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# ***AIRPORT NEWS***

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## **Electrical Work Continues**

Quality Electric, Inc. has returned to complete the install of the new edge lights along Taxiway B. The taxiway, connectors and the Hubler Terminal apron are all closed during this process. They plan to finish by Friday, May 13<sup>th</sup>, if not sooner.

One additional change that you will see with this project will be new lighted signs for Taxiway B and its connector that will be designated **B2** in keeping with FAA design standards. The existing signs for Taxiway A connectors will remain the same until we update them to the new standard during a future project.



June 13<sup>th</sup> is the planned start date for re-working the asphalt on the Transient Apron (Hot Ramp) over to and including the first double row of tie-downs from the café/fuel island out to Taxiway C. The two-phase project will end early in August. Please use caution when approaching the fuel island during the construction. The phasing plan has a line running through the fuel island that means aircraft should have access to the self-serve pump during the entire construction window. Please use caution and watch for the construction barricades as you taxi in that area.

During Phase 2 the area nearest to the Silverhawk hangar will be affected and their helicopter launch/recovery will adjust. It's likely that a number of helicopters will use a portion of the Hubler Terminal apron. Again, please keep a watchful eye out for the temporary procedures that will be in place to facilitate both safe construction and continued "normal" operations.

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## **ACTION REQUIRED:**

# **Aircraft in Tie-Down**

The coming asphalt rehab project will include the first double row of tie-downs, and aircraft parking there should immediately move to open spots on other tie-down rows. If you know a pilot with an aircraft in tie-down who may not get this newsletter, please let them know what's about to happen.

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## ***The Runway Rehab is on the Horizon***

Engineering design work is moving forward for the rehab of our runway. Though the construction is scheduled for the summer of 2018, we've been asked by our FAA engineer in Helena to be prepared for the summer of 2017, should funding become available from other projects that can't use their programmed grant funds on the original schedule. We don't know if that will be an option, but we plan to be ready.

The runway will be closed for several weeks to accomplish the rehab. We have requested permission to re-mark Taxiway A as a temporary DAY/VFR runway during the construction. Re-marking and using the taxiway as the runway has costs and trade-offs and has not yet been approved. I'll keep you posted as the runway plan comes together.

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## **Operations Notes:**

- **AWOS** - The AWOS has been remaining operational with a new twist. During our recent several days of bigger than normal winds, the AWOS seemed to be consistently reporting lower wind speed than what we were observing on the surface. As with all similar automated services, apply your usual "sanity" check to the data it provides to you.

- **Runway/Taxiway Lights Off** - A couple of weeks ago I received a pilot report that our runway and taxiway edge lights were “completely dark.” That’s really unusual, since they “idle” at a low power setting all night until someone “beeps” them up with their COM radio. Turns out that a short in an outlet in the high-voltage-shack tripped a breaker -- that should have been no-big-deal. Right? Except that decades ago someone wired that outlet box to the same circuit powering the photo-cell that tells the lighting controllers when it gets dark. The net result: the power regulators never got the signal that it was night so they saw no reason to turn on the lights. The photo-cell is getting its own, private breaker so that this particular problem won’t occur again.
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**Parting Thought:** You may have noticed that this edition of Airport News has a different look! Here's why: 1) We are now using email list management software that permits either Kathy or Rob to initiate a message to the list. That was more complex when the list only existed within Kathy's email; 2) The new system has tools built-in that allow us to build the newsletter in the message so we don't have to send you an attachment that takes another step to open; and, 3) The new format is designed to be easier to access on your mobile device.

As always, if you have specific feedback you'd like to offer, please don't hesitate to drop us a line. As we learn more about the software, we'll work to make improvements to each new release of Airport News. Thanks!



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