

## Section III

### General Aviation and Reliever Airports

#### Introduction

This section of the General Aviation System Needs Assessment (GASNA) summarizes airport improvement projects that are of particular interest to the State. As projects are completed they are removed from concern while others take their place. For this reason the GASNA will always remain a dynamic document and process. To facilitate the needs assessment process, GA airports are grouped using the 12 Caltrans district boundaries which are illustrated for the reader on Figure 3-A. This process also uses the FAA and CASP airport functional classification categories that were described earlier in Section I and also shown in Table 1-C. The determination of project priority is determined, in part, by how well a specific airport infrastructure feature meets the minimum standards for that type of facility. Projects are first considered for priority ranking if they are at an airport included in the NPIAS. Since there is not enough money to fund all improvement projects at all NPIAS airports, there are two priority rankings, either Priority 1 or 2. For the non-NPIAS airports we have assigned a ranking of Priority A or B. The airports included in the priority rankings are shown at the end of each district narrative. Costs associated with those improvements are estimated at the end of each district overview. Highest priority is generally given to airport projects that address safety, capacity and system needs on a statewide level before recommending regional then local projects. A summary of improvement costs for the NPIAS airports is shown on Table 3-A. Similarly, Table 3-B summarizes non-NPIAS airport improvement estimates, again by district, with a statewide total. In both tables, project priorities are listed at the top of the table and read from highest at the left to lowest priority on the right.

Prioritizing and estimating enhancement costs is valuable because it can influence which projects may be included or omitted from various Capitol Improvement Plan (CIP) reports. It is necessary to recognize that accurate estimates are difficult to derive without any actual project scoping data that takes into account site-specific considerations. As an example, an estimate may be provided for the cost to extend and widen a runway without taking into account whether or not other infrastructure such as runway lights, taxiways, or hangars would need to be relocated to accommodate this enhancement. Thus, it is expected that the total of the estimates provided here understate the actual costs of all projects necessary to accommodate those specified. For most enhancement projects eligible for State funding, an average cost of various potential mitigating projects was determined based on a review of similar projects previously submitted for inclusion in the CIP and consultation with manufacturers and airport managers familiar with the costs associated with recently completed projects. Also, the one-time infusion of American Recovery and Reinvestment Act of 2009 (ARRA) grant funds are important to consider because they do not require State or local matching dollars for some projects also identified in the GASNA including runway and taxiway improvements. As such, ARRA funded projects will be removed from State prioritization leaving additional funds available for other airport projects.

**Table 3-A  
Priority 1 & 2 Airport Cost Estimates: FAA NPIAS Airports**

Priority 1 Airports Improvement Costs Estimate to Meet Minimum Standards (2010 SNA)							
District	Runway Improvement Estimates			Airport Attributes Improvement Estimates			Project Cost Estimate Total
	Extend Runway	Widen Runway	Overlay Runway Pavement	Install Visual Approach	Install Automated Weather Services	Install Fuel Services	
1	\$4,200,900	\$619,080	\$1,733,193	\$0	\$100,000	\$50,000	\$6,703,173
2	\$6,240,179	\$3,205,950	\$4,238,850	\$120,000	\$600,000	\$200,000	\$14,604,979
3	\$4,122,778	\$663,300	\$1,617,000	\$0	\$100,000	\$0	\$6,503,078
4	\$5,232,332	\$3,106,455	\$2,250,773	\$120,000	\$600,000	\$350,000	\$11,659,560
5	\$4,311,450	\$0	\$0	\$0	\$0	\$0	\$4,311,450
6	\$3,544,233	\$2,936,945	\$5,643,526	\$60,000	\$400,000	\$100,000	\$12,684,704
7	\$1,751,481	\$6,817,250	\$508,662	\$0	\$500,000	\$150,000	\$9,727,393
8	\$4,169,894	\$2,166,780	\$1,734,233	\$120,000	\$100,000	\$50,000	\$8,340,907
9	\$5,271,024	\$574,860	\$1,617,000	\$60,000	\$0	\$0	\$7,522,884
10	\$4,784,751	\$740,000	\$4,089,393	\$120,000	\$300,000	\$300,000	\$10,334,144
11	\$4,819,612	\$2,999,590	\$6,354,810	\$60,000	\$300,000	\$50,000	\$14,584,012
12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Statewide Totals</b>	<b>\$48,448,633</b>	<b>\$23,830,210</b>	<b>\$29,787,439</b>	<b>\$660,000</b>	<b>\$3,000,000</b>	<b>\$1,250,000</b>	<b>\$106,976,283</b>

Priority 2 Airports Improvement Costs Estimate to Meet Minimum Standards (2010 SNA)							
District	Runway Improvement Estimates			Airport Attributes Improvement Estimates			Project Cost Estimate Total
	Extend Runway	Widen Runway	Overlay Runway Pavement	Install Visual Approach	Install Automated Weather Services	Install Fuel Services	
1	\$2,557,390	\$829,125	\$0	\$60,000	\$300,000	\$200,000	\$3,946,515
2	\$1,619,558	\$1,750,375	\$0	\$120,000	\$300,000	\$0	\$3,789,933
3	\$1,685,888	\$0	\$1,386,000	\$60,000	\$400,000	\$100,000	\$3,631,888
4	\$1,768,800	\$921,250	\$450,450	\$0	\$200,000	\$50,000	\$3,390,500
5	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000
6	\$582,230	\$5,438,139	\$0	\$120,000	\$300,000	\$100,000	\$6,540,369
7	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	\$5,488,071	\$0	\$2,113,881	\$120,000	\$400,000	\$200,000	\$8,321,952
9	\$781,810	\$1,923,570	\$587,525	\$180,000	\$300,000	\$200,000	\$3,972,905
10	\$901,904	\$490,000	\$520,616	\$0	\$300,000	\$0	\$2,212,520
11	\$1,541,067	\$491,616	\$469,854	\$60,000	\$100,000	\$50,000	\$2,712,537
12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Statewide Totals</b>	<b>\$16,926,716</b>	<b>\$11,844,075</b>	<b>\$5,528,327</b>	<b>\$720,000</b>	<b>\$2,700,000</b>	<b>\$900,000</b>	<b>\$38,619,117</b>

**Table 3-B  
Priority A & B Airport Cost Estimates: Non-NPIAS Airports**

<b>Priority A (Non-NPIAS) Airports Improvement Costs Estimate to Meet Minimum Standards (2010 SNA)</b>							
<b>District</b>	<b>Runway Improvement Estimates</b>			<b>Airport Attributes Improvement Estimates</b>			<b>Project Cost Estimate Total</b>
	<b>Extend Runway</b>	<b>Widen Runway</b>	<b>Overlay Runway Pavement</b>	<b>Install Visual Approach</b>	<b>Install Automated Weather Services</b>	<b>Install Fuel Services</b>	
1	\$0	\$619,080	\$1,733,193	\$0	\$100,000	\$50,000	\$2,502,273
2	\$4,014,439	\$3,205,950	\$4,238,850	\$120,000	\$600,000	\$200,000	\$12,379,239
3	\$972,840	\$663,300	\$1,617,000	\$0	\$100,000	\$0	\$3,353,140
4	\$928,252	\$3,106,455	\$2,250,773	\$120,000	\$600,000	\$350,000	\$7,355,480
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	\$123,816	\$2,936,945	\$5,643,526	\$60,000	\$400,000	\$100,000	\$9,264,287
7	\$0	\$6,817,250	\$508,662	\$0	\$500,000	\$150,000	\$7,975,912
8	\$971,882	\$2,166,780	\$1,734,233	\$120,000	\$100,000	\$50,000	\$5,142,894
9	\$641,559	\$574,860	\$1,617,000	\$60,000	\$0	\$0	\$2,893,419
10	\$1,014,775	\$740,000	\$4,089,393	\$120,000	\$300,000	\$300,000	\$6,564,168
11	\$397,980	\$2,999,590	\$6,354,810	\$60,000	\$300,000	\$50,000	\$10,162,380
12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Statewide Totals</b>	<b>\$9,065,542</b>	<b>\$23,830,210</b>	<b>\$29,787,439</b>	<b>\$660,000</b>	<b>\$3,000,000</b>	<b>\$1,250,000</b>	<b>\$67,593,191</b>

<b>Priority B (Non-NPIAS) Airports Improvement Costs Estimate to Meet Minimum Standards (2010 SNA)</b>							
<b>District</b>	<b>Runway Improvement Estimates</b>			<b>Airport Attributes Improvement Estimates</b>			<b>Project Cost Estimate Total</b>
	<b>Extend Runway</b>	<b>Widen Runway</b>	<b>Overlay Runway Pavement</b>	<b>Install Visual Approach</b>	<b>Install Automated Weather Services</b>	<b>Install Fuel Services</b>	
1	\$578,545	\$1,050,225	\$0	\$120,000	\$200,000	\$200,000	\$2,148,770
2	\$1,084,864	\$836,495	\$0	\$60,000	\$100,000	\$200,000	\$2,281,359
3	\$1,280,169	\$4,594,090	\$0	\$120,000	\$400,000	\$300,000	\$6,694,259
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	\$810,700	\$0	\$0	\$60,000	\$100,000	\$100,000	\$1,070,700
6	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	\$15,295	\$225	\$2,005	\$0	\$0	\$0	\$17,525
9	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	\$0	\$0	\$489,258	\$0	\$0	\$100,000	\$589,258
11	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Statewide Totals</b>	<b>\$3,769,573</b>	<b>\$6,481,035</b>	<b>\$491,263</b>	<b>\$360,000</b>	<b>\$800,000</b>	<b>\$1,200,000</b>	<b>\$13,101,871</b>

Figure 3-A  
Caltrans District Boundaries



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**Figure 3-B**  
**District 1 Airports**



**CALTRANS DISTRICT 1**

District 1 is located in the northwestern portion of California bounded by Oregon to the north and District 2 to the east and District 4 to the south. Each county contains its own Regional Transportation Planning Agency (RTPA). Below are the District’s public use airports by county.

<b>Del Norte</b>	<b>Humboldt</b>	<b>Lake</b>	<b>Mendocino</b>
<i>Andy McBeth</i>	<i>Arcata</i>	<i>Gravelly Valley</i>	<i>Boonville</i>
<i>Jack McNamara Field</i>	<i>Dinsmore</i>	<i>Lampson Field</i>	<i>Little River</i>
<i>Ward Field</i>	<i>Eureka Municipal</i>		<i>Ocean Ridge</i>
	<i>Garberville</i>		<i>Round Valley</i>
	<i>Hoopa</i>		<i>Ukiah Municipal</i>
	<i>Kneeland</i>		<i>Willits Municipal</i>
	<i>Murray Field</i>		
	<i>Rohnerville</i>		
	<i>Shelter Cove</i>		

**District Overview**

Of the 20 public-use airports in the District, Jack McNamara Field and Arcata are the only airports in the region with scheduled passenger service. Although these Nonprimary airports handle only a small percentage of scheduled passengers annually and have limited destinations available compared to larger Primary Hub airports, they provide valuable access to the national air transportation system for the local communities, as well as serve the needs of all general aviation.

**Airport Evaluation by Functional Classification Standards**

**Primary Hub Airports**

There are no Primary Hub airports in this region. Although San Francisco Bay Area Airports or airports in Southern Oregon may be more convenient to reach by land, the closest Primary Hub airport in northern California is Sacramento International.

❖ Refer to Section II for a discussion of all Primary Hub airports.

**Nonprimary Airports**

Jack McNamara and Arcata are the only Nonprimary Airports in the District. Jack McNamara has invested in many infrastructure improvements and an environmental evaluation is underway to allow further improvements to the efficiencies of the facility. While Arcata handles the majority of the region’s commercial traffic, both airports serves critical complementary roles in the region’s air transport network, providing access to national and international air service. Complimenting air service in the region is air cargo shipped through Arcata. They reached a 10-year peak in 2007 of 861.1 tons falling to only 664.9 in 2008. These facilities also provide capacity redundancy to a region isolated by rugged geography. Both Arcata and Jack McNamara Field could benefit from runway extensions if geographic and environmental constraints can be overcome; runway extensions should be a high priority for each. Jack McNamara Field could also benefit from a pavement improvement project.

### **Metropolitan General Aviation Airports**

There are no Metropolitan General Aviation Airports in District 1.

### **Regional General Aviation Airports**

There are four Regional General Aviation (Regional) Airports in District 1. Lampson Field's runway length is 2,000 feet too short, width is 15 feet too narrow and there is no jet fuel available, although the need for Jet A fuel is likely minimal as relatively few jet aircraft can safely operate on a 3,600 foot runway. Otherwise, it would meet the minimum standards for this classification. Ukiah Municipal is the only airport to meet all minimum requirements of a Regional airport. As with Lampson Field and Murray Field, the need for Jet A fuel is likely minimal. Rohnerville and Murray Field share the need for 24-hour automated weather services. Murray Field's runway is 2,500 feet shorter than the determined minimum standard runway length. Although Rohnerville would benefit from on-field Jet A fuel services, on occasion they have trucked in jet fuel by prior arrangement. Rohnerville is further away from Arcata and meets more critical minimums than Murray Field, so it is considered a higher priority facility than is Murray Field. In the absence of Rohnerville meeting their minimums, Murray is receiving a notable amount of air cargo. In 2007 they reported 1,000.5 tons *increasing* to 6,331.9 in 2008. For this reason, improvements are a high priority at this airport due to the growing significance to the region.

### **Community General Aviation Airports**

There are 11 Community General Aviation (Community) Airports in District 1, none of which meet all minimum standards for Community airports. No facility has 24-hour automated weather services or instrument approach procedures. Little River is the closest to meeting all minimum standards, and as it is scheduled to receive an FAA certified approach procedure, automated weather service is considered a high priority project. Nearly all of the remaining airports share the same additional enhancement needs: visual approach slope indicator equipment and fuel availability. Notably, while Andy McBeth, Kneeland, and Ocean Ridge airports would all benefit from runway extensions, these may not be feasible due to terrain issues. Even so, Kneeland would benefit from a better buildout of their Runway Safety Area (RSA). Four Community airports are not listed in the FAA 2007-2011 NPIAS and are therefore dependent on State and local funding sources. McBeth is scheduled for perimeter fencing and updated airfield markings. Eureka completed their runway and taxiway resurfacing and repainting in August 2009. Ward Field has approved plans for their perimeter fencing project.

### **Limited Use General Aviation Airports**

There are 3 Limited Use Airports (Limited) in District 1. Dinsmore Airport has an inadequate runway length, width and weight bearing capacity. Hoopa Airport's runway weight bearing capacity is 2,500 pounds shy of the desired minimum. Gravelly Valley meets all Limited Airport minimums but is a little used airport with a gravel runway that for all practical purposes is limited to one-way operations due to its location at the base of a mountain. However, its location in a remote area does enable it to be well suited for emergency fire suppression access. Gravelly Valley is not included in the Federal Aviation Administration's 2007-2011 National Plan of Integrated Airport Systems (NPIAS), so this facility is more dependent upon State California Aid to Airports Program (CAAP), Acquisition and Development funds.

**Enhancement Prioritization**

The cost summary and airports shown in Table 3-C are considered the highest priority facilities in District 1 in terms of supporting statewide and regional system capacity and safety enhancements. A detailed explanation of this table is provided in Appendix 4, as organized by District.

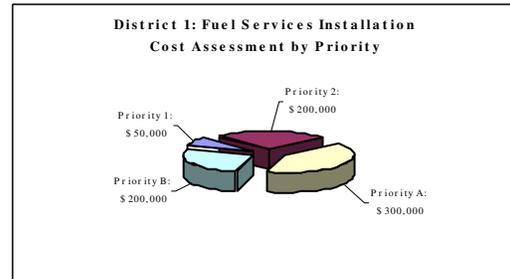
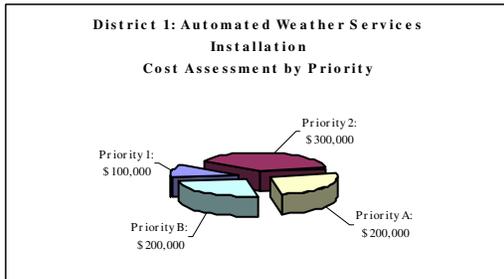
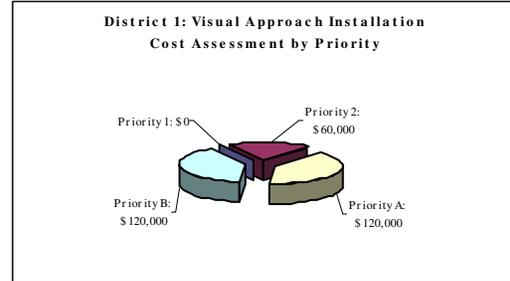
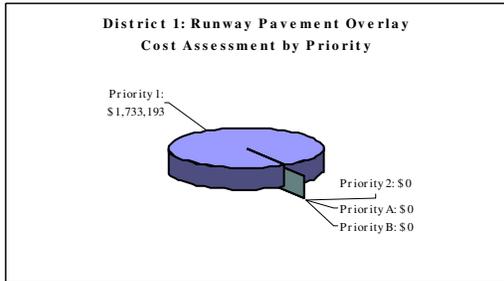
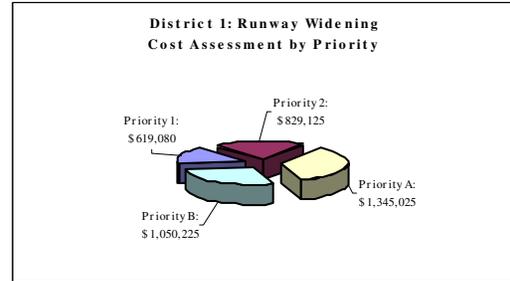
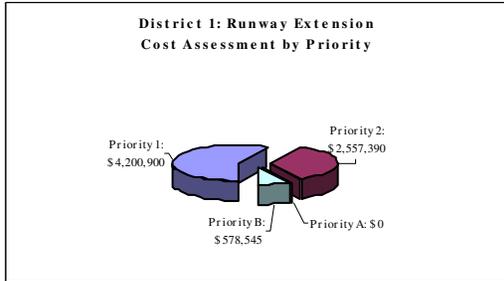
**Table 3-C  
District 1 – Priority Airport Costs in Project Order**

<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
<b><i>ANDY McBETH</i></b>	Runway Width Expansion	\$644,875
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
ARCATA	Runway Extension	\$1,107,711
<b><i>GRAVELLY VALLEY</i></b>	Fuel Services Installation	\$100,000
JACK MCNAMARA FIELD	Runway Extension	\$2,208,789
	Runway Pavement Overlay	\$1,733,193
KNEELAND*	Runway Width Expansion	\$829,125
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
LAMPSON FIELD	Runway Extension	\$884,400
	Runway Width Expansion	\$619,080
	Fuel Services Installation	\$50,000
LITTLE RIVER	Automated Weather Services Installation	\$100,000
MURRAY FIELD*	Runway Extension	\$1,381,875
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
<b><i>OCEAN RIDGE</i></b>	Runway Width Expansion	\$700,150
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
ROHNERVILLE*	Runway Extension	\$1,175,515
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
	<b>District 1 Airports Total:</b>	<b>\$21,602,233</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-C  
District 1 Project Cost Summary Pie Charts**

The following pie charts visually show the distribution of funds for the priority 1, 2, A, and B airports by project type. These projects and associated costs are show in more detail on the tables in Appendix 4.





## CALTRANS DISTRICT 2

District 2 is located in the northeastern portion of California bounded by Oregon to the north, Nevada to the east, District 1 to the west and District 3 to the south. Each county within this region functions as its own Regional Transportation Planning Agency. The District 2 public use airports are listed below by county.

<b>Lassen</b>	<b>Modoc</b>	<b>Plumas</b>	<b>Shasta</b>
<i>Herlong</i>	<i>Adin</i>	<i>Beckwourth Nervino</i>	<i>Benton</i>
<i>Ravendale</i>	<i>Alturas Municipal</i>	<i>Chester-Rogers Field</i>	<i>Fall River Mills</i>
<i>Southard Field</i>	<i>California Pines</i>	<i>Quincy Gansner</i>	<i>Redding Municipal</i>
<i>Spaulding</i>	<i>Cedarville</i>		
<i>Susanville Municipal</i>	<i>Fort Bidwell</i>		
	<i>Tulelake</i>		
<b>Siskiyou</b>	<b>Tehama</b>	<b>Trinity</b>	
<i>Butte Valley</i>	<i>Corning Municipal</i>	<i>Hayfork</i>	
<i>Dunsmuir Muni-Mott</i>	<i>Red Bluff Municipal</i>	<i>Hyampom</i>	
<i>Happy Camp</i>		<i>Lonnie-Pool Field</i>	
<i>Montague-Yreka</i>		<i>Ruth</i>	
<i>Rohrer Field</i>			
<i>Scott Valley</i>		<i>Trinity Center</i>	
<i>Siskiyou County</i>			
<i>Weed</i>			

### District Overview

Of the 30 public-use airports in District 2, Redding Municipal is the only airport in the region with scheduled passenger service. Although this Nonprimary airport handles only a small percentage of scheduled passengers annually and have limited destinations available compared to larger Primary Hub airports, it provides valuable access to the national air transportation system for the local communities, as well as serves the needs of all general aviation.

### Airport Evaluation by Functional Classification Standards

❖ See District 2 Minimum Requirements Table for airport needs, red font.

### **Primary Hub Airports**

There are no Primary Hub airports in this district. The closest Primary Hub airport to the region is Sacramento International.

❖ Refer to Section II for a discussion of all Primary Hub airports.

### **Nonprimary Airports**

Redding Municipal is the district's only Nonprimary airport. As the region has no Primary Hub airports, this facility play's a critical complementary role in the region's air transportation network, providing the region's only access to national and international commercial air service. Redding Municipal meets all minimum standards. Their air cargo reporting, going back to 2003, saw a reported high of 2,054.6 tons in 2004

declining only to 1,675.9 in 2008. In addition to commercial air service, the airport serves as a forest fire air attack base with a significant number of based tanker aircraft.

### **Metropolitan General Aviation Airports**

There are no Metropolitan General Aviation airports in District 2.

### **Regional General Aviation Airports**

There are three Regional General Aviation (Regional) Airports in the district: Benton Field (Shasta Co.), Chester Rogers (Plumas Co.), and Susanville Municipal (Lassen Co.). Most facilities meet nearly all desired minimum standards. Chester Rogers Field and Susanville Municipal both need runway extensions. Although Benton Field is in need of a runway extension, it is infeasible due to land constraints. Twenty-four hour weather services and instrument approach procedures are the most common needs in this region. Thus, projects such as AWOS or National Geodetic Surveys to facilitate the creation of GPS non-precision instrument approach procedures are deemed a high priority.

### **Community General Aviation Airports**

Twenty of District 2 airports are Community General Aviation (Community) Airports. Red Bluff is the only airport that meets all minimum standards. Alturas' runway is 250-foot short of the recommended width and slightly shy of the recommended minimum weight-bearing capacity, 500-pounds. They will also need pavement improvements very soon so both activities should be coordinated in the near term. Several other airports need only a few enhancements, most commonly visual approach slope indicator equipment, 24-hour automated weather services, and instrument approach procedures. In several of these cases, airports are located in very close proximity to each other. To avoid redundancy and maximize system-wide utility and safety, priority is recommended in the following directions: Siskiyou County over Montague-Yreka, Alturas over Cedarville and Red Bluff over Corning. Priority is also recommended for Quincy-Gansner, since Fall River Mills has recently upgraded their runway length to satisfy recommended minimums. They could also benefit from the installation of 24-hour automated weather services, instrument approach procedures and visual approach slope indicator navigational aids. Also notable are the two non-NPIAS airports, Montague Yreka and Southard Field. All would benefit from runway extensions, while Beckwourth Nervino would benefit from a wider parallel taxiway. None of these airports have instrument approach procedures.

Also of note, all five airports in Trinity County fall into the Community classification. Of these, Lonnie Pool – Weaverville is most centrally located and nearest to Highway 299, the primary surface route traversing the county. Unfortunately, it is a one-way runway with inherent safety issues. Trinity Center Airport has 32 based aircraft, the most of any airport in the county.

### **Limited Use General Aviation Airports**

The remaining seven airports are classified as Limited Use, and most of them meet minimum requirements. Adin would benefit from a runway extension and widening and Herlong needs a new and longer runway, widening and strengthening program. Although Spaulding could use a wider runway, the runway condition needs to be improved first, and as such, that project is underway. Ravendale has been approved for a runway crack reseal and pavement remark, although an overlay of the runway and tiedown area would be more beneficial when funds become available. Of potential significance, there is no verified weight limit for Ravendale. California Pines recently completed their runway overlay project.

## Enhancement Prioritization

The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

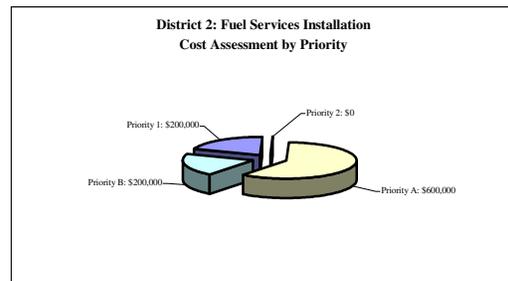
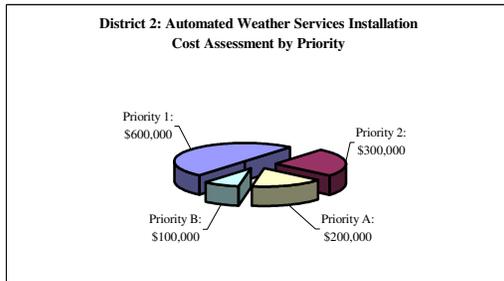
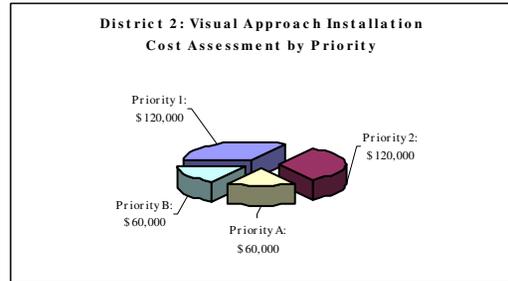
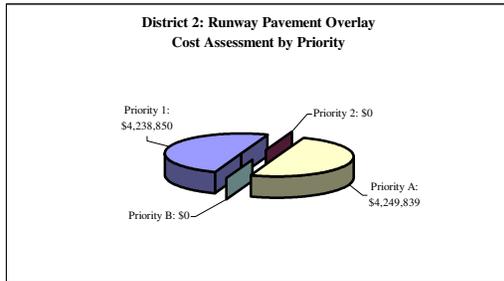
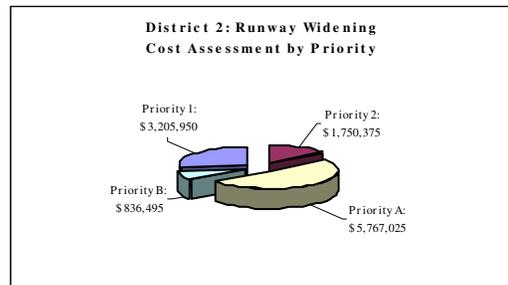
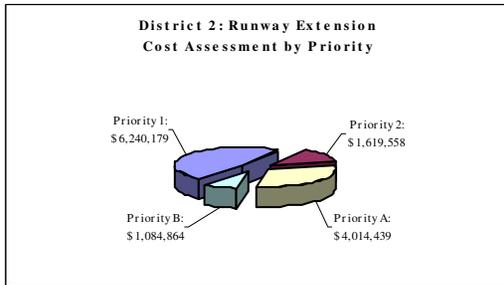
**Table 3-D**  
**District 2 Priority Airport Costs in Project Order**

<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
<b>ADIN</b>	Runway Extension	\$692,780
	Runway Width Expansion	\$766,480
	Runway Pavement Overlay	\$263,340
	Fuel Services Installation	\$100,000
<b>ALTURAS MUNICIPAL</b>	Runway Extension	\$478,682
	Runway Width Expansion	\$1,031,800
	Runway Pavement Overlay	\$496,766
<b>BECKWORTH NERVINO*</b>	Runway Extension	\$740,685
	Automated Weather Services Installation	\$100,000
<b>BENTON</b>	Runway Pavement Overlay	\$447,216
	Automated Weather Services	\$100,000
<b>CEDARVILLE*</b>	Runway Extension	\$510,373
	Runway Width Expansion	\$1,068,650
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
<b>CHESTER-ROGERS FIELD</b>	Runway Extension	\$2,358,400
	Automated Weather Services Installation	\$100,000
<b>CORNING MUNICIPAL*</b>	Runway Extension	\$368,500
	Runway Width Expansion	\$681,725
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
<b>FORT BIDWELL</b>	Runway Extension	\$678,040
	Runway Width Expansion	\$405,350
	Fuel Services Installation	\$100,000
<b>HERLONG</b>	Runway Extension	\$512,952
	Runway Width Expansion	\$737,000
	Runway Pavement Overlay	\$301,224
	Fuel Services Installation	\$100,000
<b>LONNIE POOLE FIELD-WEAVERVILLE</b>	Runway Extension	\$523,270
	Runway Width Expansion	\$810,700
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
<b>MONTAGUE-YREKA - ROHRER FIELD</b>	Runway Extension	\$420,090
	Runway Width Expansion	\$829,125
	Runway Pavement Overlay	\$388,080
	Automated Weather Services Installation	\$100,000
<b>QUINCY GANSNER</b>	Runway Extension	\$397,980
	Runway Width Expansion	\$552,750
	Automated Weather Services Installation	\$100,000
<b>SISKIYOU COUNTY</b>	Runway Pavement Overlay	\$2,593,206
	Visual Approach Installation	\$60,000
<b>SOUTHARD FIELD</b>	Runway Extension	\$624,239
	Runway Width Expansion	\$1,591,920
	Runway Pavement Overlay	\$240,933
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
<b>SUSANVILLE MUNICIPAL</b>	Runway Extension	\$2,045,175
	Runway Pavement Overlay	\$701,663
	Automated Weather Services Installation	\$100,000
<b>TRINITY CENTER/ JAMES E. SWEET</b>	Runway Extension	\$436,673
	Runway Width Expansion	\$810,700
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
	<b>District 2 Airports Total</b>	<b>27,506,465</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-E**  
**District 2 Project Cost Summary Pie Charts**

The following pie charts visually show the distribution of funds for the priority 1, 2, A, and B airports by project type. These projects and associated costs are show in more detail on the tables in Appendix 4.



**Figure 3-F**  
**District 3 Airports**



**CALTRANS DISTRICT 3**

District 3 is south of District 2, east of District 1 and District 4, west of the Sierra Nevada Mountain Range and north of District 10. The Sacramento Council of Governments (SACOG) functions as the Regional Transportation Planning Agency for six counties, including El Dorado, Placer, Sacramento, Sutter, Yolo & Yuba counties. Placer and El Dorado Counties retain RTPA status up to the crest of the Sierras. The remaining counties within the region each function as their own Regional Transportation Planning Agency (RTPA). Below are the District's public use airports by county.

<b>Butte</b>	<b>Colusa</b>	<b>El Dorado</b>	<b>Glenn</b>
<i>Chico Municipal Oroville Municipal</i>	<i>Colusa County</i>	<i>Cameron Air Park Georgetown Lake Tahoe Placerville</i>	<i>Haigh Field Willows-Glenn County</i>
<b>Nevada</b>	<b>Placer</b>	<b>Sacramento</b>	<b>Sierra</b>
<i>Nevada County Airpark Truckee-Tahoe</i>	<i>Auburn Municipal  Blue Canyon Lincoln Regional</i>	<i>Elk Grove  Franklin Field McClellan Airfield Rancho Murieta Rio Linda Sacramento Executive Sacramento Int'l Sacramento Mather</i>	<i>Sierraville Dearwater</i>
<b>Sutter</b>	<b>Yolo</b>	<b>Yuba</b>	
<i>Sutter County</i>	<i>University Watts-Woodland Yolo County</i>	<i>Brownsville Aero Pines Yuba County</i>	

**District Overview**

Of the 29 public-use airports in the District, Sacramento International Airport and Chico Municipal Airport are the only two Primary Hub airports in the region with scheduled passenger service. Sacramento International Airport handled the majority of the scheduled passengers and since 2005 exceeded 10 million annual passengers, and is discussed in more detail in Section II. Although Chico Municipal Airport is a Nonprimary Airport that handles only a small percentage of scheduled passengers annually and has limited destinations available compared to the larger Primary Hub airports, it provides valuable access to the national air transportation system for the local communities, as well as serves the needs of all general aviation.

**Airport Evaluation by Functional Classification Standards**

❖ See District 3 Minimum Requirements Table for airport needs, red font.

## **Primary Hub Airports**

Sacramento International Airport, the District's only Primary Hub airport, plays a critical role in the region's air transportation network by providing the region's only access to national and international commercial air service.

❖ Refer to Section II for a discussion of all Primary Hub airports.

## **Nonprimary Airports**

Chico is the District's only Nonprimary airport. Chico's principle enhancement need is for a 276 foot runway extension. In addition to commercial air service, the airport serves as a forest fire air attack base for the California Department of Forestry with the based tanker aircraft. Air attack bases are located such that firefighting aircraft can initiate aerial fire suppression activities within a critical 20-minute response time.

## **Metropolitan General Aviation Airports**

There are three Metropolitan General Aviation (Metropolitan) Airports in the District all located in Sacramento County. All three airports meet the Metropolitan Airport minimum standards. Although neither Mather nor McClellan provide scheduled passenger service, they both actually meet Primary airport standard minimums. The County of Sacramento has a grant to update their ALUCP that includes, Sacramento International, Mather Field and Rancho Murieta.

## **Regional General Aviation Airports**

District 3 has eight Regional General Aviation (Regional) Airports. Although Lake Tahoe Airport and Truckee Tahoe Airport do not meet their unique minimum standard runway lengths, environmental challenges would make runway extensions unlikely. Though Lake Tahoe Airport does not currently provide scheduled commercial passenger service, they are fully Part 139 compliant. They completed a runway construction project in November 2008 and are currently underway with a ramp reconstruction project anticipated to be completed in the Spring of 2010. The commerce and connectivity this airport brings to the rugged Sierra Nevada mountain region make preservation and improvement of this facility a regional priority. Truckee Tahoe completed a runway shoulder stabilization project in 2007.

Oroville Municipal has increased their based aircraft to 35 and has a monthly average of 99 flights per day. To maintain this level of activity, they could benefit from a slurry seal but are in immediate need of new striping. Terrain limits exclude a runway extension at Placerville Airport's limiting their only feasible enhancement to a warranted 24-hour automated weather service, making this a high priority item. Nevada County Airpark's and Auburn Municipal Airport's runways are short of their uniquely determined minimum required runway length – 3,050 feet short and 1,300 feet short respectively. Nevada County Airpark would benefit from a 24-hour automated weather service. If environmental and land use planning conditions could be satisfied, Auburn would be a strong candidate for a runway extension project. There are periods when the other airports on the Sacramento valley floor are severely constrained due to weather, namely dense fog. Quite often when fog restricts some valley airports, Auburn's elevation of 1,539 feet supports VFR conditions. A longer runway would also aid emergency fire fighting aircraft such as those used in the August 2009 wildfire in Auburn that destroyed numerous homes, businesses and forest land.

### **Community General Aviation Airports**

In District 3, there are 14 Community General Aviation (Community) Airports. Eight airports are short of their unique minimum runway length, and with the exception of Rancho Murieta, Sutter County, Willows-Glenn County, and Yolo County airports all need widening. Terrain limits exclude a runway extension at both Brownsville and Georgetown. Georgetown's only feasible enhancement needs are for a runway widening, visual navigational approach and precision instrument approach procedure(s). In addition to these airports, Cameron Air Park's runway needs widening and the weight bearing capacity is unreported; their taxiway recently received a new slurry seal. Colusa County Airport's runway weight-bearing capacity is 2,500 pounds shy of the desired minimum, 12,500 pounds. None have 24-hour automated weather services. Colusa, Haigh Field, University, Watts-Woodland, Willows-Glenn County and Yolo County airports are the only Community Airports with any instrument approach procedures. Brownsville, Elk Grove, Franklin, Rancho Murieta and Yolo County airports do not have a navigational approach. Franklin Field's RSA at the approach end of runway 27 needs improvement to correct an old drainage feature and structure foundations left over from abandoned agricultural practices. Willows-Glenn also needs RSA improvements at the approach end of runway 34 to realign a drainage ditch that is preventing the planned improvements to the RSA. The County of Yuba has a grant to update their ALUCP.

### **Limited General Aviation Use Airports**

There are two Limited Use Airports in District 3: Blue Canyon and Sierraville-Dearwater. Both airports have inadequate runway lengths and widths as well as a need for fuel facilities. Blue Canyon exceeds the minimum requirements with 24-hour automated weather services and is scheduled for a resurfacing of the runway and parking ramp.

**Enhancement Need Prioritization**

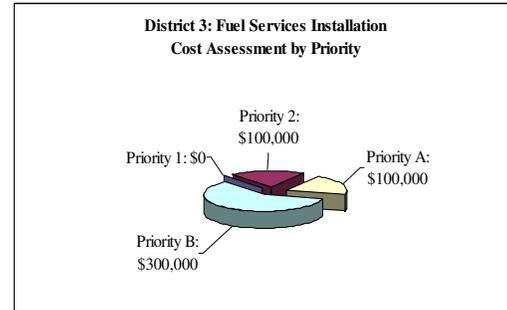
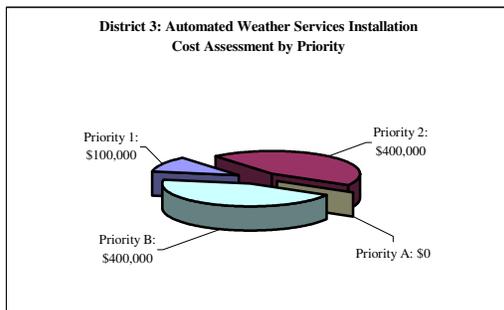
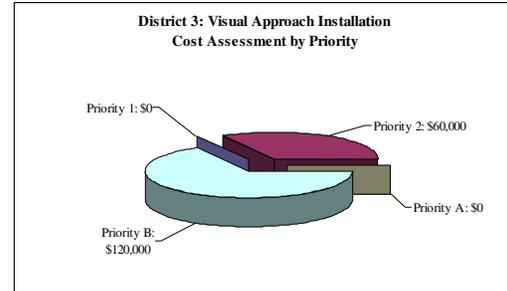
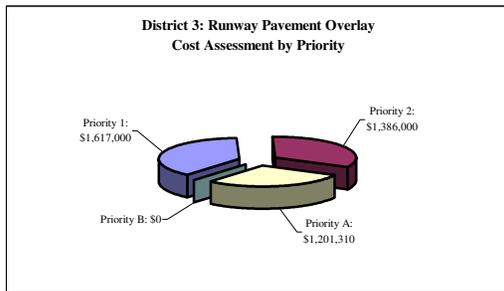
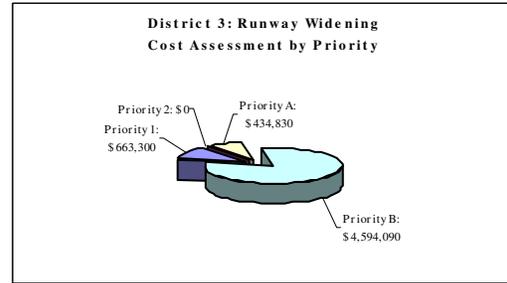
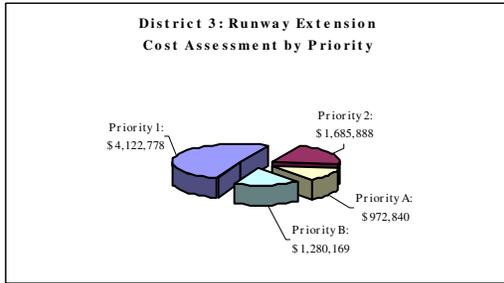
The airports below are considered the region’s highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-E  
District 3 Priority Airport Costs in Project Order**

<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
AUBURN MUNICIPAL	Runway Extension	\$1,017,060
		\$663,300
<b><i>BROWNSVILLE AERO PINES</i></b>	Runway Width Expansion	\$1,783,540
CHICO MUNICIPAL	Runway Extension	\$305,118
<b><i>ELK GROVE</i></b>	Runway Extension	\$211,519
	Runway Width Expansion	\$1,061,280
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
	Automated Weather Services Installation	\$100,000
MCCLELLAN AIRFIELD	Automated Weather Services Installation	\$100,000
NEVADA COUNTY AIRPARK	Runway Extension	\$1,685,888
	Automated Weather Services Installation	\$100,000
PLACERVILLE	Automated Weather Services Installation	\$100,000
<b><i>RIO LINDA</i></b>	Runway Width Expansion	\$875,556
	Automated Weather Services Installation	\$100,000
<b><i>SIERRAVILLE DEARWATER</i></b>	Runway Extension	\$972,840
	Runway Width Expansion	\$434,830
	Runway Pavement Overlay	\$1,201,310
	Fuel Services Installation	\$100,000
TRUCKEE-TAHOE	Runway Extension	\$2,800,600
	Runway Pavement Overlay	\$1,617,000
<b><i>WATTS-WOODLAND</i></b>	Runway Width Expansion	\$416,774
	Automated Weather Services Installation	\$100,000
WILLOWS - GLEN COUNTY	Automated Weather Services Installation	\$100,000
YOLO COUNTY DAVIS WOODLAND	Runway Pavement Overlay	\$1,386,000
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
	<b>District 3 Airports Total:</b>	<b>\$17,752,614</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-G**  
**District 3 Project Cost Summary Pie Charts**



**Figure 3-H  
District 4 Airports**



## CALTRANS DISTRICT 4

District 4 includes 9 counties bordering the San Francisco Bay. District 1 bounds it to the north, District 3 and District 10 to the east, and District 5 to the south. Below are the District's public use airports by county.

<b>Alameda</b>	<b>Contra Costa</b>	<b>Marin</b>	<b>Napa</b>
<i>Hayward Executive Livermore Municipal Metro. Oakland Int'l</i>	<i>Buchanan Field Byron</i>	<i>Gnoss Field</i>	<i>Napa County Parrett Field</i>
<b>San Mateo</b>	<b>Santa Clara</b>	<b>Solano</b>	<b>Sonoma</b>
<i>Half Moon Bay  San Carlos San Francisco Int'l</i>	<i>Norman Y. Mineta, San Jose Int'l Palo Alto Reid Hillview South County</i>	<i>Nut Tree  Rio Vista Municipal</i>	<i>Cloverdale Municipal  Healdsburg Municipal Petaluma Municipal Sonoma County Sonoma Skypark Sonoma Valley</i>

\*San Francisco County has no airports.

Metropolitan Transportation Commission (MTC) is the federally designated Metropolitan Planning Organization (MPO) for the region, and functions as the Regional Transportation Planning Agency for all nine counties.

### District Overview

Of the 23 public-use airports in the District, Sonoma County (Charles M. Schulz) is the only commercial Nonprimary airport in the region; however it is quite distant from the San Francisco Bay and the three Commercial Service Airports: San Francisco International Airport, Metropolitan Oakland International Airport and Norman Y. Mineta Airport in Santa Clara County. Section II addressed these three airports in further detail. Although Charles M. Schulz has struggled to regain Primary airport status, it has regained service handling a small percentage of scheduled passengers annually. While it has limited destinations available compared to larger Primary Hub airports, it provides valuable access to the national air transportation system for the local communities, as well as serves the needs of medical and emergency support functions and general aviation.

### Airport Evaluation by Functional Classification Standards

❖ See District 4 Minimum Requirements Table for airport needs, red font.

### **Primary Hub Airports**

In District 4, there are three Primary Hub airports, San Francisco International, Metropolitan Oakland International, and Norman Y. Mineta San Jose International.

❖ Refer to Section II for a discussion of all Primary Hub airports.

## **Nonprimary Airports**

Charles M. Schultz - Sonoma County Airport is the only District 4 airport classified in the 2009-2013 NPIAS as GA yet has sufficient commercial activity to be reclassified as a Nonprimary airport in future publications of the NPIAS. Horizon Air began commercial service in March 2007 and had approximately 102,698 enplanements in 2008. With the growth in commercial service, Sonoma County Airport could benefit from a runway extension of 1,885 feet. This would not only benefit their passenger operations but also cargo movement. Reporting from 2003 forward, they saw peak tonnage of 838.1 in 2005 with a decline to 672.8 tons in 2008.

## **Metropolitan General Aviation Airports**

There are six Metropolitan General Aviation airports in the District. Buchanan Field, Hayward Executive, and Livermore Municipal airports meet all of this classification's minimum standards. The remaining three airports, Palo Alto, Reid-Hillview, and San Carlos, have numerous enhancement needs, including inadequate runway lengths and widths. A runway extension and widening at each facility is not considered feasible due to significant geographical, environmental constraints and/or continuing encroachment of incompatible land uses, such as residential and commercial development. Palo Alto Airport's runway pavement condition is below the recommended minimum. Buchanan Airport is the only airport to exceed the recommended 50,000-pound runway weight bearing capacity. Palo Alto and Reid-Hillview would benefit from 24-hour automated weather service; San Carlos has a recently installed AWOS III. Reid Hillview and Palo Alto operational safety would be enhanced with the addition of a precision approach procedure and a visual approach, respectively.

## **Regional General Aviation Airports**

There are also seven Regional General Aviation airports in the District. Gness Field, Half Moon Bay, Petaluma, Rio Vista and South County do not meet the minimum required lengths. Napa County and Petaluma airports each would benefit from modest runway pavement condition upgrades, which should be a priority project. Napa County was slated to receive a FAA certified and funded instrument approach procedure, ILS. Petaluma, Rio Vista, and South County would benefit from the installation of 24-hour automated weather services. Half Moon Bay, Rio Vista and South County do not provide Jet A fuel services. As all airports have instrument approach procedures, projects to provide 24-hour on-field weather services are considered a high priority. Nut Tree has a grant to prepare plans for their obstruction removal project.

## **Community General Aviation Airports**

Six airports fall into the Community General Aviation (Community) functional classification. None of these airports meet minimum standards, and the needed enhancements vary. Byron is the only airport that meets both runway length and width minimum requirements, weight bearing capacity of 29,500 pounds, 24-hour automated weather services, 100 LL, fuel and PAPI. Byron and Cloverdale airports have an instrument approach procedure and 100 LL. Sonoma Skypark falls short of the

Community Airports' minimum requirement – 12,500-pound weight-bearing capacity. Cloverdale has an instrument approach.

### Limited Use General Aviation Airports

Parrett Field is the only Limited Use airport in District 4.

### Enhancement Need Prioritization

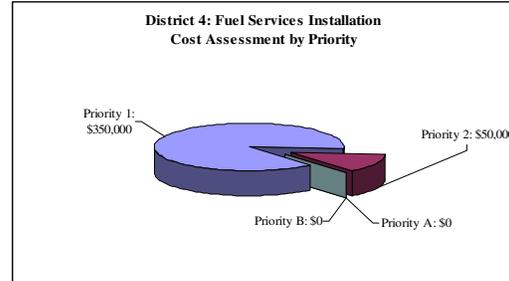
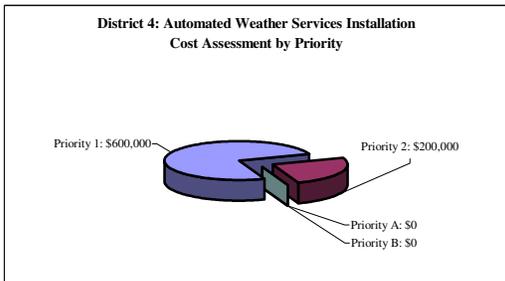
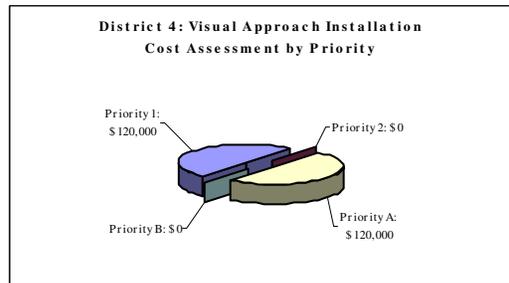
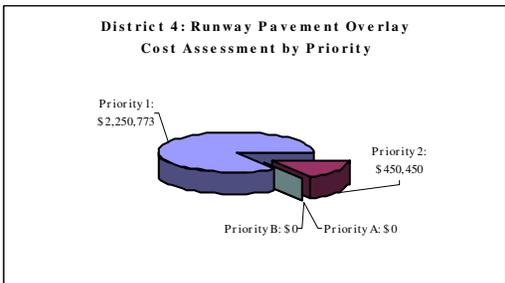
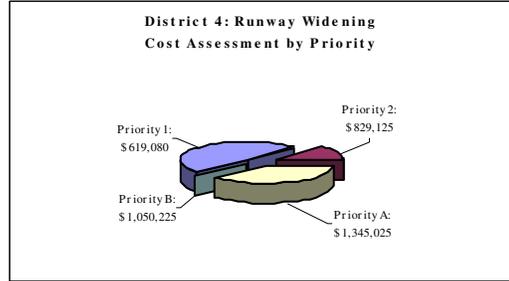
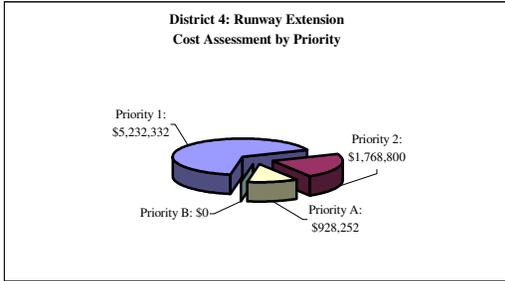
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-F**  
**District 4 Priority Airport Costs in Project Order**

Airport	SNA Project Description	Project Cost
BYRON	Visual Approach Installation	\$60,000
	Fuel Services Installation	\$100,000
CHARLES M. SCHULZ / SONOMA	Runway Extension	\$2,083,868
CLOVERDALE MUNICIPAL	Runway Extension	\$196,779
	Runway Width Expansion	\$397,980
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
GNOSS FIELD*	Runway Extension	\$1,216,050
HALF MOON BAY*	Runway Extension	\$552,750
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
PALO ALTO	Runway Width Expansion	\$1,179,200
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
<b>PARRETT FIELD</b>	Runway Extension	\$362,236
	Runway Width Expansion	\$773,850
PETALUMA MUNICIPAL	Runway Extension	\$1,050,225
	Automated Weather Services Installation	\$100,000
REID HILLVIEW	Runway Width Expansion	\$921,250
	Runway Pavement Overlay	\$537,248
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
RIO VISTA MUNICIPAL	Runway Extension	\$574,860
	Runway Width Expansion	\$608,025
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
SAN CARLOS*	Runway Width Expansion	\$921,250
	Runway Pavement Overlay	\$450,450
	Automated Weather Services Installation	\$100,000
<b>SONOMA SKYPARK</b>	Runway Extension	\$300,696
	Runway Width Expansion	\$902,825
	Visual Approach Installation	\$60,000
<b>SONOMA VALLEY</b>	Runway Extension	\$265,320
	Visual Approach Installation	\$773,850
		\$60,000
SOUTH COUNTY	Runway Extension	\$1,326,600
	Runway Pavement Overlay	\$1,713,525
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
<b>District 4 Airports Total:</b>		<b>18,548,836</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-I**  
**District 4 Project Cost Summary Pie Charts**



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**Figure 3-J**  
**District 5 Airports**



## CALTRANS DISTRICT 5

District 5 is located on the central coast of California. Each county within the region functions as its own Regional Transportation Planning Agency. Below are the District's public use airports by county.

<b>Monterey</b>	<b>San Benito</b>	<b>San Luis Obispo</b>
<i>Marina Municipal</i>	<i>Frazier Lake Airpark</i>	<i>Oceano County</i>
<i>Mesa Del Rey</i>	<i>Hollister Municipal</i>	<i>Paso Robles Municipal</i>
<i>Monterey Peninsula</i>		<i>San Luis Obispo County</i>
<i>Salinas Municipal</i>		
<b>Santa Barbara</b>	<b>Santa Cruz</b>	
<i>Lompoc</i>	<i>Watsonville Municipal</i>	
<i>New Cuyama</i>		
<i>Santa Barbara Municipal</i>		
<i>Santa Maria Public</i>		
<i>Santa Ynez</i>		

### District Overview

Of the 15 public-use airports in the District 5 region, Monterey Peninsula, San Luis Obispo, Santa Maria Public and Santa Barbara Municipal are the only four District airports considered Commercial Service Airports, since they each provide scheduled passenger service. Santa Barbara Municipal is a Primary Hub airport that is discussed in further detail in Section II. Although the remaining three Nonprimary airports handle only a small percentage of scheduled passengers annually and have limited destinations available compared to other Primary Hub airports, they provide valuable access to the national air transportation system for the local communities, as well as provide access to all general aviation.

### Airport Evaluation by Functional Classification Standards

❖ See District 5 Minimum Requirements Table for airport needs, red font.

### **Primary Hub Airports**

Santa Barbara Municipal is the district's only Primary Hub airport.

❖ Refer to Section II for a discussion of all Primary Hub airports.

## **Nonprimary Airports**

District 5 has 3 Nonprimary Airports: Monterey Peninsula (Monterey Co.), San Luis Obispo (San Luis Obispo Co.), and Santa Maria (Santa Barbara Co.). Monterey is the only airport that meets all Primary Airport minimum standards. Their operations include both passenger and cargo service. Beginning with 2006 FAA reporting data, Monterey saw 727.9 tons of cargo pass through their facility declining to 618.0 by 2008. The only needed enhancements at both San Luis Obispo and Santa Maria airports are runway extensions. Santa Maria's longest runway is 700-hundred feet short of the desired standard while San Luis Obispo (SLO) is comfortable with their longest runway at 6,100 feet. SLO would benefit best by continuing terminal and ramp improvements that would better serve regional jets. The ramp improvements would also benefit their air cargo operations. With reporting data only going back 3 years, they reported 1,437.5 tons in 2007 declining to only 1,332.9 tons in 2008. Santa Barbara Municipal is the region's only Primary Hub airport and enjoys modest passenger and cargo activities. Reporting back to 2002, they recorded a peak of 3,114.6 tons of cargo in 2003 declining to 2,797.0 in 2008.

Competition continues somewhat between San Luis Obispo and Paso Robles (PRB) airports to be the region's centrally located facility best suited to serve future local demand for commercial air service. Paso Robles has a passenger terminal, and the idea of improving this facility to accommodate passenger service has attracted local attention as it does have adequate runway length to accommodate regional jet aircraft. It previously had commercial service for a brief time. PRB could better accommodate passenger/regional jet and business aviation with improvements to taxiway alpha.

## **Metropolitan General Aviation Airports**

There are no Metropolitan General Aviation Airports in District 5.

## **Regional General Aviation Airports**

There are four Regional General Aviation Airports in District 5. At Hollister, a 24-hour on-field weather service is the only enhancement needed to meet recommended Regional GA airport minimum standards, as the other three facilities currently do. In fact, all four would meet Metropolitan GA minimums with the above referenced enhancement, and a 500-foot runway extension at Watsonville. It should be noted that Watsonville Airport is also on the FAA's list of airports to receive an Instrument Landing System, though no target date for installation has been assigned.

Salinas Municipal Airport (SNS) is projected to maintain approximately 44 percent of Monterey County registered aircraft over the next 20 years. In January 2009, there were 235 based aircraft at SNS with a projected growth to 275 by 2029. Whereas single-engine piston-powered will continue to dominate the based aircraft fleet, turboprop, jet, and helicopter figures are projected to grow as a percent of the based aircraft. Given the projected increase in aircraft capable of various emergency and business aviation

operations, upgrades to the existing AWOS and ILS equipment would be beneficial over the next few years.

### **Community General Aviation Airports**

There are five Community General Aviation airports in the region. Lompoc is the only facility to meet all Community GA minimum standards. The other Community Airports will need 24-hour on-field weather services. The FAA has future plans to publish precision instrument approach procedure for Mesa Del Rey but no timetable has been reestablished for this. Mesa Del Rey could better serve the region around them with visual approach installation and precision instrument approach given the few GA facilities in central Monterey County. Although Marina Municipal does not have 24-hour weather, it has acquired precision approaches to both runway ends and GPS. Underutilized since decommissioned as part of Ft. Ord in 1994, this airport has the potential to better serve the business, recreation and education needs of the southern Monterey Bay area, as well as the economically significant boutique agriculture in the area.

The remaining Community General Aviation airport, Frazier Lake, has numerous enhancements necessary to meet recommended Community General Aviation Airport minimum standards. As a privately owned, public use airport it is not included in the Federal Aviation Administration National Plan of Integrated Airport Systems (NPIAS) or California Aid to Airports Program (CAAP) funds. With a turf runway and a water runway, upgrades there are not considered a high priority. Significant owner and local support and user demand will drive upgrades at this facility.

### **Limited Use General Aviation Airports**

There are two Limited Use airports in the region. Oceano County runway needs an extension and widening. New Cuyama's runway's weight bearing capacity is uncertain and the airport might benefit from adding a fueling facility.

### **Enhancement Need Prioritization**

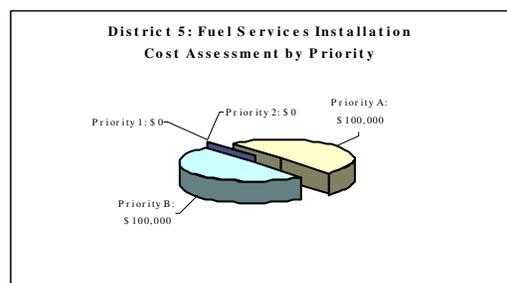
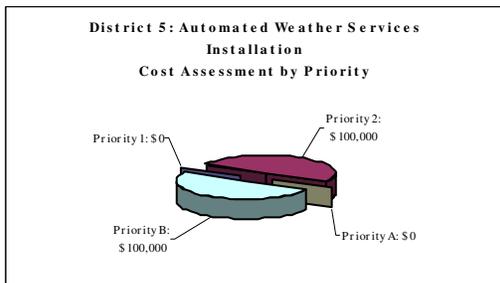
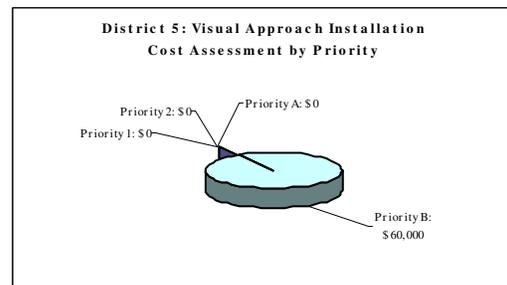
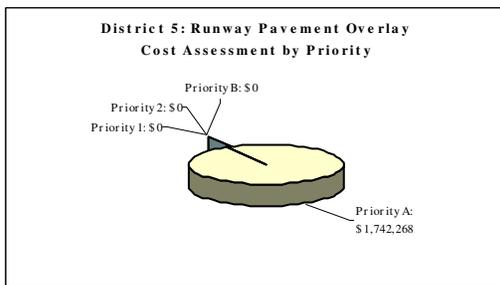
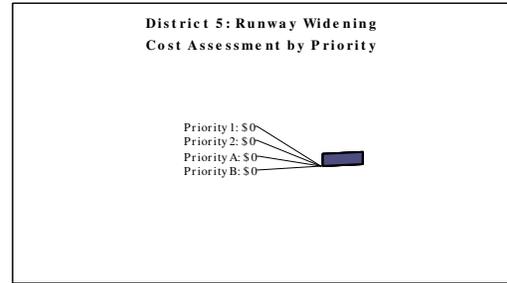
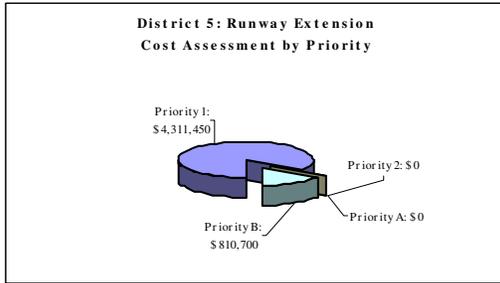
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-G**  
**District 5 Priority Airport Costs in Project Order**

<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
HOLLISTER MUNICIPAL*	Automated Weather Services Installation	\$100,000
<i>NEW CUYAMA</i>	Runway Pavement Overlay	\$1,742,268
	Fuel Services Installation	\$100,000
SAN LUIS OBISPO COUNTY	Runway Extension	\$2,433,206
SANTA MARIA PUBLIC	Runway Extension	\$773,850
	<b>District 5 Airports Total</b>	<b>\$3,207,056</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-K  
District 5 Project Cost Summary Pie Charts**



**Figure 3-L**  
**District 6 Airports**



## CALTRANS DISTRICT 6

District 6 stretches from south of Merced and Mariposa Counties to north of Ventura and Los Angeles Counties. District 6 is bound by the Sierra Nevada Range to the east (District 8 and District 9) and by the Pacific Coast Range (District 5) to the west. Each county within the region functions as its own Regional Transportation Planning Agency. Below are the District's public use airports by county.

<b>Fresno</b>	<b>Kern</b>	
<i>Coalinga Municipal</i>	<i>Bakersfield Municipal</i>	<i>Mountain Valley</i>
<i>Firebaugh</i>	<i>California City Municipal</i>	<i>Poso-Kern County</i>
<i>Fresno Chandler Executive</i>	<i>Delano Municipal</i>	<i>Rosamond Skypark</i>
<i>Fresno Yosemite International</i>	<i>Elk Hills-Buttonwillow</i>	<i>Shafter-Minter Field</i>
<i>Harris Ranch</i>	<i>Inyokern</i>	<i>Taft</i>
<i>Mendota</i>	<i>Kern Valley</i>	<i>Tehachapi Municipal</i>
<i>Reedley Municipal</i>	<i>Lost Hills-Kern County</i>	<i>Wasco</i>
<i>Selma</i>	<i>Meadows Field</i>	
<i>Sierra Sky Park</i>	<i>Mojave</i>	
<b>Kings</b>	<b>Madera</b>	<b>Tulare</b>
<i>Corcoran</i>	<i>Chowchilla</i>	<i>Eckert Field</i>
<i>Hanford Municipal</i>	<i>Madera Municipal</i>	<i>Exeter</i>
		<i>Mefford Field</i>
		<i>Porterville Municipal</i>
		<i>Sequoia Field</i>
		<i>Visalia Municipal</i>
		<i>Woodlake</i>

### District Overview

Of the 36 public-use airports in the District, Fresno Yosemite, Inyokern, Meadows Field, and Visalia Municipal are the only airports in the region with scheduled passenger service. Fresno Yosemite is a Primary Hub airport and is discussed in further detail in Section II. Although the remaining three Nonprimary airports handle only a small percentage of scheduled passengers annually and have limited destinations available compared to other Primary Hub airports, they provide valuable access to the national air transportation system for the local communities, as well as provide access to all general aviation.

### Airport Evaluation by Functional Classification Standards

❖ See District 6 Minimum Requirements Table for airport needs, red font.

### Primary Hub Airports

There is one Primary Hub airport in District 6, Fresno-Yosemite International.

❖ Refer to Section II for a discussion of all Primary Hub airports.

### Nonprimary Airports

District 6 has three Nonprimary airports: Inyokern, Meadows Field and Visalia Municipal airports. All are operating in a manner that accommodates current and

projected operations, although Visalia could benefit from RSA improvements if land use constraints could be resolved.

### **Metropolitan General Aviation Airports**

There are no Metropolitan General Aviation Airports in District 6.

### **Regional General Aviation Airports**

There are ten Regional General Aviation (Regional) Airports in District 6. Mojave and Porterville Municipal are the only facilities that meet all Regional Airport minimum standards. Seven airports need runway extensions. Two of these seven need wider runways and each may need additional weight-bearing capacity since the current limits are unreported. Tehachapi needs to improve the runway condition. Jet fuel availability is recommended at seven airports. Twenty-four hour automated weather services are recommended flight service enhancements to six airports. Delano and Tehachapi are recommended to install visual approach slope indicator equipment and instrument approach procedure, respectively.

Shafter Airport –Minter Field has experienced a 60 percent growth in based aircraft over the past five years, serves as a Reliever for Meadows Field, and was recently surveyed for an LPV precision approach. The field currently hosts two based jet aircraft and four turboprop cabin class twins, and regularly hosts for other corporate jet aircraft and numerous turboprop aircraft that visit regularly, in addition to their continuing commercial pilot training activities. They are waiting FAA approval for their redesign and engineering of runway 12/30, RPZ, and environmental documentation.

### **Community General Aviation Airports**

There are 19 General Aviation (Community) Airports in District 6 and all of them need enhancements to meet all recommended Community minimum standards. Automated weather services as well as instrument approach procedures are recommended for all airports with the exception of Firebaugh, which has a precision instrument approach – Global Positioning System (GPS) and Fresno Chandler Executive which has an AWOS III and a satellite-link weather reporting interface with the National Airspace Data Interchange Network (NADINE). Fresno Chandler also recently extended runway 30L/12R to 3,626 feet. In a region noted for enduring fog, adding safety enhancements would improve effectiveness, capacity and safety across the region and the State. Six airports need fuel service. Visual approach slope indicator equipment would improve flight operations for thirteen District 6 Community Airports. Sixteen need a runway extension, seventeen need a wider runway and three need a runway pavement upgrade. Eleven airports either need an increased runway weight-bearing capacity or runway weight bearing determination, since it is currently unreported. Seven of these airports are not listed in the FAA 2007-2011 NPIAS and are therefore dependent on State and local funding sources. The County of Tulare has a grant to update their ALUCP.

### **Limited Use General Aviation Airports**

There are 3 Limited Use Airports in District 6: Elk Hills-Buttonwillow, Harris Ranch and Poso-Kern County airports. None meet the Limited Use Airport minimum standards. Elk Hills-Buttonwillow Airport's runway length and width meet the minimum standard. The remaining two airports have inadequate runway lengths and widths. Elk Hills-Buttonwillow and Poso-Kern runways weight limits are inadequate and need fuel service facilities. None of the Limited Airports is listed in the FAA NPIAS; therefore all are dependent on State and local funding sources.

### **Enhancement Need Prioritization**

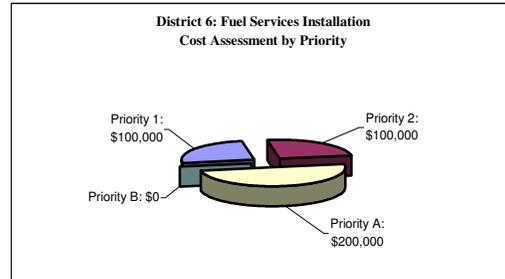
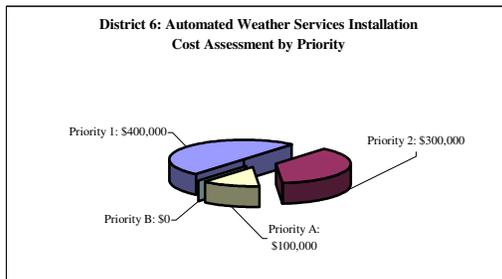
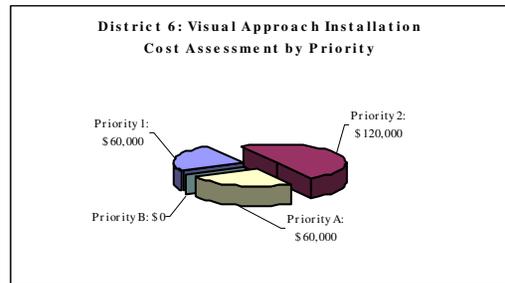
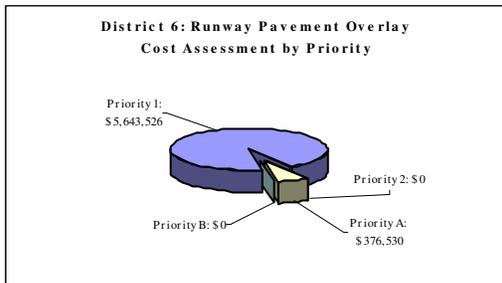
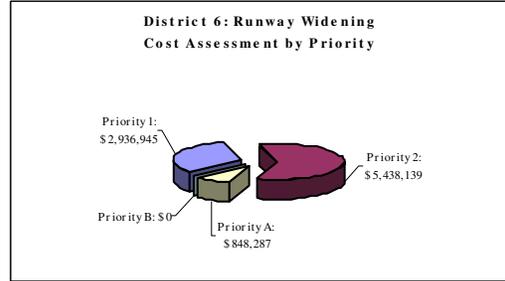
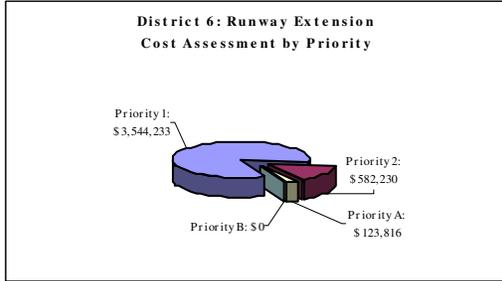
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-H  
District 6 Priority Airport Costs in Project Order**

<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
CALIFORNIA CITY MUNICIPAL*	Runway Width Expansion	\$666,064
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
COALINGA MUNICIPAL	Automated Weather Services Installation	\$100,000
DELANO MUNICIPAL	Runway Extension	\$681,725
	Runway Width Expansion	\$1,013,375
	Runway Pavement Overlay	\$421,575
	Visual Approach Installation	\$60,000
	Fuel Services Installation	\$50,000
<b>ELK HILLS-BUTTONWILLOW</b>	Runway Width Expansion	\$240,262
	Runway Pavement Overlay	\$376,530
	Fuel Services Installation	\$100,000
HANFORD MUNICIPAL*	Runway Extension	\$176,880
	Fuel Services Installation	\$50,000
INYOKERN*	Runway Width Expansion	\$3,924,525
	Automated Weather Services Installation	\$100,000
KERN VALLEY*	Runway Extension	\$405,350
	Runway Width Expansion	\$847,550
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
MADERA MUNICIPAL*	Fuel Services Installation	\$50,000
MEADOWS FIELD	Runway Pavement Overlay	\$3,761,951
<b>MOUNTAIN VALLEY</b>	Runway Extension	\$35,376
	Runway Width Expansion	\$608,025
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
<b>POSO-KERN COUNTY</b>	Runway Extension	\$88,440
	Fuel Services Installation	\$100,000
SHAFTER-MINTER FIELD	Runway Extension	\$722,260
	Automated Weather Services Installation	\$100,000
TAFT	Runway Extension	\$154,770
	Runway Width Expansion	\$431,145
	Runway Pavement Overlay	\$750,000
	Automated Weather Services Installation	\$100,000
TEHACHAPI MUNICIPAL	Runway Extension	\$1,497,953
	Runway Width Expansion	\$1,492,425
	Runway Pavement Overlay	\$710,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
VISALIA MUNICIPAL	Runway Extension	\$487,526
WASCO	Runway Extension	\$141,504
	Runway Width Expansion	\$409,035
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
WOODLAKE	Runway Extension	\$176,880
	Runway Width Expansion	\$431,145
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	<b>District 6 Airports Total:</b>	<b>\$22,412,269</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-M**  
**District 6 Project Cost Summary Pie Charts**



**Figure 3-N**  
**District 7 Airports**



## CALTRANS DISTRICT 7

District 7 is bounded by the Pacific Ocean and Santa Barbara County to the west, Kern County to the north, San Bernardino County to the east, and Orange County to the south. Below are the District's public use airports by county.

Los Angeles		Ventura
<i>Agua Dulce Airpark</i>	<i>Jack Northrop Field</i>	<i>Camarillo</i>
<i>Bob Hope</i>	<i>Long Beach</i>	<i>Oxnard</i>
<i>Brackett Field</i>	<i>Los Angeles Int'l</i>	<i>Santa Paula</i>
<i>Catalina</i>	<i>Santa Monica Municipal</i>	
<i>Compton-Woodley</i>	<i>Van Nuys</i>	
<i>El Monte</i>	<i>Whiteman</i>	
<i>General William J. Fox Field</i>	<i>Zamperini Field</i>	

### District Overview

This region supports the world's largest and most complex regional aviation system. Regional aviation capacity issues will reach the critical stage in this region before any other region in California. The Southern California Association of Governments (SCAG) estimates most of the region's population growth will occur in north Los Angeles, Riverside, and San Bernardino Counties; however, a large percentage of the jobs will remain in Los Angeles and Orange Counties. This jobs/housing imbalance will have a severe impact on the region's transportation infrastructure, including airports<sup>1</sup>.

Within District 7, there are 17 public-use airports and one joint use (civil/military) airfield – LA-Palmdale Regional-U.S. Air Force Plant 42. Bob Hope, Long Beach, Los Angeles International and Oxnard are the only airports in the region with scheduled passenger service. Bob Hope, Long Beach, Los Angeles International are Primary Hub airports and are discussed in further detail in Section II. Oxnard is the only Nonprimary airport. Although it handles only a small percentage of the District's scheduled passengers annually and has limited destinations available compared to the Primary Hub airports, it provides valuable access to the national air transportation system for the local communities, as well as provide access to all general aviation.

### *Airport Evaluation by Functional Classification Standards*

❖ See District 7 Minimum Requirements Table for airport needs, red font.

### Primary Hub Airports

There are three Primary Hub airports in District 7.

❖ Refer to Section II for a discussion of all Primary Hub airports.

### Nonprimary Airports

Located in Ventura County, Oxnard is the district's only Nonprimary Airport. This facility would benefit from a runway extension and widening, however a runway extension may be infeasible due to land value.

<sup>1</sup> Southern California Association of Governments 2001 Regional Transportation Aviation Element

## **Metropolitan General Aviation Airports**

In District 7, there are nine Metropolitan General Aviation (Metropolitan) airports. Camarillo and Van Nuys are the only facilities to meet all minimum standards for Metropolitan airports, with Van Nuys meeting Nonprimary airport standards. Van Nuys also reports fairly stable air cargo activity going back to 2006 when they saw a peak tonnage of 8.0. This number declined to 7.0 tons in 2008. Whereas Santa Monica and Jack Northrop/Hawthorne airports both lack sufficient runway length to meet Metropolitan airport minimum standards, the margin is less than 50 feet at both facilities. Considering that 50-foot extensions at both facilities would be essentially meaningless in terms of capacity or safety enhancements, and that additional extensions are impractical due to encroachment issues, these facilities are considered to essentially meet the minimum standard. Although Compton Airport does not share the safety benefit of an instrument approach procedure that Brackett, El Monte, Whiteman and Zamperini airports each have, the need for 24-hour on-field automated weather services should be considered priority projects for all these airports. Similar to Santa Monica and Jack Northrop/Hawthorne, Brackett's runway is only slightly short of the minimum standard, so a runway extension would do little to increase capacity and safety. However, a runway-widening project should be considered a priority. Zamperini's runway pavement condition is good but jet fuel is unavailable. El Monte and Whiteman airports have more significant runway lengthening needs in the range of 1,000 feet to meet recommended standards; Whiteman's runway extension is programmed. Additionally, 25 foot runway widening, and runway weight bearing capacity enhancements would benefit both airports. Compton-Woodley would benefit from a runway extension and widening, weight bearing capacity enhancements, an instrument approach procedure, and jet fuel availability. Their AWOS is currently being installed and should be operational in early 2010.

## **Regional General Aviation Airports**

The only Regional General Aviation Airport in the district is General William J. Fox Field. And, with the exception of an Instrument Landing System (ILS), it meets all minimum standards for a Nonprimary Airport

## **Community General Aviation Airports**

There are 2 Community General Aviation Airports in District 7. Catalina airport needs fuel service and more importantly, an upgrade to its weight bearing capacity. Santa Paula Airport's runway is significantly short of the minimum standards for both length and width, and instrument approach procedures. Santa Paula is a non-NPIAS airport, therefore ineligible for FAA funding.

## **Limited Use General Aviation Airports**

Agua Dulce Airpark is the only Limited Use Airport (Limited Use) in the district. With the exception of the runway width and an unreported weight-bearing capacity, it meets

the minimum standards for a Limited. Agua Dulce Airpark is a non-NPIAS airport, therefore ineligible for FAA AIP funding.

### Military/Civil Joint Use Airports

LA-Palmdale Regional-U.S. Air Force Plant 42 is the only Military/Civil Joint Use Airport in District 7. It is included in the Primary Hub airports section as their intended joint uses and infrastructure are best suited for that discussion.

### Enhancement Need Prioritization

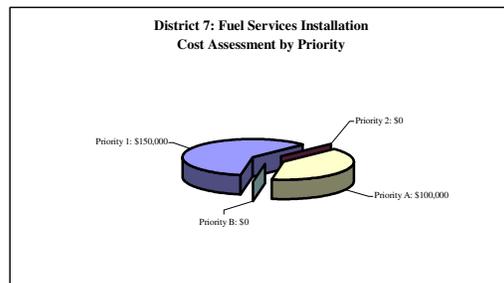
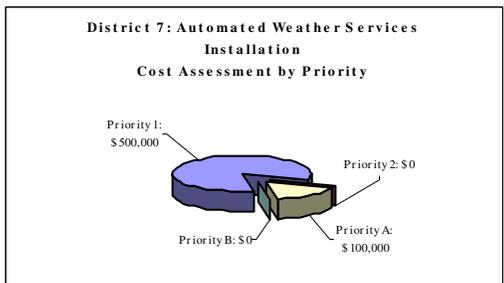
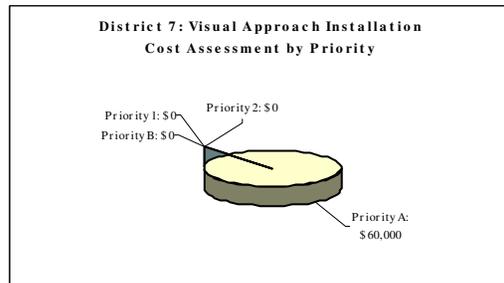
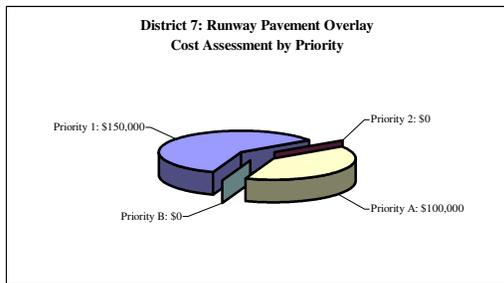
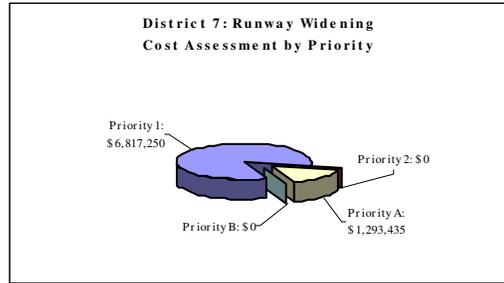
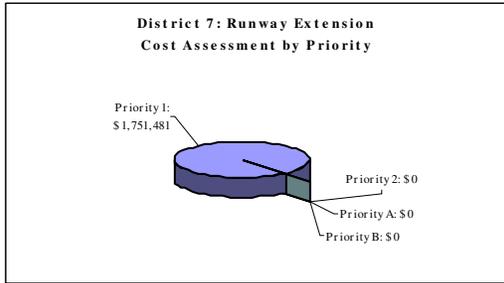
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-I**  
**District 7 Priority Airport Costs in Project Order**

Airport	SNA Project Description	Project Cost
<b><i>AGUA DULCE AIRPARK</i></b>	Runway Width Expansion	\$339,020
	Fuel Services Installation	\$100,000
BRACKETT FIELD	Runway Extension	\$88,993
	Runway Width Expansion	\$921,250
	Automated Weather Services Installation	\$100,000
COMPTON/WOODLEY	Runway Extension	\$588,126
	Runway Width Expansion	\$1,474,000
	Runway Pavement Overlay	\$508,662
	Automated Weather Services Installation	\$100,000
EL MONTE	Fuel Services Installation	\$50,000
	Runway Extension	\$555,514
	Runway Width Expansion	\$921,250
JACK NORTHROP FIELD/HAWTHORNE	Automated Weather Services Installation	\$100,000
	Runway Extension	\$32,428
OXNARD	Runway Width Expansion	\$2,579,500
<b><i>SANTA PAULA</i></b>	Runway Width Expansion	\$954,415
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
WHITEMAN	Runway Extension	\$486,420
	Runway Width Expansion	\$921,250
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
ZAMPERINI FIELD	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
<b>District 7 Airports Total:</b>		<b>\$11,280,828</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-O**  
**District 7 Project Cost Summary Pie Charts**



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**Figure 3-P**  
**District 8 Airports**



## CALTRANS DISTRICT 8

District 9 bounds District 8 to the north, District 6, 7 and 12 to the west and District 11 to the south. District 8 is composed of two counties, San Bernardino and Riverside. They are two of the six counties that make up the Southern California Association of Governments (SCAG), which is the designated Metropolitan Planning Organization (MPO). Below are the District's public use airports by county.

<b>Riverside</b>	<b>San Bernardino</b>
<i>Banning Municipal</i>	<i>Apple Valley</i>
<i>Bermuda Dunes</i>	<i>Baker</i>
<i>Blythe</i>	<i>Barstow-Daggett</i>
<i>Chiriaco Summit</i>	<i>Big Bear City</i>
<i>Corona Municipal</i>	<i>Cable</i>
<i>Desert Center</i>	<i>Chemehuevi Valley</i>
<i>Flabob</i>	<i>Chino</i>
<i>French Valley</i>	<i>Hesperia</i>
<i>Hemet-Ryan</i>	<i>Needles</i>
<i>Jacqueline Cochran Regional</i>	<i>Ontario International</i>
<i>Palm Springs International</i>	<i>Redlands Municipal</i>
<i>Perris Valley</i>	<i>Rialto Municipal - Art Scholl Memorial (closing)</i>
<i>Riverside Municipal</i>	<i>Roy Williams</i>
	<i>San Bernardino International</i>
	<i>Southern California Logistics</i>
	<i>Twentynine Palms</i>
	<i>Yucca Valley</i>

### District Overview

Within District 8, there are 30 Public Use airports and 1 Joint use (civil/military) airfield, March U.S. Air Force Reserve Base (ARB), identified locally as *March Global Port*. LA/Ontario and Palm Springs International airports are Primary Hub airports and are discussed in further detail in Section II. Southern California Logistics is the only Nonprimary airport in the region with scheduled passenger service. Although it only handles a small percentage of scheduled passengers annually and has limited destinations available compared to larger Primary Hub airports, it provides valuable access to the national air transportation system for the local communities, as well as serves the needs of all general aviation.

### Airport Comparison by Functional Classification Category

❖ See District 8 Minimum Requirements Table for airport needs, red font.

### Primary Hub Airports

There are two Primary Hub airports in this district, LA-Ontario and Palm Springs International.

❖ Refer to Section II for a discussion of all Primary Commercial Service Hub airports.

### Nonprimary Airports

In District 8, Southern California Logistics is classified a Nonprimary airport although it satisfies all minimum requirements to accommodate commercial activity.

## **Metropolitan General Aviation Airports**

There are no Metropolitan General Aviation airports in District 8.

## **Regional General Aviation Airports**

There are 17 Regional General Aviation (Regional) airports in District 8. Unlike the other Regional airports, Chino actually meets all minimum standards for a Nonprimary Airport. Similarly, Desert Resorts Regional airport meets all Metropolitan General Aviation Airport standards. San Bernardino International Airport is the only other Regional to meet the minimum standard runway length. Several airports each need only a few specific enhancements to meet this classification's recommended standards. All other Regional airports fall short of the minimum runway length. Bermuda Dunes, Corona Municipal, Flabob and Twentynine Palms would benefit from runway widening projects, since they are short of the seventy-five feet minimum width. However, Bermuda Dunes is only 5-feet short of the minimum standard width. Two airports could benefit from pavement condition upgrade projects, including Flabob and Needles. Three airports would benefit from the acquisition of Jet A fuel services, Corona Municipal, Flabob and Redlands Municipal. There are 7 Regional Airports that would improve operational safety by acquiring 24-hour automated weather services, including Apple Valley, Bermuda Dunes, Cable, Flabob, Redlands Municipal, Rialto Municipal and Twentynine Palms. Riverside Municipal could benefit from a runway extension as well as RSA improvements. Flabob is the only airport without an instrument approach procedure. However, 5 airports could benefit from an installation of a visual approach navigation aid, including Barstow-Daggett, Flabob, Needles, Redlands Municipal and Twentynine Palms.

## **Community General Aviation Airports**

There are 6 Community General Aviation (Community) Airports in District 8, of which Blythe is the only one that meets all of this classification's recommended minimum standards. Blythe actually meets the requirements for a Metropolitan General Aviation airport. Although Roy Williams and Yucca Valley airports are not listed in the FAA NPIAS, and are therefore ineligible for FAA AIP funding, they each would benefit from a runway extension, as well as for Hesperia that also has poor runway pavement condition. Banning Municipal and Blythe meet the runway minimum standards, however Perris Valley would improve operational safety with a runway widening. Roy Williams and Perris Valley runway weight-bearing capacity is unreported, and Hesperia falls just short of the minimum by five hundred pounds. Yucca Valley is the sole airport in need of on-field fuel services, 100LL. Blythe is the only airport with 24-hour automated weather services and an instrument approach procedure. Banning and Blythe are the only airports with a visual approach navigational aid.

## **Limited Use General Aviation Airports**

There are 4 Limited Use Airports. Baker is the only airport that falls short of the unique minimum standard runway length, by three hundred and forty-three feet. Baker did

complete their rehabilitation project for runway 15/33 in December 2009. Chemehuevi is the only airport that meets the minimum runway width. Baker and Chiriaco Summit runways' weight-bearing capacity is unreported, and Chemehuevi falls short of the minimum by 500 pounds. Chiriaco has also signed a grant agreement to improve their segmented circle, slurry their taxiway, rebuild the ramp, and repaint markings. Only Chemehuevi airport is listed in the FAA's NPIAS. The others are ineligible for FAA AIP funds.

**Military/Civil Joint Use Airports**

March Air Reserve Base is currently the only Military/Civil Joint Use Airport in District 8. It is included in the discussion of Primary Hub airports as their intended joint uses and infrastructure are best suited for that discussion.

**Enhancement Need Prioritization**

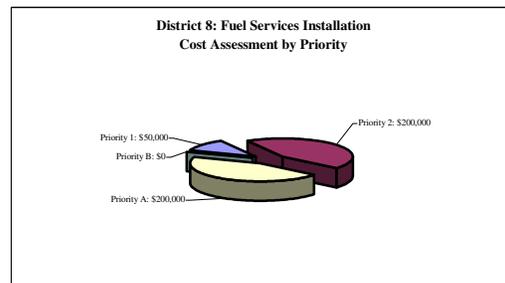
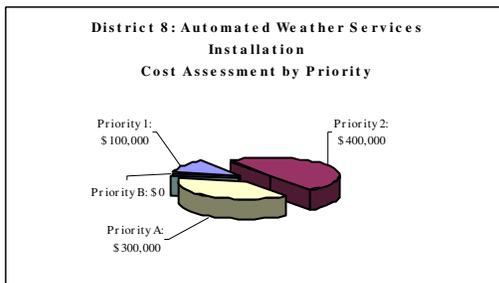
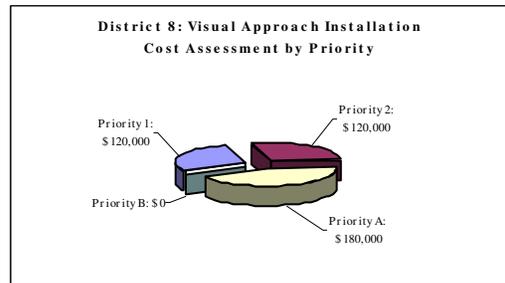
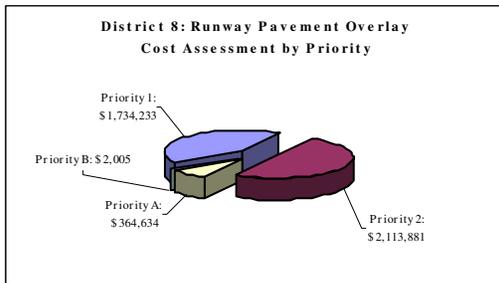
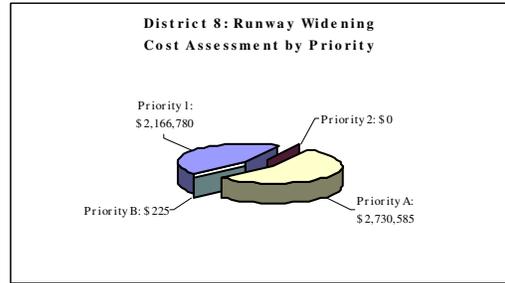
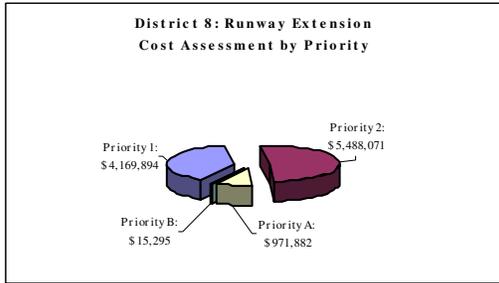
The airports below are considered the region’s highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-J  
District 8 Priority Airport Costs in Project Order**

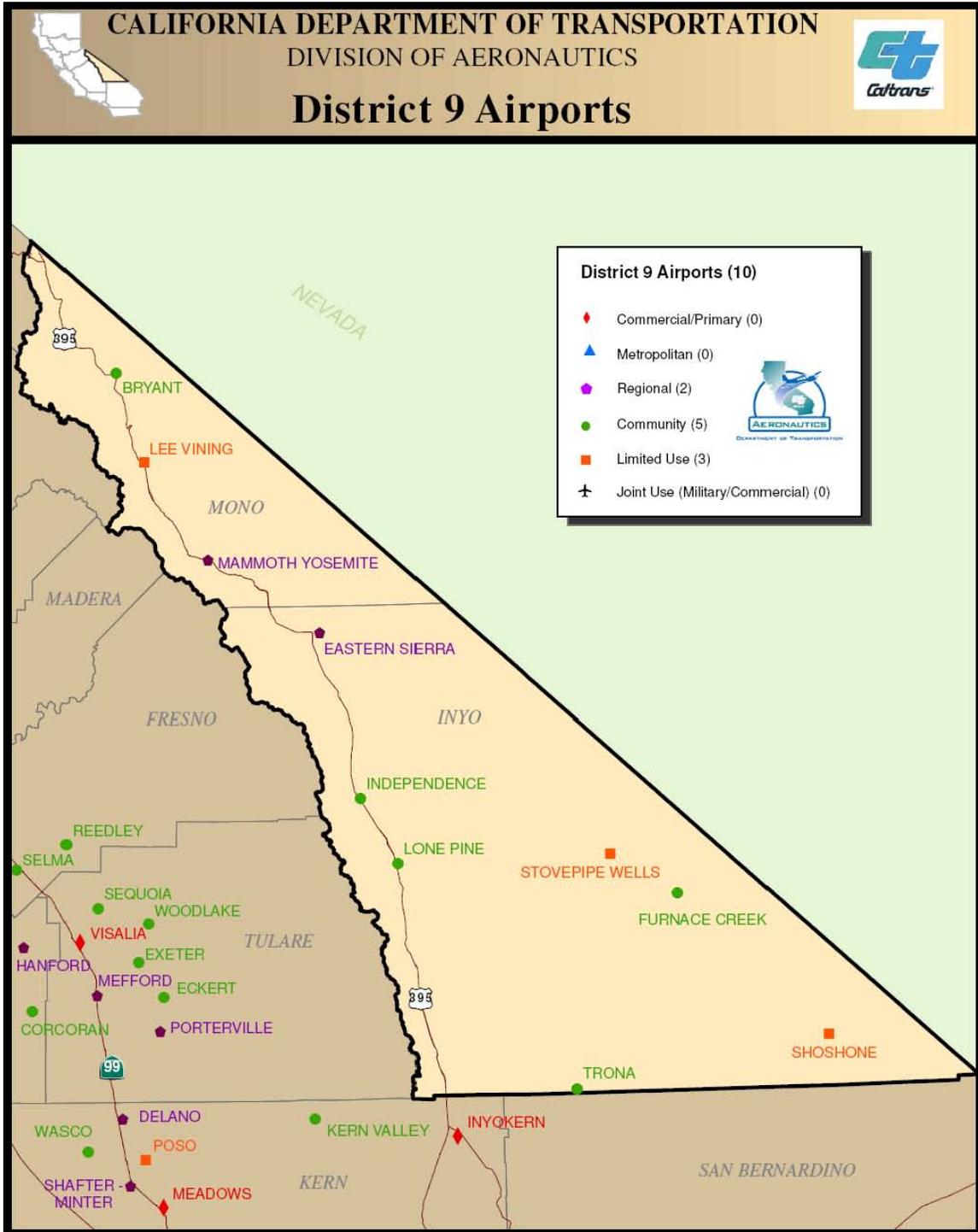
<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
<b>APPLE VALLEY*</b>	Runway Extension	\$2,321,550
	Automated Weather Services Installation	\$100,000
<b>BANNING MUNICIPAL*</b>	Automated Weather Services Installation	\$100,000
<b>BARSTOW-DAGGETT*</b>	Runway Extension	\$221,100
	Visual Approach Installation	\$60,000
<b>BERMUDA DUNES</b>	Runway Extension	\$669,638
	Runway Width Expansion	\$232,155
	Automated Weather Services Installation	\$100,000
<b>CABLE*</b>	Runway Extension	\$1,290,671
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
<b>CHEMEHUEVI*</b>	Runway Pavement Overlay	\$866,250
	Fuel Services Installation	\$100,000
<b>CHIRIACO SUMMIT</b>	Runway Width Expansion	\$169,510
	Runway Pavement Overlay	\$584,430
	Fuel Services Installation	\$100,000
<b>CORONA MUNICIPAL</b>	Runway Extension	\$1,061,280
	Runway Width Expansion	\$619,080
	Fuel Services Installation	\$50,000
<b>FLABOB</b>	Runway Extension	\$847,550
	Runway Width Expansion	\$1,013,375
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
<b>HESPERIA</b>	Runway Extension	\$475,365
	Runway Width Expansion	\$958,100
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
<b>NEEDLES</b>	Runway Extension	\$2,426,573
	Runway Pavement Overlay	\$1,734,233
	Visual Approach Installation	\$60,000
<b>PERRIS VALLEY</b>	Runway Width Expansion	\$939,675
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
<b>REDLANDS MUNICIPAL*</b>	Runway Extension	\$1,213,286
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
<b>RIVERSIDE MUNICIPAL*</b>	Runway Extension	\$441,463
	Runway Pavement Overlay	\$1,247,631
<b>ROY WILLIAMS</b>	Runway Extension	\$850,130
	Runway Width Expansion	\$884,400
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
<b>TWENTYNINE PALMS</b>	Runway Extension	\$682,042
	Runway Width Expansion	\$1,547,700
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
<b>YUCCA VALLEY</b>	Runway Extension	\$370,121
	Runway Width Expansion	\$574,860
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
	<b>District 8 Airports Total:</b>	<b>\$26,382,168</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-Q**  
**District 8 Project Cost Summary Pie Charts**



**Figure 3-R**  
**District 9 Airports**



## CALTRANS DISTRICT 9

District 9 is located in the eastern central portion of California east of the Sierra Nevada Mountain Range. Each county within the region functions as its own Regional Transportation Planning Agency. Below are the District's public use airports by county.

<b>Inyo</b>		<b>Mono</b>
<i>Eastern Sierra Regional</i>	<i>Shoshone</i>	<i>Bryant Field</i>
<i>Furnace Creek</i>	<i>Stovepipe Wells</i>	<i>Lee Vining</i>
<i>Independence</i>	<i>Trona</i>	<i>Mammoth Yosemite</i>
<i>Lone Pine</i>		

### District Overview

There are a total of 10 public-use airports in the region. There are currently no airports in this region with scheduled passenger service.

### Airport Evaluation by Functional Classification Standards

❖ See District 9 Minimum Requirements Table for airport needs, red font.

### **Primary Hub Airports**

There are no Primary Hub airports in this region. The closest hub airports are Fresno Yosemite, though Reno-Tahoe and Las Vegas-McCarran Airports in Nevada offer more flight options and are therefore more likely utilized by the region's residents to access the commercial air transportation system.

❖ Refer to Section II for a discussion of all Primary Hub airports.

### **Nonprimary Airports**

There is one Nonprimary airport in the region, Mammoth Yosemite and they received their year-round Part 139 commercial designation from the FAA in August 2009. Whereas the runway meets minimum standards to satisfy 139 standards, the airport would like to extend the runway an additional 1,200 feet to accommodate density altitude conditions during the summer months; the airport operates at an approximate altitude of 7,128 feet.

### **Metropolitan General Aviation Airports**

There are no Metropolitan General Aviation Airports in the District 9 region.

### **Regional General Aviation Airports**

In District 9, there is one Regional General Aviation (Regional) Airport, Eastern Sierra Regional. As there are no Primary or Nonprimary airports, or Metropolitan GA airports in this geographically rugged and remote region, it is worth considering upgrades to bring these facilities to Nonprimary airport minimum standards. To do so, both airports will require runway lengthening and widening and precision instrument approach procedures. As the airports are in such close proximity to each other, one airport might take priority over the other. Mammoth Yosemite has a runway extension planned, though that project

is currently on hold. If the proposed extension leads to the development of commercial air service at that airport, the upgrades to Eastern Sierra Regional will provide excess capacity and redundancy should weather or technical difficulties interrupt air service at Mammoth Yosemite. Otherwise, upgrades to Eastern Sierra Regional will provide the region and the State system improved access and mobility.

### **Community General Aviation Airports**

In District 9, there are five Community General Aviation (Community) Airports, Bryant Field, Furnace Creek, Independence, Lone Pine, and Trona airports. All of them have numerous enhancement needs to meet recommended Community standards. For instance, runway lengthening and widening, visual approach navigation aid, and instrument approach procedure would improve operational safety and capacity to these airports. Furnace Creek and Lone Pine fall short of the minimum weight-bearing capacity and Trona's weight-bearing capacity is unreported. However, Furnace Creek is owned by the U.S. National Park Service therefore is ineligible for either FAA AIP or the State's CAAP funding. Neither Independence or Trona has fuel available. Lone Pine is the only facility with 24-hour automated weather services.

### **Limited Use General Aviation Airports**

The remaining three airports are Limited Use Airports (Limited): Lee Vining, Shoshone and Stovepipe Wells. Stovepipe Wells is the only Limited facility that meets Limited Use minimum standards, though the pavement condition is questionable. However, Stovepipe Wells is owned by the U.S. National Park Service, therefore is ineligible for either FAA AIP or California Aid to Airports Program (CAAP). Shoshone is a non-NPIAS facility and is therefore ineligible for FAA AIP funds.

**Enhancement Need Prioritization**

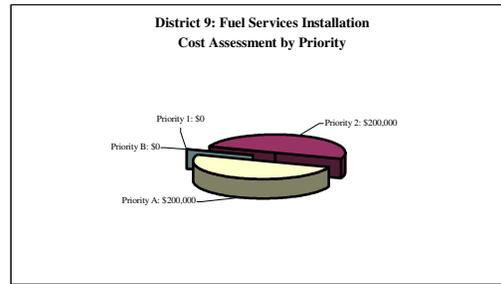
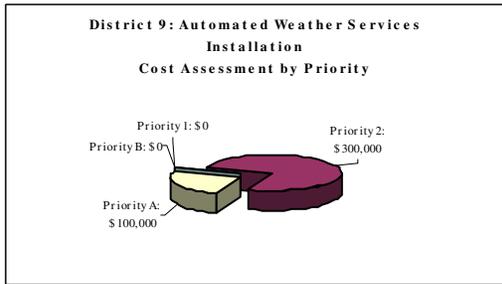
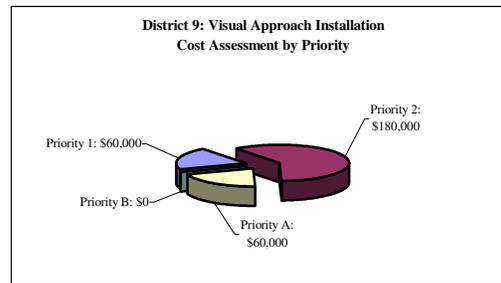
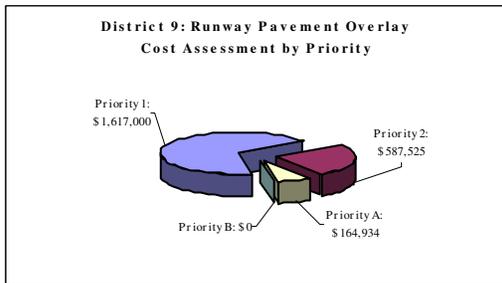
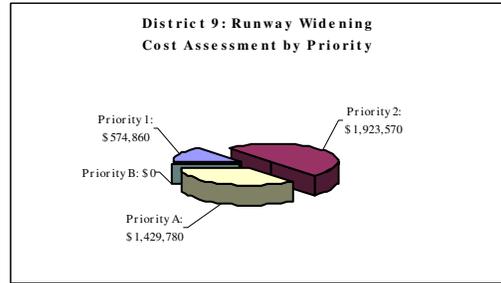
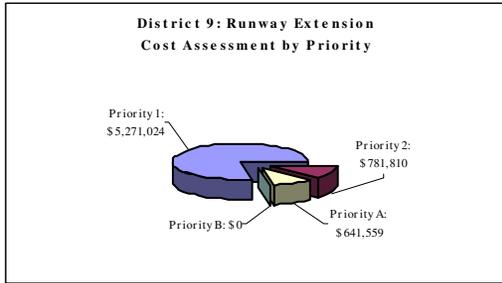
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-K**  
**District 9 Priority Airport Costs in Project Order**

<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
BRYANT FIELD	Runway Width Expansion	\$840,180
	Runway Pavement Overlay	\$587,525
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
EASTERN SIERRA REGIONAL	Runway Extension	\$1,276,484
<b><i>FURNACE CREEK</i></b>	Runway Extension	\$327,597
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
INDEPENDENCE*	Runway Extension	\$697,792
	Runway Width Expansion	\$585,915
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
LONE PINE	Runway Extension	\$530,640
	Runway Width Expansion	\$574,860
		\$60,000
MAMMOTH YOSEMITE	Runway Extension	\$3,463,900
	Runway Pavement Overlay	\$1,617,000
<b><i>SHOSHONE</i></b>	Runway Extension	\$313,962
	Runway Width Expansion	\$589,600
	Fuel Services Installation	\$100,000
<b><i>STOVEPIPE WELLS</i></b>	Runway Width Expansion	\$840,180
	Runway Pavement Overlay	\$164,934
	Fuel Services Installation	\$100,000
TRONA	Runway Extension	\$84,018
	Runway Width Expansion	\$497,475
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
	<b>District 9 Airports Total:</b>	<b>\$14,092,062</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-S**  
**District 9 Project Cost Summary Pie Charts**



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**Figure 3-T**  
**District 10 Airports**



**CALTRANS DISTRICT 10**

District 10 is bound by Sacramento and El Dorado Counties to the north, the State of Nevada and Mono County in District 9 to the east, Fresno and Madera Counties in District 6 to the south, and Alameda, Contra Costa, and Santa Clara Counties in District 4 to the west. The Sierra Nevada Range and the Pacific Coast Range define the geographic boundaries. Of the eight-county District, the following utilize Regional Transportation Planning Agencies: Alpine, Amador, Calaveras, Mariposa and Tuolumne. Metropolitan Planning Organizations represent the remaining three counties of Merced, San Joaquin and Stanislaus. Below are the District’s public use airports by county.

<b>Alpine</b>	<b>Amador</b>	<b>Calaveras</b>	<b>Mariposa</b>
<i>Alpine County</i>	<i>Westover Field</i>	<i>Calaveras County</i>	<i>Mariposa-Yosemite</i>
<b>Merced</b>	<b>San Joaquin</b>	<b>Stanislaus</b>	<b>Tuolumne</b>
<i>Castle</i>	<i>Kingdon Airpark</i>	<i>Modesto City-County</i>	<i>Columbia</i>
<i>Gustine</i>	<i>Lodi Airpark</i>	<i>Oakdale Municipal</i>	<i>Pine Mountain Lake</i>
<i>Los Banos</i>	<i>Lodi</i>		
<i>Merced Municipal</i>	<i>New Jerusalem</i>		
<i>Turlock Municipal</i>	<i>Stockton Metropolitan</i>		
	<i>Tracy Municipal</i>		

**District Overview**

There are a total of 19 public-use airports in the region with only two in the region providing regular scheduled passenger service.

**Airport Evaluation by Functional Classification Standards**

❖ See District 10 Minimum Requirements Table for airport needs, red font.

**Primary Hub Airports**

There are no Primary Hub airports in District 10.

**Nonprimary Airports**

Of the 19 public-use airports in the District, Modesto City-County and Stockton Metropolitan airports are the only Nonprimary Airports with regular passenger service. The NPIAS classifies Merced Municipal as a GA airport, however, for the purposes of this document it is included as a Nonprimary airport due to its meeting minimum commercial standards. In addition to their air carrier capabilities, Merced passed 94.3 tons of air cargo declining to 71.7 tons in 2008. To meet the functional classification standards as a Nonprimary, Stockton Metropolitan Airport’s only runway enhancement need is for adequate weight bearing capacity verification. This would help improve air cargo planning. Reporting back to 2003, Stockton saw peak cargo tonnage of 33,607.1 in 2003 decline to 1.2 tons in 2008. Modesto City-County Airport needs a 1,089-foot runway extension to meet the 7,000-foot length standard. This extension would better serve their growing air carrier and air cargo operations. From FAA reported cargo data going back to 2004, Modesto had a peak cargo tonnage of 393.3 in 2006 declining to

312.1 in 2008. Merced Municipal has the following enhancement needs: a 1,097-foot runway extension, weight bearing capacity improvements, jet fuel facility installation and visual approach navigational aids.

### **Metropolitan General Aviation Airports**

There are no Metropolitan General Aviation Airports in District 10.

### **Regional General Aviation Airports**

There are four Regional General Aviation Airports in the District. With a 1,130-foot runway extension, Columbia would meet all minimum standards for a Regional Airport. Tracy Municipal would need to extend their runway by 2,790-feet to meet the standard. Unfortunately, a runway extension at Mariposa-Yosemite is infeasible due to terrain, however, weight-bearing capacity improvements as well as 24-hour automated weather services, and a jet fuel facility is needed to meet the standard. Installation of either a Global Positioning System (GPS) or VHF Omnidirectional Range (VOR) instrument approach procedure would also help with navigation at this airport.

### **Community General Aviation Airports**

Each of the eight Community General Aviation Airports in the District needs enhancements to meet minimum standards for this classification. With the exception of Calaveras County Airport, the other facilities need 24-hour automated weather services. In addition, Turlock Municipal need instrument approach procedures as well as visual approach navigational aid. Gustine would benefit from instrument approach procedures. With the exception of Los Banos and Castle, all Community General Aviation Airports in the District need runway extensions and widening. However, Los Banos is in need of pavement upgrades. Pine Mountain Lake Airport, due to its remote location, could also benefit from runway and AWOS improvements. These would be of particular importance for emergency support operations in the Sierra foothill areas. However, their current use as a residential airpark may compromise some AIP grant assurances, specifically those that deal with 'Through-the-Fence' access. With FAA guidance pending on this issue at the time of this publication, the possibility exists that improvement assistance may be declined by the FAA placing funding options on Tuolumne County and the State. The County of Merced also has an A&D project under way to update their ALUCP which will include Castle, Merced, Turlock Gustine, and Los Banos airports.

### **Limited Use General Aviation Airports**

There are four Limited Use General Aviation (Limited Use) Airports in the District. To meet the unique minimum standard for runway length due to its high altitude location, Alpine County needs a 2,360-foot runway extension and widening as well as weight bearing capacity improvements and a fueling facility. Lodi Airport also needs a wider runway. Comparing with the standards, New Jerusalem would need weight bearing capacity improvements and installation of fueling facility. New Jerusalem is preparing

plans for their runway asphalt repairs and runway marking repainting and perimeter fencing project.

Alpine County and Lodi Airport are non-NPIAS facilities and are therefore ineligible for FAA AIP funds.

### Enhancement Need Prioritization

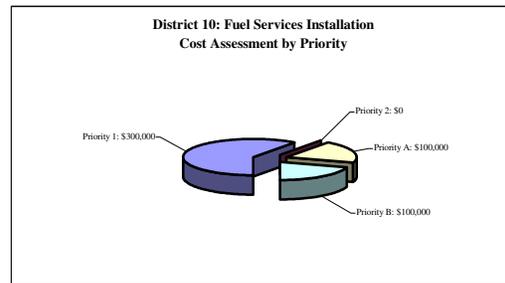
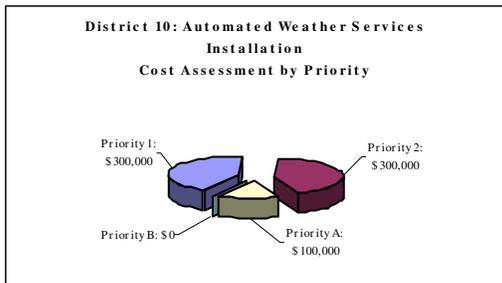
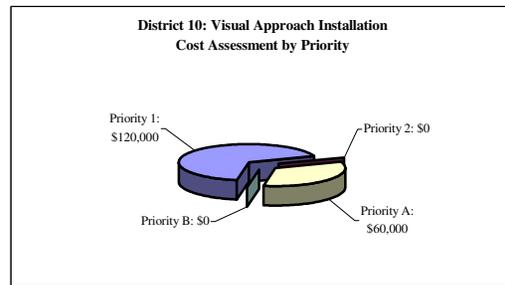
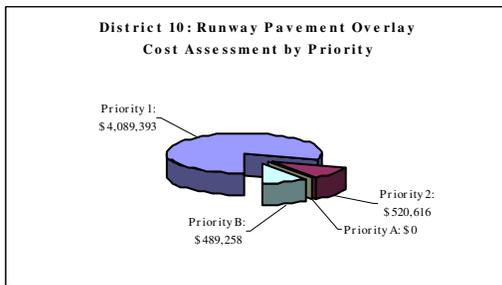
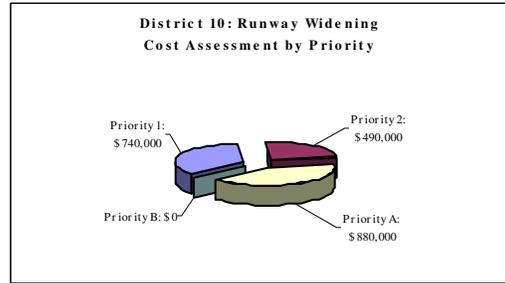
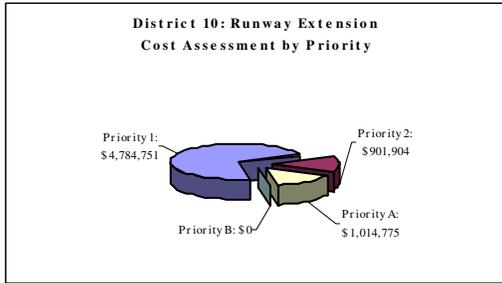
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-L  
District 10 Priority Airport Costs in Project Order**

<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
<i>ALPINE COUNTY</i>	Runway Extension	\$869,660
	Runway Width Expansion	\$160,000
	Fuel Services Installation	\$100,000
CALAVERAS COUNTY	Runway Extension	\$175,553
	Runway Width Expansion	\$190,000
CASTLE	Runway Pavement Overlay	\$4,089,393
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
COLUMBIA	Runway Extension	\$624,608
GUSTINE*	Runway Extension	\$176,880
	Runway Width Expansion	\$170,000
	Automated Weather Services Installation	\$100,000
<i>LODI</i>		\$360,000
<i>LODI AIRPARK</i>	Runway Extension	\$145,115
	Runway Width Expansion	\$360,000
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
LOS BANOS MUNICIPAL*	Runway Extension	\$328,886
	Runway Pavement Overlay	\$520,616
	Automated Weather Services Installation	\$100,000
MARIPOSA - YOSEMITE	Runway Width Expansion	\$290,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
MERCED MUNICIPAL MACREADY	Runway Extension	\$1,212,734
	Visual Approach Installation	\$60,000
	Fuel Services Installation	\$100,000
MODESTO CITY - COUNTY	Runway Extension	\$1,203,890
PINE MOUNTAIN LAKE*	Runway Extension	\$396,138
	Runway Width Expansion	\$320,000
	Automated Weather Services Installation	\$100,000
TRACY MUNICIPAL	Runway Extension	\$1,341,340
	Fuel Services Installation	\$50,000
TURLOCK MUNICIPAL	Runway Extension	\$226,628
	Runway Width Expansion	\$260,000
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	<b>District 10 Airports Total:</b>	<b>\$14,701,440</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-U**  
**District 10 Project Cost Summary Pie Charts**



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**Figure 3-V**  
**District 11 Airports**



**CALTRANS DISTRICT 11**

The District 11 is bounded by Orange County, District 12 and Riverside County in District 8 to the north, the Pacific Ocean to the west, Arizona to the east and Mexico to the south. Imperial County is one of six counties in the Southern California Association of Governments (SCAG), which functions as the Metropolitan Planning Organization (MPO). San Diego County Association of Governments (SANDAG) functions as the MPO for San Diego County. Below are the District’s public use airports by county.

<b>Imperial</b>	<b>San Diego</b>	
<i>Brawley Municipal</i>	<i>Agua Caliente Springs</i>	<i>McClellan-Palomar</i>
<i>Calexico International</i>	<i>Borrego Valley</i>	<i>Montgomery Field</i>
<i>Cliff Hatfield Memorial</i>	<i>Brown Field</i>	<i>Oceanside Municipal</i>
<i>Holtville</i>	<i>Fallbrook Community Airpark</i>	<i>Ocotillo</i>
<i>Imperial County</i>	<i>Gillespie Field</i>	<i>Ramona</i>
<i>Salton Sea</i>	<i>Jacumba</i>	<i>San Diego International</i>

**District Overview**

Of the 18 public-use airports in the District, Imperial County, McClellan-Palomar, and San Diego International are the only airports in the region with scheduled passenger service. San Diego International is a Primary Hub airport and is discussed in further detail in Section II. Although the remaining two Nonprimary airports handle only a small percentage of scheduled passengers annually and have limited destinations available compared to other Primary Hub airports, they provide valuable access to the national air transportation system for the local communities, as well as provide access to all general aviation.

**Airport Evaluation by Functional Classification Standards**

❖ See District 11 Minimum Requirements Table for airport needs, red font.

**Primary Hub Airport**

San Diego International is the region’s only Primary Hub airport.

❖ Refer to Section II for a discussion of all Primary Hub airports.

**Nonprimary Airports**

In District 11, McClellan-Palomar is the only current Nonprimary Airport although the NPIAS still lists Imperial County as a Nonprimary airport. However for the purposes of this document it is included under the Nonprimary Airport classification as it relates to minimum standards. Imperial County Airport could benefit from a longer and wider runway and McClellan-Palomar from a runway extension. Although Imperial County has a GPS instrument approach procedure, it would benefit from an upgraded precision instrument approach procedure, Instrument Landing System (ILS).

## **Metropolitan General Aviation Airports**

Montgomery Field in San Diego County is the District's only Metropolitan General Aviation Airport. The only needed enhancements include a runway extension – 423 feet, and an increased weight-bearing capacity. Anticipated by mid 2010 is the capability of Brown Field, Gillespie Field and Ramona to operate as a metropolitan airport with the full deployment of their new PAPI system.

## **Regional General Aviation Airports**

Four airports in the District are Regional General Aviation (Regional) Airports. Gillespie Field, Brown Field, and Ramona would meet not only recommended Regional Airport minimums, but could be brought up to Metropolitan General Aviation Airport standards with some upgrades. Oceanside needs three enhancements to meet Metropolitan General Aviation Airport recommended minimum standards: a 2,288 feet runway extension, jet fuel facility installation and a VASI or PAPI equipment installation.

## **Community General Aviation Airports**

There are 5 Community General Aviation (Community) Airports in District 11. Borrego Valley meets all Community Airports' minimum standards. With the addition of Jet A fuel availability, Borrego Valley would meet Regional General Aviation Airport minimums. Fallbrook Community Airpark's runway length is 1,640 feet below the airport's minimum standard. It also lacks 24-hour automated weather services. Brawley needs a wider runway and 24-hour automated weather services. Calexico International has potentially greater regional importance due to its use as a port of entry and border protection activities. They could benefit from runway extension and RSA improvements.

Cliff Hatfield has the most needs to meet the minimum standards for this functional classification, including: a longer runway, a wider runway, an increased weight-bearing capacity, a fuel facility, 24-hour automated weather services, instrument approach procedure and visual approach navigational aid. However, Cliff Hatfield is not listed in the FAA 2009-2013 NPIAS, therefore ineligible for FAA AIP funding. In addition to local funding sources, it is eligible for State California Aid to Airports Program funds to meet these needs.

## **Limited Use General Aviation Airports**

In District 11, there are 5 Limited Use General Aviation (Limited) Airports. Ocotillo Airport's dirt runway condition is uncertain, and the weight-bearing capacity of Agua Caliente Springs and Jacumba fall short of the minimum for this classification. All 5 airports need fuel facilities and none are listed in the FAA's 2007-2011 NPIAS and thus are ineligible to receive FAA AIP funding for airport improvements. Since all 5 Limited Airports are non-NPIAS facilities, they rely solely upon the State for California Aid to Airports Program, Acquisition and Development funds.

**Enhancement Need Prioritization**

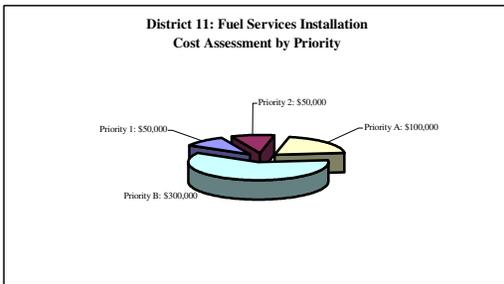
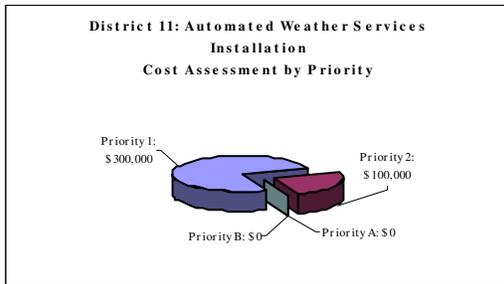
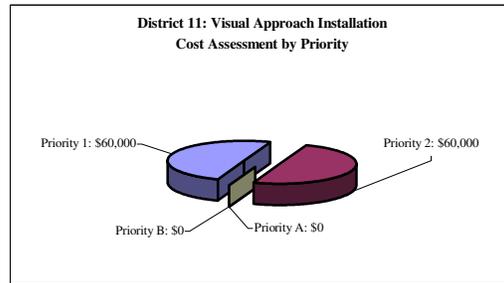
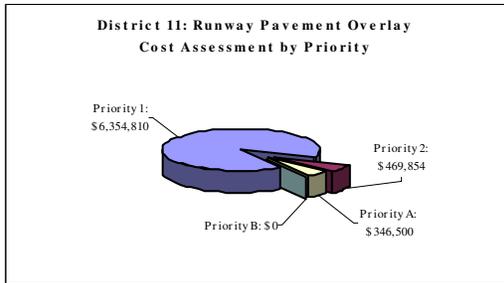
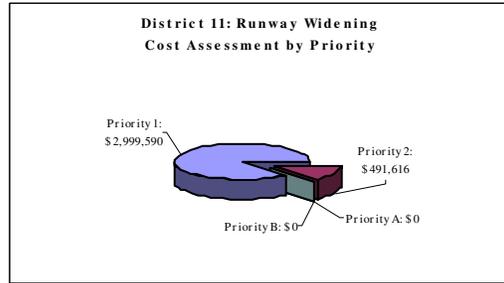
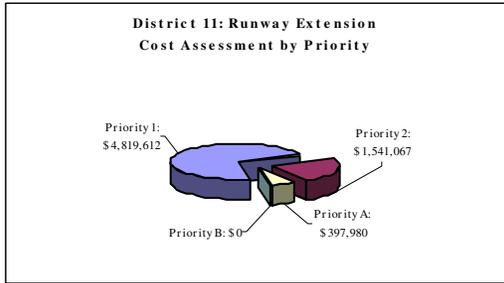
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-M**  
**District 11 Priority Airport Costs in Project Order**

<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
<i>AGUA CALIENTE SPRINGS</i>	Runway Extension	\$397,980
	Runway Pavement Overlay	\$346,500
	Fuel Services Installation	\$100,000
<i>BRAWLEY MUNICIPAL*</i>	Runway Width Expansion	\$491,616
	Automated Weather Services Installation	\$100,000
<i>BROWN FIELD</i>	Runway Pavement Overlay	\$2,771,654
	Visual Approach Installation	\$60,000
<i>CALEXICO INTERNATIONAL</i>	Automated Weather Services Installation	\$100,000
<i>CLIFF HATFIELD MUNICIPAL</i>	Runway Extension	\$95,810
	Runway Width Expansion	\$681,725
	Runway Pavement Overlay	\$397,320
	Visual Approach Installation	\$60,000
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$100,000
<i>FALLBROOK COMMUNITY AIRPARK</i>	Runway Width Expansion	\$420,090
	Runway Pavement Overlay	\$299,376
	Automated Weather Services Installation	\$100,000
<i>GILLESPIE FIELD</i>	Runway Extension	\$117,183
	Automated Weather Services Installation	\$100,000
	Fuel Services Installation	\$50,000
<i>IMPERIAL COUNTY</i>	Runway Extension	\$1,249,952
	Runway Width Expansion	\$2,579,500
<i>JACUMBA</i>	Fuel Services Installation	\$100,000
<i>MC CLELLAN - PALOMAR</i>	Runway Extension	\$2,321,550
	Runway Pavement Overlay	\$1,697,850
<i>MONTGOMERY FIELD</i>	Runway Extension	\$467,627
	Runway Pavement Overlay	\$1,585,931
<i>OCEANSIDE MUNICIPAL*</i>	Runway Extension	\$1,541,067
	Runway Pavement Overlay	\$469,854
	Visual Approach Installation	\$60,000
	Fuel Services Installation	\$50,000
<i>OCOTILLO</i>	Fuel Services Installation	\$100,000
<i>RAMONA</i>	Runway Extension	\$663,300
<i>SALTON SEA</i>	Fuel Services Installation	\$100,000
	<b>District 11 Airports Total:</b>	<b>\$19,875,883</b>

LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (\*); Non-NPIAS Facility (Bold Italic)

**Figure 3-W**  
**District 11 Project Cost Summary Pie Charts**



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**Figure 3-X**  
**District 12 Airports**



## CALTRANS DISTRICT 12

Districts 7, 8 and 11 bound Orange County, District 12 along with the Pacific Ocean to the west. Orange County is one of six counties in the Southern California Association of Governments (SCAG) planning area, which functions as the region's Metropolitan Planning Organization (MPO). District 12 is the only single-County Caltrans District. Below are the District's only two public use airports.

### Orange

*Fullerton Municipal*

*John Wayne*

### *Airport Evaluation by Functional Classification Standards*

❖ See District 12 Minimum Requirements Table for airport needs, red font.

### **Primary Hub Airports**

John Wayne Airport is the only Primary Hub airport in District 12.

❖ Refer to Section II for a discussion of all Primary Hub airports.

### **Nonprimary Airports**

There are no Nonprimary airports in District 12.

### **Metropolitan General Aviation Airports**

There are no Metropolitan General Aviation Airports in District 12.

### **Regional General Aviation Airports**

Fullerton Municipal Airport is the only remaining public use GA airport in Orange County, and as such, is critical to those types of operations in the greater Los Angeles basin. While their runway is 2,379 feet short of the unique minimum standard length, it is doubtful that it would be extended due to the well developed industrial and residential uses that surround the airport. As such, it is critical that the condition of the runway and taxiways be maintained to accommodate demands placed on them. Although the runway is in good condition, a preventative slurry seal and restriping project is highly supported.

### **Community General Aviation Airports**

There are no Community General Aviation Airports in District 12.

### **Limited Use General Aviation Airports**

There are no Limited Use Airports in District 12.

**Enhancement Need Prioritization**

The airports below are considered the region’s highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

**Table 3-N  
District 12 Priority Airport Costs in Project Order**

<b>Airport</b>	<b>SNA Project Description</b>	<b>Project Cost</b>
None	None	\$0
<b>District 12 Airports Total:</b>		<b>\$0</b>
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)		