is to provide the safest, most efficient aerospace system in the world.”

- Several “lines of business”
 - Air Traffic
 - Aviation Safety
 - Airports
 - Etc.
- Airports
 - NPIAS
 - Airport Improvement Program



Large Hub

- >1% of all passengers in the US (6.7M in 2021)
- 30 Airports Total
 - ATL (36.7M)
 - DFW (30.0M)
 - DEN (28.6M)



Medium Hub

- <1% (6.5M), >0.25% (1.7M)
- 35 Airports Total
 - BOI (1.8M)
 - PDX
 - BUR
 - RNO



Small Hub

- <0.25% (1.63M), >0.05% (336K)
- 80 Airports Total
 - GEG (1.58M)
 - PSC



Nonhub

- >10,000, <0.05% (320K)
- 238 Airports
 - IDA (218K)
 - SUN (95K)
 - EAT (48K)
 - LWS (31K)



Commercial Service Nonprimary

- 2,500 – 10,000
- Vernal, UT; Multiple AK airports



Nonprimary Airports

- General Aviation or “GA”
- No scheduled passenger service
- Vary greatly in size
- COE



Airport System

- Airport types:
 - Commercial Service
 - Large Hub
 - Medium Hub
 - Small Hub
 - Nonhub
 - Nonprimary
 - Nonprimary



'Part 139'

- 14 CFR Part 139
- Ensure safety of commercial service airports
- Defines requirements for things like:
 - Inspections
 - ARFF
 - Training

Airport Improvement Program



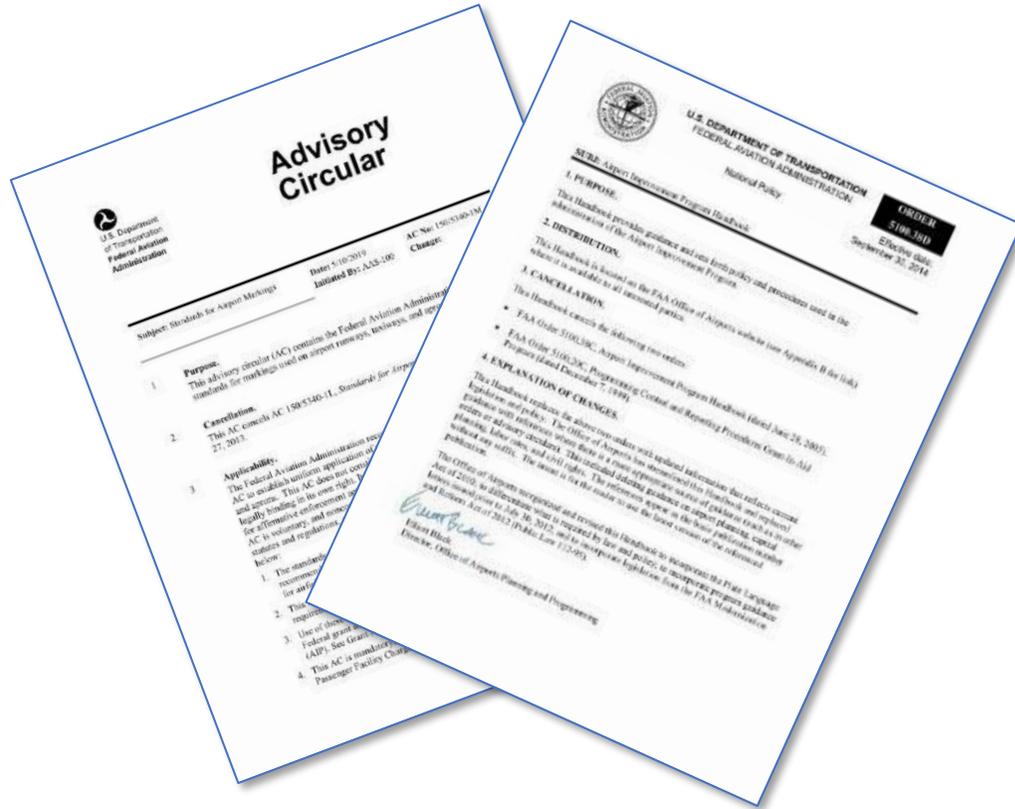
- Grant Program
 - Planning
 - Design
 - Construction
- Funded primarily by aviation fuel taxes and other user fees
- 90% federal participation
- Available to “sponsors” of NPIAS airports

Grants

Airport Category	Grant Match	Entitlement	Discretionary
Nonprimary	90%	\$150,000	By Project
Nonhub	93.75%	≥\$1,000,000	By Project
Small Hub	90%	<u>\$2.9M - \$</u>	By Project

Airport Improvement Program

There are strings attached.



Rules

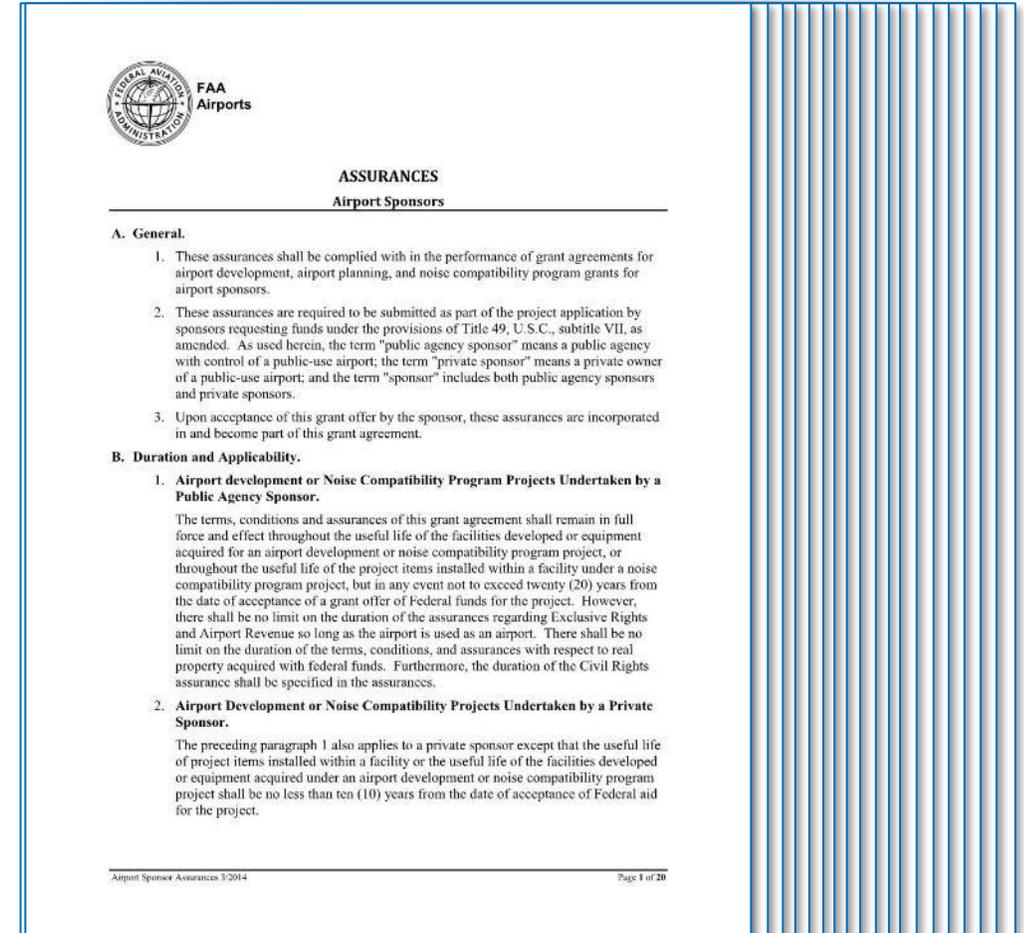
- AIP Handbook
 - Eligibility
- Advisory Circulars
 - Advisory vs. Mandatory
 - Mandatory:
 - Commercial service airports
 - If using AIP funds

Airport Improvement Program

There are strings attached.

Grant Assurances

- 20 pages
- 39 total assurances
- By taking a grant, the sponsor agrees to operate the airport as a public use facility



Grant Assurance 1

General Federal Requirements

- Three-page list of federal legislation, executive orders and regulations that the Sponsor agrees to comply with.
 - Davis-Bacon Act
 - NEPA
 - ADA
 - Equal Opportunity
 - 14 CFR Part 150 – Airport Noise
 - Etc., etc.

assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant including but not limited to the following:

FEDERAL LEGISLATION

- 49 U.S.C. subtitle VII, as amended.
- Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.¹
- Federal Fair Labor Standards Act — 29 U.S.C. § 201, et seq.
- Hatch Act — 5 U.S.C. § 1501, et seq.²
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. § 4601, et seq.^{1, 2}
- National Historic Preservation Act of 1966 — Section 106 — 54 U.S.C. § 306108.¹
- Archeological and Historic Preservation Act of 1974 — 54 U.S.C. § 312501, et seq.¹
- Native Americans Grave Repatriation Act — 25 U.S.C. § 3001, et seq.
- Clean Air Act, P.L. 90-148, as amended — 42 U.S.C. § 7401, et seq.
- Coastal Zone Management Act, P.L. 92-583, as amended — 16 U.S.C. § 1451, et seq.
- Flood Disaster Protection Act of 1973 — Section 102(a) - 42 U.S.C. § 4012a.¹
- 49 U.S.C. § 303, (formerly known as Section 4(f)).
- Rehabilitation Act of 1973 — 29 U.S.C. § 794.
- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin).
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).
- Age Discrimination Act of 1975 — 42 U.S.C. § 6101, et seq.
- American Indian Religious Freedom Act, P.L. 95-341, as amended.
- Architectural Barriers Act of 1968, as amended — 42 U.S.C. § 4151, et seq.¹
- Powerplant and Industrial Fuel Use Act of 1978 — Section 403 — 42 U.S.C. § 8373.¹
- Contract Work Hours and Safety Standards Act — 40 U.S.C. § 3701, et seq.¹
- Copeland Anti-kickback Act — 18 U.S.C. § 874.¹

Grant Assurance 5

Preserving Rights and Powers

- Sponsor will not:
 - Take or permit any action which would deprive it of the rights and powers necessary to comply with the grant assurances.
 - Sell, lease or encumber any part of its title or interests in land shown for airport use.
 - Commercial service airports shall not permit “through the fence” residential use.
- Assurance 38: Exception for hangars



Grant Assurance 13

Accounting System, Audit and Record Keeping

- Maintain books and accounts related to the grant in accordance with the Single Audit Act of 1984
- Complete an audit to federal standards

Grant Assurances 16-17

Construction Quality

- Conformity to Plans and Specifications
 - Plans and specs must meet FAA requirements
 - Construction must comply with the plans and specs
- Construction Inspection
 - Provide competent technical supervision during construction
 - Ensure that project is built to FAA standards



Grant Assurance 19

Operation and Maintenance

- Airport facilities shall be operated at all times
 - Safe
 - Serviceable
- Operate facilities “whenever required”
 - Snow removal
 - Maintenance
- Mark and light hazards
- Notifying pilots of any condition affecting the use of the airport



Grant Assurances 20 and 21

Off Airport Actions

- Hazard Mitigation and Removal:
Remove hazards to protect visual and instrument operations within the airport's "terminal airspace"
- Compatible Land Use: Take appropriate action "to the extent reasonable" to restrict land adjacent to the airport to uses compatible with aviation
 - Noise
 - Hazards to people on the ground



Grant Assurance 23

Exclusive Rights

- Grant no exclusive rights for use of the airport by anyone providing aeronautical services to the public.
- A single FBO is acceptable if:
 - It would be unreasonably expensive or burdensome to have more than one.
 - Allowing more than one would require a reduction in footprint of an existing single FBO.



Grant Assurance 24

Fee and Rental Structure

- Maintain fee and rental structure for facilities and services that will make the airport as self-sustaining as possible.



Grant Assurance 25

Airport Revenues

- Revenue generated on the airport stays on the airport.
- “Diversion of funds” is something the FAA watches very closely
 - Civil penalties apply, per 49 U.S.C. § 47107

Grant Assurance 29

Airport Layout Plan

- The ALP must be current
- A Master Plan develops a current ALP
- Recommended every 10 years, or when significant changes in operations take place

29. Airport Layout Plan.

- a. It will keep up to date at all times an airport layout plan of the airport showing
 - 1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;
 - 2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and

Grant Assurance 31

Disposal of Land

- Procedure for disposal of land purchased with federal funds
 - Fair market value
 - Portion matching the government's share will be
 - Reinvested in another project at the airport
 - Reinvested in another project at another airport

Summary

- 1** COE is part of the national airport system
- 2** FAA provides grants to improve the airport
- 3** Kootenai County is committed to maintain the airport to FAA standards