



## IDAHO TRANSPORTATION DEPARTMENT

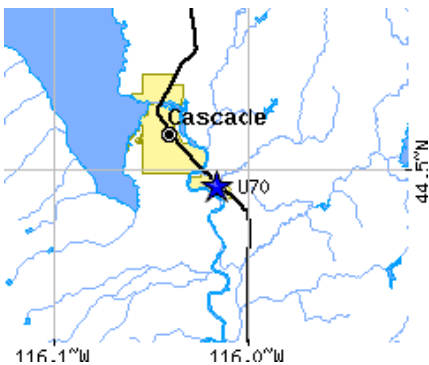
Division of Aeronautics  
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May 8, 2023

Mike Arnold, Manager  
Cascade Airport  
P O Box 1094  
Cascade, ID 83611

SUBJECT: 2023 5010-1 Airport Inspection conducted May 3, 2023.  
(04164.1A Cascade Cascade Airport)



Hello Mike,

On May 3rd, 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 supporting the FAA and the National Airspace System (NAS). I have summarized the inspection findings below:

**Runway 12-30:** At the time of the inspection, the runway surface appeared to be in good condition with some minor and insignificant lateral cracks visible. I see that you folks changed the color of your runway markings as back in 2020 your numbers were painted in yellow color. The current markings, both numbers and centerline, were good and very visible from the air. Both edges of the runway were strong and showed no crumbling of the asphalt. Vegetation was excellent and well under control all throughout the facility. All lights were visible and clear of any vegetation and so were both ends of the runway. There were no changes to the controlling obstructions at either runway end – both approaches remain relatively unchanged since 2020.



**Taxiway/Ramp/Tiedowns:** The taxiway at this facility was in good condition and displayed good markings. Vegetation was well kept and under control. The parking apron/tie down area was in poor condition and had major cracks that have become elongated depressions with grass growing out of and through them. Of the 25 available parking spots, 5 had tie-down chains present. I am excited to see your new ramp later this summer after it gets rehabbed.







**Windsock/Standard/Segmented Circle:** I observed two different windsocks at this airfield – one at the north end and one with a segmented circle at the south end. Both windsocks were in good condition, none had any visible tears. The large windsock at the south end was a bit discolored but in good condition. The segmented circle was in excellent condition and had vegetation free cement markers painted in white and orange colors. The metal standard was in excellent mechanical condition and displayed good orange paint. The north end windsock was also in good condition except that it was installed improperly – the drain hole needs to go to the bottom of the frame and not on top (see pic below). The white and orange standard was in excellent shape.





**Lighting:** Upon verification, all the runway edge, taxiway, and threshold lights were in good working order. All the fixtures were in the upright position and all illuminated when I turned them on via the hand-held radio. The exception here was the light that I showed you on the west side of the runway and in line with the rotating beacon. The rotating beacon is still in great shape and was the only light that I was not able to verify during this visit.



**Miscellaneous/Services:** Overall, your airport is a very nice facility and always a pleasure to come and visit. I saw no other immediate 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 Mike.

Sincerely,

*Florian Ghighina*

Flo Ghighina

Airport Inspector/Obstructions Evaluator

Division of Aeronautics