



# ***AIRPORT NEWS***

***NOVEMBER 2017***

*Caldwell Industrial Airport*

*Hubler Terminal*

*4814 E. Linden Street*

*Caldwell, Idaho 83605*

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## ***HANGAR BREAK-INS***

Over the past several weeks, "person or persons unknown" have broken into several hangars on the field. Caldwell Police Department officers are investigating. If you have experienced a break-in at your hangar, please contact the police and let them know. Having as complete a picture as possible will give them the best chance of figuring out who is behind this.

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## ***CALM WIND RUNWAY IS 12***

Recent great flying days with fairly calm winds have been a challenge for some pilots. Caldwell's published FAA Chart Supplement (formerly AF/D) info includes: "Rwy 12 calm wind rwy." So when the wind is less than 5 knots from ANY direction, fixed wing PILOTS ARE URGED to use Runway 12. Rotorcraft using the southwest pattern to/from Taxiway A should follow this same guidance to minimize possibly dangerous confusion that can occur when fixed wing and rotorcraft are operating using opposite direction patterns.

Depending on the type of fixed wing aircraft, it is possible, due to our runway's geometry, for two aircraft to roll into take-off position facing each other without being able to visually detect the other craft. If one of the aircrews is not listening closely to the radio or their radio is inop, the opportunity for disaster rises dramatically. Please use some common sense and follow the published guidelines.

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## ***LACK OF COMMON SENSE***

Speaking of common sense or perhaps the lack thereof, some ground vehicles are again driving across the field rather than going out the nearest gate and re-entering as (hopefully) those drivers learned to do during their driving safety briefing. If you observe this behavior and you can safely talk to the driver, please remind them of how very dangerous it is to drive in the aircraft movement areas. If you are the driver in question, please stop. Now. Before something bad happens.

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## ***MERIDIAN NDB APPROACHES***

Decommissioning of the Meridian NDB (MPA) is a part of a nationwide FAA effort to reduce maintenance costs and streamline operations of navigation aids that are used less and less as GPS products and the FAA's NextGEN air traffic control system grow in popularity. With the passing of the Meridian NDB, the published approaches for both Caldwell and Nampa will be eliminated from the FAA's Instrument Approach Procedure sets for the respective airports.

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## ***NOTAM NOTIFICATION EMAILS***

In the past few months airport manager, Rob Oates, has been trained to use the FAA's newest NOTAM creation software called NOTAM Manager. Using this tool, Rob now can issue NOTAMs that are routed directly to the worldwide, electronic NOTAM database and do not routinely have to be approved by someone else prior to publication. The main benefit of this to pilots is that NOTAMs should be available more quickly than they have in the past. Another feature of the new system is the ability to "push" new NOTAMs directly to pilots via email as they are activated.

Anyone who is interested in receiving EUL NOTAMs as they are issued is welcome to notify Rob or Kathy by phone or email that you would like to be added to the NOTAM notification list. You need not be a pilot to make this request; all it takes is a valid email address.

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## ***SMEED PARKWAY EXTENSION***

The new road alignment is almost complete! Various crews are working to finish some utility connections, but the bulk of the work is done. This re-routing of this portion of Smeed Parkway has been completed in order to support business development off airport property. But, with that said, moving that section of road is also a part of the long-term plan to eventually extend our airport's runway. The "when" is a bit tricky since it's based on several demand factors - none of which we directly control or have otherwise been satisfied yet. We will certainly publish more info about extending the runway when that day is actually on the horizon.