



IDAHO TRANSPORTATION DEPARTMENT

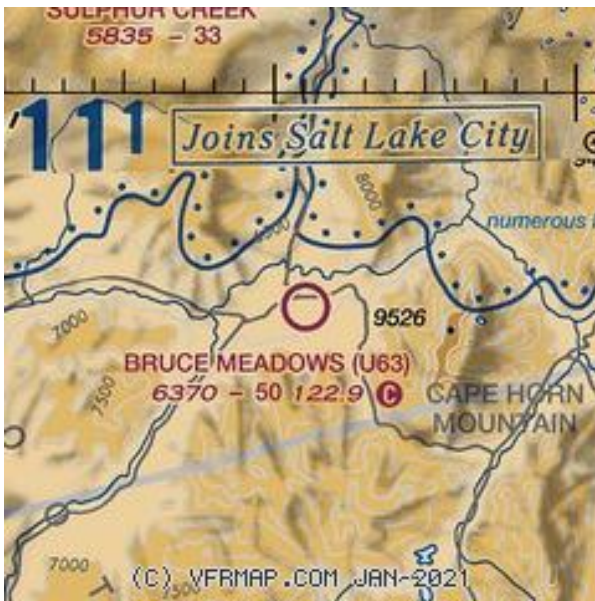
Division of Aeronautics
3483 Rickenbacker Street • Boise ID 83705

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

October 7, 2022

Dan Conner, Manager
Bruce Meadows Airstrip
P.O. Box 7129
Boise, ID 83709

SUBJECT: 2022 5010-1 Airport Inspection conducted July 29, 2022.
(04340.53*A Bruce Meadows Stanley)



Dan,

On July 29, 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 05-23:

The runway surface I found to be in good condition. The runway surface appeared to be fairly smooth on roll out and did not present any significant roughness or undulations – at least not in the center 15' portion that was dry, mowed, and used the most. Grass along the edges was around 10 to 12+ inches high. The west 1/3 of the runway (approx. 1500') was still very soft as a good portion was still under water. This portion was not mowed and grass was approximately 24 to 28" tall. All boundary markers were in excellent condition (except rwy end 05) and had good paint coverage. They were free of vegetation and very visible from the air. Controlling obstructions at both approach ends were unchanged and remained the same.

Windsock/Segmented Circle/Signs/Misc.

The windsock was in excellent condition; the metal standard was in good condition and had most of the paint on. There were chunks of bare metal showing on the south facing side, mid-point, where the paint is flaking off significantly. The ½-segmented circle still had good paint coverage; grass/vegetation growth was at a minimum and not an issue at this time. Of the three tie down spots available, two had chains present and available for use. The signs in the tie down area were a bit bent out of shape, but legible and visible. The picnic tables and the shade makers were all in good condition and had a fresh coat of paint. The 3 strand-barb wire fence was in poor condition; a good portion on the N side and close to rwy end 23 was still laying on the ground and not serving its purpose.

Miscellaneous/Services:

I am not sure how this plays out with the USFS folks, but in regards to the water issue at Rwy End 5 – there is one thing that could help us and that is to bring in the boundary markers to where the water is no longer an issue. Keep the entire length of the rwy on paper/file but actually shorten the runway as needed and report the shorter distance on the AFD – like 3400'-3600' whatever that distance may be, that way you do not have to maintain the flooded area as well as minimize your liability. Anyway, just a thought. I saw no other safety concerns or issues worth mentioning. Please feel free to call me anytime should you have any questions, regarding this airstrip.

Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
208-334-8895