



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

August 31, 2023

Dan Conner
State Airports Manager
P.O. Box 7129
Boise, Id 83705

Subject: 2023 5010-1 Airport Inspection conducted August 21, 2023
(04204.7A Antelope Valley Moore)

Hello Dan,

On August 21, 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 7-25: During this inspection I found the runway surface to be in fair to good condition, with moderate roughness due to clump/bunch grass roots. Grass was just being mowed right before I got on and inspected the facility. Justin, Bill, and I all went there together and we each tackled the field, taking care of our respective areas. During the ground roll test, grass coverage was fairly uniform and had a consistent feel all throughout - it displayed no major undulations or deformities. During my walk around I saw very little or no rodent activity on the airfield. Fences and signs were in good condition. There were no changes to the approaches at this airport; both remain relatively the same and unchanged in the past three years.





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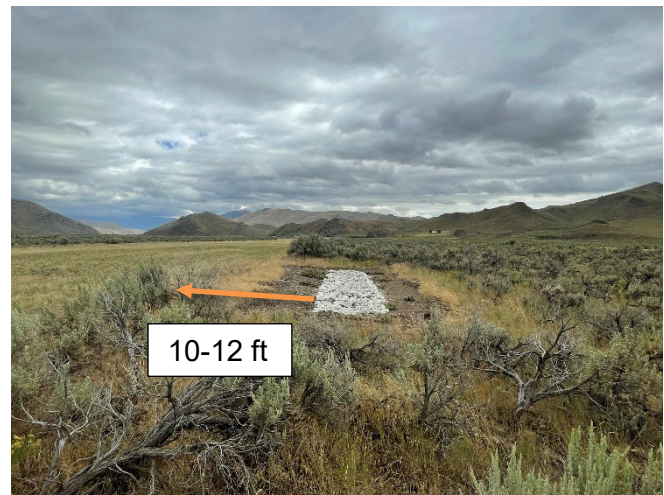
Boundary Markers (BMs): The painted rock boundary markers (BM) had good paint coverage and I saw very little or no grass growth through the rocks or around the edges. The only issue I saw with the current set-up of the boundary markers, is that they are too far away from the center line and they all should be brought in some, just to clear up the usable rwy surface and keep the sage brush growth that is currently encroaching around them and onto the rwy (see attached diagram for measurements).



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Action items:

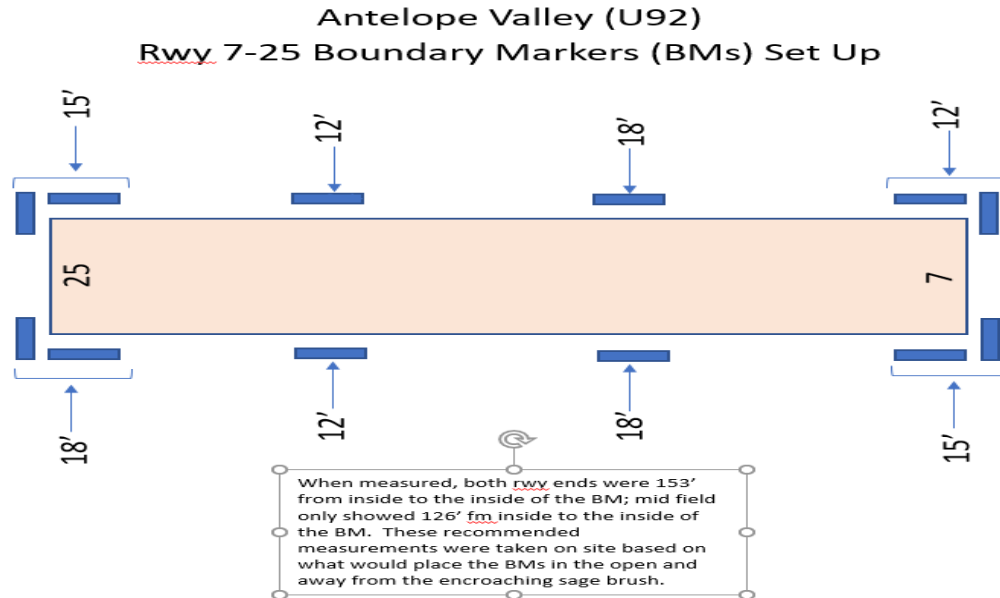
1. Move the boundary markers according to the diagram below or have the sage brush mowed/cleared so it is not encroaching toward the runway and does not pass the inner edges of the BMs.



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Tiedown Area: The tie down area is still rough due to bunch/clump grass. Grass was being mowed just as I was inspecting the airfield. I only saw one parking spot available at rwy end 25 - right next to the windsock, and it had chains available for use.



Windsock/Standard/Segmented Circle: The windsock was in good condition and displayed several rips and tears – I replaced it with a new one. The metal standard was in good working order and had good white paint coverage. The segmented circle was in good shape and with decent paint coverage; it was clear of vegetation and very visible from the air.



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Miscellaneous/Services: All signs present on the facility were upright and in readable condition. I saw no other significant changes or safety concerns with this airfield. If you have any questions, please feel free to call me anytime at 208-334-8895. Thanks, and have a great day.



Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
Division of Aeronautics
208-334-8895
