



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
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October 4, 2022

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

SUBJECT: 2022 5010-1 Airport Inspection conducted July 6, 2022.
(04142.5*A Big Creek Airport Big Creek)

Hello Dan,

On July 6, 2022, 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 supporting the FAA and the National Airspace System (NAS). I have summarized the inspection findings below:

Runway 1-19: I found this turf runway surface to be in fair to good condition for the most part and I rated it as such. The center portion is what gets the most use and had very little grass growth on it. Outside on both sides of the runway, the grass growth was better, healthier and it averaged 8-10 in height. First 300-500' of rwy end 19 was wet, rough, and covered in 10-15" of tall grasses. This portion did not seem like it was getting much use. At rwy end 1, the first 200-300' consisted of exposed dirt with no grass characterized as rough due to uneven surface and deformities caused by the prop wash of departing aircraft. The controlling obstructions remain the same and unchanged at both ends of the runway – trees and the road.

Windsock/Standard: The condition of the two windsocks at this airfield was as follows: windsock closest to RE 1 was in good condition, no rips, no tears, no discoloration. The white metal standard was also in good condition and did not have a segmented circle. The other windsock (closer to RE 19) was broken thus in failed condition. The windsock frame was down on the ground, next to the standard, with the windsock on it. The metal standard, painted white, was in good mechanical condition, except the top where the frame is attached to, and had plenty of paint left. This windsock did not have a segmented circle present either. Vegetation was in decent shape.

Boundary Markers (BMs): All painted rock boundary markers were in fair condition and resembled some white paint color. BMs need both a good spraying to get rid of the grass growing through the rocks and a new coat of white paint.

Tie downs: From the looks of it, there was room to park several airplanes at this airstrip; of the 12 parking spots I counted, 10 had tie-down chains present and available for use. Vegetation control was fair – grass growth in this area exceeded 10-12” tall and I think that a good mowing could really help.

Misc: Overall, the airstrip is in decent shape. All signs remain legible and mount posts are sturdy. Besides what I already mentioned, I saw no other safety concerns or issues worth addressing. Please feel free to call me anytime should you have any questions or if I can be of any assistance to you. Thanks and have a great day.

Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
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