



## IDAHO TRANSPORTATION DEPARTMENT

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November 7, 2022

Dave Schuck, Manager  
Priest River Municipal  
1500 Hwy 2 Suite 308  
Sandpoint, ID 83864

Subject: 2022 5010-1 Airport Inspection conducted August 14, 2022.  
(04302.\*A Priest River Priest River Municipal Airport)

Hello Dave,

On August 14, 2022, 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 (01-19):**

For the most part, I found the runway surface to be in good condition. There were a few medium to large size (1" untreated cracks) that do not present a real big issue yet, however, with bad weather, rain/snow, and the temperature fluctuations you get in your neck of the woods, things are only going to get worse with time. If left untreated for too long, you'll have to worry about increased runway maintenance costs as well. Markings were fair and the grass along the edges and beyond the area of the runway edge lights was well mowed and maintained. The runway light fixtures, on both sides of the runway, were all in the upright position, but none of them were installed correctly with/on a frangible coupling. The metal stakes currently used do the job, however, being a NPIAS airport you may have to explain and deal with the FAA on this one. They can do random inspections and if they see your lights on the metal stakes you have now, they may bark at you or hold future funding for this airport. Controlling obstructions at both approach ends were unchanged and remained the same.

### **Windsock/Segmented Circle/Signs/Misc.**

The windsock was in good condition; the standard I found to be in fair condition overall with a need for fresh paint to make it more visible from the air and ground. Also, the standard was leaning to the North some, so getting that straighten back up and secured in place would help. The vegetation around the windsock and standard appears to be well controlled at this time. For increased visibility it would be beneficial to put in a segmented circle around the standard with alternating white and orange panels of some kind. There is good guidance on the construction of segmented circles in the State of Idaho publication called *Airport Materials and Construction Manual*. In the chapter and appendix for Segmented Circle Markers, it describes everything you would need to know to properly construct a segmented circle. Let me know if you want that info and I can send it to you. Of the 9 tie down spots available, 9 had chains present and available for use.

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**Lighting:** During my visit, the runway lights came on when activated on CTAF with my hand held radio, and I all of them were working at that time. I was unable to test if the lights on the windsock pole were working. Other than the lack of frangible couplings and having metal stakes sticking above ground, I saw no other issues (see attached pics).

**Miscellaneous/Services:** All the other amenities at this airfield were in good condition – the fence and security gate, the signs and markings, the rotating beacon on top of the hangar (I was unable to verify functionality during my visit) and the light poles behind the tie-down area. I saw no other safety concerns or issues worth mentioning. Please feel free to call me anytime should you have any questions, regarding this airfield.

Sincerely,

*Florian Ghighina*

Flo Ghighina  
Airport Inspector/Obstructions Evaluator  
208-334-8895