

Division of Aeronautics 3483 Rickenbacker Street• Boise ID 83705

October 26, 2021

Matt Shaddle, Aviation Officer Payette National Forest 500 N Mission Street McCall, ID 83638

SUBJECT: 2021 5010-1 Airport Inspections conducted August 25, 2021. (04170. A Chamberlain Chamberlain USFS) and (04178. A Cold Meadows Cold Meadows USFS)

Hello Matt,

On August 25, 2021, I visited the airports to conduct the FAA 5010-1 Airport Safety Data Inspections. 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:

## <u> Chamberlain (U81) - USFS</u>

## Runways (7-25 & 15-33):

Rwy 7-25: At the time of the inspection the dirt/turf runway surface on runway 07/25 I found to be in good condition for the most part. There were some scattered areas where you could see rodent activity and holes but for the most part the holes were pretty small – less than 3" in diameter. Controlling obstructions continue to be unchanged and do not present much of a challenge at either end of the runway.

Rwy 15-33: Runway 15/33 had less gopher damage tghan Rwy 7-25. The rough and uneven surface on this runway has resulted in a continued fair to poor rating. Small brush plants up to are becoming established between the boundary markers that identify the runway width. There is thicker and higher grass on this runway, particularly on the runway ends, than that of 7/25. The yellow painted rock boundary markers (on both runways) have grass growth and small lodge pole pines growing up in them. Efforts should be made to clean the vegetation out of the markers.

**<u>Ramp/Tiedowns:</u>** Tie down area was a bit on the rough side due to bunch grass and it did contain a fair share of gopher holes and rodent activity. Of the 4 parking spots I counted, none had tie-down chains available.

<u>Windsock/Standard/Segmented Circle:</u> I rated the windsock condition as good as it indicated no signs of distress, rips or tears. There was a slight tint of color fading but nothing significant. The standard was sturdy and had good white paint coverage. There was no segmented circle at this facility.

**Boundary Markers (BMs):** There were rock boundary markers on the premises (both rwys) but were in poor condition and not very visible. The white cones installed were very prominent and conspicuous from the air. I did not see the yellow rock markers until I was well on the ground and walking the runway. The BMs were painted the wrong color (yellow vs white) and had a bunch of vegetation growth coming thorough the rocks. Having the white cones really makes a big difference and makes Rwy 7-25 very visible from the air and the yellow BMs almost unnecessary.

<u>Miscellaneous/Services</u>: All tie down signs were in good condition and visible. I saw no other new safety concerns or hazards that need to be addressed.

## Cold Meadows (U79) - USFS

**Runway (16-34):** This runway had not changed much since 2018 and I rated it in good condition. The upper water diversions were all in good shape and flush with the wood frames in place. The metal grate covers were secure and had no sharp edges protruding upward. The rubber/water bars on the runway are well secured in place and doing the job they're intended to do. Rodent mounds and holes are present though out, with most located along the runway edge and in the grassy south threshold area.

Controlling obstructions at both rwy ends continue to be same. The trees to the North of the airfield may have grown a bit.

**<u>Ramp/Tiedowns:</u>** Tie down area along the edge of the rwy was in good condition and I did notice side due to bunch grass and it did contain a fair share of gopher holes and rodent activity. Of the 4 parking spots I counted, none had tie-down chains available.

**Windsock/Standard/Segmented Circle:** Both windsocks were a bit faded but adequate. I noticed that the windsock frame on the south end is still a little bent and it is not completely vertical. Standards are well painted and the only non-standard segmented circle present at the RE 34, had no paint and it was overgrown by weeds and grasses and couldn't even tell it existed.

**Boundary Markers (BMs):** There were rock boundary markers on the premises but were not very prominent and conspicuous from the air. The BMs lack much of the white paint and had a bunch of vegetation growth coming thorough the rocks. Spraying and killing the grasses/weeds and adding some more rocks and new paint would make the markers that much better and visible.

<u>Miscellaneous/Services:</u> I saw no other new safety concerns or hazards that need to be addressed. If you have any questions or concerns, please call me at 208-334-8895. Have a great day.

Sincerely,

Florian Ghighina

Flo Ghighina Airport Inspector/Obstructions Evaluator