



## IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics  
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August 22, 2023

Willy Acton  
Nez Perce National Forest  
104 Airport Rd  
Grangeville, ID 83530

SUBJECT: 2023 5010-1 Airport Inspections conducted August 15, 2023.  
(04329.\*A Shearer USFS Shearer, ID)



Hello Willy,

On August 15, 2023, 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. I have summarized the inspection findings below:

### **Runway 18-36:**

The turf runway surface continues to be in fair condition, displaying a thicker layer of grass in the first 300'+ of runway end 18. The rest of the runway had a mowed centerline of at least 15'-18' in width, with the upper end (rwy. end 36) showing a few loose rocks and a slight depression in the first 50-60'. There are a few undulations in the surface and lateral rodent activity near the midfield. There were no changes to the rwy. alignment or the approaches at this airport; both remain present with the same terrain topography/hazards from three years ago and remain relatively unchanged.



**Windsock/Segmented Circle:**

Both windsocks were in good condition and displayed no rips or tears. The metal standards looked brand new and were in good working order; they both had good white/orange paint coverage. Neither windsock had a segmented circle visible or present at this facility and there was a good amount of grass and fern type vegetation growing all around the metal standards.



**Boundary Markers (BMs):** The non-standard and barely painted rock boundary markers are somewhat conspicuous from the air, however, a little more, white paint, would make them that much more visible. The culvert close to the end of rwy 36 is well marked and clear of the rwy.

Action items:

1. Add more rocks to make the structure larger and paint the BMs at rwy end 18, white for better visibility.



**Tiedowns:**

The tie down area located at the upper end of the airfield (rwy end 36) and to the right of the turnaround area, was not marked and had a rough surface due to uneven terrain and being covered in bunch grass. Several rocks that were present in the area were removed by hand and thrown to the side for better and safer access to parking. One other airplane was present on the airfield; the aircraft was parked in an unsafe fashion and made me think that maybe some signs to indicate where the parking area is might be helpful in the future.

**Windsock/Standard/Segmented Circle:**

Both windsocks at this airfield were in good condition, had good color and displayed no rips or tears. The metal standards were in good mechanical order, looked brand new, appeared sturdy, and had excellent paint coverage. Neither windsock had a segmented circle present at this facility.





**Miscellaneous/Services:**

The info sign, outhouse, and the campground area at midfield were all in good order and available for use. I saw no other significant changes or safety concerns with this airfield. If you have any questions, please feel free to call anytime at 208-334-8895. Have a great day.



Sincerely,

*Florian Ghighina*

Flo Ghighina  
Airport Inspector/Obstructions Evaluator  
Division of Aeronautics