



IDAHO TRANSPORTATION DEPARTMENT

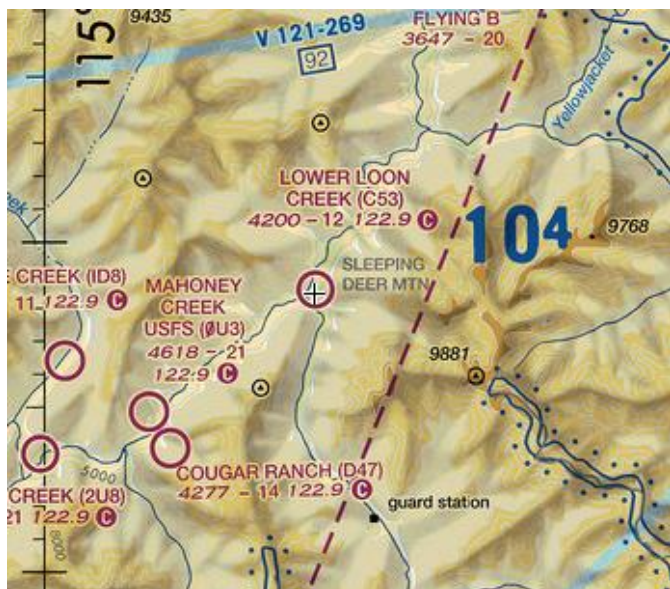
Division of Aeronautics
3483 Rickenbacker St. • Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

July 16, 2023

Tom Curet
Idaho Department of Fish and Game
99 Hwy 93N
Salmon, ID 83647

SUBJECT: 2023 5010-1 Airport Inspection conducted June 20, 2023.
(04167.11*A Lower Loon IDFG Airport)

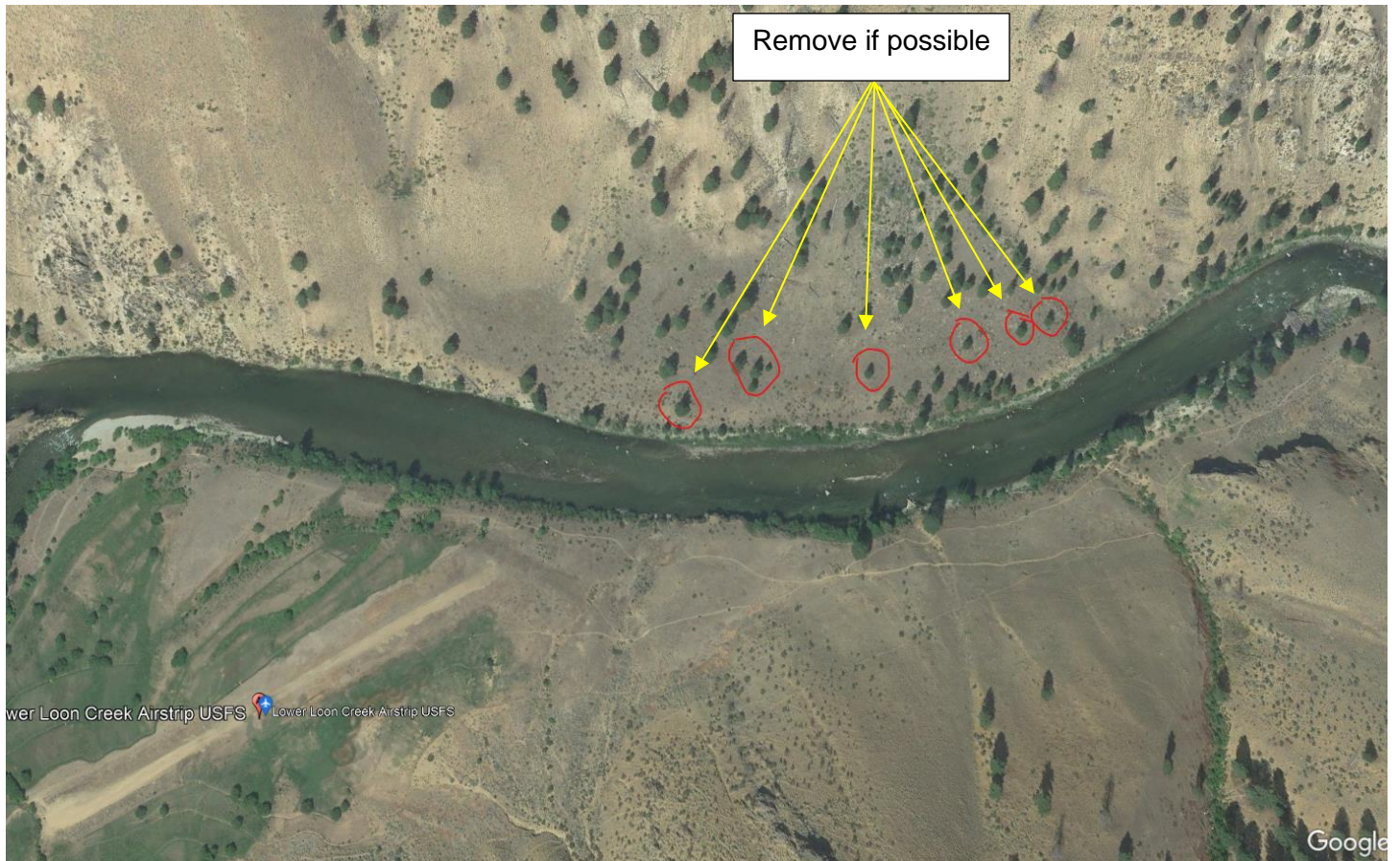


Hello Tom,

On June 20, 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 turf-dirt runway surface is still in fair condition. The runway surface itself continues to be mostly even, with about half and half mix of bare dirt and grass - upper/southern half mostly dirt and the northern half grass. The bare dirt situation at rwy end 34 is very common at most of Idaho's backcountry airports, like this one. When you have a one way in, one way out type airstrip, there is a lot of wear and tear placed on that one end of the rwy where everyone takes off from; prop blast washes away the finer dirt sediments and over time a good amount of wear becomes visible. All the numbers collected – rwy alignment, elev. points, etc, continue to match with what is reported on the Airport Master Record. While walking the airfield I saw very little or insignificant amount of rodent activity. Both approaches continue to remain clear and with the same controlling obstructions as indicated in the Airport Master Record – 40' trees/brush at rwy end 34 and a 50' tree at rwy end 16. Back in 2020 in my post inspection report, I identified several trees on the north shore of the river that were taller then and seemed to present a concern. Now the same trees have grown even

more, and I believe they should be looked at and dealt with accordingly to improve safety. When we flew in, I noticed firsthand, that indeed some of the trees on the north shore of the river, could/should be removed to allow a little more breathing room during approach for landing. Also, based on the comments I heard from pilots that fly here from time to time, I suggest that if possible, a few of those trees should be removed from that area to open up the approach corridor and make it even safer for both arriving and departing aircraft (see pic w/markings below; the selection of those trees is based on the approach path we flew in on that day and what I thought would make most sense – this is just a recommendation but ultimately it is your discretion on how you deal with them).





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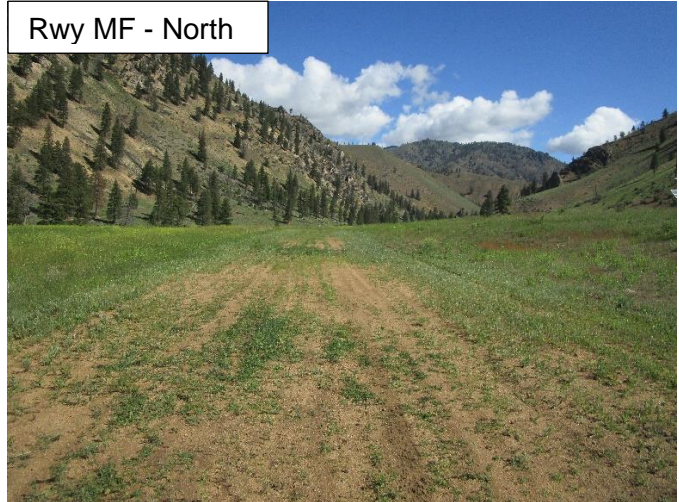
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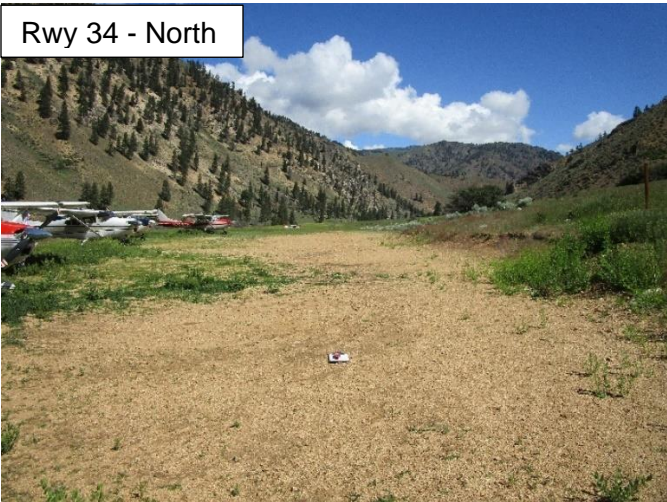
Rwy MF- South



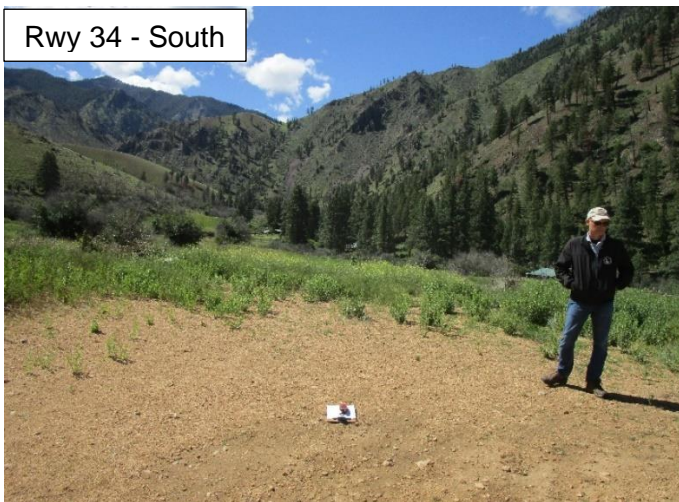
Rwy MF - North



Rwy 34 - North



Rwy 34 - South



Windssocks/Standards: There are two windssocks present on the airfield – one at the south end (Rwy 34) and one closer to Rwy end 16. I saw both windssocks in good condition – no visible rips or tears and both displayed good color. Both windssock standards appeared to be sturdy and in good mechanical condition. Rwy end 34 windssock standard has no paint – just a galvanized pipe, and the one closer to rwy end 16 has white and orange paint visible. Also, the windssock close to rwy end 16 has a plethora of weather instruments, cameras and a set of solar panels attached to it. Everything appeared to be in good condition and working order. Neither windssock had a segmented circle present or visible.

Rwy 16 Windsock



Rwy 16 Windsock



Rwy 34 Windsock



Rwy 34 Windsock



Miscellaneous/Services: It was nice to see that the cabins south of the airstrip, were now open to the public; the gift shop and the ice cream parlor were a nice added touch to the wilderness. I saw no other significant safety concerns of note. Overall vegetation control was fair. Please feel free to give me a call if you have any questions regarding the airstrip.

Sincerely,

Florian Ghighina

Flo Ghighina

Airport Inspector/Obstructions Evaluator

Division of Aeronautic

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