

- ▶ Relocation of the Canyon Hill Lateral to allow for further aviation-related development.
- ▶ Rerouting of Smeed Parkway and closure of a portion of Linden Street to meet runway protection zone standards and to prepare for a potential runway extension.
- ▶ Additional perimeter fencing for security and to prevent wildlife intrusion.
- ▶ Construction of various taxilanes to provide access to new hangar development areas.
- ▶ Expansion of the undersized east side aircraft parking apron fronting the new terminal building.
- ▶ Site preparation of property adjacent to the new terminal building to attract a fixed base operator (FBO) to the east side of the airfield.

Intermediate Term (Years 6-10)

- ▶ Further construction of the east side parallel taxiway system to accommodate forecast growth in activity on the east side of the runway.
- ▶ Acquisition of approximately 19 acres of property north of the runway to insure compatible land uses adjacent to the airport and in preparation for a potential runway extension.
- ▶ Extension of the runway and taxiways 1,500 feet to the north, as necessary, to accommodate potential frequent activity by large corporate business jets.
- ▶ Additional east side apron expansion.

Long Term (Years 11-20)

- ▶ Completion of the east side parallel taxiway.
- ▶ Acquisition of approximately 28 acres of property along the east side flightline.
- ▶ Improvement of KCID Road and extension to Ustick Road.
- ▶ Construction of additional east side aircraft apron area and taxilanes as demand dictates.
- ▶ Airport traffic control tower.

CAPITAL IMPROVEMENT PROGRAM SUMMARY				
PROJECT DESCRIPTION	Project Cost	FAA Eligible	State Eligible	Total Local
TOTAL SHORT TERM PROGRAM	\$7,642,000	\$6,818,650	\$174,175	\$849,175
TOTAL INTERMEDIATE PROGRAM	\$8,330,500	\$7,311,675	\$192,413	\$1,074,413
TOTAL LONG TERM PROGRAM	\$9,464,000	\$7,424,250	\$195,375	\$1,600,375
TOTAL PROGRAM COSTS	\$25,437,000	\$21,355,000	\$562,000	\$3,524,000

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:

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Caldwell Industrial Airport
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Caldwell, Idaho

CALDWELL INDUSTRIAL AIRPORT

AIRPORT MASTER PLAN



Executive Summary



CALDWELL INDUSTRIAL AIRPORT



Caldwell, Idaho has a long and rich aviation history. The original airport was constructed near downtown in 1928 and was first paved in 1952. By the 1960s, residential development had encroached on the airport, thereby restricting its potential growth. City leaders embarked on an ambitious plan to replace the original airport and in 1975, the current site was identified and construction began on a replacement airport.

Today, Caldwell Industrial Airport is the only reliever airport in Idaho, as defined by the FAA. Reliever airports should be planned and improved to the greatest extent practical to accommodate general aviation aircraft, up to and including large business jets that might otherwise use more congested commercial service airports, such as Boise Airport.

The 532-acre airport property provides a single runway, Runway 12-30, measuring 5,500 feet long and 100 feet wide. GPS instrument approaches are available to both runway ends. There are approximately 480 based aircraft, including several large turboprops, three business jets, and more than 20 helicopters. The airport experiences more than 150,000 annual operations. In the last five years, the airport has experienced an extraordinary boom in facility construction.

Recognizing that the undeveloped east side of the airport will be needed to support continued hangar/facility construction, the city invested in a new east side terminal building, which opened in June 2010. This facility will serve as the new gateway to the City for visitors arriving by air.

Study Process and Recommendations

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.

SHORT TERM PROGRAM (0-5 Years)

- | | | |
|--|--|---|
| <p>2011</p> <ul style="list-style-type: none"> 1 Environmental Documentation (60 Acres, Canal Relocation, Taxiway, Apron) (NP) 2 Hangar Taxilanes Between Taxiways L and M 3 Annual Pavement Maintenance (NP) <p>2012</p> <ul style="list-style-type: none"> 4 Property Acquisition - 60 Acres 5 East Side FBO Development Area 6 Relocate Canyon Hill Lateral (Ph1) 7 Annual Pavement Maintenance (NP) | <p>2013</p> <ul style="list-style-type: none"> 8 Relocate Smeed Parkway 9 Seal Coat / Crack Fill Runway 10 Apron/Taxiway Expansion (Ph1) 11 Pavement Maintenance (NP) <p>2014</p> <ul style="list-style-type: none"> 12 Seal Coat/Crack Fill West Side Pavements 13 Fuel Farm - East Side 14 Maintenance Building | <p>2014 (continued)</p> <ul style="list-style-type: none"> 15 Perimeter Fencing 16 Taxilanes West Side T-hangers 17 Pavement Maintenance (NP) <p>2015</p> <ul style="list-style-type: none"> 18 Mill/Overlay West Apron 19 East Apron Expansion (Ph2) 20 Runway End Identification Light - Rwy 30 21 Pavement Maintenance (NP) |
|--|--|---|

INTERMEDIATE TERM PROGRAM (6-10 Years)

- 1 Environmental Documentation (19 Acres) (NP)
- 2 Construct East Side Partial Parallel Taxiway (Ph2)
- 3 Taxiway Behind Terminal Area
- 4 Property Acquisition (19 Acres)
- 5 T-Hangar Taxilanes - East Side (Ph1) - Project L
- 6 T-Hangar Tenant Access (Ph1)
- 7 Aircraft Wash Rack
- 8 Runway / Taxiway Extension
- 9 Cover Highline Canal Within RSA
- 10 Relocate Canyon Hill Lateral (Ph2)
- 11 Box Hangar Taxilane (Ph1)
- 12 Relocate Segmented Circle / Wind Sock
- 13 Access Roads Box Hangars (Ph1)
- 14 Install Omni-Directional Approach Lighting System
- 15 Runway End Identification Light - Rwy 12
- 16 East Apron Expansion (Ph2)
- 17 Master Plan Update (NP)
- 18 Pavement Maintenance (NP)

LONG TERM PROGRAM (11-20 Years)

- 1 Environmental Documentation (28 Acres)
 - 2 Construct East Side Parallel Taxiway (Ph3)
 - 3 Expand East Apron (Ph3)
 - 4 Property Acquisition (28 Acres)
 - 5 Extend and Improve KCID Road
 - 6 Box Hangar Taxilanes (Ph2)
 - 7 Access Roads Box Hangars (Ph2)
 - 8 T-Hangar Taxilanes - East Side (Ph2)
 - 9 T-Hangar Tenant Access (Ph2)
 - 10 Airport Traffic Control Tower
 - 11 Pavement Maintenance (NP)
- KEY**
 Ph1: Phase One
 Ph2: Phase Two
 NP: Not Pictured

