



IDAHO TRANSPORTATION DEPARTMENT

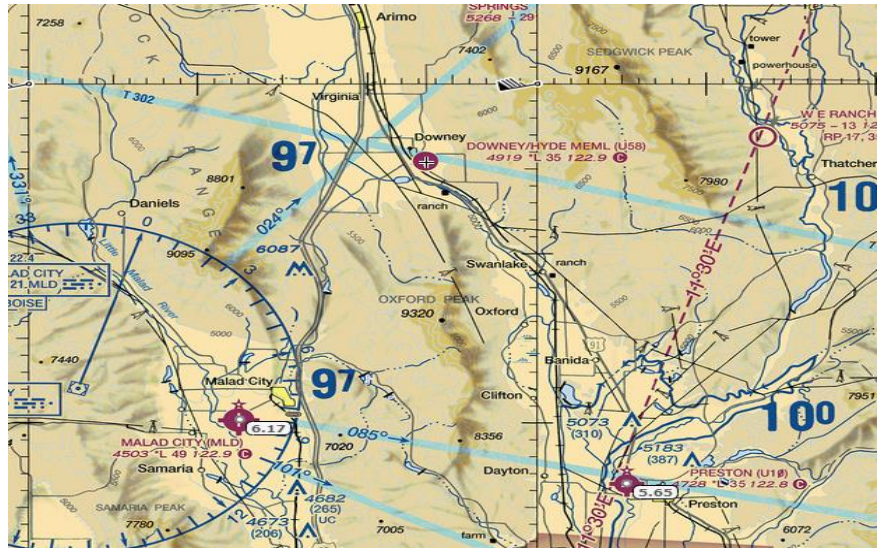
Division of Aeronautics
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May 31, 2023

John Hyde - Manager
Downey-Hyde Memorial Airport
169 E 1st St South
Downey, ID 83234

Subject: 2023 5010-1 Airport Inspection conducted May 23, 2023.
(04183.*A Downey Downey-Hyde Memorial Airport)



Hello John,

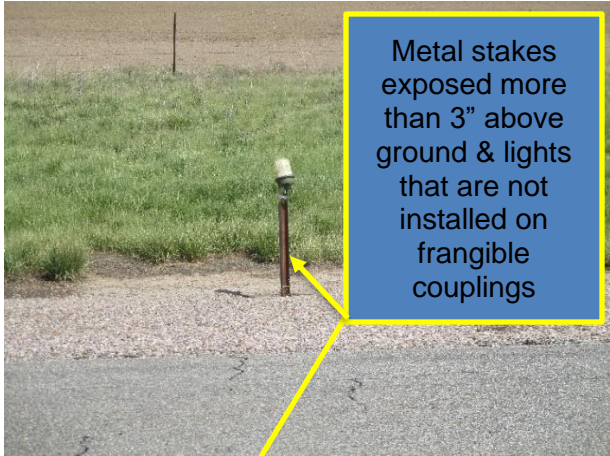
On May 23, 2023, I visited the airport to conduct the FAA 5010-1 Airport Safety Data Inspection. These inspections are performed under contract with the FAA on a three-year cycle. The completed process updates the Airport Master Record (FAA Form 5010) and several connected publications. I have summarized the inspection findings below:

Runway - 17-35:

Overall, the runway surface was in fair condition and continues to display lots of cracks throughout. Not much has changed since last time I visited in October of 2020. During my visit I noticed a multitude of small issues that should be addressed; in no particular order they are:

1. Runway surface condition: Fair. Some areas of the asphalt were settling in places toward the edges of the rwy. Lots of spider cracks were visible along the edges as well. In some areas the asphalt is completely braking off and becoming runway debris,
2. Runway Lighting: The runway edge lights appeared to be in good physical condition – I only saw one broken fixture on the east side of the rwy. and closer to rwy. end 35.
3. Many of the lights are not installed properly and on frangible couplings as they should be. Several lights have metal stakes exposed more than 3" above the ground. One of the threshold lights at RE 17 had the wrong color lens – white vs red/green.

During this visit I was able to verify the functionality of the runway edge lights with my hand-held radio; all lights came on when verified and I saw no broken fixtures. Both approaches remain unchanged and with the same controlling obstructions that are listed in the Airport Master Record – silo tanks to the north and a road to the south.



Metal stakes
exposed more
than 3" above
ground & lights
that are not
installed on
frangible
couplings



Action items:

1. Drive down the metal stakes so no more than 3" are exposed above ground,
2. Replace the broken light fixture.

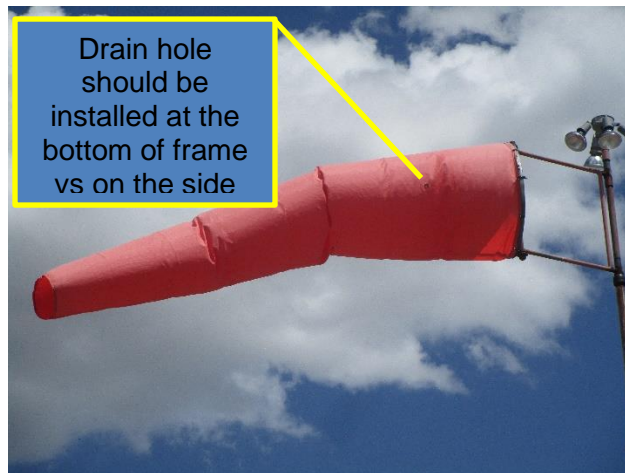


Taxiway & Ramp/Tie Downs:

The short, asphalt taxiway was in fair shape and displayed no paint markings. Taxiway edges were lined with blue reflectors, displayed a lot of edge crumbling, and had good vegetation control. The grass-dirt parking ramp area was in fair shape and with decent vegetation control. I saw only one parking spot that had tied-down chains available.



Windsock/Standard/Segmented Circle: The only windsock at this airfield was lit and was located just west of rwy. end 17. The metal standard displayed good white/orange paint and was in good working order. The windsock was in very good condition but improperly mounted with the drain hole to the left side vs at the bottom. The metal standard had a segmented circle made up of large boulders, were painted alternating red & white. The inner area of the segmented circle was covered with small size gravel rock and was free of vegetation.



Action Items:

1. For increased longevity, the windsock needs to be installed with the drain hole at the bottom vs on the side of the windsock frame.

Miscellaneous/Services: There was a rotating beacon present on the airfield. I was able to verify its functionality with my hand-held radio via CTAF. I saw no other significant changes or safety concerns with this airport. If you have any questions or if I can be of any assistance to you, please feel free to call me directly at 208-334-8895. Have a great day.



Sincerely,

Flo Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
Idaho Division of Aeronautics