



## IDAHO TRANSPORTATION DEPARTMENT

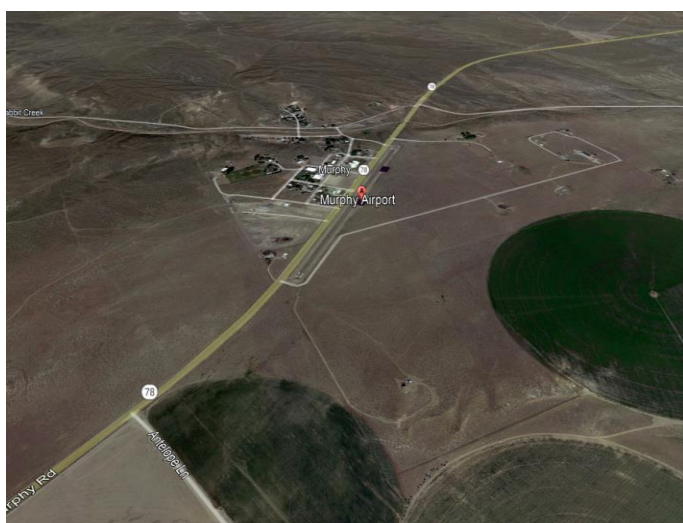
Division of Aeronautics  
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February 24, 2023

Jim Desmond  
2773 N Haven  
Eagle, ID 83616

Subject: 2023 5010-1 Airport Inspection conducted February 22, 2023.  
(04273.\*A Murphy Murphy Airport)



Hi Jim,

On February 22, 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). I have summarized the inspection findings below:

**Runway (12-30):** Not much has changed since last time I visited Murphy, 3 years ago. Your runway continues to show great integrity and a solid but rough runway surface due to exposed aggregate. Still, there were no cracks visible and the runway is in good condition, therefore, I rated it as such. Runway markings – I rated as poor as there is no centerline, but only numbers painted at each runway end. The paint on the numbers is very thin, faded and barely visible from the air. My recommendation from 3 years ago continues to be that you paint fresh new numbers for better runway distinction and visibility. The runway alignment has not changed, and the numbers 12-30 markings are still good. The boundary markers you have in place need some attention in the sense they need re-doing. In their current shape and condition, do not actually serve the very purpose they're designed for. The piled rocks need to resemble more of an "L" shape on both sides of each runway end, of certain dimensions which I did not see (if you would like, you let me know when we

could meet out at the airport and I will show you exactly what needs to be done and how to fix them). There were no changes to the approaches at this airport; both remain relatively clear and unchanged.







**Taxiway/Ramp/Tiedowns:** The ramp areas continue to be the only portions of pavement that exhibit cracks. The tie down ramp on the north end is in the better condition of the two, with the parking pullout showing several 1.5" to 2" cracks. Chains for transient aircraft were present on both pads in various forms, but usable, nonetheless.



**Windsock/Standard/Segmented Circle:** Besides the fact that the windsock was installed improperly, I rated the windsock condition as good with little or no fading. The windsock drain hole was installed midway up and to the side vs being on the bottom to allow for proper water drainage.

The unpainted, galvanized, metal pipe standard was in good mechanical condition – solid & functional. There was no segmented circle present at this facility.



**Lighting:** N/A

**Miscellaneous/Services:** All airport-related signs were upright, visible, and legible.



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 anytime at 208-334-8895. Have a great day.

Sincerely,

*Flo Ghighina*

Flo Ghighina  
Airport Inspector/Obstructions Evaluator  
Idaho Division of Aeronautics