



IDAHO TRANSPORTATION DEPARTMENT

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Dan Conner, Manager
Johnson Creek Airport
P O Box 7129
Boise ID 83709

SUBJECT: 2020 5010-1 Airport Inspection conducted September 17, 2020.
(04360.2A Johnson Creek Yellow Pine)



Dan,

Back on September 17th, 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:

At the time of the inspection, the runway surface was in excellent condition and provided for a very smooth roll out. The surface had no undulations, grooves or vehicle ruts. Overall, the runway displayed good and well-maintained vegetation and I noticed no rodent activity

Boundary Markers (BMs):

The painted rock boundary markers were in great shape and had excellent paint coverage; there was very little vegetation growing through them.

Tiedowns: There is a lot of room to park airplanes here on both sides of the rwy. Surface was in good condition and with good grass growth coverage. Driving up and down the runway, I noticed only the East side has tie down chains. I counted forty spots and they all had chains present and available for use.

Windsock/Standard/Segmented Circle:

I rated the windsock condition as good. The windsock standard was in excellent mechanical condition - solid, functional, and painted white. The non-standard segmented circle present was in good condition, had great paint coverage, and was very visible from the air. Some grasses were growing between the rocks and I don't believe that will be an issue in the immediate future, however, if time permits maybe a spraying- later, toward the end of the season would be beneficial.

Miscellaneous/Services: All airport-related signs were upright, legible, and firmly mounted.

I saw no other significant changes or safety concerns with this airfield. If you have any questions, please stop by and see me.

Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Aviation Technician
Division of Aeronautics