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# **AIRPORT NEWS**

**November 2023**

*Caldwell Executive Airport*

*Hubler Terminal*

*4814 E. Linden Street*

*Caldwell, Idaho 83605*

*Airport Operations Manager Rob Oates*

*(208) 459-9779*

[www.caldwellairport.com](http://www.caldwellairport.com)

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Hi

***Seal coat project***

The Seal Coat and Crack Fill project's first three phases were completed a little ahead of the published schedule in mid-September. The contractor will be returning in the spring to place the final markings that will include the reflective glass beads. Thank You! to all airport users who paid attention to the various announcements and shifted their activities as the schedule was adjusted to account for the contractor's weather-induced delays elsewhere in the region.

**Quality issues.** Some users have complained about their perception of the quality of the work provided. The FAA's objective in promoting the "seal coat & crack fill" process is to extend the life of a given piece of asphalt. It has never been billed as a miracle cure for the inevitable decline that asphalt goes through as it ages and it is certainly not intended to improve the smoothness of the asphalt surface. That can only be accomplished through replacing the asphalt.

Maintaining the shared asphalt is a key goal of our FAA airports partners and they work to secure funding for such projects at the 3,300 FAA-obligated GA and passenger airports across our country eligible for project funding under the Airports Improvement Program. That program, usually abbreviated, AIP, provides the normally annual funding stream that airports, like Caldwell Executive, use to maintain, and sometimes expand, our stock of shared asphalt. FAA AIP funding in recent years has been 90% of the estimated project cost.

**ITD role.** The ITD (Idaho Transportation Department) Division of Aeronautics is another partner with whom we work to maintain our asphalt since they provide a portion of the "local match" to help with project funding. That money is provided for in the ITD budget by the Idaho legislature. Aeronautics is also the Idaho agency that manages the Network Pavement Management System.

**Pavement Condition Index.** In recent years we have had an annual visit by engineers representing Aeronautics who have walked all our asphalt to gather data for the statewide airport pavement report. It tabulates every FAA-obligated airport's Pavement Condition Index. The PCI is the key number used to forecast when asphalt needs attention and what sort of attention. For this project we skipped Taxiway A since it was rehabilitated in the past couple of years and is still in good condition. We also skipped Taxiway C since it is on our forecast for rehabilitation in the next couple of years.

**Reality check.** Funding priorities and the flow of grant money into our FAA Region and Airports District dictate that we don't have the luxury of setting an aggressive pace with our pavement maintenance forecast. In practical terms that means that much of the asphalt we just serviced with crack filling and seal coating would be eligible for rehabilitation if the AIP budget was a little flusher with money. But, for now, guidance from FAA is that they will pay to extend the useful life of our asphalt and we will look to

a more complete maintenance treatment in a future budget.

**But the crack fill.** It has come as a surprise to some airport users who have complained about the quality and completeness of, especially, the crack filling - that the FAA spec for filling the cracks has the cracks filled to about ¼" below "grade". Crack fill material is well below this level this time of year given the cold temperatures and expanded crack size. This is a shock to those who are looking for the fill to grade or even a bit above to account for settling. The FAA standard is designed to protect the crack fill material from damage due to traffic and/or snowplows by keeping it well below the surface. Crack fill material that is placed on or above the surface of the asphalt can create Foreign Object Debris (FOD) and damage both props and jet engines. Cracks used to be filled to a higher level, but it then didn't take much use before that above-grade material ripped, flaked or separated from the rest and became FOD with potentially unpleasant results.

**Bottom line.** The first phases of the project were done to expected standards on asphalt that all agree is aging, by a very competent contractor with an excellent track record. The work was inspected by our on-site airport engineers and was reviewed last week during an in-person visit by our FAA engineer and the District Manager (also an engineer) from the FAA Helena Airports District Office.

## Annual hangar inspections

Almost 75% of our hangar owners have completed their inspections in the second round of the EUL Hangar Inspection Program. Recall that we are checking for "aeronautical use" per the FAA definition - for most hangars that means we are looking for a currently-registered, operational or near-operational aircraft that is the first thing you see when you open the big door, unimpeded by other "stuff" that must be moved for the aircraft to roll out. Owner-built aircraft under-construction and aircraft-renovations-underway count, too, but require additional inspection visits to confirm progress. Simply storing such aircraft is not in keeping with the FAA requirements. Moreover, the guidelines do permit owners to store personal belongings in a hangar as long as they don't interfere with the aircraft. BUT, should you not have an aircraft in your hangar, the hangar must be empty of any personal storage things, boats, trailers, motorcycles, RVs, personal watercraft, etc.

If you have not had your annual inspection this time around, please contact Lisa at the airport office to schedule a time to meet at your hangar.

As an additional note, we are also confirming aircraft registration numbers during the inspection process. In another month the FAA will be taking a "snapshot" of the national inventory of the aircraft at all FAA-obligated airports. That inventory report is required by Congress as part of the legislation that funds the FAA and the Airports Improvement

Program that brings the grants we use to maintain and expand our airport. Lisa is the keeper of that information for our airport.

## City Council adjusts some airport rates

At last night's Caldwell City Council meeting the tie-down rate was reduced from \$75 per month to \$50 per month. The land lease rate for leases inside the fence set by city council action was reduced from \$0.325 per square foot per year to \$0.32 per square foot per year. These changes will be reflected in invoices going forward.

[following info provided by Darcy Maag]

### ***Art Show***

Starting at Noon Saturday, November 11, there will be an art show at Darcy Maag's big, red hangar at 4403 Aviation Way (black tie optional...) The show will feature items of aviation interest and other art items of all kinds. Several of the local artists plan to attend and there will be items both for display-only and others offered for sale. Everyone is welcome to drop by and look around. If you would like to display your art items at the show, contact Darcy at [darcymaag@gmail.com](mailto:darcymaag@gmail.com).

[following info provided by Idaho 99s]

### ***Idaho 99s Womens Pilot Social***

Friday, Nov. 10, 6:30pm to 8:30pm. Hosted by Rebecca Bice at her home in Nampa. Open to all Idaho 99s members, any women pilots or student pilots. It is for all women interested in aviation.

Potluck - please bring a favorite dish, hors d'oeuvre, or dessert to share, some beverages provided.

RSVP by email to: [foga10md@gmail.com](mailto:foga10md@gmail.com) Residential address will be sent in response to your RSVP.

During the evening we will share Idaho 99s chapter and member highlights for the past year - accomplishments, adventures, fun flights, stories. Please send yours with a photo and brief description for the slideshow to: [info@idaho99s.org](mailto:info@idaho99s.org)

Please extend an invitation to any woman you know who might like to be part of our Idaho 99s chapter or women pilots or just wants to talk about planes!

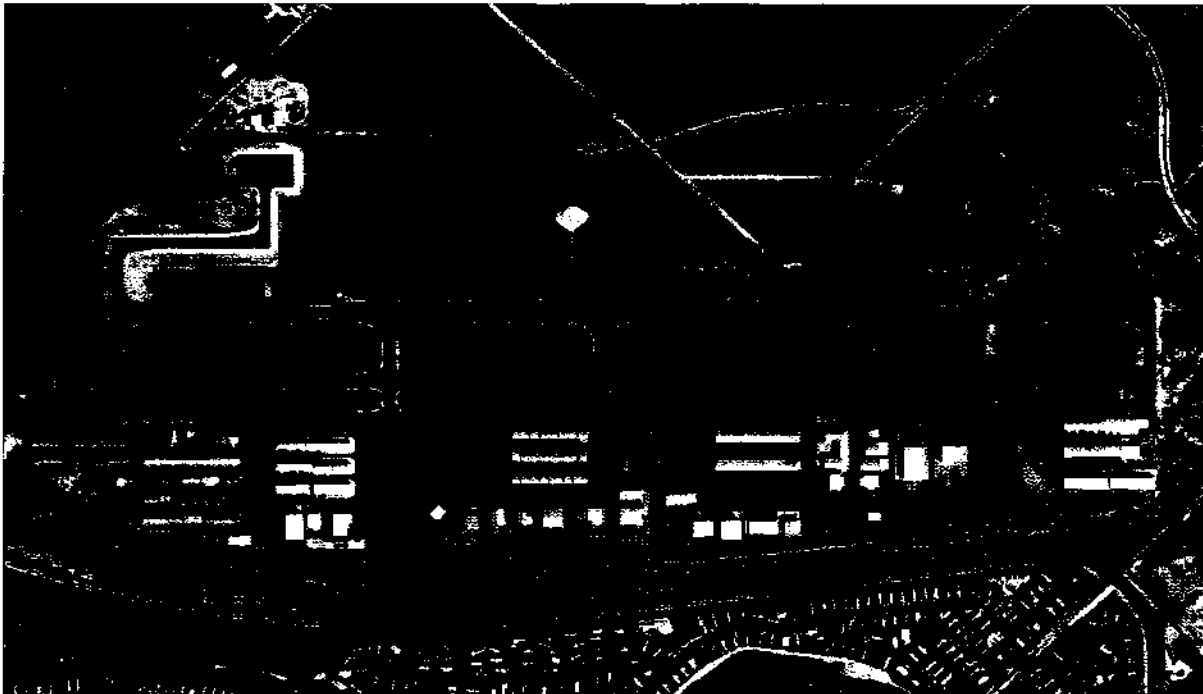
Hope you can come and bring another aviatrix!

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## EUL Red Zone

The drawing below should serve as a refresher to the RED ZONE portion of the driver safety briefing provided to each person who requests on-field driving permission and a gate card.



Please note that the intersection of Taxiway C and the A3 [formerly Foxtrot] connector (runs from the Transient Apron to Taxiway A) is a part of the RED ZONE and is off-limits to ground vehicles (unless towing an aircraft).

Another ongoing driving problem relates to cross-field-driving. Everyone is expected to move from one end of the field to another by using Aviation Way. No one has permission to simply drive across the field inside the fence instead of using Aviation Way. *[The exception to this general policy is if one of the gates is inoperative - then please use the nearest gate to your destination and exercise extra caution when driving on less-used routes.]*

The driving restrictions described here exist primarily due to the visibility limits that exist for taxiing pilots in certain kinds of aircraft. It's really all about safety.



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