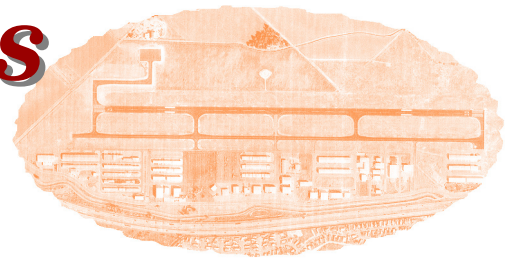




Airport News

AIRPORT MANAGER ROB OATES

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Aircraft/Hangar Owners We Need Your Help

Last month Brent Orton and I attended an FAA meeting in Helena, Montana. While there we learned, among other things, that this coming Spring the FAA's aircraft inventory & location database will be analyzed to determine into which category the country's several thousand General Aviation airports fall. That effort is important to us here in Caldwell because the FAA is also at work on proposals to Congress that would provide more maintenance dollars to airports with more based aircraft on record.

To support this effort to have an accurate picture of how many aircraft and what types of aircraft are on our field, we will be calling hangar owners to request (or confirm) the "N" number of each aircraft in your hangars. If you would rather just call Kathy when you have the numbers in front of you, please do so! Thanks in advance for helping us quickly complete this process.



Runway Lighting Rehab Schedule

We have received the construction schedule for our runway lighting overhaul project. During Phase 1 the edge lighting underground components (wiring & transformers) and what we see above ground will all be replaced by our contractor, Quality Electric, Inc., working only during nighttime hours. Phase 2 the contractor will install new edge lighting on the "L" formed by the section of Taxiway B and its connector to the runway on the north side serving the Hubler Terminal apron. They will also be installing a new, small building near the Hubler Terminal for the electrical components needed to support the new edge lighting.

Phase 1:

November 15-7:00 pm thru November 16 7:00 am - Airport Closed
November 16-7:00 pm thru November 17 7:00 am - Airport Closed
November 17-7:00 pm thru November 18 7:00 am - Airport Closed
November 18-7:00 pm thru November 19 7:00 am - Airport Closed
November 19-7:00 pm thru November 20 7:00 am - Airport Closed
November 20-7:00 pm thru November 21 7:00 am - Airport Closed
November 22-7:00 pm thru November 23 7:00 am - Airport Closed
November 23-7:00 pm thru November 24 7:00 am - Airport Closed
November 24-7:00 pm thru November 25 7:00 am - Airport Closed

Phase 2:

November 30-6:30 am thru December 24 6:30 pm -
Taxiway B and Hubler Terminal Apron Closed

Please plan accordingly and remember that the airport will be completely closed to any take-off or landing operations during the time windows noted for Phase 1.



What's Up With AWOS?

Several weeks ago our aging automated weather equipment was finally replaced with a new set of components. Not long after it was switched on we detected a problem with the dial-in telephone system and after some work that was resolved. In the past couple of weeks we've been wrestling with apparently low output from the radio transmitter. Just before sending this newsletter we received word that the technicians found and fixed a problem with the transmission line. Please keep your ears open and let us know if you have any problems with the new AWOS.

Notes:

- **Portable Restrooms** - We changed vendors last month. Please let us know in the office if you encounter any problems with the new units.
- **Removing trailers, scissor lifts, etc.** - thanks to all who removed items from the airfield in the past month.
- **Commercial Hangar Users** - Please remember that you are expected to park your personal ground vehicles outside the fence for routine operations.

Unmanned Aerial Systems Are Here

Business use of an unmanned aerial system under existing FAA rules requires that the operator apply for and receive FAA approval under what is commonly referred to as a Section 333 Exemption. And then in order to operate within two miles of an airport such as ours, the operator needs a written letter of approval from the airport manager. There are a lot of other hoops to jump through and the FAA is struggling at the moment with how to safely incorporate the flood of UAS into what we know as our National Airspace System.

Last month I issued the first letter of approval for a UAS to operate within two miles of EUL under the provisions of a Section 333 Exemption. The restrictions include: not operating off either end of the runway; remaining below 400' AGL; no operations over the airport property; coordinating with the airport manager before operating under our traffic patterns; and many more.

I don't expect any problems from business UAS operators. However, there are potentially hundreds of private/hobby UAS operators within the two mile and five mile radius circles around EUL who may be aware of the 400' AGL maxi-

mum altitude, but nothing else. If they remain away from the airport and do observe the 400' maximum altitude, all should be well. Please let me know if you have any hazardous encounters with UAS aircraft in our area.



CTAF - Use It

In the past few weeks there have been aircraft operating at our field on several occasions without benefit of a radio on 122.7MHz. Each time the pattern has been crowded. Unfortunately, more than once, the non-radio aircraft also was not inclined to fly typical patterns and kept the other aircraft guessing about their intentions. They created a difficult and potentially dangerous situation by their lack of radio communications and non-standard pattern operations. Like so many other things in life: Just because you CAN do something doesn't make it a good idea. We've noted in these pages previously that aircraft are not required to have a functioning radio to operate at an uncontrolled general aviation airport, but... doing so here, at the busiest airport in Idaho, doesn't make any sense at all. If you fly at EUL **please install and use a COMM radio** to help maintain as safe a flying environment as we can manage.

