Hello Willie,

On June 30, 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 6-24:** I found this one way in, one way out runway surface to be in fair condition and I rated it as such. The grass growing on the runway was not too thick nor crazy in height; the measurements I took varied between 8-12” tall. Some rodent activity was observed on the west edge of the runway and the first 300’ of rwy 24. The runway appears to be in decent shape, however, there were lots of loose rocks and some surface deformities which made the ground roll a bit bouncy both on landing and take-off. The controlling obstructions remain the same and unchanged at both ends of the runway - trees.
**Windsock/Standard:** The windsock was in excellent condition, looked almost new. I saw no rips or tears. Also, the metal standard, painted white & orange, was in good mechanical condition and had plenty of paint left. This windsock did not have a segmented circle present.

**Boundary Markers (BMs):** All painted rock boundary markers were in good condition and displayed good white paint color. BMs were visible from the air.

**Tie downs:** From the looks of it, there was room to park roughly 3-4 aircraft parking at this airstrip; I saw no tied down chains present in the designated parking area. Vegetation was fair

**Misc:** Overall, this airstrip is in decent shape. All signs remain legible and mount posts sturdy. I saw no other safety concerns or issues worth addressing. Please feel free to call me anytime should you have any questions or if I can be of any assistance to you. Thanks and have a great day.

Sincerely,

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