



IDAHO TRANSPORTATION DEPARTMENT

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October 16, 2019

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Copper Basin Airstrip
P.O. Box 7129
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SUBJECT: 2019 5010-1 Airport Inspection conducted August 26, 2019.
(04242.1A Copper Basin Mackay)



Dan,

Back in August 2019, I visited the airstrip to conduct a 5010-1 Airport Safety Data Inspection. As you know, the Idaho Division of Aeronautics is under contract with the Federal Aviation Administration (FAA) to conduct periodic safety inspections and to update 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 current conditions and status of the public-use airports and 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, boundary markers, and the wind-sock/segmented circle area. I have summarized my inspection findings below:

Runway 13-31:

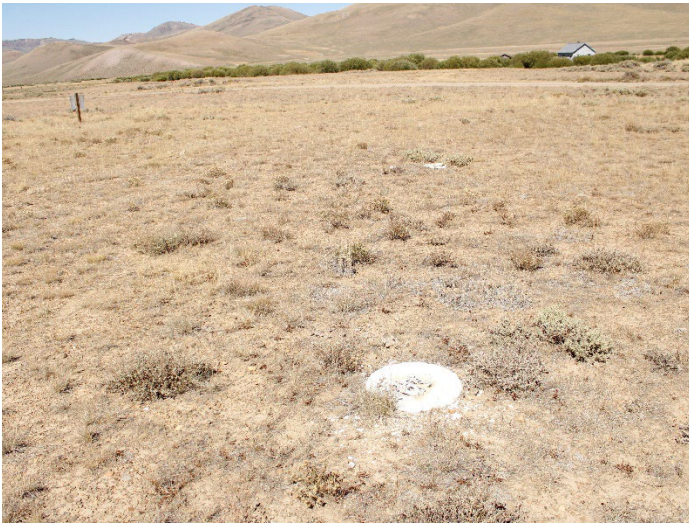
At the time of the inspection the runway surface I found to be in fair condition, with grass height of 15-20", and scattered 12-15" sagebrush plants. The runway was covered with bunch grass root bundles, which is the main reason for the runway roughness, and lots dried up cow pies. No badger holes were noted, in fact very little in the way of rodent activity was observed. The painted rock boundary markers had decent paint coverage and were mostly visible, especially on the SE corner of the airfield (rwy end 31). There was lots of

grass growth in and around the boundary markers particularly on the northwest – rwy end 13, but they continue to be visible from the air.



Tiedowns:

There was an aircraft parking area around the midfield and to the NW of the windsock. The surface in this area was a bit rough but not nearly as rough as some parts of the runway. Of the two parking spots I counted, only one had chains available for use.



Windsock/Standard/Segmented Circle:

The windsock was slightly faded but in good condition, no rips or tears. The standard appeared to be in good mechanical shape and had good paint coverage. The segmented circle was in excellent shape - had good, distinct, separate pile of rocks, good paint coverage and no vegetation issues to complain of. The immediate area of the seg. circle was very clear and very visible from the air.



Miscellaneous/Services:

Overall, this airstrip was in fair condition for being out in the middle of the boonies. It is beautifully located in a high meadow plateau surrounded by mountain ridges. The signs posted on this airfield were all in good shape, standing, and readable. I saw no other safety concerns or issues worth mentioning. Please feel free to call me anytime should you have any questions, regarding this airstrip.

Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Aviation Technician
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