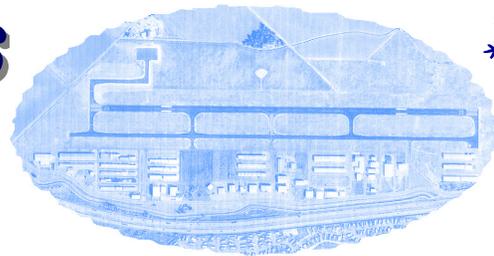


Airport News

AIRPORT MANAGER ROB OATES

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On-Airport Construction Reminder

If your thoughts are turning toward making changes to your hangar, please remember that all hangars at the airport are considered "commercial" buildings. And that means that any structural change requires plans and a building permit. Examples might include: adding or removing a wall or installing a sink. Things that usually don't require paperwork include: painting walls, adding or replacing carpet, or adding shelves. The city's building department includes Chris Bryant, the plans examiner (at 455-4756), who will be happy to answer any questions you might have on whether or not your project requires paperwork and exactly what form that should take.

Projects that do require plans must have those plans stamped and signed here in the airport manager's office before being submitted to the building department.

New hangars also must have [FAA Form 7460-1](#) submitted and approved by the FAA **before** construction can commence. [The fill-able, on-line form and instructions are available at the link] They recommend that the form be submitted at least 45 days before the start date of the proposed construction.



Four new hangars & one on the way ... foundation poured.



Snow Removal Policy

Deciding when to remove the snow involves several factors and is not always as straightforward as it might seem. When I do call, Caldwell's Street Department usually responds with two road graders with experienced operators.

Priority One is to clear the runway, taxiway A, the small connectors between them, and the hot ramp.

Priority Two areas include taxiways B & C, the remaining connectors, the taxi lanes between the hangars, and the Hubler Terminal apron.

Due to the nature of our typical weather patterns and storms, we make best use of resources by clearing once the weather event is complete.

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Snow Removal Policy

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If the call-out occurs during regular work hours for the operators, then we usually work to clear both areas One and Two. Should the event end after hours or on a weekend (as it did Christmas Eve) the Priority One snow removal is done as quickly as possible and the graders return during the next shift of "regular work hours" to complete the Priority Two areas.

The past week or so with almost daily (or nightly) snowfalls, but with daytime temps rising into the low 40s, I have simply watched while nature took its course and that has worked out well.

If you have suggestions about how to improve this process, please drop me an email or stop by the Hubler Terminal to discuss over coffee!

AIP Project Update

The replacement of our runway edge lights and associated wiring was completed as planned. When the contractor was about half-way finished with the installation of new lighting along Taxiway B, weather conditions changed and they had to suspend work. The delay will probably extend till Spring when they can once again dig in the taxiway shoulder without running the risk of losing their equipment.

The rehabilitation of the hot ramp and first row of tie-downs is still set for Spring when asphalt is available from the local supplier.

On-field Driving

Does any of this sound familiar? "Enter the field via the gate closest to your hangar; Wait for the gate to close behind you; Don't let someone follow you in; Don't drive across the field – exit and re-enter at the appropriate gate; **DON'T DRIVE IN THE RED ZONE!**"

Unfortunately, I regularly observe people violating these rules. Driving across the Red Zone is by far the most dangerous. Please don't be surprised if I track you down and share my unhappiness with you.

From the KEUL Wall-of Fame Committee:

Greetings, from the Wall of Fame Committee – at least that's what we're calling ourselves for now; we are still in the beginning stages and learning our way through this adventure.

The Committee has been given the privilege of taking 1 or 2 walls in the terminal to show the history, and people that have made a difference at KEUL over the years.

We are asking for your input regarding who or what should go on the walls. There are many people to recognize that have influenced our lovely little airstrip, and we want to hear your thoughts on who should go up and why.

So put together your thoughts, and jot them down in an email or letter to us. Include any stories you'd love to share and let us know if you'd like to help out. Please send your information to me, Barry Everett Jr., at BarryBaloo@yahoo.com. Of course, feel free to contact any of the other committee members also: Paul Collins, Red Dory, Calvin Tabor or Nate Calvin.

Thanks again – we're looking forward to hearing from you.