



IDAHO TRANSPORTATION DEPARTMENT

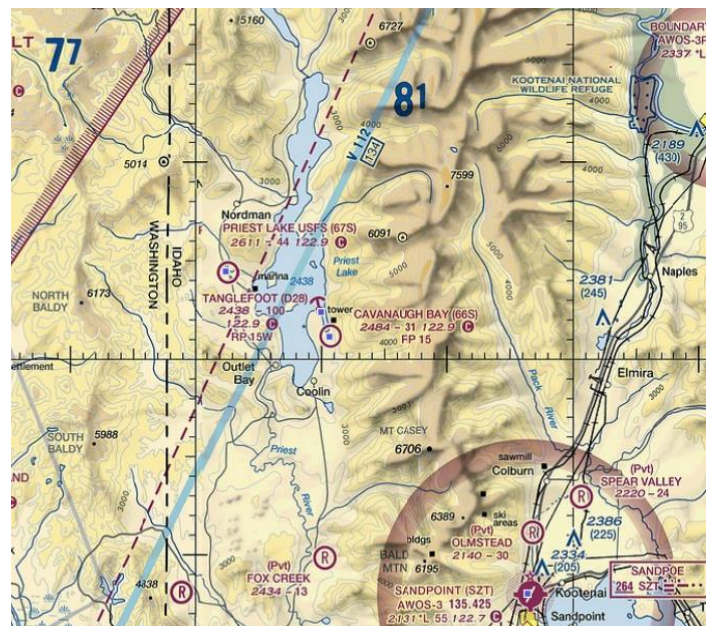
Division of Aeronautics
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July 18, 2023

Dan Conner, Manager
Cavanaugh Bay Airport
P O Box 7129
Boise ID 83709

SUBJECT: 2023 5010-1 Airport Inspection conducted June 21, 2023.
(04178.2A Coolin, ID Cavanaugh Bay Airport)



Dan,

On June 21, 2023, 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. I have summarized the inspection findings below:

Runway (Rwy.) 15-33:

At the time of the inspection the turf runway continues to be in very good condition, with a firm and even turf surface where the grass is evenly spread throughout the entire rwy. area. At rwy. end 15, the residential area between the edge of the rwy. and Priest Lake has some trees on the rwy. extended center line that need to be looked at (see pic below with red markings). With as much rain as they get up north these trees will grow and will become a more serious issue in the near future, so anything you can do to have them mitigated/cut down, will totally open up the approach/departure corridor and increase the safety margins for Cavanaugh Bay. Also, at rwy. end 33 inside the left BM there is a 4' tall bush that is growing right inside the rwy. area - that should be removed and eliminated, if possible. Both approaches continue to remain unchanged and with the same controlling obstructions – trees at both ends of the runway.



Rwy 15 - looking SE



Rwy 15 - looking NW



Rwy 33 -looking NW



Rwy 33 -looking SE

Boundary Markers (BMs):

Most of the painted rock boundary markers were in good physical condition and had a good amount of paint coverage. I noticed there is some weeds/grass growth around the edges of the BM at rwy. end 33 and some of the side markers. The shrub growing on the rwy., next to the left side BM at rwy. end 33, needs to be removed as soon as practical – it shouldn't be there.



This bush
should be
removed



This bush
should be
removed



Action item:

1. Remove, spray, and clean out the grass growth from within the rocks and around the edges.
2. Apply a fresh coat of white paint in the next 1-2 yrs.
3. Remove the bush that is next to the left side BM of rwy. end 33 – as soon as it is practical.

Windsock/Segmented Circle:

Both windsocks on the facility were in good condition, displayed good color, and had no rips or tears. The only thing I noticed that both windsocks were installed wrong as they had the drain hole installed on the side vs the bottom where it should be to allow for proper rainwater drainage. The standards were in good mechanical order and had most of the paint still on; some peeling/flaking of paint is visible. The segmented circle were in good shape and had good paint coverage.



Action items:

1. Next time you put up a windsock, ensure the drain hole is at the bottom of the frame vs elsewhere.
2. Keep vegetation away from the segmented circles so they can be visible from the air
3. (windsock closest to the campground area is being encroached on by the shrubs/trees that are growing right up against the rocks).

Tie-Down/Ramp Area:

This airfield has the capacity to handle a lot of airplanes in three different parking areas – two to the north end and close to the campground area and one to the south side of the airport. During my visit I counted approximately 20 parking spots and 18 of them had chains present. Area was nicely mowed and had 3 visitors/airplanes parked for overnight camping.

**Misc/Service:**

Signs were all in the upright position, visible, and in good physical order. No other safety concerns or issues were observed at the time of the inspection. If you have any questions or concerns, please contact me at 208-334-8895.



Sincerely,

Florin Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
Idaho Division of Aeronautics