



IDAHO TRANSPORTATION DEPARTMENT

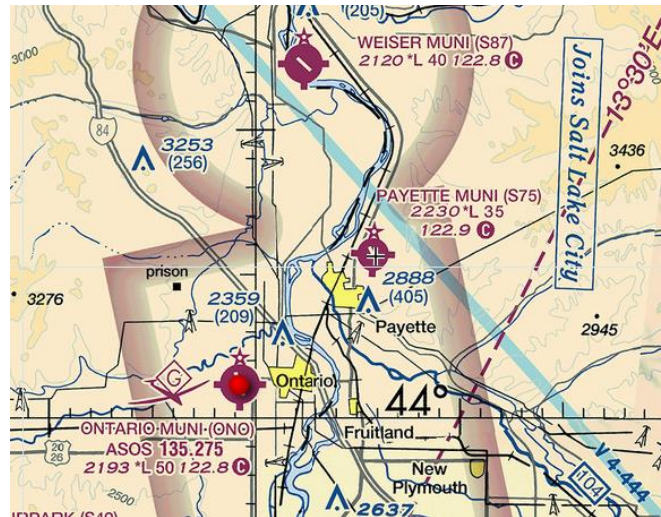
Division of Aeronautics
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March 3, 2023

Mary Cordova, Manager
Payette Municipal Airport
700 Center Ave
Payette, ID 83661

SUBJECT: 2023 5010-1 Airport Inspection conducted February 27, 2023.
(04284.A) Payette Payette Municipal Airport)



Hello Mary,

On February 27, 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 supporting the FAA and the National Airspace System (NAS). I have summarized the inspection findings below:

Runway (13-31): At the time of the inspection the runway surface I found to be in good condition. The non-standard centerline, runway numbers and displaced threshold markings, all appeared to be in good condition and were visible from the air; visibility of the airport and its markings was confirmed by two different aircraft passing through the airspace above at the time. Runway lights were all upright and in good working order. Controlling obstructions at both runway ends were unchanged and remained the same.



Taxiway/Ramp/Tiedowns The newer section of taxiway remains in excellent condition – with good markings and solid pavement condition. The older, narrower section of taxiway continues to experience edge breakup and has small depressions that are holding water in spots. The ramp tie down area displayed good asphalt surface but had poor markings. Tie down markings are very worn out and have very little paint left – some new paint would improve the looks and visibility of the parking spots. All pads had chains available for use.

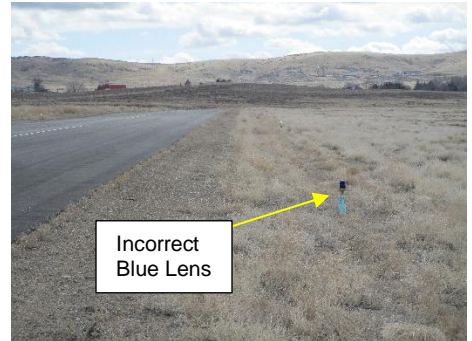




Windsock/Segmented Circle: The windsock displayed good color and material integrity. There were no visible tears or sock discoloration. The metal standard had good orange paint and the pole was sturdy – slightly leaning to the right, as you’re standing on the taxiway and looking west, but nothing significant yet. The segmented circle made up of 12” diameter plastic irrigation pipes, displayed good shape and traffic pattern indication. The paint is in poor condition –badly flaking that could use some TLC - a good scrub/cleaning and fresh paint will give it a better and more adequate indication of the windsock location.



Lighting: During my visit, the runway lights came on when activated on CTAF with my hand-held radio; all of them were in the upright position and working properly. I was unable to verify the working condition of the lights on the windsock pole and the rotating beacon on top of the hangar. One of the runway edge lights- right side of rwy 13, had the wrong color lens on – blue vs clear, and that should be replaced as soon as feasible.



Miscellaneous/Signs/Services: All signs and available services - fuel and courtesy car, appeared to be in good working order. Besides the observations mentioned above, I saw no other safety concerns or issues worth mentioning. Please feel free to call me anytime, should you have any questions, regarding the airfield. Have a great day!



Sincerely,

Florian Ghighina

Flo Ghighina

Airport Inspector/Obstructions Evaluator

208-334-8895