



**IDAHO TRANSPORTATION DEPARTMENT**

Division of Aeronautics  
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October 18, 2022

Dan Conner, Manager  
Coxs Well// Big Southern Butte Airports  
P.O. Box 7129  
Boise, ID 83707

Subject: 2022 5010-1 Airport Inspection conducted June 8, 2022.  
(04141.7\*A Atomic City Cox's Well Airport)

Dan,

On June 8, 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 7-25:** The turf runway at this airport was in fair condition – much better than most of the desert airstrips in the area; during the ground roll test, the surface displayed a bit of roughness but it wasn't nearly as bad as some of the other strips nearby. Grass was 10-12" tall and growing uniformly throughout most of the rwy. During my walk around the runway, I noticed a few small rodent holes. The controlling obstructions at both ends of the rwy remain the same and unchanged – road and fence.

**Boundary Markers (BMs):** The painted rock boundary markers were in good condition and displayed about 60% of white paint left. Most of the BMs had some vegetation growing in all of them; next year they should probably get some TLC in a form of a good weed spraying and some new white paint. The BMs were visible from the air.

**Tiedowns:** The designated aircraft parking area at this airfield was to the left side of runway end 7. While walking the field, in the tall grass, I counted two parking spots and both had chains present to secure transient aircraft.

**Windsock/Standard/Segmented Circle:** The windsock at this airstrip I found to be in good condition. The metal standard was in good condition as well, and had a good amount of white paint left. The segmented circle had a decent shape and size to it, but

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it was full of grass and weeds – it was overgrown with vegetation and not very visible from the air. Next year in 2023, they should get a good spraying and some new paint.

**Miscellaneous/Services:** All the signs were ok, none broken – the only problem with them is they've been installed so low to the ground that anytime the grass gets a little tall, it masks and obscures the visibility of those signs. No other safety concerns or issues were observed. If you have any questions or concerns, please call me at 208-334-8895.

Sincerely,

*Florian Ghighina*

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