



CdAAA Invitation to Special CdA Airport Stakeholder Meeting

October 11, 2021

Bird Aviation Museum, Cessna Road, KCOE

10:00AM

CdAAA members and KCOE users/stakeholders are invited to attend a meeting with Kootenai County Commissioner Leslie Duncan on October 11, 2021 at 10AM at the Bird Aviation Museum. This meeting is called specifically to discuss the ramifications of the proposed Airport Authority drafted by Airport Manager, Steven Kjersgaard and apparently supported by Commissioner Bill Brooks. This meeting is important and ALL are welcome.

Please take the time to (print out) and read the attached **Airport Authority Draft** . This proposed added bureaucracy will affect all KCOE airport users. It does not appear to be a user-friendly “authority”. Several folks addressed this issue at the BoCC meeting on August 24, and it appeared to have been “tabled” for further discussion. The topic was then brought before the CdA Airport ADVISORY Board on Sept 8. See comments below:

CdAAA Members Report on CdA Advisory Board meeting on Sept 8, 2021:

*The advisory board spent most of the time discussing proposed new limitations on commercial parachute jumping at KCOE including prohibiting it during most of the fire season. The other topic that got a fair amount of discussion was the proposed creation of a new five member board comprised of one appointee each made by the following cities: CDA, Rathdrum, Post Falls and Hayden as well as one appointed by Kootenai County. The new board would have total authority over all airport budgetary and operational functions. Further, it would require the airport to be totally self funded. I voiced personal opposition to the proposal. I also stated for the record that the airport association was operational with new officers and board members and that we were looking to recruit new members based on a new mission statement with hopefully more relevance to address issues of importance to the stakeholders. The only other association member present was the board member, Mike Henkoski, with a helicopter operation.

S. Anderson/

*The main topic was the on field Dzone skydiving operation. Steven proposed a lengthy addition to the Rules and Standards outlining restrictions on parachuting in general, obviously directed at Dzone. The operator voiced his discontent with not being allowed to use the access road at the north end of Ramsey Rd to reach the drop zone just to the west of Empire Airlines, his claim is that other FBO's are using that access. Another issue which I did not see on the agenda was relocation of the airport beacon to a tower in the vicinity of where the current parachute drop zone is located west of Empire; the idea was met with objection from the Dzone operator as being a hazard. With what little information I have on the subject, my opinion is that if it needs to be moved, the fire station would be a more centralized and cost-effective solution. I might be missing a few things, but these were the highlights of the meeting.

Mike Henkoski/

*John Huckabay reports that it seems Airport Manager's plan to decouple runway 2-20 is still in place. Apparently he is going out for bids , as Sept 8 meeting has “TO contract for the decouple...looks like electric, so they are breaking it down in pieces.”

*Several problems with new LLC on the airport: DZONE Skydiving is apparently having trouble getting clarity from the KCOE Manager. Sound familiar?



KCOE Community Comes Together to Help When Needed. Thank YOU!

Hi Cynthia and Elsbeth,

*I would like to ask a favor of both of you. I wish to reach out to both the Association and the Friends of the Coeur d'Alene Airport to share what turned a negative incident into a positive experience today. Will you please publish the following on both Facebook pages for me?

As Posted in CdAAA Facebook and CdAAA Newsletter:

“This morning started with a pleasant local flight North from KCOE to KSZT, down the Pend O'Reille River to Priest River and then back to KCOE. Upon touchdown on runway 2, I started to roll out, but quickly realized that my right main tire had gone flat. The wheel pants on my RV12 have very little clearance and I could hear scraping pavement around the flat as I coasted to a stop (near taxiway Echo) on the right side of the runway. Runway 2 was now blocked until I could obtain assistance to jack up the gear and be towed clear of the runway.

My apologies to the pilot in the plane holding short, waiting for me to land and to the other pilot in the plane following me with the expectation of also landing on runway 2. My apologies also go out to any other pilots who were inconvenienced by me during the runway closure.

After shutdown, I immediately called Airport Administration to notify them of the situation and was relieved when “Bruce”, Admin. 73, showed up to quickly close the runway and to call for assistance from one of the two FBO's on the field. Conrad from Stancraft Aviation responded to the call and showed up with a tug, but no dolly or jack to get the flat off of the pavement. Fortunately for me, Shane from No Limits Aviation witnessed the incident. With Shane's help we got the wheel fairing off and thanks to his “Snap On” under car dolly and some careful wing lifting, we were able to get his dolly under the wheel. In the interim a second airport maintenance man showed up to assist with keeping the runway closed until we could get safely clear (I didn't get his name but he was also very helpful). With the help of all involved, my plane was carefully (and with no damage) moved to the No Limits hangar where Shane's crew (including , but not limited to Logan and Katrina) removed and repaired the flat.

My sincere thanks to the airport admin crew, to Stancraft Aviation, to the No Limits Aviation mechanics and especially to Shane for showing how this airport community can come together to help those of us in need.

Steve Anderson
Van's RV12
N815W

**Thanks to Steve Anderson for recognizing that our aviation folks are good neighbors; we take care of each other and help when needed. We are glad Steve will have some good “hangar flying” to recount and that we are all part of the KCOE neighborhood; making our airport “great again!”*

Elsbeth

Coeur d' Alene Airport Association Membership Application 2021

Cd'AAA 2021 Dues! The Coeur d'Alene Airport Association operates on a calendar-year cycle. That means everyone's membership of \$25 is up on December 31 and due again on Jan. 1 of the next year. Please pay your dues promptly and retain your voting rights at the Membership Meetings. Thank you! Dues are \$25 per year; \$45 for 2 years; \$60 for 3 years



COEUR D'ALENE AIRPORT ASSOCIATION

P. O. BOX 2124
HAYDEN, IDAHO 83835

www.cdaairportassociation.org

MEMBERSHIP APPLICATION

DATE ____ / ____ / ____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE 1 (____) _____ HOME / WORK / CELL (Please circle type)

PHONE 2 (____) _____ HOME / WORK / CELL (Please circle type)

PRIMARY EMAIL _____

SECONDARY EMAIL _____

NOTE: We use email as our primary means of internal communications to keep our members, friends and supporters up to date on association matters. Your contact information will not be provided to others without your permission.

CHECK ALL THAT APPLY:

SUPPORTER ____ PILOT ____ AIRCRAFT OWNER ____ HANGAR OWNER ____ /RENTER ____

HANGAR LOCATION / NUMBER: _____

Please return this completed application along with a \$25 check payable to:

Coeur d'Alene Airport Association
Attention: Treasurer
PO Box 2124
Hayden, ID 83835

You may contact our treasurer Elsbeth Roach with any questions regarding this application:
Mobile/Text: (760) 963-0615
Email: roachie423@gmail.com

The purpose of the Coeur d'Alene Airport Association is to preserve the Coeur d'Alene airport, improve community relations, foster bilateral communications between this association and airport operations, participate in planned growth, enhance flying safety and promote fellowship among pilots and aviation enthusiasts.