



IDAHO TRANSPORTATION DEPARTMENT

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April 7, 2023

Kevin Gebhart, Manager
Burley Municipal Airport
P O Box 157
Burley, ID 83318

Subject: 2023 5010-1 Airport Inspection conducted March 31, 2023
(04158.*A Burley Burly Municipal)



Hello Kevin,

On March 31, 2023 I visited the airstrip 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:

Runways: 2-20 and 6-24

Overall, in their current state, both runways appear to be in fair to poor condition. Numerous old cracks exist, both longitudinally and transversely. It is noticeable that sometime ago a slurry fill treatment was applied to those cracks, but due to weather and time, that fill has shrunk and the gaps/cracks reappeared. The top superficial layer of asphalt is losing its integrity, crumbling, and becoming loose in places. This is very evident and more pronounced toward the runway ends and within the touch down area. In addition, the snowplows contribute to this process as scrape marks are visible and have scraped small portions of the asphalt as well. All the runway markings are also fair. Much of the white paint in the numbers, displaced threshold arrows, threshold bar, and centerline has faded and/or worn off. While the runway markings are somewhat, still visible from the air, they could use a fresh coat of paint. In their current state and without any maintenance, the pavement surfaces will continue to deteriorate and will get worse and worse with time. I wish there was an easy solution/fix to the pavement condition at Burley, but all surfaces need to be re-done.

RWY 2-20



RWY 6-24:





There were no changes to the approaches at this airport; both runways remain the same as three years ago and relatively unchanged - i.e the approach to Runway 20 continues to have several challenges (70'+ tall smoke/steam stacks) present at Gem Processing Plant, whereas the approach to Runway 6 has the grain elevator, telecommunications antenna, etc. to contend with.

Action items:

1. Add fresh paint to runway markings – numbers, treshhold bar, center line, and displaced treshhold arrows
2. Replace burnout light bulbs and fix broken light fixtures to both runways

Taxiway/Ramp/Tiedowns:

The ramp areas are in fair to poor condition as well. The pavement surface is plagued with an incredible amount of alligator cracking, which shows the age, wear and tear, and the lack of preventive maintenance at this airport. Tie down area is in fair to poor condition and so are the taxiways. On the taxiway edges, you will see that the pavement is unravelling and coming apart in too many places. Markings are a mixed bag of some good, some fair, and some poor. Of the approximately 58 parking spots that I counted in front, to the south and north of the FBO, 8 of them that had chains or tie-down ropes present and available. The paint markings on the parking aprons is fair.





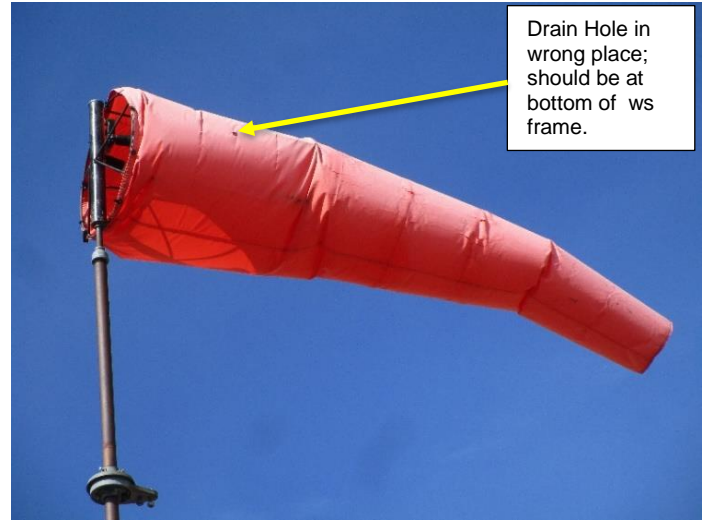


Action items:

1. Repaint the tie-down area markings

Windsock/Standard/Segmented Circle:

I rated the windsock in good condition, as it displayed no tears and showed just minor fading. The only thing I noticed was that the drain hole was installed in the wrong position - on the side of the windsock vs on the bottom where it should be for proper water drainage. This type of installation will only shorten the life span of the windsock as it does not allow for proper rainwater drainage and it weakens the material, which will eventually tear. The metal windsock standard was in good mechanical condition - solid, functional, and with good orange paint coverage. There was no segmented circle present at your facility.



Action items:

1. Install the next windsock properly on the frame – have the drain hole at the bottom of the windsock.

Airfield Lighting:

Your airfield has lighting available on both runways and taxiway lights at each fillet. However, this area shows the most distress, as many of the lights are physically broken. While driving around the facility this is what I counted in terms of broken lights: Rwy 2-20: 10 lights out, Rwy 6-24: 10 lights out, Taxiway A: 6 or more lights were either broken fixtures or burnt out light bulbs (see pics below). The rotating beacon appears to be in good working order and the lattice tower shows good integrity. The paint on the structure is old, but still visible, and resembles the traditional aviation white and orange markings. I was not able to verify its functionality during this visit (I will take your word for it). Rwy 2 VASI and REILS were both in good physical and working order and I was able to verify and check their functionality. Rwy 20 VASI lights were inoperative, same as three years ago.



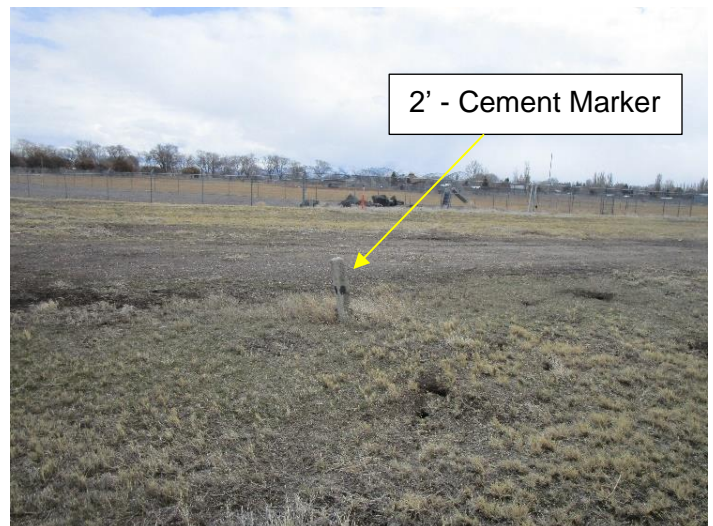


Action items:

1. Replace all the burnt-out bulbs and fix all broken light fixtures on runways and taxiways.

Miscellaneous/Services:

All airport-related signs were in the upright position, legible, and appeared to be in good working order except for the "Caution" sign located on the fence at the entrance onto the airfield. It is not readable and should be redone properly. One thing that I would like to bring to your attention is the 2 ft tall, cement, phone cable marker that you still have in the primary surface of Rwy. end 24 (left side of the displaced threshold). In its current form it should not be there; perhaps a smaller structure that is 3" or less above the ground, could be installed, as the FAA requires that anything within the primary surface area has to be installed on a frangible coupling device or no more than 3" above the ground. This 2' cement post is not. In addition, the AWOS antenna needs some attention as one of the three support guy wires is missing/broken and the whole structure is leaning to the N. I think that if uncared for, due to wx and time, the whole thing will eventually collapse. Also, consider taking it down if no longer in use.



Action items:

1. Redo sign at the entrance – make the message be readable and visible.
2. Straighten and secure weather station tower so it will not fall over, or completely remove if no longer serving a purpose,
3. Lower the 2' cement marker so it is only 3 inches above ground maximum or replace with a marker of sorts that is maximum 3" above the ground or install it on a frangible coupling device as per the FAA requirements.

I saw no other significant changes or safety concerns with this airfield. If you have any questions or if I can be of any assistance to you, please feel free to call anytime at 208-334-8895. Have a great day.

Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
Division of Aeronautics