



# ***AIRPORT NEWS***

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*Hubler Terminal*

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# FAA Policy on Use of Hangars at Obligated Airports (like EUL)

The link below starts out: "An airport operator who accepts federal airport grants agrees to the conditions and assurances in those grant agreements. These assurances include the obligation to use hangars and other designated aeronautical facilities on the airport exclusively for aeronautical purposes."

[http://www.faa.gov/airports/airport\\_compliance/hangar\\_use/](http://www.faa.gov/airports/airport_compliance/hangar_use/)

At Caldwell we have been operating as much as possible with the now-published policy. Aeronautical use is the primary purpose of the hangars and where wiggle-room exists to do something different, FAA approval is required and there are some hoops through which one must jump.

The following policies for prohibited hangar activities remain:

- Use as a residence;
- Activities that displace the aeronautical activities of the hangar;
- Operation of a non-aeronautical business;
- Long-term storage of derelict aircraft and parts.

The list continues on the linked page, but I'm sure you're generally familiar with what's on it. We either have or in the past have had hangars violating these and other provisions of the published list.

If you are using your hangar for one or more of the prohibited activities, I urge you to take steps immediately to return the hangar to aeronautical use. Remember that individual hangar owners who violate these rules are thereby causing the City of Caldwell, as the Airport Sponsor, to be in violation of the agreements that we've signed with the FAA when we've accepted grant funding to maintain and grow our airport. And the hangar owners are personally violating their lease agreement with the City since there is a provision in every lease that the lessee will abide by applicable FAA rules. Anyone with questions about this policy is welcome to call Rob.

## ***Next Airport Improvement Program (AIP) Project***

Runway rehabilitation is on Caldwell's Capital Improvement Plan for the summer of 2018. Due to the need to coordinate funding from several buckets, Caldwell will "carry-over" our typical annual maintenance funding for this coming summer (2017) so that we can plan a larger project the next summer construction season.

The engineering plan for rehabbing the runway was recently completed by J-U-B Engineers. Doing the engineering ahead of the actual project is a relatively new thing, but does help dramatically reduce the number of unpleasant surprises that can pop up during a project.

The entire runway will receive a treatment similar to what happened to the apron earlier this year. The asphalt will be removed, the base course will be re-leveled and new asphalt will be put down. Most of the radiuses where the connectors join the runway will be altered when the new asphalt is placed to reflect current FAA design standards. Those radius changes, in turn, will trigger the need to move several edge lights at each affected spot.

The work plan covers about six weeks on the calendar. During that time we plan to use most of Taxiway A as a temporary runway for daytime operation only. More details on how that will work will follow as we get closer to construction time. The plan also calls for the shredded asphalt "millings" to be placed on the shoulders on both sides of the runway, on the safety area off each runway end and as a cover material for the four "infield grass" areas that touch the Foxtrot Intersection with Taxiway A. The purpose of these placements is to enhance safety areas, reduce dust problems, and reduce mowing maintenance requirements.

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## What is a Red Zone?

If you are not familiar with Caldwell's Red Zone, please contact Kathy to arrange a time to stop by the Hubler Terminal for an important refresher. Red Zone violations are serious safety breaches and it's in everyone's best interest to eliminate them. Thanks for your help!