



## IDAHO TRANSPORTATION DEPARTMENT

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October 25, 2022

Dave Schuck  
1500 Hwy 2 Suite 308  
Sandpoint, ID 83864

Subject: 2022 5010-1 Airport Inspection conducted August 15, 2022.  
(04326.\*A Sandpoint Sandpoint Airport)

Hello Dave,

Back in August, I visited the airport to conduct the FAA 5010-1 Airport Safety Data Inspection. It was nice to catch up with you and to meet your airport maintenance staff, both – Dale and Jeff. 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 for the National Airspace System (NAS). I have summarized the inspection findings below:



**Runway:** The runway surface continues to be in good condition overall. There are many visible cracks throughout the entire length of the runway, some that were treated already, and some new extensions of the existing ones. The center portion of the rwy pavement looks really good. The outside edges (approx.. 20') from each edge appears to be older asphalt and that is where most of the cracks are visible. The actual rwy edge lips were decent and I saw no crumbling of the edges. The markings on the runway are in good condition as well. The threshold lines, numbers, and centerline markings are good and visible from the air. Runway threshold and edge lights were all in good shape, none broken. Vegetation on the edges of the runway shoulders was good and well maintained. The approaches on both ends of the runway remain unchanged and you indicated you already knew and were working on the issues with the trees to the North of Rwy end 20.





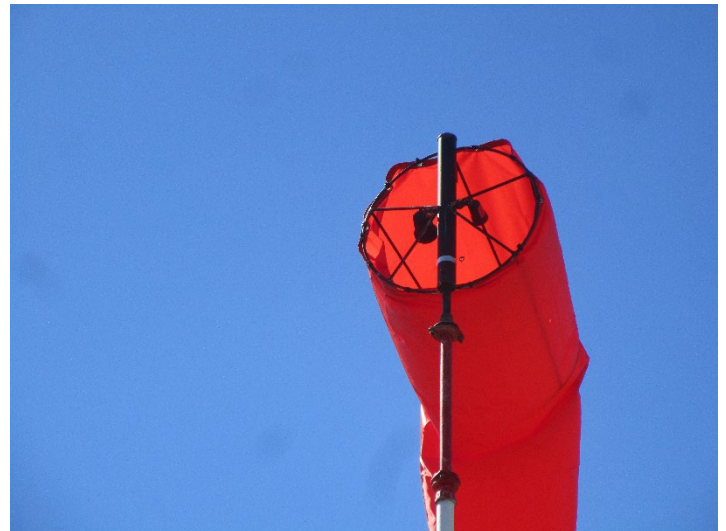
**Taxiway/Ramp/Tiedowns:** The surface of the ramp area appeared to be new and well marked. The surfaces between the hangars and the taxiway, which had both - newer and older asphalt, all seemed to be in good condition and with visible markings. I noticed some of the hold short markings at rwy end 2 and the taxiway centerlines were faded and could use some TLC. There was plenty of parking space on the ramp and all the aircraft parked there were secured with either chains or ropes.







**Windsocks/Standard/Segmented Circle:** The existing 2 windsocks appeared to be new, in good condition, and working order. The only problem with the main windsock was, that it was installed wrong and the water drain hole was on top of the frame vs the bottom where it should be to allow for proper water drainage. If left unchanged, this will lessen the life of the sock, especially if you have lots of rainy weather in the fall and spring. The accumulation of water in the bottom portion of the sock will belly out like a fat guppy fish, and over time, it will stretch and rip sooner than otherwise. The non-standard segmented circle, that used to be there - made up of white, large cement blocks, was no longer present. The area was clean of vegetation, well maintained, and the cement blocks removed. The main windsock standard appears to be in good mechanical order and with good coat of white and orange paint. The other one close to rwy end 20, sitting on the corner of the chain link fence is good condition, but the metal standard was just a galvanized pipe with no paint.







**Signs & Lighting:** All the lights and signs were in good working order and in the upright position at this airfield – runway threshold, runway edge, taxiways, REILs, and PAPI - all were in good condition. None of the structures were broken and had good vegetation control around all light fixtures and signs.







### **Miscellaneous/Services:**

Your airport had good vegetation control overall. The fuel farm and the AWOS antenna and subsystems were all in good shape and the grounds well maintained. Please feel free to call me anytime should you have any questions or need any airport supplies. Thx and have a great day!



Sincerely,

*Florian Ghighina*

Flo Ghighina

Airport Inspector/Obstructions Evaluator

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