



## IDAHO TRANSPORTATION DEPARTMENT

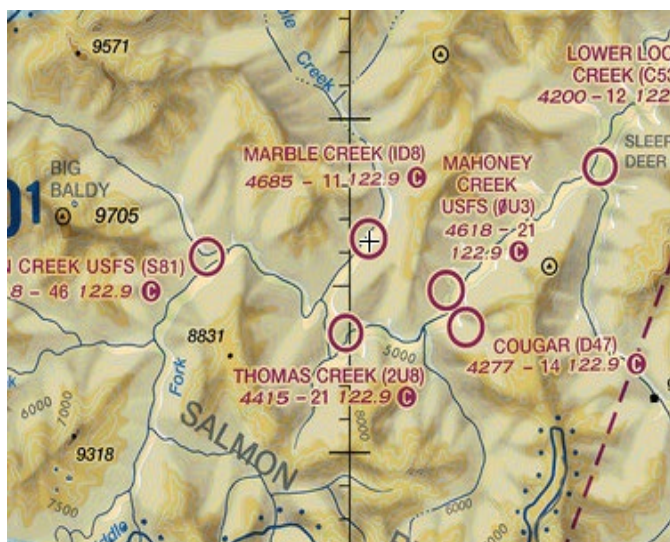
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November 30, 2021

Tom Curet, Manager  
Marble Creek Airstrip  
99 Hwy 93 N  
Salmon, ID 83467

SUBJECT: 2021 5010-1 Airport Inspection conducted July 2, 2021.  
(04167.14\*A Marble Creek Airport (ID8) Salmon, ID)



Hello Tom,

On July 2, 2021, 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 supporting the FAA and the National Airspace System (NAS). I have summarized the inspection findings below:

### **Runway (4-22):**

This airstrip continues to be a challenging endeavor to get to – due to its location and the surrounding high terrain. Again, this airstrip is not for the faint of heart and one has to have the right combination of equipment, weather, and training to make it in and out of safely. The runway surface presented itself in fair condition, with quite a few loose rocks - especially in the midfield area, and a bunch of vegetation growing. The rest of the runway surface appeared to be ok, however, vegetation

continues to grow and appears to take over the runway surface and around. The runway is still not marked and it has no boundary markers. While the runway is still visible and one can make it out ok (if you know what to look for), with the oncoming rain season in the fall and all the snow over the winter, it is just a matter of time before the vegetation growth will take over and obscure any resemblance of the runway there. The two piles of wood that I previously mentioned at rwy end 4 have been mitigated some since last inspection, but there is still some wood present and now vegetation is growing and concealing a lot of it. They are still within the runway area and within 50ft from the center-line and need to be removed - your discretion here. Controlling obstructions at both runway ends remain the same/unchanged.



### **Ramp/Tiedowns:**

The main tie down area near the rwy end 04 was adequate and in fair condition. Besides some loose rocks, vegetation was growing good and made it challenging to identify the terrain surface while taxiing to the parking area. Luckily, there were no hidden holes or rocks to deal with.



### **Windsock/Standard/Segmented Circle:**

The windsock located on the north side of the rwy appeared to be in good condition – it showed no signs of distress, rips or tears. The metal standard was in good mechanical order and displayed good white paint. There was no segmented circle around the standard at this airstrip; having one would totally make it easier for pilots to identify the location of the airfield.



**Miscellaneous/Services:**

I saw that a new outhouse was built on the premises to the North of rwy end 4 – I am sure it will come in handy for some. I saw no other signs, fire rings, or any other amenities present at this primitive airstrip. No other safety concerns or issues worth mentioning. Please feel free to call me anytime should you have any questions regarding this airstrip.

Sincerely,

*Florian Ghighina*

Flo Ghighina

Airport Inspector/Obstructions Evaluator