



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
3483 Rickenbacker Street • Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

December 1, 2021

Willie Acton, Forest Aviation Officer
Nez Perce National Forest
111 Airport Way
Grangeville, ID 83530

Subject: 2021 5010-1 Airport Inspection conducted September 16, 2021.
(04278.*A Orogrande USFS Orogrande)

Dear Willie,

On September 16, 2021, 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 (1-19): The runway surface is in fair condition with a centerline 15'-20' wide dirt track getting most of the use. The dirt runway does have patches/areas with lots of small loose rocks present here and there throughout. Several compass checks confirmed that current runway alignment of 01-19 is still appropriate. This airport does have numerous obstructions (trees) in the approaches on either end. Any action the US Forest Service can take to preserve and protect approaches (by keeping trees in check) will enhance the safety for all users.

Boundary Markers (BMs): The non-standard piled rock markers were present only at the runway ends. In their current form and location, the BMs are very small and inconspicuous from the air. Even though there is enough paint coverage on the few existing rocks, because to the tall trees surrounding the airport, the airfield would be difficult to make out as one cannot see the boundary markers unless you are right over or flying next to the airfield. One suggestion would be to slightly relocate them away from the trees and bring them out in the open; also making the BMs piles a bit larger and give them a good coat of fresh white paint would increase their visibility from the air. Willie, if you need more info on the BMs, give me a call and I will give you some info about how to do make them better.

Parking/Tiedown Area: The aircraft parking area on the south end of the runway was free of most vegetation and large rock. The area has two sections of exposed cable serving as anchor for rope or chain that pilots could use to secure their aircraft.

Windsock/Standard/Segmented Circle: I rated the windsock and the standard in excellent condition. The windsock showed good color and fabric with no rips or tears and the standard was brand new, sturdy and had great white/orange paint coverage. The segmented circle, made

of piles of river rock, lacked any paint coverage and blended too much with the surrounding environment. As such, it was not conspicuous from the air. Some white or white/orange paint should change that.

Miscellaneous/Services: I saw no other new safety concerns or hazards that need to be addressed. If you have any questions or concerns, please call me at 208-334-8895. Have a great day.

Sincerely,

Florian Ghighina

Flo Ghighina

Airport Inspector/Obstructions Evaluator