

Type: Metal

Painted:Y

Remarks:

Wood

Rocks

Other

### **Idaho Division of Aeronautics**

## **5010 AIRPORT INSPECTION FORM/REPORT**



SLOPE RATIO CALCs: D-200'/HT (PAVED) \*\* D/HT (UNPAVED) \*\* H=D/S \*\* D=SxHT \*\* HT=height D=Dist S=Slope Ratings: Excellent = E Good = G Fair = F Poor = P Failed = FD

Airport: NEZPERCE	LocID: 0S5	Paved ✓ Undevlpd	NPIAS: Y N ✓ INSP Date:14 SEP 21
Rwy 1: 15-33	Pub Dims: 2400' L x 30	W G-Earth Dims:	L x W FAA Dims: 2452' L x 30' W
1.00	Actual Dims: 2417' L x 30		
Rwy Markings: #s & CL		Ctrl: Good	
SFC Type: Asphalt	SFC Cond: GODD		
Rwy End: 15	Lat N: 46° 14' 30.47"	Long W: 116° 14' 22.09"	Elev 1 GPS: 3209' +/-7' Elev 2 WCP: 3210' +/-9'
Hdg 1: 152° / 332°	Hdg 2: 153° / 333°	9	
Ctlg Obstn: Y ✓ N Description: 75-100' Hill @ 750' on CL			
Close-in Obstn: Y ✓ N			
Rwy End: 33	Lat N: 46° 14' 6.70"	Long W: 116° 14' 15.50"	Elev 1 GPS: 3212' +/-8' Elev 2 WCP: 3220' +/-10'
Hdg 1: 333° / 153°	Hdg 2: 331° / 151°		
Ctlg Obstn: Y ✓ N Description: 20' Bldg @ 200' on CL			
Close-in Obstn: Y ✓ N Description: Numerous - Road, Trees, & Bldgs.			
Remarks: BMs = Boundary Markers // CL= Center line // During my inspection, I noticed the following runway obstructions: Rwy end 15 rising terrain to the N,			
whereas Rwy end 33 has a few man made obstructions like: the chain-link fence, Fourth Ave Rd,10' road signs, and the trees over in the park.			
know that you're limited on what you can do to mitigate the chain link fence and the road, but the 10' "Restricted Route Ahead" sign should be			
moved about 70' to the W or 230' to the E to open up the approach path to Rwy 33. The black and yellow signs should be lowered by 3 ft.			
D 2.	D. I. Diese	W.C. Frieth Direct	Lx W FAA Dims: Lx W
Rwy 2:	Pub Dims: Lx	W G-Earth Dims: W Measured: Y N	Lx W FAA Dims: Lx W
Rwy Markings:	Actual Dims: L x Rwy Lights: Y N Veg	Ctrl:	
SFC Type:	SFC Cond:	Cur.	
	Lat N:	Long W	Elev 1 GPS: Elev 2 WCP:
Rwy End:	Hdq 2:	Long W:	Elev 1 GP3.
Hdg 1:			/
Ctlg Obstn: Y N Description:			
Close-in Obstn: Y N		X	
Rwy End:	Lat N:	Long W:	Elev 1 GPS: Elev 2 WCP:
Hdg 1:	Hdg 2:		
Ctlg Obstn: Y N Description:			
Close-in Obstn: Y N Description:			
Remarks:d fd			
		<u> </u>	
Taxiway: Y N Sf	c Type: Sfc	Cond: Marki	
Lights: Y N Reflectors: Y N Both Cond: Veg Crl:			
Remarks:			
[		(6.15)	II. JChair TDano
Ramp/TieDown Area			of Spots: 4 # w/Chains/TDs:0
Markings: Y N ✓	Lights: N/A S	gns: Y N ✓ Veg Ctrl	: G000
Remarks:			
Windsock(s) # of WS on AFLD: 2			
WS1 Cond: Good		ext to hangar on E side of rwy, clo	se to Rwy End 33.
WS2 Cond: Good		ext to sewer lagoons by Rwy End	
WS3 Cond:	Lights: Y N Loc:	3 , ,	
Std 1 Type: Metal	Cond: Good Painted: Y	N ✓ Color Dark Metal	Seg Cr: Y N ✓ Type: TP: Y N ✓
Std 2 Type: Metal	Cond: Good Painted: Y	N ✓ Color Galv. Pipe	Seg Cr: Y N ✓ Type: TP: Y N ✓
Std 3 Type:	Cond: Painted: Y	N Color	Seg Cr: Y N Type: TP: Y N
Remarks: Both windsocks appeared to be in good shape and working order; there were no visible rips or tears. Both metal standards were good but neither one had a segmented circle in place for easy location & identification from the air.			
Roundary Markers Co	Veg Crtl:	Misc/Other B	Rot BCN·Y N Type/

Cond:

Veg Ctrl:

Remarks:

Working: Y

Signs: Y

APRIL2022

Verif N/A

Verif

Unverif



# Idaho Division of Aeronautics 5010 AIRPORT INSPECTION FORM/REPORT



#### Additional Info

Steve

overall, the airport looks decent and is in fair condition. When we spoke you indicated that a new runway will be coming your way in either 2022 or 2023. I hope the grant money goes through and you guys get it sooner rather than later and that you can get the runway rehabbed, make it wider and get new and proper markings/paint on the surface. The runway alignment continues to be 15-33 and should not change. Also, you indicated that you were working with the city and the hwy. district to address the signs and the trees at Rwy end 33 (see attached pics with explanations). I believe that once you relocate the big sign on the South side of the road, lower the black and yellow sign before the bridge (next to the chain-link fence), lower the trees in the park across Fourth Ave, and perhaps clear the trees closest to the fence - directly to the East of numbers 33, you'll increase the safety margins for that runway significantly. I did not see any other issues or concerns worth addressing. Let me know if you have any questions. Take care and have a great day.

### PHOTOS OF NEZPERCE AIRPORT

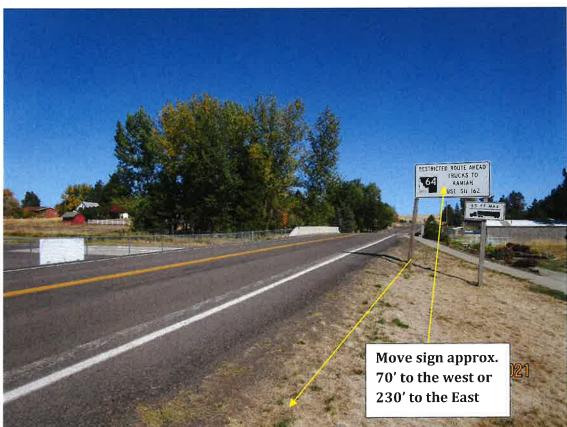


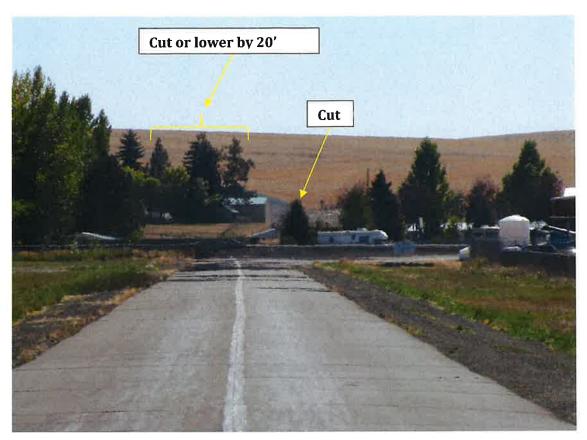


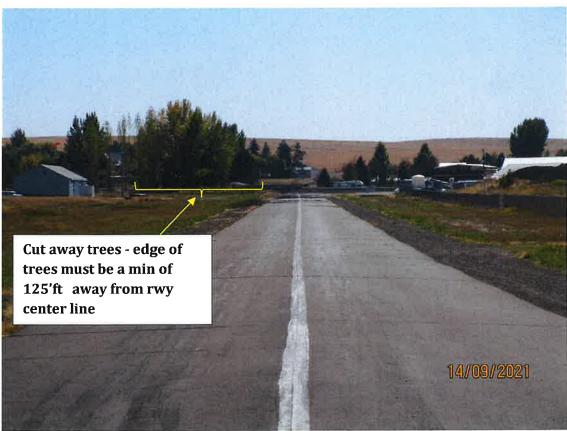












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