



## IDAHO TRANSPORTATION DEPARTMENT

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April 15, 2020

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

Subject: 2020 5010-1 Airport Inspection conducted March 19, 2020.  
(04353.\*A Weiser Weiser Municipal Airport)



Dear Jim,

It was sure nice making your acquaintance back in March when I visited the Weiser airport to conduct the 5010-1 Airport Safety Data 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, and the wind-sock/segmented circle area. I have summarized my inspection findings below:

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**Runway 12-30:** Overall, the runway surface is in great condition. Your pavement exhibits good integrity and color and excellent markings are present making the rwy. very visible from the air. Along the centerline, there is one, older longitudinal crack that has been slurry filled previously, and it is currently holding pretty well. The runway edges are solid and I saw no crumbling anywhere .

**Taxiway/Ramp/Tiedowns:** The ramp area is in good condition with tar-sealed cracks and adequate tie downs; of the 14 parking spots, I counted 9 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.

**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 but it does need some new white and orange/red paint.

**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 12; I think the bulb was out on that. Also, one of the REILs at rwy end 30 was not working. The PAPIs at rwy 30 were working good and had great vegetation control around them. During this visit, I was able to verify that all the lights were working. I have to tell you, you do a great job keeping all the light fixtures free of vegetation.

**Miscellaneous/Services:** All airport-related signs were upright, legible, and seemed to be in good working order. The blue taxiway reflectors also appeared to be in good condition and they all displayed good yellow, reflective tape. The rotating beacon appeared to be functional and in good condition, but was not able to verify its functionality during this visit, as it has a photocell and was not going to come on until dark.

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