



**Montana Department of Transportation**

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**MEMO TO:** Public Use Airport Sponsors

**MEMO FROM:** Stephen Torske, Aviation Support Officer

**SUBJECT:** Recent 5010 Inspection

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 and a copy of the safety data inspection sheet.

For those of you who need a little refreshing on what the 5010 inspection is, here is a brief overview. 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 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 inspection is to gather information that can be disseminated into various flight publications. Most notably, the FAA Chart Supplement (formerly known as the Airports and Facilities Directory), or sometimes referred to as the FAA green book, derives all 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 to correct those problems, not only to improve the condition of the airport and enhance safety, but also to lessen the threat of liability exposure. An airport owner may be held liable for an accident or incident that occurs with contributing factors such as an improperly maintained approach slope surface, bad runway markings, or safety area surface obstacles. Remember, it is an airport manager's responsibility to request a Notice-to-Airman (NOTAM) be issued to advise pilots of any safety-related problems that cannot be immediately corrected.

The Aeronautics Division appreciates your efforts to provide a safe general aviation airport to the flying public. If you have noticed any discrepancies, would like to add anything, or have questions regarding the inspection, please feel free to contact me at the Division 406-444-9569 or by email at [storske@mt.gov](mailto:storske@mt.gov). Thank You.