



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
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December 3, 2020

Dan Conner, Manager
May Airport
P.O. Box 7129
Boise, ID 83707

SUBJECT: 2020 5010-1 Airport Inspection conducted September 25, 2020.
(04294.01A Porthill, ID Eckhart International Airport)

Dan,

On September 25, 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: 15-33

At the time of the inspection, I found the turf runway 15/33 to be in good condition. The grass appeared to be well cared for and properly mowed. It shows really thick and healthy all throughout the entire length of the runway. The one thing I would like to bring to your attention about the runway is the approach to runway 15. Over the years, the 75'+ cottonwood trees located approximately 700'+ on centerline, appear to obstruct the operations to and from that runway end, and possibly becoming a safety challenge. I recommend keeping an eye on them and should consider mitigation here in the next 2-3 years - possible partial cut down or complete removal.

Taxiway/Ramp/Tiedowns:

Taxiway: N/A. Ramp/Tiedowns: All tie-down spots are painted and easily identifiable. Of the 6 lower parking spots I counted, 6 had tie-down chains present.

Windsock/Standard/Segmented Circle/Boundary Markers (BMs):

All windsocks, standards, and boundary markers were in great condition; all of them were easily recognizable and visible from the air.

Miscellaneous/Services: One other safety concern at this airfield that I wanted to mention was the 4'x8' depression located close to rwy end 15, on the left/to the west, and right before you go up the ramp to get to the POE parking. This depression is located on the way to the lower tie-down area next to/toward the Anheuser-Bush property. I found 3 orange cones in the shed and I had some "caution" yellow tape that I used to mark the area and prevent airplanes from going through it. It looks like the ground sunk in about 15 to 20" due to some unknown reason – possible sinkhole or a collapsed culvert, not sure.

No other safety concerns or issues were observed at the time of the inspection. 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

Division of Aeronautics