



IDAHO TRANSPORTATION DEPARTMENT

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November 21, 2022

Tom Curet, Manager
Cougar Ranch Airstrip (D47)
99 Hwy. 93 N
Salmon, ID 83467
208-756-2271

Subject: 2022 5010-1 Airport Inspection conducted July 6, 2022.
(04167.13*A Cougar Ranch Cougar Ranch Airstrip)

Dear Tom,

On July 6, 2022, I visited the airstrip 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 (2-20): I rated the runway surface as fair and it continues to display roughness during both landing and takeoff. Three years ago the dirt runway was very conspicuous from the air and you could see the boundary markers and make out the landing area with ease. This time around the runway was less distinguishable from the air due the

grass growth that has covered most of the dirt rwy surface and the boundary markers. The things that were addressed three years ago, the white rocks on the lip of the canyon and the ditches located roughly at midpoint between the rwy and the river have not been mitigated or marked, and are still there (please reference the initial inspection report dated December 20, 2019). Approaches to the runway continue to be challenging due to high/steep terrain geography surrounding the airstrip.



Tie-downs: There were two aircraft parking areas present on the airfield – somewhere around the midfield and on either side of the windsock. I did not see any aircraft securing devices (chains or ropes) present on the airfield. Area was overgrown by tall grasses and a bit rough to taxi through.



Boundary Markers (BMs): All non-standard (smaller) rock boundary markers were in place and covered by grass. They were not easily visible from the air. Need new white paint and spray/kill the grass in and around the BMs to enhance visibility.



Windsock/Standard/Segmented Circle: The windsock was in poor condition, discolored and ripped. Because almost half of it was gone, I replaced it with a new windsock. The metal standard was in good condition and displayed good white paint. The non-standard segmented circle made of white painted rocks was obscured by tall grasses and sage brush.



Miscellaneous: For safety reasons, my suggestion continues to be: have those rocks on the lip of the canyon repainted in alternating white and red colors (3ft sections) just so they would not be confused with the boundary markers of the runway end 20. Also, the runway needs to be mowed, mark or fill up with dirt those two ditches at midfield (mentioned in 2019 letter) and clear the grass and spray white paint on the boundary markers to keep them visible.



I saw no other significant changes or safety concerns worth mentioning at this time. Please feel free to call me anytime should you have any questions or if I can be of any assistance to you. Have a great day and happy holidays.

Sincerely,

Florian Ghighina

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Airport Inspector/Obstructions Evaluator

208-334-8895