



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
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February 4, 2021

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

SUBJECT: 2020 5010-1 Airport Inspections conducted September 11, 2020.

Moose Creek USFS & Shearer USFS

Hi Willy,

On September 11, 2020, Ross Engle and I flew into Moose Creek and Shearer airports to conduct the 5010 inspections. 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:

Moose Creek Both runways, 1-19 and 4-22 looked good as far as the surface condition goes. The center portion, 20-30' for each rwy, used for T/Os and landings, was good with grass 6-8" tall, but outside that grass was a bit taller -12-18" tall. Rwy 1-19 was the better of the two and it appears to be the one getting most used. The shorter rwy, 4-22, is a bit rougher due to uneven terrain, especially as you get closer to rwy end 22. RE 22 where the grass was a bit thicker and taller I could see some mounds of rodent activity in that area. Trees are all around and continue to grow especially at all rwy ends. Keep an eye on the trees of rwy 19 and try to keep the center corridor as clear of trees and as open as possible.... that goes for all approaches/rwys. There were no visitors at the time of the visit so the parking/tie-down area was empty. All three windsocks were in great condition and the metal standards looked almost brand new. Like the plastic boxes and the wrenches on the standards for the spare windsocks.....it is a great idea and anyone could change the windsock if needed.

Shearer The turf runway surface is in fair condition, and the first 300'+ of runway 18 continues to have thick grass, which makes getting a feel of the underlying surface pretty tough. The rest of the runway had a mowed centerline of at least 15' in width, with the upper end 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 tunnels near midfield. I observed no sign of aircraft tire rutting. The painted rock boundary markers are visible from the air except those in the grass at the threshold of runway 36. The culvert close to that end of the rwy is well marked and clear. Both windsocks were in good condition and had great color remaining. The metal standards, just like Moose Creek, looked brand new. The information sign and outhouse were in good repair with information and the outhouse supplied with TP.

No other safety concerns or issues were observed at the time of the inspections. If you have any questions or concerns, please call me at 208-334-8895.

Sincerely,

Flo Ghighina

Florian Ghighina
Airport Inspector/Obstructions Evaluator
Idaho Division of Aeronautics
208-334-8895