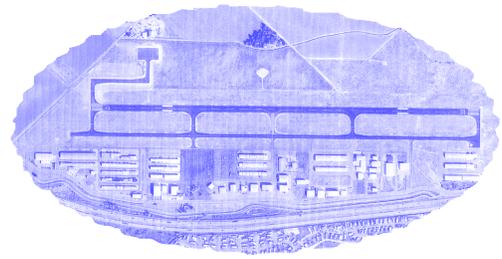


Airport News

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Operational Safety Enhanced by Return to Established Policies

During our recently completed FAA Airfields Compliance Inspection Visit, the inspector noted several areas in ground safety procedures that need to be improved at the Caldwell Airport.

Overall, our airfield is "In Compliance" in all the operational and safety areas inspected. From time to time, though, we do need to step back and take a look at how we're doing versus even our own established safety policies.

Many will remember that several years ago everyone with access to the airfield was required to attend training on procedures for driving, parking, airfield security, etc. The same briefing is provided by Kathy to each person who requests a gate card. The items included in the list below, related to driving and parking, are mostly a re-statement of elements from the 'gate card' briefing. None of what's included below should be very surprising to anyone who has been around general aviation. Please do your part to support the continued safe operation of our airport!

The following operational policy changes will be **effective Monday, September 24, 2012:**

1. Delivery and Service Vehicles. Vehicles providing deliveries or services (UPS, FedEx, Snap-On, Yellow Freight, Rodeway, etc.) to airport businesses will not be permitted to operate inside the fence. All routine deliveries will be from the street-side access points. Exceptions to this policy may be granted by the Airport Manager on a case-by-case basis. Prior permission is required for an exception to policy.

Please notify your delivery vendor(s) of this policy change.

2. Cross-field driving. What driving occurs inside the fence must be "in and back

out", not across the field. Certain service vehicles (fuel trucks, tugs, jumper pick-up vans, etc.) do need to drive across the field and they may continue to do so – **provided** they display a standard ramp flag or have an amber rotating beacon or light bar.

3. Business Tenant Vehicles Park Outside the Fence. In order to reduce unnecessary on-field driving, there will be no parking inside the fence for vehicles associated with commercial hangar operations. All such vehicles must be parked in the available parking areas outside the fence near their hangar or inside the hangar itself.

Operational Safety Policies continued:

4. Cafe Customers Park In Parking Lot.

The area between Upwards Aviation and the fence will no longer be available for Cafe customer vehicle parking. Upwards Aviation customers may park near that hangar, but Cafe customers must park in the parking lot.

5. Remove Vehicles and Trailers.

There is no on-field option for long-term parking for anything. This includes all trailers, travel trailers, misc. aircraft pieces and parts, several other vehicles and a catamaran sailboat among other things. All such "outside storage" items must be removed from the airfield as soon as possible. [The **only** trailer with permission to remain in place is located at the Upwards Aviation hangar.]

6. Temporary Parking Near Hangars.

The area outside every hangar is part of our taxiway system Object Free Area (OFA) and, as such, is intended to be free of objects. That means that parking outside your hangar is a courtesy extended to you in order to easily access your hangar and aircraft. While your vehicle is outside your hangar it is, figuratively, violating the Neutral Zone, since it's sitting in the OFA. The OFA is not a regular parking area. If you are working on your aircraft

and leave your vehicle outside, be aware that aircraft retain the right-of-way on the taxiways and you must be prepared to move your vehicle if needed for an aircraft to pass through. If you are flying, your vehicle must be inside your hangar or moved to one of the parking areas outside the fence till you return.

7. The Red Zone Is Off Limits.

The runway, Taxiway Alpha, and the transient ramp are off limits to routine access by ground vehicles. Ground vehicles may do certain things in the Red Zone **if** they receive prior permission from the Airport Manager. With permission, they also need a ramp flag or an amber rotating beacon or light bar. Each occurrence requires permission.

8. Semi-Tractor-Trailer Rigs.

Semi's are not permitted to operate inside the fence at the airport without specific permission from the Airport Manager. Each occurrence requires permission.

9. Trash. There are a variety of "things" near hangars which likely constitute trash that should simply be removed from the airport. Some items are scrap metal, aircraft pieces and parts, hangar door frames, TV antennas, sign pieces, etc. There is no provision or permission for outside "storage" of such items. Please remove these items as soon as possible.

10. Aeronautical Use. This was not specifically mentioned in our inspection, but it bears noting that all hangar leases

include a provision where lessees have agreed to utilize their hangars for "aeronautical purposes" in keeping with FAA definitions. Among other things, this means that you may not use your hangar as a substitute for a commercial storage facility. You may, however, use excess space to store items you own as long as the primary use of the hangar is clearly aeronautical. Should you no longer possess an aircraft (for whatever reason), having your hangar empty while waiting to either replace your aircraft or sell your hangar is acceptable. Having it full of "stuff" but with no aircraft is not acceptable. Operating a non-aeronautical business out of your hangar is also a violation of your lease. If you have one or more renters, these provisions all apply to them in the same way they apply to the leaseholder.

The policy changes are for all airport users with certain exceptions for Upwards Aviation, due to their unique position as a business hangar that does not have direct access to Aviation Way.

These items may seem fairly small taken one-by-one, but together they form the basis for safe, standard operations at our airport. As always, the focus is on maintaining as much separation as possible between aircraft and ground vehicles. Complying with established rules is a condition of use of the airport and, conversely, violating the policies described here can result in loss of on-field driving privileges or possible lease default actions.