



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
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September 1, 2023

Bill McDonald – Manager
Howe Airport
1357 W 3800 North
Howe, ID 83244

SUBJECT: 2023 5010-1 Airport Inspection conducted August 21, 2023.
(04208.55A Howe Howe Airport)



Hello Bill,

Welcome aboard as the new manager for the Howe airstrip. On August 21, 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 (13-31): The gravel runway surface continues to remain in good condition. During my ground roll test, I noticed no deformities or undulations worth mentioning – the surface condition was good; the only thing I would like to address here is the few patches of grass growing sporadically, here and there, on the rwy. surface. All rwy. edge reflectors were upright and almost all of them were obscured by the encroaching vegetation growth. I did not see any gopher/rodent activity along the runway edges this time around. There were no changes to the approaches at this airport; both remain relatively the same and unchanged in the past three years.



Action items:

1. Clean/remove the gras that is growing on the rwy. surface and clean out the rwy. edges to make the reflectors visible again.

Boundary Markers (BMs): The non-standard BMs present at each runway end appear to be somewhat obscured by the 18-20" tall grass that is abundantly growing in between the white panels and reflectors. If the area where the white panels are located, is not sprayed/sterilized properly and regularly, those weeds will continue to be a nuisance and minimize the visibility of the BMs from the air. You should investigate that and have that area cleaned out and sprayed up good. During a recent conversation about weeds, I had with some county employees here in Treasure Valley, I learned that Krovar is good stuff when dealing with weeds long term, heave you heard of it? It is a very good ground sterilant and I was told that once applied, it will keep the weeds off - anywhere from 3 to 5 years; you should check into it.



Action items:

1. All boundary markers need some TLC and should all be cleaned of all the encroaching grass – both, rwy ends and rwy edge reflectors.
2. Reposition all the rwy end boundary marker reflectors to align and mirror the “L” shape of the boundary markers.

Windsocks/Standards: The only windsock present at this airport was functioning and in good condition – I saw no rips or tears. The galvanized, metal standard mounted on the frame of the hangar door (close to rwy. end 31) remains in good condition as well. There was no segmented circle at this facility.



Miscellaneous/Services: Tie down area is in poor condition as it is overgrown by 24" + tall grass. There are no visible parking signs on the premises. With the obscuration of the tall grass and in the absence of signs, it would be difficult for any arriving pilot, that is not familiar with the airport, to locate the tie-down area in its current condition. During my inspection, I did locate two sets of tie-down chains that were marked by black tires hidden in the tall grass but were not easily visible. I saw no other new safety concerns or hazards that need to be addressed at this time. If you have any questions or concerns, please call me directly at your convenience: 208-334-8895. Have a great day.



Action items:

1. Mow the grass down and clean up the tie-down area to make those parking spots visible again,
2. Install a small sign to inform pilots and indicate where the tie-down area is.

Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
Idaho Division of Aeronautics