



IDAHO TRANSPORTATION DEPARTMENT

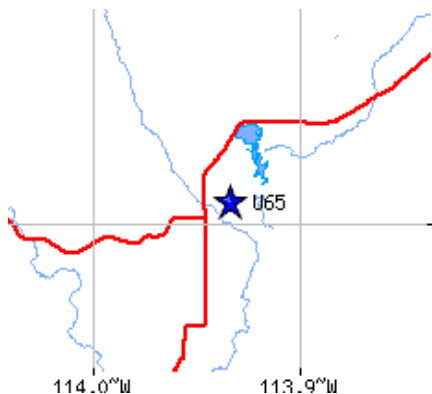
Division of Aeronautics
3483 Rickenbacker St. • Boise ID 83705

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

June 25th, 2020

Robert Simpson, Manager
Carey Airport
20482 N Main
Carey, ID 83320

SUBJECT: 2020 - 5010-1 Airport Inspection conducted May 28, 2020.
(04163.4A Carey Carey Airport)



Dear Robert,

Sorry for the slow response on getting this letter back to you, but due to the COVID-19 situation combined with a 2 months medical sabbatical, I was unable to get this out to you sooner. I enjoyed meeting with and making your acquaintance back in May when I visited your local airport to conduct the 5010-1 Airport Safety Data Inspection. As you know, the State of Idaho/Division of Aeronautics is under contract with the Federal Aviation Administration (FAA), and has to conduct periodic safety inspections and update the data at public use airports as a part of the FAA's Airport Safety Data Program. The completed process updates the Airport Master Record (FAA Form 5010) and several connected publications. The purpose of this review is to record the current conditions and status of the airport/Sea Plane Base (SPB) facilities. The accuracy of the information collected during my visit is significant for aviation publications, development activities, federal and state programs, safe airport operations, and the National Airspace System (NAS). During my inspection, I looked at several areas to include the following: obstructions at both approach/departure ends of the runway, runway surface, tie-down area, and the wind-sock/segmented circle area. I have summarized my inspection findings below:

Runway 8-26 & Boundary Markers: At the time of the inspection, the turf runway surface appeared to be in good condition with a fairly thick and uniform 6-8" layer of grass, rich and decorated with dandy-lions. Overall, the surface was fairly smooth and level, and provided for a good take-off and landing roll. In terms of rodent activity, I did not see any dirt mounds or holes that were worth mentioning. I would continue to advertise the use of this airstrip "Normally land Rwy 26 and depart Rwy 8, if weather conditions permit" in an effort to minimize having to deal with the 30' hangar and 60' trees type obstructions located to the west of the airstrip. Even though you have a 750' displaced threshold, it would be wise and safer not having to deal with them on final approach. Another thing that I wanted to address was the sprinkler system access lids and the sunken-in area around each one of them, which are large enough and very noticeable. Again, my mentioning of it is only an observation and a mere suggestion to increase your safety of ground operations. A couple of things regarding those: one you could do nothing and continue operating as you have been, or, instead of using 2' tall orange cones to mark the sprinklers, you could paint each plastic lid with bright orange paint to make them more visible that way. With that said, you would still have to use cones to mark the sprinklers while in operation. The second thing I would consider would be to raise up each individual sprinkler and green canister to be level with the rest of the grass around them. By bringing in some fill dirt around each canister, and throw down some grass seed, in due time, this would eliminate the sunken-in area, which is pronounced and noticeable, especially if an aircraft rolled over them during landing. I am only suggesting this, as a way to enhance the safety for those using your airstrip, but ultimately, it is your airport and you guys have the final say on it. The boundary markers were in good condition, made out of solid cement panels, painted white, and are visible from the air.





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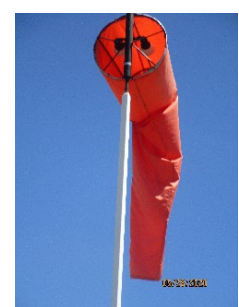
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Parking Area/Tie-downs: The temporary parking/tie down area was in good condition with 5 available parking spots of which all had tie-down chains present. Good vegetation control around this area and the rest of the airstrip for that matter. I am sure the new tie-down location, along the fence on the south side of the airstrip, would be just as good.

Windsocks/Standards/Segmented Circle: There are two windsocks at this airfield and both located on the north side of the airstrip – one closer to rwy end 8, which has lights, and the other right at the end of rwy 26. Each windsock was in good condition and had no apparent/visible tears. Both metal standards were mechanically sturdy, functional, and had good paint coverage. The cement panels of the segmented circle at rwy end 8, were adequately painted, but did have a bit of vegetation growing and encroaching on the panels. The segmented circle at rwy end 26 was in good condition and very visible from the air. A quick mow and a killer spray, at both windsocks, would take care of all those weeds in no time.

Runway 8 Windsock:



Runway 26 Windssock:



Lighting: There were no lights present at this facility or rotating beacon for night operations. The only thing that had lights here was the windsock closest to rwy end 8. I was not able to verify the functionality of the windsock lights during this visit, but I will take your word for it as you vouched that it is working.

Miscellaneous/Services: Overall, your airport is a beautiful little turf airstrip. While I saw no signs on the airfield, your airport is growing, is very pleasant, and well cared for. 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/Aviation Technician
Division of Aeronautics