



IDAHO TRANSPORTATION DEPARTMENT

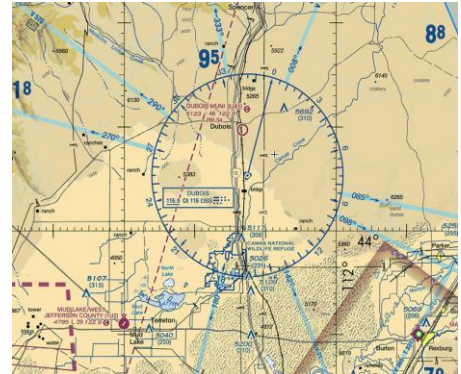
Division of Aeronautics
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September 9, 2023

Joel Billman, Manager
Dubois Municipal Airport
P.O. Box 27
Dubois, ID 83423

SUBJECT: 2023 5010-1 Airport Inspection conducted August 22, 2023.
(04185.A Dubois Dubois Municipal Airport)

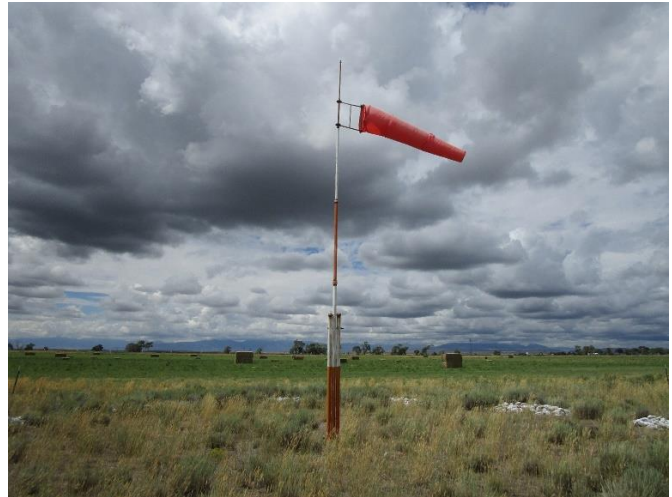


Hello Joel,

On August 22, 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 16-34: The gravel/dirt runway surface appears to be in good condition, smooth, and presented no deformities or major undulations during the ground roll test. The wood boundary markers are very broken down and I am not sure what purpose they serve at this point. All the lights appear to be upright, don't have any light bulbs and I don't think any of them work; was not able to turn anything on with my handheld radio. I did not see any gopher/rodent activity on the runway or along the edges. Currently, the Airport Master Record reports the rwy. width to be 100ft wide but when I measured it, it came out to be over 300 ft wide between the boundary marker panels. I am not sure if you need all that runway width – it just means more area to maintain, however, the question I do have is where does the reported 100 ft wide area begins and where does it end as the gravel area only covers approximately 60-65ft wide? The controlling obstructions on each runway end remain the same and unchanged. I saw no other new safety concerns or hazards that need addressing currently. There are no changes to the controlling obstructions, the rwy. alignment, or the approaches at this airport; both remain relatively unchanged in the last three years.

Windsocks/Standards: There are two windsocks at this facility – one on the rotating beacon and one at midfield on the west side of the rwy. The windsocks were in good condition and displayed no rips or tears. The standards were in good mechanical order and with plenty of orange and white paint on both. The only segmented circle at the midfield windsock, was constructed of river rocks that appeared to be in good condition but unpainted. This area was not very well kept and was overgrown by weeds, grass, and sage brush.



Action items:

1. Clean the vegetation in and around the segmented circle area and paint the segments white to make the area more visible from the air.

Boundary Markers (BMs): The non-standard BMs around the perimeter of the runway, continue to look run-down, broken, and unmaintained. Paint is no longer present and they're barely visible from the air; they no longer serve the purpose they once did.



Action items:

1. Either fix, repair and properly position the BMs to reflect the actual rwy. dimensions reported in the Airport Master Record or, if they no longer serve a purpose, have them removed from the premises.

Miscellaneous/Services: Tie down area appeared to be in fair condition and there was enough space to easily park 9-12 airplanes, but only saw tie down chains present at 4 of them. I did notice there was a sign present pointing to the parking area; vegetation was mostly under control and not much bunch grass to gripe about. The rotating beacon, the two sheds between the beacon light and the pilots lounge appeared to be well-maintained and had good paint and care.



I saw no other new safety concerns or hazards worth mentioning. Please remember that the action items listed in the report are mere suggestions only - the manager and the stakeholders of the facility have the ultimate decision on what is to be done with your airfield. If you have any questions or concerns, please call me at your convenience at 208-334-8895.

Sincerely,

Florin Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator