



## IDAHO TRANSPORTATION DEPARTMENT

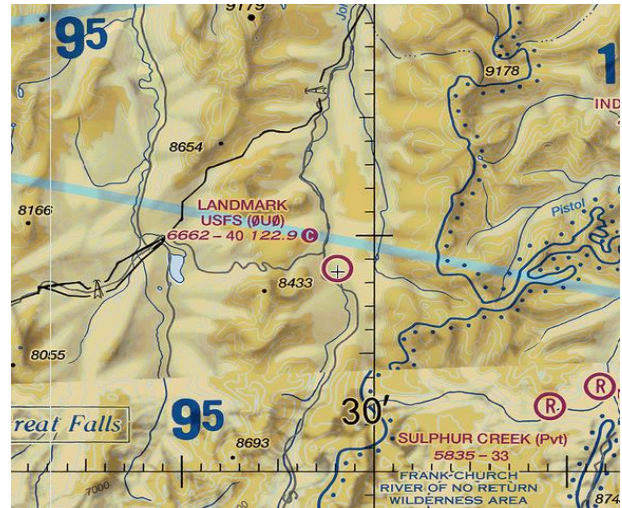
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June 11, 2023

Doug Marolf  
Boise National Forest Air Officer  
3448 Development  
Boise, ID 83705

SUBJECT: 2023 5010-1 Airport Inspection conducted June 1, 2023.  
(04230.A Landmark Landmark USFS)



Hi Doug,

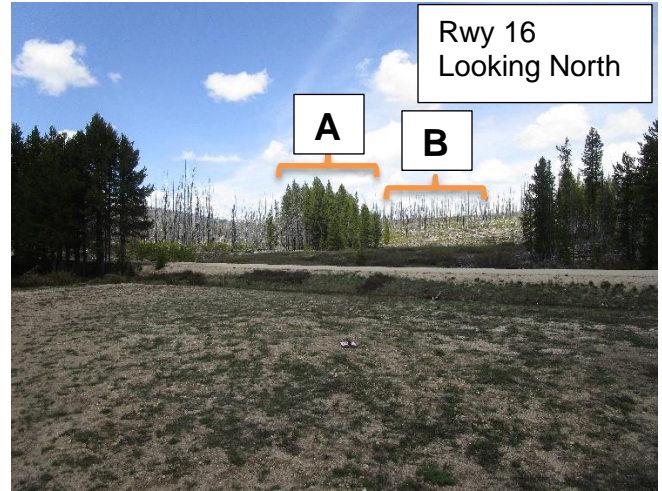
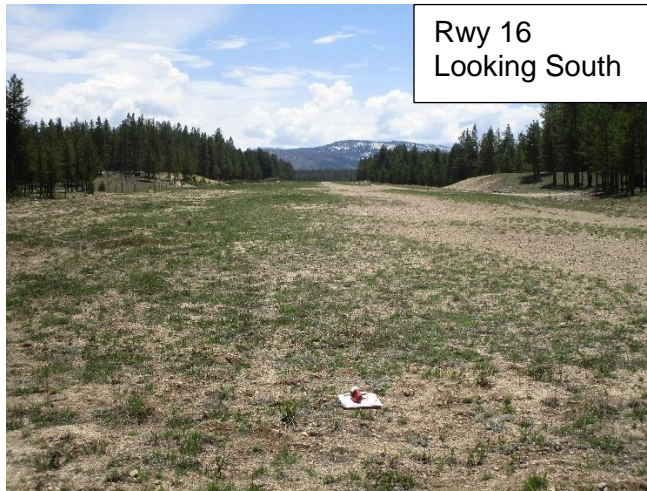
On June 1, 2023, I visited the airstrip to conduct the FAA 5010-1 Airport Safety Data Inspection. These inspections are performed under contract with the FAA on a three-year cycle. The completed process updates the Airport Master Record (FAA Form 5010) and several connected publications supporting the FAA and the National Airspace System (NAS). During my inspection, I looked at several areas to include the following: obstructions at both approach & departure ends of the runway, runway surface, tie-down area, and the windsock/segmented circle area. I have summarized my inspection findings below:

**Runway 16-34:** Overall, the runway surface remains in fair condition with some loose rocks still present in the center portion of the runway. The center 15ft portion of the runway is the area of dirt, sand, and rocks that appears to get the most use for take-offs and landings. I noticed that several areas adjacent to the center portion, on both sides of the runway, display lots of saplings - up to 20-22 inches tall, growing in the middle of the rwy. If left uncared for, these baby trees will grow and present a serious challenge down the road. A crew should investigate this and pull all those little saplings out sooner rather than later. Organizations such as IAA and RAF are always looking to help and take care of airfields on a volunteer basis...someone from your organization should reach out to them and ask for some help. The approach at rwy. end 34 is very much unchanged since last time I visited. Rwy. end 16 on the other hand, has a patch of green trees directly on extended center line (Area A) and a lot of dead trees standing on final approach, still (Area B). All efforts to knock down as many of those trees, starting with the ones closest to the runway end would be tremendously helpful in providing a safe passage for both arriving and departing aircraft. There were no changes to the approaches at this airport; both remain relatively unchanged since the last inspection.









**Action items:**

1. Remove the many saplings growing on the runway,
2. If possible, remove as many of the dead snags located on final approach to Rwy. 16 (Area B), and the tallest of green trees closest to the rwy., on rwy. extended center line (Area A).

**Tie downs:** The two tie downs pads located at midfield and behind the windsock, were easy to find and both had chains present. The area was nice and even, and very accessible. You could easily fit 4-5 airplanes there, as that is how many came in after we landed and parked.



**Windsock/Standard:** The windsock was completely shredded and tangled up in the frame/metal standard. I replaced it with a brand new one. The windsock standard is in fair condition overall and with most of the white paint gone as it is peeling off. There was a problem with the bolt in the lower section of the standard. The holes no longer line up at the bottom and the bolt does not go through all the way to secure the standard in place. After I replaced the windsock, I did my best to get the bolt in as much as I could but was only able to get it through halfway – just enough to keep the standard in the upright position. The non-standard segmented circle rocks were painted white (approx. 60% paint left) and are still too small in diameter; perhaps a slightly larger circle 20-30' in diameter and with larger segments, would make for a better navaid that is more conspicuous from the air.



**Action items:**

1. Repaint the metal standard in white paint
2. Re-build the segmented circle to be of a larger diameter (12-15ft) and with wider segments (2'x3'each)...(fyi - if you need more info on how to do this get with me at your convenience and will show you how).

**Boundary Markers (BMs):** All rock boundary markers had good integrity and were together as they should be. There is a lot of vegetation growing through the rocks and encroaching that is making the BMs blend in with their surroundings too much. In their current condition, they were identifiable from the



air some, but do need some fresh white paint – especially at rwy. end 16. The new white paint would totally enhance their visibility form the air.



**Miscellaneous/Services:** All airport-related signs seemed to be in good shape, were visible and conveyed the intended message. 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 call my office at 208-334-8895. Have a great day.

Sincerely,

*Flo Ghighina*

**Flo Ghighina**  
**Airport Inspector/Obstructions Evaluator**  
**Idaho Division of Aeronautics**