



IDAHO TRANSPORTATION DEPARTMENT

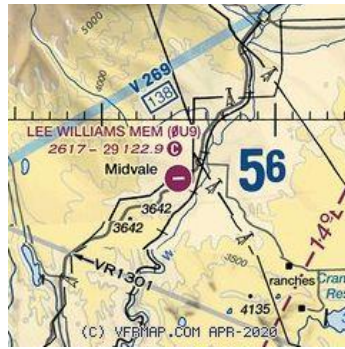
Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

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

Mar 22, 2023

Karson Craig - Manager
Lee Williams Memorial Airport
350 School Rd
Midvale, ID 83645

SUBJECT: 2023 5010-1 Airport Inspection conducted March 16, 2023.
(04255. A Midvale Lee Williams Memorial Airport)



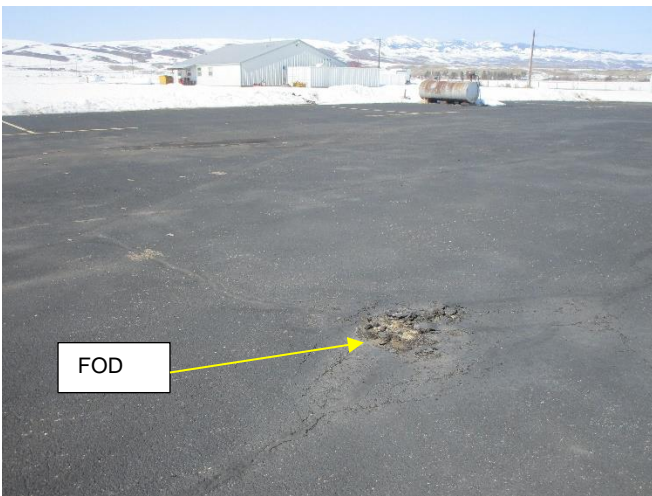
Hello Karson,

On March 16, 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:

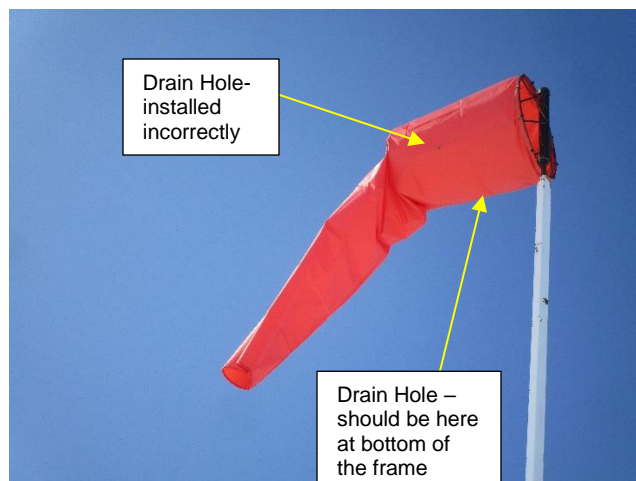
Runway 8-26: At the time of the inspection, the asphalt runway surface was in fair to poor condition. Centerline had one long -1.5" to 2" wide, tar-sealed crack that ran the entire length of the rwy. Also, just about every 20-30' apart, there were many perpendicular cracks, 2-4" wide, covering the entire runway from one end to the other. The previously applied tar seal treatment was almost inexistent as the tar seal had dried up and shrank to the point the treatment was no longer serving a purpose. However, the idea of filling all the cracks with sand wasn't all that bad as it brought up the surface to a more even level and reduced the roughness of the surface typically experienced during take-off or landing ground roll. While this is not exactly a permanent fix, it is still better than just empty, wide cracks. Marking of the runway I rated as fair, there is no centerline, only runway numbers which are very faded (rwy. end 8 is worse than rwy. end 26). Hopefully, later this year after your pavement rehabilitation project is completed, you will have a brand-new airport (exciting news ☺ ☺). The controlling obstructions at both rwy. ends remain the same and unchanged.



Taxiway/Ramp Tie-Down: There is no taxiway at this facility. Tie down area had mostly good surface and fair paint markings. There are a few areas where the pavement is coming apart and small chunks of asphalt are becoming FOD (foreign object damage) for the area (see pics). Vegetation around the runway and the tie-down area was still under snow cover, but it appears to be well managed and under control.



Windsock/Segmented Circle: The standard had good white paint coverage and the windsock was in good condition – no rips, tears or discoloration. I left a new windsock with Garret Bane for you folks to use when needed in the future. The only thing I would suggest is that you install it properly and make sure the drain hole is all the way to the bottom of the frame vs on the side as it is now. Otherwise, your windsock will accumulate rainwater, develop a water belly, deteriorate, and not last as long as it should – at least 15 months, if not longer.



I saw no other significant issues 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 anytime at 208-334-8895. Have a great day.

Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
Idaho Division of Aeronautics