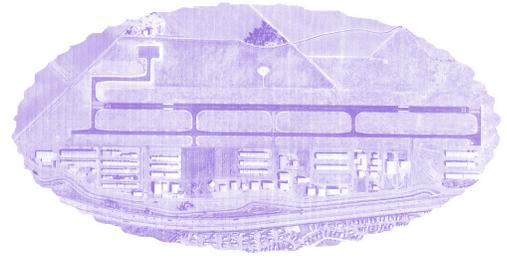


Airport News



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Airport Improvement Program (AIP) Hot Ramp Project

Next week marks the bid opening for rehabilitating the Transient Apron asphalt: basically a large-ish rectangle from the Café Building out to Taxiway C and from the Silverhawk hanger over to and including the first dual row of tie-downs. The asphalt “top” will be milled off, the subsurface re-worked a little and a new layer of asphalt will be put down. The work is planned for two phases with a line from the center of the self-serve fuel pump out to Taxiway C dividing the two:

Phase 1. The second half of June. The area from the pump over to Silverhawk;

Phase 2. July 11th till about August 5th. The area in front of the Café Building over to and including the first double row of tie-down spots and out to Taxiway C.

The way the phases are set up, we are planning for the fuel pump to remain available through the entire project. We are working with Silverhawk to sort out how they will be able to remain operational while all this construction is going on near their hangar. As usual, we will be counting on our regular airport users to remain flexible and in good humor while we work through this needed maintenance!



Pavement Condition Inspection

April 6th and 7th there will be inspectors on-field looking at all of our “eligible” asphalt surfaces. Those are the runway, taxiways, taxi lanes, connectors, transient apron, Hubler Terminal apron, and other surfaces that are eligible for maintenance using FAA AIP grant funds.

The in-person inspection then turns into a report that is used to identify areas that need additional attention to remain fully operational. As such reports are assembled from airports across Idaho, the various planners have more information with which to help prioritize where to focus available funding.

The inspectors will be in a vehicle with flashing lights and they will be on the radio. There will also be a NOTAM advising aircrews that there is “work in progress” on our field.



Runway Rehab

Our runway has basically performed like the Energizer Bunny and kept going and going for many, many years. Very little is actually permanent, though, and we are now in the early stages of planning to basically apply to the runway the same treatment as we're set to do to the Transient Ramp area. The exact 'when' has not been set, but it's likely to occur in 2018 or maybe in 2017 if funding options should line up in our favor. Whenever it does happen, the runway will likely be closed for several weeks. We are working on a plan to formally set up part of Taxiway A as a temporary, daytime-only runway. More details will follow as our plan begins to take shape.

Tow Truck on Taxiway A

Don't assume visitors to our field have any specific knowledge of what our version of normal operations looks like. That way, you will be less likely think that a tow truck crew from another airport, here to help you move an aircraft by truck, would know to look up when they turned onto Taxiway A in addition to looking left and right. That way they would be less likely to drive onto Taxiway A into the path of an auto-rotating helicopter, causing said helo to abort their maneuver.

The off-field visitors are probably even now unaware of how close they came to meeting the helicopter, the instructor, and the student up-close, in a physical way. Airport safety is a team sport in which each individual **MUST** do their part. Every. Single. Day.

TCAS

(Traffic Collision Avoidance System)

Somewhere on your take-off checklist is an item related to "Avionics" or "Radios" or something similar. If your aircraft is equipped with a Mode C or Mode S transponder, please be sure that you switch it into "Operate" mode when you prepare to take off. Not many GA aircraft are outfitted with TCAS, but some Caldwell-based aircraft **do** have a TCAS box. By operating your transponder in "Normal" mode, you make your aircraft "visible" to both Big Sky Approach in Boise, and also to any TCAS-equipped aircraft operating near you. Think of it as one small step you can take to enhance aviation safety!

No Cars in Tie-Down

Driving a ground vehicle into the tie-down area to load or unload an aircraft is very common. Lately, though, some pilots have been leaving their ground vehicle in the tie-down area and those vehicles need to be parked outside the fence.

There should be no ground vehicles parked in the tie-down area.

New Fuel Island Cut-Off Switch

Recent maintenance on the Silverhawk fuel island equipment uncovered a problem with the way the wiring was done sometime in the distant past. Changes were made to bring it all up to current code. The most visible part of that for pump users is a shiny, new, standard-style fuel cut-off switch that has been installed on the side of the Café Building near the walking gate.

