

CALDWELL

# Caldwell Industrial

## SUMMARY REPORT



## Understanding the Airport

Caldwell is a rapidly growing city in southwestern Idaho, with an estimated population of 56,000. Located on the western end of the Boise Metropolitan Area in the Treasure Valley, the city has grown from a small agricultural town to a vibrant and diverse city. The primary economic activities in Caldwell and the surrounding region are agriculture and food processing, and there are several recreation attractions too. The Sky Ranch Business Park in Caldwell is one of two foreign trade zones in the state, enabling companies in Caldwell to import and export goods without paying duties and tariffs and goods. Caldwell Industrial Airport (EUL) is a public-use general aviation airport located three miles southeast of the central business district of Caldwell. The airport is owned and operated by the City of Caldwell. EUL has over 400 based aircraft and more operations than any other airport in the state. The airport is frequently used by recreational fliers and business travelers. There are several aviation-related businesses located at EUL, including aircraft rentals, charter service, and fixed-wing and helicopter training. A joint venture between Silverhawk Aviation Academy and Treasure Valley Community College was established to provide flight training to armed forces veterans who are pursuing an associate degree. Other notable businesses include Sky Down, a sky-diving operation that attracts visitors from across the region; Cascade Aircraft Management, an aircraft maintenance company that focuses on carbon-fiber constructions and repair; and Vintage Airplanes, which restores warbirds and classic aircraft. As the Treasure Valley continues to grow in population, there has been a demographic shift west from Boise to Caldwell. The airport has plans and ample space to expand its aeronautical and non-aeronautical use areas, ensuring that EUL will remain a key economic driver in the community and the Treasure Valley.



**MEDICAL  
OPERATIONS**



**BUSINESS ACTIVITY**



**GATEWAY TO THE  
BACKCOUNTRY**



**FLIGHT  
TRAINING**

### AIRPORT FEATURES

Associated City	Caldwell	
Associated County	Canyon	
Airport Reference Code	B-II	
Primary Runway	<b>ORIENTATION</b>	12 / 30
	<b>DIMENSION</b>	5,500' x 100'
	<b>SURFACE TYPE</b>	Asphalt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	457	558	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	146,325	171,605	15%

## AVIATION FORECAST

When planning for new or additional airport facilities, projections of various indicators of aviation demand such as based aircraft and operations can help determine the type and size of necessary improvements.

### AIRPORT ROLE

IASP Role  
Regional

Federal Role  
Regional

## AIRPORT ROLES

Idaho's airport classification structure is designed to establish a network of facilities that support the state's access, mobility, and economic needs while preserving the long-term viability of all airports within the system. The 2020 Idaho Airport System Plan (IASP) Update has identified nine functional roles for the 75 publicly-owned public-use airports in the system. State and federal classifications are the same for airports included in the National Plan of Integrated Airport Systems (NPIAS), while non-NPIAS airports are categorized into three state-specific roles.

# Facility and Service Objectives

Facility and service objectives (FSOs) were developed for each Idaho airport role. These objectives provide guidance on the recommended minimum facilities and services that the airport should have to optimally fulfill its functions in the system. The following table summarizes the airport's current facilities and services, FSOs, other projects recommended or identified during 2020 IASP Update, as well as estimated 20-year development costs. Recommended development costs include projects identified during the system plan, 20-year pavement lifecycle costs, future aircraft storage needs based on forecasted activity, and additional needs identified in the Idaho State Capital Improvement Plan (ISCIP). While these projects are included as part of the IASP, it is recognized that implementation of these projects is dependent on local needs. As an integral component of Idaho's airport system, these recommended improvements will ensure that this facility continues to provide state residents, businesses, and visitors with the aviation infrastructure necessary over the next 20 years.

AIRPORT REPORT CARD			CALDWELL INDUSTRIAL		REGIONAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (4,650 feet)		5,500 feet	None	\$-	
Primary Runway Width	75 feet		100 feet	None	\$-	
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		72,000 pounds	None	\$-	
Primary Taxiway	Partial Parallel, Connectors, or Turnarounds		Full Parallel	None	\$-	
Instrument Approach	PBN		Non-Precision, PBN	None	\$-	
Visual Aids	Rotating Beacon, Wind Cone, REILs, PAPIs/VASIs		Rotating Beacon, Lighted Wind Cone, Wind Cone, VGSI	REILS	\$50,000	
Runway Lighting	MIRL		MIRL	None	\$-	
Weather Reporting	On-Site ASOS or AWOS (as required)		On-Site ASOS or AWOS	None	\$-	
LANDSIDE FACILITIES						
Commercial Terminal	Not Applicable		No	None	\$-	
General Aviation Terminal	Yes		Yes	None	\$-	
Public Restrooms	Yes		Yes	None	\$-	
Conference Rooms	Not Applicable		Yes	None	\$-	
Pilots Lounge	Yes		Yes	None	\$-	
Hangar Storage Units	Storage for 50% of Based Aircraft	274	274	None	\$-	
Apron Tie-Down Spaces	40% of Based Aircraft and 50% of Transient	207	53	Add 154 spaces	\$4,654,985	
Perimeter Fencing	Partial Perimeter		Partial	None	\$-	
Auto Parking	Present On-Site		Yes	None	\$-	
SERVICES						
Cell Phone Coverage	Yes		Yes	None	\$-	
Wi-Fi	Yes		Yes	None	\$-	
Fixed Base Operator	Not Applicable		Silverhawk Aviation	None	\$-	
Maintenance Services	Not Applicable		Yes	None	\$-	
Snow Removal Equipment	Yes		No	SRE	\$350,000	
Fuel	24/7 AvGas (As needed), Jet A Fuel (as needed)		24/7 AvGas, 24/7 Jet A Fuel	None	\$-	
Rental/Courtesy Car Access	Courtesy/Loaner Car		Yes	None	\$-	
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS						
PROJECT CATEGORY						
Performance Measure: Master Plan or Airport Layout Plan (ALP)				None	\$-	
Performance Measure: Close-in Obstructions				None	\$-	
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$520,130	
Future Storage Needs: Hangar Spaces				60	\$1,497,216	
Future Storage Needs: Apron Tie-downs				45	\$1,374,120	
Pavement Lifecycle Costs					\$14,945,940	
Additional ISCIP Projects					\$8,597,671	

## Economic Benefit to Idaho

The 2020 Idaho Airport Economic Impact Analysis (AEIA) Update quantified the total economic activity of each airport in the Idaho system. The study first calculated the direct economic benefits attributable to on-airport activity, capital improvements, and off-airport visitor spending. Based on these direct impacts, indirect and induced (or "multiplier") effects associated with supplier purchases and the re-spending of worker income were then calculated. Direct impacts and multiplier effects are summed to determine the airport's total economic impacts. Impacts are expressed in terms of jobs, earnings, contribution to the state's Gross Domestic Product (GDP), and total output. GDP is the value contributed to a product or service provided by a firm or group of firms (in this case, airport business). In addition, airports support a variety of other benefits, such as agriculture, wildland firefighting, medical transport, and business operations across the state.

### STATEWIDE IMPACTS

Total Employment	33,460 jobs
Total Earnings	\$1.3 billion
Total GDP	\$2.4 billion
Total Output	\$4.9 billion

Overall, the statewide impact of aviation for Idaho's economy exceeds **\$4.9 billion** and provides benefits through diverse activities associated with aviation and airport activity.

### AIRPORT-SPECIFIC IMPACTS



TOTAL EMPLOYMENT  
**341 JOBS**



TOTAL EARNINGS  
**\$14,150,000**



TOTAL GDP  
**\$25,330,000**



TOTAL OUTPUT  
**\$56,090,000**

### TIMELINE OF ECONOMIC IMPACT

#### 2008 Economic Impact

Total Employment - 222  
Total Earnings - \$5.1 million  
Total Output - \$20.0 million

Based Aircraft - 535  
Annual Operations - 147,325  
**2007 Activity**

#### 2018 Economic Impact

Total Employment - 341  
Total Earnings - \$14.2 million  
Total Output - \$56.1 million

Based Aircraft - 457  
Annual Operations - 146,325  
**2017 Activity**

2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019

Construct Taxiway  
**Airside Development**

Airport Master Plan  
**Planning Study**

Runway, Taxiway &  
Apron Rehabilitation  
**Pavement Maintenance**

Cascade Aircraft  
Maintenance  
**Business Tenant**

Airfield Lighting  
NAVAIDS/Lighting

Gayle Manufacturing  
Opens \$24M Facility  
**Community**

Runway & Taxiway  
Rehabilitation  
**Pavement Maintenance**

Airport Master Plan  
**Planning Study**

● Airport Economic Impact Indices    ■ Airport Activity Components    ▲ Planning Considerations    ◆ Development & Improvements

### LAND USE COMPATIBILITY

Incompatible land use on and around airports can result in noise-related nuisance or safety-related concerns affecting airspace, overflights, and accident severity. Incompatibility has the potential to limit airport operations, close airports, or restrict access. Most recently, Idaho Code 67-6508(q) (Section Q) established new requirements for cities and counties to prepare a Public Airport Facilities section in their comprehensive plans. The Public Airport Facilities section must provide an overview of nearby airport facilities, operations, airport development, and economic impact. Section Q is an important step towards supporting compatible land uses around airports.