

Background

The Coeur d'Alene Airport (COE or Airport) is located in Kootenai County, Idaho, seven miles northwest of downtown Coeur d'Alene. In 2008, COE had the third most based aircraft and the third most aircraft operations among general aviation (GA) airports in the state. In addition to general aviation, COE also supports seasonal aerial fire fighting operations. COE, owned and operated by Kootenai County, was built in 1942 by the U.S. Army to train pilots during World War II. COE does not have commercial airline service, and is designated as a GA airport by the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS).



The Airport is a component of Idaho's aviation system, and the key GA airport in the Northern Idaho region. The Airport Master Plan Update (Plan) addresses planning facility development and resource allocation. The consultant team assisting the Airport with this effort is lead by Mead & Hunt, with support from T-O Engineers.

Purpose

The Plan provides information on historic and current airport activity levels, facilities, and operations, and generates activity forecasts that support improvements to satisfy demand over the next twenty years. Information collected from municipalities, governments, and agencies is augmented with data from airport stakeholders, including airport management, airport tenants and users, and the public.

The Plan was accepted by the Kootenai County Commissioners on July 10, 2012. The Plan is expected to be incorporated by reference into documents such as the Kootenai County Comprehensive Plan, local municipal plans, transportation plans, land use compatibility plans, and special purpose plans.

Outreach

The Plan is as much about the planning process as it is the resulting document. During the development of the Plan, the Airport and the consultant team will involve community agencies, neighbors, airport users, and the public. These stakeholders have been assembled into a Planning Advisory Committee (PAC), which meets at key points during the planning process. Plan elements are posted to the project website (<http://www.meadhunt.com/cda/>) for public distribution. The website has a comment form for the public to voice their questions and concerns about the process.

Presentation

The Plan consists of the following chapters and appendices.

1. **Inventory** – Presents a baseline of the features and facilities at COE, including historical aviation activity, geography, and socioeconomic aspects.
2. **Aviation Activity Forecasts** – Presents forecasts for aircraft operations, and based aircraft. This element addresses commercial passenger and cargo service.
3. **Facility Requirements** – Presents items to be considered to support airport activity.
4. **Improvement Alternatives** – Presents options for desired, recommended, and required development. The alternatives are evaluated, and preferred alternatives selected.
5. **Financial Feasibility** – Presents revenue and expense of facilities, operations, and improvements, including a Capital Improvement Program showing the cost and schedule of improvements.
6. **Land Use** – Presents land uses, compatibility concerns, and strategies to address these concerns. Airport property is evaluated for land required for aviation use, and that available for other purposes.

Appendices

Appendix A	Recommendations for Spill Prevention Control and Countermeasures, and Stormwater Pollution Prevention Plan
Appendix B	Memo on Comprehensive Plan Updates
Appendix C	Integrated Noise Model Input Data