



IDAHO TRANSPORTATION DEPARTMENT

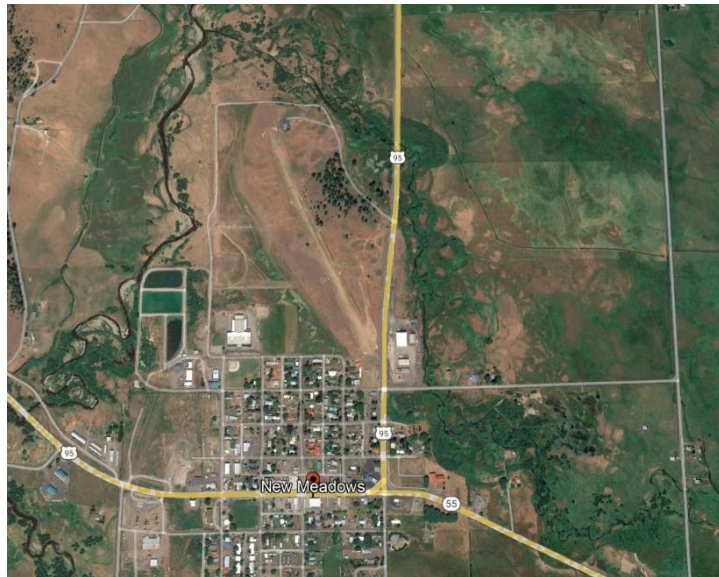
Division of Aeronautics
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May 17, 2023

Dan Conner, Manager
P.O. Box 7129
Boise, ID 83707

Subject: 2023 5010-1 Airport Inspection conducted May 11, 2023.
(04275.5*A New Meadows Airport New Meadows)



Dan,

On May 11, 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:

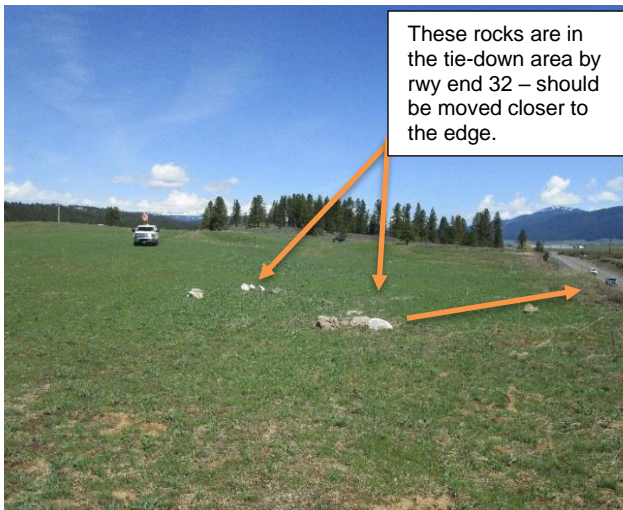
Rwy. 14-32: At the time of the inspection the surface of the turf-gravel runway, was dry, firm, smooth, and without any major undulations. The runway surface does display some minor roughness due to a few spots with loose rocks (up to 3") that are scattered down the centerline at mid-field and in a couple of other spots. Grass coverage (4-5") was uniform and had not been mowed this year. Joe and Justin indicated that they were going to go out there and mow it before the end of the month. However, having been out there, it would not make sense for them to mow it yet; I think that sometime toward the end of June would make more sense as they would have something to mow by then. There were no changes to the approaches at this airport; both remain relatively clear and unchanged.



Boundary Markers (BMs): The painted rock boundary markers were in good shape and had good paint coverage (75-80% paint left). They were clear, free of vegetation and visible from the air. Not this year but in a couple of years, some new paint on the boundary markers and the segmented circle around the windsock would help and sharpen things up.



Tie Down Area: The tie-down area near the midfield was slightly sloped away from the runway and of the possible 3-4 parking spots, none of them had tie-down chains present. The other tie-down area, on the right side of rwy end 32, was a bit better and did not slope as much.



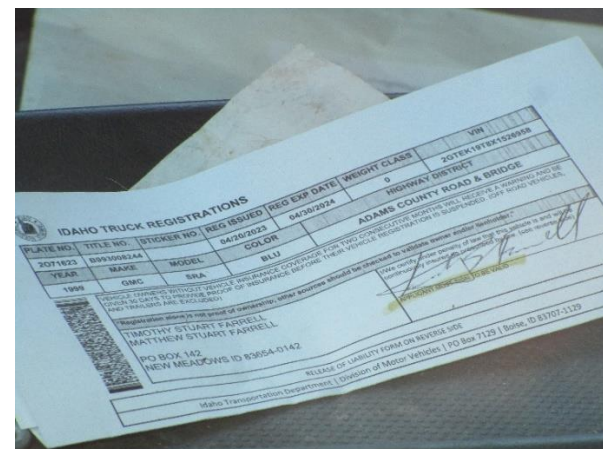
These rocks are in the tie-down area by rwy end 32 – should be moved closer to the edge.



Windsock/Segmented Circle: Windsock at this airport was in good condition; it showed no rips or tears and had good color. The metal standard was in good condition and good working order. It had good white paint coverage and the area around the segmented circle was clear and free of vegetation. The whole navigation aid was in good shape and very visible from the air.



Misc/Other: The Idaho Power poles that are across Highway 95 showed good orange/white paint and were visible to all incoming aircraft. The fence had all the wires up and it appeared to be in good condition for the most part around the airport; the only exception was the portion on the approach to rwy. end 14 where the barbwire fence is leaning away from the airport. All signs were in good shape, visible, and none broken. Overall, I found the airport to be in good condition. The last thing I wanted to mention is the truck that I found parked on the airport behind the closed and locked gate – do you know anything about it? I am not sure what to make of it but here are a couple of picks showing where it is parked on the airfield. Is it supposed to be there?





No other safety concerns or issues were observed at the time of the inspection. If you have any questions or concerns, please call me at 208-334-8895.

Sincerely,

Florian Ghighina

Florian Ghighina
Airport Inspector/Obstructions Evaluator
Idaho Division of Aeronautics