



## IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics  
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May 19, 2023

Lori Clemens, Clerk  
City of Donnelly  
P O Box 725.  
Donnelly, ID 83615

SUBJECT: 2023 5010-1 Airport Inspection conducted May 11, 2023  
(04182.A Donnelly Donald D. Coski Memorial Airport)



Hi Lori,

On May 11, 2023, 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. I have summarized the inspection findings below:

**Runway 18-36:** Approximately a week before the actual inspection, I was travelling through Donnelly and stopped by to see the airstrip and check out how much snow was still on the ground - there were still some small patches of snow mostly on the East side of the runway and in the shady areas. At that time, not only did I meet your friendly neighbor to the North of the airstrip (Josh Murray) and the local sheriff, but I noticed the runway surface was rather rough and needed leveling as you had lots of parallel grooves running almost the entire length and rodent activity on the runway. By May 11<sup>th</sup>, when I came back and did the inspection, I saw a lot of improvement that had taken place already. The runway surface was not perfect but had been graded a good deal and it was in a much better shape than the week before. As we discussed in your office, a little more levelling with some additional weight to your equipment might make sense in getting a better & smoother runway surface in the end. Vegetation was well under control and did not present an issue of concern. Both approaches remain unchanged and with the same obstructions listed in the Airport Master Record – trees at both ends.

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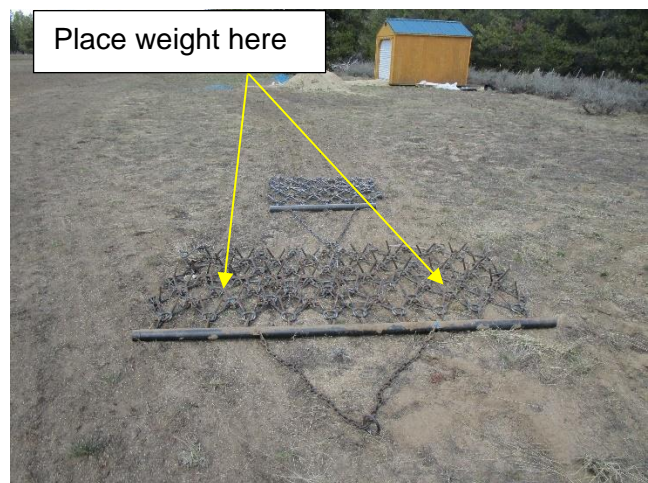
### **Action Items:**

1. When the time allows, it would be helpful for your maintenance folks to run a steel net/log/grader (similar to what they do to baseball fields), over the entire surface of the runway to smoothen out all the uneven imperfections/deformities caused by rodents and weather; have them use a log or railroad tie to weigh down the net for better results,
2. Re-establish the fence line based on the new property lines,
3. Establish Boundary Markers (BMs) to indicate the true dimensions of the runway and update the Airport Master Record (AMR) accordingly with new rwy. dimensions.





**Tiedowns:** The tie down area was in fair to rough condition with 5 spots available for aircraft parking. The surface was plagued by rodent activity and water run-off from the weather. Each spot was equipped with tie-down chains secured to concrete blocks inside small tires that were painted white. All five spots had tie-down chains present.



**Action Items:**

1. Place a log or railroad tie on top of the large steel net and run it (similar to what they do to baseball fields), over the entire surface of the tie-down area to smoothen out all the uneven imperfections/deformities caused by rodents and weather. Currently, it appears too rough to be parking airplanes in the area.

**Windsock/Standard/Segmented Circle:** The windsock at this airfield was in good condition & displayed no rips or tears; however, it was improperly installed with the drain hole on the side vs at the bottom. There was a non-standard segmented circle present made from black tires. The tires were not spread out around in a circular fashion as they should be and were more or less bunched up at the base of the metal standard. The metal standard was in good mechanical condition, but it does need some new white paint. Current paint is flaking and only the bottom half is painted; the upper half is not.





### **Action Items:**

1. Re-design the segmented circle by bringing the tires out for a larger circle - 20' diameter,
2. Spread the tires in a circular fashion and paint them one white/one orange, or all white,
3. Keep the area of the segmented circle clean of vegetation for better visibility from the air,
4. Properly install the windsock with the drain hole at the bottom vs the side or the top.

**Miscellaneous/Services:** All airport-related signs were upright, legible, and seemed to be in good working order. I saw no other significant changes or safety concerns with this airfield. If you have any questions or if I can be of any assistance to you, please reach out and call me at 208-334-8895. Have a great day.



Sincerely,

*Florian Ghighina*

Flo Ghighina

Airport Inspector/Obstructions Evaluator

Division of Aeronautics