



# ***AIRPORT NEWS***

***JULY 2018***

*Caldwell Industrial Airport*

*Hubler Terminal*

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# ***CALDWELL RUNWAY REHAB DETAILS***

**Executive Summary:** The plan described below that permits “almost regular” airport operations during the runway closure is complicated and will require every user’s cooperation and full attention. Please read this complete document.

## **What's Happening?**

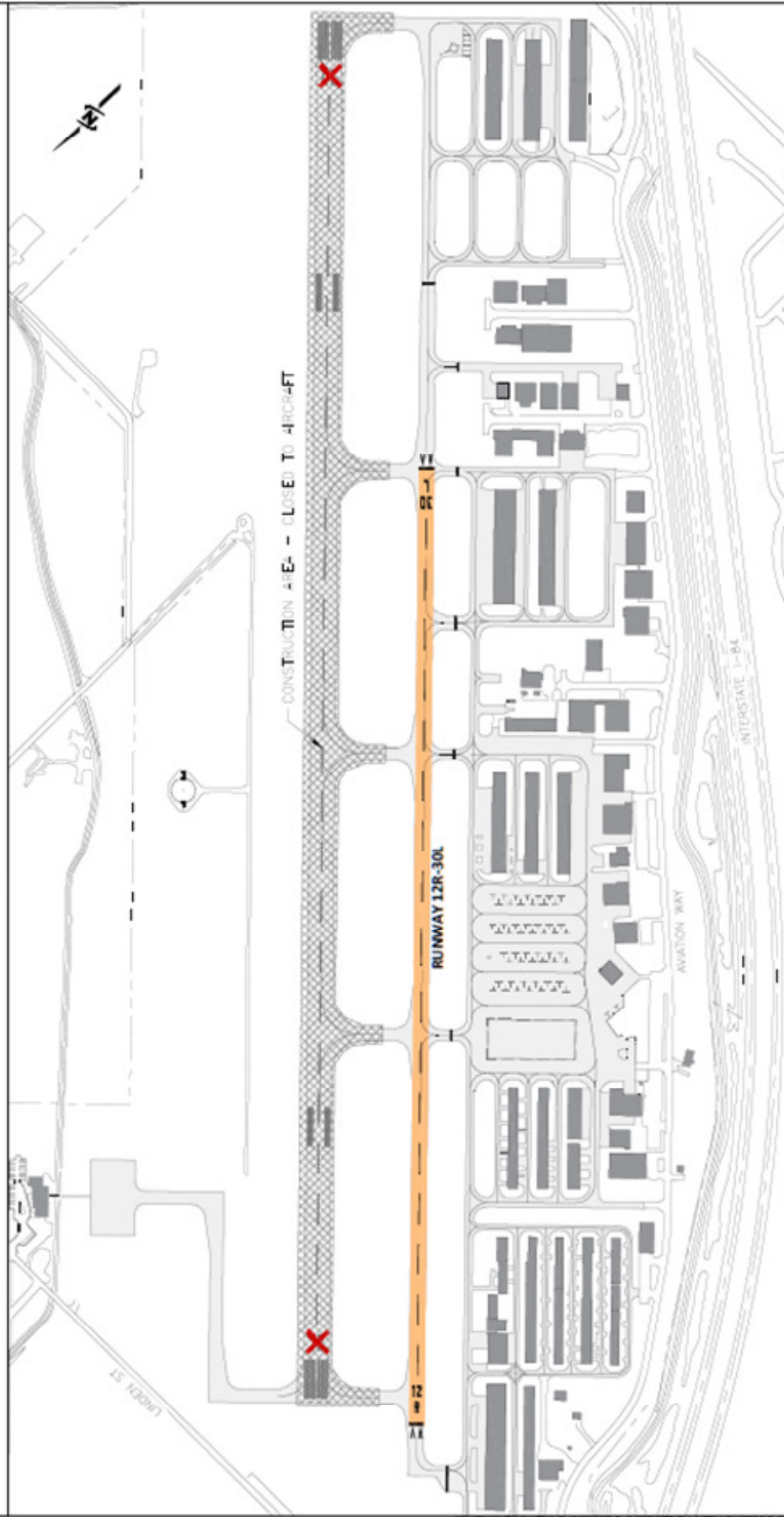
In a nutshell, we are going to re-mark the northwest 3,800 feet of Taxiway Alpha as our temporary runway – 12R/30L – for DAY VFR ONLY USE, then removing the asphalt from the surface of the runway; doing some minor work to the surface beneath the runway; and replacing the asphalt with new asphalt. The affected area extends to the Hold Line on each of the connecting taxiways and they will be removed and replaced just like the runway. Several edge light fixtures will be relocated as a part of that process. The existing surface will be removed by a “milling” machine that grinds up the asphalt – the resulting millings will be used to fill the shoulders for 25 feet on each side of the runway and taxiway connector stubs. Compacted millings will also fill the remainder of the Runway Safety Area that extends 300 feet from each end of the runway. Once all that is completed, the runway will be marked, as before, but will also include new, white runway edge lines 3 feet wide for the entire length of the runway. The ‘new’ runway will be re-opened and 12R/30L will be re-marked as Taxiway Alpha.

# RUNWAY 12R-30L DURING CONSTRUCTION

EFFECTIVE DATES: AUGUST 25 - OCTOBER 6

LENGTH: 3800 FT; WIDTH: 50 FT; CATEGORY: A-1 SMALL (<49' WINGSPAN)

VISUAL APPROACH; CLOSED FOR NIGHT TIME OPERATIONS



RUNWAY REHABILITATION  
CALDWELL INDUSTRIAL AIRPORT



## Why is it 'Complicated'?

### August 13 – 19 Re-marking Taxiway Alpha to become Runway 12R/30L

Specifically, due to the re-marking-as-a-temporary-runway process, the taxiway intersection of Echo and Alpha (including the run-up area) **will be closed for the week, once marked**. The taxiway intersection of Juliette and Alpha **will be closed for the week, once marked**. Depending on the landing direction, this is likely to result in some aircraft BACK-TAXIING ON RUNWAY 12/30 to get to their desired destination. Standard barricades and NOTAMs will denote the closed areas. There will also be intermittent closures elsewhere on Taxiway Alpha as it has cracks filled and markings changed to complete its transition into 12R/30L. The contractor does not expect to work on the weekends. Main runway remains fully operational for 24 hour per day, VFR/IFR operations during this week. *This will likely be the most difficult time period since what-has-been-routine will be changing so rapidly.* Please stay very alert as you taxi, takeoff and land.

### August 20 - October 5 Runway 12/30 Closed for Rehab project

### August 20 - October 5 Runway 12L/30R Open for DAY/VFR ONLY –

No instrument approaches/no nighttime operations – the lights

(runway, taxiway, PAPI, beacon) will ALL be off.

Monday morning, the 20th, 12/30 will close and the GPS approaches will be “NA” as we become a DAY/VFR airport. The temporary runway will extend from Taxiway E to Taxiway J. The area of Taxiway Alpha from Taxiway J to Taxiway N will be used as a taxiway for aircraft in the Dishman/Dauntless and Gate #6 hangar areas to access 12R/30L. There will be “hold lines” on the taxiway approaches to 12R/30L from each connector taxiway and on Alpha approaching 12R/30L from the Dishman/Dauntless and the Gate #6 area. Taxiway C will serve as the ‘full-length’ parallel taxiway for Runway 12R/30L. The taxiway intersections (above) that were closed in the first week will be fully re-opened.

There will be another complex time at the end of the main construction window when the runway work is complete and we re-open it and shift the contractors back to do the conversion of 12R/30L back into Taxiway Alpha. It’s difficult to predict exactly how that will flow, but it can be done smoothly and safely, if everyone remains aware of what’s going on around them.

***Please Note: We will be completely closed for nighttime operations August 20 - October 5.***



### Any changes in traffic patterns?

Patterns and altitudes remain the same, but radio calls will need to be altered. The runway should be referred to as, “One Two Right” or “Three Zero Left”, and the helicopters will be announcing their landings to, “Taxiway Charlie parallel to One Two Right”, for example.

### What about the helicopters?

Silverhawk helicopters will continue to launch and recover on the ‘transient ramp’ area that they use now. They will move more of their pattern work to other nearby airports to reduce our congestion somewhat. Approaches will be shifted to Taxiway Charlie intersections rather than Alpha intersections.

### And the parachute jumpers?

Yes, jumping will continue, but they will not be using the drop zone located between Alpha and Charlie near Juliette.

### **Why is this happening at all?**

Caldwell Industrial Airport is one of several thousand U.S. airports that are tracked by the FAA as elements of nationwide transportation infrastructure in the National Plan of Integrated Airport Systems (NPIAS). Such airports' facilities are monitored regularly for their condition and are eligible for maintenance grants under the Airports Improvement Program (AIP). Our runway is quite functional at the moment, but, at over 30 years of service, it has greatly exceeded its expected 20-some year service life and recent testing has indicated that it's time to get the rehabilitation completed prior to more degradation.

### **How much does this all cost?**

Based on our initial estimates:

\$2,386,673 Total Cost

\$2,148,006 (90%) FAA (federal) AIP Grant

\$ 119,334 (5%) Idaho Dept of Transportation Grant

\$ 119,334 (5%) City of Caldwell

The City share could end up being a bit more, but this is what we expect to happen given the information we have now about the ITD aeronautical grant program for this year.

## Final thoughts?

Some airports simply close for the duration of a runway rehab like this one. We have opted to take the extra effort to create a plan that will allow most airport users to operate in a reasonably normal fashion right through the project window from start to finish. The “plan” described above is a bit tricky at times since it will require airport users to do familiar things in un-familiar ways. Thinking and common sense will be needed in great quantities. If you can avoid flying during this project, please do! For those who must fly, remember that the runway will be ‘only’ 3,800 feet long (by 50 feet wide!) and plan accordingly. Paying attention on the radio will be a key element to making the use of our temporary runway a success.

Naturally, I will issue bulletins as needed to keep everyone up-to-date on any changes to “the plan.”