



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

September 17, 2023

Dirk Forbush – Airport Manager
St. Anthony - Stanford Field
420 N Bridge, Suite A
St Anthony, ID 83445

Subject: 2023 5010-1 Airport Inspection conducted August 24, 2023.
(04314.*A St Anthony Stanford Field Airport)



Hello Dirk,

It was nice making your acquaintance back in August when 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:

Runway 4-22: The recently complete runway rehab and the addition of the parallel taxiway presented a much different facility compared to what I saw three years ago - both rwy and taxiway surfaces were in excellent condition. The runway markings I found to be in excellent condition as well – threshold bar and arrow markers, runway numbers and centerline were very fresh looking and visible from the air. The only problem with the rwy that I saw was the lighting system that was in a questionable condition. During my drive up and down the runway I saw 10 broken light fixtures – both rwy edge lights and threshold lights at both ends. When I activated the lights with my hand-held radio, I saw several lights that did not turn on which indicates that you had several light bulbs burnt out. Also, the



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taxiway lights at rwy end 22 had the wrong color lenses on – red vs blue. You indicated that you just got approved for new lights and that sometime next year you'll get new lights installed – not only do you guys need that but, this will spruce up your facility and enhance the safety factor associated with the operations at your airport.



Action items:

1. Replace the wrong color lenses that were pointed out to you during our mtng, with the correct color,
2. Drive down the metal stakes for the lights, that stick above ground more than 3",
3. Replace all the light bulbs for the inop rwy edge lights,
4. Continue to work on mitigating the trees we discussed on the approach to Rwy 22.

Taxiway/Ramp/Tiedowns: The old taxiway and ramp surface (N side of the rwy) I found to be in fair condition with lots of cracks and some grass growing through them. Undealt with vegetation plays a big role in the amount of maintenance you put in as the plants (depending



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on what they are) tend to grow, mature and the stock will harden enough to cause more damage to the crack and lead to crumbling of the pavement around it. I recommend in getting after those new cracks, and the existing ones, as soon as possible. It would be in your best interest and save you time and money in maintenance cost in the long run. The ramp and taxiway markings are in fair condition, faded but still visible. In the tie down parking area, I counted seven parking spots that were marked as such, but none of them had chains or other means to secure an aircraft.





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Windsock/Standard/Segmented Circle: The windsock at midfield was in good condition, had good color and displayed no rips or tears. The standard was in sturdy condition, showed good mechanical integrity, and with adequate paint coverage. The non-standard segmented circle consisting of painted tires had some vegetation growth in and around the area. That needs to be addressed and taken care of by your airport maintenance crew. The paint on the tires was rather poor and it could use a fresh coat of white paint. The windsock on the hangar was also in very good condition – no rips or tears, even though the wind was hauling that day.





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Action items:

1. Mow the area around the windsock good and clean out vegetation growth inside the tires,
2. Add a fresh coat of white paint to the tires in the segmented circle for increased visibility.

Lighting: During my inspection of the runway edge lights, I noted that most of the lights were in the upright position, however, there were several that were broken. I counted 10 broken lights. I noticed that many of the in-ground stakes that support the light fixtures, are exposed above ground more than 3 inches; according to the FAA guidelines, the bulk of the stake should be buried in the ground so only the top protrudes to no more than 3" above ground; that area is used to attach your light fixture to it. The airport rotating beacon appeared to be mechanically sound and well secured to the top of the hangar it was mounted on. On this trip I was able to verify both its functionality and the rwy edge lights for that matter. The other concern that I have is seeing the wrong color lenses for both the old taxiway lights and the threshold lights. I hope the lenses I sent to Jeff in the maintenance shop, were sufficient enough to cover all the wrong lights and get them working properly (use blue lenses for taxiways and red/green lenses for the threshold areas with red facing in to indicate the end of the runway).





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Action items:

1. Fix all the broken light fixtures,
2. Drive down the metal stakes for the lights - remember, they cannot be more than 3" above ground,
3. Replace all the wrong color lenses for the taxiway and some of the threshold lights.

Miscellaneous/Services: Everything with the fuel farm and the ag spraying operation on the airfield seemed to be in good working order. 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.



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Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
Division of Aeronautics
