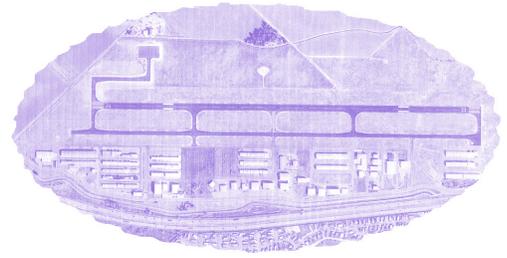


Airport News



AIRPORT MANAGER ROB OATES
 Caldwell Industrial Airport, Hubler Terminal
 4814 E. Linden Street, Caldwell, Idaho 83605
 (208) 459-9779 Fax: (208) 453-1370
www.caldwellairport.com



PROMOTING NATURAL SEPARATION



Our airport master plan has for years forecast that we will use the apron area near the Hubler Terminal for large turboprop and jet aircraft. We are now taking active steps to encourage crews of those aircraft to make that a reality.

Using the terminal apron will provide a natural separation between the larger aircraft and the helicopters and piston engine fixed-wing aircraft on the GA

transient ramp. That separation just makes sense given the usual risks involved when operating fixed and rotary wing traffic in close proximity to each other. The success of the Silverhawk Aviation Academy training program has resulted in more students and more training helicopters and flights that launch and recover to the transient ramp area. Having the larger aircraft on the terminal ramp is also going to be very important as we move toward the summer of 2016 when our Airport Improvement Program project will close the GA transient ramp including the first tie-down row in phases for re-surfacing. The two-phase plan calls for construction over a six-week period.

During the hours that our airport admin office is open, we are now opening the doors in the public end of the building and have placed furniture and signage to welcome visitors. The new sidewalk from the apron to the terminal that extends around to the front of the building was installed several months ago and is another piece in this puzzle.

In the recent several weeks we have also added two concrete benches where the sidewalk crosses the irrigation canal to discourage vehicles from entering the airfield at that point. "Loaner" chocks are available in the pilot's lounge for crews that need them. Nighttime security has been enhanced by the recent addition of several lights on the building to illuminate the sidewalk at night.

(continued —>)

Promoting Natural Separation (continued)

Our airport's entry in the FAA's Airport/Facility Directory has been updated and additional language is pending publication that will help promote the use of the terminal apron for larger aircraft. We are also working with other pilot information sources (Jeppeson; Fore-Flite; AirNav; AOPA; and others) to insure that they have the most up-to-date data about the Caldwell Industrial Airport.

This is a work-in-progress and we will adjust as we see opportunities to improve.

Hangar Owner Contact Info



After some study, we have found that as a group, aircraft owners tend to be on-the-go. As a result we sometimes miss connecting with you to complete important admin functions (paperwork mostly). The most common item is keeping our file of your insurance certificates up-to-date. Less often I need to find the owner of a particular aircraft to silence an active ELT or ask you to close a flight plan. Once in a while someone will miss making their land lease payment for several months and find themselves facing a legal lease default action.

Most of these disconnects can be resolved by making sure that Kathy has your current contact info and the N-numbers of the aircraft that are based in your hangar at Caldwell for six months per year or more. Please help keep us up-to-date to save yourself \$\$ and annoyance down-the-road.

Electrical Safety

During the course of providing electrical maintenance to the cable/box supplying one of the hangar buildings on the shared electrical system, our city electrician discovered and corrected a dangerous wiring error that could have resulted in a serious mishap. Matt noted that this "mistake" was intentional and could have easily resulted in a very dangerous hangar fire.

Aircraft owners go to great lengths to insure that everything on the aircraft is exactly correct and similar attention to detail will pay big dividends in the hangar as well. If you run power tools or a space heater, take a moment to review the safety notice that was in the box. Most manufacturers specify that you plug the item directly into a wall outlet – in real life, many pilots use extension cords. Please be certain that the extension cord is rated for the item with which you are using it.

Matt has offered to walk through your hangar with you and point out areas where you can improve your safety posture – with no cost or obligation. Contact Kathy at the Airport Office if you would like to meet with Matt.

Vehicle vs. Fence

A few weeks ago, likely on a Saturday night, someone travelling on Aviation Way barreled down the road from Ustick past the pipe company and Gate #6 at a high rate of speed. They left the pavement and veered onto the dirt area near the new taxi lanes and crashed into the perimeter fence. The chain link fence prevented the vehicle from landing in the storm pond, but that section of fence and seven posts were destroyed in the process. The city paid over \$2,600 to repair the damage.

I strongly believe that whoever did this required assistance to remove their vehicle from the crash site. If you have any information about who is responsible for this damage, please contact us at the Airport Office.

Save the Date!

**Cascade Aircraft Management
Open House — May 2nd, 9am-4pm**

CAM is opening their doors to the public to see the facility and aircraft displays and enjoy refreshments at their barbeque. Everyone is welcome to attend!

Contact: Andy Wilson, Dir. Of Operations
208-649-5106

