November 18, 2020

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Subject: 2020 5010-1 Airport Inspections

(04204.7A   Antelope Valley   Moore) – 1 Jun 2020
(04214.7*A   Henry's Lake   Island Park) – 20 Oct 2020
(04141.5A   Midway   Atomic City) – 23 Oct 2020

Dan,

As you know, back in June I inspected Antelope Valley and in October I did Henry's Lake and Midway airstrips. 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 grant 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 for each airport below:

Antelope Valley: At the time of the inspection, I found the runway surface to be in fair to good condition, with moderate roughness due to clump/bunch grass roots. Grass coverage (8-10") was uniform and did not look like it had been mowed up to that point. I noted a bunch of small sagebrush plants, a few ant piles and scattered cheat grass present on the runway surface. The painted rock boundary markers (BM) had decent paint coverage (about 80%) and some weed growth through the rocks and around the edges. Due to weather, the windsock was in bad shape - ripped and faded, so I replaced it with a new one. The standard was in good mechanical order and had good and visible, white paint. The segmented circle had good paint coverage and was almost vegetation free, with the exception of small grasses

and a couple of small sage brush growing through. I suspect that eventually in one or two years, the boundary markers are going to need vegetation control spraying and some new paint. There were no signs of rodent holes on the runway, but they are present between the tie down and the runway. The tie-down area has one designated parking spot and had a good set of chains present. There were no large holes to indicate badger activity and there were no signs of vehicular presence on the runway surface. Fences and signs were in good condition.

Henry's Lake: The runway surface I found to be in excellent condition at this airport. Grass coverage (4-6") was very uniform and provided for a smooth take-off and landing roll operations. Gopher activity seemed very insignificant and was limited to small holes congregated in little villages near the tie downs and on the edge of the runway at midfield. The painted rock boundary markers had good paint coverage and no weed growth around the edges. They were very visible from both the ground and from the air – pilot from Driggs that was doing touch and gos in the Kodiak confirmed this. The windsock was slightly faded but in good condition; the standard had good and visible paint. The segmented circle still has good paint coverage and is free and clear of vegetation. During my inspection I did not see any badger holes on the runway surface. In the tie down area, all parking spots had chains available. All other facilities on the airfield – maintenance shed, bike shack, the picnic table, and bbq grill, were all in good condition and well maintained. The only thing that I saw that was not in good working order was a portion of the barbwire fence surrounding the airport. I am not sure how this happened but a total of 4200 ft of linear barbwire fence, 3800' on the South side and 400' on the East side, was lying flat on the ground. It appears that someone intentionally went out there and took the fence down….why???. Regardless of what or who did it, I was able to rehang the entire downed fence and secure the airstrip from the large population of cows that were grazing adjacent to the airstrip.

Midway: At the time of the inspection the runway surface was covered with a mix of gravel on one end (Rwy 20) and some sort of small, red lava rock at Rwy 02. I found the surface to be in fair condition, but overall on the softer side from one end to the other. In general the runway presented a fairly even surface but with some random and sporadic sage brush growth (2' tall). The painted rock boundary markers (BM) had good paint coverage (85%) and no weed growth through and around the edges on the northern half of the runway. On the southern half (Rwy end 02), grasses were visible growing through the rocks of the BMs, however, they were visible from the air – I suspect some spraying and paint would be needed in the next couple of years or so. The windsock was new looking and in good working order. The standard had good, white paint coverage. The segmented circle also has good paint coverage and is vegetation - free. The tie down area is still very rough due to bunch/lump grass and of the 4 parking spots available, two had chains present.   Overall, this airstrip is in fair condition and is there to be used if ever needed.

Miscellaneous/Services: All airport-related signs were upright and legible. I saw no other significant changes or safety concerns with any of the airfields. 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