



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
3483 Rickenbacker Street • Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

October 13, 2022

Dan Conner, Manager
Bear Trap
P O Box 7129
Boise ID 83709

SUBJECT: 2022 5010-1 Airport Inspection conducted June 18, 2022.
(04256.5*A Minidoka, ID Bear Trap Airport)

Dan,

On June 9, 2022, I visited the airport to conduct the FAA 5010-1 Airport Safety Data Inspection. These inspections are performed under contract with the FAA on a three-year cycle. The completed process updates the Airport Master Record (FAA Form 5010) and several connected publications supporting the FAA and the National Airspace System (NAS). I have summarized the inspection findings below:

Runway 6-24: Overall, the turf airstrip is in fair shape; the surface was rough due exposed roots of bunch/clump grass. Grass of 10-14" tall, was uniformly growing throughout most of the surface of the rwy; there were a few bare spots of dirt mostly at rwy ends. During roll out test, the surface was bumpy and presented some roughness because of the bunch/clump grass. During my walk around the runway, I noticed a few rodent holes, small in size 3-5". Also, I noticed that the old, deep vehicle tracks/ruts, that paralleled the centerline of the rwy, were no longer there. Great job to whomever is responsible for fixing that. The controlling obstructions at rwy end 6 remains the same and unchanged – road. There was no controlling obstruction at rwy end 24.

Boundary Markers (BMs): The end BMs were in good condition and displayed about 75% of white paint left. The rwy ends BMs were the only ones that had grass growing through the rocks; all the others were clear of vegetation and so were the outside of the BMs – clean. The BMs were visible from the air. I think that in their current condition, we can get another year without spraying and painting, but by 2024 we'll definitely need some spraying for weed/grass and new white paint on the markers.

Tiedowns: Since I did not see any signs for parking, the obvious designated aircraft parking area at this airfield would be on the right side of runway end 6 and before the windsock. While walking the field, in the tall grass, I located the tie-down blocks for one parking spot, but did not see any chains present that one could use to secure an aircraft.

Windsock/Standard/Segmented Circle: The windsock at this airstrip I found to be in good condition, even though the drain hole was improperly installed on the side vs the bottom. The metal standard was in good condition and had a good amount of white paint left. The segmented circle had a decent shape and size to it, and it was clear of vegetation; only two segments were showing grass growing through the rocks. Like I said up above in the BMs section, we should be able to get another year without any spraying or paint, but by 2024 we ought to think and schedule some maintenance at this airstrip.

Miscellaneous/Services: No other safety concerns or issues were observed at the time of the inspection. If you have any questions or concerns, please call me at 208-334-8895.

Sincerely,

Florian Ghighina

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Airport Inspector/Obstructions Evaluator

208-334-8895