



IDAHO TRANSPORTATION DEPARTMENT

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August 2, 2023

Mike Cook, Airport Manager
Idaho County Airport (GIC)
320 W. Main St.
Grangeville, ID 83530

Subject: 2023 5010-1 Airport Inspection conducted July 25, 2023.
(04204.*A Grangeville Idaho County Airport)

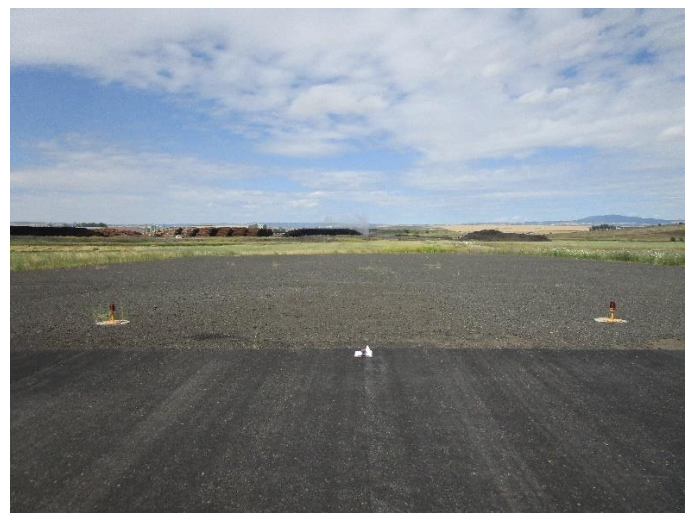


Hello Mike,

It was good to see you on July 25, 2023, when I visited the airport to conduct the FAA 5010-1 Airport Safety Data Inspection, even if it was for just a moment. 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 8-26:

At the time of the inspection, almost three years after your runway rehab project, the pavement continues to be in good condition all throughout. Besides the very faded threshold, markings at rwy. end 8, the rest of the rwy. and markings were in good shape. Pavement continues to hold well and shows good integrity - runway edges were strong and with no evidence of visible cracking or crumbling. The rwy. edge lights had good vegetation control and were all in good shape. All lights worked as requested when verified. Both sides of the runway, taxiways, and fillets appeared to be well cared for and maintained. There were no changes to the approaches at this airport; both remain relatively clear, unchanged and with the same controlling obstructions as listed in the Airport Master Record.



Taxiway/Ramp/Tiedowns:

The taxiway areas were all in good condition - surface, markings, vegetation control, and lights were all in good shape and it showed the work you guys put into your facility. The pavement surface in the ramp tie-down area continues to show its age and is well defined by many cracks with vegetation

growth coming through and many low spots where water accumulates. The cumulative wear and tear of everyday use continues to show its age and its effects on your pavement condition in this area.



Windsock/Standard/Segmented Circle:

I noticed there are three windsocks at this airport – one on the private hangar to the south of the ramp area (close to USFS facilities), another one surrounded by a beautiful segmented circle, just North of the USFS spaces, and the newest one located out in the crop field – just N of the runway. All windsocks were in good condition. All the standards appeared to be in good mechanical order - solid, functional, and displayed good orange color. Of the three windsocks at your airfield, the one closest to the USFS facility was equipped with a very nice cement panels painted in alternating white and orange paint. The vibrant white and orange paint and the dark grey crushed rock inside the circle, made the area very conspicuous from the air; the whole area was well maintained and clear of vegetation.



Lighting:

The lights at this airfield were all in good condition and with only one broken taxiway fixture and one missing threshold light fixture - both at rwy. end 26. All lights worked when requested and verified via the hand-held radio. The runway displayed good vegetation control all around the lights and the nearby signs.





Action items:

1. Replace the broken glass lens of the taxiway light –left side of rwy. end 26.
2. Replace the missing threshold light – the right side of the rwy. end 26

Miscellaneous/Services: All airport-related signs were upright, legible, and seemed to be in good working order. The rotating beacon appeared to be functional and in good condition, but I was not able to verify it during this visit, however, I did speak with a local pilot and he vouched/indicated that it was working.





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 feel free to contact me anytime via email: flo.ghighina@itd.idaho.gov or at 208-334-8895. Have a great day.

Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
ITD - Division of Aeronautics