In total, the program is estimated to cost $25.25 million over the planning period (exclusive of land purchase). Approximately $21.73 million is eligible for funding under the Federal Airport Improvement Program or through Idaho state aid programs. The remaining $3.52 million would be the responsibility of the City.

The primary issues and objectives upon which the Airport Master Plan is based will remain valid for many years. However, flexibility is built into the plan to allow the airport to respond to changing needs or compliance requirements. Some projects, such as hangar construction, should only be undertaken as demand indicates, or should be left to the private sector. Each year, the airport is required to submit an updated list of priority projects to the FAA and the ITD - Division of Aeronautics. The Airport Master Plan provides documentation and support for those projects identified in the capital improvement program.

The City of Caldwell would like to thank the individuals and organizations who participated in the development of the Caldwell Industrial Airport Master Plan.

Planning Advisory Committee
Rob Oats: City Council/Airport Commission
Ken Frazee: City of Caldwell - Engineering
Brian Billingsley: City of Caldwell – Planning and Zoning
Ed Priddy: Tri-Cedar Management - Owner
Martin Koch: Hartwell Corporation
Theresa Hardin: Caldwell Chamber of Commerce – Executive Director
Bill Hinkle: Hinkle Aviation
Catherine Webber: Silverhawk Aviation – FBO Owner/Operator
Bob McGee: Airport Commission
Bruce Fisher: FAA Northwest Mountain Region
Bill Statham: ITD - Division of Aeronautics
Anita Shore: Shore and Shore Aviation – FBO Owner/Operator

For further information, please contact:
Airport Manager
Caldwell Industrial Airport
208-459-9779
The Airport Master Plan for Caldwell Industrial Airport was begun in late 2009 and finalized in September 2010. The airport has shown growth in operations and based aircraft since the last master plan was undertaken in 1997. The Federal Aviation Administration (FAA) desires airports to update their master plans every five to ten years to account for changes in local demands and aviation trends. This is particularly timely for Caldwell Industrial Airport with the recent completion of the new east side terminal building. The overall goal of the plan is to provide systematic guidelines for the airport’s maintenance, development, and operation over the next 20 years.

The master plan study was developed in three phases with a planning advisory committee (PAC) made up of community and airport stakeholders who reviewed draft working papers during the process. The FAA and the Idaho Transportation Department (ITD) – Division of Aeronautics were also active participants in the process. A public information workshop was also held at the airport to involve the public and to present the major findings of the plan. With input from each of these constituencies, a final plan was put forth along with a 20-year capital improvement program.

The final recommendations of the study provide for the following summary of projects:

**Short Term (Years 1-5)**
- Appropriate environmental documentation for short term projects.
- Acquisition of approximately 60 acres along the east side runway flightline to allow for additional aviation-related uses.

**Intermediate Term (6-10 Years)**
- Environmental documentation (19 Acres) (NP)
- Construct East Side Parallel Taxiway (Ph2)
- Taxiway Behind Terminal Area
- Property Acquisition (19 Acres)
- T-Hanger Taxiways - East Side (Ph1) - Project L
- T-Hanger Tenant Access (Ph1)
- Aircraft Wash Rack
- Runway / Taxiway Extension
- Cover Highway Canal Within RSA
- Relocate Canyon Hill Lateral (Ph2)
- Box Hangar Taxiways (Ph1)
- Relocate Segmented Circle / Wind Sock
- Access Roads Box Hangars (Ph1)
- Install Omni-Directional Approach Lighting System
- Runway End Identification Light - Rwy 12
- East Apron Expansion (Ph2)
- Master Plan Update (NP)
- Pavement Maintenance (NP)

**Long Term (11-20 Years)**
- Environmental documentation (28 Acres) (NP)
- Construct East Side Parallel Taxiway (Ph3)
- Expand East Apron (Ph3)
- Property Acquisition (28 Acres)
- Extend and Improve KCID Road
- Box Hangar Taxiways (Ph2)
- Access Roads Box Hangars (Ph2)
- T-Hanger Taxiways - East Side (Ph2)
- T-Hanger Tenant Access (Ph2)
- Airport Traffic Control Tower
- Pavement Maintenance (NP)

**Legend**
- Airport Property Line
- Ultimate Property Line
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Extended ROFA
- Aviation Access Parcels
- Runway Protection Zone (RPZ)

**Development Staging**
- Relocate Canyon Hill Lateral (Ph1)
- Relocate Canyon Hill Lateral (Ph2)
- Relocate Canyon Hill Lateral (Ph3)
- Relocate Smead Parkway
- Seal Coat / Crack Fill Runway
- Apron/Taxiway Expansion (Ph1)
- Pavement Maintenance (NP)
- Seal Coat/Crack Fill West Side Pavements
- Fuel Farm - East Side
- Maintenance Building
- 2011
- Environmental Documentation (60 Acres, Canal Relocation, Taxiway, Aprons) (NP)
- Hangar Taxiways Between Taxiways L and M
- Annual Pavement Maintenance (NP)
- 2012
- Property Acquisition - 60 Acres
- East Side FBO Development Area
- Relocate Canyon Hill Lateral (Ph1)
- Annual Pavement Maintenance (NP)
- 2013
- Relocate Smead Parkway
- Seal Coat / Crack Fill Runway
- Apron/Taxiway Expansion (Ph1)
- Pavement Maintenance (NP)
- 2014
- Seal Coat/Crack Fill West Side Pavements
- Fuel Farm - East Side
- Maintenance Building
- 2014 (continued)
- Perimeter Fencing
- Taxiways West Side T-Hangars
- Pavement Maintenance (NP)
- 2015
- Mill/Overlay West Apron
- East Apron Expansion (Ph2)
- Runway End Identification Light - Rwy 10
- Pavement Maintenance (NP)

**Key**
- Ph1: Phase One
- Ph2: Phase Two
- NP: Not Pictured