



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
3483 Rickenbacker Street • Boise ID 83705

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

October 26, 2022

Roger Riggers, Manager
Craigmont Municipal Airport
P.O. Bos 250
Craigmont, ID 83523

Subject: 2022 5010-1 Airport Inspection conducted Aug 11, 2022.
(04178.7*A Craigmont Municipal Airport Craigmont, ID)

Hi Roger,

On August 11, 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): Overall, the runway surface continues to be in fair condition with an abundance of old and previously treated cracks. The old slurry seal is shrinking and the slurry fill is no longer keeping the water out. If left untreated, these cracks will continue to grow and get worse with time. Your preventive maintenance efforts are needed and once you give it some TLC, long term – things won't be as expensive. All markings were still decent and visible from the air. Lights were all in good physical condition, none broken, and the vegetation growth around the runway edges was well mowed/maintained. Controlling obstructions at each runway end remain the same/unchanged.

Taxiway/Ramp/Tiedowns: The ramp area I found to be in fair condition and the old pile of gravel that was there 3 yrs ago is now gone. I noted plenty of tie down spaces on the ramp but none had tie down chains present.

Windsock/Standard/Segmented Circle: Both windsocks and metal standards were in good condition. The socks were in good shape, neither one showed signs of distress – no rips, no tears. There was no segmented circle present for either device; my only suggestion is to create a segmented circle, at least for one if not both. Having a segmented circle will enhance the use of the device and certainly increase safety by aiding pilots in easily identifying the location of such device and what the winds are doing on the ground. You certainly have the space to build one.

Signs & Lighting: During my visit, I was able to verify the functionality of the airport lighting system with my hand held radio. All the runway lights were in good shape, upright, and not broken. The runway edge area was nicely mowed; vegetation was not encroaching on any of the lights. I did not see the rotating beacon in action as it is on a photo cell/sensor and come on late in the day.

Miscellaneous/Services: I saw no other safety concerns or hazards worth mentioning. Please feel free to call me anytime should you have any questions, updates, or need any airport supplies.

Sincerely,

Florian Ghighina

Flo Ghighina

Airport Inspector/Obstructions Evaluator

208-334-8895