



**IDAHO TRANSPORTATION DEPARTMENT**

Division of Aeronautics  
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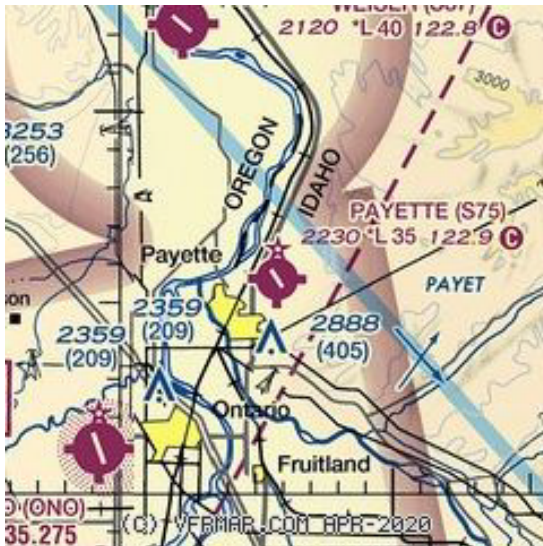
(208) 334-8775  
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April 20, 2020

Mary Cordova  
700 Center Ave  
Payette, ID 83661

SUBJECT: 2020 5010-1 Airport Inspection conducted April 14, 2020.  
(04284.A Payette Payette Municipal Airport)



Dear Mary,

Thank you for meeting with me back in March to give you the paper work related to the airport inspection. Under contract with the Federal Aviation Administration (FAA), the State of Idaho conducts periodic safety inspections and updates data at public use airports as a part of the FAA's Airport Safety Data Program. The completed process updates the Airport Master Record (FAA Form 5010) and several connected publications. The purpose of this review is to record the current conditions and status of the airport/Sea Plane Base (SPB) facilities. The accuracy of the information collected during my visit is significant for aviation publications, development activities, federal and state programs, safe airport operations, 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, boundary markers, and the wind-sock/segmented circle area. I have summarized my inspection findings below:

**Runway 13-31:** Overall, the runway surface is in good condition. The newer 500' pavement extension at runway end 31 is in excellent condition; the remainder is in good shape and it does show some minor cracking throughout. Runway markings are very visible from the air. I see that back in 2013 the runway magnetic heading was noted that it needed to change from 13-31 to 14-32. During my inspection, I took 6 different measurements and that still holds true. Therefore, I recommend that next time you do a runway rehab, you should fix this and have the correct numbers (14-32) painted/reflected on the runway. There was good vegetation control around all the light fixtures.

**Taxiway/Ramp/Tiedowns:** The ramp area has two areas for parking aircraft, each with 3 parking spots - a cement area and a gravel area as well. The cement tie down is in good condition and the cracks have been tar-sealed. It has good markings. The gravel portion has many loose rocks and the surface is not very uniform. All 6 parking spots had tie down chains present and available for use. The taxiways located from the fuel farm toward runway end 31 are in excellent condition, whereas the rest of them are in fair condition. All taxiways display excellent markings to the SE and fair to the NW. The airport has great vegetation control around all movement surfaces.

**Windsock/Standard/Segmented Circle:** The windsock (near midfield) is in good condition and shows some minor fading, as does the paint on the standard. The segmented circle, made up of large, white plastic pipes, was painted white some time ago; now, the paint is flaking off extensively in some places, and could use some TLC. Good vegetation control around this area.

**Lighting:** During the functionality test, I noticed that several runway MIRL fixtures were out and some were broken. On the left side of runway 31, I counted 8 bulbs that were burnt out and 2 broken fixtures. On the left side of runway 13, I counted 6 bulbs that were burnt out and 3 broken fixtures.

**Miscellaneous/Services:** All the signs I found on the airfield were in the upright, legible, and overall good condition. 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,

*Florian Ghighina*

Flo Ghighina  
Airport Inspector/Aviation Technician  
Division of Aeronautics