

[View this email in your
browser](#)



AIRPORT NEWS

January 2024

Caldwell Executive Airport

Hubler Terminal

4814 E. Linden Street

Caldwell, Idaho 83605

Airport Operations Manager Rob Oates

(208) 459-9779

www.caldwellairport.com

Hi Lisa,

Hangar vacancy referrals

Lisa has a list of people seeking hangars to buy, rent or share hangar space. Sharing such information with Lisa is completely voluntary so not all hangars or spaces available are on her list. It has been very helpful to users of our airport.

Annual hangar inspections

If you are new to EUL, please note that we conduct annual hangar inspections to ensure all airport users are making appropriate aeronautical use of their hangars. Aeronautical use is an FAA compliance issue but is only one of a number of points that the City of Caldwell has agreed to in order to qualify for federal grants under the FAA's Airport Improvement Program. Not only must the city comply with those requirements, but we are also required to ensure that all users comply as well.

2024 will be the third year of our hangar inspection program. Most lease agreements have a specific provision regarding access to your hangar. The inspections are a required part of lease compliance and are not optional. However, we will work with you within reason to get it done when you are available.

If you own a hangar here, but spend a lot of your time away, we urge you to establish a local contact for your hangar to stand in for you when it's inspection time (or for other issues that pop up). Or contact Lisa when you are in town to get your inspection completed before you leave again. The inspection is an annual requirement, but it can be completed whenever you are available.

Courtesy Trash Can Misuse

Every lease calls for hangar owners and renters to take out your own trash. With the closing of the old farmhouse building last year, we cancelled the dumpsters that were positioned near Gate #3. To satisfy users who have been taking advantage of the city-paid dumpsters for years, we have placed smaller trash carts at several of the gates. Those carts will likely remain there as long as they are not misused, and people don't simply dump various types of garbage near them. If garbage cans are full, please take your trash with you. The company will not pick up trash on the ground.

Airport facilities status

AWOS. The system is again answering our phone calls and reporting the weather. We will continue to monitor it, but are also holding our fingers crossed that it will remain operational for a long time.

PAPI on 12. The PAPI lights for Runway 12 remain inoperative. The lighting controller has failed, and we are having a difficult time locating someone qualified to repair it. We're taking the time to try and locate a repair person since replacing it is a much more expensive option.

Snow removal

With history as our guide, there will come a snowstorm between now and Spring that will drop enough snow to warrant calling in the plows to clear it. Here are the guidelines we use for making that call:

1. Is there more than $\frac{3}{4}$ " of snow?
2. Is the "weather event" over?
3. Is it likely that natural conditions will clear it?

Practically speaking it is quite difficult to effectively move the snow when there is $\frac{3}{4}$ " or less. And that amount of snow is not a problem for the vast majority of our based aircraft - or likely visitors. Sometimes the Sun comes out after a snowfall or the temperature is high enough to melt the snow. And at other times snow can fall in waves as cloud formations move through the area. When that happens, we wait till the snow is finished (or is about to finish) before calling in the plows.

When the plows are actually clearing the runway there will be a NOTAM issued closing the runway temporarily.

Depending on how much snow removal equipment is available, we normally ask the crew to clear the snow in roughly this sequence: runway; TWY A; connector segments; transient apron; TWY B; Hubler apron; TWY C; remaining taxi lanes. Crews clear the snow from the shared asphalt surfaces. Each hangar owner is responsible for their own apron area. We also ask the crew to try to avoid leaving a "rick" or line of snow along those private aprons, but it does happen sometimes.

Why don't we have our own snowplow? Since "Snowmageddon" in the winter of 2016-2017 we have used a local contractor for snow removal. Years ago there was a 10-wheel dump truck with a blade positioned at the airport for snow removal. We found that since the snow amounts varied so much from year to year, the truck was difficult to maintain, and we also had a hard time keeping an operator qualified to run it. More than once a marginally qualified operator damaged some of our asphalt with the blade. And, to top it off, there is so much asphalt at EUL that that single truck with a 12-foot blade was not an efficient way to address any significant amount of snow.

Caldwell Executive Airport Advisory Board

The next meeting of the Advisory Board will be at 5:00PM on January 11th in the Hubler Terminal. Anyone is welcome to attend.

Do you have a renter or are you a renter?

It's very important to notify Lisa at the airport office when you have a renter in your hangar. Not only is it a requirement in your hangar lease, but the contact information from renters allows us to much more quickly resolve problems - like an inadvertent ELT activation, for instance.

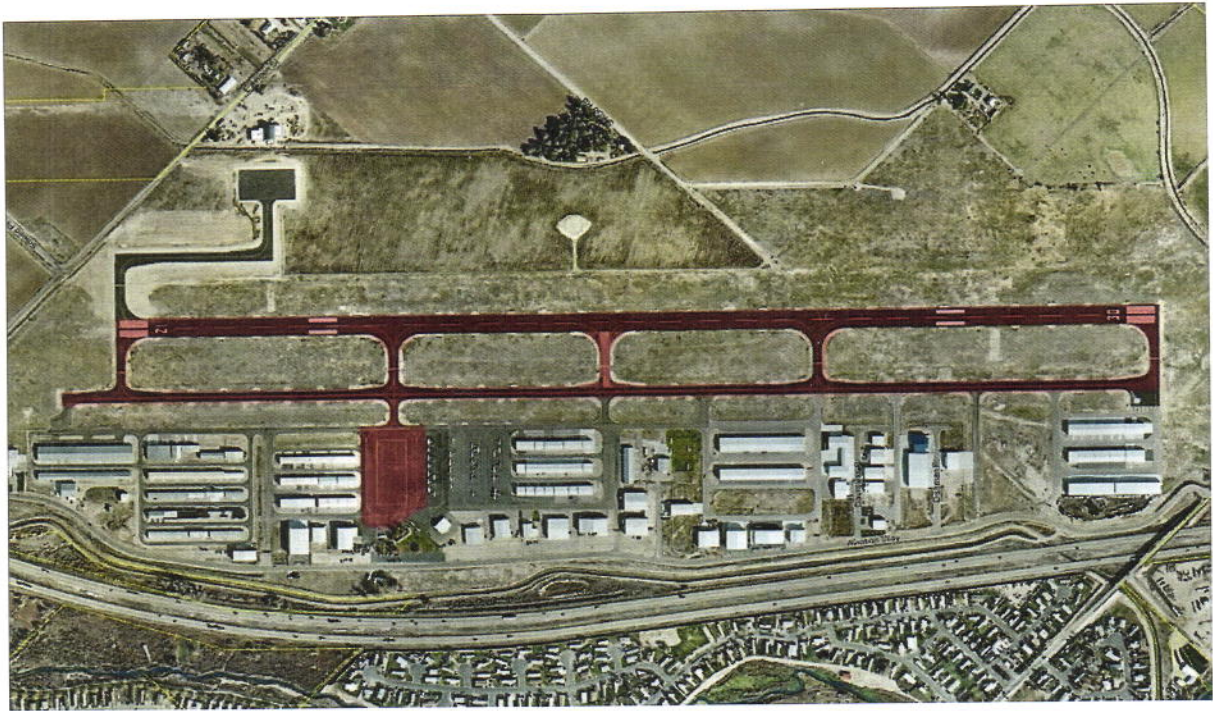
Driving Reminders

Cross-Field Driving Prohibited - Recall from your on-field driver safety briefing that you are expected to use Aviation Way to move between hangar areas and NOT simply drive across the field. We frequently see drivers in our "Red Zone" and can't stress enough how such behavior will likely eventually result in a major incident of some sort - one that is almost certainly preventable.

Off Asphalt - The mud and gravel that some airport users track onto the taxi lanes and TWY C is incredibly inconsiderate of all the others who use the airport. And again - preventable. Leaving the asphalt surface, especially when the ground is wet, is a conscious choice that someone makes that can lead to very expensive prop damage. Please be a good neighbor, please stay on the hard surface.

EUL Red Zone

The drawing below should serve as a refresher to the RED ZONE portion of the driver safety briefing provided to each person who requests on-field driving permission and a gate card.



Please note that the intersection of Taxiway C and the A3 [formerly Foxtrot] connector (runs from the Transient Apron to Taxiway A) is a part of the RED ZONE and is off-limits to ground vehicles (unless towing an aircraft).

Another ongoing driving problem relates to cross-field-driving. Everyone is expected to move from one end of the field to another by using Aviation Way. No one has permission to simply drive across the field inside the fence instead of using Aviation Way. *[The exception to this general policy is if one of the gates is inoperative - then please use the nearest gate to your destination and exercise extra caution when driving on less-used routes.]*

The driving restrictions described here exist primarily due to the visibility limits that exist for taxiing pilots in certain kinds of aircraft. It's really all about safety.



Copyright © 2024 Caldwell Executive Airport, All rights reserved.

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#)

