



AIRPORT NEWS

MAY 2018

Caldwell Industrial Airport

Hubler Terminal

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Caldwell, Idaho 83605

Airport Manager Rob Oates

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MAJOR RUNWAY RE-SURFACING PROJECT THIS SUMMER

With congressional approval of the FAA's operating budget for the next several years, our FAA partners in Helena have notified Caldwell that we can move forward with removing and replacing the asphalt on our runway! To safely accomplish this, the runway will be closed for approximately seven weeks later this summer and during that time, the portion of Taxiway Alpha adjacent to Taxiway Charlie will be re-marked as our temporary runway. Due to safety restrictions, all of our runway and taxiway edge lights will be off and our runway will be available for DAY VFR OPERATIONS ONLY - technically: the time between the beginning of morning civil twilight and the end of evening civil twilight. More details will follow with a drawing of the temporary runway, the operational time windows and the project dates.

FILLING TAXIWAY CRACKS

News from two directions. As noted above, Taxiway A will be used for the duration of the runway closure as our temporary runway. Part of converting it to be the temporary runway will be filling the cracks that are there now. And second, last month Caldwell's city council approved a proposal for a local company to fill the cracks on Taxiway C and most of the larger cracks in the taxi lanes between the hangars. NOTAMS will be issued when the work is actually in progress and the crews should not cause much disruption to normal operations.

ENTRY GATE ETIQUETTE

Please remember our protocol is to admit one vehicle per gate opening. Sure, I know that it's not as efficient as zooming through in a convoy, but it does have the advantage of confirming that each vehicle has a card or other means of legitimately opening the gate. And there's certainly no problem with several vehicles *departing* while the gate remains open.

(NOT) DRIVING ACROSS THE FIELD

Also just a reminder, but some people seem to have forgotten that driving across the field is strongly discouraged - purely on safety grounds. For the same reason, driving across the transient apron or crossing Taxiway F on Taxiway C is prohibited without specific permission from the Airport Manager. Please help remind others who may not see or remember this message. On-field safety is not a once-and-done matter.

RAMP FLAGS NEEDED ON UTILITY VEHICLES

Do you operate a tug, a golf cart, fuel truck, or other “four wheel” type vehicle at the airport? If so, it must be flying a standard orange and white checkered ramp flag. Such flags are available where safety equipment is sold in stores and from online sources. Please get your orange & white colors flying as soon as possible. And a big ‘Thank You’ to those of you who are setting a great example with your ramp flags!

DEAN DISHMAN PASSED AWAY APRIL 1ST AT 90

Dean Dishman could easily be called the “Founder” of the Caldwell Industrial Airport. The Caldwell Municipal Airport used to be located behind where Kit Manufacturing is today. As the airport and Caldwell grew, it became clear that the airport was too close to the community. Dean, a local businessman, pilot, and airport commission member, led the effort to find several suitable airport sites and helped finalize the deal for today’s airport property. He coordinated with the FAA for location approval, secured environmental clearance from the EPA, worked with our congressional delegation to secure funding, arranged the sale of the old airport, helped design the new airport, and the hundred other details it took to make the move happen. When we’re being thankful for the great airport we utilize and support, please remember Dean Dishman and his family as they committed a lot to create what we enjoy today. Thanks, Dean!

SPRING CLEANUP

Spring is upon us again and it's time to get 'extra stuff' removed from the airport property. Recall that there is no outside storage permitted in the hangar areas. The way the FAA rules are written, our hangars are built right up to the safety area line and the space between the hangar buildings is the taxi lane Object-Free-Area that is designed to protect wingtips while aircraft are taxiing through.

Specifically, there are a number of items that have been on-field waaay past their grace period: the large, old, multi-colored truck; several other wheeled vehicles; several trailers; a boat(?); the CONEX container; and several other items. Please remove all these items from the field as soon as possible.

The items that remain after a few days can expect to be tagged with a notice that they are on city property and in violation of our FAA Grant Assurances and are, therefore, subject to removal from the field (by a towing company) at the item owner's expense.

COMMERCIAL DELIVERY / PICK-UP FROM PRIVATE HANGARS

The vast majority of our hangars are 'private' hangars for lease purposes and, as such, do not have street addresses or permission to routinely receive package deliveries. This is by design since they are not permitted to be used for commercial/business purposes. So, please remember that receiving deliveries at or sending shipments from your private hangar via UPS, FedEx, DHL, or one of the motor freight carriers should be very rare and by no means a regular event.

ADS-B DEADLINE REAFFIRMED

Despite an April Fool's (fake) announcement that the FAA was extending the ADS-B deadline, the firm date remains as previously announced, **January 1, 2020**. That's just over 600 days from now, but they will pass quickly. The people keeping track of such things strongly recommend that you arrange your install sooner rather than later, if you've put it off this long. Equipment prices have come down considerably, but as the deadline approaches it may become more difficult (costly) to confirm time in a qualified shop due to their workload. Food for thought.

EUL AWOS TRANSMITTER PROBLEM

As this is written (5/14) the AWOS radio transmitter is off the air. Many of you know that it's been down all week. Our AWOS site is still reporting our weather observations on the telephone and to the NOAA servers. I just received an update from the FAA technician who is working on it and he said that a new transmitter is on order and he hopes to have it sometime next week. Sorry for the obvious inconvenience, but all concerned are working toward getting our AWOS operational as soon as we can. In the meanwhile, keep an eye on the wind cone in the segmented circle!