



Aeronautics Division
2630 Airport Road
PO Box 200507
Helena MT 59620-0507

RECEIVED

September 9, 2013

SEP 18 2013

MEMO TO: Public Use Airport Sponsors
MEMO FROM: Wade Cebulski, Airport/Airways Bureau
SUBJECT: Recent 5010 Inspections

Ravalli County Commissioners

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Announcement: In the past this memo has been mailed directly to the Airport Managers. The new practice will be to mail this letter to the sponsor and let the sponsor disseminate to the manager and/or as they deem necessary.

The Montana Department of Transportation/Aeronautics Division, in accordance with the FAA 5010 inspection program, has recently conducted an inspection of your airport to update the FAA's 5010 Master Record files. I met with several of you during the process and this is highly appreciated. Enclosed are the results of this inspection, namely, a copy of the marked up 5010 inspection form, a copy of the revised airport sketch and a safety data inspection sheet.

For those of you who need a little refreshing on what the 5010 inspection is, here is a brief overview. In order to assure that the nation's small public use airports do not fall into a state of disrepair and to alert the flying public about potential hazards at airports, the FAA has for a number of years now, mandated that every non-certified, public use airport in the U.S. be inspected at regular intervals. The results of those inspections are compiled in the form known as the 5010 Master Record. In the State of Montana, the Aeronautics Division is responsible, in most cases, for completing the 5010 inspections under a grant from the FAA. The purpose of the 5010 inspections is to gather information that can be disseminated into various flight publications. Most notably, the FAA Airports and Facilities Directory, or sometimes referred to as the FAA green book, derives all of the airport information within it from 5010 inspections. Other publications such as aeronautical charts and instrument approach procedure plates also derive some of their information from these inspections. Numerous privately produced publications rely on 5010 information as their primary source of data. Information is determined during the inspection including close-in obstructions, hazard obstructions, number of airport operations, visual landing aids, pavement conditions, lighting information, and various other safety and general data elements. The inspections also determine, or verify, runway approach slope obstruction gradients. These are used in determining whether runways meet the necessary criteria for precision and non-precision approaches.

I would like to stress that these inspections are NON-regulatory in nature and the airport is not required to pass the inspection. These inspections are performed in the interest of safety and facility notification. A copy of general information is sent federally and a copy is kept here in our offices. Data elements on the 5010 form which are preceded by a ">" symbol are considered critical safety items and as such, you should report any subsequent changes in them to your FAA Flight Service Station at 800-992-7433.

One of the items you have received is the Safety Data Inspection Sheet. On this sheet attention should be directed to the elements that have comments. We recommend that appropriate measures be taken

AIRPORT MASTER RECORD

PRINT DATE: 09/05/2013
AFD EFF 08/22/2013
Form Approved OMB 2120-0015

1 ASSOC CITY: HAMILTON
2 AIRPORT NAME: RAVALLI COUNTY
3 CBD TO AIRPORT (NM): 01 E

4 STATE: MT
5 COUNTY: RAVALLI MT
6 REGION/ADO: ANMHLN

7 SECT AERO CHT: GREAT FALLS
89 SINGLE ENG: 72
91 MULTI ENG: 5
92 JET: 2

93 HELICOPTERS: 3
94 GLIDERS: 5
95 MILITARY: 0
96 ULTRA-LIGHT: 3

97 AIR CARRIER: 0
100 AIR TAXI: 1,900
103 G A LOCAL: 13,500
104 G A ITRNT: 8,200
105 MILITARY: 0

98 CONTROL TWR: NONE
99 SEGMENTED CIRCL: YES
100 WIND INDICATOR: YES-L
101 UNICOM: 122.800

102 ARPT LGT SKED: SEE RMK
103 ARPT BCN: CG
104 ARPT LGT SKED: SEE RMK

105 ARPT LGT SKED: SEE RMK
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10 OWNERSHIP: PU
11 OWNER: RAVALLI CO
12 ADDRESS: ~~GENERAL HOUSE BOX 5010, SUITE A~~
13 PHONE NR: HAMILTON, MT 59840
14 MANAGER: PAGE GOUGH
15 ADDRESS: 215 S. 4TH STREET SUITE A
16 PHONE NR: HAMILTON, MT 59840
17 ATTENDANCE SCHEDULE: ALL
18 AIRPORT USE: PUBLIC
19 ARPT LAT: 46-15-05.3800N ESTIMATED
20 ARPT LONG: 114-07-31.9450W
21 ARPT ELEV: 3642.0 SURVEYED
22 ACREAGE: 156
23 RIGHT TRAFFIC: NO
24 NON-COMM LANDING: NO
25 NPAS/FED AGREEMENTS:NGY
26 FAR 139 INDEX:

30 RUNWAY IDENT: 16/34
31 LENGTH: 4,200
32 WIDTH: 75
33 SURF TYPE-COND: ASPH-F
34 SURF TREATMENT: PFC
35 GROSS WT: 17.0
36 (IN THSDS) DW
37 DTW
38 DDTW
39 PCN:

40 EDGE INTENSITY: MED
42 RMY MARK TYPE-COND: BSC-P / BSC-P
43 VGS: P2L / P2L
44 THR CROSSING HGT: 35 / 25
45 VISUAL GUIDE ANGLE: 3.00 / 3.30
46 CNTRLN-TDZ: - / -
47 RVR-RVY: - / -
48 REIL: - / -
49 APCH LIGHTS: - / -

50 FAR 77 CATEGORY: (B) / (B)
51 DISPLACED THR: /
52 CTLG OBSTN: TREES / TREES
53 OBSTN MARKED/LGTD: /
54 HGT ABOVE RMY END: 114 / 20
55 DIST FROM RMY END: 1,044 / 264
56 CNTRLN OFFSET: 258L / 488R
57 OBSTN CLNC SLOPE: 7:1 / 4:1
58 CLOSE-IN OBSTN: Y / N

60 TAKE OFF RUN AVBL (TORA): /
61 TAKE OFF DIST AVBL (TODA): /
62 ACFT STOP DIST AVBL (ASDA): /
63 LNDG DIST AVBL (LDA): /

DECLARED DISTANCES
64 TAKE OFF RUN AVBL (TORA): /
65 DIST FROM RMY END: /
66 CNTRLN OFFSET: /
67 OBSTN CLNC SLOPE: /
68 CLOSE-IN OBSTN: /

OBSTRUCTION DATA
69 FAR 77 CATEGORY: (B) / (B)
70 FUEL: 100LL A+

71 AIRFRAME PPRS: MAJOR
72 PWR PLANT PPRS: MAJOR
73 BOTTLE OXYGEN: /
74 BULK OXYGEN: /
75 TSNST STORAGE: HGR, TIE
76 OTHER SERVICES: CHT, INSTR, RNTL, SALES, Life Flight
77 TSNST STORAGE: HGR, TIE

78 TSNST STORAGE: HGR, TIE
79 TSNST STORAGE: HGR, TIE
80 TSNST STORAGE: HGR, TIE

81 ARPT LGT SKED: SEE RMK
82 UNICOM: 122.800
83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCL: YES
85 CONTROL TWR: NONE
86 FSS: GREAT FALLS
87 FSS ON ARPT: NO
88 FSS PHONE NR: 1-800-WX-BRIEF
89 TOLL FREE NR: 1-800-WX-BRIEF

90 SINGLE ENG: 72
91 MULTI ENG: 5
92 JET: 2

93 HELICOPTERS: 3
94 GLIDERS: 5
95 MILITARY: 0
96 ULTRA-LIGHT: 3

97 AIR CARRIER: 0
100 AIR TAXI: 1,900
103 G A LOCAL: 13,500
104 G A ITRNT: 8,200
105 MILITARY: 0

106 WIND INDICATOR: YES-L
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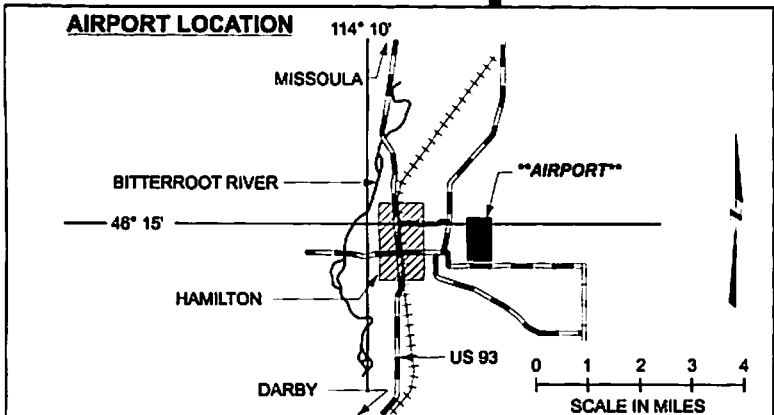
</

HAMILTON

6S5

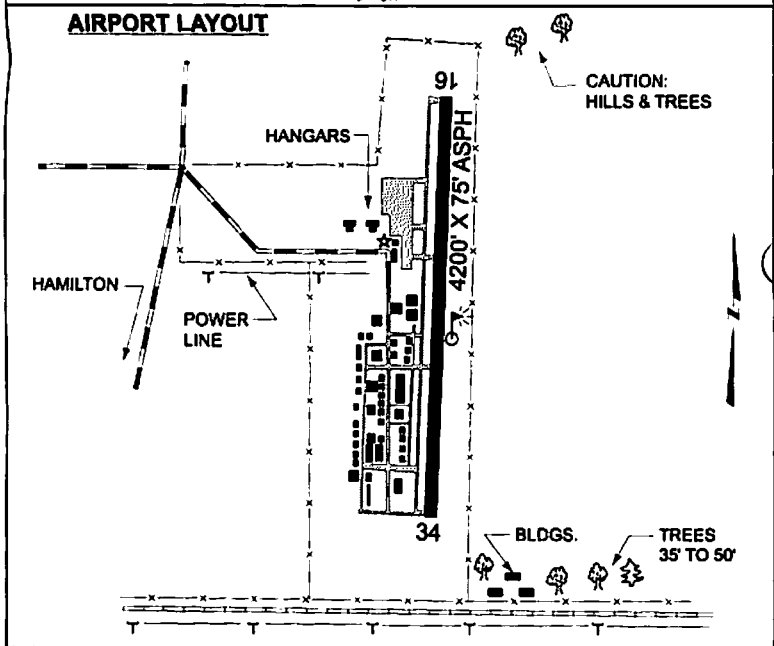


(RAVALLI COUNTY)



Nav.Aids

NONE



Radio

UNICOM
122.8

GTF FSS
RCO
122.45

AWOS
119.825

IDENT: 6S5
CTAF: 122.8

ELEV: 3640'

LOC: 46-15.2 N
114-07.3 W

LIGHTED: MIRL & PAPI rwy 16/34 R.C. Key 122.8 3,5,7 times. Lighted beacon.
FUEL: 100, & Jet A
REPAIRS: Major
SERVICE: Rental Cars. Meals & lodging 1 1/2 miles.
OWNER: Ravalli County

MANAGER: Page Gough
PHONE: (406) 375-9149
REMARKS: Phone on field. Digiwx II
(406) 375-9149 or www.digiwx-6S5.com or on continuous broadcast 119.825. Skydiving operations in the vicinity

*3

AIRPORT SAFETY DATA INSPECTION SHEET

AIRPORT: *Hamilton*

INSPECTOR: Wade Cebulski, AVIATION SUPPORT OFFICER

INSPECTION DATE: *8/8/13*

Runway Surface is/has: Explanation: *good for aged pavement*
 Rough/Uneven
 Foreign Object Debris
 Cracks Greater than 1/8"
 Other

Runway Edge and Sides have: Explanation: *good*
 Erosion
 Weed Encroachment
 Other

Taxiway Surface is/has: Explanation: *good for aged pavement*
 Rough/Uneven
 Foreign Object Debris
 Cracks Greater than 1/8"
 Other

Runway Markings are: Explanation: *Faded*
 Non-Standard
 Faded
 Other

Taxiway Markings are: Explanation: *Faded*
 Non-Standard
 Faded
 Other

Runway/Threshold Lights are: Explanation: *good*
 Non-Standard
 Broken/Missing
 Obscured by Weeds
 On Non-Frangible Posts
 Other

Runway/Threshold Cones are: Explanation: *N/A*
 Faded
 Spaced Oddly

Obscured by Weeds
 Other
 Taxiway Lights/Markers are: Explanation: *good*
 Non-Standard
 Broken/Missing
 Faded
 Obscured by Weeds
 Other

Segmented Circle has/is: Explanation: *Good*
 Windsock which is faded
 Windsock which is missing
 Faded
 Obscured by weeds
 Other

Mobile Hazards on Runway: Explanation:
 Vehicles have Unlimited Access
 Livestock on/in Vicinity of the Runway
 Birds on/in vicinity of Runway
 Wildlife on/in vicinity of runway
 Pedestrians on/in vicinity of runway

OBSTRUCTION DATA

The following obstructions were identified within the approach surface for the identified runway end. Only those obstructions that penetrate the following approach surfaces are listed: 20:1 for visual approach runways and 34:1 for non-precision approach runways. Slopes are in terms of run to rise in feet.

Runway End: Previous Obstructions

Current Obstruction

Obstructions have change a little from
 Tree trimming on South End

The following items were identified as obstructions within the primary surface or runway safety area of the following runways:

Other additional comments: *Airport is in great shape for aged pavements and is well maintained. Thanks for meeting with me Page.*