



AIRPORT NEWS

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Caldwell Industrial Airport
Hubler Terminal
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RUNWAY REHABILITATION PROJECT

Work is progressing on schedule; the weather has been cooperative; and the machines are functioning correctly! It does take time, though, to “mill” (grind up) approximately 13 acres of asphalt that’s a bit over 4 inches thick. Idaho Materials & Construction is the prime contractor for this project. We are still working toward the expected completion date of Friday, October 5th.

TEMPORARY RUNWAY OPERATIONS

A sincere “Thank You!” to our pilots: who are postponing optional flights; who are not performing repeated touch-n-goes; who are not driving ground vehicles on Taxiway Charlie; who takeoff and land to the 30L numbers; and who are not shooting GPS approaches to Caldwell! Your action (or lack thereof!) is helping enhance operational safety on our temporary runway. It is a puzzle to me why a couple of aircraft continue to go round and round the pattern when they could in some cases have another nearby airport’s runway all to themselves for their training.

When the idea of appealing to pilots' common sense came up a week or so ago, FSDO Inspectors laughed and suggested that if I wanted to have an enforceable "rule", then I should issue a NOTAM. And I certainly considered it, but earlier discussions with pilots recommended against closing the airport to touch and go maneuvers - since pilots DO occasionally need to go around the pattern a few times to re-establish currency. Fair point. I just had no idea that a few pilots, including some CFIs, sadly, had decided to push the issue to the edge. Of course, (absent a NOTAM) performing touch and goes is not in and of itself any sort of violation, but most things in the causal chain leading to any given mishap are not violations, either. Food for thought.

Speaking of common sense, I urge our single engine, piston aircraft pilots to take off and land to/from the numbers when using 30L. You may have seen a King Air or a Cessna 402, for example, taxi on the inline taxiway to the very end given that under certain conditions they can require a longer takeoff roll. Single engine, piston aircraft taking off on the inline taxiway can easily cause confusion with the pilots who are using 30L as intended, both takeoff and landing traffic. If your performance calculations say that 3,800 feet won't cut it and you need over 5,500 feet for your single engine aircraft, then by all means use it, but please also use extreme caution as you perform an unexpected maneuver in an already temporary taxiway/runway environment.

On a related note that I may not have mentioned in past messages - The normal procedure to rehab the single runway at a General Aviation airport like Caldwell usually involves simply closing the airport for the seven weeks of the project. Due to the number of based aircraft, the number of businesses here, and the number of flight operations, we were able to convince the FAA engineers that it made sense to go to the extra expense of converting part of Taxiway A into our temporary runway.

SHARED ELECTRICAL COURTESY

Winter is coming. If your hangar is one of those connected to the 'shared electrical' system, please remember that it's both expensive and dangerous to over-use/mis-use/abuse the electrical circuits. Keep in mind the SHARED part of the definition and note that when there are lots of hangar owners or renters on-field, it's fairly easy to demand more total current than the system is designed to provide.

BUYING/SELLING A HANGAR?

Don't forget to touch base with Kathy here at the airport office so you'll know what steps are needed to either (for the buyer) establish your new lease or (for the seller) cancel your old lease.

SPEAKING OF KATHY?

After part-time and more recently full-time service as our airport's administrative secretary, Kathy Schara has announced that she will retire in mid-October. She and her husband, Dan, plan to travel in their RV and see more of the country and their grown children. We will hold a Retirement Open House in Kathy's honor in the conference room in the Hubler Terminal from 3 - 5 pm on Thursday, October 11th. Please drop by to wish Kathy well as she embarks on the next phase of her life!

SPRING CLEANUP

Thanks to everyone who has helped get personal “stuff” relocated off the airport! There’s more to do, of course, but you’ve made great strides forward.

WHEN WILL FEDEX, UPS & DHL MOVE TO CALDWELL?

Short Answer: Probably Never

Details: The idea that package/cargo carriers might use the Caldwell Industrial Airport seems to be an idea that was floating around not long after the airport moved to its current location in 1976. It was likely started by a person who didn’t know too much about aviation since our runway is designed to support aircraft up to large business jets like the Cessna Citation X, Falcon Jet(s), and various Gulfstream models, BUT it is not capable of taking repeated landings by 150,000 - 300,000 lb cargo jets. Additional complications include the fact that our design safety areas aren’t sized for those aircraft’s wingspans and landing speeds and our taxiways and aprons aren’t either! And as our airport is federally supported through the A.I.P. grant program, the FAA helped create/approve our design so that we could serve this area as an awesome General Aviation airport and leave the care and handling of huge cargo aircraft to the much longer, stronger runways, taxiways, and aprons in Boise.