



IDAHO TRANSPORTATION DEPARTMENT

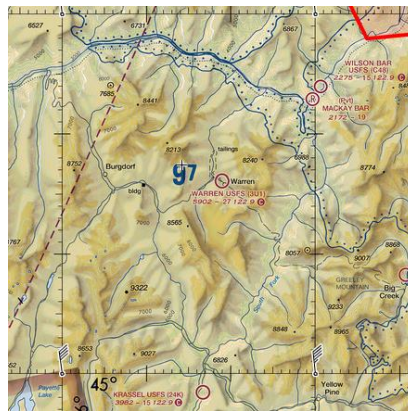
Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

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August 5, 2023

Scott Sterett, Forest Aviation Officer
Payette National Forest
800 W. Lakeside
McCall, ID 83638

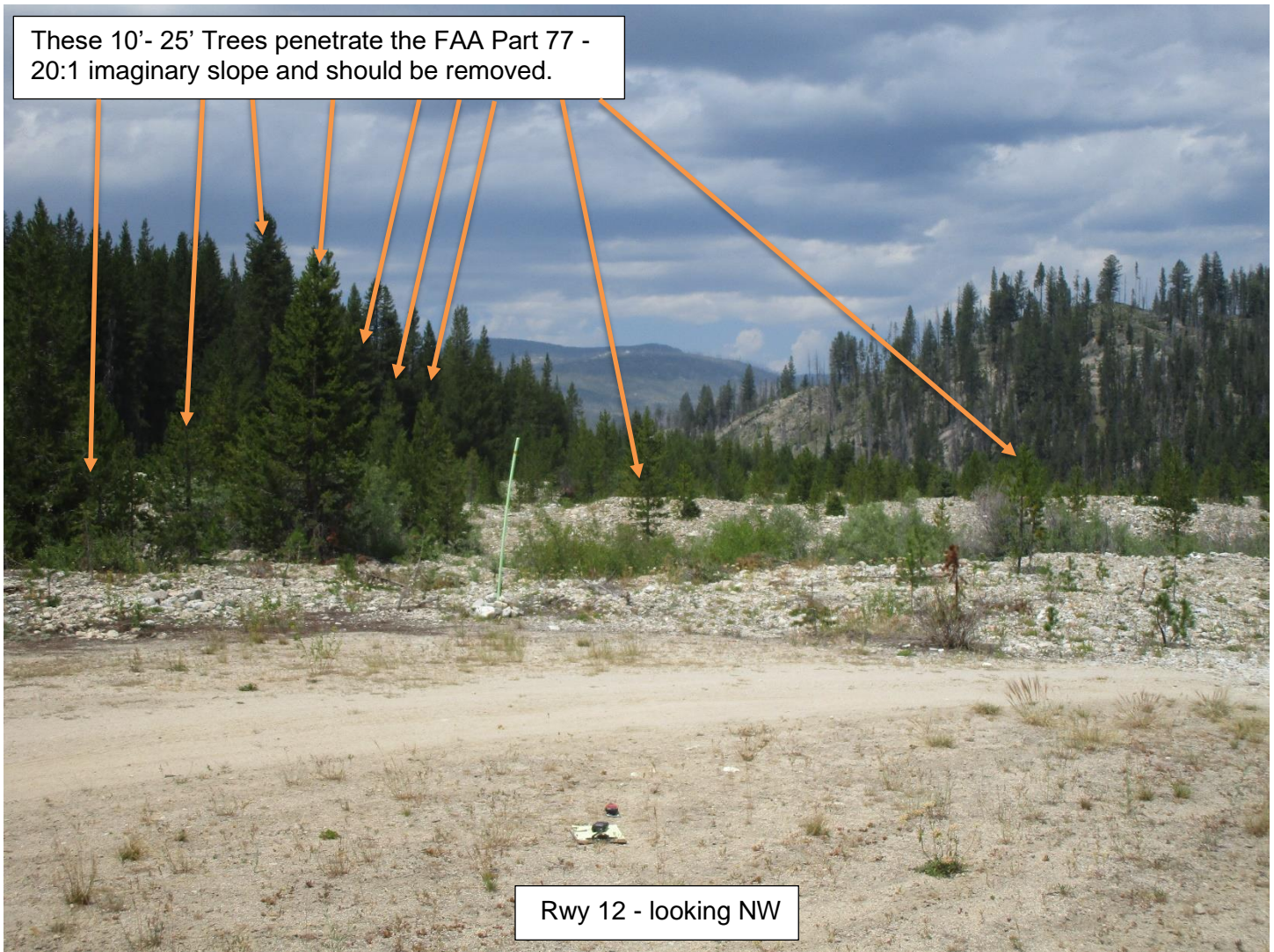
SUBJECT: 2023 5010-1 Airport Inspection conducted July 27, 2023.
(04352.1A Warren Warren USFS Airport)



Hello Scott,

On July 27, 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 12-30: The turf/dirt runway surface is in fair condition with continued presence of loose rocks (3 to 6" in size), mostly on the south-east end of the rwy. (rwy. end 30). Vegetation/grass growth at this facility was decent and did not present a major concern at the time of the inspection. Overall, the runway surface seemed to be fairly level and with no major undulations during the drive/roll-out test. I did notice that several of the trees identified as obstructions at RE 12, in the last inspection report, have been removed – great job on that. There are still a few more that need to be looked at and mitigated to ensure a safer approach into this airfield (please see markings on the attached pic below).



Action items:

1. Remove the trees marked in the above picture as soon as practical/feasible.

Ramp/Tie-Down Area: Tie down area was located on the south side of the rwy. and close to rwy. end 30. There I noted three parking spots available and all three had chains present and available for use. Most tie-down chains were housed and marked with black tires over inground metal boxes - all of them were rusty but secured to their base.





Action Items:

1. Remove all vegetation and young trees growing in the tie-down parking area, especially the west end.

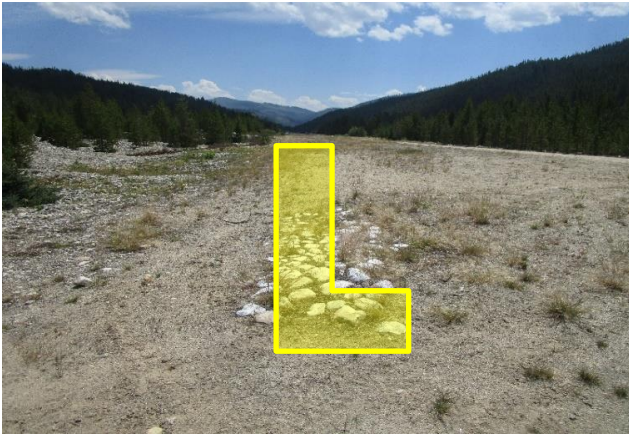
Windsocks/Standards: The only windsock at this airfield was located to the N of the airstrip and appeared to be brand new and in excellent condition. The orange painted metal standard I rated in fair condition as it needs new paint. The standard was mechanically sound and in good working order. I noticed that the same brand-new metal standard that was laying down 3 years ago and inside the segmented circle, it is still there and I presume it is intended to replace the old one soon. The segmented circle was not very segmented as the rocks formed one big continuous circle. My suggestion is that you figure out a way to conceal portions of the circle so instead of a continuous line you have segments of 4' lengths of the circle showing. Give the exposed rock segments a good coat of white paint and clear out all the vegetation that is encroaching in and through the rocks. By doing so you'll increase the visibility of the device and the overall safety factor, as this will make it easier for arriving aircraft/pilots to locate the windsock much quicker from the air.



Action items:

1. Re-design and build up the individual segments of the circle (4ft long with a 5-6ft gap between segments) vs one long continuous circle,
2. Clear all encroaching vegetation inside the rocks and around them,
3. Repaint the rock segments in white.

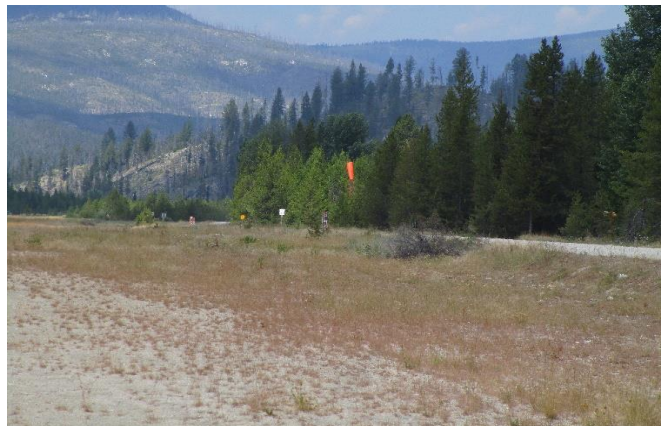
Boundary Markers: The condition of the available boundary markers at this airfield is poor. It was poor three years ago and it continues in that state today. They rocks need to be redone so they could resemble the “|_ _|” shape typically used to mark the usable runway surface, repaint with white color paint, and clear all vegetation around them as currently they are not very visible from the air and provide little or no useful guidance to a pilot (particularly at Runway 30 end).



Action items:

1. Re-design and add rocks to the boundary markers to resemble the two Ls that typically mark the end/beginning of a runway “|_ _|” (if you need any design info on the boundary markers, let me know and I can provide you some),
2. Clear all encroaching vegetation and repaint the rocks in white.

Miscellaneous/Services: A quick look around showed one of the “snowmobiles prohibited” signs present on the airstrip was broken and laying on the ground, therefore, in poor condition. That should be fixed, and all other signs posted on the airfield should be upright, legible and serving the purpose, they’re built for. I saw no other significant changes or safety concerns of note. If you have any questions, please feel free to call me directly at 208-334-8895.



Action items:

1. Repair all broken signs on the airfield.

Sincerely,

Florian Ghighina

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Airport Inspector/Obstructions Evaluator