



IDAHO TRANSPORTATION DEPARTMENT

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March 2, 2023

Jim Metzger, Manager
Weiser Municipal Airport
1351 Airport Road
Weiser, ID 83672
Phone: 208-543-5650

Subject: 2023 5010-1 Airport Inspection conducted February 27, 2023.
(04353.*A Weiser Municipal Airport)



Hello Jim,

As always, it is a pleasure to come up to Weiser and visit with you. I really enjoy visiting and talking to you about everything aviation related. I enjoy learning from you and listening to the stories you share. On Monday – 27 February, I conducted 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 12-30: Overall, the runway surface is in great condition. Your pavement exhibits good integrity, color, and runway markings. The one, older longitudinal crack, that was treated previously and along the rwy. centerline is still there; the slurry seal is currently holding its fill well. The runway edges are solid, and I saw no crumbling anywhere. One of the threshold lights was broken at Rwy. end 30 and a PAPI bulb was out (see pics below).

Action items: Inspect and replace all broken lights and light bulbs associated with the runway.



Taxiway/Ramp/Tiedowns: The ramp area is in good condition with the cracks tar-sealed and adequate tie downs; of the 14 parking spots, I counted 11 with chains or tie-downs present and available. The ramp also displayed great paint markings as well. The taxiway asphalt is in good condition on the parallel taxiway and it, too, displays excellent paint markings. Fine cracks are visible as they are starting to extend from previously sealed lateral cracks in several places but are still minor in nature and hardly worth mentioning.

Action items: Replace broken reflectors associated with the taxiway.



Windsock/Standard/Segmented Circle: The windsock near midfield was in good condition and saw no tears in it. The standard is in excellent shape and has excellent orange color. The cement panels are in great shape with excellent vegetation control and good white and orange paint; all were very visible from the air.



Lighting: All the MIRL lights were in good physical condition and in working order with the exception of the left threshold light closest to the centerline at rwy. end 30; the fixture was broken, and the lens was gone/missing. The PAPIs at rwy. 30 were working well and had great vegetation control around them. The second box closest to the runway had one of the bulbs burnt out (see pics below).



Burnt out bulb

Miscellaneous/Services: All airport-related signs were upright, legible, and seemed to be in good working order. The blue taxiway reflectors appeared to be in good condition, and they all displayed good white and blue reflective tape. All other amenities on the airfield - fuel pump and courtesy car, were all in good condition and 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 me anytime. Have a great day.





Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
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Respectfully,

Flo Ghighina

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