

Revised 2012

RULES & REGULATIONS
of the
CALDWELL INDUSTRIAL AIRPORT

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I APPLICABILITY

General guidance for operations at or on the Airport is provided by the Regulations of the Federal Aviation Administration, 14 and 49 CFR, the rules in this document are adopted in addition to the FAR/AIM. Caldwell Industrial Airport is a non-tower airport and as such all aircraft maneuvers described, recommended, requested or required by this document will be conducted at the discretion of the pilot in command of the aircraft.

II DEFINITIONS

As read in these rules unless the context requires otherwise:

“AIM” means Aeronautical Information Manual;

“AIRCRAFT” means a device that is used or intended to be used for flight in the air;

“AIRPORT” means the Caldwell Industrial Airport;

“AIRPORT MANAGER” means the person appointed or employed by the City of Caldwell to direct and supervise the operations within, at or on and enforce the rules and regulations of the Airport;

“COMMERCIAL ACTIVITY” shall include, but is not limited to, any solicitation of data or statistical information, any advertisement or promotion of goods or services, any offer to sell, rent, or lease goods or services, or any offer to buy, rent, or lease goods or services directed to the public, whether by a profitable, non-profit or charitable organization;

“FAR” means Federal Aviation Regulations from Titles 14 and 49 of the Code of Federal Regulations;

“FIXED BASE OPERATOR” means a business organized to conduct specified aeronautically related commercial activities at the airport;

“GROUND VEHICLE” means any device that moves on the ground via wheels and /or tracks, either self or externally propelled and does not or is not intended to fly;

“PERSON” means an individual, firm, partnership, corporation, company, association, joint-stock association, or governmental entity,

and includes a trustee, receiver, assignee, or similar representative of any of them;

“PILOT IN COMMAND” means the person aboard an aircraft directing its employment; the pilot in command may or may not be the person directly manipulating the aircraft controls;

“ROTARY WING AIRCRAFT” means a device (helicopter) that is used or intended to be used for flight in the air;

“RUN-UP” means an engine speed (RPM) which is used for an aircraft systems check and which exceeds that needed for normal taxi and /or ground operations;

“TAXI” means aircraft movement on or over the ground;

“TRAFFIC PATTERN” means the traffic flow that is recommended for aircraft landing at, taxiing on or taking off from the Airport;

“ULTRA-LIGHT VEHICLE” means a device that meets the requirements of the Federal Aviation Administration Regulations, 14 CFR 103.

III GENERAL

A. Heading 12 should be used for take-offs and landings when the wind speed is less than five (5) miles per hours (calm wind active runway). No turn should be made after take-off until the airport boundary has been reached and the aircraft has reached an altitude of at least 3000' MSL. No left turn should be made after take-off from runway 30 until the aircraft has reached traffic pattern altitude.

Recommended traffic pattern procedures are in Exhibits "A" through "D".

B. The airport manager may suspend or restrict any or all operations of the Airport by posted notice or radio advisory whenever such action is deemed necessary by him or her in the interest of safety.

C. Commercial Activity

1. Other than an on-field FBO, no person shall engage in any commercial activity solicitation within, at or on the Airport without first obtaining the written permission of the City of Caldwell, Idaho. This provision does not apply to aeronautical vendors invited onto the Airport by Airport tenants to provide services on a short-term basis.

2. Face-to-face or electronic communications facilitating business activity which are conducted on the Airport incidental to aircraft or hangar ownership are excluded from the provisions of E. 1. above.

D. When parachute operations are in progress, all airport users are urged to pay special attention to jump aircraft radio transmissions.

E. Pilots of agricultural aircraft are expected to conform to all aspects of these rules and regulations including use of the standard traffic pattern procedures and altitudes.

IV GROUND RULES

A. With a wide variety of types and sizes of aircraft at our airport, pilots are reminded to exercise caution during run-up when hangars,

shops, other buildings, or persons are in the path of the propeller, air stream, downwash or jet blast.

B. Parking

1. Aircraft in the tie-down area or elsewhere outside of hangars may be moved as needed to support airport operational requirements.

2. The transient ramp and tie-down areas are provided for the use of operational or near-operational aircraft. Aircraft that are not expected to return to an operational state in a short period of time should be relocated to a shared hangar, an FBO maintenance hangar or elsewhere off the airfield. Aircraft clearly in violation of these parking provisions will be referred to the City's legal department for further action.

D. No person except in an operational aircraft shall enter the area within the runway lights unless authorized by the airport manager.

E. No ground vehicle shall be driven onto the runways, parallel taxiways, or transient ramp areas without the express prior permission of the airport manager or his designated representative for each such occasion. Any ground vehicle that is driven onto such areas shall at all times have prominently displayed upon it a standard three foot by three foot checkered orange and white flag or an operating rotating or flashing amber beacon light.

F. A standard flag may be checked out for temporary use from the airport manager's office.

G. If all other requirements of the Airport's Driving Plan are satisfied, a vehicle may be parked parallel to a hangar for a short period of time. However, if the driver of said vehicle will be leaving the airport

in an aircraft, the vehicle must be parked inside the hangar or in a designated parking area outside the security fence.

H. All persons using the Airport area or the facilities of the Airport in any way shall exercise the utmost care to guard against fire and injury to persons or property.

I. No person shall smoke within fifty (50) feet of any aircraft in the tie-down or transient ramp areas.

J. No aircraft shall be fueled while the engine is running.

K. All aircraft shall be positively grounded when being fueled.

L. All pilots of appropriately equipped aircraft are urged to monitor the current radio advisory frequency (Unicom: 122.7 MHz) and announce intentions on same. This frequency is shared with the Nampa Airport and can become VERY busy; consequently pilots are urged to make only those transmissions necessary for safe – ground, takeoff, departure, approach and landing operations.

V FIXED WING AIRCRAFT

A. Fixed wing aircraft should normally take-off or land on runway 12/30.

B. The recommended traffic pattern of Runway 12 is “Left-Hand” and the recommended traffic pattern of Runway 30 is “Right-Hand”.

C. The standard fixed wing traffic pattern altitude is one thousand feet above ground level (1000’ AGL) or three thousand four hundred feet above mean sea level (3400’ MSL).

VI HELICOPTERS

A. Helicopters should normally use parallel taxiway "A" for take-offs and landings. Helicopters may, at their pilot's discretion, approach and land direct to their intended parking area.

B. For helicopters the pattern is: "Right-Hand" for Taxiway "A" parallel to Runway 12 and "Left-Hand" for Taxiway "A" parallel to Runway 30. Helicopters may also use the runway, if such use does not disrupt the flow of fixed wind traffic.

C. The recommended helicopter traffic pattern altitude is six hundred feet above ground level (600' AGL) or three thousand feet above mean sea level (3000' MSL).

D. Helicopters should avoid any extended hovering in the transient parking ramp area. Helicopters with wheels should not hover in the transient parking ramp area.

E. Helicopter hover training should not be conducted on Taxiway "C" adjacent to any hangars, FBOs, or on any taxi lane adjacent to any hangar.

F. Helicopters may conduct hover/training activities on Taxiway "B" and the ramp area near the Hubler Terminal provided they are well clear of other aircraft in that area.

VII PARACHUTE OPERATIONS

A. Jump aircraft should observe all aircraft provisions of these rules. Jumper pick-up vehicles must follow the airport driving plan rules and display a standard three foot by three foot orange and white checkered flag or utilize an amber rotating beacon warning light when operating on Taxiway "A" or the transient ramp area.

B. Jumpers must comply with all provisions of FAR Part 105, and follow all Basic Safety Requirements as specified by the United States Parachute Association.

C. Jumpers must not cross the runway below 1,000 feet AGL.

D. Everyone involved in jump operations, including all other aircraft in the vicinity of the airport, must be watchful for aircraft entering the traffic pattern without announcing their intentions since they may not realize that jump operations are in progress. Anyone observing a likely un-safe incursion into the drop zone should contact the jump aircraft with a traffic advisory.

E. Jumpers should make every effort to avoid the path of oncoming aircraft whose pilot's may not see them and should specifically avoid descending through established traffic patterns.

F. Jumpers should make every effort to always land in the designated drop zone. If a landing away from the designated drop zone is unavoidable, the jumper should promptly collect their parachute and return to the drop zone or pickup vehicle avoiding other aircraft or vehicles.

VIII ULTRA-LIGHT VEHICLES

A. It is understood that the use of the Airport by ultra-light vehicles is a courtesy of the City of Caldwell and the Federal Aviation Administration and the use of the facilities and airspace is predicated upon the members of the ultra-light community taking the responsibility to police themselves in accordance with airport operations and the rules contained herein. Violations of any of these rules or Federal Aviation Administration Regulations, 14 CFR 103, may result in the denial of further usage of the Airport to the entire ultra-light community.

B. No unpowered ultra-light vehicles (hang gliders) shall use the Airport or surrounding airspace.

C. All ultra-light vehicles should remain to the Southwest of Runway 12/30 while in the traffic pattern area and should enter and depart the Airport traffic pattern as depicted on Exhibits "C" and "D".

D. For safety, all ultra-light vehicles using Caldwell Industrial Airport should be equipped and operated with a strobe light(s) and these pilots should announce their intentions on Unicom 122.7 MHz.

IX EXHIBITS

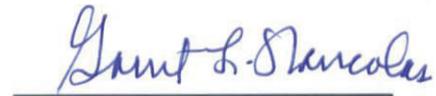
Exhibits "A", "B", "C", and "D", hereby attached, are incorporated and made a part of these Rules and Regulations.

These Rules and Regulations are hereby adopted by the Caldwell Airport Commission on this 5th day of January, 2012.



Robert McGee, Chairman

These Rules and Regulations are hereby adopted by the City of Caldwell on this 6th day of February, 2012.



Garrett Nancolas, Mayor

Exhibits A through D are the next four pages:

EXHIBIT A

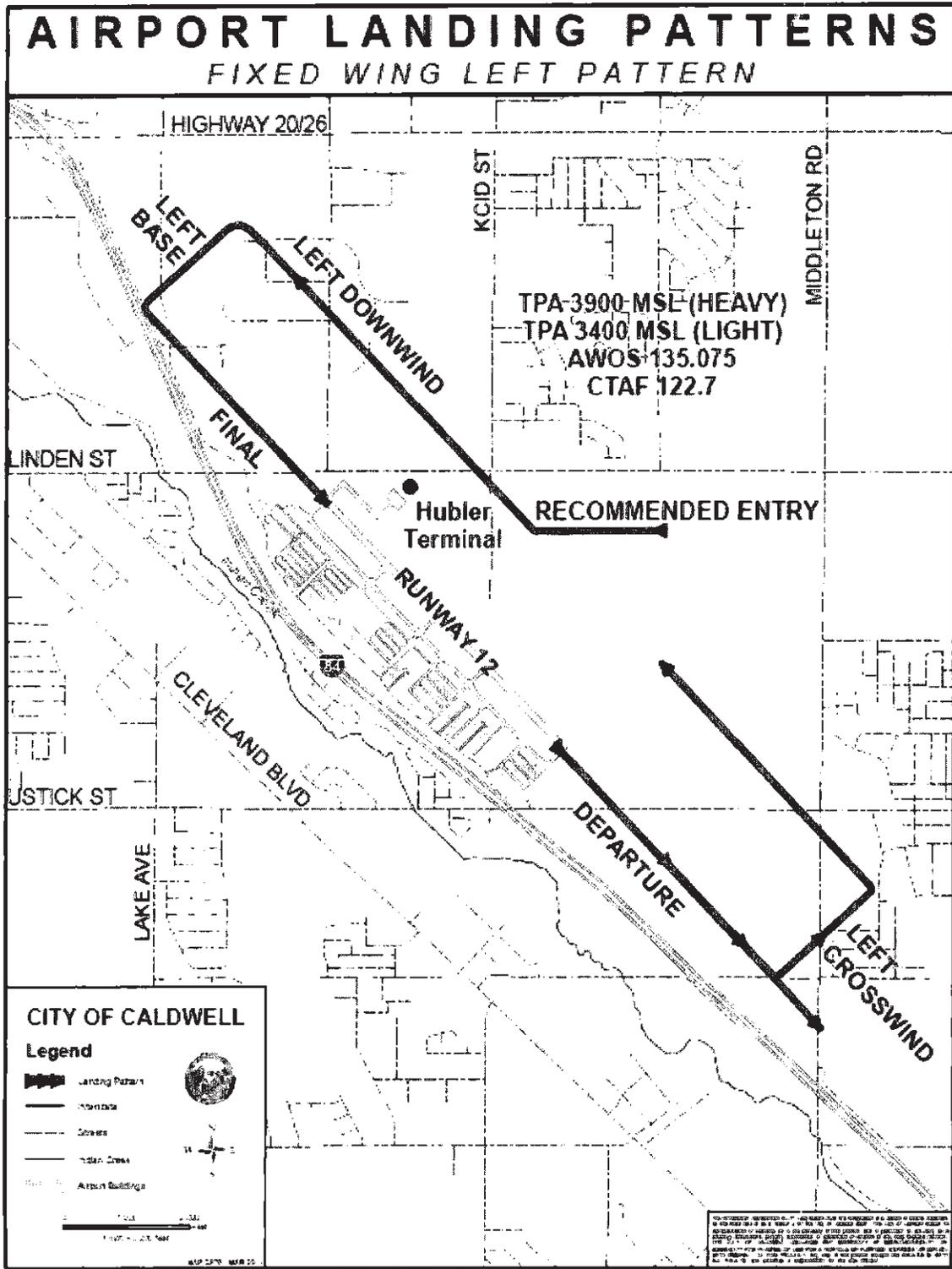


EXHIBIT B

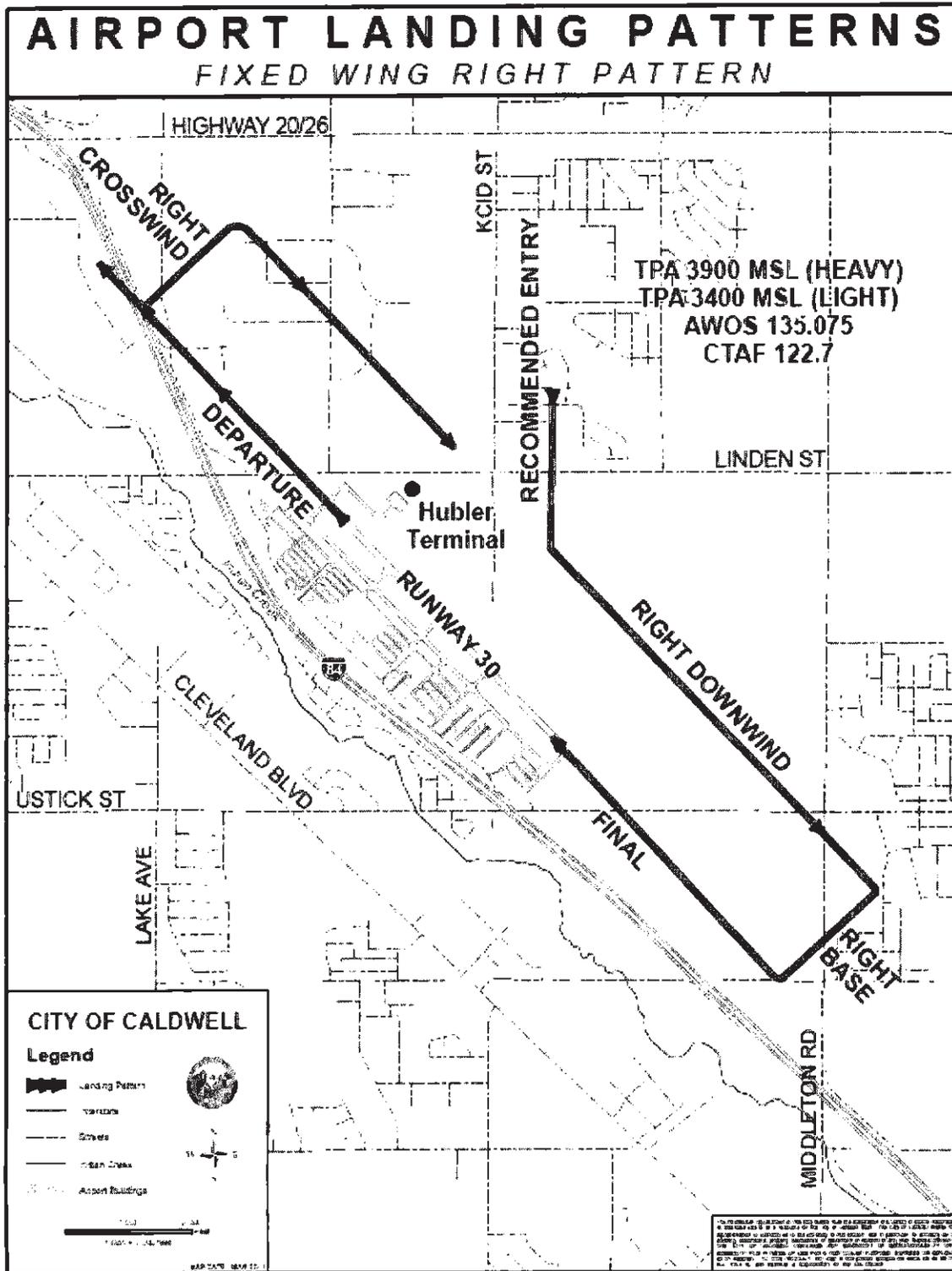
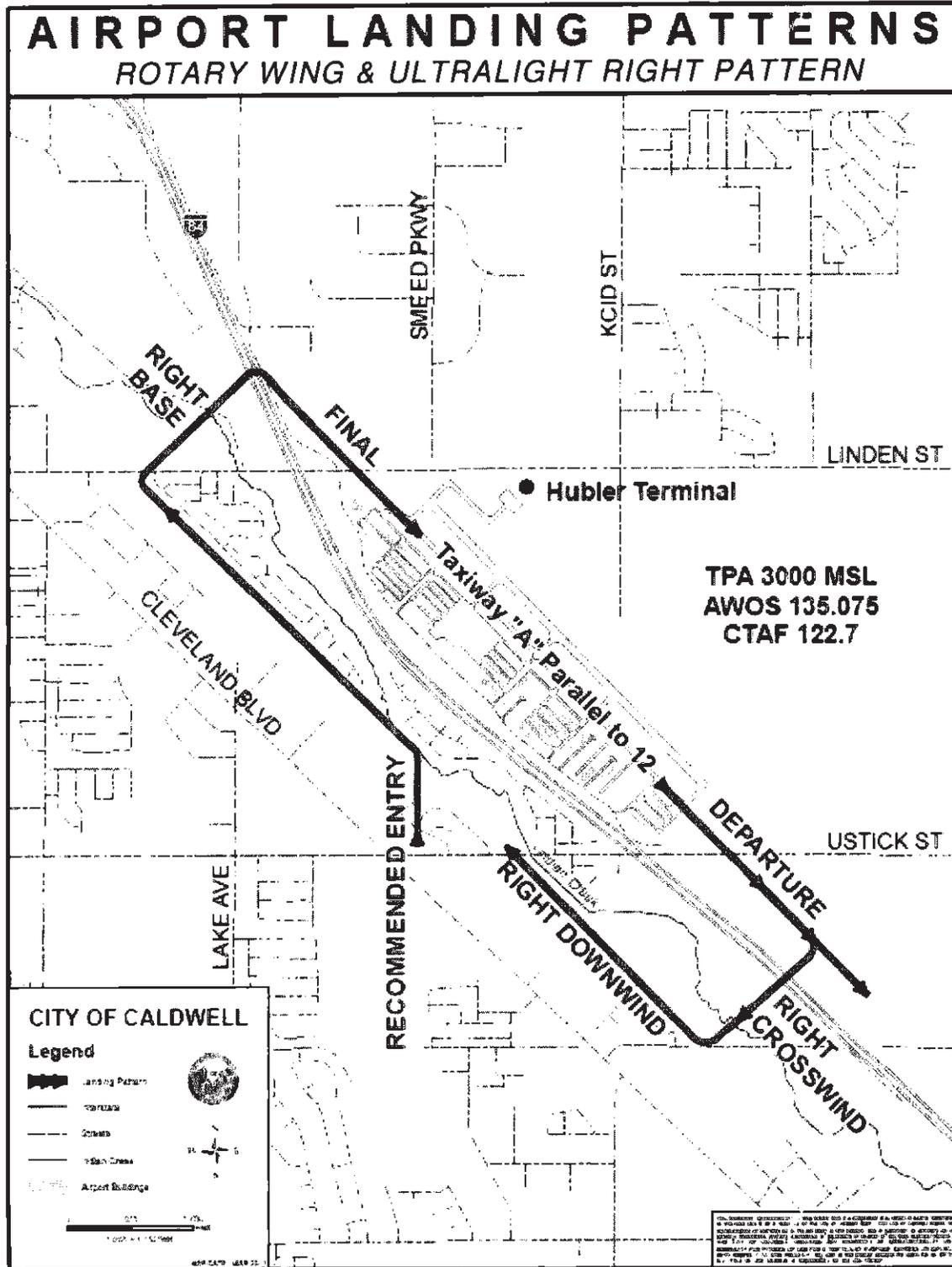


EXHIBIT C



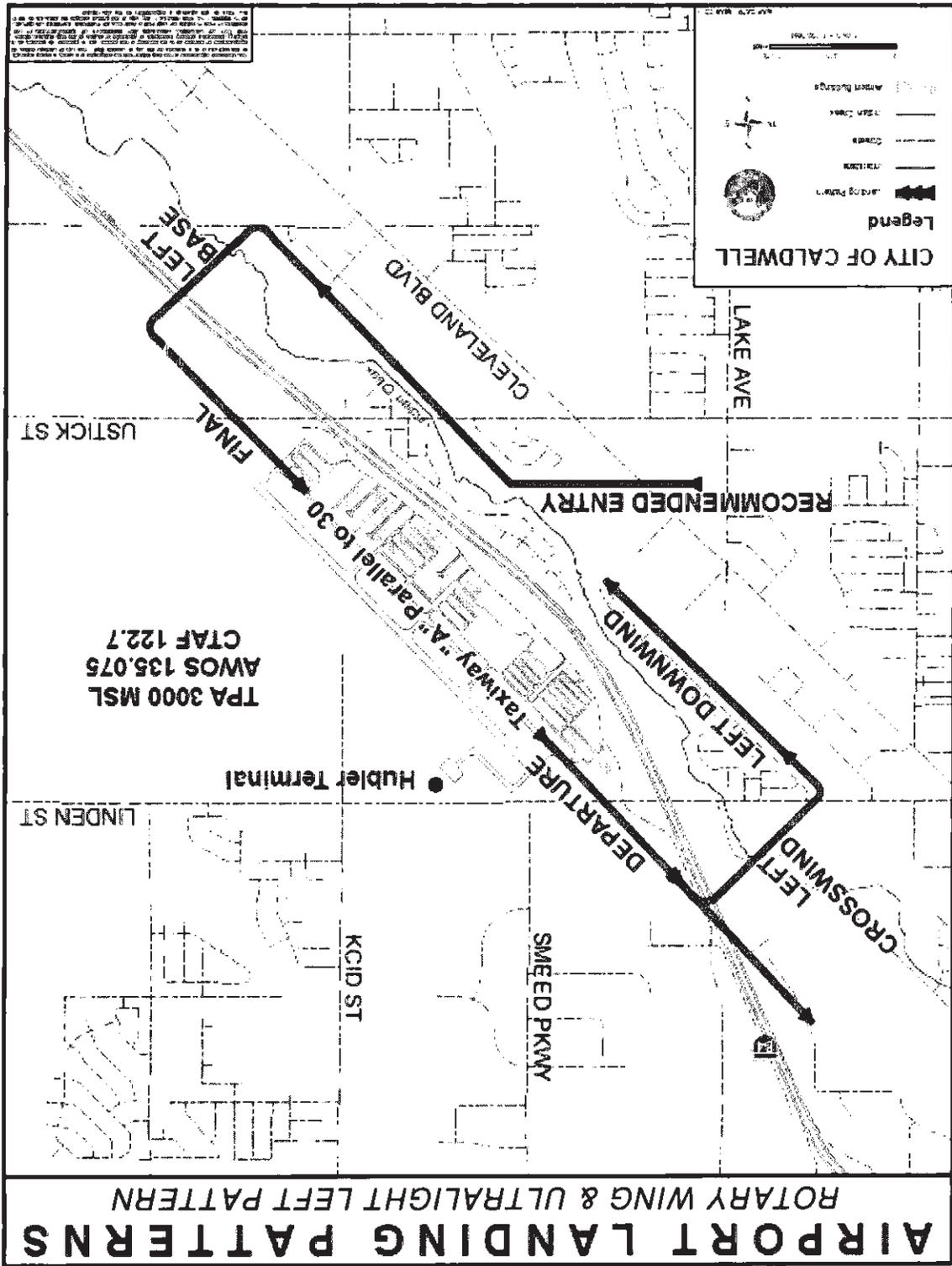


EXHIBIT D