GENERAL AVIATION SYSTEM NEEDS ASSESSMENT ELEMENT

CALIFORNIA AVIATION SYSTEM PLAN

SEPTEMBER 2010

CALIFORNIA
DEPARTMENT
OF
TRANSPORTATION

AERONAUTICS
DEPARTMENT

Caltrans

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EXECUTIVE SUMMARY

Executive Summary

This 2010 General Aviation System Needs Assessment Element (GASNA) updates the 2003 Systems Requirement Element (SRE). It continues the recommendation and prioritization of unfunded safety, capacity and capability projects at primarily General Aviation (GA) airports. California has a system of 249 public use airports, approximately 30 of which are commercial service airports. All told, these airports make California a dynamic environment for the positive economics that come with a cooperative system of airports working together. To that end, the GASNA informs airport operators and local governments of State recommended (priority) improvement projects that would benefit the overall aviation system.

To affect priority project recommendations and estimate the associated costs, this edition of the GASNA uses two priority rankings for airport projects, either Priority 1 or 2 for the Federal Aviation Administration's (FAA) National Plan of Integrated Airports Systems (NPIAS) airports, or Priority A or B for non-NPIAS airports. Given the limited funding available for airport improvements, the State's recommended highest priority is generally given to system-wide safety and capacity enhancing projects before recommending regional then local projects.

Recommending system improvements requires a brief look at Primary Commercial Service Hub airports and their capacity issues. It is generally accepted that combined commercial service activities (typically passenger aircraft movements) and GA activities have a limiting effect on how well commercial service airports operate and grow. As an commercial service airport reaches its operational capacity to efficiently accommodate both activities, Reliever airports are called upon to help reduce operational pressures. While other factors can also limit the operations and growth of airports such as noise, incompatible land use encroachment around airports or environmental issues, the GASNA does not address these issues. Thus the GASNA looks at commercial service capacity issues only to the extent that project recommendations can be included at Reliever airports.

Once operational and system needs were evaluated, the data was tabulated along with associated cost estimates. Recommended improvements to all public use airports in the State could cost in excess of $270,000,000 over a multi-year period, as shown in Table E-1 and are graphically represented in Figure E-1. This is roughly a 225 percent increase over improvement costs estimated in the 2003 SRE. The most notable reason for this increase is that few airports actually get the recommended improvements completed in a timely manner. Those that defer or experience implementation delays commonly experience increased costs for maintenance and upgrades, sometimes exponentially, such is often the case with runway projects. With some airport improvement funding programs suspended due to budget constraints, this trend is not expected to substantially improve in California over the near term. Stewardship towards maintaining the investments of previous generations in our air transport system is a paramount goal of the Department.

Table E-1
All GA Airports Project Cost Estimate Comparisons (2010 GASNA : 2003 SRE)

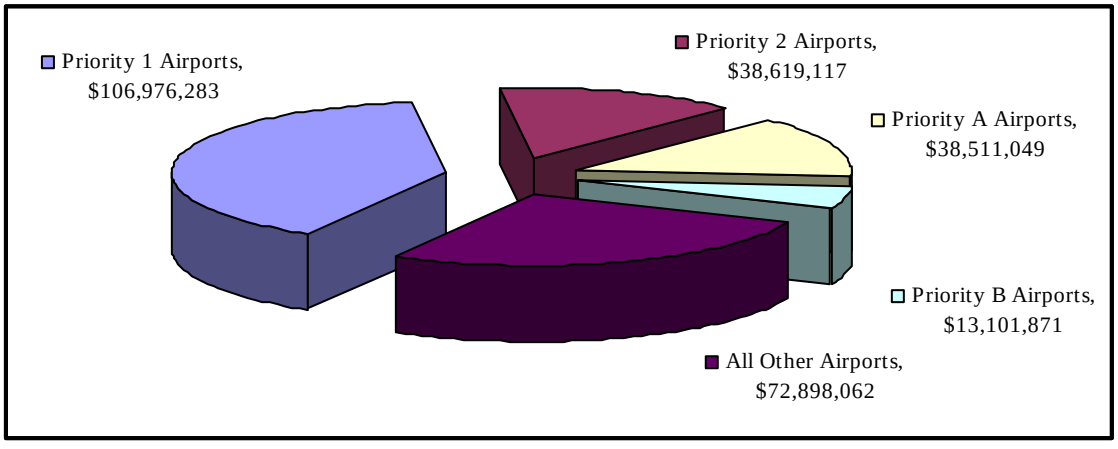
Airport Improvement Costs Estimate to Meet Minimum Standards (2003 CASP, System Requirements Element)

	Runway Improvement Estimates			Other Desirable Airport Safety Attributes			
Caltrans Aeronautics Nine Planning Regions	**Extension Cost**	**Width Cost**	**Pavement Condition Cost**	**Visual Approach Cost**	**Automated Weather Services Cost**	**Fuel Services Cost**	**Airport Project Costs Estimate Total**
1	$5,390,000	$1,190,000	$2,960,000	$420,000	$200,000	$1,550,000	**$11,710,000**
2	$7,220,000	$5,530,000	$2,410,000	$660,000	$400,000	$200,000	**$16,420,000**
3	$2,140,000	$2,120,000	$5,200,000	$300,000	$700,000	$300,000	**$10,760,000**
4	$660,000	$1,500,000	$0	$60,000	$300,000	$100,000	**$2,620,000**
5	$2,050,000	$240,000	$2,470,000	$60,000	$400,000	$150,000	**$5,370,000**
6	$7,460,000	$10,730,000	$8,110,000	$1,440,000	$1,600,000	$1,750,000	**$31,090,000**
7	$3,760,000	$1,460,000	$910,000	$300,000	$400,000	$200,000	**$7,030,000**
8	$5,500,000	$7,050,000	$15,170,000	$660,000	$2,100,000	$550,000	**$31,030,000**
9	$1,730,000	$110,000	$1,880,000	$180,000	$300,000	$50,000	**$4,250,000**
Statewide Total	**$35,910,000**	**$29,930,000**	**$39,110,000**	**$4,080,000**	**$6,400,000**	**$4,850,000**	**$120,280,000**

Airport Improvement Costs Estimate to Meet Minimum Standards (2010 SNA)

	Runway Improvement Estimates			Other Desirable Airport Safety Attributes			
Caltrans District	**Extension Cost**	**Width Cost**	**Pavement Condition**	**Visual Approach Cost**	**Automated Weather Services Cost**	**Fuel Services Cost**	**Airport Project Costs Estimate Total**
1	$10,714,653	$5,679,322	$4,745,654	$600,000	$1,300,000	$1,250,000	**$24,289,630**
2	$16,161,946	$16,714,423	$12,766,039	$780,000	$2,000,000	$1,400,000	**$49,822,407**
3	$8,948,654	$8,894,485	$5,066,402	$360,000	$1,500,000	$700,000	**$25,469,541**
4	$8,766,468	$6,876,210	$2,701,223	$300,000	$800,000	$400,000	**$19,843,901**
5	$6,197,802	$221,100	$1,742,268	$120,000	$500,000	$200,000	**$8,981,170**
6	$10,885,932	$18,594,326	$10,258,518	$840,000	$2,500,000	$1,150,000	**$44,228,776**
7	$1,751,481	$8,110,685	$508,662	$60,000	$600,000	$250,000	**$11,280,828**
8	$16,865,309	$7,506,345	$6,344,877	$540,000	$1,100,000	$700,000	**$33,056,531**
9	$8,135,227	$4,429,370	$2,369,459	$300,000	$400,000	$500,000	**$16,134,057**
10	$8,044,392	$2,390,000	$5,099,267	$240,000	$800,000	$550,000	**$17,123,659**
11	$6,854,469	$4,172,931	$7,568,484	$180,000	$500,000	$600,000	**$19,875,883**
12	$0	$0	$0	$0	$0	$0	**$0**
Statewide Total	**$103,326,331**	**$83,589,196**	**$59,170,854**	**$4,320,000**	**$12,000,000**	**$7,700,000**	**$270,106,381**
Percent Change (2003 SRE: 2010 SNA)	287.7%	279.3%	151.3%	105.9%	187.5%	158.8%	224.6%

Figure E-1
Statewide GA System Needs Assessment Project Cost Estimate



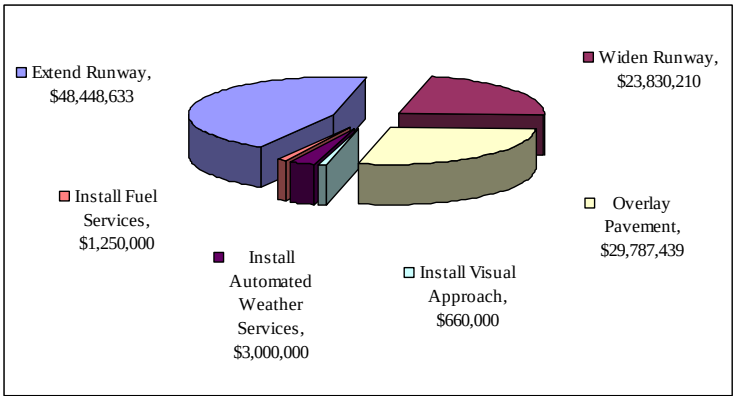
Costs presented in this edition of the GASNA also highlight priority NPIAS and non-NPIAS projects as shown in Table E-2. All totaled the recommended priority projects

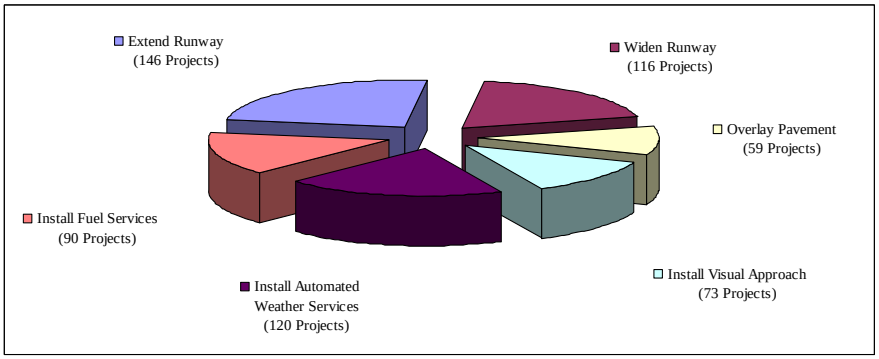
could cost in excess of $197,000,000 over a multi-year period. Of this sum, approximately $106,976,283 is attributed to just Priority 1 NPIAS improvements. Figure E-2 graphically shows the distribution of project improvement costs for the Priority 1 NPIAS airports. Making sense of these tables and numbers will always depend on what one is looking to discern. One way to use the estimated costs is for planning and budget forecasting. Consider if the FAA could fund just the Priority 1 projects through their Airport Improvement Program grants over a multi-year period ($101,627,468 or 95%). Over roughly the same period of time the State would need to plan for the expenditure of $2,540,687 to provide the approximate 2.5 percent State match, and local applicants would need to plan for the remaining 2.5 percent local match.

Table E-2
Statewide GA System Needs Assessment Projects Cost Estimate

	Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			
	Extend Runway	Widen Runway	Overlay Runway Pavement	Install Visual Approach	Install Automated Weather Services	Install Fuel Services	Airport Project Costs Estimate Total
Statewide Projects Cost Estimate Total	$103,326,331	$83,589,196	$59,170,854	$4,320,000	$12,000,000	$7,700,000	**$270,106,381**
Statewide Priority 1 Airports Total	**$48,448,633**	**$23,830,210**	**$29,787,439**	**$660,000**	**$3,000,000**	**$1,250,000**	**$106,976,283**
Federal AIP Grant (95% of total project cost)	$46,026,202	$22,638,700	$28,298,067	$627,000	$2,850,000	$1,187,500	$101,627,468
FAA AIP State Match (2.5% of AIP Grant)	$1,150,655	$565,967	$707,452	$15,675	$71,250	$29,688	$2,540,687
FAA AIP Local Match (2.625% of total project cost)	$1,271,777	$625,543	$781,920	$17,325	$78,750	$32,813	$2,808,127
Statewide Priority 2 Airports Total	**$16,926,716**	**$11,844,075**	**$5,528,327**	**$720,000**	**$2,700,000**	**$900,000**	**$38,619,117**
Federal AIP Grant (95% of total project cost)	$16,080,380	$11,251,871	$5,251,910	$684,000	$2,565,000	$855,000	$36,688,161
FAA AIP State Match (2.5% of AIP Grant)	$402,010	$281,297	$131,298	$17,100	$64,125	$21,375	$917,204
FAA AIP Local Match (2.625% of total project cost)	$444,326	$310,907	$145,119	$18,900	$70,875	$23,625	$1,013,752
Statewide Priority A Airports Total	**$9,065,542**	**$17,179,492**	**$8,446,015**	**$720,000**	**$1,100,000**	**$2,000,000**	**$38,511,049**
State A&D Grant (90% of total project cost)	$8,158,988	$15,461,543	$7,601,413	$648,000	$990,000	$1,800,000	$34,659,944
Local Match (10% of total project cost)	$906,554	$1,717,949	$844,601	$72,000	$110,000	$200,000	$3,851,105
Statewide Priority B Airports Total	**$3,769,573**	**$6,481,035**	**$491,263**	**$360,000**	**$800,000**	**$1,200,000**	**$13,101,871**
State A&D Grant (90% of total project cost)	$3,392,616	$5,832,931	$442,137	$324,000	$720,000	$1,080,000	$11,791,683
Local Match (10% of total project cost)	$376,957	$648,103	$49,126	$36,000	$80,000	$120,000	$1,310,187
					Subtotal of Priority Airports (1, 2, A & B)		**$197,208,319**
Statewide Roll-up of Potential Funding Sources							
Federal AIP Grant Eligible Cost Total	$62,106,582	$33,890,570	$33,549,978	$1,311,000	$5,415,000	$2,042,500	**$138,315,630**
FAA AIP Grant State Match Total	$1,552,665	$847,264	$838,749	$32,775	$135,375	$51,063	**$3,457,891**
FAA AIP Grant Local Match Total	$1,716,103	$936,450	$927,039	$36,225	$149,625	$56,438	**$3,821,879**
State Acquisition & Development Grant Total	$11,551,604	$21,294,474	$8,043,550	$972,000	$1,710,000	$2,880,000	**$46,451,627**
Local Match (10%)	$1,283,512	$2,366,053	$893,728	$108,000	$190,000	$320,000	**$5,161,292**
					Subtotal of Priority Airports (1, 2, A & B)		**$197,208,319**
All Other Airports Total	$25,115,866.99	$24,254,385	$14,917,810	$1,860,000	$4,400,000	$2,350,000	**$72,898,062**
							$270,106,381

Figure E-2
Priority 1 GA Projects by Cost, Type and Quantity





Looking ahead, the system of airports in California continues to struggle with a slow economy that is not expected to improve until sometime in 2011 for passenger service, and 2013 for air cargo. Notwithstanding national economics, California airports still find their greatest adversary to be land use encroachment stemming from compromising land development approvals. Additionally, the ability of many commercial service airports to handle the combined movements of people, goods and aircraft on airport property continues to move towards the upward limits of capacity. Some commercial airports are forecast to reach capacity by 2015 others by 2025, although both dates may depend on recession recovery efforts. Addressing capacity constraints is a critical consideration facing GA airports, particularly Reliever airports. As business, cargo and recreation aircraft face displacement from some commercial facilities nearing capacity, the need to improve Reliever and other airports to accommodate these business sectors continues to increase. Delaying improvements means potentially losing the business and economic benefits that follow these activities.

Investing in system improvements continues to be championed by the FAA Airport Improvement Program (AIP) grants. Funding up to 95% of eligible project costs, California typically matches approximately 2.5% of the cost with local agencies funding the remaining 2.5% match. While the State match was suspended for the 2009/2010 fiscal year, the California local airport loan program remained unaffected. Using the

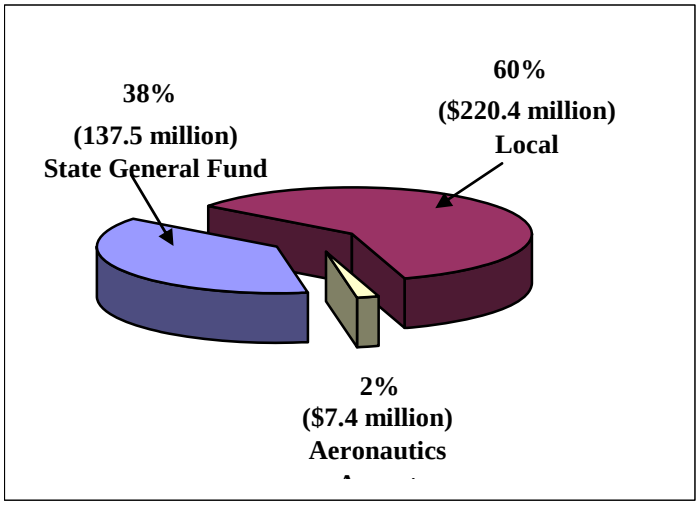
GASNA's recommended projects cost summary estimation helps airport operators prioritize activities in their Capital Improvement Plans, hopefully increasing the chance for funding.

Yet in order to complete the funding story it is important to understand that there is a disproportionate distribution of aviation user taxes that impacts the State's ability to adequately fund safety projects and critical infrastructure improvements at GA airports. For example, in 2007, aviation's annual contribution to State and local governments exceeded $365 million derived from various aviation user taxes as shown below.

California Aviation User Taxes Total: $365.3 million
GA Fuel "Excise Taxes: $7.4 million
Sales and Use Taxes: $218.6 million
Property Taxes and Possessory Interests: $139.3 million

Of the $365.3 million, approximately $138 million was distributed to the State General Fund, while approximately $220 million was distributed to local governments to support transit, public safety, schools and special districts. Only approximately $7.4 million derived from GA Fuel Excise Taxes was retained for the Aeronautics Account. In sum, of the approximate $365 million brought into the State by aviation user taxes, only 2 percent was authorized for investment back into the aviation system. These values are shown in Figure E-3. Of the $7.4m available for Aeronautics use, approx $3.3m was used for Division operating expenses leaving only $4.1m for CAAP Programs including State AIP matching grants, A&D grants, and annual credits grants. Spreading these few dollars across 249 public use airports is challenging and has been further complicated by a decline in aviation fuel sales of approximately 1.3 percent per year for the past ten years.

Figure E-3
California Aviation Tax Revenue Sources and Distribution (FY 2007-08)



Over the next decade, enhancements in the nation's air operations are expected to substantially improve with the introduction of the FAA's Next Generation (NextGen) satellite-based technology. As the FAA rolls out technologically superior equipment geared for the cockpit, the need for airports to keep pace with this technology will also increase. To that end, the Division of Aeronautics continues to strive for a safer and more efficient network of airports that serves the transportation needs of the State in a changing global environment.

SECTION I
SYSTEM PLANNING

Section I
System Planning

This is an update of the 2003 California Aviation System Plan (CASP) System Requirements Element. It continues the forecast and planning of projects that aid in the development of safety and mobility enhancements within California's airport community. Now titled 2010 General Aviation System Needs Assessment Element (GASNA), we have changed the name of this document to better reflect its intent to introduce and draw more attention to recommended statewide airport enhancements that could beneficially augment the overall aviation system in California.

Organization of the GA System Needs Assessment Element

The GASNA is organized into three sections: Section I - System Planning, Section II - Primary Commercial Service Hub Airports, and Section III - General Aviation & Reliever Airports.

Section I

Section I outlines the major elements the Division of Aeronautics (Division) takes into consideration when recommending priority projects that would maximize aviation safety and system efficiencies in the near and long-term. It explains the value of the GASNA and explains some of the funding realities and disparities that affect the State aeronautics program (Table 1-A and Figure 1-A). It also introduces trends in aviation such as airport improvements, operational safety enhancements, and changes in aircraft type and demands that may affect system operations. Technological considerations that can assist in forming plans of statewide benefit are included as well as current funding considerations.

We have further expanded Section I to include additional information on how the GASNA is commonly used and valued, and added comments on notable trends in California aviation from the Division's perspective. We also added a New Innovations overview that tracks some of the new technologies that may help improve overall aviation system efficiency, and redescribed how project priorities are established by airport classification. Consistent with previous editions, the GASNA only represents a snapshot in time and continues to be flexible to the needs of airport sponsors as the dynamics affecting airports remain ever in flux.

Section II

Section II discusses the Primary Commercial Service Hub Airports. Although California has approximately 249 public use airports, 30 have FAA approval to conduct commercial service operations. Of these 30, this section focuses on the 13 larger Primary commercial hub facilities. Of particular concern when considering commercial operations at an airport is what happens to the State aviation system when that airport reaches its capacity to accommodate passenger, cargo, and/or General Aviation (GA) activity simultaneously.

Although the State has a limited role in planning and programming projects at the larger Primary Hub airports, GA airports that function as Reliever facilities are directly impacted by commercial airport growth and capacity issues. As such, the State helps facilitate safety and operational enhancements at Reliever and GA airports to help meet anticipated system capacity needs.

Much of the information used to develop this section of the document was obtained from readily available sources, such as the CASP Capital Improvement Plan, Regional Transportation Plans, Metropolitan Transportation Plans, Airport Master Plans, FAA 5010 Inventory Master Records, and Regional Aviation System Plans. The GASNA was developed in consultation with airport staff, Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs). In December 2008 a notice with supporting data was sent to all GA airports in the State advising of the upcoming GASNA update and requested assistance in verifying data for the subject airport. Planning agency and airport comments on returned information, as well as comments on the draft document, were incorporated as available.

Section III

Section III provides a regional overview of GA airport needs or enhancements. The airports are organized by functional classification and grouped geographically according to their location within one of the 12 Districts that operationally organize Caltrans (Figure 3-A). Consistencies within and between the various Regional Transportation Plans was a key consideration for regrouping the airports as shown in this version of the GASNA. Transportation planning in this sense would include not only the safe and efficient movement of planes, people, and goods at an airport, but also the various modes of transportation that connect an airport to its community.

As introduced above, GA and Reliever airports within the State are classified by function. The functional criteria are identified in the CASP and compliment the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) inventory (see Table 1-C). This section also presents the State airport permit categories, and presents considerations for State airport project funding eligibility. Funding priorities are based, in part, on an airport's ability to meet the minimum standards for its classification (see Tables 1-D and 1-E). A suggested project priority list is compiled by airport for each of the 12 Caltrans Districts along with the respective project costs for that airport. The priority airports and respective projects for each District are rolled up into summary tables in Section III.

Understanding the GA System Needs Assessment Element

The GASNA is one of several Elements that make up the CASP. It is also one of many complementary documents prepared by the Division as required by, and in support of, the State Aeronautics Act (Act), codified in California Public Utilities Code Section 21701, et. seq. Specific to the Act, this document addresses §21702(d) which includes the

consideration of statewide air transportation matters. The GASNA is updated on approximately a five-year cycle with the last report completed in 2003.

A principle purpose of the GASNA is to identify and prioritize/rank potential airport safety and capacity related infrastructure projects. General aviation and Nonprimary airports comprise 95 percent of California's 249 public use airports; GA aircraft account for about 80 percent of all operations. Thus the focus of the GASNA is to identify potential preservation and enhancement projects for GA airports. Airports are ranked Priority 1 or 2 for NPIAS airports, and Priority A or B for non-NPIAS airports. The ranking of Priority A or B is new to this version of the GASNA. The reason for the distinction between NPIAS and non-NPIAS airports is that only NPIAS airports are eligible for FAA Airport Improvement Program (AIP) grants. Yet this funding distinction does not mean non-NPIAS airports are without importance to the State system of airports. On the contrary. Non-NPIAS airports play an important role when one considers the commerce and jobs they bring to their region and the State. To the extent other than State or federal funding is available, the Priority A and B ranking helps guide the planning of those funds. In both cases, highest priority is generally given to those airports for which improvements would likely best support the statewide system of airports. Regional benefits would comprise the next tier of priorities followed by more localized benefits.

As an example of priority considerations, an airport may be operating below capacity because of a specific deficiency, such as runway length, width, weight-bearing capacity, or adequate runway safety area. Yet once the deficiency is addressed, the system of airports should benefit from increased capacity along with the airport itself. Other important projects could be those that assist with the costs of maintaining current safety, engineering and maintenance practices. And not to be dismissed, the economic value of air cargo is of particular interest to the State during the current period of financial recovery. Those airports that could support better air cargo operations with some facility improvements would also be considered for project prioritization. Data from the 10-Year Air Cargo Tonnage Report[1] was used to help evaluate these needs and is noted where appropriate in Section II and III of this report.

This ongoing planning effort is in line with Department goals of mobility and stewardship towards preserving our existing transportation infrastructure, as well as Division policies regarding safety. Although the GASNA does not grant project approval or funding, the GASNA does identify projects that can assist airport sponsors in identifying needed improvements that can improve statewide system performance as well as increase airport capacity and safety based on each functional classification minimum standards.
Reviewing priority airports and the associated projects has been grouped by District and is rolled up into summary tables in Section II with more detail provided in the tables in Appendix 4. These tables are similar to past versions where standards are indicated along with known actual conditions. The difference between standards and known conditions represents the suggested project. The summary tables also provide two new data

[1] http://www.dot.ca.gov/hq/planning/aeronaut/documents/AirCargo10-yearActivityReport1999-2008.pdf

categories from the 2003 version of the SRE. We have added a column for known Runway Safety Area (RSA) status and Airport Layout Plan (ALP) approval dates.

Having RSA's that meet minimum standards for the design aircraft the runway is intended to accommodate is paramount to safe aviation. Both the FAA and the Division are working towards improving the condition of runways and RSA's at all public use airports. More specifically, all Part 139 certificated airports have a congressionally mandated deadline to have all practicable RSA improvements physically completed by December 31, 2015. To assist in meeting this deadline, the State and FAA are strongly encouraging Part 139 airport sponsors to make necessary RSA upgrade projects a high priority in their capital improvement plans. To aid this effort, the airport data tables found in Appendix 4 added RSA status designations noting 'S' for Satisfactory, 'U' for Unsatisfactory if it does not meet design standards, or 'NF' for Not Feasible for those runways and RSA's that cannot be brought up to minimum standards for reasons such as topography, land use, or environmental reasons. The information in the data table is the latest collected by the Division as of February 2010 and will be continually updated as information is made available.

Also important is the regular updating of ALP's so that federal and State officials know how the airfield is designed and planned to operate. From here the airport's permit conditions can be verified to confirm that the facility is operating as authorized. For this reason, the Division will be flagging all ALP's that are five years old or greater, as shown in our database and recorded on the District/Airport needs tables found in Appendix 4. Airport operators are requested to submit their current ALP to update our database if not done so recently, or document their timeline for updating their ALP. As the FAA continues to upgrade their system to accept and catalogue electronic ALP's, the Division will similarly align itself to receive ALP's in the new electronic format. Updating ALP's is a FAA and State grant eligible activity and is of high importance to both federal and State officials and airport operators.

Value of the GA System Needs Assessment Element

One of the most valuable outcomes of the GASNA is identifying statewide priorities for airport safety, operations and mobility enhancements. These priorities are then used to support the CASP Capital Improvement Plan (CIP) Element, a fiscally unconstrained projects list. The projects identified in the CASP CIP are ranked biennially using a matrix approved by the CTC. Once approved, the GASNA's recommended priorities become available for review by airport sponsors who can use the list to help compile their roster of desired projects for federal and State funding.

Projects listed in the GASNA include potential projects needed to optimize airport capacity (e.g. both runway extensions and widenings), safety projects (e.g. runway pavement improvements, 24-hour automated weather systems, precision approaches and visual runway and airfield markings), and operational enhancements (e.g. capacity options at Reliever airports.) Combined, the GASNA and CIP serve to more efficiently guide the consideration and planning of priority projects and the necessary funding from

various governmental entities. It is important to remember that the above improvements at GA airports benefit far more than recreational aviation. To often left out of funding discussions are the vital fire suppression, law enforcement, disaster relief, tourism, and other business and economic activities that originate from GA airports. The monies invested in these airports produce benefits that reach well beyond the airports themselves.

Airport managers have also found the GASNA to be a valuable tool in helping educate decision makers and prioritize the cost of safety and infrastructure improvements within their communities. Moreover, because the GASNA looks at the entire State, operators can see how certain improvements at their facility can lead to systemwide enhancements. Organizations such as the California Transportation Commission, Technical Advisory Committee on Aeronautics (TACA), the National Business Aviation Association (NBAA), and Airport Owners and Pilots Association (AOPA) use the GASNA to help sponsor and introduce other projects that benefit the State.

Funding Considerations

General Aviation airports in California generally rely on two funding programs for maintenance and development projects. The first is the Federal Aviation Administration and the second is the State. Augmenting these programs are the various local funding mechanisms derived from county and city budgets.

All State grant programs for airports are funded from the Aeronautics Account in the State Transportation Fund. The Aeronautics Account is funded from tax revenues that are collected on GA fuel at the rate of 2¢ per gallon for jet fuel and 18¢ per gallon for aviation gasoline (avgas). These taxes typically generate about $7 million per year, depending on total sales volume. To follow this example, of the approximate $7m available for State use, about $3.4m would be used for Division operating expenses leaving only $4.2m for California Aid to Airports Program (CAAP) Programs including State AIP matching grants, A&D grants, and annual credits grants. The Aeronautics Account would also receive minor revenue from other sources including interest earned on its cash balance and sale of documents such as the State aeronautical chart. This flow of revenue and expenditure is shown in priority order, as required under Revenue and Taxation Code §8352.3, in Table 1-A on the following page. What this all illustrates is how small the reinvestment in California's public aviation system has become.

Table 1-A
Aeronautics Account Funding Sample

$7.6m Revenue[2] (Continuously Appropriated)
$3.4m Division Operations
$1.5m Annual Credit Grant
$1.7m AIP Matching Grants
$1.0m A&D Grants

On the federal side, the majority of GA airports (192)[3] meet the National Plan of Integrated Airport Systems (NPIAS) eligibility requirements for funding under the FAA Airport Improvement Program (AIP). The majority of these airports receive up to ninety-five percent funding from the AIP. Airports not included in the NPIAS are ineligible for FAA AIP funds.

On the State side, California has four general programs and includes AIP matching grants, Acquisition and Development (A&D) State Funded Grants, Annual Credit grants, and loans. All State grant programs for airports are funded from the Aeronautics Account. The Division's CAAP Matching Grant Program provides approximately 2.5 percent of the federal grant (2.375 of the total five percent matching grant), while the remaining 2.625 percent is made up by a local match. Non-NPIAS airports are ineligible for State AIP matching grants.

The State's Local Airport Loan Program can also be used to fund facility improvements at publicly-owned, public use, airports. Loans are available for revenue generating projects such as hangars and fueling facilities. Loans can also be made for airport development projects. Finally, loans can be made to assist the sponsor with the local match for an AIP project.

Eligibility for State funds, including AIP Matching Grants and A&D Grants, are subject to programming and allocation by the CTC. Information regarding these grants and loans can be found in the California Code of Regulations as Title 21, Division 2.5, Chapter 4, CAAP, which is available on the Division of Aeronautics web site at: (www.dot.ca.gov/hq/planning/aeronaut/documents/Regs_Fiscal.pdf).

Funding Shortfalls

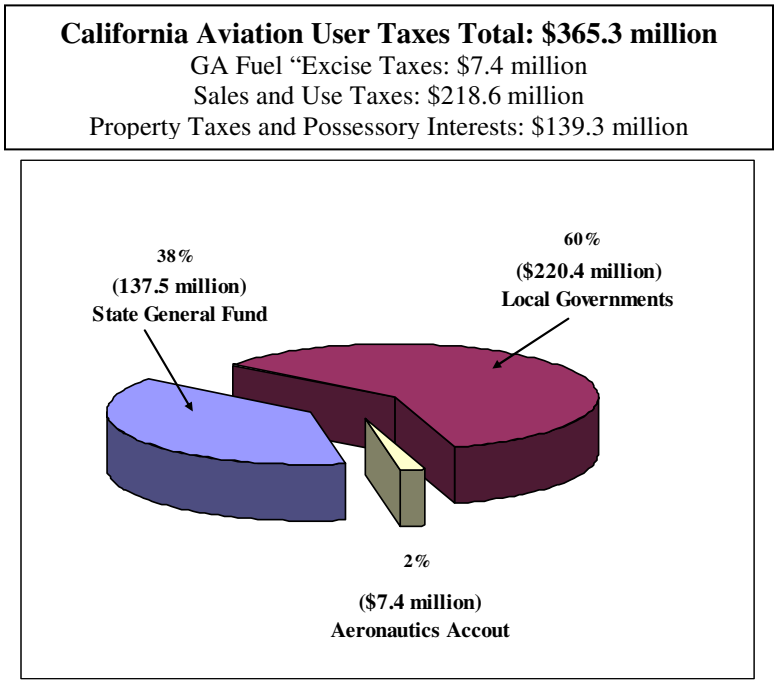
The 2009/2010 State budget suspension of some grant programs delayed numerous airport improvement projects and prohibited the leveraging of millions of federal AIP dollars for airport improvement projects throughout the State. Whereas this was a rare occurrence in the history of the program, it does illustrate the risk of placing too high a

[2] Figures represent an average over the last ten years and fluctuate based on actual received aviation use taxes. The rate of use tax decline has been approximately 1.3% per year for the period 1999-2009.
[3] Federal Aviation Administration. *Report to Congress: National Plan of Integrated Airport Systems (NPIAS), 2009-2013.*

reliance on State resources for airport improvements. This crisis exemplifies the point that airport sponsors should increase the awareness that their airports are 'economic engines' and pursue additional improvement opportunities and grants from sources outside the FAA and the State. Beyond atypical funding constraints such as the suspension of grant funds in FY 2009/10, the disproportionate aviation user tax distribution system still exists. With only 2 percent of all aviation user taxes going back into aviation, the State's ability to adequately fund safety and critical infrastructure improvements will go unmet without legislative changes to that distribution system.

In 2007, aviation's annual contribution to State and local governments exceeded $365 million. Approximately $138 million of aviation user taxes was directed to the State General Fund while approximately $220 million augmented local government revenues through aviation Sales and Use Taxes, Property Taxes and Possessory Interests that supported transit, public safety, schools and special districts. However, only a small percentage of the aviation revenues, typically around two percent per year, were reinvested in GA statewide. The lack of reinvestment into GA from aviation user taxes is illustrated in Figure 1-A. The two percent allocation back into aviation falls well short of the cost to fund safety, capacity and capability needs identified in the 2010-2019 Capital Improvement Plan or the 2010 General Aviation System Needs Assessment.

Figure 1-A
California Aviation Tax Revenue Sources and Distribution (FY 2007-08)



American Recovery and Reinvestment Act of 2009

Through passage of the American Recovery and Reinvestment Act of 2009 (ARRA), nineteen California airports are currently planned to receive approximately $84.9 million in funding for twenty-three "ready-to-go" projects, as of February 22, 2010. These federal grants are awarded for a variety of airport improvement projects ranging from infrastructure safety and maintenance to terminal improvements. This federal program is unique in that it is a one-time award, requires no State or local matching dollars, and construction is to be projected for completion by February 16, 2011. Cost overruns will not be handled in the same manner as normal AIP grants in that they are unlikely to be funded. Specific conditions for the use and disbursement of the ARRA funds apply and are found on the FAA's website (www.faa.gov/airports/aip/) and are beyond the scope of this document to report. However, the system of California airports benefit from this program not only by the direct infusion of federal funds, but also in the projects it helps complete that were not "planned expenditures from airport-generated revenues or from other State and local sources." It is important to note that the projects and grant awards listed in Table 1-B represent a snapshot in time and may change over time.

Table 1-B
FAA Airports – Project Listing by Grant Number for Economic Recovery Funds

Work Site Location ID	Grant Number[1]	City Name	Work Site Location Name	Award Date	Project Description	Project Amt[2]
						Data as of: 02/22/2010
BFL	3-06-0017-032-2009	Bakersfield	Meadows Field	6/10/2009	Rehabilitate Taxiway	$2,725,219.00
BUR	3-06-0031-049-2009	Burbank	Bob Hope	5/7/2009	Rehabilitate Taxiway	$3,985,000.00
CMA	3-06-0339-028-2009	Camarillo	Camarillo	6/11/2009	Rehabilitate Apron	$986,237.00
CPM	3-06-0049-008-2009	Compton	Compton/Woodley	8/4/2009	Rehabilitate Apron	$8,000,000.00
LAX	3-06-0139-057-2009	Los Angeles	Los Angeles International	6/12/2009	Construct Aircraft Rescue & Fire Fighting Building	$10,832,000.00
SAN	3-06-0214-058-2009	San Diego	San Diego International	6/16/2009	Install Guidance Signs	$4,875,537.00
SEE	3-06-0212-017-2009	El Cajon	Gillespie Field	6/15/2009	Rehabilitate Taxiway	$1,915,621.00
DWA	3-06-0342-011-2009	Davis	Yolo County	6/15/2009	Rehabilitate Runway	$1,315,224.00
FAT	3-06-0087-057-2009	Fresno	Fresno Yosemite International	6/11/2009	Rehabilitate Taxiway	$2,750,000.00
LLR	3-06-0121-007-2009	Littleriver	Little River	6/15/2009	Rehabilitate Runway	$684,550.00
MER	3-06-0364-010-2009	Atwater	Castle	6/15/2009	Rehabilitate Runway	$1,000,000.00
MRY	3-06-0159-052-2009	Monterey	Monterey Peninsula	6/12/2009	Rehabilitate Runway	$4,300,485.00
OAK	3-06-0170-048-2009	Oakland	Metropolitan Oakland International	7/7/2009	Rehabilitate Apron	$5,000,000.00
OAK	3-06-0170-048-2009	Oakland	Metropolitan Oakland International	7/7/2009	Rehabilitate Apron	$4,700,000.00
OAK	3-06-0170-051-2009	Oakland	Metropolitan Oakland International	11/17/2009	Rehabilitate Apron	$5,251,428.00
RDD	3-06-0194-036-2009	Redding	Redding Municipal	6/15/2009	Rehabilitate Runway	$728,810.00
SFO	3-06-0221-046-2009	San Francisco	San Francisco International	4/15/2009	Rehabilitate Runway	$5,500,000.00
SFO	3-06-0221-048-2009	San Francisco	San Francisco International	9/25/2009	Rehabilitate Runway	$9,000,000.00
SJC	3-06-0226-075-2009	San Jose	Norman Y. Mineta San Jose International	8/10/2009	Construct Taxiway	$5,178,291.00
SNS	3-06-0206-018-2009	Salinas	Salinas Municipal	6/15/2009	Rehabilitate Runway	$1,365,000.00
SNS	3-06-0206-018-2009	Salinas	Salinas Municipal	6/15/2009	Rehabilitate Taxiway	$1,200,000.00
STS	3-06-0241-037-2009	Santa Rosa	Charles M. Schulz - Sonoma County	7/2/2009	Rehabilitate Terminal Building	$1,683,378.00
TRK	3-06-0262-022-2009	Truckee	Truckee-Tahoe	6/12/2009	Rehabilitate Runway	$1,886,000.00
						$84,862,780.00

[1] Some grants have multiple projects
[2] Project amounts are subject to change based on final project close-out procedures.
Source: http://www.faa.gov/airports/aip/grantapportion_data/media/fy09_cumulative_approved_arra_grants.xls

Improvement Prioritization

The Division's primary considerations for prioritizing airport improvements are meeting minimum facility safety standards and addressing capacity issues that serve the majority of representative aircraft likely to use that facility. Understandably, safety and capacity projects will be as varied as the types of aircraft that use these statewide public facilities. The highest priorities are generally assigned to those facilities that serve the greatest majority of statewide users and return the greatest value to the State aviation system. The benefit of this investment strategy is that the very aviation system that contributes to approximately nine percent of the State's Gross Domestic Product, and approximate nine percent of statewide jobs, is preserved and positioned for planned growth[4]. Additional feedback from air cargo operators would also assist the department with future updates to the GASNA.

The ranking or weighting of priorities is generated primarily by the Division's safety inspections, knowledge and expertise of facilities and regulations, our own database of airport data gathered by staff during State permit compliance inspections, and FAA 5010-1 Inventory Master Record program inspections. Other data reviewed included airport master plans, airport layout plans, published data from airport websites, interviews and comments from staff airport management, and the FAA. The simultaneous consideration of GASNA and CIP priorities creates an ideal opportunity for airport sponsors to evaluate their near and long term facility goals and use this information to better support improvement grant requests, FAA AIP and State AIP matching grants, and the Acquisition and Development (A&D) or CAAP State loan program.

System Trends

Although the GASNA is not the outcome of any forecasting model, there are trends in the GA industry that the Division monitors to help influence priorities that may benefit the efficiencies within the statewide aviation system. Some of the major trends are summarized below.

- According to the Fall 2009 Airport Cooperative Research Program *ACRP Report 17 Vol. 1 and Vol 2: Airports and the Newest Generation of General Aviation Aircraft*, the GA community is preparing for two markets that are driving the demand for newer GA aircraft: 1) the use and demand for personal, business and corporate aircraft (including fractional ownership), and 2) commercial charter or air taxi use. Fractional, or shared-use, ownership is estimated to increase the number of hours flown annually. With increased flight time and ownership types, aircraft variations will also change to meet service demands. Commercial charter and air taxi service is also expected to increase as demand for short haul point-to-point travel increases over the next 5- to 10-year planning horizon. The various aircraft used to meet this demand will require GA facilities to support the advanced avionics these planes will contain if they hope to attract such business opportunities, as well as to optimize NextGen capacity improvements.

[4] Aviation in California: Benefits to Our Economy and Way of Life, 2003.

- The modest six percent projected increase in demand for Very Light Jets (VLJ) and other similar segment aircraft by 2017 will create an opportunity for some GA airports to upgrade their systems to be VLJ-ready so as to capture the regional economic benefits of that market segment. This segment can include aircraft such as the Cirrus SR-22, Cessna/Columbia 350 and 400, and Mooney M20 series on one end, and the Eclipse 500, Cessna Citation Mustang, and the Embraer Phenom 100 on the other end of the segment line.

- Air cargo continues to dominate 'value per ton' freight shipments by mode. Highlighting the *2007 Commodity Flow Survey Preliminary Data Special Report* produced by the U.S. DOT, Bureau of Transportation Statistics, air transport nationally averaged $59,464 per ton, followed by truck at $934 per ton, water at $253 per ton, and rail at $201 per ton. In the absence of more refined data specific to the State, the value of air cargo shipments continue to show why aviation is important to the California economy and those airports that can accommodate this business sector. Readers can find current air cargo data on the Division of Aeronautics home page[5]. Also, the 10-Year Air Cargo Tonnage Report[6] used to compile peak year tonnages in Sections 2 and 3 of this report are likewise found on the Divisions home page.

- OAG Aviation reported in November 2009 that air cargo volumes may not return to 2007 levels until 2013[7]. Nonetheless, some commercial carrier airports are taking advantage of the slow economy by working towards mitigating their growth and capacity issues still forecast to develop by 2015 and 2025. The challenge is balancing where and how growth will be accommodated. For example, if a given commercial airport decides that some passenger, cargo or GA operations are best transferred to a Reliever airport, then that facility will need to be prepared to meet the demand or lose the commerce that comes with those activities. In short, the Division recognizes a sense of urgency to support growth and capacity enhancement strategies that keep commerce in the State rather than lose the economic activity elsewhere.

New Technologies

The introduction of new technologies into the General Aviation (GA) community is never an idle topic. Many of the improvements designed for the largest commercial airports have a positive influence on the way GA facilities can increase their operational safety, efficiency and interregional significance. Some of these new technologies are listed as follows:

[5] http://www.dot.ca.gov/hq/planning/aeronaut/
[6] http://www.dot.ca.gov/hq/planning/aeronaut/documents/AirCargo10-yearActivityReport1999-2008.pdf
[7] Air Cargo World. *Wait Until 2013 for Pick Up Says OAG.* November 2009.

NextGen

The FAA is rolling out a new national airspace management system known as the Next Generation Air Transportation System, or NextGen[8]. A clear benefit of the program is its ability to allow aircraft to use satellite–based technology in a more robust way, with enhanced capabilities in the cockpit including better navigation, optimized approaches into busy airports, route planning, and far more comprehensive and accurate knowledge of weather and traffic conditions. Critical to the rollout of the NextGen system are the technological advancements managed through the FAA's Global Navigation Satellite System (GNSS) Program Office. This office provides satellite Global Positioning System (GPS) based positioning, navigation, and timing (PNT) services in the United States to enable performance-based (RNP/RNAV) operations for all phases of flight from en route, terminal, approach, and surface navigation.

According to the FAA's NextGen website, program activities are focused "…on the deployment of Automatic Dependent Surveillance – Broadcast (ADS-B) around the country to enhance situational awareness and air traffic control surveillance, and the publication of additional fuel- and time-saving precision navigation procedures (RNAV and RNP) for many busy airports and air routes." The Division is very supportive of the NextGen program and is monitoring activities with the FAA to determine how it can implement NextGen enhancements that support both commercial and GA operations in California. Tailored arrivals are currently being tested at San Francisco International for transpacific flights with encouraging improvements in flight time, fuel use efficiency and improved air quality.

Automated Weather Systems (AWOS/ASOS)

The upgrades and distribution of Automated Weather Observing Systems, as well as Automated Surface Observing Systems (AWOS/ASOS), in California are a critical part of the State aviation system and elements of NextGen. Improvements benefit both commercial and GA operations. The Division is monitoring the expansion and updating of the system with a focus on bringing more of this technology to key airports thereby increasing national and State air safety. Also, as AWOS/ASOS technology improves, the use of the hardware for shared uses, such as monitoring remote highways concurrently with remote airports is seen as an essential safety measure for normal as well as emergency response operations. The State is currently researching a cooperative approach to improving the road and aviation automated weather reporting system to support multimodal safety statewide. The expansion of the system through Public Private Partnerships (P3) is also becoming a topic of increasing interest as data and cost sharing strategies among various users becomes more desired, available and practical.

Airport Classification Categories

Public use airports are classified in varying ways by different agencies. The FAA identifies airports as GA, Reliever, Commercial Service (Primary, NonPrimary or other

[8] http://www.faa.gov/about/initiatives/nextgen/

based on the airport's reported annual enplanements) for differentiation in the NPIAS. California expands on this concept giving greater clarity to the types of GA airports in the State. Table 1-C shows a comparison of categories used in California versus the FAA, and is explained in greater detail following the table. As a point of clarification, the reason the FAA designates some GA airports as 'Reliever' is that these facilities are eligible to receive special funding consideration under the FAA's AIP Entitlement Program. Relievers receive this consideration because they are designated by the FAA as a nearby GA airport intended to help 'relieve' commercial airport's runway pressure.

There are four general categories used by the FAA to classify airports in the 2009-2013 National Plan of Integrated Airport System (NPIAS), Primary, Nonprimary, General Aviation (GA) or Reliever. General Aviation airports are basically defined as those that do not receive scheduled passenger service, have at least 10 based aircraft and are at least 20 miles from the nearest NPIAS airport. Because of their relative proximity to Primary airports, a few GA airports have been designated by the FAA as Reliever Airports based on the role they play to alleviate congestion at Primary airports. Depending on the population base served, these Reliever airports are identified as either Metropolitan or Regional by the Division and must be public use facilities. In addition, if an airport enplanes more than 10,000 passengers, the FAA considers them Primary and further breaks them down by hub size – small, medium or large. Airports having more than 2,500 but less than 10,001 enplanements are considered Nonprimary.

Table 1-C
FAA and CASP Airport Functional Classification Categories and Subcategories

FAA NPIAS[9] Classifications	CASP[10] General Aviation Classifications
GENERAL AVIATION & RELEIVER	**Limited Use** Subcategory is added if the Limited Use Airport supports a special service. Agriculture Firefighting Recreational Access Medical Emergency
	Community Subcategory is added if the Community Airport supports a special service. Agriculture Firefighting Recreational
	Regional **Metropolitan** Subcategory is added if the Metropolitan Airport supports a special service. Business / Corporate Recreation Cargo
COMMERCIAL-PRIMARY & NONPRIMARY	**Nonprimary – Regional** **Nonprimary – Metropolitan** **Primary - (Hub-Size) – Regional** **Primary - (Hub-Size) – Metropolitan** Subcategory is added if one of the above category airports support a special service. Business / Corporate Recreation Cargo

[9] NPIAS = National Plan of Integrated Airport Systems. Airports included in the NPIAS can be found on the FAA's website at: http://www.faa.gov/airports_airtraffic/airports/planning_capacity/npias/

[10] CASP = California Aviation System Plan

To better distinguish airports for State planning purposes, in 1997 the Division, through an involved collaborative process with our partners, created functional classifications to help distinguish GA airport types. These classifications were shown earlier in Table 1-C. Categories and sub-categories used to classify airports in California are based on unique factors including access the airport provides; population size or geographic location of region the airport serves; type of flying activities that occur; aircraft accommodated; and services provided. Services provided are important when defining an airport's function as well as its role in the broader statewide aviation system. The Division, via the California Aviation System Plan, identifies GA airports as Limited Use, Community, Regional, Metropolitan, as well as the FAA's categories such as Primary or Nonprimary, and then uses subcategories to further delineate major operational activities.

In California, the two FAA general aviation classifications are more clearly defined by function. Below, the General Aviation airports are classified in one of the following four (4) categories as they are depicted in the GASNA District maps preceding each regional discussion.

Limited Use Airports – Airports that provide limited access; usually located in non-urban areas; may be used for a single purpose; have a few or no based aircraft; and provide no services.

Community Airports – Airports that provide access to other regions and states; located near small communities or in remote locations; serve, but are not limited to, recreational flying, training, and local emergencies; accommodate predominantly single engine aircraft under 12,500 pounds gross vehicle weight; provide basic or limited services for pilots or aircraft.

Regional Airports – Airports that provide the same access as Community airports but may provide international access; located in an area with a larger population base than Community airports, while serving a number of cities or counties; serve the same activities as Community airports with a higher concentration of business and corporate flying; accommodate most business, multi-engine and jet aircraft; provide most services for pilots and aircraft including aviation fuel; has a published instrument approach and may have a tower.

Metropolitan Airports – Airports that serve the same activities as Regional airports; are located in urbanized areas; provide for the same flying activities as Regional airports with an emphasis on business, charter and corporate flying; accommodate all business jet services for pilots and aircraft, including jet fuel; has a published instrument approach and a control tower; provides flight planning facilities.

Subcategories used for Primary airports are intended to classify the general aviation activity that occurs there. The following subcategories are intended to emphasize prominent operational activities occurring at airports in a particular category further associating airports by function:

Agriculture – The use of an airport by aircraft for fertilizer application, seed dispersal, pest control and crop-dusting. *Used as a subcategory to designate: (1) a service provided at a Limited Use Airport, or (2) a prevalent activity at a Community Airport.*

Firefighting – The use of an airport by aircraft for aerial firefighting operations. *Used as a subcategory to designate: (1) a service provided at a Limited Use Airport, or (2) a prevalent activity at a Community Airport.*

Recreational Access – The use of an airport by pilots for recreational destination access. *Used as a subcategory to designate a service provided at a Limited Use Airport.*

Medical Emergency – The use of an airport by fixed-wing air ambulance aircraft to transport medical patients, accident victims, transplant organs and vital supplies to hospitals; serves remote regions not practical to be served by helicopters. *Used as a subcategory to designate a service provided at a Limited Use Airport.*

Recreational – The use of an airport by pilots not engaged in corporate or business flying or formal instruction; includes recreational and tourist destination access. *Used as a subcategory to designate the prevalent service provided at a Community, Regional or Metropolitan Airport.*

Business/Corporate – The use of an airport by an individual for transportation required by a business in which the individual is engaged (the pilot is not compensated); or the use of an airport by aircraft owned or leased by a company to transport its employees and/or property (professional pilot is compensated). *Used to designate the prevalent service provided at a Regional or Metropolitan Airport.*

Cargo – The use of an airport for transporting freight, mail and/or packages over a specified route by air. *Used as a category to designate the prevalent service provided at a Regional or Metropolitan airport.*

This GASNA only addresses public use airports since Special Use and Private Use airports (privately-owned, private-use) are not publicly funded. Military airports have also been excluded due to limited State involvement. However, March Air Force Reserve Base and Palmdale Plant 42 have the potential to increase capacity in the future as Joint Use facilities, providing limited, nonmilitary air carrier operations.

Minimum Standards

Part of the process of prioritizing improvements is to examine which airports need help maintaining current standards, which need help bringing their facility up to minimum standards, and which of these improvements will benefit the greater aviation community. Tables 1-C and 1-D are used to identify minimum standards for the type of use occurring at a facility, or the type of use desired to upgrade a facility to provide commercial relief to the regional system. Table 1-F suggests the minimum standards for airports desiring to maintain or accommodate business aircraft, as recommended by the National Business Aviation Association (NBAA). In cases where a runway would need to be extended by less than 100 feet to meet that airport's calculated minimum longest runway length, the runway would be generally considered to meet minimum standards without the extension. Whereas this is not a hard rule, it is a formula for promoting sound benefit cost discussions with individual airports.

Table 1-D
Minimum Standards by Functional Classification:
Primary Hub and Nonprimary Airports

Project Description (in priority order)	Minimum Standards by FAA Functional Classification	
	Primary Hub	Nonprimary
Runway Length/ Extension	8,000 feet or as provided in Airport Master Plan	7,000 feet if below 3,000 feet MSL or 8,000 feet if above 3,000 feet MSL; or as provided in Airport Master Plan
Runway Width	150 feet	150 Feet
Runway Weight Limit	60,000/single wheel; 200,000/dual wheel; or 300,000/dual tandem wheel	50k/single wheel or 100k/dual wheel
Runway/Approach Lighting	MALS to runway with precision IFR approach	MALS to runway with precision IFR approach
24-hour On-field Automated Weather Observation System	24-hour On-field Automated Weather Observation System	24-hour On-field Automated Weather Observation System
Landing Aids	VASI/PAPI to lighted runway if no approach lights; REIL for IFR runway without approach lights	VASI/PAPI to lighted runway if no approach lights; REIL for IFR runway without approach lights
Fuel Available	Jet A and Avgas	Jet A and Avgas
Runway Safety Area (RSA)	Formula determined per AC 150/5300-13, Chapter 1 #2, Chapter 3	Formula determined per AC 150/5300-13, Chapter 1 #2, Chapter 3

Table 1-E
Minimum Standards by Functional Classification

Project Description (in order of priority)	Primary Commercial Service Non-Hub or Commercial Service	Metropolitan	Regional	Community	Limited Use
Runway Length/ Extension[1]	7,000' if below 3,000' MSL or 8,000' if above 3,000' MSL; or as provided in Airport Master Plan	5,000' if below 3,000' MSL; 6,000' if above 3,000' MSL; or as provided in Airport Master Plan	Sufficient to accommodate **100%** of the aircraft fleet at 60% useful load per FAA AC 150/5325-4B Figure 3-2	Sufficient to accommodate **100%** of the aircraft fleet having 10 passenger seats or less per FAA AC 150/5325-4B Figure 2-1	Sufficient to accommodate **95%** of the aircraft fleet having 10 passenger seats or less per FAA AC 150/5325-4B Figure 2-1
Runway Width	150'	100'	75'	75'	60'
Runway Weight Limit (lbs.)	50k single wheel or 100k dual wheel	25,000 single wheel	12,500 single wheel	12,500 single wheel	12,500 single wheel
Runway Safety Area (RSA)	Formula determined per AC 150/5300-13, Chapter 1, Sect. 2; & Chapter 3	Formula determined per AC 150/5300-13, Chapter 1, Sect. 2; & Chapter 3	Formula determined per AC 150/5300-13, Chapter 1, Sect. 2; & Chapter 3	Formula determined per AC 150/5300-13, Chapter 1, Sect. 2; & Chapter 3	Formula determined per AC 150/5300-13, Chapter 1, Sect. 2; & Chapter 3
Visual Aids	VASI/PAPI to lighted runway if no approach lights; REIL for IFR runway w/o approach lights	VASI/PAPI to lighted runway if no approach lights; REIL for IFR runway w/o approach lights	VASI/PAPI to lighted runway if no approach lights; REIL for IFR runway w/o approach lights	VASI/PAPI to lighted runway if no approach lights; REIL for IFR runway w/o approach lights	None
Approach Procedure	ILS	GPS/VOR	GPS/VOR	GPS/VOR	None
Runway/Appch Lighting	MALS to runway with Precision IFR approach	MALS to runway with Precision IFR approach	None	None	None
24-Hour On-Field Automated Weather (AWOS/ASOS)	24 hour on-field weather observation	24 hour on-field weather observation	24 hour on-field weather observation	24-hour on-field weather observation if IFR approach, Part 135 or air ambulance operator on field.	None
Fuel Available	Jet A and Avgas	Jet A and Avgas	Jet A & Avgas	Avgas	None
Airport Layout Plan	Approval Date Fewer than 5-years old (Month/Year)	Approval Date Fewer than 5-years old (Month/Year)	Approval Date Fewer than 5-years old (Month/Year)	Approval Date Fewer than 5-years old (Month/Year)	Approval Date Fewer than 5-years old (Month/Year)

MSL: Mean Sea Level
AMP: Airport Master Plan
SWL: Single Wheel Loading (Landing gear with a single wheel on each strut)
MALS: Medium-Intensity Approach Lighting System
IFR: Instrument Flight Rules
VASI: Visual Approach Slope Indicator
PAPI: Precision Approach Slope Indicator
ASOS: Automated Surface Observing System
AWOS: Automated Weather Observing System

[1]The minimum standard length is calculated based on the airport elevation and daily mean maximum temperature. The airport elevation is obtained from the FAA 5010 airport master record.

Table 1-F
NBAA Business Aircraft Airport Guidelines[11]

	Acceptable Minimums	
Runways[12]	**Dimensions-ft**	**Weight capacity-lbs**
Heavy Jet (>50,000 lbs.)	5,500 x 100	75,000
Medium Jet (up to 50,000 lbs.)	5,000 x 100	50,000
Light Jet (up to 25,000 lbs.)	4,000 x 75	20,000
Very Light Jet/Turboprop (up to 12,500 lbs.)	3,000 x 60	15,000
Airside Configuration	Adequate ramp area for maneuvering/parking	
ATC Tower	None	
Lighting	• REIL or ODALS • Medium intensity runway lights • Visual glide scope on instrument runway • Pilot controlled lights	
Instrument Procedures	• RNAV SIDs/STARs	
Weather Reporting	AWOS	
Communications	ATC Remote Controlled Outlet	
Services	• Enclosed passenger waiting area • Fuel/tie-downs • Elementary security • Telephone	
Maintenance	Minimal maintenance (tire/battery service, etc.)	
Amenities	• Distant hotel/motel • Vending machines	

Future Considerations

From regulatory updates, to economic changes, to aircraft improvements, airports are always adapting to the dynamics affecting the larger aviation system. The Future Airport Capacity Task (FACT) 2 Report[13], a federal study of airport expansion needs, examined which of the nations busiest airports are expected to require additional capacity by 2025. In the federal system, capacity is largely a measure of how safely controlled the nations airspace operates, and thus the reason for NextGen improvements. In the State system, flying and moving aircraft around an airfield, managing goods movement (cargo), and facilitating passenger travel to and from the airport is a State and local transportation and airport affair. Although Section III of this report expands on what the Primary airports are facing, it is appropriate to mention that the Fact 2 report identified Nine Primary Hub

[11] National Business Aviation Association. *Airports Handbook.* 2009. For airport design purposes only. Actual selection based on aircraft performance requirements. Not intended to replace actual FAA design standards.
[12] Sea level requirements. Note: FAA approved runway performance data determines individual aircraft runway length requirements.
[13] The FAA's FACT 2 Report can be found on their website at:
http://www.faa.gov/airports/resources/publications/reports/media/fact_2.pdf

airports in California needing capacity enhancements. Five Primary airports were considered whether they will need additional capacity even after planned the improvements. These include those listed in Table 1-G.

Table 1-G
Capacity Needs in the National Airspace System (2015-2025):
An Analysis of California Airports and Metropolitan Area Demand and Operational Capacity in the Future (FAA FACT 2)

California Commercial Service Airports by Metropolitan Region	Year Additional Capacity is Needed *without* Planned Improvements (FACT 2)		Year Additional Capacity is Needed *after* Planned Improvements (FACT 2)	
	2015	2025	2015	2025
Los Angeles Metropolitan Area[1]	X	X	X	X
Long Beach – Daugherty Field[2]	X	X	X	X
Los Angeles International		X		
Ontario International				
Palm Springs International				
John Wayne – Orange County[2]	X	X	X	X
Bob Hope - Burbank				
San Diego Metropolitan Area[3]		X		X
San Diego International		X		X
San Francisco Metropolitan Area[1]	X	X	X	X
Metro. Oakland International[4]	X	X	X	X
San Francisco International		X		X
Mineta San Jose International				

Table 1-G Notes:

[1]Based on the six airports identified in the 2015 mid-term planning period, the metropolitan areas surrounding these airports were assessed. The analysis found that four metropolitan areas did not have sufficient capacity to meet the anticipated demand in 2015 and include **Los Angeles**, New York, Philadelphia, and **San Francisco**.

[2]Long Beach (LGB) and John Wayne (SNA): both airports have legally-enforceable operational and noise restrictions that limit the number of operations at each facility. These enforcements pre-date ANCA and enjoy strong local support. It is assumed these restrictions will remain in place with the operational levels forecasted for these airports in 2015 not likely to be reached. Thus, the actual future delays will likely be less than the criteria established for this analysis. However, this may mean that significant demand will go unsatisfied.

[3]San Diego Metropolitan Area added based on new FACT 2 criteria.

[4]Oakland (OAK): Geographic, terrain, and airspace issues continue to constrain airports like OAK. These issues may limit an airport's ability to add additional runway or airside capacity.

Capacity Needs Observations by 2025:

A. Even after planned capacity improvements, four airports (LGB, SNA, SAN, and SFO) will need additional capacity.

B. All three California metropolitan areas will need further capacity enhancements after planned improvements are completed.

As planned growth, capacity constraints, or weather conditions dictate, large, medium and small hub Commercial Service airports look to nearby Metropolitan and Regional GA airports to provide Reliever service. Metropolitan and Regional GA facilities located around the State are being asked to consider accommodations for the growth in GA and commercial air service, as well as to anticipate an increased share of Commercial Service and GA aircraft operations as capacity is reached. Capacity relief projects can take several forms including, but not limited to, accommodating overflow flight operations or weather diversions, accommodating displaced GA aircraft from commercial hubs due to expansion, providing additional hangar and tie-down space, and expanding maintenance opportunities. The growing needs of commercial service airports are briefly indicated in Section III for consideration by GA facility sponsors. Again, this document attempts to identify airports best suited to generally serve in significant roles at the statewide, regional and local levels, and the enhancements needed to optimize their functionality to the State aviation system within their classifications.

When considering changes in the types of aircraft using GA facilities, jet aircraft, including very light jets (VLJs), are forecast to account for most of the increase, expanding at an average annual rate of around six percent through 2017.[14] The increases in jet hours result from the introduction of VLJs, increases in fractional (shared) ownership of aircraft, and the associated activity levels. Fractional ownership aircraft fly about 1,200 hours annually compared to approximately 350 hours for all business jets in all applications. While there is still a good deal of uncertainty about the utilization rates of the new microjets or VLJs, their application and importance in the State's overall economic health appears positive.

[14] Airport Cooperative Research Program, Report 17, 2009. *Airports and the Newest Generation of General Aviation Aircraft*, pg. 25.

SECTION II

PRIMARY COMMERCIAL SERVICE AIRPORTS

Section II
California's Primary Commercial Service Hub Airports

State System Overview

Understanding how the system of airports works in California is not unique but can be a lengthy story given the State's rich aviation history. With history being beyond the scope of this report, the essence of the story is that activity at commercial service airports has a ripple effect on General Aviation (GA) airports. Commercial service hub airports affect Reliever airports who in turn affect other GA airports. A common result is to see increased commercial service activity displace GA activities to accommodate needed commercial space demands. The displaced GA aircraft may choose to first relocate to a nearby Reliever airport then to other nearby GA facilities.

Accommodating changes in commercial service activity is challenging because and GA activities are measured differently by the FAA which make side-by-side comparisons difficult. The difference in measurement also impacts funding programs. To try and simplify, the FAA typically looks at passenger enplanements at commercial service airports, but looks at based aircraft and supporting operations at GA airports. The reason for the distinction is that commercial service airports often produce a substantial amount of ground activity to support large numbers of daily passengers, plane movements, and cargo transfers, while parking few airplanes overnight. In contrast, GA airports typically have more permanent based aircraft, more business aviation tied to specific aircraft, but variable short-term visitor or itinerant activity.

The efficiency of a commercial service airport becomes increasingly compromised as it nears its ability to efficiently move planes, passengers, cargo, and GA aircraft on the ground simultaneously. This particular activity is commonly referred to as 'capacity'. Simply stated, congestion and deficiencies on the ground effect air operations. Adding to capacity pressures are demands from domestic and international business customers who have come to expect more "point to point" and "just-in-time" service from commercial carriers. As capacity constraints are addressed at commercial airports, often questioned is how potentially displaced GA aircraft from these commercial hubs will be absorbed in the statewide system of airports, and what these airports will need to accommodate increased aircraft and business activities. Meeting forecasted GA airport needs is the basis of this General Aviation System Needs Assessment (GASNA).

Given the above, one reason for preparing this GSNA is to try and stay ahead of capacity demands that could restrict transportation mobility and economic development in California. Given that safety will not be compromised as an airport reaches ground capacity, flights into and out of that airport become restricted. Restricting fights has an affect on regional mobility and economics. So before moving on to the Division's recommended capacity accommodating projects in Section III, it is important to first provide a brief overview of what the 13 largest commercial service airports in the State are doing. By monitoring their activity, aviation planners gain an understanding of what GA infrastructure needs may be warranted to accommodate a vibrant system of airports.

Commercial Service Airport Operations

There are many ways to look at commercial service operations, also referred to as Primary Hub and Nonprimary airport operations, with a simple approach being to consider the types of operations. Table 2-A organizes the operations into three broad aircraft operations categories, and for the purpose of this discussion excludes military operations.[1] What this table shows is that of the commercial service operations in the State, 50.8 percent are air carrier. The remaining 49.2 percent are activities that in many cases are being accommodated at GA airports. So as Primary Hub airports continue to serve scheduled passenger and heavy air cargo needs, air taxi service, light air cargo and regional tourism is being provided in various sized aircraft including personal and business aircraft alongside recreation aircraft at GA airports. This usage is graphically represented in Figure 2-A on the following page. Interesting to note is that a commercial airport as busy as John Wayne (GSNA) reports over 64 percent usage by GA aircraft and over 88 percent at Long Beach (LGB).

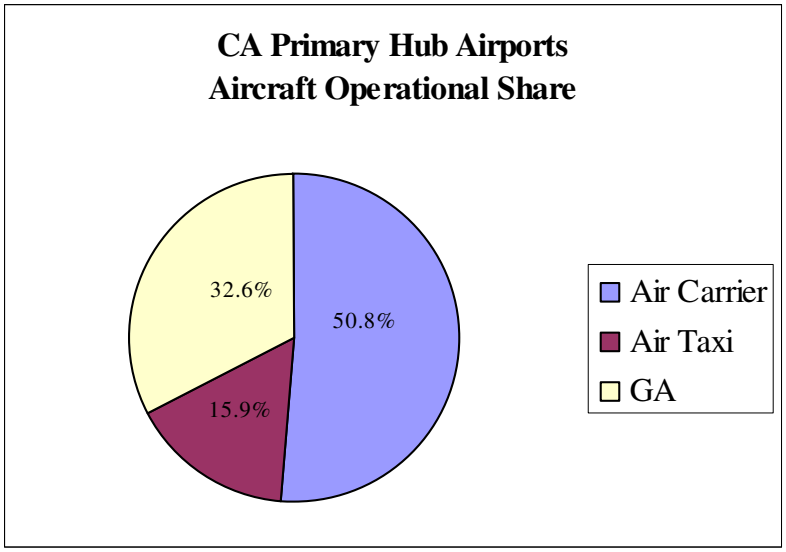
Table 2-A
California Commercial Service Airport Operations (FAA 5010)

Facility	Air Carrier	Air Taxi	GA	Total	12-Month Ending
LAX	71.0%	26.0%	2.6%	**485,194**	9/30/2008
SFO	73.3%	22.0%	4.0%	**387,710**	12/31/2008
LGB	7.3%	4.0%	88.5%	**356,970**	9/30/2008
OAK	53.4%	10.7%	35.2%	**269,631**	12/31/2008
SNA	31.4%	4.0%	64.5%	**267,751**	12/31/2008
SAN	81.7%	8.9%	9.3%	**222,485**	12/31/2008
SJC	60.0%	13.3%	26.7%	**194,560**	10/30/2008
SMF	69.2%	14.7%	14.7%	**145,626**	3/31/2009
ONT	60.7%	27.0%	12.2%	**124,242**	12/31/2008
BUR	59.3%	11.8%	28.7%	**121,067**	10/31/2008
SBA	3.6%	31.0%	63.9%	**112,088**	3/30/2009
FAT	11.2%	18.1%	64.9%	**104,195**	9/30/2008
PSP	15.5%	29.0%	53.8%	**72,876**	12/31/2008
CA Primary Hub Airports Totals	50.8%	15.9%	32.6%	**2,864,395**	

Source: GCR, Inc., *AirportIQ 5010 Airport Master Records and Reports*. February 1, 2010

[1] A small percent of military operations (0.7 percent) is excluded from Table 2-A.

Figure 2-A
California Primary Hub Airports: Aircraft Operational Share



Capacity Considerations

Unquestionably, commercial aviation plays a significant role in California's economy. Of the approximately 522 commercial Primary and Nonprimary airports of various sizes in the country, 13 Primary commercial service airports lie in California (see Table 2-A), with a total of 30 airports having the ability to accommodate passenger service as defined by the FAA's Part 139 regulations. The remaining Nonprimary airports are included in Section III with the other GA airports. As stated earlier, the ability of these airports to meet the needs of the majority of business and pleasure trips is largely dependent on their ability to meet the capacity needs of moving people, goods, and aircraft safely on the ground.

To better understand airport capacity issues, in April 2001 the FAA published the *Airport Capacity Benchmark Report* with an updated report published in September 2004. The FAA next completed the *Future Airport Capacity Task* (FACT 1) report that targeted the relationship between airline demand and airport runway capacity at 31 of the nation's busiest airports. This report was later updated in May 2007 with refined analytical tools and became referred to as FACT 2. By way of definition, capacity benchmarks are the estimated maximum number of flights an airport can routinely handle in an hour. The FACT 2 analytical team focused on 56 airports for more detailed study, including 35 Operational Evolution Partnership[2] (OEP) and 21 non-OEP airports, nineteen of which are in California. The FAA defines OEP as the "…NextGen integration and implementation mechanism. While it aligns to the long-term view provided by the NextGen Concept of Operations, the OEP focuses on solutions for the mid-term, defined

[2] OEP is fully described on the FAA's website at:
http://www.faa.gov/about/office_org/headquarters_offices/ato/publications/oep/partnership/

as 2012-2018. For this timeframe FAA projects a 27 percent increase in domestic air traffic; if we maintain the status quo, this translates to a 62 percent increase in delay. These mid-term solutions are critical for supporting a robust air transportation system in the next decade." OEP References to the report's findings on these airports are made in the discussion on each individual airport. To briefly highlight a few important notes from the FACT 2 study, ten of California's commercial service airports were identified as reaching capacity before 2025. These include:

Los Angeles Region:
- Bob Hope Airport (BUR)
- Long Beach – Daugherty Field (LGB)
- Los Angeles International (LAX)
- Ontario International (ONT)
- Palm Springs International (PSP)
- John Wayne – Orange County (SNA)

San Diego Region:
- San Diego International (SAN)

San Francisco Region:
- Oakland International (OAK)
- San Francisco International (SFO)
- Mineta/San Jose International (SJC)

Whereas capacity expansion plans are underway at nine airports for implementation by 2015, Los Angeles and San Francisco metropolitan areas may not have sufficient capacity to meet 2015 demand projections. Also, three airports will need additional capacity beyond what is already planned for 2015 and include Oakland, Long Beach, and John Wayne. Oakland continues to be constrained by geography, terrain and airspace issues, while Long Beach and John Wayne have legally enforceable operational and noise restrictions that limit operations. These enforcements pre-date ANCA and enjoy strong local support. It is assumed these constraints will remain in place with the operational levels forecasted for these airports in 2015 not likely to be reached. Demand for passenger and cargo service could go unsatisfied, or worse, be accommodated outside the State. It is important to note that the current recession could see the 2015 horizon pushed back to 2020, and the 2025 horizon pushed back to 2030. The current SF Bay Area Airport System Plan-Phase II forecast indicates that SFO may need additional capacity by 2025 but both Metropolitan Oakland International and Mineta San Jose International will not need additional capacity through 2030. Additional economic data would need to be researched to further support this consideration.

Of the 383 Primary Commercial Service Hub airports in the U.S., thirteen are in the State of California. Understandably, the busier airports are aligned with the higher population centers around the State, including the nine-county San Francisco Bay area (Caltrans District 4) and the Southern California basin incorporating Los Angeles, Orange, San Bernardino, San Diego and Ventura counties (Caltrans Districts 7, 8, 11, and 12). Four airports serve other large population centers including Fresno, Riverside, Sacramento,

and Santa Barbara. Collectively, these Reliever or Regional Airports play a critical role in California's and the nation's Air Transportation System. Statewide, enplanements at these thirteen Primary Commercial Service Hub airports are beginning to return to calendar year 2007 levels but at a very modest pace. Table 2-B lists the respective calendar year 2000 and 2008 enplanements and national ranking in terms of enplanements. We use this comparison because 2000 was the highest recorded passenger year for meeting capacity demand. California's Primary Hub airports served approximately 12% of all passengers enplaned at the nation's airports, with Los Angeles International and San Francisco International serving nearly half of the enplanements statewide. This table also shows that LAX, ranked third in the U.S. for enplanements, saw almost 29 million enplanements in 2008. This further exemplifies the point that as they grow to accommodate passenger service, other aviation services will need to be absorbed by airports in the region. This GSNA looks at who those other airports are and what they may need to meet this projected condition.

Table 2-B
Primary Commercial Service Hub Enplanements and U.S. Rank (CY 2000 and CY 2008)*

	Peak Year 2000 Enplanements	2008 Enplanements	Percent Change	U.S Rank 2000	U.S Rank 2008
LARGE HUB AIRPORTS					
Los Angeles International	32,167,896	28,861,477	-10.3%	3	3
San Francisco International	19,556,795	18,135,827	-7.3%	5	10
San Diego International	7,898,360	9,007,617	14.0%	29	26
MEDIUM HUB AIRPORTS					
Metropolitan Oakland International	5,196,451	5,583,748	7.5%	38	33
Norman Y. Mineta	6,170,384	4,780,264	-22.5%	35	39
Sacramento International	3,979,043	4,986,771	25.3%	44	37
John Wayne (Orange County)	3,914,051	4,464,380	14.1%	45	42
LA - Ontario International	3,197,795	2,998,110	-6.3%	52	56
Bob Hope (Burbank)	2,380,531	2,647,287	11.2%	62	60
SMALL HUB AIRPORTS					
Long Beach	335,225	1,413,251	321.6%	143	77
Palm Springs International	648,648	772,906	19.2%	99	97
Fresno Yosemite International	501,204	600,489	19.8%	112	109
Santa Barbara Municipal	393,664	413,929	5.1%	127	128
Total	86,340,047	84,666,056	-1.9%		

*Source: FAA DOT/TSC CY2000 and CY2008 ACAIS Database, 12/17/2009

Another activity the Division is monitoring is the FAA's requirement that large commercial airports have at least 1,000 feet of safety area on both ends of their runways by 2015. Hemmed in by surrounding land use patterns and geography, San Francisco and Los Angeles International Airport officials are exploring options to create safety buffers without incurring costly runway projects.

Addressing commercial airport constraints and congestion is one of general aviation's greatest attributes and something many of California's GA airports are ready to meet. With approximately 249 GA airports in the State, many have the ability, and desire, to relieve some of the land use and congestion issues from commercial airports. Some could absorb more passenger travel, others could accommodate more cargo, others more general aviation/business aircraft, and some could accommodate all three. The key is that the better we understand the congestion issues of our commercial partners, the better we can plan GA improvements that benefit the State's passenger, business and goods movement industries. With California consistently ranked as one of the top ten economies in the world, our GA facilities have long played an important, if not subdued, role in that distinction.

Also significant to the State's aviation system is the over 4 million tons of landed air cargo that passed through 25 commercial service and general aviation airports in 2008[3]. Aircraft landed weight amounted to just under 11.2 percent of all U.S. air cargo[4]. As passenger travel increases with a rebounding economy, the competition for passenger and air cargo space is projected to motivate passenger and cargo carriers based at Primary Hub airports to seek out capacity solutions to augment their operations. California, through its GA facilities, will have to fill that need or loose the business out of State. Further, as business aviation seeks to address the demand for point-to-point, and time-sensitive service, GA airports become the viable solution. The economic advantages of having a capable network of system-ready airports will be measured by the number of businesses that stay and grow in the State, and the local economies that receive the infusion of commerce from air transportation. In 2003, nearly nine percent of the State's Gross Domestic Product and jobs base were tied to aviation.[5] We should desire to see those numbers increase. But to do so requires the preservation and improvement of our existing GA system.

Part of the solution to demonstrating the necessity and value of our existing GA infrastructure may be a renewed recognition of their multiple use capabilities. Aviation has become such a part of our daily lives that it is often taken for granted or gone unrecognized. Yet with business travelers advocating for better point-to-point access and time-sensitive shipping alternatives, our network of smaller airports become the link to closing the time gap between large hub locations and final destination. This network links well with the commercial ground transportation system and can improve ground access conflicts inside higher population centers. Also, emergency service and medical providers enjoy shortened response times when not competing with commercial hub

[3] California Department of Transportation, Division of Aeronautics, 2008 California Air Cargo Statistics, April 3, 2009

[4] FAA 2008 CY ACAIS Boarding & All Air-Cargo Data Preliminary Reports. Note: ACAIS cannot be used to determine the weight of cargo moved. ACAIS does not report tons of landed cargo; it reports the maximum gross landed weight of specific aircraft and is only applicable to about 120 airports nationwide that file reports with FAA in order to qualify for cargo entitlement funds. In California only LAX, ONT, SAN, SFO, SJC, OAK, SMF, MHR (Sacramento Mather), and FAT qualify and report their cargo landing. Only cargo aircraft are reported.

[5] Economics Research Associates. *Aviation in California: Benefits to Our Economy and Way of Life*, June 2003.

congestion. Further, the siting of some military operations, such as California Air National Guard and Army National Guard training and aviation activities at public use GA airports, enjoys the benefit of not being located in heavily congested urban airports. Many of our GA facilities would have to be considered underutilized if their capabilities and readiness were more closely weighed against the operational limitations at near-capacity hub airports.

Primary Hub Airports

The following is summation of activities occurring at the Primary Hub airports around the state. Again, the purpose of having a general idea of what the commercial service airports are doing helps plan projects at GA facilities. To some degree it also supports the Division's goals of assisting Reliever airports meet the capacity reducing constraints from neighboring larger commercial service hub airports.

San Francisco Bay Area Primary Commercial Service Hub Airports

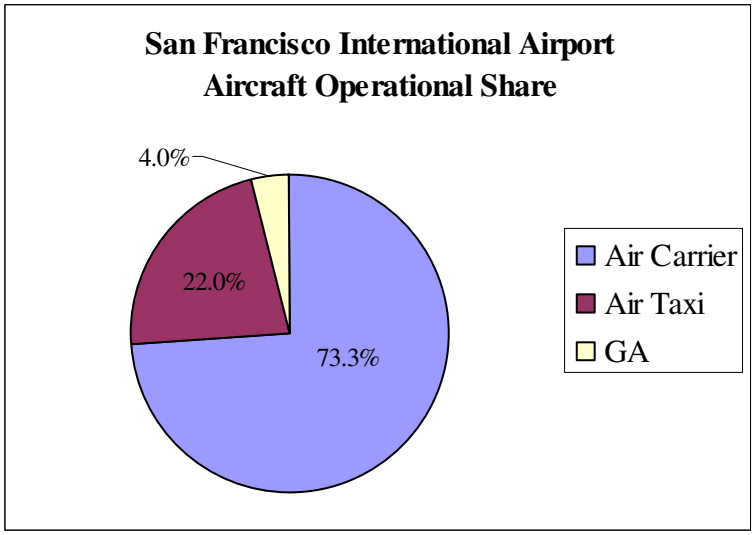
Regional Overview

Of the three Primary Commercial Service Hub airports in the region, San Francisco International (SFO) is the dominant facility and serves as a vital link between domestic and international operations. San Jose and Oakland have picked up an increasing share of international operations as SFO's operations capacity has approached maximum, but both remain primarily domestic hubs.

San Francisco International (SFO)

SFO is owned and operated by the County and City of San Francisco but located on 5,270 acres in San Mateo County. The airfield system occupies approximately 1,700 acres. Due to the proximity of parallel runways to one another, the airport faces recurring periods of reduced take-off and landing capacity when poor weather requires full instrument procedures, a frequent occurrence. During such times, operations are constrained to 30 per hour instead of the normal 60 per hour during good weaather. The FAA's 2001 Capacity Benchmark Report ranked SFO fourth worst in terms of the number of flights delayed more than 15 minutes, and second worst in total arrival delay. Additionally, the report stated demand was expected to grow faster than capacity, resulting in even more frequent and longer delays. The study also identified airline aircraft fleet mix as a critical determinant of capacity at SFO. Aircraft operations share is shown in Figure 2-B for 12-month reporting period ending December 31, 2008. Air cargo, which plays an important role in SFO's capacity considerations, was recorded by the FAA over the last 10 years to peak at 957,123.3 tons in 2000 declining to 543,197.6 tons in 2008. Officials at SFO undertook a runway reconfiguration study that proposed a number of alternatives to maximize operational capacity during times of inclement weather. Most of the preferred alternatives have significant environmental impacts on habitats near the airport, and thus were challenged thus placing studies on hold. Addressing this still-anticipated capacity shortfall remains a top priority for this facility.

Figure 2-B

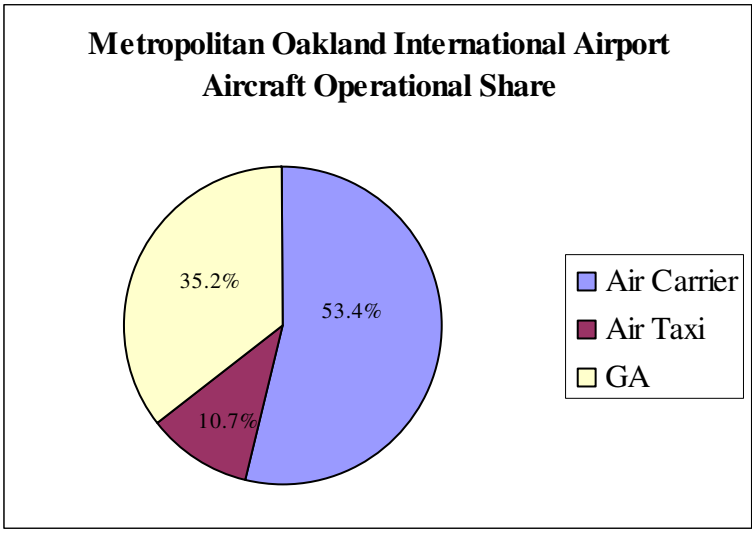


Passenger ground transportation in and out of the airport was provided some positive relief with the opening of the Bay Area Rapid Transit (BART) extension into the airport in June 2003. While a welcomed enhancement for passenger ground transportation, cargo operators are still constrained by a surrounding road system that operates at capacity for many hours each day. A constrained level of service (LOS) on this road network is expected to continue the discussion for a wider distribution of air cargo opportunities within the State.

Metropolitan Oakland International Airport (OAK)

OAK is located on 2,445 acres operated by the Port of Oakland. The airfield is unique in its layout and operation. The airport operates almost as two separate airports with their respective air traffic control towers. The south airfield consists of a single runway for air carrier aircraft while the north airfield has three runways for GA use. This share of aircraft use is shown in Figure 2-C for 12-month reporting period ending January 2, 2009. Air cargo at Oakland reached a 10-year high for peak tonnage shipped at 775,129.6 in 2000 declining to only 679,117.5 in 2008. On a smaller scale, Oakland faces many of the same capacity constraints as San Francisco International. Proposals for a second air carrier runway regularly suggest the option of filling in areas of the bay to accommodate a second air carrier runway. Naturally, the same environmental concerns voiced at SFO's reconfiguration study challenge Oakland's ability to further this alternative in the near term. Despite these constraints, OAK continues to push for efficiencies. They were successful in earning Leadership in Energy and Environmental Design (LEED) silver certification for the recently expanded Terminal 2 building, making it one of the few airports in the nation to achieve this level of certification.

Figure 2-C

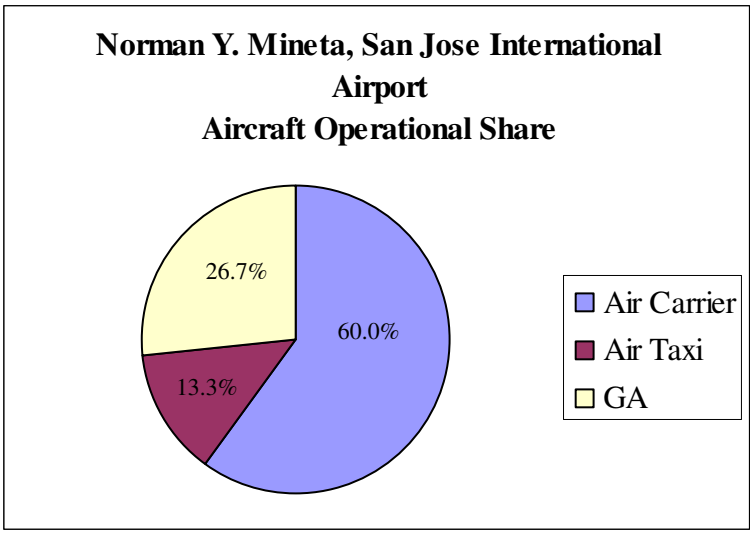


Ground access to the airport is dependable and available early morning though late evening from AC Transit. Their bus lines have several connections to BART stations and the Oakland Coliseum. Additionally, BART runs an AirBART shuttle between the Coliseum/Oakland Airport Station and the airport every 10 minutes during the day. As such, accessibility to the airport has improved and been made more accessible to the region.

Norman Y. Mineta San Jose International Airport (SJC)

Operated by the City of San Jose, SJC is located on approximately 1,000 acres and immediately surrounded by urbanization. This lack of additional land is a constraint towards future expansion and capacity mitigation scenarios. To accommodate the commercial aviation growth specified in its Master Plan, SJC will eliminate some of the existing GA facilities, convert existing non-aviation land uses to aviation purposes, and construct multi-level parking garages in place of surface parking. A recently completed extension to one runway's overrun areas at each end provides additional capacity by enabling large air carrier aircraft to operate at their maximum fuel and passenger loads on international flights. Also challenging capacity is their air cargo industry which peaked in 2000 at 161,966.7 tons, declining to 81,222.2 tons in 2008. Aircraft share percentages are shown in Figure 2-D for 12-month reporting period ending October 30, 2008.

Figure 2-D



Accommodating or growing additional GA and business class aircraft within Santa Clara County is also challenged. Reid-Hillview Airport is constrained by land use encroachments and below standard runway length and width. However, South County Airport possesses some interesting GA and multi-modal transportation opportunities that could improve ground access and goods movement. The airport has the ability and desire to expand its services and is located adjacent to heavily traveled State Route 101. Some air cargo destined for locations south of the airport may find benefits to avoiding Bay Area congestion by starting their truck-haul movements just outside the denser parts of Santa Clara County. This would aid airport and road congestion in San Jose and have regional air quality benefits. Further, South County Airport lies inside a mile of a true multimodal program. The airport is located just south of the San Martin Caltrain station, adjacent to three Valley Transportation Authority bus routes, as well as Monterey-Salinas Transit's Monterey-San Jose Express bus route. In short, major surface and air transportation modes are concentrated near each other but need additional support to

better link them together. A runway and taxiway extension and 24-hour on-field weather services are needed to augment the existing instrument approach.

Central California Area Primary Commercial Service Hub Airports

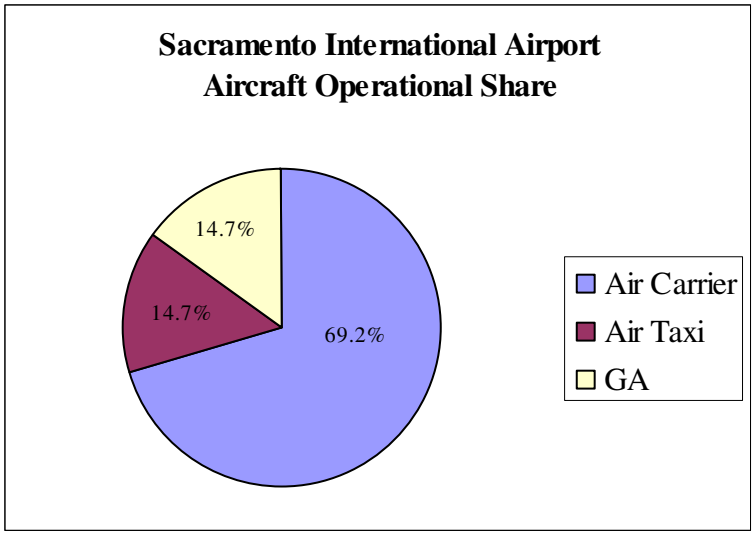
Regional Overview

The region has two Primary Commercial Hub airports: Sacramento International and Fresno Yosemite International. In addition to these facilities, the following six airports provide regularly scheduled passenger service in the region: Meadows Field, Modesto City-County, Merced Municipal, Stockton Metropolitan, Visalia Municipal, and Inyokern.

Sacramento International Airport (SMF)

Sacramento International Airport is the primary air carrier airport in the Central California Region. They began their new $1 billion Terminal C project in the summer of 2009 that is planned to provide up to 22 new passenger gates and a people mover. Construction is estimated to be completed in 2012. The airport completed a $70 million parking garage project in 2007. Their 10-year shipped air cargo tonnage peaked in 2000 at 173,447.5 tons declining to 77,100.1 in 2008. The percentage of aircraft share supported at this facility is shown in Figure 2-E for 12-month period ending March 31, 2009.

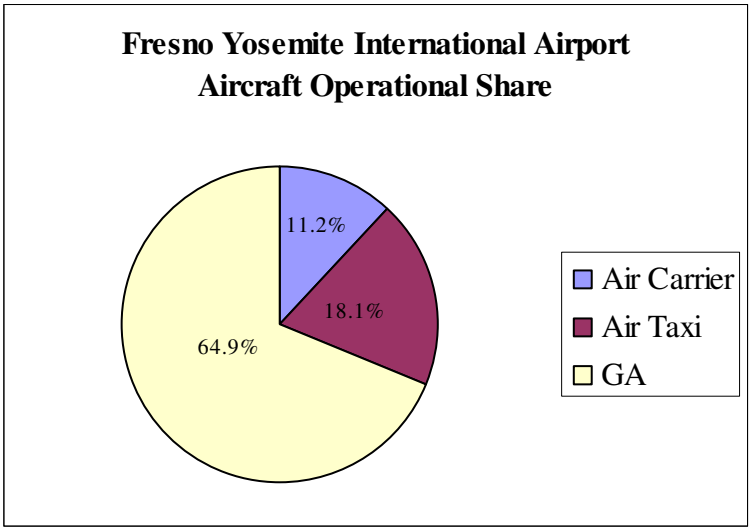
Figure 2-E



Fresno Yosemite International Airport (FAT)

Fresno Yosemite International Airport is the second busiest airport in the Central California Region with two runways. The growing presence of regional jet airliners throughout the industry has meshed with Fresno's growth process quite well and the airport has become an ever more important commercial and air cargo transportation node in central California. At the same time, the airport's well-rounded facilities and central location continue to appeal a wide range of general aviation operators. Their 10-year shipped peak air cargo tonnage occurred in 2000 at 21,428.2 tons and has since declined to 9,741.1 in 2008. The airport also hosts a fighter wing from the California Air National Guard and a major Army National Guard helicopter maintenance facility. They also have a noteworthy solar power program that is substantially reducing energy costs without compromising air safety or operations. The percentage of aircraft share at this facility is shown in Figure 2-F for 12-month period ending September 30, 2008.

Figure 2-F

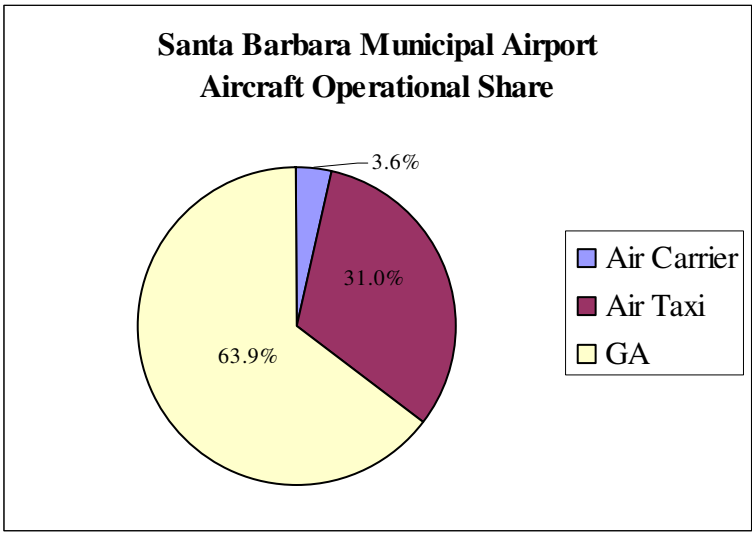


Central Coast Area Primary Commercial Service Hub Airports

Regional Overview

Of the 14 public-use airports in the Central Coast Region, Monterey Peninsula, San Luis Obispo, and Santa Barbara Municipal all have regularly scheduled passenger service. Santa Barbara Municipal, the region's only Primary Commercial Hub airport, has recently completed airfield improvements and has planned a terminal expansion. With both, the facilities' capacity is expected to be adequate for future growth. The percentage share of aircraft operations at SBA is shown on Figure 2-G for 12-month reporting period ending March 30, 2009.

Figure 2-G



Los Angeles / Desert Area Primary Commercial Service Hub Airports

Regional Overview

This region is the most populated in the State and supports the nation's largest and most complex regional aviation system in terms of total number of airports and aircraft operations.[6] Regional aviation capacity issues will reach the critical stage before any other region in California. The Southern California Association of Government's (SCAGs) 2004 Regional Aviation Plan, a component of the 2004 Regional Transportation Plan, projects air passenger demand in the SCAG region to more than double to 170 million passengers, and air cargo to triple to 8.7 million tons, by 2030. Even when factoring in recent recession considerations, this growth is significant in terms of mitigating capacity constraints so as to not preclude economic development.

Addressing such growth is not without challenges. SCAG indicates that there is limited available capacity at urban airports, different regional airspace requirements that mandate independent consideration, and a large number and variety of airport authorities and airport operators that are difficult to coordinate. This is because some airports are city-owned, some are county-owned, and some are run by multi-jurisdictional airport authorities. However, opportunities are available. Decentralized Inland Empire and North Los Angeles County airports, and former military air bases and joint use facilities, could provide some of the needed relief. Also, a greater focus on underutilized airports rather than expanding existing urban airports is getting some consideration.

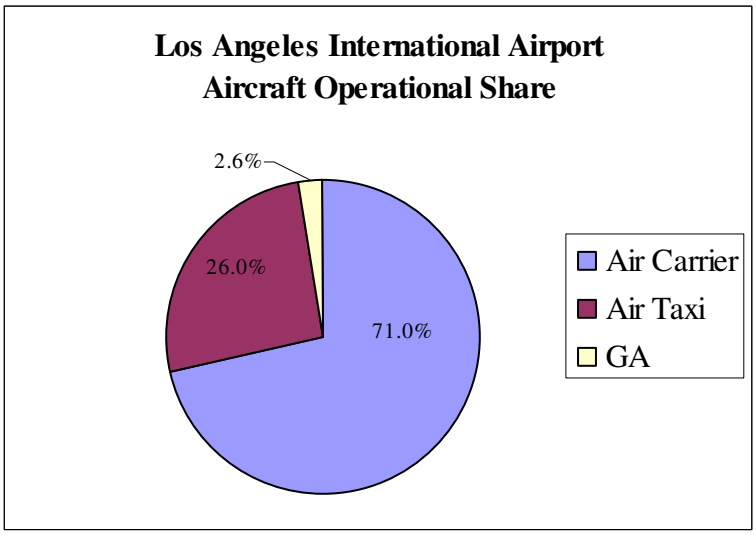
There are six Primary Commercial Hub airports in the Los Angeles Desert Region: Bob Hope, John Wayne-Orange County, Long Beach, Los Angeles International, Ontario International and Palm Springs International. There are also three former USAF air fields that will not be discussed in this version of the GSNA including, March Air Reserve/March Inland Port, Southern California Logistics Airport, and San Bernardino International Airport. While all three are capable of filling a variety of GA, air cargo, business, and commercial aviation needs, they may not truly fit the traditional classification of a hub airport. The Division will be working with these airports to help better identify projects that can be incorporated into future updates of the GSNA.

[6] Southern California Association of Governments (SCAG), 2010.

Los Angeles International Airport (LAX)

The FAA's 2004 Capacity Benchmark Report indicated that current capacity was generally adequate except during adverse weather conditions. However, projected growth at LAX was expected to significantly increase delays without technical improvements. The airports 2003 preferred master plan alternative would improve safety and security but limit growth of the airport. The percentage share of aircraft use at LAX is shown in Figure 2-H for reporting period ending September 30, 2008. The improvements related to capacity expansion (and safety) are mainly geared towards adding aircraft gates and increasing runway, taxiway, and gate dimensions to accommodate very large commercial jetliners. These jetliners include cargo freighters which brought in a 10-year high peak tonnage in 2000 at 2,266,266.0. This number has since declined to 1,797,780.0 tons in 2008. Their improvements are not expected to substantially increase capacity for general aviation uses but rather better accommodate existing users and meet modest long-term priorities. Addressing the airports narrower than preferred primary runway is not likely to be solved soon given site constraint barriers.

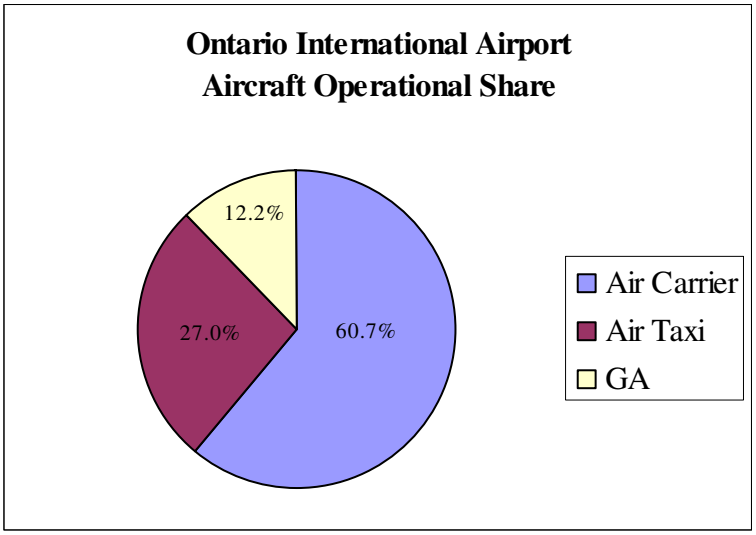
Figure 2-H



LA/Ontario International Airport (ONT)

The airport opened a $269 million 26-gate terminal complex in September 1998. This improvement helped ready the airport for the consensus among transportation experts that increased commercial traffic at LA/Ontario is not a matter of if, but when. Unfortunately, the challenges of attracting air carriers to underutilized LA/Ontario are plentiful, particularly with the Southern California Regional Airport Authority (SCRAA) voting to become dormant/inactive in April of 2009. Although LA/Ontario is constrained by the capacity of its two runways, estimated by SCAG to equate to a passenger limit of 31.6 MAP, the positive note for GA is that LA/Ontario has sufficient capacity to accommodate more business and air cargo activities and retains its commitment to meet that demand. The percentage of aircraft usage is shown in Figure 2-I for reporting period ending December 31, 2008. Air cargo capacity still exists noting their 10-year shipped tonnage high in 2004 at 602,420.0, declining to 481,283.0 in 2008.

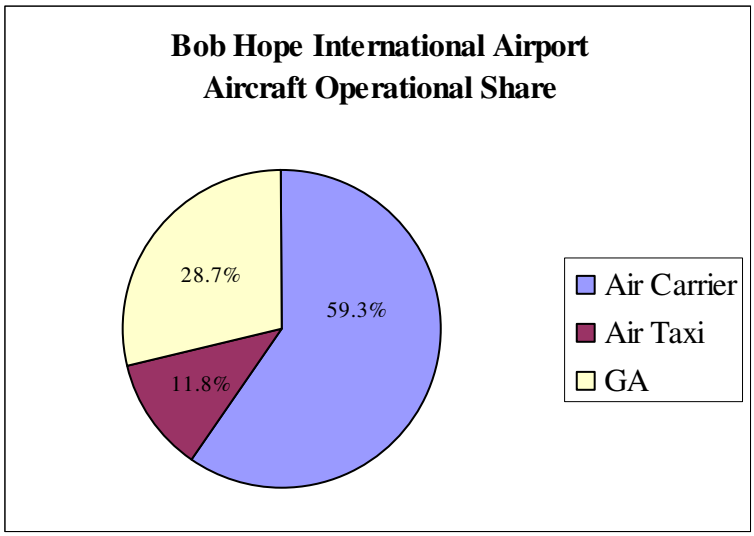
Figure 2-I



Bob Hope Airport (BUR)

This regionally important airport continues to be limited by physical constraints due in part to the dense urbanization that surrounds it, and operational constraints from having only 14 passenger gates, estimated by SCAG to equate to a passenger limit of 9.6 MAP. However, passengers using his facility enjoy the recently completed Metrolink commuter rail station that is in walking distance of the terminal. In addition to their commercial passenger service, cargo carriers shipped a peak tonnage of goods in 2006 of 57,652.4 tons declining to 42,908.9 in 2008. The percentage of aircraft shares at Bob Hope are shown in Figure 2-J for the 12-month reporting period ending October 31, 2008. In addition to the commercial air service noted above, BUR continues to serve as an important GA airport in the Los Angeles basin.

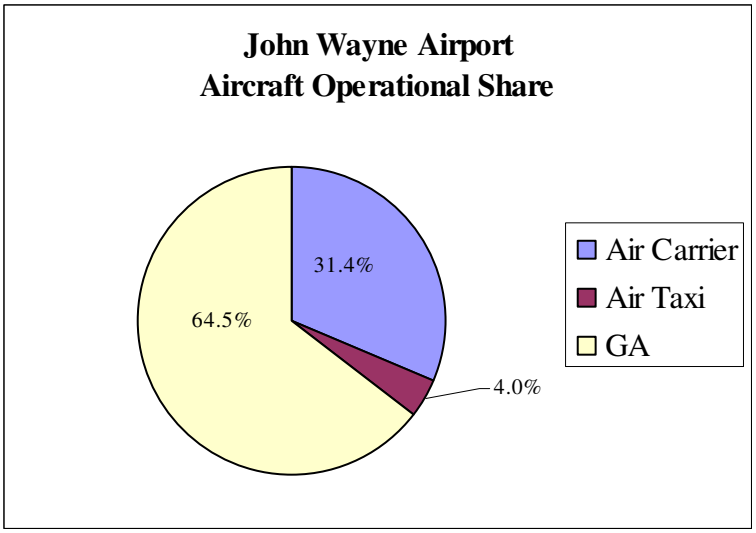
Figure 2-J



John Wayne Airport - Orange County (SNA)

Due to physical and operational constraints, SNA is only able to meet a small portion of the demand for domestic carrier, air cargo and GA service in the greater Orange County marketplace. They are one of two public use airports in the County, and the County's only Commercial Service Hub airport. Passenger and cargo capacity enhancements were further constrained in 2002 when County voters rejected a proposal to convert the nearby former El Toro Marine Corps Air Station to a public use airport. This will further challenge the region to accommodate high-demand business aviation, air cargo and ground access solutions between Los Angeles International and LA/Ontario. On a positive note, the airport inaugurated international service on April 9, 2010 with Air Canada who is initially providing year-round service to Toronto, with other destinations being discussed. John Wayne shipped 10-year peaked cargo tonnage at 24,103.0 in 2005 declining to 16,829.8 in 2008. The percentage of aircraft share at John Wayne is shown on Figure 2-K for 12-month period ending December 31, 2008. Despite regional challenges, SNA began the John Wayne Airport Improvement Program in July 2009 that will construct a new passenger Terminal C that includes a customs center, and an adjacent parking structure. Construction will continue until late 2011.

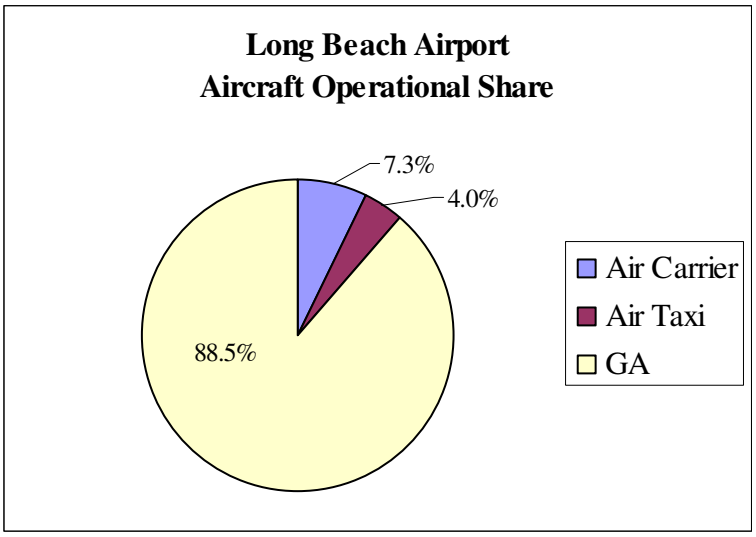
Figure 2-K



Long Beach Airport/Daugherty Field (LGB)

Long Beach continues to improve their existing infrastructure having completed the Taxiway Kilo project ahead of schedule in May 2009. While Boeing continues to build C-17 cargo planes adjacent to the north end of the airport, air cargo continues to be a viable component of the airport's shipping business with a 10-year peak of 58,606.5 tons in 2002 declining to only 44,352.6 in 2008. The percentage of GA aircraft using LGB is shown on Figure 2-L for 12-month reporting period September 30, 2008 and continues to have a strong presence. Despite the diverse capabilities of the airport, it remains constrained by a limited number of gate positions, as well as physical and legal obstacles to the number of flight operations. Advanced noise mitigation strategies may allow additional daily operations but these would not play a significant role in relieving regional congestion. The airport primarily views itself as a status quo airport serving well-defined service areas that will be minimally impacted by what other airports do.

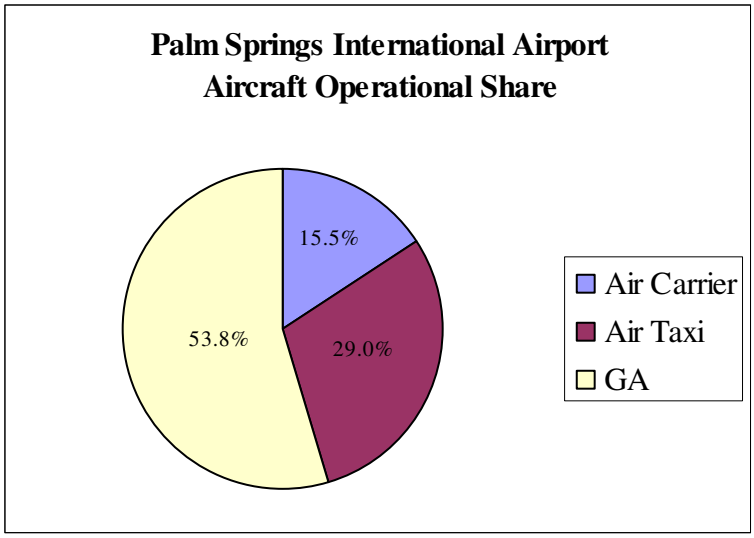
Figure 2-L



Palm Springs International Airport (PSP)

Despite a slow 2009 national economy, PSP is the eighth fastest growing airport in the United States with a record 1.53 million passengers using the facility in 2008. Air cargo saw a six-year peak in 2003 of 113.4 tons declining to 26.0 tons in 2008. Growth is coming largely from the increasing population in the Coachella Valley. Their percentage share of aircraft operations is shown on Figure 2-M for 12-month reporting period December 12, 2008. PSP also opened their $9 million regional terminal in November 2009 in time for the winter season market. The new terminal added nine gates and eliminated two temporary gates. The gates are designed to accommodate airliners with 100 seats or fewer. PSP continues to cautiously proceeding with Special Capital Projects such as taxiway seal coats, pavement maintenance and a Master Plan updates. Also, plans are underway to construct 3,600 sq. ft. box hangars for general aviation aircraft owners and users. This comes at a time when some carriers have had to reduce or cancel seasonal schedules. All things considered, PSP remains a viable alternative for increased carrier, GA and cargo operations in the greater Coachella Valley.

Figure 2-M



San Diego Area Primary Commercial Service Hub Airport

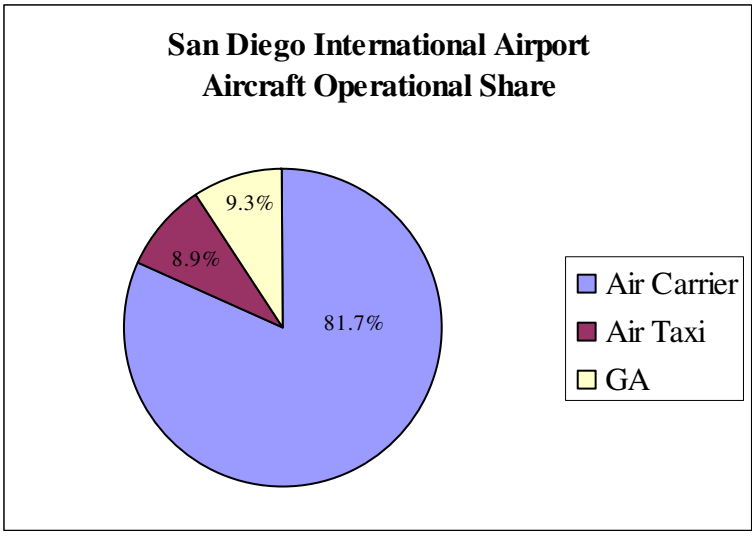
Regional Overview

San Diego International is the region's only Primary Commercial Hub airport. It and McClellan-Palomar are the only two airports in the region that receive regularly scheduled passenger service. San Diego County is anticipating a commercial airport capacity shortfall in the next 15 years. With several capable GA facilities in the region, these other facilities may be best leveraged to absorb some of the critical business aviation needs such as point-to-point, time-sensitive and emergency operations.

San Diego International Airport (SAN)

SAN completed their Aviation Activity Forecast Technical Report in 2004 for operations through 2030. The forecast included projected passenger traffic, aircraft operations, cargo activity, general aviation, and military operations. Air cargo shipments peaked in 2006 at 207,992.4 tons and declined to 133,913.1 in 2008. The airport's technical report estimates that around 2021 runway congestion will reach its peak and prevent additional growth. Constraining growth and capacity is the airport's distinction as the busiest one-runway commercial service airfield in the country in terms of runway utilization. Complicating matters is the dense urbanization that immediately surrounds the airport and a corresponding noise curfew. Percentage aircraft use at this facility is shown on Figure 2-N for 12-month reporting period ending January 1, 2009.

Figure 2-N



To meet growth and capacity issues, the San Diego County Regional Airport Authority Board launched the 'Green Build' project in July 2009. Formerly known as the Terminal Development Program, it is the largest project in the airport's history. It will include10 new jet gates, expanded dining and shopping options, as well as terminal, roadway, parking, airfield improvements, and a new USO facility. Construction will incorporate sustainable design

principles to meet LEED Silver certification. The Green Build project is expected to be completed in late 2012/early 2013.

SECTION III
GENERAL AVIATION AND RELIEVER AIRPORTS

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)							
	Runway Improvement Estimates			Airport Attributes Improvement Estimates			
District	Extend Runway	Widen Runway	Overlay Runway Pavement	Install Visual Approach	Install Automated Weather Services	Install Fuel Services	Project Cost Estimate Total
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**
Statewide Totals	**$48,448,633**	**$23,830,210**	**$29,787,439**	**$660,000**	**$3,000,000**	**$1,250,000**	**$106,976,283**

Priority 2 Airports Improvement Costs Estimate to Meet Minimum Standards (2010 SNA)							
	Runway Improvement Estimates			Airport Attributes Improvement Estimates			
District	Extend Runway	Widen Runway	Overlay Runway Pavement	Install Visual Approach	Install Automated Weather Services	Install Fuel Services	Project Cost Estimate Total
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**
Statewide Totals	**$16,926,716**	**$11,844,075**	**$5,528,327**	**$720,000**	**$2,700,000**	**$900,000**	**$38,619,117**

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

Priority A (Non-NPIAS) **Airports Improvement Costs Estimate to Meet Minimum Standards** (2010 SNA)

	Runway Improvement Estimates			Airport Attributes Improvement Estimates			
District	Extend Runway	Widen Runway	Overlay Runway Pavement	Install Visual Approach	Install Automated Weather Services	Install Fuel Services	Project Cost Estimate Total
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**
Statewide Totals	**$9,065,542**	**$23,830,210**	**$29,787,439**	**$660,000**	**$3,000,000**	**$1,250,000**	**$67,593,191**

Priority B (Non-NPIAS) **Airports Improvement Costs Estimate to Meet Minimum Standards** (2010 SNA)

	Runway Improvement Estimates			Airport Attributes Improvement Estimates			
District	Extend Runway	Widen Runway	Overlay Runway Pavement	Install Visual Approach	Install Automated Weather Services	Install Fuel Services	Project Cost Estimate Total
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**
Statewide Totals	**$3,769,573**	**$6,481,035**	**$491,263**	**$360,000**	**$800,000**	**$1,200,000**	**$13,101,871**

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.

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

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.

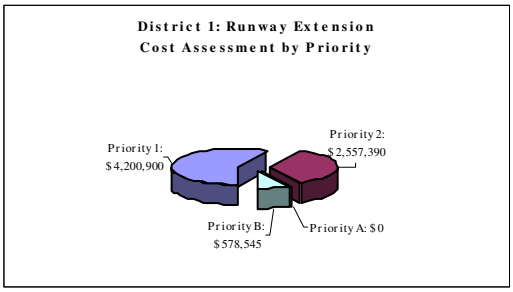
Table 3-C
District 1 – Priority Airport Costs in Project Order

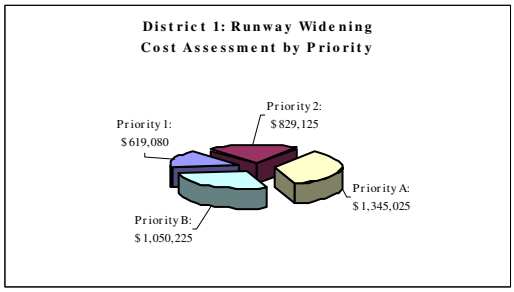
Airport	SNA Project Description	Project Cost
ANDY McBETH	Runway Width Expansion	$644,875
	Visual Approach Installation	$60,000
	Automated Weather Services Installation	$100,000
	Fuel Services Installation	$100,000
ARCATA	Runway Extension	$1,107,711
GRAVELLY VALLEY	Fuel Services Installation	$100,000
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
OCEAN RIDGE	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
	District 1 Airports Total:	**$21,602,233**

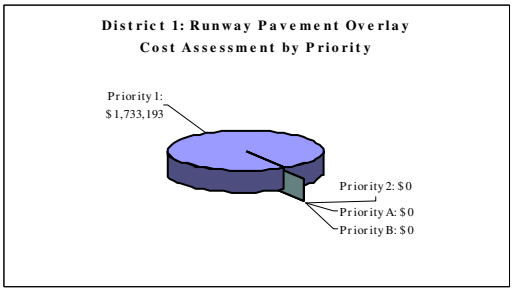
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

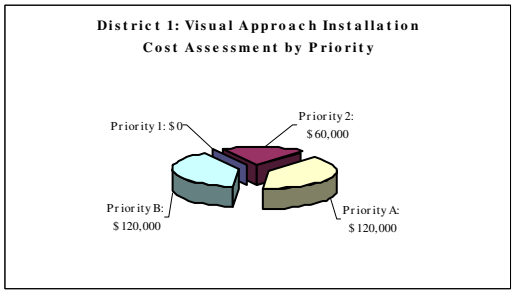
Figure 3-C
District 1 Project Cost Summary Pie Charts

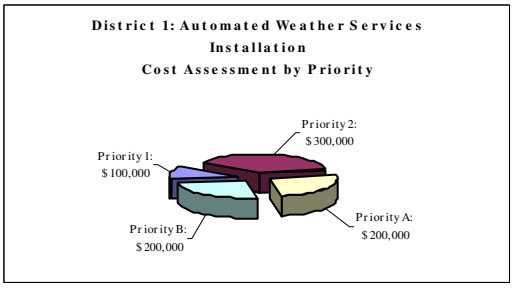
The following pie charts visually show the distribution of funds for the priority 1, 2, A, and B airports by project type. These projects and associated costs are show in more detail on the tables in Appendix 4.











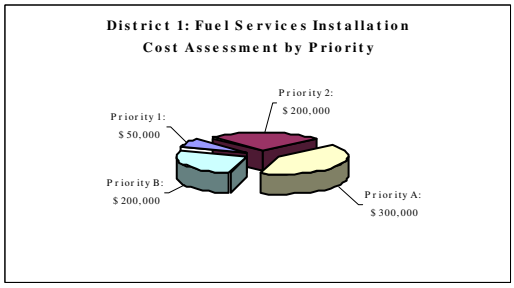


Figure 3-D
District 2 Airports

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.

Lassen	Modoc	Plumas	Shasta
Herlong	*Adin*	*Beckwourth Nervino*	*Benton*
Ravendale	*Alturas Municipal*	*Chester-Rogers Field*	*Fall River Mills*
Southard Field	*California Pines*	*Quincy Gansner*	*Redding Municipal*
Spaulding	*Cedarville*		
Susanville Municipal	*Fort Bidwell*		
	Tulelake		

Siskiyou	Tehama	Trinity
Butte Valley	*Corning Municipal*	*Hayfork*
Dunsmuir Muni-Mott	*Red Bluff Municipal*	*Hyampom*
Happy Camp		*Lonnie-Pool Field*
Montague-Yreka		*Ruth*
Rohrer Field		
Scott Valley		*Trinity Center*
Siskiyou County		
Weed		

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-feet 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:

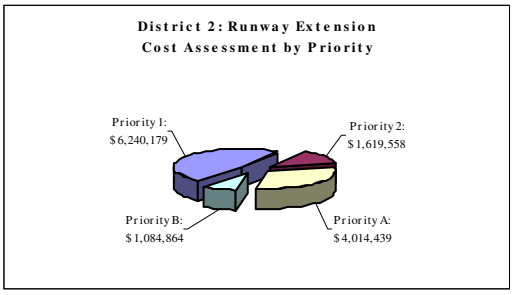
Table 3-D
District 2 Priority Airport Costs in Project Order

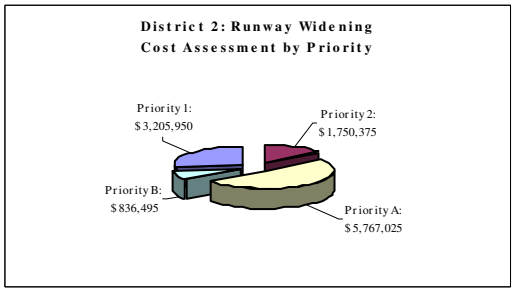
Airport	SNA Project Description	Project Cost
ADIN	Runway Extension	$692,780
	Runway Width Expansion	$766,480
	Runway Pavement Overlay	$263,340
	Fuel Services Installation	$100,000
ALTURAS MUNICIPAL	Runway Extension	$478,682
	Runway Width Expansion	$1,031,800
	Runway Pavement Overlay	$496,766
BECKWOURTH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

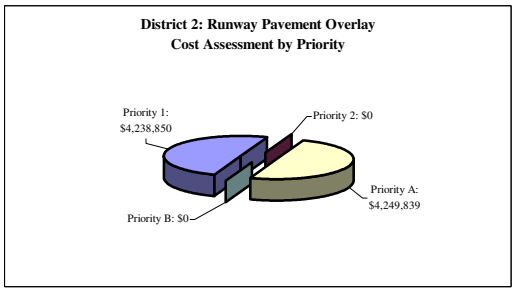
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

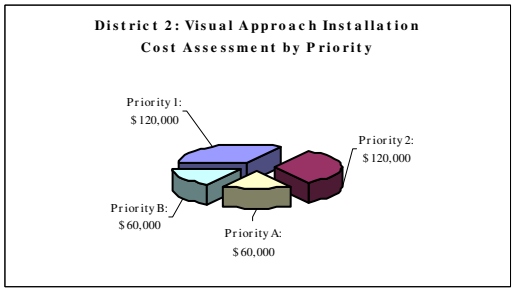
Figure 3-E
District 2 Project Cost Summary Pie Charts

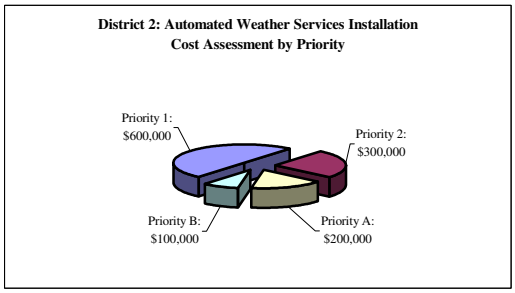
The following pie charts visually show the distribution of funds for the priority 1, 2, A, and B airports by project type. These projects and associated costs are show in more detail on the tables in Appendix 4.











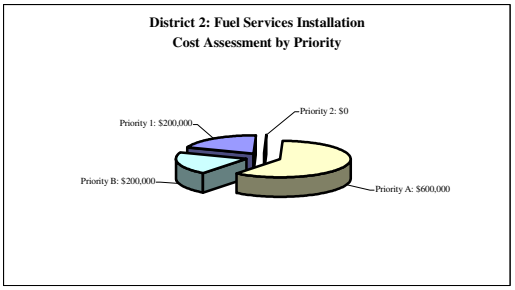


Figure 3-F
District 3 Airports

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.

Butte	**Colusa**	**El Dorado**	**Glenn**
Chico Municipal *Oroville Municipal*	*Colusa County*	*Cameron Air Park* *Georgetown* *Lake Tahoe* *Placerville*	*Haigh Field* *Willows-Glenn County*

Nevada	**Placer**	**Sacramento**	**Sierra**
Nevada County Airpark *Truckee-Tahoe*	*Auburn Municipal* *Blue Canyon* Lincoln Regional	*Elk Grove* *Franklin Field* *McClellan Airfield* *Rancho Murieta* *Rio Linda* *Sacramento Executive* *Sacramento Int'l* *Sacramento Mather*	*Sierraville Dearwater*

Sutter	**Yolo**	**Yuba**
Sutter County	*University* *Watts-Woodland* *Yolo County*	*Brownsville Aero Pines* *Yuba County*

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

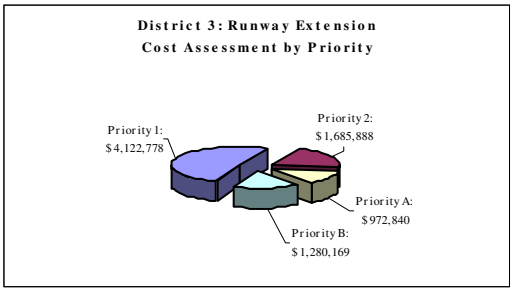
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

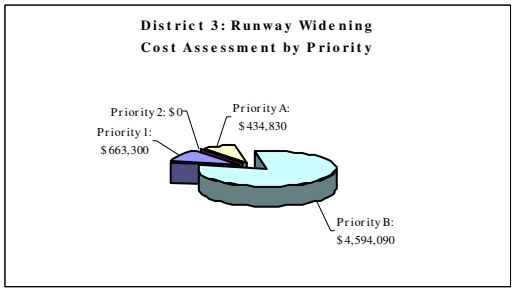
Table 3-E
District 3 Priority Airport Costs in Project Order

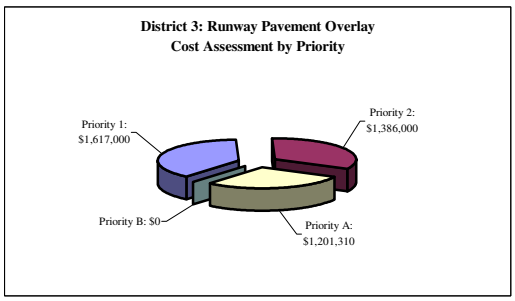
Airport	SNA Project Description	Project Cost
AUBURN MUNICIPAL	Runway Extension	$1,017,060
		$663,300
BROWNSVILLE AERO PINES	Runway Width Expansion	$1,783,540
CHICO MUNICIPAL	Runway Extension	$305,118
ELK GROVE	Runway Extension	$211,519
	Runway Width Expansion	$1,061,280
	Visual Approach Installation	$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
RIO LINDA	Runway Width Expansion	$875,556
	Automated Weather Services Installation	$100,000
SIERRAVILLE DEARWATER	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
WATTS-WOODLAND	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
	District 3 Airports Total:	**$17,752,614**

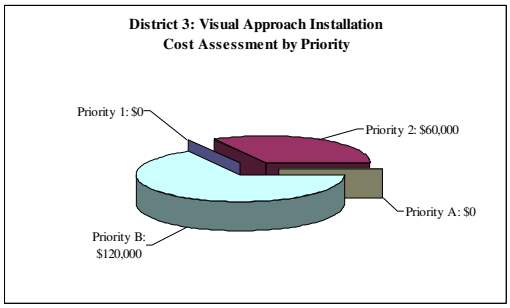
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

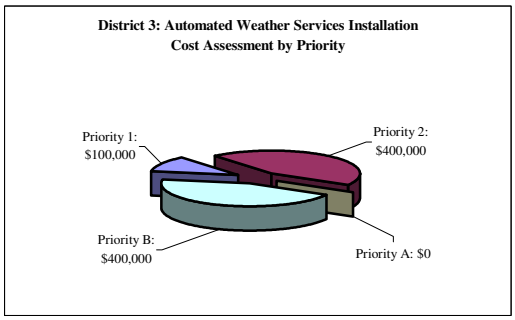
Figure 3-G
District 3 Project Cost Summary Pie Charts











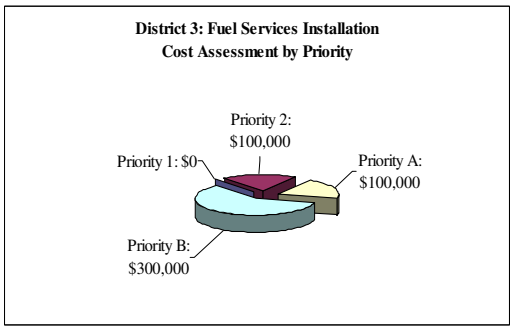


Figure 3-H
District 4 Airports

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.

Alameda	Contra Costa	Marin	Napa
Hayward Executive	*Buchanan Field*	*Gnoss Field*	*Napa County*
Livermore Municipal	*Byron*		*Parrett Field*
Metro. Oakland Int'l			

San Mateo	Santa Clara	Solano	Sonoma
Half Moon Bay	*Norman Y. Mineta, San Jose Int'l*	*Nut Tree*	*Cloverdale Municipal*
San Carlos	*Palo Alto*	*Rio Vista Municipal*	*Healdsburg Municipal*
San Francisco Int'l	*Reid Hillview*		*Petaluma Municipal*
	South County		*Sonoma County*
			Sonoma Skypark
			Sonoma Valley

*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. Gnoss 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

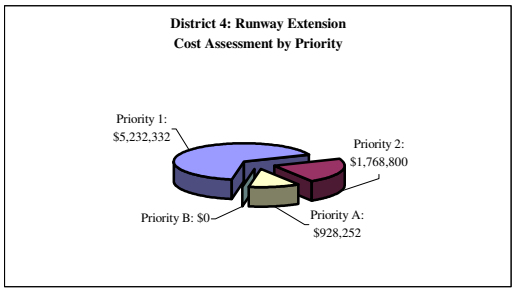
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

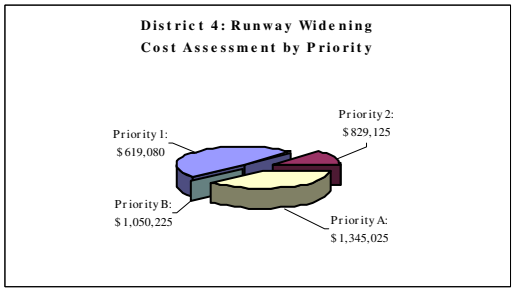
Table 3-F
District 4 Priority Airport Costs in Project Order

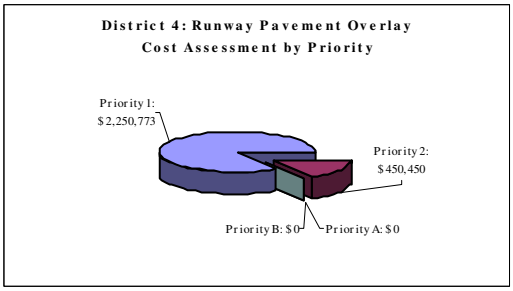
Airport	SNA Project Description	Project Cost
BYRON	Visual Approach Installation	$60,000
	Fuel Services Installation	$100,000
CHARLES M. SCHULZ / SONOMA	Runway Extension	$2,083,868
CLOVERDALE MUNICIPAL	Runway Extension	$196,779
	Runway Width Expansion	$397,980
	Automated Weather Services Installation	$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
PARRETT FIELD	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
SONOMA SKYPARK	Runway Extension	$300,696
	Runway Width Expansion	$902,825
	Visual Approach Installation	$60,000
SONOMA VALLEY	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
	District 4 Airports Total:	**18,548,836**

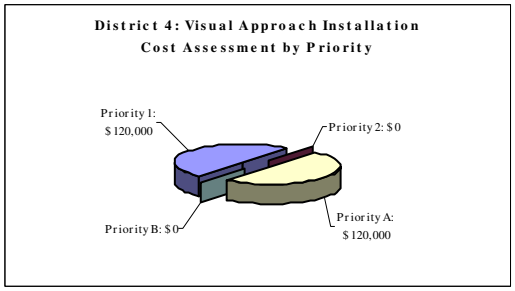
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

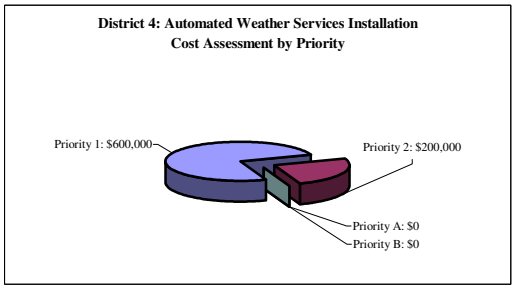
Figure 3-I
District 4 Project Cost Summary Pie Charts











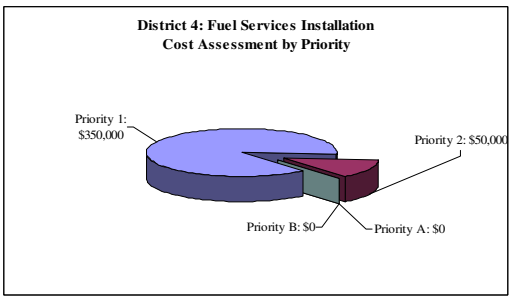


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Figure 3-J
District 5 Airports

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.

Monterey	San Benito	San Luis Obispo
Marina Municipal	*Frazier Lake Airpark*	*Oceano County*
Mesa Del Rey	*Hollister Municipal*	*Paso Robles Municipal*
Monterey Peninsula		*San Luis Obispo County*
Salinas Municipal		

Santa Barbara	Santa Cruz
Lompoc	*Watsonville Municipal*
New Cuyama	
Santa Barbara Municipal	
Santa Maria Public	
Santa Ynez	

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

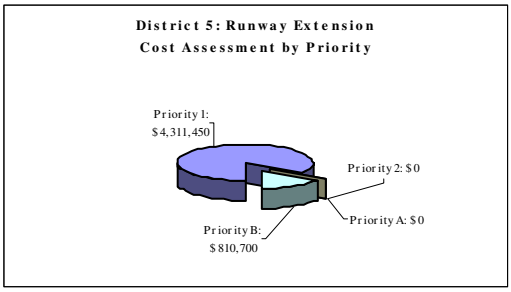
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

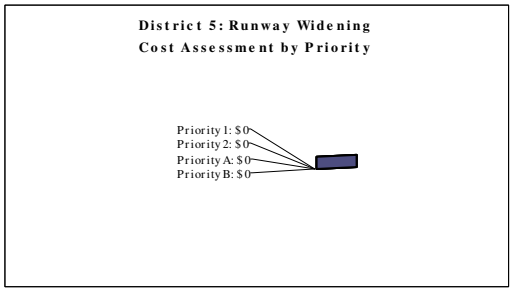
Table 3-G
District 5 Priority Airport Costs in Project Order

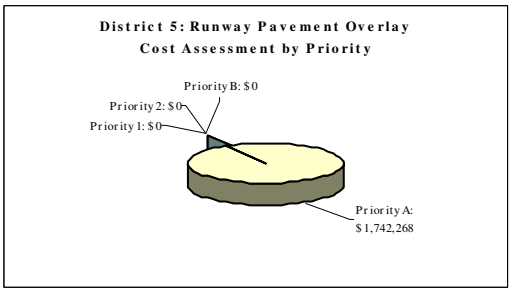
Airport	SNA Project Description	Project Cost
HOLLISTER MUNICIPAL*	Automated Weather Services Installation	$100,000
NEW CUYAMA	Runway Pavement Overlay	$1,742,268
	Fuel Services Installation	$100,000
SAN LUIS OBISPO COUNTY	Runway Extension	$2,433,206
SANTA MARIA PUBLIC	Runway Extension	$773,850
	District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

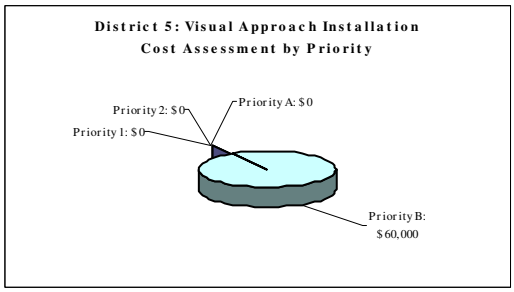
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

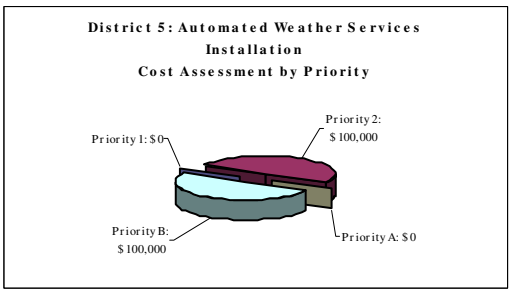
Figure 3-K
District 5 Project Cost Summary Pie Charts











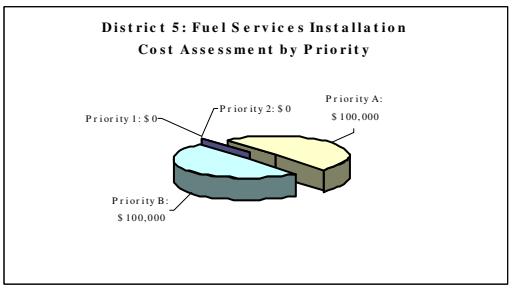


Figure 3-L
District 6 Airports

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.

Fresno	**Kern**	
Coalinga Municipal	*Bakersfield Municipal*	*Mountain Valley*
Firebaugh	*California City Municipal*	*Poso-Kern County*
Fresno Chandler Executive	*Delano Municipal*	*Rosamond Skypark*
Fresno Yosemite International	*Elk Hills-Buttonwillow*	*Shafter-Minter Field*
Harris Ranch	*Inyokern*	*Taft*
Mendota	*Kern Valley*	*Tehachapi Municipal*
Reedley Municipal	*Lost Hills-Kern County*	*Wasco*
Selma	*Meadows Field*	
Sierra Sky Park	*Mojave*	

Kings	**Madera**	**Tulare**
Corcoran	*Chowchilla*	*Eckert Field*
Hanford Municipal	*Madera Municipal*	*Exeter*
		Mefford Field
		Porterville Municipal
		Sequoia Field
		Visalia Municipal
		Woodlake

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

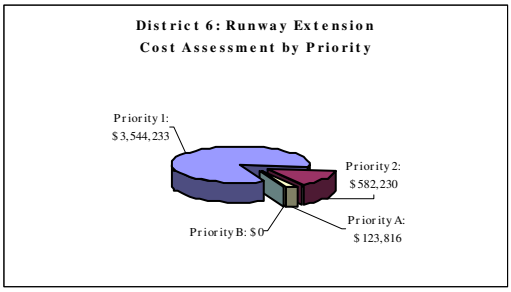
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

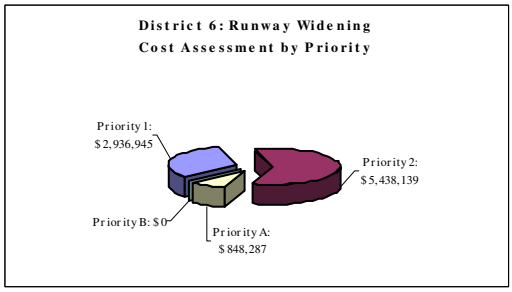
Table 3-H
District 6 Priority Airport Costs in Project Order

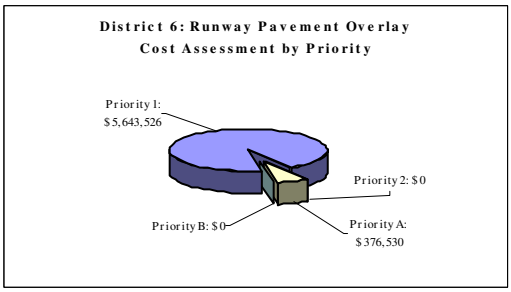
Airport	SNA Project Description	Project Cost
CALIFORNIA CITY MUNICIPAL*	Runway Width Expansion	$666,064
	Visual Approach Installation	$60,000
	Automated Weather Services Installation	$100,000
COALINGA MUNICIPAL	Automated Weather Services Installation	$100,000
DELANO MUNICIPAL	Runway Extension	$681,725
	Runway Width Expansion	$1,013,375
	Runway Pavement Overlay	$421,575
	Visual Approach Installation	$60,000
	Fuel Services Installation	$50,000
ELK HILLS-BUTTONWILLOW	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
MOUNTAIN VALLEY	Runway Extension	$35,376
	Runway Width Expansion	$608,025
	Visual Approach Installation	$60,000
	Automated Weather Services Installation	$100,000
POSO-KERN COUNTY	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
	District 6 Airports Total:	**$22,412,269**

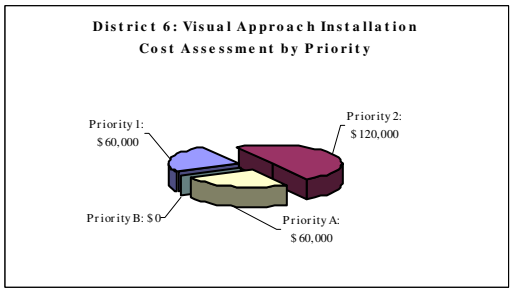
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

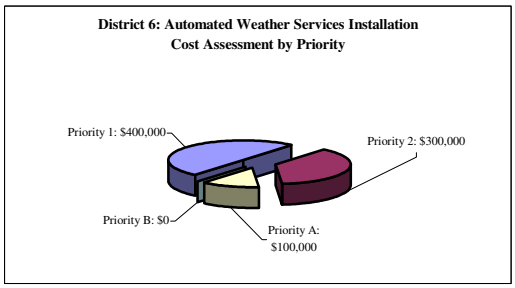
Figure 3-M
District 6 Project Cost Summary Pie Charts











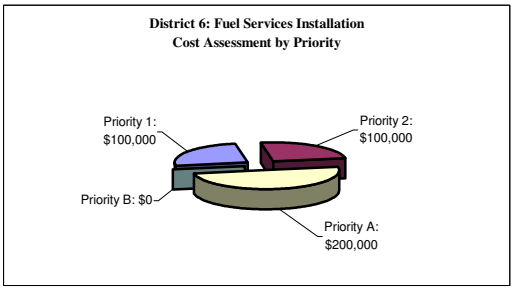


Figure 3-N
District 7 Airports

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

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[1].

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.

[1] 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

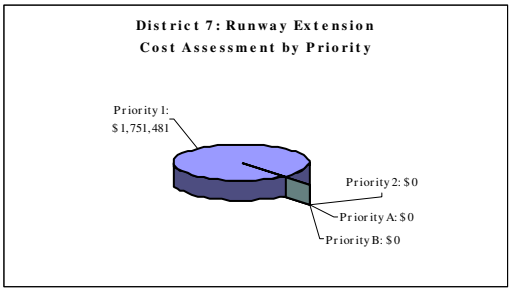
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

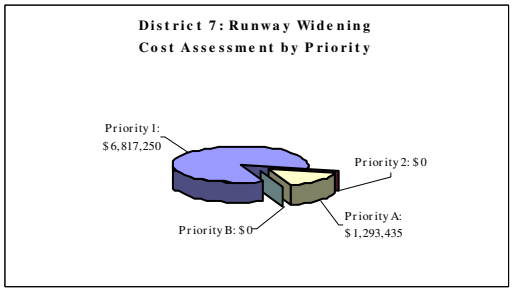
Table 3-I
District 7 Priority Airport Costs in Project Order

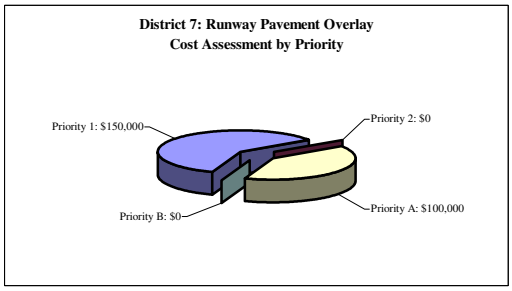
Airport	SNA Project Description	Project Cost
AGUA DULCE AIRPARK	Runway Width Expansion	$339,020
	Fuel Services Installation	$100,000
BRACKETT FIELD	Runway Extension	$88,993
	Runway Width Expansion	$921,250
	Automated Weather Services Installation	$100,000
COMPTON/WOODLEY	Runway Extension	$588,126
	Runway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

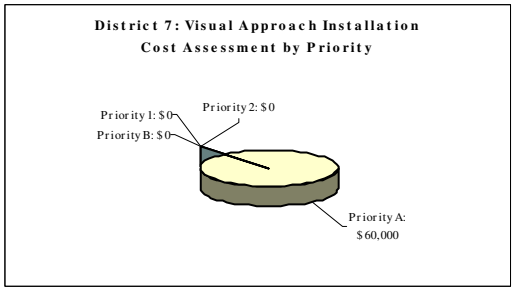
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

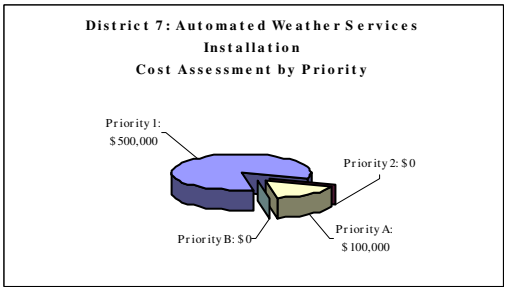
Figure 3-O
District 7 Project Cost Summary Pie Charts











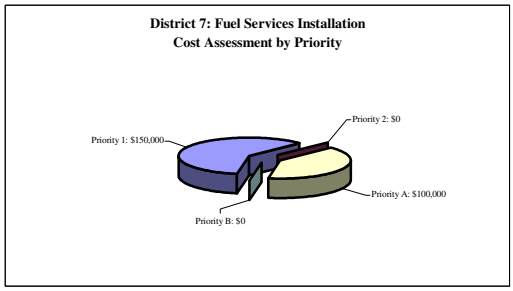


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Figure 3-P
District 8 Airports

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.

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

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

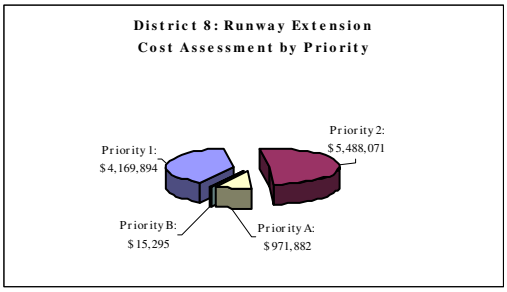
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

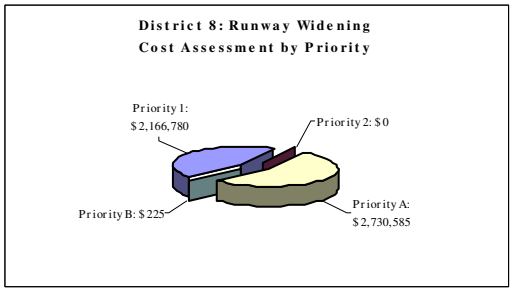
Table 3-J
District 8 Priority Airport Costs in Project Order

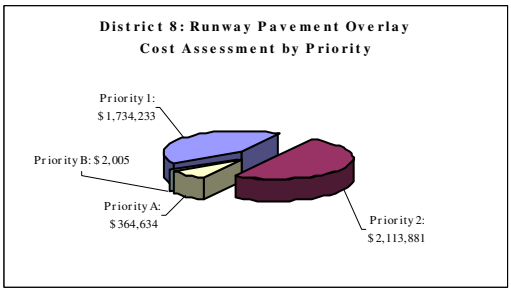
Airport	SNA Project Description	Project Cost
APPLE VALLEY*	Runway Extension	$2,321,550
	Automated Weather Services Installation	$100,000
BANNING MUNICIPAL*	Automated Weather Services Installation	$100,000
BARSTOW-DAGGETT*	Runway Extension	$221,100
	Visual Approach Installation	$60,000
BERMUDA DUNES	Runway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

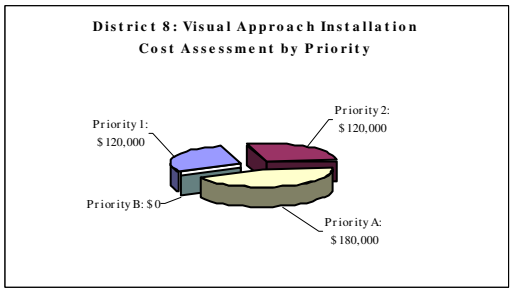
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

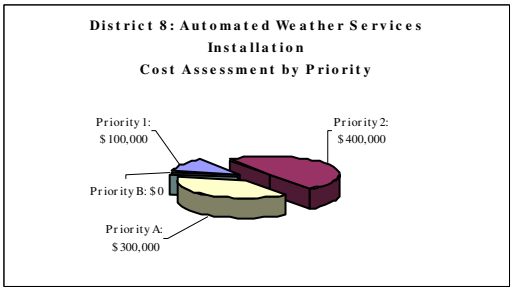
Figure 3-Q
District 8 Project Cost Summary Pie Charts











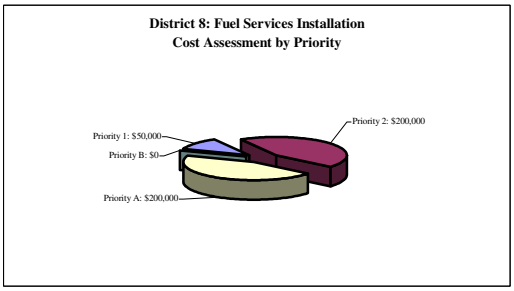
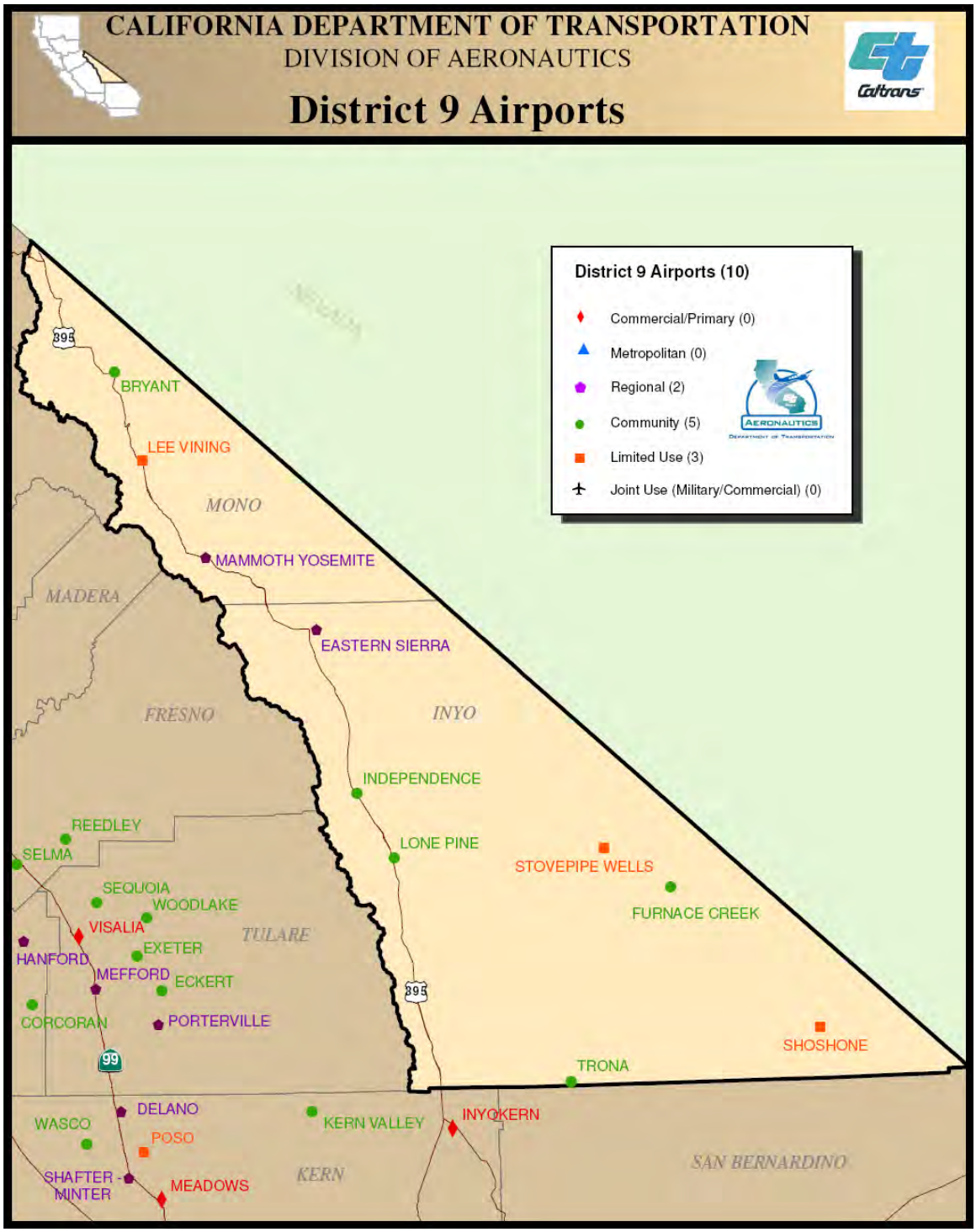


Figure 3-R
District 9 Airports



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.

Inyo		Mono
Eastern Sierra Regional	*Shoshone*	*Bryant Field*
Furnace Creek	*Stovepipe Wells*	*Lee Vining*
Independence	*Trona*	*Mammoth Yosemite*
Lone Pine		

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

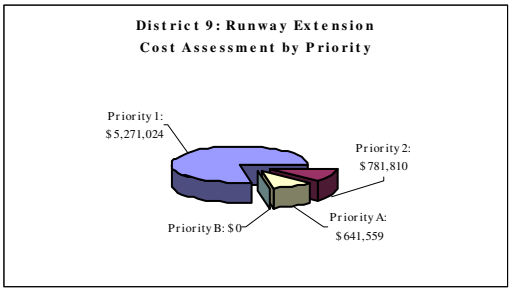
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

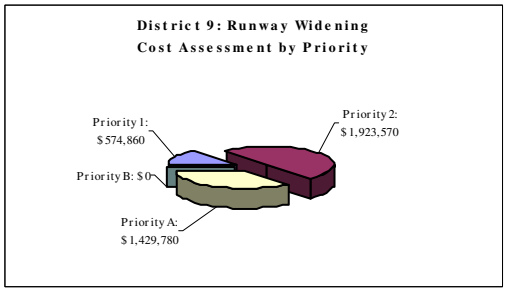
Table 3-K
District 9 Priority Airport Costs in Project Order

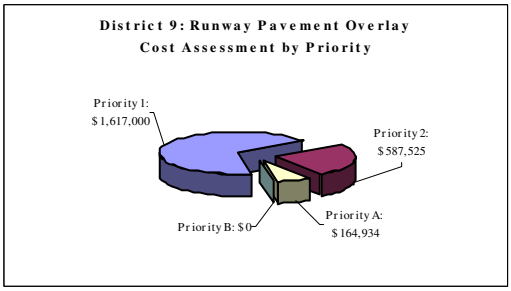
Airport	SNA Project Description	Project Cost
BRYANT FIELD	Runway Width Expansion	$840,180
	Runway Pavement Overlay	$587,525
	Visual Approach Installation	$60,000
	Automated Weather Services Installation	$100,000
EASTERN SIERRA REGIONAL	Runway Extension	$1,276,484
FURNACE CREEK	Runway Extension	*$327,597*
	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
SHOSHONE	Runway Extension	*$313,962*
	Runway Width Expansion	*$589,600*
	Fuel Services Installation	*$100,000*
STOVEPIPE WELLS	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
	District 9 Airports Total:	**$14,092,062**

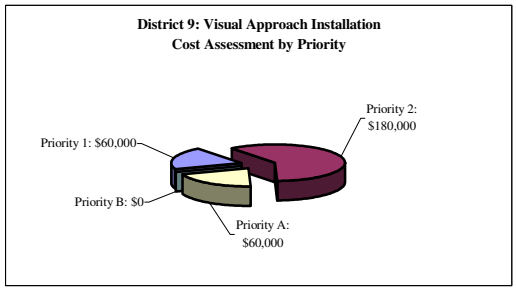
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

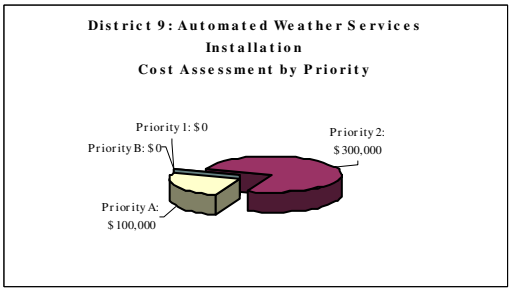
Figure 3-S
District 9 Project Cost Summary Pie Charts











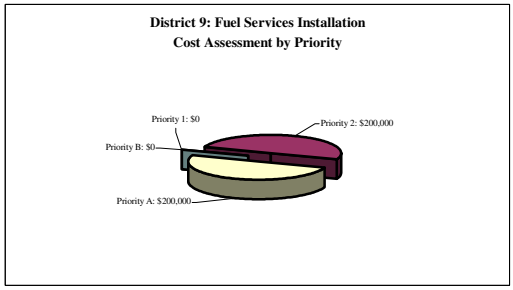


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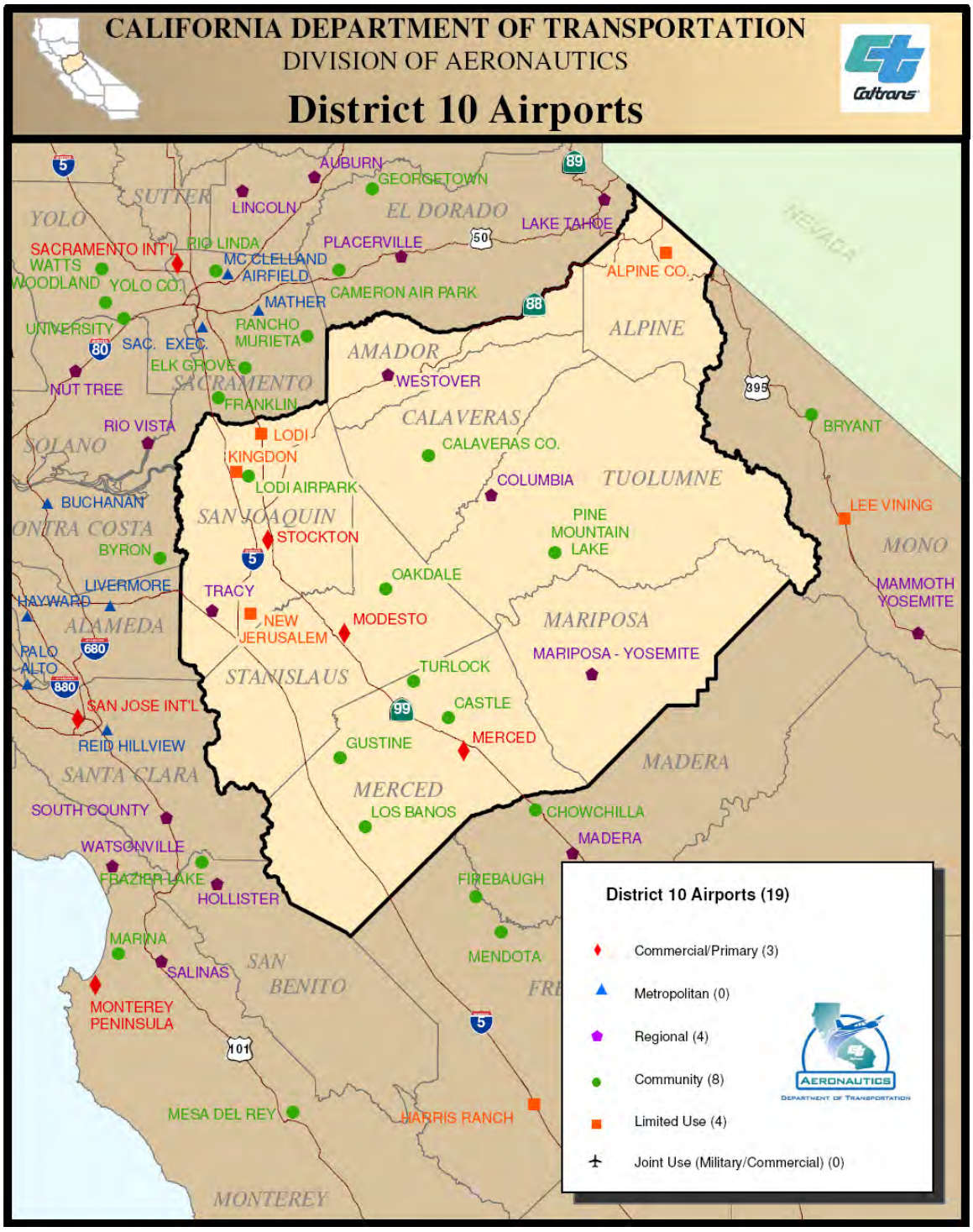
Figure 3-T
District 10 Airports



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.

Alpine	Amador	Calaveras	Mariposa
Alpine County	*Westover Field*	*Calaveras County*	*Mariposa-Yosemite*

Merced	San Joaquin	Stanislaus	Tuolumne
Castle	*Kingdon Airpark*	*Modesto City-County*	*Columbia*
Gustine	*Lodi Airpark*	*Oakdale Municipal*	*Pine Mountain Lake*
Los Banos	*Lodi*		
Merced Municipal	*New Jerusalem*		
Turlock Municipal	*Stockton Metropolitan*		
	Tracy Municipal		

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-feet runway extension to meet the 7,000-feet 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-feet 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-feet 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-feet 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

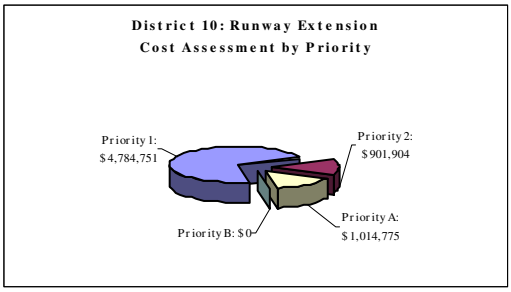
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

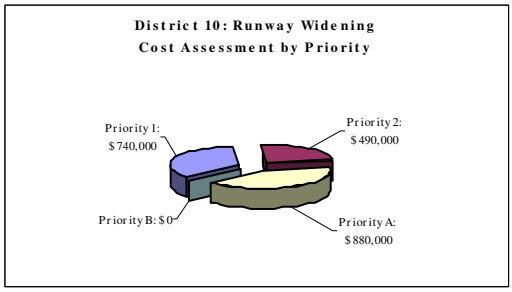
Table 3-L
District 10 Priority Airport Costs in Project Order

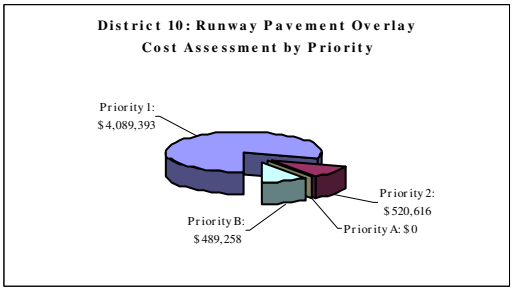
Airport	SNA Project Description	Project Cost
ALPINE COUNTY	Runway Extension	$869,660
	Runway Width Expansion	$160,000
	Fuel Services Installation	$100,000
CALAVERAS COUNTY	Runway Extension	$175,553
	Runway Width Expansion	$190,000
CASTLE	Runway Pavement Overlay	$4,089,393
	Automated Weather Services 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
LODI		$360,000
LODI AIRPARK	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
	District 10 Airports Total:	**$14,701,440**

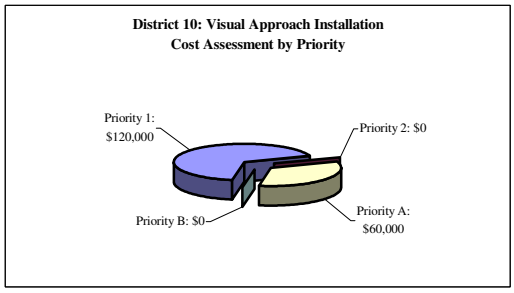
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

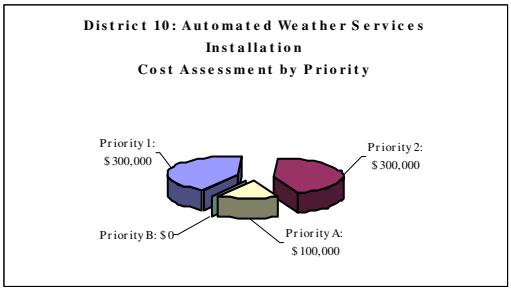
Figure 3-U
District 10 Project Cost Summary Pie Charts











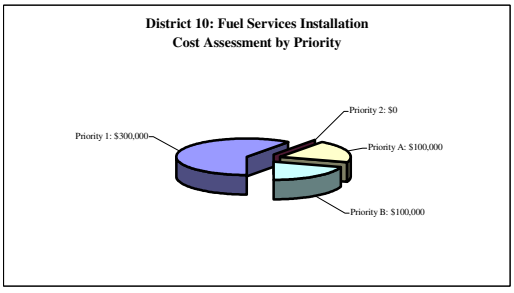


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Figure 3-V
District 11 Airports

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.

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

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

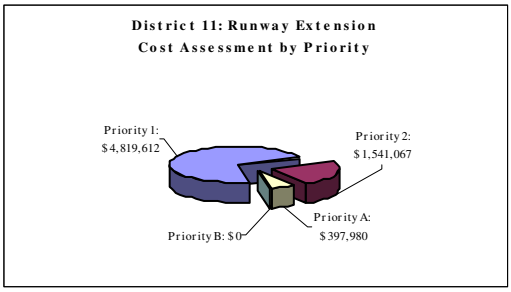
The airports below are considered the region's highest priority facilities in terms of supporting statewide and regional system capacity and safety enhancements:

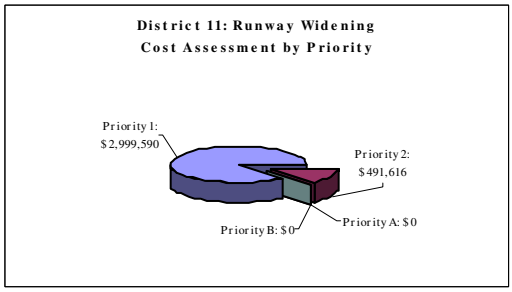
Table 3-M
District 11 Priority Airport Costs in Project Order

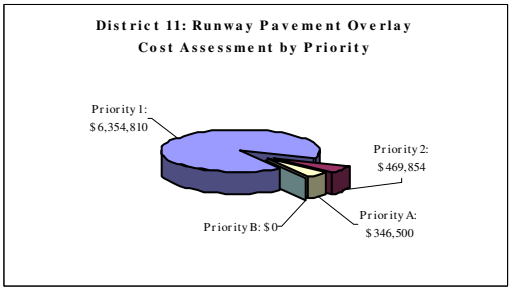
Airport	SNA Project Description	Project Cost
AGUA CALIENTE SPRINGS	Runway Extension	$397,980
	Runway Pavement Overlay	$346,500
	Fuel Services Installation	$100,000
BRAWLEY MUNICIPAL*	Runway Width Expansion	$491,616
	Automated Weather Services Installation	$100,000
BROWN FIELD	Runway Pavement Overlay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

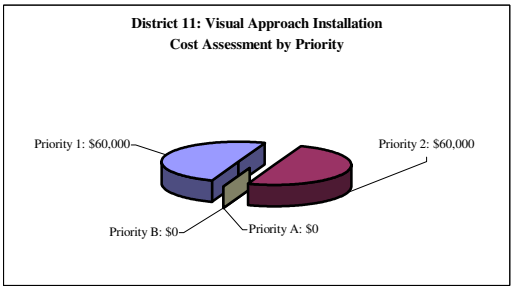
LEGEND: Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic)

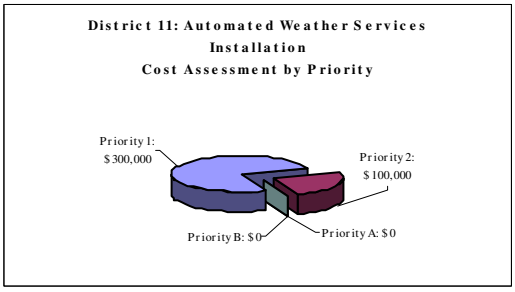
Figure 3-W
District 11 Project Cost Summary Pie Charts











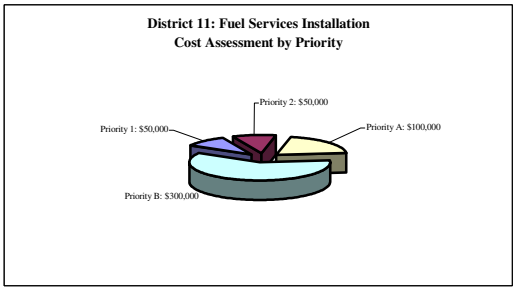


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Figure 3-X
District 12 Airports

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

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

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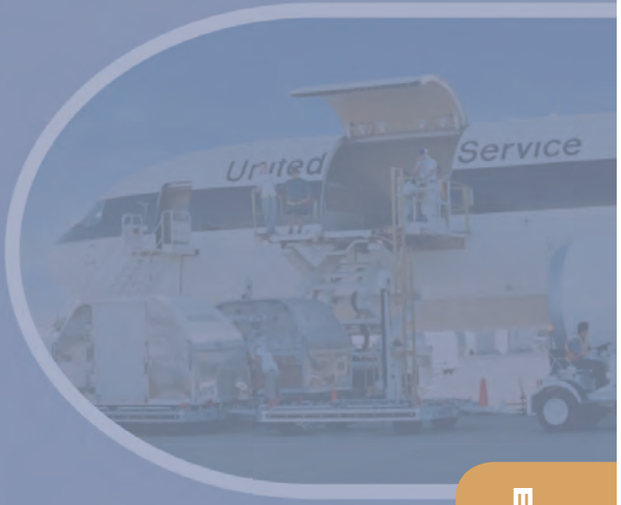

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APPENDIX 1
Functional Classification of Airports

Public use airports are classified different ways by different agencies for different purposes. The following definitions will describe the details and illustrate the differences between the classification systems utilized by the FAA and the CASP.

CALIFORNIA AVIATION SYSTEM PLAN (CASP)

Limited Use Airports – Airports that provide limited access; usually located in non-urban areas; may be used for a single purpose; have few or no based aircraft; and provide no services.

Community Airports – Airports that provide access to other regions and states; located near small communities or in remote locations, serve, but are not limited to, recreational flying, training, and local emergencies; accommodate predominately single engine aircraft under 12,500 pounds, provide basic or limited services for pilots or aircraft.

Regional Airports – Airports that provide the same access as community airports, may provide international access; located in an area with a larger population base than community airports with a higher concentration of business and corporate flying; accommodate most business, multi-engine, and jet aircraft, provide most services for pilots and aircraft including aviation fuel; has a published instrument approach, may have a control tower.

Metropolitan Airports – Airports that serve the same activity as regional airports; are located in urbanized areas; provide for the same flying activities as Regional airports with an emphasis on business, charter, and corporate flying, accommodate all business jet and turboprop aircraft with a higher level of activity than Regional airports; provide full services for pilots and aircraft, including jet fuel; has a published instrument approach and a control tower; provides flight planning facilities

FEDERAL AVIATION ADMINISTRATION

Commercial Service Airports – An airport that provides scheduled passenger service and enplanes more than 2,500 passengers annually.

Primary – An airport having more than 10,000 annual enplanements. Below are the three primary hub sizes based on enplanements.

Large Hub – An airport having more than 1% of total national annual enplanements.

Medium Hub – An airport having between 0.25% and 0.99% of total national annual emplacements.

Small Hub – An airport having between 0.05% and 0.25% of total national annual emplacements.

Nonprimary – An airport having less than 0.05% total national annual enplanements. Nonprimary airports have fewer than 10,000 annual enplanements.

General Aviation Airports (GA) – An airport with no commercial service, usually having 10 or more based aircraft, and are at least 20 miles from the nearest NPIAS (see definition below) airport.

Reliever – A high capacity general aviation airport in a metropolitan area.

National Plan of Integrated Airport Systems (NPIAS) –. A plan that identifies 3,356 existing and 55 proposed public-use airports[1] that are significant to national air transportation and therefore, eligible to receive grants under the Federal Aviation Administration (FAA) Airport Improvement Plan (AIP). The NPIAS is used by FAA management in the in administering the AIP. It supports the FAA's goals identified in the Flight Plan for safety and capacity by identifying the specific airport improvements that will contribute to the achievement of those goals.

Non-NPIAS – Public owned, public use airports that do not meet any of the commercial service criteria noted above or are located at inadequate sites and cannot be expanded and improved to provide safe and efficient airport facilities and private use. Also Non-NPIAS are privately owned, public use airports that are not included because they are located at inadequate sites, are redundant to publicly owned airports, or have too little activity to qualify for inclusion. In addition, almost 14,000 civil landing areas that are not open to the general public are not included in the NPIAS.

[1] The word "airport", as identified in the NPIAS, includes landing areas developed for conventional fixed-wing aircraft, helicopters, and seaplanes. Source: Federal Aviation Administration, Report to Congress, National Plan of Integrated Airport Systems: 2009-2013.

APPENDIX 2
Glossary of Terms from Enhancement Need-Cost Tables

ALP (Airport Layout Plan) – The plan of an airport that showing the layout of existing and proposed airport facilities.

ASOS- Automated Surface Observing System

AWOS- Automated Weather Observing System

GPS – Global Positioning System – Satellite based navigation aid and instrument approach providing non-precision (for now) guidance to runway.

ILS – Instrument Landing System – precision (vertical and horizontal position) instrument approach utilizing on airport radio navigation aids and in aircraft navigation displays to assist pilots in making landings during periods of very low visibility and cloud ceilings.

LDA – Localizer-type Directional Aid – Localizer equipment set up so that guidance is provided to runway along final approach course that is not aligned with the centerline of the runway.

LOC – Localizer. The portion of an ILS that gives left/right guidance information down the centerline of the instrument runway for final approach.

LPV – Localizer Performance with Vertical Guidance. One of the four lines of approach minimums found on an RNAV (GPS) approach chart.

LPV/GPS - Lateral Precision with Vertical Guidance and GPS. GPS alone is not a precision approach, but if coupled with another feature (such as VOR) it can be a precision approach.

Longest Runway Length – Length in feet of longest currently used runway at the specific airport.

Longest Runway Width – Current width of the longest runway at a given airport.

PAPI – Precision Approach Path Indicator. A system of lights similar to the VASI, but consisting of one row of lights in tow- or four-light systems.

PCI (Pavement Condition Index) also Runway Pavement Condition – General descriptive category of runway surface type and condition:

- TRTD – Treated, as in a non-paved serviced treated with oil to provide smoother stronger surface with less likelihood of foreign object related aircraft damage.
- ASPH – Asphalt paved runway
- CONC – Concrete runway surface
- GRVL – Gravel runway surface
- TURF- Grass runway surface
- DIRT – Dirt runway surface
- G – Good condition
- F – Fair Condition
- P - Poor Condition

RNAV (Area Navigation) – A method of navigation that permits aircraft operations on any desired course within the coverage of station referenced navigation signals or within the limits of self contained system capability.

RSA (Runway Safety Area) – The area, under normal (dry) conditions, that supports airplanes without causing structural damage to the airplane or injury to their occupants in the event a plane undershoots, overruns, or veers off the runway. Also provides greater accessibility for firefighting and rescue equipment during such incidents. For purposes of this report, RSA conditions are rated as follows:

S = Satisfactory; meets current standards

U = Unsatisfactory; does not meet current standards for reasons identified

NF-X = Not Feasible to Meet Standards for identified such as topography, terrain, or land use

VASI – Visual Approach Slope Indicator. A visual aid of lights arranged to provide descent guidance information during the approach to the runway. Provides obstruction clearance within 10 degrees of the extended runway centerline, and to 4 nautical miles from the runway threshold.

VOR- Very High Frequency Omni Directional Range Station – Radio navigation aid used for enroute and instrument approach/departure navigation. Non-precision in that no vertical navigation is provided.

APPENDIX 3
State and Federal Airport Development Project Funding Sources

Federal Aviation Administration (FAA) Aviation Funding Sources

- Airport Improvement Program (AIP) (supports 95 percent of the total project cost)
- Commercial Service Airport Entitlement Program (airports with scheduled passenger service air carriers, airports must report total annual enplanements)
- Air Cargo Entitlement Program (airports with dedicated air cargo air carriers, airports that exceed 1 million pounds landing weight must report to the FAA the total landing weight)
- AIP Grants (Commercial Service and General Aviation Airports)
- Passenger Facility Charge (PFC)

FAA National Plan of Integrated Airport System (NPIAS)

The NPIAS report estimates the cost associated with establishing a system of airports adequate to meet the needs of civil aviation and to support the Department of Defense and the Postal Service. It draws selectively from local, regional, and State planning studies. The development estimates contained in this report were largely compiled in 2007 and reflect infrastructure needed in Fiscal Years (FY) 2009 through 2013.

About 39 percent of the development in the National Plan of Integrated Airport Systems (NPIAS) is intended to accommodate growth in travel, including more passengers and cargo and more and larger aircraft. These projects include major airfield programs, such as new runways, rehabilitation or expansion of passenger terminals, and improvements to the highways or transit systems on the airport. The large scale, long-term programs (i.e., a new runway or significant runway extension) involving a sequence of planning, environmental analysis, approval, financing, and construction, typically over a 10- to 15-year period, are not particularly sensitive to short-term fluctuations in traffic.

About 61 percent of the development in the NPIAS is intended to rehabilitate existing infrastructure and to keep airports up to standards for the aircraft that use them. The need for this type of development is not expected to change, but the timing may be affected by the financial concerns of airports.

California Division of Aeronautics Aviation Funding Sources

Aeronautics Account ($, funded by Fuel Excise Tax: Jet A @ $0.02 per gallon, Aviation Gasoline (Avgas) @ $0.18 per gallon)

California Aid to Airports Program

- ✓ Airport Improvement Matching Grant (191 NPIAS airports in California, match grant supports 2.5 percent of the FAA AIP Grant)
- ✓ Acquisition & Development Grant (90 percent of total project cost, ?% of Aero Program, supports land acquisition, airport development for non-NPIAS airports as well as for Airport Land Use Compatibility Plan)
- ✓ Annual Grant (149 airports, $10,000 per general aviation airport)
- ✓ Airport Loan Program (low-interest simple loans for revenue generating projects such as hangar construction)

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APPENDIX 4
District Projects Attribute Details

District 1 All Projects Attribute Details

Airport by Caltrans Airport Functional Classification[1]	Longest Runway Attributes										
	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				150		GOOD	VERY GOOD			50K SW	
ARCATA	7,000	5,998	$1,107,711	150		ASPH-G	79	2006		60,000	S
JACK MCNAMARA FIELD	7,000	5,002	$2,208,789	150		ASPH-G	54	2006	$1,733,193	30,000	S
REGIONAL GENERAL AVIATION				75		GOOD	VERY GOOD			12,500	
LAMPSON FIELD	5,600	3,600	$884,400	60	$619,080	ASPH-G	88	2005		30,000	S
MURRAY FIELD*	5,500	3,000	$1,381,875	75		ASPH-F	99	2006		19,000	
ROHNERVILLE *	5,600	4,005	$1,175,515	100		ASPH-G	76	2006		30,000	
UKIAH MUNICIPAL	5,500	4,415	$1,199,468	150		ASPH-G	86	2005		28,000	
COMMUNITY GENERAL AVIATION				75		FAIR	VERY GOOD			12,500	
ANDY MCBETH	3,500	2,400	NF - Terrain	50	$644,875	ASPH-G	82	2006		12,000	
BOONVILLE	3,700	3,240	$169,510	50	$681,725	ASPH-G	93	2005		30,000	
EUREKA MUNICIPAL	3,500	2,700	$353,760	60	$386,925	ASPH-F	91	2005		10,000	
GARBERVILLE	3,700	3,050	$359,288	75		ASPH-F	73	2005		30,000	
KNEELAND*	4,500	2,270	NF - Terrain	50	$829,125	ASPH-P	95	2006		13,000	U
LITTLE RIVER	3,700	5,249	$0	150		ASPH-F	UNKNOWN	2005		60,000	S
OCEAN RIDGE	3,800	2,500	NF - Terrain	50	$700,150	ASPH-F	UNKNOWN			8,000	
ROUND VALLEY	4,000	3,670	$133,766	55	$589,600	ASPH-G	69	2005	$466,274	30,000	
SHELTER COVE	3,500	3,400	$55,275	75		ASPH-F	98	2005		20,000	
WARD FIELD	3,600	2,990	$224,785	50	$663,300	ASPH-F	71	2005		12,000	
WILLITS MUNICIPAL	4,300	3,000	$718,575	75		ASPH-G	23	2005	$1,658,250	30,000	
LIMITED USE				60		FAIR	VERY GOOD			12,500	
DINSMORE	3,800	2,510	$456,350	48	$336,072	ASPH-F	32	2006	$887,938	Unknown	
GRAVELLY VALLEY	3,700	4,050	$0	200		GRVL	UNKNOWN			12,500	
HOOPA	3,100	2,325	$285,588	50	$228,470	ASPH-F	UNKNOWN	1995		10,000	
All NPIAS Airports Cost Totals:			**$10,136,108**		**$3,284,072**				**$4,745,654**		
Priority 1 Airports Cost Totals:			**$4,200,900**		**$619,080**				**$1,733,193**		
Priority 2 Airports Cost Totals:			**$2,557,390**		**$829,125**				**$0**		
Priority A(Non-NPIAS) **Airports Cost Totals:**			**$0**		**$1,345,025**				**$0**		
Priority B (Non-NPIAS) **Airports Cost Totals:**			**$578,545**		**$1,050,225**				**$0**		
All Airports Cost Totals:			**$10,714,653**		**$5,679,322**				**$4,745,654**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 1 All Projects Attribute Details (Continued)

Other Desirable Airport Safety Attributes								
Airport by Caltrans Airport Functional Classification[1]	Visual Aid	Visual Aid Equip. and Install. Cost Estimate	Instrument Approach Procedure	24-Hour On-Field Automated Weather Services	24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate	Available Fuel & Grade	Fuel Equip. and Install. Cost Estimate	Airport Layout Plan[2] (Date)
PRIMARY COMMERCIAL SERVICE NON-HUB	VASI/PAPI		ILS	YES		100LL & Jet A		
ARCATA	VASI		ILS	YES		100LL & Jet A		1/1/2002
JACK MCNAMARA FIELD	VASI		ILS	YES		100LL & Jet A		6/1/1978
REGIONAL GENERAL AVIATION	VASI/PAPI		GPS/VOR	YES		100LL & Jet A		
LAMPSON FIELD	PAPI		GPS	YES		100LL	$50,000	1/1/2003
MURRAY FIELD*	VASI		GPS	NONE	$100,000	100LL	$50,000	12/1/1992
ROHNERVILLE *	VASI		GPS	NONE	$100,000	100LL	$50,000	7/1/1993
UKIAH MUNICIPAL	VASI		LOC/LDA	YES		100LL & Jet A		7/1/1996
COMMUNITY GENERAL AVIATION	VASI/PAPI		GPS/VOR	YES		100LL		
ANDY MCBETH	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	
BOONVILLE	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	
EUREKA MUNICIPAL	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	1/1/1984
GARBERVILLE	NONE	$60,000	NONE	NONE	$100,000	100LL		5/1/1993
KNEELAND*	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	5/1/1993
LITTLE RIVER	VASI		On FAA List	NONE	$100,000	100LL		6/10/2004
OCEAN RIDGE	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	
ROUND VALLEY	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	
SHELTER COVE	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	8/1/1997
WARD FIELD	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	
WILLITS MUNICIPAL	NONE	$60,000	GPS	NONE	$100,000	100LL		12/1/2002
LIMITED USE	NONE		NONE	NONE		100LL		
DINSMORE	NONE		NONE	NONE		NONE	$100,000	5/1/1993
GRAVELLY VALLEY	NONE		NONE	NONE		NONE	$100,000	
HOOPA	NONE		NONE	NONE		NONE	$100,000	12/1/1992
All NPIAS Airports Cost Totals:		**$360,000**			**$900,000**		**$750,000**	
Priority 1 Airports Cost Totals:		**$0**			**$100,000**		**$50,000**	
Priority 2 Airports Cost Totals:		**$60,000**			**$300,000**		**$200,000**	
Priority A(Non-NPIAS) **Airports Cost Totals:**		**$120,000**			**$200,000**		**$300,000**	
Priority B (Non-NPIAS) **Airports Cost Totals:**		**$120,000**			**$200,000**		**$200,000**	
All Airports Cost Totals:		**$600,000**			**$1,300,000**		**$1,250,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 1 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	Airport Project Costs Estimate Total
PRIMARY COMMERCIAL SERVICE NON-HUB							
ARCATA	$1,107,711	$0	$0	$0	$0	$0	**$1,107,711**
JACK MCNAMARA FIELD	$2,208,789	$0	$1,733,193	$0	$0	$0	**$3,941,982**
REGIONAL GENERAL AVIATION							
LAMPSON FIELD	$884,400	$619,080	$0	$0	$0	$50,000	**$1,553,480**
MURRAY FIELD*	$1,381,875	$0	$0	$0	$100,000	$50,000	**$1,531,875**
ROHNERVILLE*	$1,175,515	$0	$0	$0	$100,000	$50,000	**$1,325,515**
UKIAH MUNICIPAL	$1,199,468	$0	$0	$0	$0	$0	**$1,199,468**
COMMUNITY GENERAL AVIATION							
ANDY McBETH	NF - Terrain	$644,875	$0	$60,000	$100,000	$100,000	**$904,875**
BOONVILLE	$169,510	$681,725	$0	$60,000	$100,000	$100,000	**$1,111,235**
EUREKA MUNICIPAL	$353,760	$386,925	$0	$60,000	$100,000	$100,000	**$1,000,685**
GARBERVILLE	$359,288	$0	$0	$60,000	$100,000	$0	**$519,288**
KNEELAND*	NF - Terrain	$829,125	$0	$60,000	$100,000	$100,000	**$1,089,125**
LITTLE RIVER	$0	$0	$0	$0	$100,000	$0	**$100,000**
OCEAN RIDGE	NF - Terrain	$700,150	$0	$60,000	$100,000	$100,000	**$960,150**
ROUND VALLEY	$133,766	$589,600	$466,274	$60,000	$100,000	$100,000	**$1,449,639**
SHELTER COVE	$55,275	$0	$0	$60,000	$100,000	$100,000	**$315,275**
WARD FIELD	$224,785	$663,300	$0	$60,000	$100,000	$100,000	**$1,148,085**
WILLITS MUNICIPAL	$718,575	$0	$1,658,250	$60,000	$100,000	$0	**$2,536,825**
LIMITED USE							
DINSMORE	$456,350	$336,072	$887,938	$0	$0	$100,000	**$1,780,360**
GRAVELLY VALLEY	$0	$0	$0	$0	$0	$100,000	**$100,000**
HOOPA	$285,588	$228,470	$0	$0	$0	$100,000	**$614,058**
District 1 Airports Total	$10,714,653	$5,679,322	$4,745,654	$600,000	$1,300,000	$1,250,000	**$24,289,630**
Priority 1 Airports Total	**$4,200,900**	**$619,080**	**$1,733,193**	**$0**	**$100,000**	**$50,000**	**$6,703,173**
Federal AIP Grant (95% of total project cost)	$3,990,855	$588,126	$1,646,533	$0	$95,000	$47,500	**$6,368,014**
FAA AIP State Match (2.5% of AIP Grant)	$99,771	$14,703	$41,163	$0	$2,375	$1,188	**$159,200**
FAA AIP Local Match (2.625% of total project cost)	$110,274	$16,251	$45,496	$0	$2,625	$1,313	**$175,958**
Priority 2 Airports Total	$2,557,390	$829,125	$0	$60,000	$300,000	$200,000	**$3,946,515**
Federal AIP Grant (95% of total project cost)	$2,429,521	$787,669	$0	$57,000	$285,000	$190,000	**$3,749,189**
FAA AIP State Match (2.5% of AIP Grant)	$60,738	$19,692	$0	$1,425	$7,125	$4,750	**$93,730**
FAA AIP Local Match (2.625% of total project cost)	$67,131	$21,765	$0	$1,575	$7,875	$5,250	**$103,596**
Priority A (Non-NPIAS) Airports Total	**$0**	**$1,345,025**	**$0**	**$120,000**	**$200,000**	**$300,000**	**$1,965,025**
State A&D Funds (90% of total project costs)	$0	$1,210,523	$0	$108,000	$180,000	$270,000	**$1,768,523**
Local Match (10% of total project costs)	$0	$134,503	$0	$12,000	$20,000	$30,000	**$196,503**
Priority B (Non-NPIAS) Airports Total	**$578,545**	**$1,050,225**	**$0**	**$120,000**	**$200,000**	**$200,000**	**$2,148,770**
State A&D Funds (90% of total project costs)	$520,691	$945,203	$0	$108,000	$180,000	$180,000	**$1,933,893**
Local Match (10% of total project costs)	$57,855	$105,023	$0	$12,000	$20,000	$20,000	**$214,877**

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

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District 2 All Projects Attribute Details

	Longest Runway Attributes										
Airport by Caltrans Airport Functional Classification[1]	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				150		GOOD	VERY GOOD			50K SW	
REDDING MUNICIPAL	7,000	7,003		150		ASPH-G	89	2006		98,000	S
REGIONAL GENERAL AVIATION				75		GOOD	VERY GOOD			12,500	
BENTON	5,500	2,420	NF- Land	80		ASPH-G	69	2005	$447,216	12,500	U
CHESTER-ROGERS FIELD	8,200	5,000	$2,358,400	100		ASPH-G	100	2005		60,000	U
SUSANVILLE MUNICIPAL	7,750	4,050	$2,045,175	75		ASPH-G	61	2005	$701,663	15,000	U
COMMUNITY GENERAL AVIATION				75		FAIR	VERY GOOD			12,500	
ALTURAS MUNICIPAL	5,600	4,301	$478,682	50	$1,031,800	ASPH-F	48	2006	$496,766	12,000	S
BECKWOURTH NERVINO*	6,000	4,660	$740,685	75		ASPH-P	100	2006		12,000	
CEDARVILLE*	5,800	4,415	$510,373	50	$1,068,650	ASPH-G	74	2006		12,500	
CORNING MUNICIPAL*	3,700	2,700	$368,500	50	$681,725	ASPH-G	79	2005		12,500	
DUNSMUIR MUNI-MOTT	5,000	2,700	$1,017,060	60	$552,750	ASPH-G	87	2005		12,500	
FALL RIVER MILLS	5,000	5,000		75		ASPH-G	98	2005		Unknown	
HAYFORK	4,400	4,115	$157,534	75		ASPH-G	N/A	2005		12,500	
HAPPY CAMP	4,000	3,000	$368,500	50	$737,000	ASPH-G	32	2005	$1,105,500	30,000	
HYAMPOM	3,900	2,980	$406,824	60	$431,145	ASPH-F	91	2005		12,000	
LONNIE POOLE FIELD-WEAVERVILLE	4,400	2,980	$523,270	50	$810,700	ASPH-F	78	2006		5,000	U
MONTAGUE-YREKA - ROHRER FIELD	4,500	3,360	$420,090	50	$829,125	ASPH-G	65	2005	$388,080	12,500	
QUINCY GANSNER	5,000	4,100	$397,980	60	$552,750	ASPH-G	83	2005		12,500	U
RED BLUFF MUNICIPAL	3,700	5,684		100		ASPH-G	94	2005		30,000	S
RUTH	4,600	3,500	$405,350	50	$847,550	ASPH-G	89	2005		12,000	
SCOTT VALLEY	4,600	3,700	$331,650	50	$847,550	ASPH-G	50	2005	$427,350	12,500	
SISKIYOU COUNTY	4,600	7,484		150		ASPH-G	59	2005	$2,593,206	60,000	S
SOUTHARD FIELD	5,400	2,980	$624,239	35	$1,591,920	ASPH-F	49	2005	$240,933	12,500	
TRINITY CENTER/ JAMES E. SWEET	4,400	3,215	$436,673	50	$810,700	ASPH-G	87	2005		10,000	S
TULELAKE	5,400	3,577	$591,162	44	$1,233,738	ASPH-F	37	2005	$1,159,950	12,500	
WEED	4,800	5,000		60	$552,750	ASPH-G	90	2005		12,500	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)
*Acronym and Term Definitions in Glossary

District 2 All Projects Attribute Details (Continued)

	Other Desirable Airport Safety Attributes							
Airport by Caltrans Airport Functional Classification[1]	Visual Aid	Visual Aid Equip. and Install. Cost Estimate	Instrument Approach Procedure	24-Hour On-Field Automated Weather Services	24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate	Available Fuel & Grade	Fuel Equip. and Install. Cost Estimate	Airport Layout Plan[2] (Date)
PRIMARY COMMERCIAL SERVICE NON-HUB	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
REDDING MUNICIPAL	PAPI		ILS	YES		100LL & Jet A		9/1/1995
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
BENTON	PAPI		NONE	NONE	$100,000	100LL & Jet A		9/1/2001
CHESTER-ROGERS FIELD	PAPI		NONE	NONE	$100,000	100LL & Jet A		4/18/2008
SUSANVILLE MUNICIPAL	VASI		NONE	NONE	$100,000	100LL & Jet A		1/1/2001
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
ALTURAS MUNICIPAL	VASI		GPS	YES		100LL & Jet A		9/1/1978
BECKWOURTH NERVINO	S2L-25		NONE	NONE	$100,000	100LL		7/1/1991
CEDARVILLE	NONE	$60,000	NONE	NONE	$100,000	100LL		4/1/1973
CORNING MUNICIPAL	NONE	$60,000	NONE	NONE	$100,000	100LL		6/29/2006
DUNSMUIR MUNI-MOTT	NONE	$60,000	NONE	NONE	$100,000	100LL		6/1/1991
FALL RIVER MILLS	NONE	$60,000	NONE	NONE	$100,000	100LL & Jet A		11/16/2005
HAYFORK	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	10/1/1995
HAPPY CAMP	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	5/1/1987
HYAMPOM	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	10/1/1978
LONNIE POOLE FIELD-WEAVERVILLE	PAPI		NONE	NONE	$100,000	NONE	$100,000	4/1/1994
MONTAGUE-YREKA - ROHRER FIELD	VASI		NONE	NONE	$100,000	100LL		1/1/1981
QUINCY GANSNER	VASI		NONE	NONE	$100,000	100LL		1/1/1990
RED BLUFF MUNICIPAL	VASI		GPS	YES		100LL & Jet A		2/19/2008
RUTH	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	7/1/1989
SCOTT VALLEY	NONE	$60,000	NONE	NONE	$100,000	100LL		6/1/2000
SISKIYOU COUNTY	NONE	$60,000	GPS	YES		100LL & Jet A		5/1/1987
SOUTHARD FIELD	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	
TRINITY CENTER/ JAMES E. SWETT	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	4/1/1995
TULELAKE	NONE	$60,000	NONE	NONE	$100,000	100LL		5/1/1984
WEED	VASI		NONE	NONE	$100,000	100LL		6/1/2000

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 2 All Projects Attribute Details

	Longest Runway Attributes											
Airport by Caltrans Airport Functional Classification[1]	**Min. Std. Length[2] (Feet)**	**Length (Feet)**	**Extension Cost Estimate**	**Width (Feet)**	**Widening Cost Estimate**	**Pavement Condition**	**PCI[3]**	**PCI Report Year**	**Overlay Cost Estimate for Existing Runway**	**Weight Bearing Capacity[4] (In Thousands)**	**Runway Safety Area[5]**
LIMITED USE				**60**		**FAIR**	**VERY GOOD**			**12,500**	
ADIN	5,200	2,850	$692,780	40	$766,480	ASPH-F	46	2006	$263,340	12,500	
BUTTE VALLEY	5,200	4,300	$331,650	50	$383,240	ASPH-G	9	2005	$1,584,550	30,000	
CALIFORNIA PINES	5,300	4,250	$464,310	60		ASPH-G	18	2005	$1,879,350	12,500	
FORT BIDWELL	5,500	3,660	$678,040	50	$405,350	ASPH-G	UNKNOWN			UNKNOWN	
HERLONG	5,000	3,260	$512,952	40	$737,000	ASPH-G	54	2005	$301,224	4,000	
RAVENDALE	6,300	2,920	$747,318	30	$1,392,930	ASPH-G	28	2005	$645,612	UNKNOWN	
SPAULDING	6,100	4,600	$552,750	50	$449,570	ASPH-G	51	2005	$531,300	12,500	
All NPIAS Airports Cost Totals:			**$11,062,643**		**$10,110,903**				**$8,516,200**		
Priority 1 Airports Cost Totals:			**$6,240,179**		**$3,205,950**				**$4,238,850**		
Priority 2 Airports Cost Totals:			**$1,619,558**		**$1,750,375**				**$0**		
Priority A (Non-NPIAS) **Airports Cost Totals:**			**$4,014,439**		**$5,767,025**				**$4,249,839**		
Priority B (Non-NPIAS) **Airports Cost Totals:**			**$1,084,864**		**$836,495**				**$0**		
All Airports Cost Totals:			**$16,161,946**		**$16,714,423**				**$12,766,039**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)

[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 2 All Projects Attribute Details (Continued)

	Other Desirable Airport Safety Attributes							
Airport by Caltrans Airport Functional Classification[1]	**Visual Aid**	**Visual Aid Equip. and Install. Cost Estimate**	**Instrument Approach Procedure**	**24-Hour On-Field Automated Weather Services**	**24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate**	**Available Fuel & Grade**	**Fuel Equip. and Install. Cost Estimate**	**Airport Layout Plan[2] (Date)**
LIMITED USE	**NONE**		**NONE**	**NONE**		**100LL**		
ADIN	NONE		NONE	NONE		NONE	$100,000	3/1/1970
BUTTE VALLEY	NONE		NONE	NONE		NONE	$100,000	6/1/2000
CALIFORNIA PINES	NONE		NONE	NONE		NONE	$100,000	9/1/1978
FORT BIDWELL	NONE		NONE	NONE		NONE	$100,000	11/1/1969
HERLONG	NONE		NONE	NONE		NONE	$100,000	
RAVENDALE	NONE		NONE	NONE		NONE	$100,000	
SPAULDING	NONE		NONE	NONE		NONE	$100,000	
All NPIAS Airports Cost Totals:		**$660,000**			**$1,700,000**		**$600,000**	
Priority 1 Airports Cost Totals:		**$120,000**			**$600,000**		**$200,000**	
Priority 2 Airports Cost Totals:		**$120,000**			**$300,000**		**$0**	
Priority A (Non-NPIAS) **Airports Cost Totals:**		**$60,000**			**$200,000**		**$600,000**	
Priority B (Non-NPIAS) **Airports Cost Totals:**		**$60,000**			**$100,000**		**$200,000**	
All Airports Cost Totals:		**$780,000**			**$2,000,000**		**$1,400,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 2 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			Airport Project Costs Estimate Total
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	
PRIMARY COMMERCIAL SERVICE NON-HUB							
REDDING MUNICIPAL	$0	$0	$0	$0	$0	$0	$0
REGIONAL GENERAL AVIATION							
BENTON	NF- Land	$0	$447,216	$0	$100,000	$0	$547,216
CHESTER-ROGERS FIELD	$2,358,400	$0	$0	$0	$100,000	$0	$2,458,400
SUSANVILLE MUNICIPAL	$2,045,175	$0	$701,663	$0	$100,000	$0	$2,846,838
COMMUNITY GENERAL AVIATION							
ALTURAS MUNICIPAL	$478,682	$1,031,800	$496,766	$0	$0	$0	$2,007,247
BECKWOURTH NERVINO*	$740,685	$0	$0	$0	$100,000	$0	$840,685
CEDARVILLE*	$510,373	$1,068,650	$0	$60,000	$100,000	$0	$1,739,023
CORNING MUNICIPAL*	$368,500	$681,725	$0	$60,000	$100,000	$0	$1,210,225
DUNSMUIR MUNI-MOTT	$1,017,060	$552,750	$0	$60,000	$100,000	$0	$1,729,810
FALL RIVER MILLS	$0	$0	$0	$60,000	$100,000	$0	$160,000
HAYFORK	$157,534	$0	$0	$60,000	$100,000	$100,000	$417,534
HAPPY CAMP	$368,500	$737,000	$1,105,500	$60,000	$100,000	$100,000	$2,471,000
HYAMPOM	$406,824	$431,145	$0	$60,000	$100,000	$100,000	$1,097,969
LONNIE POOLE FIELD-WEAVERVILLE	$523,270	$810,700	$0	$0	$100,000	$100,000	$1,533,970
MONTAGUE-YREKA - ROHRER FIELD	$420,090	$829,125	$388,080	$0	$100,000	$0	$1,737,295
QUINCY GANSNER	$397,980	$552,750	$0	$0	$100,000	$0	$1,050,730
RED BLUFF MUNICIPAL	$0	$0	$0	$0	$0	$0	$0
RUTH	$405,350	$847,550	$0	$60,000	$100,000	$100,000	$1,512,900
SCOTT VALLEY	$331,650	$847,550	$427,350	$60,000	$100,000	$0	$1,766,550
SISKIYOU COUNTY	$0	$0	$2,593,206	$60,000	$0	$0	$2,653,206
SOUTHARD FIELD	$624,239	$1,591,920	$240,933	$60,000	$100,000	$100,000	$2,717,092
TRINITY CENTER/ JAMES E. SWEET	$436,673	$810,700	$0	$60,000	$100,000	$100,000	$1,507,373
TULELAKE	$591,162	$1,233,738	$1,159,950	$60,000	$100,000	$0	$3,144,850
WEED	$0	$552,750	$0	$0	$100,000	$0	$652,750
LIMITED USE							
ADIN	$692,780	$766,480	$263,340	$0	$0	$100,000	$1,822,600
BUTTE VALLEY	$331,650	$383,240	$1,584,550	$0	$0	$100,000	$2,399,440
CALIFORNIA PINES	$464,310	$0	$1,879,350	$0	$0	$100,000	$2,443,660
FORT BIDWELL	$678,040	$405,350	$0	$0	$0	$100,000	$1,183,390
HERLONG	$512,952	$737,000	$301,224	$0	$0	$100,000	$1,651,176
RAVENDALE	$747,318	$1,392,930	$645,612	$0	$0	$100,000	$2,885,860
SPAULDING	$552,750	$449,570	$531,300	$0	$0	$100,000	$1,633,620
District 2 Airports Total	**$16,161,946**	**$16,714,423**	**$12,766,039**	**$780,000**	**$2,000,000**	**$1,400,000**	**$49,822,407**
Priority 1 Airports Total	**$6,240,179**	**$3,205,950**	**$4,238,850**	**$120,000**	**$600,000**	**$200,000**	**$14,604,979**
Federal AIP Grant (95% of total project cost)	$5,928,170	$3,045,653	$4,026,908	$114,000	$570,000	$190,000	$13,874,730
FAA AIP State Match (2.5% of AIP Grant)	$148,204	$76,141	$100,673	$2,850	$14,250	$4,750	$346,868
FAA AIP Local Match (2.625% of total project cost)	$163,805	$84,156	$111,270	$3,150	$15,750	$5,250	$383,381
Priority 2 Airports Total	$1,619,558	$1,750,375	$0	$120,000	$300,000	$0	$3,789,933
Federal AIP Grant (95% of total project cost)	$1,538,580	$1,662,856	$0	$114,000	$285,000	$0	$3,600,436
FAA AIP State Match (2.5% of AIP Grant)	$38,464	$41,571	$0	$2,850	$7,125	$0	$90,011
FAA AIP Local Match (2.625% of total project cost)	$42,513	$45,947	$0	$3,150	$7,875	$0	$99,486
Priority A (Non-NPIAS) **Airports Total**	**$4,014,439**	**$5,767,025**	**$4,249,839**	**$60,000**	**$200,000**	**$600,000**	**$14,891,303**
State A&D Funds (90% of total project costs)	$3,612,995	$5,190,323	$3,824,855	$54,000	$180,000	$540,000	$13,402,173
Local Match (10% of total project costs)	$401,444	$576,703	$424,984			$60,000	$1,489,130
Priority B (Non-NPIAS) **Airports Total**	**$1,084,864**	**$836,495**	**$0**	**$60,000**	**$100,000**	**$200,000**	**$2,281,359**
State A&D Funds (90% of total project costs)	$976,378	$752,846	$0	$54,000	$90,000	$180,000	$2,053,223
Local Match (10% of total project costs)	$108,486	$83,650	$0	$6,000	$10,000	$20,000	$228,136

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

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District 3 All Projects Attribute Details

Airport by Caltrans Airport Functional Classification[1]	Longest Runway Attributes										
	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				150		GOOD	VERY GOOD			50K SW	
CHICO MUNICIPAL	7,000	6,724	$305,118	150		ASPH-G	78	2005		63,000	S
METROPOLITAN GENERAL AVIATION				100		GOOD	VERY GOOD			50K SW	
MCCLELLAN AIRFIELD*	5,000	10,600		200		CONC-G	N/A			155,000	
SACRAMENTO EXECUTIVE	5,000	5,503		150		ASPH-G	71	2006		60,000	
SACRAMENTO MATHER*	5,000	11,301		150		CONC	75	2006		160,000	
REGIONAL GENERAL AVIATION				75		GOOD	VERY GOOD			12,500	
AUBURN MUNICIPAL	6,000	3,700	$1,017,060	60	$663,300	ASPH-G	100	2005		30,000	S
LAKE TAHOE*	11,100	8,544	NF-Envir.	150		ASPH-G	100	2005		70,000	
LINCOLN REGIONAL	5,500	6,001		100		ASPH-G	81	2005		30,000	
NEVADA COUNTY AIRPARK*	7,400	4,350	$1,685,888	75		ASPH-G	95	2005		30,000	
OROVILLE MUNICIPAL	5,500	6,000		100		ASPH-G	100	2005		60,000	S
PLACERVILLE	6,100	4,200	NF - Terrain	75		ASPH-G	89	2005		26,000	NF-Terrain
TRUCKEE-TAHOE	10,800	7,000	$2,800,600	100		ASPH-G	61	2006	$1,617,000	60,000	S
YUBA COUNTY	5,500	6,006		150		ASPH-G	96	2006		75,000	S
COMMUNITY GENERAL AVIATION				75		FAIR	VERY GOOD			12,500	
BROWNSVILLE AERO PINES	4,400	2,320	NF- Land	20	$1,783,540	CONC-F	UNKNOWN			Unknown	
CAMERON AIR PARK	4,000	4,060		50	$748,055	ASPH-G	93	2005		Unknown	
COLUSA COUNTY	3,600	3,000	$265,320	60	$397,980	ASPH-G	78	2006		10,000	
ELK GROVE	3,600	2,780	$211,519	35	$1,061,280	ASPH-G	UNKNOWN			12,500	
FRANKLIN FIELD	3,600	3,240	$159,192	60	$397,980	ASPH-G	68	2005	$449,064	30,000	U
GEORGETOWN	4,500	2,980	NF - Terrain	60	$497,475	ASPH-G	70	2005	$413,028	22,000	
HAIGH FIELD	3,700	4,500		60	$497,475	ASPH-G	93	2005		30,000	
RANCHO MURIETA	3,600	3,800		75		ASPH-G	N/A			Unknown	
RIO LINDA	3,600	2,620	NF - Terrain	42	$875,556	ASPH-G	N/A			12,500	
SUTTER COUNTY	3,600	3,040	$309,540	75		ASPH-G	100	2005		Unknown	
UNIVERSITY	3,600	3,185	$152,928	50	$663,300	ASPH-G	93	2006		Unknown	
WATTS-WOODLAND	3,700	3,770		60	$416,774	ASPH-G	N/A			12,500	
WILLOWS - GLENN COUNTY*	3,700	4,506		100		ASPH-G	100	2005		38,000	U
YOLO COUNTY DAVIS WOODLAND*	3,600	6,000		100		ASPH-G	100	2005	$1,386,000	30,000	S
LIMITED USE				60		FAIR	VERY GOOD			12,500	
BLUE CANYON	6,200	3,300	$1,068,650	50	$456,940	ASPH-G	93	2005		12,500	
SIERRAVILLE DEARWATER	5,900	3,260	$972,840	50	$434,830	ASPH-F	22	2005	$1,201,310	12,500	
All NPIAS Airports Cost Totals:			**$6,695,645**		**$3,865,565**				**$3,865,092**		
Priority 1 Airports Cost Totals:			**$4,122,778**		**$663,300**				**$1,617,000**		
Priority 2 Airports Cost Totals:			**$1,685,888**		**$0**				**$1,386,000**		
Priority A (Non-NPIAS) Airports Cost Totals:			**$972,840**		**$434,830**				**$1,201,310**		
Priority B (Non-NPIAS) Airports Cost Totals:			**$1,280,169**		**$4,594,090**				**$0**		
All Airports Cost Totals:			**$8,948,654**		**$8,894,485**				**$5,066,402**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)

[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 3 All Projects Attribute Details (Continued)

Other Desirable Airport Safety Attributes								
Airport by Caltrans Airport Functional Classification[1]	**Visual Aid**	**Visual Aid Equip. and Install. Cost Estimate**	**Instrument Approach Procedure**	**24-Hour On-Field Automated Weather Services**	**24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate**	**Available Fuel & Grade**	**Fuel Equip. and Install. Cost Estimate**	**Airport Layout Plan[2] (Date)**
PRIMARY COMMERCIAL SERVICE NON-HUB	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
CHICO MUNICIPAL	PAPI		ILS	YES		100LL & Jet A		6/12/2002
METROPOLITAN GENERAL AVIATION	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
MCCLELLAN AIRFIELD*	PAPI		ILS	NONE	$100,000	100LL & Jet A		4/1/2001
SACRAMENTO EXECUTIVE	VASI		ILS	YES		100LL & Jet A		4/1/1991
SACRAMENTO MATHER	VASI		ILS	YES		100LL & Jet A		9/2/2005
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
AUBURN MUNICIPAL	PAPI		GPS	YES		100LL & Jet A		6/1/2002
LAKE TAHOE	PAPI		GPS	YES		100LL & Jet A		5/14/2008
LINCOLN REGIONAL	VASI		ILS	YES		100LL & Jet A		5/19/2008
NEVADA COUNTY AIRPARK*	VASI		GPS	NONE	$100,000	100LL & Jet A		6/1/1992
OROVILLE MUNICIPAL	PAPI		GPS	YES		100LL & Jet A		9/1/1994
PLACERVILLE	VASI		GPS	NONE	$100,000	100LL & Jet A		11/1/1994
TRUCKEE-TAHOE	VASI		GPS	YES		100LL & Jet A		3/1/2007
YUBA COUNTY	VASI		ILS	YES		100LL & Jet A		5/28/2008
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
BROWNSVILLE AERO PINES	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	9/1/1949
CAMERON AIR PARK	PAPI		NONE	NONE	$100,000	100LL		4/1/2002
COLUSA COUNTY	NONE	$60,000	GPS	NONE	$100,000	100LL		6/1/2002
ELK GROVE	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	6/1/1972
FRANKLIN FIELD	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	1/1/1989
GEORGETOWN	PAPI		NONE	NONE	$100,000	100LL		1/1/1992
HAIGH FIELD	PAPI		GPS	NONE	$100,000	100LL		9/1/1990
RANCHO MURIETA	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	2/1/1969
RIO LINDA	VAPI		NONE	NONE	$100,000	100LL		
SUTTER COUNTY	VAPI		NONE	Unknown		100LL		4/1/2000
UNIVERSITY	PAPI		GPS	YES		100LL		1/10/2008
WATTS-WOODLAND	VAPI		GPS	NONE	$100,000	100LL & Jet A		
WILLOWS - GLENN COUNTY*	VASI		GPS	NONE	$100,000	100LL		2/13/2008
YOLO COUNTY DAVIS WOODLAND*	NONE	$60,000	GPS	NONE	$100,000	NONE	$100,000	3/1/2001
LIMITED USE	**NONE**		**NONE**	**NONE**		**100LL**		
BLUE CANYON	NONE		NONE	YES		NONE	$100,000	
SIERRAVILLE DEARWATER	NONE		NONE	NONE		NONE	$100,000	4/1/1978
All NPIAS Airports Cost Totals:		**$240,000**			**$1,100,000**		**$300,000**	
Priority 1 Airports Cost Totals:		**$0**			**$100,000**		**$0**	
Priority 2 Airports Cost Totals:		**$60,000**			**$400,000**		**$100,000**	
Priority A (Non-NPIAS) Airports Cost Totals:		**$0**			**$0**		**$100,000**	
Priority B (Non-NPIAS) Airports Cost Totals:		**$120,000**			**$400,000**		**$300,000**	
All Airports Cost Totals:		**$360,000**			**$1,500,000**		**$700,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 3 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			Airport Project Costs Estimate Total
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	
PRIMARY COMMERCIAL SERVICE NON-HUB							
CHICO MUNICIPAL	$305,118	$0	$0	$0	$0	$0	**$305,118**
METROPOLITAN GENERAL AVIATION							
MCCLELLAN AIRFIELD*	$0	$0	$0	$0	$100,000	$0	**$100,000**
SACRAMENTO EXECUTIVE	$0	$0	$0	$0	$0	$0	**$0**
SACRAMENTO MATHER*	$0	$0	$0	$0	$0	$0	**$0**
REGIONAL GENERAL AVIATION							
AUBURN MUNICIPAL	$1,017,060	$663,300	$0	$0	$0	$0	**$1,680,360**
LAKE TAHOE*	NF-Envir.	$0	$0	$0	$0	$0	**$0**
LINCOLN REGIONAL	$0	$0	$0	$0	$0	$0	**$0**
NEVADA COUNTY AIRPARK*	$1,685,888	$0	$0	$0	$100,000	$0	**$1,785,888**
OROVILLE MUNICIPAL	$0	$0	$0	$0	$0	$0	**$0**
PLACERVILLE	NF - Terrain	$0	$0	$0	$100,000	$0	**$100,000**
TRUCKEE-TAHOE	$2,800,600	$0	$1,617,000	$0	$0	$0	**$4,417,600**
YUBA COUNTY	$0	$0	$0	$0	$0	$0	**$0**
COMMUNITY GENERAL AVIATION							
BROWNSVILLE AERO PINES	NF- Land	$1,783,540	$0	$60,000	$100,000	$100,000	**$2,043,540**
CAMERON AIR PARK	$0	$748,055	$0	$0	$100,000	$0	**$848,055**
COLUSA COUNTY	$265,320	$397,980	$0	$60,000	$100,000	$0	**$823,300**
ELK GROVE	$211,519	$1,061,280	$0	$60,000	$100,000	$100,000	**$1,532,799**
FRANKLIN FIELD	$159,192	$397,980	$449,064	$60,000	$100,000	$100,000	**$1,266,236**
GEORGETOWN	NF - Terrain	$497,475	$413,028	$0	$100,000	$0	**$1,010,503**
HAIGH FIELD	$0	$497,475	$0	$0	$100,000	$0	**$597,475**
RANCHO MURIETA	$0	$0	$0	$60,000	$100,000	$100,000	**$260,000**
RIO LINDA	NF - Terrain	$875,556	$0	$0	$100,000	$0	**$975,556**
SUTTER COUNTY	$309,540	$0	$0	$0	$0	$0	**$309,540**
UNIVERSITY	$152,928	$663,300	$0	$0	$0	$0	**$816,228**
WATTS-WOODLAND	$0	$416,774	$0	$0	$100,000	$0	**$516,774**
WILLOWS - GLEN COUNTY*	$0	$0	$0	$0	$100,000	$0	**$100,000**
YOLO COUNTY DAVIS WOODLAND*	$0	$0	$1,386,000	$60,000	$100,000	$100,000	**$1,646,000**
LIMITED USE							
BLUE CANYON	$1,068,650	$456,940	$0	$0	$0	$100,000	**$1,625,590**
SIERRAVILLE DEARWATER	$972,840	$434,830	$1,201,310	$0	$0	$100,000	**$2,708,980**
District 3 Airports Total	**$8,948,654**	**$8,894,485**	**$5,066,402**	**$360,000**	**$1,500,000**	**$700,000**	**$25,469,541**
Priority 1 Airports Total	**$4,122,778**	**$663,300**	**$1,617,000**	**$0**	**$100,000**	**$0**	**$6,503,078**
Federal AIP Grant (95% of total project cost)	$3,916,639	$630,135	$1,536,150	$0	$95,000	$0	**$6,177,924**
FAA AIP State Match (2.5% of AIP Grant)	$97,916	$15,753	$38,404	$0	$2,375	$0	**$154,448**
FAA AIP Local Match (2.625% of total project cost)	$108,223	$17,412	$42,446	$0	$2,625	$0	**$170,706**
Priority 2 Airports Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Federal AIP Grant (95% of total project cost)	$0	$0	$0	$0	$0	$0	**$0**
FAA AIP State Match (2.5% of AIP Grant)	$0	$0	$0	$0	$0	$0	**$0**
FAA AIP Local Match (2.625% of total project cost)	$0	$0	$0	$0	$0	$0	**$0**
Priority A (Non-NPIAS) Airports Total	**$972,840**	**$434,830**	**$1,201,310**	**$0**	**$0**	**$100,000**	**$2,708,980**
State A&D Funds (90% of total project costs)	$875,556	$391,347	$1,081,179	$0	$0	$90,000	**$2,438,082**
Local Match (10% of total project costs)	$97,284	$43,483	$120,131	$0	$0	$10,000	**$270,898**
Priority B (Non-NPIAS) Airports Total	**$1,280,169**	**$4,594,090**	**$0**	**$120,000**	**$400,000**	**$300,000**	**$6,694,259**
State A&D Funds (90% of total project costs)	$1,152,152	$4,134,681	$0	$108,000	$360,000	$270,000	**$6,024,833**
Local Match (10% of total project costs)	$128,017	$459,409	$0	$12,000	$40,000	$30,000	**$669,426**

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

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District 4 All Projects Attribute Details

	Longest Runway Attributes										
Airport by Caltrans Airport Functional Classification[1]	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				150		GOOD	VERY GOOD			50K SW	
CHARLES M. SCHULZ / SONOMA COUNTY	7,000	5,115	$2,083,868	150		ASPH-G	96	2006		35,000	
METROPOLITAN GENERAL AVIATION				100		GOOD	VERY GOOD			50K SW	
BUCHANAN FIELD*	5,000	5,010	$0	150		CONC-G	73	2005		60,000	
HAYWARD EXECUTIVE	5,000	5,694	$0	150		ASPH-G	91	2005		30,000	
LIVERMORE MUNICIPAL	5,000	5,255	$0	100		ASPH-G	99	2005		45,000	
PALO ALTO	5,000	2,443	NF - Envir.	68	$1,179,200	ASPH-F	77	2006		UNKNOWN	U
REID HILLVIEW	5,000	3,101	NF - Land	75	$921,250	ASPH-G	62	2006	$537,248	17,000	U
SAN CARLOS*	5,000	2,600	NF - Envir.	75	$921,250	ASPH-G	48	2005	$450,450	12,500	
REGIONAL GENERAL AVIATION				75		GOOD	VERY GOOD			12,500	
GNOSS FIELD*	5,500	3,300	$1,216,050	75		ASPH-G	90	2005		26,000	
HALF MOON BAY*	5,500	5,000	$552,750	150		CONC-F	94	2005		30,000	
NAPA COUNTY	5,500	5,931	$0	150		CONC-F	95	2005		30,000	
NUT TREE	5,500	4,700	$442,200	75		ASPH-G	94	2005		30,000	
PETALUMA MUNICIPAL	5,500	3,600	$1,050,225	75		ASPH-F	95	2005		12,500	
RIO VISTA MUNICIPAL	5,500	4,200	$574,860	60	$608,025	ASPH-G	80	2005		30,000	
SOUTH COUNTY	5,500	3,100	$1,326,600	75		ASPH-G	39	2006	$1,713,525	12,500	U
COMMUNITY GENERAL AVIATION				75		FAIR	VERY GOOD			12,500	
BYRON	3,600	4,500	$0	100		ASPH-G	98	2005		UNKNOWN	
CLOVERDALE MUNICIPAL	3,600	3,155	$196,779	60	$397,980	ASPH-G	71	2005		12,000	
HEALDSBURG MUNICIPAL	3,600	2,707	$394,885	60	$397,980	ASPH-G	100	2005		12,500	
PARRETT FIELD	4,200	3,217	$362,236	50	$773,850	ASPH-F	UNKNOWN			UNKNOWN	
SONOMA SKYPARK	3,500	2,480	$300,696	40	$902,825	ASPH-F	UNKNOWN			8,000	
SONOMA VALLEY	3,500	2,700	$265,320	45	$773,850	ASPH-G	UNKNOWN			12,500	
All NPIAS Airports Cost Totals:			**$7,838,216**		**$4,425,685**				**$2,701,223**		
Priority 1 Airports Cost Totals:			**$5,232,332**		**$3,106,455**				**$2,250,773**		
Priority 2 Airports Cost Totals:			**$1,768,800**		**$921,250**				**$450,450**		
Priority A (Non-NPIAS) Airports Cost Totals:			**$928,252**		**$2,450,525**				**$0**		
Priority B (Non-NPIAS) Airports Cost Totals:			**$0**		**$0**				**$0**		
All Airports Cost Totals:			**$8,766,468**		**$6,876,210**				**$2,701,223**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)

[5]Runway Safety Area Minimum Standard (Satisfactory); Unsatisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 4 All Projects Attribute Details (Continued)

Airport by Caltrans Airport Functional Classification[1]	Other Desirable Airport Safety Attributes							
	Visual Aid	Visual Aid Equip. and Install. Cost Estimate	Instrument Approach Procedure	24-Hour On-Field Automated Weather Services	24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate	Available Fuel & Grade	Fuel Equip. and Install. Cost Estimate	Airport Layout Plan[2] (Date)
PRIMARY COMMERCIAL SERVICE NON-HUB	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
CHARLES M. SCHULZ / SONOMA COUNTY	VASI		ILS	YES		100LL & Jet A		4/25/2008
METROPOLITAN GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
BUCHANAN FIELD*	VASI		LOC/LDA	YES		100LL & Jet A		8/1/1995
HAYWARD EXECUTIVE	VASI		ILS	YES		100LL & Jet A		2/12/2007
LIVERMORE MUNICIPAL	PAPI		ILS	YES		100LL & Jet A		2/1/2008
PALO ALTO	NONE	$60,000	GPS	NONE	$100,000	100LL & Jet A		9/11/2008
REID HILLVIEW	VASI		NONE	NONE	$100,000	100LL	$50,000	9/11/2008
SAN CARLOS*	VASI		GPS	NONE	$100,000	100LL & Jet A		6/1/1985
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
GNOSS FIELD*	VASI		GPS	YES		100LL & Jet A		10/17/2006
HALF MOON BAY*	VASI		GPS	NONE	$100,000	100LL	$50,000	10/3/2006
NAPA COUNTY	PAPI		ILS	YES		100LL & Jet A		10/3/2005
NUT TREE	VASI		GPS	YES		100LL & Jet A		10/1/2001
PETALUMA MUNICIPAL	PAPI		GPS	NONE	$100,000	100LL & Jet A		1/4/2010
RIO VISTA MUNICIPAL	PAPI		GPS	NONE	$100,000	100LL	$50,000	8/1/1994
SOUTH COUNTY	PAPI		GPS	NONE	$100,000	100LL	$50,000	11/18/2009
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
BYRON	NONE	$60,000	GPS	YES		NONE	$100,000	3/1/1998
CLOVERDALE MUNICIPAL	VASI		GPS	NONE	$100,000	NONE	$100,000	10/1/1988
HEALDSBURG MUNICIPAL	NONE	$60,000	NONE	NONE		100LL		12/1/2001
PARRETT FIELD	VASI		NONE	NONE		100LL		12/1/2001
SONOMA SKYPARK	NONE	$60,000	NONE	NONE		100LL		
SONOMA VALLEY	NONE	$60,000	NONE	NONE		100LL		
All NPIAS Airports Cost Totals:		**$180,000**			**$800,000**		**$400,000**	
Priority 1 Airports Cost Totals:		**$120,000**			**$600,000**		**$350,000**	
Priority 2 Airports Cost Totals:		**$0**			**$200,000**		**$50,000**	
Priority A (Non-NPIAS) **Airports Cost Totals:**		**$120,000**			**$0**		**$0**	
Priority B (Non-NPIAS) **Airports Cost Totals:**		**$0**			**$0**		**$0**	
All Airports Cost Totals:		**$300,000**			**$800,000**		**$400,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 4 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Facility Attributes Cost Estimates			Airport Project Costs Estimate Total
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	
PRIMARY COMMERCIAL SERVICE NON-HUB							
CHARLES M. SCHULZ / SONOMA COUNTY	$2,083,868	$0	$0	$0	$0	$0	**$2,083,868**
METROPOLITAN GENERAL AVIATION							
BUCHANAN FIELD*	$0	$0	$0	$0	$0	$0	**$0**
HAYWARD EXECUTIVE	$0	$0	$0	$0	$0	$0	**$0**
LIVERMORE MUNICIPAL	$0	$0	$0	$0	$0	$0	**$0**
PALO ALTO	NF - Envir.	$1,179,200	$0	$60,000	$100,000	$0	**$1,339,200**
REID HILLVIEW	NF - Land	$921,250	$537,248	$0	$100,000	$50,000	**$1,608,498**
SAN CARLOS*	NF - Envir.	$921,250	$450,450	$0	$100,000	$0	**$1,471,700**
REGIONAL GENERAL AVIATION							
GNOSS FIELD*	$1,216,050	$0	$0	$0	$0	$0	**$1,216,050**
HALF MOON BAY*	$552,750	$0	$0	$0	$100,000	$50,000	**$702,750**
NAPA COUNTY	$0	$0	$0	$0	$0	$0	**$0**
NUT TREE	$442,200	$0	$0	$0	$0	$0	**$442,200**
PETALUMA MUNICIPAL	$1,050,225	$0	$0	$0	$100,000	$0	**$1,150,225**
RIO VISTA MUNICIPAL	$574,860	$608,025	$0	$0	$100,000	$50,000	**$1,332,885**
SOUTH COUNTY	$1,326,600	$0	$1,713,525	$0	$100,000	$50,000	**$3,190,125**
COMMUNITY GENERAL AVIATION							
BYRON	$0	$0	$0	$60,000	$0	$100,000	**$160,000**
CLOVERDALE MUNICIPAL	$196,779	$397,980	$0	$0	$100,000	$100,000	**$794,759**
HEALDSBURG MUNICIPAL	$394,885	$397,980	$0	$60,000	$0	$0	**$852,865**
PARRETT FIELD	$362,236	$773,850	$0	$0	$0	$0	**$1,136,086**
SONOMA SKYPARK	$300,696	$902,825	$0	$60,000	$0	$0	**$1,263,521**
SONOMA VALLEY	$265,320	$773,850	$0	$60,000	$0	$0	**$1,099,170**
District 4 Airports Total	**$8,766,468**	**$6,876,210**	**$2,701,223**	**$300,000**	**$800,000**	**$400,000**	**$19,843,901**
Priority 1 Airports Total	**$5,232,332**	**$3,106,455**	**$2,250,773**	**$120,000**	**$600,000**	**$350,000**	**$11,659,560**
Federal AIP Grant (95% of total project cost)	$4,970,715	$2,951,132	$2,138,235	$114,000	$570,000	$332,500	**$11,076,582**
FAA AIP State Match (2.5% of AIP Grant)	$124,268	$73,778	$53,456	$2,850	$14,250	$8,313	**$276,915**
FAA AIP Local Match (2.625% of total project cost)	$137,349	$81,544	$59,083	$3,150	$15,750	$9,188	**$306,063**
Priority 2 Airports Total	$1,768,800	$921,250	$450,450	$0	$200,000	$50,000	**$3,390,500**
Federal AIP Grant (95% of total project cost)	$1,680,360	$875,188	$427,928	$0	$190,000	$47,500	**$3,220,975**
FAA AIP State Match (2.5% of AIP Grant)	$42,009	$21,880	$10,698	$0	$4,750	$1,188	**$80,524**
FAA AIP Local Match (2.625% of total project cost)	$46,431	$24,183	$11,824	$0	$5,250	$1,313	**$89,001**
Priority A (Non-NPIAS) **Airports Total**	**$928,252**	**$2,450,525**	**$0**	**$120,000**	**$0**	**$0**	**$3,498,777**
State A&D Funds (90% of total project costs)	$835,426	$2,205,473	$0	$108,000	$0	$0	**$3,148,899**
Local Match (10% of total project costs)	$92,825	$245,053	$0			$0	**$337,878**
Priority B (Non-NPIAS) **Airports Total**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
State A&D Funds (90% of total project costs)	$0	$0	$0	$0	$0	$0	**$0**
Local Match (10% of total project costs)	$0	$0	$0	$0	$0	$0	**$0**

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

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District 5 All Projects Attribute Details

Airport by Caltrans Airport Functional Classification[1]	Longest Runway Attributes										
	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				**150 Feet**		**GOOD**	**VERY GOOD**			**50K SW**	
MONTEREY PENINSULA	7,000	7,598		150		ASPH-G	94	2005		100,000	
SAN LUIS OBISPO COUNTY	7,000	6,100	$2,433,206	150		ASPH-G	97	2005		50,000	S
SANTA MARIA PUBLIC	7,000	6,300	$773,850	150		ASPH-G	84	2006		75,000	S
REGIONAL GENERAL AVIATION				**75 Feet**		**GOOD**	**VERY GOOD**			**12,500**	
HOLLISTER MUNICIPAL*	5,500	6,350		100		ASPH-G	83	2005		30,000	
PASO ROBLES MUNICIPAL*	5,600	6,009		150		ASPH-F	100	2005		60,000	
SALINAS MUNICIPAL	5,500	6,000		150		ASPH-G	93	2005		25,000	S
WATSONVILLE MUNICIPAL	5,500	4,501	$1,104,395	150		ASPH-G	75	2005		81,000	S
COMMUNITY GENERAL AVIATION				**75 Feet**		**FAIR**	**VERY GOOD**			**12,500**	
FRAZIER LAKE AIRPARK	3,600	2,500	$810,700	100		TURF-G	N/A			Unknown	
LOMPOC*	3,500	3,600		100		ASPH-F	85	2005		17,000	
MARINA MUNICIPAL	3,600	3,000	$331,650	75		FAIR	97	2005		20,000	
MESA DEL REY	3,700	4,485		100		ASPH-G	82	2005		12,000	
SANTA YNEZ	3,700	2,804	$495,264	75		GOOD	74	2005		12,500	
LIMITED USE				**60 Feet**		**FAIR**	**VERY GOOD**			**12,500**	
NEW CUYAMA	3,800	3,940		60		ASPH-G	0	2005	$1,742,268	Unknown	
OCEANO COUNTY	3,000	2,325	$248,738	50	$221,100	ASPH-F	97	2005		12,500	
All NPIAS Airports Cost Totals:			**$5,387,102**		**$221,100**				**$0**		
Priority 1 Airports Cost Totals:			**$4,311,450**		**$0**				**$0**		
Priority 2 Airports Cost Totals:			**$0**		**$0**				**$0**		
Priority A (Non-NPIAS) **Airports Cost Totals:**			**$0**		**$0**				**$1,742,268**		
Priority B (Non-NPIAS) **Airports Cost Totals:**			**$810,700**		**$0**				**$0**		
All Airports Cost Totals:			**$6,197,802**		**$221,100**				**$1,742,268**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 5 All Projects Attribute Details (Continued)

	Other Desirable Airport Safety Attributes							
Airport by Caltrans Airport Functional Classification[1]	**Visual Aid**	**Visual Aid Equip. and Install. Cost Estimate**	**Instrument Approach Procedure**	**24-Hour On-Field Automated Weather Services**	**24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate**	**Available Fuel & Grade**	**Fuel Equip. and Install. Cost Estimate**	**Airport Layout Plan[2] (Date)**
PRIMARY COMMERCIAL SERVICE NON-HUB	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
MONTEREY PENINSULA	VASI		ILS	YES		100LL & Jet A		2/19/2008
SAN LUIS OBISPO COUNTY	VASI		ILS	YES		100LL & Jet A		6/1/1997
SANTA MARIA PUBLIC	VASI		ILS	YES		100LL & Jet A		9/14/2009
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
HOLLISTER MUNICIPAL*	PAPI		GPS	NONE	$100,000	100LL & Jet A		8/24/2009
PASO ROBLES MUNICIPAL*	PAPI		GPS	YES		100LL & Jet A		11/8/2005
SALINAS MUNICIPAL	VASI		ILS	YES		100LL & Jet A		9/1/2000
WATSONVILLE MUNICIPAL	VASI		LOC/LDA	YES		100LL & Jet A		9/1/1994
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
FRAZIER LAKE AIRPARK	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	11/20/2000
LOMPOC*	VASI		GPS	YES		100LL		12/12/2001
MARINA MUNICIPAL	NONE	$60,000	GPS	NONE	$100,000	100LL		2/9/2010
MESA DEL REY	VASI		NONE	NONE	$100,000	100LL & Jet A		2/15/2008
SANTA YNEZ	VASI		GPS	NONE	$100,000	100LL & Jet A		9/29/2008
LIMITED USE	**NONE**		**NONE**	**NONE**		**100LL**		
NEW CUYAMA	NONE		NONE	NONE		NONE	$100,000	
OCEANO COUNTY	NONE		NONE	NONE		100LL		10/1/1986
All NPIAS Airports Cost Totals:		**$60,000**			**$400,000**		**$0**	
Priority 1 Airports Cost Totals:		**$0**			**$0**		**$0**	
Priority 2 Airports Cost Totals:		**$0**			**$100,000**		**$0**	
Priority A (Non-NPIAS) **Airports Cost Totals:**		**$0**			**$0**		**$100,000**	
Priority B (Non-NPIAS) **Airports Cost Totals:**		**$60,000**			**$100,000**		**$100,000**	
All Airports Cost Totals:		**$120,000**			**$500,000**		**$200,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 5 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			Airport Project Costs Estimate Total
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	
PRIMARY COMMERCIAL SERVICE NON-HUB							
MONTEREY PENINSULA	$0	$0	$0	$0	$0	$0	**$0**
SAN LUIS OBISPO COUNTY	$2,433,206	$0	$0	$0	$0	$0	**$2,433,206**
SANTA MARIA PUBLIC	$773,850	$0	$0	$0	$0	$0	**$773,850**
REGIONAL GENERAL AVIATION							
HOLLISTER MUNICIPAL*	$0	$0	$0	$0	$100,000	$0	**$100,000**
PASO ROBLES MUNICIPAL*	$0	$0	$0	$0	$0	$0	**$0**
SALINAS MUNICIPAL	$0	$0	$0	$0	$0	$0	**$0**
WATSONVILLE MUNICIPAL	$1,104,395	$0	$0	$0	$0	$0	**$1,104,395**
COMMUNITY GENERAL AVIATION							
FRAZIER LAKE AIRPARK	$810,700	$0	$0	$60,000	$100,000	$100,000	**$1,070,700**
LOMPOC*	$0	$0	$0	$0	$0	$0	**$0**
MARINA MUNICIPAL	$331,650	$0	$0	$60,000	$100,000	$0	**$491,650**
MESA DEL REY	$0	$0	$0	$0	$100,000	$0	**$100,000**
SANTA YNEZ	$495,264	$0	$0	$0	$100,000	$0	**$595,264**
LIMITED USE							
NEW CUYAMA	$0	$0	$1,742,268	$0	$0	$100,000	**$1,842,268**
OCEANO COUNTY	$248,738	$221,100	$0	$0	$0	$0	**$469,838**
District 5 Airports Total	**$6,197,802**	**$221,100**	**$1,742,268**	**$120,000**	**$500,000**	**$200,000**	**$8,981,170**
Priority 1 Airports Total	**$4,311,450**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,311,450**
Federal AIP Grant (95% of total project cost)	$4,095,878	$0	$0	$0	$0	$0	**$4,095,878**
FAA AIP State Match (2.5% of AIP Grant)	$102,397	$0	$0	$0	$0	$0	**$102,397**
FAA AIP Local Match (2.625% of total project cost)	$113,176	$0	$0	$0	$0	$0	**$113,176**
Priority 2 Airports Total	$0	$0	$0	$0	$100,000	$0	**$100,000**
Federal AIP Grant (95% of total project cost)	$0	$0	$0	$0	$95,000	$0	**$95,000**
FAA AIP State Match (2.5% of AIP Grant)	$0	$0	$0	$0	$2,375	$0	**$2,375**
FAA AIP Local Match (2.625% of total project cost)	$0	$0	$0	$0	$2,625	$0	**$2,625**
Priority A (Non-NPIAS) **Airports Total**	**$0**	**$0**	**$1,742,268**	**$0**	**$0**	**$100,000**	**$1,842,268**
State A&D Funds (90% of total project costs)	$0	$0	$1,568,041	$0	$0	$90,000	**$1,658,041**
Local Match (10% of total project costs)	$0	$0	$174,227	$0	$0	$10,000	**$184,227**
Priority B (Non-NPIAS) **Airports Total**	**$810,700**	**$0**	**$0**	**$60,000**	**$100,000**	**$100,000**	**$1,070,700**
State A&D Funds (90% of total project costs)	$729,630	$0	$0	$54,000	$90,000	$90,000	**$963,630**
Local Match (10% of total project costs)	$81,070	$0	$0	$6,000	$10,000	$10,000	**$107,070**

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

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District 6 All Projects Attribute Details

Airport by Caltrans Airport Functional Classification[1]	Longest Runway Attributes										
	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				150		GOOD	VERY GOOD			50K SW	
INYOKERN*	7,000	7,100		75	$3,924,525	ASPH-G	91	2005		24,000	
MEADOWS FIELD	7,000	10,857		150		ASPH-G	61	2006	$3,761,951	110,000	S
VISALIA MUNICIPAL	7,000	6,559	$487,526	150		ASPH-G	100	2005		60,000	NF-LU
REGIONAL GENERAL AVIATION				75		GOOD	VERY GOOD			12,500	
BAKERSFIELD MUNICIPAL	5,500	4,000	$829,125	75		ASPH-G	100	2006		20,000	
DELANO MUNICIPAL	5,500	3,650	$681,725	50	$1,013,375	ASPH-G	67	2006	$421,575	Unknown	S
FRESNO CHANDLER DOWNTOWN	5,500	3,626	$1,270,220	75		ASPH-G	99	2006		17,000	
HANFORD MUNICIPAL*	5,500	5,180	$176,880	75		ASPH-G	100	2005		15,000	
MADERA MUNICIPAL*	5,500	5,544		150		ASPH-G	86	2005		30,000	
MEFFORD FIELD	5,500	3,914	$876,662	75		ASPH-G	92	2005		12,500	
MOJAVE	8,400	12,500		200		ASPH-G	88	2005		200,000	S
PORTERVILLE MUNICIPAL*	5,500	5,908		150		ASPH-G	92	2005		30,000	
SHAFTER-MINTER FIELD	5,500	4,520	$722,260	100		ASPH-G	93	2006		22,000	S
TEHACHAPI MUNICIPAL	8,100	4,035	$1,497,953	50	$1,492,425	ASPH-P	100	2005	$710,000	Unknown	S
COMMUNITY GENERAL AVIATION				75		FAIR	VERY GOOD			12,500	
CALIFORNIA CITY MUNICIPAL*	4,800	6,025		60	$666,064	ASPH-G	94	2005		26,000	
CHOWCHILLA	3,700	3,250	$198,990	60	$409,035	ASPH-G	76	2005		12,500	
COALINGA MUNICIPAL	3,800	5,000		100		ASPH-G	98	2005		30,000	S
CORCORAN	3,600	3,800		50	$700,150	ASPH-G	UNKNOWN			8,000	
ECKERT FIELD	3,700	2,000	$626,450	50	$681,725	ASPH-P	UNKNOWN		$350,000	Unknown	
EXETER	3,700	2,800	$265,320	40	$954,415	GRVL-G	UNKNOWN			Unknown	
FIREBAUGH	3,600	3,102	$220,216	60	$397,980	ASPH-G	44	2005	$429,937	12,500	
KERN VALLEY*	4,600	3,500	$405,350	50	$847,550	ASPH-G	84	2005		Unknown	
LOST HILLS - KERN COUNTY	3,700	3,020	$300,696	60	$409,035	ASPH-F	32	2005	$1,335,444	12,500	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 6 All Projects Attribute Details (Continued)

Other Desirable Airport Safety Attributes								
Airport by Caltrans Airport Functional Classification[1]	Visual Aid	Visual Aid Equip. and Install. Cost Estimate	Instrument Approach Procedure	24-Hour On Field Automated Weather Services	24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate	Available Fuel & Grade	Fuel Equip. and Install. Cost Estimate	Airport Layout Plan[2] (Date)
PRIMARY COMMERCIAL SERVICE NON-HUB	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
INYOKERN*	PAPI		NONE	NONE	$100,000	100LL & Jet A		5/4/2009
MEADOWS FIELD	VASI		ILS	YES		100LL & Jet A		3/21/2009
VISALIA MUNICIPAL	PAPI		ILS	YES		100LL & Jet A		12/10/2002
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
BAKERSFIELD MUNICIPAL	PAPI		GPS	NONE	$100,000	100LL	$50,000	12/15/2008
DELANO MUNICIPAL	NONE	$60,000	GPS	YES		100LL	$50,000	10/14/1997
FRESNO CHANDLER DOWNTOWN	VASI		GPS	YES	$100,000	100LL	$50,000	6/22/2006
HANFORD*	PAPI		GPS	YES		100LL	$50,000	6/1/2001
MADERA MUNICIPAL*	VASI		GPS	YES		100LL	$50,000	12/1/2006
MEFFORD FIELD	VASI		GPS	NONE	$100,000	100LL	$50,000	11/20/2007
MOJAVE	PAPI		GPS	YES		100LL & Jet A		4/8/2008
PORTERVILLE MUNICIPAL*	VASI		GPS	YES		100LL & Jet A		3/12/2007
SHAFTER-MINTER FIELD	PAPI		GPS	NONE	$100,000	100LL & Jet A		4/2/2002
TEHACHAPI MUNICIPAL	PAPI		NONE	NONE	$100,000	100LL	$50,000	8/17/2004
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
CALIFORNIA CITY MUNICIPAL*	NONE	$60,000	NONE	NONE	$100,000	100LL & Jet A		1/24/2006
CHOWCHILLA	VASI		NONE	NONE	$100,000	NONE	$100,000	12/1/1999
COALINGA MUNICIPAL	PAPI		NONE	NONE	$100,000	100LL		5/1/1994
CORCORAN	NONE	$60,000	NONE	NONE	$100,000	100LL & Jet A		
ECKERT FIELD	NONE	$60,000	NONE	NONE	$100,000	100LL		
EXETER	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	8/1/2002
FIREBAUGH	VASI		GPS	NONE	$100,000	NONE	$100,000	3/1/1976
KERN VALLEY*	NONE	$60,000	NONE	NONE	$100,000	100LL		4/26/2006
LOST HILLS - KERN COUNTY	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	11/15/2006

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 6 All Projects Attribute Details

	Longest Runway Attributes										
Airport by Caltrans Airport Functional Classification[1]	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
COMMUNITY GENERAL AVIATION				75		FAIR	VERY GOOD			12,500	
MENDOTA	3,600	3,550	$18,425	50	$663,300	ASPH-F	57**	2005	$410,025	12,500	
MOUNTAIN VALLEY	5,500	5,420	$35,376	60	$608,025	ASPH-F	UNKNOWN			Unknown	
REEDLEY MUNICIPAL	3,700	3,300	$147,400	50	$681,725	ASPH-F	74**	2005	$381,150	12,500	
ROSAMOND SKYPARK	4,800	3,600	$442,200	50	$884,400	ASPH-G	UNKNOWN			Unknown	
SELMA	3,700	2,490	$445,885	50	$681,725	ASPH-F	UNKNOWN			12,500	
SEQUOIA FIELD	3,700	3,012	$304,234	60	$409,035	ASPH-F	24**	2005	$1,331,906	Unknown	
SIERRA SKY PARK	3,700	2,920	$287,430	50	$681,725	ASPH-F	UNKNOWN			Unknown	
TAFT	3,900	3,550	$154,770	60	$431,145	ASPH-P	96**	2005	$750,000	4,000	
WASCO	3,700	3,380	$141,504	60	$409,035	ASPH-G	100**	2005		6,000	
WOODLAKE	3,800	3,320	$176,880	50	$700,150	GRVL-P	UNKNOWN			Unknown	
LIMITED USE				60		FAIR	VERY GOOD			12,500	
ELK HILLS-BUTTONWILLOW	3,100	3,260		50	$240,262	ASPH-F	51***	2006	$376,530	10,000	
HARRIS RANCH	3,200	2,820	$84,018	30	$707,520	ASPH-F	UNKNOWN			30,000	
POSO-KERN COUNTY	3,200	3,000	$88,440	60		ASPH-F	84***	2006		6,000	
All NPIAS Airports Cost Totals:			**$8,610,813**		**$12,454,379**				**$9,531,988**		
Priority 1 Airports Cost Totals:			**$3,544,233**		**$2,936,945**				**$5,643,526**		
Priority 2 Airports Cost Totals:			**$582,230**		**$5,438,139**				**$0**		
Priority A (Non-NPIAS) **Airports Cost Totals:**			**$123,816**		**$848,287**				**$376,530**		
Priority B (Non-NPIAS) **Airports Cost Totals:**			**$0**		**$0**				**$0**		
All Airports Cost Totals:			**$10,885,932**		**$18,594,326**				**$10,258,518**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 6 All Projects Attribute Details (Continued)

	Other Desirable Airport Safety Attributes							
Airport by Caltrans Airport Functional Classification[1]	**Visual Aid**	**Visual Aid Equip. and Install. Cost Estimate**	**Instrument Approach Procedure**	**24-Hour On-Field Automated Weather Services**	**24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate**	**Available Fuel & Grade**	**Fuel Equip. and Install. Cost Estimate**	**Airport Layout Plan[2] (Date)**
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
MENDOTA	VASI		NONE	NONE	$100,000	100LL		2/1/1973
MOUNTAIN VALLEY	NONE	$60,000	NONE	NONE	$100,000	100LL		4/1/2002
REEDLEY MUNICIPAL	PAPI		NONE	NONE	$100,000	100LL & Jet A		7/1/1984
ROSAMOND SKYPARK	NONE	$60,000	NONE	NONE	$100,000	100LL		8/1/1986
SELMA	NONE	$60,000	NONE	NONE	$100,000	100LL		12/1/1978
SEQUOIA FIELD	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	7/15/2009
SIERRA SKY PARK	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	10/1/1979
TAFT	PAPI		NONE	NONE	$100,000	100LL		1/1/1968
WASCO	NONE	$60,000	NONE	NONE	$100,000	100LL		11/15/2006
WOODLAKE	NONE	$60,000	NONE	NONE	$100,000	100LL		
LIMITED USE	**NONE**		**NONE**	**NONE**		**100LL**		
ELK HILLS-BUTTONWILLOW	NONE		NONE	NONE		NONE	$100,000	12/1/1965
HARRIS RANCH	NONE		NONE	NONE		100LL		11/1/1978
POSO-KERN COUNTY	NONE		NONE	NONE		NONE	$100,000	3/1/1968
All NPIAS Airports Cost Totals:		**$420,000**			**$1,800,000**		**$750,000**	
Priority 1 Airports Cost Totals:		**$60,000**			**$400,000**		**$100,000**	
Priority 2 Airports Cost Totals:		**$120,000**			**$300,000**		**$100,000**	
Priority A (Non-NPIAS) **Airports Cost Totals:**		**$60,000**			**$100,000**		**$200,000**	
Priority B (Non-NPIAS) **Airports Cost Totals:**		**$0**			**$0**		**$0**	
All Airports Cost Totals:		**$840,000**			**$2,500,000**		**$1,150,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 6 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			Airport Project Costs Estimate Total
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	
PRIMARY COMMERCIAL SERVICE NON-HUB							
INYOKERN*	$0	$3,924,525	$0	$0	$100,000	$0	$4,024,525
MEADOWS FIELD	$0	$0	$3,761,951	$0	$0	$0	$3,761,951
VISALIA MUNICIPAL	$487,526	$0	$0	$0	$0	$0	$487,526
REGIONAL GENERAL AVIATION							
BAKERSFIELD MUNICIPAL	$829,125	$0	$0	$0	$100,000	$50,000	$979,125
DELANO MUNICIPAL	$681,725	$1,013,375	$421,575	$60,000	$0	$50,000	$2,226,675
FRESNO CHANDLER DOWNTOWN	$1,270,220	$0	$0	$0	$100,000	$50,000	$1,420,220
HANFORD MUNICIPAL*	$176,880	$0	$0	$0	$0	$50,000	$226,880
MADERA MUNICIPAL*	$0	$0	$0	$0	$0	$50,000	$50,000
MEFFORD FIELD	$876,662	$0	$0	$0	$100,000	$50,000	$1,026,662
MOJAVE	$0	$0	$0	$0	$0	$0	$0
PORTERVILLE MUNICIPAL*	$0	$0	$0	$0	$0	$0	$0
SHAFTER-MINTER FIELD	$722,260	$0	$0	$0	$100,000	$0	$822,260
TEHACHAPI MUNICIPAL	$1,497,953	$1,492,425	$710,000	$0	$100,000	$50,000	$3,850,378
COMMUNITY GENERAL AVIATION							
CALIFORNIA CITY MUNICIPAL*	$0	$666,064	$0	$60,000	$100,000	$0	$826,064
CHOWCHILLA	$198,990	$409,035	$0	$0	$100,000	$100,000	$808,025
COALINGA MUNICIPAL	$0	$0	$0	$0	$100,000	$0	$100,000
CORCORAN	$0	$700,150	$0	$60,000	$100,000	$0	$860,150
ECKERT FIELD	$626,450	$681,725	$350,000	$60,000	$100,000	$0	$1,818,175
EXETER	$265,320	$954,415	$0	$60,000	$100,000	$100,000	$1,479,735
FIREBAUGH	$220,216	$397,980	$429,937	$0	$100,000	$100,000	$1,248,133
KERN VALLEY*	$405,350	$847,550	$0	$60,000	$100,000	$0	$1,412,900
LOST HILLS - KERN COUNTY	$300,696	$409,035	$1,335,444	$60,000	$100,000	$100,000	$2,305,175
MENDOTA	$18,425	$663,300	$410,025	$0	$100,000	$0	$1,191,750
MOUNTAIN VALLEY	$35,376	$608,025	$0	$60,000	$100,000	$0	$803,401
REEDLEY MUNICIPAL	$147,400	$681,725	$381,150	$0	$100,000	$0	$1,310,275
ROSAMOND SKYPARK	$442,200	$884,400	$0	$60,000	$100,000	$0	$1,486,600
SELMA	$445,885	$681,725	$0	$60,000	$100,000	$0	$1,287,610
SEQUOIA FIELD	$304,234	$409,035	$1,331,906	$60,000	$100,000	$100,000	$2,305,175
SIERRA SKY PARK	$287,430	$681,725	$0	$60,000	$100,000	$100,000	$1,229,155
TAFT	$154,770	$431,145	$750,000	$0	$100,000	$0	$1,435,915
WASCO	$141,504	$409,035	$0	$60,000	$100,000	$0	$710,539
WOODLAKE	$176,880	$700,150	$0	$60,000	$100,000	$0	$1,037,030
LIMITED USE							
ELK HILLS-BUTTONWILLOW	$0	$240,262	$376,530	$0	$0	$100,000	$716,792
HARRIS RANCH	$84,018	$707,520	$0	$0	$0	$0	$791,538
POSO-KERN COUNTY	$88,440	$0	$0	$0	$0	$100,000	$188,440
District 6 Airports Total	**$10,885,932**	**$18,594,326**	**$10,258,518**	**$840,000**	**$2,500,000**	**$1,150,000**	**$44,228,776**
Priority 1 Airports Total	**$3,544,233**	**$2,936,945**	**$5,643,526**	**$60,000**	**$400,000**	**$100,000**	**$12,684,704**
Federal AIP Grant (95% of total project cost)	$3,367,021	$2,790,098	$5,361,349	$57,000	$380,000	$95,000	$12,050,468
FAA AIP State Match (2.5% of AIP Grant)	$84,176	$69,752	$134,034	$1,425	$9,500	$2,375	$301,262
FAA AIP Local Match (2.625% of total project cost)	$93,036	$77,095	$148,143	$1,575	$10,500	$2,625	$332,973
Priority 2 Airports Total	**$582,230**	**$5,438,139**	**$0**	**$120,000**	**$300,000**	**$100,000**	**$6,540,369**
Federal AIP Grant (95% of total project cost)	$553,119	$5,166,232	$0	$114,000	$285,000	$95,000	$6,213,350
FAA AIP State Match (2.5% of AIP Grant)	$13,828	$129,156	$0	$2,850	$7,125	$2,375	$155,334
FAA AIP Local Match (2.625% of total project cost)	$15,284	$142,751	$0	$3,150	$7,875	$2,625	$171,685
Priority A (Non-NPIAS) **Airports Total**	**$123,816**	**$848,287**	**$376,530**	**$60,000**	**$100,000**	**$200,000**	**$1,708,633**
State A&D Funds (90% of total project costs)	$111,434	$763,458	$338,877	$54,000	$90,000	$180,000	$1,537,770
Local Match (10% of total project costs)	$12,382	$84,829	$37,653	$6,000	$10,000	$20,000	$170,863
Priority B (Non-NPIAS) **Airports Total**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
State A&D Funds (90% of total project costs)	$0	$0	$0	$0	$0	$0	$0
Local Match (10% of total project costs)	$0	$0	$0	$0	$0	$0	$0

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

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District 7 All Projects Attribute Details

	Longest Runway Attributes										
Airport by Caltrans Airport Functional Classification[1]	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				150 Feet		GOOD	VERY GOOD			50K SW	
OXNARD	7,000	5,950	NF-Land	100	$2,579,500	ASPH-G	86	2006		50,000	S
METROPOLITAN GENERAL AVIATION				100 Feet		GOOD	VERY GOOD			25K SW	
BRACKETT FIELD	5,000	4,839	$88,993	75	$921,250	ASPH-G	99	2005		26,000	S
CAMARILLO*	5,000	6,010		150		CONC-G	83	2005		48,000	
COMPTON/WOODLEY	5,000	3,670	$588,126	60	$1,474,000	ASPH-G	54	2005	$508,662	14,500	S
EL MONTE	5,000	3,995	$555,514	75	$921,250	ASPH-G	73	2005		12,500	S
JACK NORTHROP FIELD/HAWTHORNE	5,000	4,956	$32,428	100		CONC-G	93	2006		30,000	U
SANTA MONICA MUNICIPAL	5,000	4,987	NF-Land	150		ASPH-G	98	2005		40,000	U
VAN NUYS	5,000	8,001		150		ASPH-G	82	2005		90,000	S
WHITEMAN	5,000	4,120	$486,420	75	$921,250	ASPH-G	100	2005		12,500	U
ZAMPERINI FIELD	5,000	5,000		150		ASPH-F	82	1995		30,000	S
REGIONAL GENERAL AVIATION				75 Feet		GOOD	VERY GOOD			12,500	
GENERAL WILLIAM J. FOX*	7,000	7,201		150		ASPH-G	92	2005		50,000	
COMMUNITY GENERAL AVIATION				75 Feet		FAIR	VERY GOOD			12,500	
CATALINA*	4,100	3,000	NF-Land	75		ASPH-P	N/A			15,000	
SANTA PAULA	3,700	2,650	NF-Envir.	40	$954,415	ASPH-F	N/A			Unknown	
LIMITED USE				60 Feet		FAIR	VERY GOOD			12,500	
AGUA DULCE AIRPARK	4,100	4,600		50	$339,020	ASPH-G	N/A			Unknown	
MILITARY / JOINT USE											
PALMDALE PLANT 42	8,000	12,002		150		CONC-G	Military			83,000	
All NPIAS Airports Cost Totals:			**$1,751,481**		**$6,817,250**				**$508,662**		
Priority 1 Airports Cost Totals:			**$1,751,481**		**$6,817,250**				**$508,662**		
Priority 2 irports Cost Totals:			**$0**		**$0**				**$0**		
Priority A (Non-NPIAS) **Airports Cost Totals:**			**$0**		**$1,293,435**				**$0**		
Priority B (Non-NPIAS) **Airports Cost Totals:**			**$0**		**$0**				**$0**		
All Airports Cost Totals:			**$1,751,481**		**$8,110,685**				**$508,662**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 7 All Projects Attribute Details (Continued)

	Other Desirable Airport Safety Attributes							
Airport by Caltrans Airport Functional Classification[1]	**Visual Aid**	**Visual Aid Equip. and Install. Cost Estimate**	**Instrument Approach Procedure**	**24-Hour On-Field Automated Weather Services**	**24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate**	**Available Fuel & Grade**	**Fuel Equip. and Install. Cost Estimate**	**Airport Layout Plan[2] (Date)**
PRIMARY COMMERCIAL SERVICE NON-HUB	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
OXNARD	VASI		ILS	YES		100LL & Jet A		3/22/2010
METROPOLITAN GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
BRACKETT FIELD	PAPI		ILS	NONE	$100,000	100LL & Jet A		2/27/2003
CAMARILLO	PAPI		GPS	YES		100LL & Jet A		4/14/2009
COMPTON/WOODLEY	VASI		NONE	NONE	$100,000	100LL	$50,000	5/4/2009
EL MONTE	VASI		GPS	NONE	$100,000	100LL & Jet A		4/30/2007
JACK NORTHROP FIELD/HAWTHORNE	VASI		LOC/LDA	YES		100LL & Jet A		9/23/2009
SANTA MONICA MUNICIPAL	VASI		GPS	YES		100LL & Jet A		8/20/1991
VAN NUYS	VASI		ILS	YES		100LL & Jet A		11/29/2001
WHITEMAN	PAPI		GPS	NONE	$100,000	100LL	$50,000	9/3/2002
ZAMPERINI FIELD	VASI		ILS	NONE	$100,000	100LL	$50,000	
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
GEN. WM. J. FOX	PAPI		GPS	YES		100LL & Jet A		1/31/2005
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
CATALINA	PAPI		GPS	YES		NONE	TBD - Demand	6/1/1968
SANTA PAULA	NONE	$60,000	NONE	NONE	$100,000	100LL		
LIMITED USE	**NONE**		**NONE**	**NONE**		**100LL**		
AGUA DULCE AIRPARK	NONE		NO IFR APCH	NONE		NONE	$100,000	12/16/2008
MILITARY / JOINT USE								
PALMDALE PLANT 42	NONE		ILS	YES		Jet A		9/13/2000
All NPIAS Airports Cost Totals:		**$0**			**$500,000**		**$150,000**	
Priority 1 Airports Cost Totals:		**$0**			**$500,000**		**$150,000**	
Priority 2 Airports Cost Totals:		**$0**			**$0**		**$0**	
Priority A (Non-NPIAS) **Airports Cost Totals:**		**$60,000**			**$100,000**		**$100,000**	
Priority B (Non-NPIAS) **Airports Cost Totals:**		**$0**			**$0**		**$0**	
All Airports Cost Totals:		**$60,000**			**$600,000**		**$250,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 7 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			Airport Project Costs Estimate Total
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	
PRIMARY COMMERCIAL SERVICE NON-HUB							
OXNARD	NF-Land	$2,579,500	$0	$0	$0	$0	**$2,579,500**
METROPOLITAN GENERAL AVIATION							
BRACKETT FIELD	$88,993	$921,250	$0	$0	$100,000	$0	**$1,110,243**
CAMARILLO*	$0	$0	$0	$0	$0	$0	**$0**
COMPTON/WOODLEY	$588,126	$1,474,000	$508,662	$0	$100,000	$50,000	**$2,720,788**
EL MONTE	$555,514	$921,250	$0	$0	$100,000	$0	**$1,576,764**
JACK NORTHROP FIELD/HAWTHORNE	$32,428	$0	$0	$0	$0	$0	**$32,428**
SANTA MONICA MUNICIPAL	NF-Land	$0	$0	$0	$0	$0	**$0**
VAN NUYS	$0	$0	$0	$0	$0	$0	**$0**
WHITEMAN	$486,420	$921,250	$0	$0	$100,000	$50,000	**$1,557,670**
ZAMPERINI FIELD	$0	$0	$0	$0	$100,000	$50,000	**$150,000**
REGIONAL GENERAL AVIATION							
GEN. WM. J. FOX*	$0	$0	$0	$0	$0	$0	**$0**
COMMUNITY GENERAL AVIATION							
CATALINA*	NF-Land	$0	$0	$0	$0	TBD - Demand	**$0**
SANTA PAULA	NF-Envir.	$954,415	$0	$60,000	$100,000	$0	**$1,114,415**
LIMITED USE							
AGUA DULCE AIRPARK	$0	$339,020	$0	$0	$0	$100,000	**$439,020**
MILITARY/JOINT USE							
PALMDALE PLANT 42	$0	$0	$0	$0	$0	$0	**$0**
District 7 Airports Total	**$1,751,481**	**$8,110,685**	**$508,662**	**$60,000**	**$600,000**	**$250,000**	**$11,280,828**
Priority 1 Airports Total	**$1,751,481**	**$6,817,250**	**$508,662**	**$0**	**$500,000**	**$150,000**	**$9,727,393**
Federal AIP Grant (95% of total project cost)	$1,663,906	$6,476,388	$483,229	$0	$475,000	$142,500	**$9,241,023**
FAA AIP State Match (2.5% of AIP Grant)	$41,598	$161,910	$12,081	$0	$11,875	$3,563	**$231,026**
FAA AIP Local Match (2.625% of total project cost)	$45,976	$178,953	$13,352	$0	$13,125	$3,938	**$255,344**
Priority 2 Airports Total	$0	$0	$0	$0	$0	$0	**$0**
Federal AIP Grant (95% of total project cost)	$0	$0	$0	$0	$0	$0	**$0**
FAA AIP State Match (2.5% of AIP Grant)	$0	$0	$0	$0	$0	$0	**$0**
FAA AIP Local Match (2.625% of total project cost)	$0	$0	$0	$0	$0	$0	**$0**
Priority A (Non-NPIAS) **Airports Total**	**$0**	**$1,293,435**	**$0**	**$60,000**	**$100,000**	**$100,000**	**$1,553,435**
State A&D Funds (90% of total project costs)	$0	$1,164,092	$0	$54,000	$90,000	$90,000	**$1,398,092**
Local Match (10% of total project costs)	$0	$129,344	$0	$6,000	$10,000	$10,000	**$155,344**
Priority B (Non-NPIAS) **Airports Total**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
State A&D Funds (90% of total project costs)	$0	$0	$0	$0	$0	$0	**$0**
Local Match (10% of total project costs)	$0	$0	$0	$0	$0	$0	**$0**

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

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District 8 All Project Attribute Details

	Longest Runway Attributes										
Airport by Caltrans Airport Functional Classification[1]	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				150 Feet		GOOD	VERY GOOD			50K SW	
SOUTHERN CALIFORNIA LOGISTICS	7,000	10,050		150		CONC-G	85	2006		60,000	
REGIONAL GENERAL AVIATION				75 Feet		GOOD	VERY GOOD			12,500	
APPLE VALLEY*	8,600	6,500	$2,321,550	150		ASPH-G	74	2005		70,000	
BARSTOW-DAGGETT*	6,600	6,400	$221,100	150		ASPH-G	94	2005		30,000	
BERMUDA DUNES	6,300	5,002	$669,638	70	$232,155	ASPH-G	N/A			Unknown	
BIG BEAR CITY	11,000	5,850	$2,846,663	75		ASPH-G	77	2005		12,500	
CABLE*	6,200	3,865	$1,290,671	75		ASPH-G	100	2006		20,000	
CHINO	5,900	7,000		150		ASPH-G	100	2005		75,000	
CORONA MUNICIPAL	5,600	3,200	$1,061,280	60	$619,080	ASPH-G	71	2006		12,000	U
JACQUELINE COCHRAN REGIONAL	6,000	8,500		150		ASPH-G	N/A			30,000	
FLABOB	5,500	3,200	$847,550	50	$1,013,375	ASPH-P	N/A			Unknown	
FRENCH VALLEY	5,700	4,600	NF - Land	75		ASPH-G	88	2005		30,000	
HEMET-RYAN	5,700	4,314	$1,021,482	100		ASPH-F	98	2005		40,000	
NEEDLES	7,200	5,005	$2,426,573	150		ASPH-F	54	2005	$1,734,233	16,000	U
REDLANDS MUNICIPAL*	6,700	4,505	$1,213,286	75		ASPH-G	77	2005		10,000	
RIALTO MUNI / ART SCHOLL MEMORIAL	6,100	4,500	CLOSING	100		ASPH-G	97	2005		12,500	
RIVERSIDE MUNICIPAL*	6,000	5,401	$441,463	100		ASPH-F	65	2005	$1,247,631	48,000	U
SAN BERNARDINO INTERNATIONAL	6,300	10,001		180		ASPH-F	83	2005		97,000	
TWENTYNINE PALMS	7,500	5,531	$682,042	47	$1,547,700	ASPH-F	100	2005		Unknown	S

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)

[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text) *Acronym and Term Definitions in Glossary

District 8 All Project Attribute Details (Continued)

Other Desirable Airport Safety Attributes								
Airport by Caltrans Airport Functional Classification[1]	Visual Aid	Visual Aid Equip. and Install. Cost Estimate	Instrument Approach Procedure	24-Hour On-Field Automated Weather Services	24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate	Available Fuel & Grade	Fuel Equip. and Install. Cost Estimate	Airport Layout Plan[2] (Date)
PRIMARY COMMERCIAL SERVICE NON-HUB	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
SOUTHERN CALIFORNIA LOGISTICS	VASI		ILS	YES		100LL & Jet A		7/24/2008
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
APPLE VALLEY*	VASI		GPS	NONE	$100,000	100LL & Jet A		2/22/2006
BARSTOW-DAGGETT*	NONE	$60,000	GPS	YES		100LL & Jet A		6/22/2006
BERMUDA DUNES	VASI		GPS/VOR	NONE	$100,000	100LL & Jet A		3/1/2001
BIG BEAR CITY	PAPI		GPS	YES		100LL & Jet A		11/17/2008
CABLE*	VASI		GPS	NONE	$100,000	100LL	$50,000	6/30/1992
CHINO	PAPI		ILS	YES		100LL & Jet A		5/9/2006
CORONA MUNICIPAL	VASI		GPS/VOR	YES		100LL	$50,000	7/1/1977
JACQUELINE COCHRAN REGIONAL	VASI		GPS/VOR	YES		100LL & Jet A		6/22/2009
FLABOB	NONE	$60,000	NONE	NONE	$100,000	100LL	$50,000	10/2/2003
FRENCH VALLEY	PAPI		GPS	YES		100LL & Jet A		8/14/2004
HEMET-RYAN	PAPI		GPS/NDB	YES		100LL & Jet A		7/6/2006
NEEDLES	NONE	$60,000	GPS	YES		100LL & Jet A		3/28/2005
REDLANDS MUNICIPAL*	NONE	$60,000	GPS	NONE	$100,000	100LL	$50,000	1/19/2010
RIALTO MUNI / ART SCHOLL MEMORIAL	CLOSING	CLOSING	CLOSING	CLOSING	CLOSING	CLOSING	CLOSING	CLOSING
RIVERSIDE MUNICIPAL*	PAPI		ILS	YES		100LL & Jet A		7/20/2005
SAN BERNARDINO INTERNATIONAL	VASI		ILS	YES		100LL & Jet A		2/7/2006
TWENTYNINE PALMS	NONE	$60,000	GPS	NONE	$100,000	100LL & Jet A		4/12/2004

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 8 All Project Attribute Details

Airport by Caltrans Airport Functional Classification[1]	Longest Runway Attributes										
	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
COMMUNITY GENERAL AVIATION				**75 Feet**		**FAIR**	**VERY GOOD**			**12,500**	
BANNING MUNICIPAL*	4,500	5,200		150		ASPH-F	80	2005		12,500	
BLYTHE*	4,000	6,562		150		ASPH-F	100	2005		80,000	
HESPERIA	5,200	3,910	$475,365	50	$958,100	ASPH-P	N/A			12,000	
ROY WILLIAMS	4,800	2,493	$850,130	50	$884,400	ASPH-F	N/A			Unknown	
PERRIS VALLEY	4,100	5,100		50	$939,675	ASPH-F	N/A			Unknown	
YUCCA VALLEY	5,200	4,363	$370,121	60	$574,860	ASPH-G	86	2005		12,500	
LIMITED USE				**60 Feet**		**FAIR**	**VERY GOOD**			**12,500**	
BAKER	3,500	3,157	$126,396	50	$257,950	ASPH-G	43	2005	$364,634	Unknown	
CHEMEHUEVI*	3,400	5,000		75		ASPH-G	70	2005	$866,250	12,000	
CHIRIACO SUMMIT	3,900	4,600		55	$169,510	ASPH-G	47	2005	$584,430	Unknown	
DESERT CENTER	3,400	4,200		50	$309,540	ASPH-G	25	2005	$1,547,700	45,000	
MILITARY / JOINT USE				**150 Feet**		**GOOD**	**VERY GOOD**			**50K SW**	
MARCH ARB	8,000	13,300		200		CONC	Military			65,000	
All NPIAS Airports Cost Totals:			**$13,526,109**		**$2,166,780**				**$3,848,114**		
Priority 1 Airports Cost Totals:			**$4,169,894**		**$2,166,780**				**$1,734,233**		
Priority 2 Airports Cost Totals:			**$5,488,071**		**$0**				**$2,113,881**		
Priority A (Non-NPIAS) **Airports Cost Totals:**			**$971,882**		**$2,730,585**				**$364,634**		
Priority B (Non-NPIAS) **Airports Cost Totals:**			**$15,295**		**$225**				**$2,005**		
All Airports Cost Totals:			**$16,865,309**		**$7,506,345**				**$6,344,877**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)

[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 8 All Project Attribute Details (Continued)

	Other Desirable Airport Safety Attributes							
Airport by Caltrans Airport Functional Classification[1]	**Visual Aid**	**Visual Aid Equip. and Install. Cost Estimate**	**Instrument Approach Procedure**	**24-Hour On-Field Automated Weather Services**	**24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate**	**Available Fuel & Grade**	**Fuel Equip. and Install. Cost Estimate**	**Airport Layout Plan[2] (Date)**
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
BANNING MUNICIPAL*	PAPI		NONE	NONE	$100,000	100LL		6/1/1989
BLYTHE*	VASI		GPS/VOR	YES		100LL & Jet A		5/29/2002
HESPERIA	NONE	$60,000	NONE	NONE	$100,000	100LL		
ROY WILLIAMS	NONE	$60,000	NONE	NONE	$100,000	100LL		6/1/1992
PERRIS VALLEY	NONE	$60,000	NONE	NONE	$100,000	100LL & Jet A		3/1/1993
YUCCA VALLEY	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	
LIMITED USE	**NONE**		**NONE**	**NONE**		**100LL**		
BAKER	NONE		NONE	NONE		NONE	$100,000	1/1/1992
CHEMEHUEVI*	NONE		NONE	NONE		NONE	$100,000	5/4/2009
CHIRIACO SUMMIT	NONE		NONE	NONE		NONE	$100,000	1/1/1992
DESERT CENTER	NONE		NONE	NONE		NONE	$100,000	
Jet A	**VASI/PAPI**		**ILS**					
MARCH ARB	PAPI					Jet A (JP-8)		8/6/2007
All NPIAS Airports Cost Totals:		**$240,000**			**$500,000**		**$250,000**	
Priority 1 Airports Cost Totals:		**$120,000**			**$100,000**		**$50,000**	
Priority 2 Airports Cost Totals:		**$120,000**			**$400,000**		**$200,000**	
Priority A (Non-NPIAS) **Airports Cost Totals:**		**$180,000**			**$300,000**		**$200,000**	
Priority B (Non-NPIAS) **Airports Cost Totals:**		**$0**			**$0**		**$0**	
All Airports Cost Totals:		**$540,000**			**$1,100,000**		**$700,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 8 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			Airport Project Costs Estimate Total
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	
PRIMARY COMMERCIAL SERVICE NON-HUB							
SOUTHERN CALIFORNIA LOGISTICS	$0	$0	$0	$0	$0	$0	**$0**
REGIONAL GENERAL AVIATION							
APPLE VALLEY*	$2,321,550	$0	$0	$0	$100,000	$0	**$2,421,550**
BARSTOW-DAGGETT*	$221,100	$0	$0	$60,000	$0	$0	**$281,100**
BERMUDA DUNES	$669,638	$232,155	$0	$0	$100,000	$0	**$1,001,793**
BIG BEAR CITY	$2,846,663	$0	$0	$0	$0	$0	**$2,846,663**
CABLE*	$1,290,671	$0	$0	$0	$100,000	$50,000	**$1,440,671**
CHINO	$0	$0	$0	$0	$0	$0	**$0**
CORONA MUNICIPAL	$1,061,280	$619,080	$0	$0	$0	$50,000	**$1,730,360**
JACQUELINE COCHRAN REGIONAL	$0	$0	$0	$0	$0	$0	**$0**
FLABOB	$847,550	$1,013,375	$0	$60,000	$100,000	$50,000	**$2,070,925**
FRENCH VALLEY	NF - Land	$0	$0	$0	$0	$0	**$0**
HEMET-RYAN	$1,021,482	$0	$0	$0	$0	$0	**$1,021,482**
NEEDLES	$2,426,573	$0	$1,734,233	$60,000	$0	$0	**$4,220,805**
REDLANDS MUNICIPAL*	$1,213,286	$0	$0	$60,000	$100,000	$50,000	**$1,423,286**
RIALTO MUNI / ART SCHOLL MEMORIAL	CLOSING	CLOSING	CLOSING	CLOSING	CLOSING	CLOSING	CLOSING
RIVERSIDE MUNICIPAL*	$441,463	$0	$1,247,631	$0	$0	$0	**$1,689,094**
SAN BERNARDINO INTERNATIONAL	$0	$0	$0	$0	$0	$0	**$0**
TWENTYNINE PALMS	$682,042	$1,547,700	$0	$60,000	$100,000	$0	**$2,389,742**
COMMUNITY GENERAL AVIATION							
BANNING MUNICIPAL*	$0	$0	$0	$0	$100,000	$0	**$100,000**
BLYTHE*	$0	$0	$0	$0	$0	$0	**$0**
HESPERIA	$475,365	$958,100	$0	$60,000	$100,000	$0	**$1,593,465**
ROY WILLIAMS	$850,130	$884,400	$0	$60,000	$100,000	$0	**$1,894,530**
PERRIS VALLEY	$0	$939,675	$0	$60,000	$100,000	$0	**$1,099,675**
YUCCA VALLEY	$370,121	$574,860	$0	$60,000	$100,000	$100,000	**$1,204,981**
LIMITED USE							
BAKER	$126,396	$257,950	$364,634	$0	$0	$100,000	**$848,979**
CHEMEHUEVI*	$0	$0	$866,250	$0	$0	$100,000	**$966,250**
CHIRIACO SUMMIT	$0	$169,510	$584,430	$0	$0	$100,000	**$853,940**
DESERT CENTER	$0	$309,540	$1,547,700	$240,000	$0	$100,000	**$2,197,240**
MILITARY/JOINT USE							
MARCH ARB	$0	$0	$0	$0	$0	$0	**$0**
District 8 Airports Total	**$16,865,309**	**$7,506,345**	**$6,344,877**	**$780,000**	**$1,100,000**	**$700,000**	**$33,296,531**
Priority 1 Airports Total	**$4,169,894**	**$2,166,780**	**$1,734,233**	**$120,000**	**$100,000**	**$50,000**	**$8,340,907**
Federal AIP Grant (95% of total project cost)	$3,961,400	$2,058,441	$1,647,521	$114,000	$95,000	$47,500	**$7,923,862**
FAA AIP State Match (2.5% of AIP Grant)	$99,035	$51,461	$41,188	$2,850	$2,375	$1,188	**$198,097**
FAA AIP Local Match (2.625% of total project cost)	$109,460	$56,878	$45,524	$3,150	$2,625	$1,313	**$218,949**
Priority 2 Airports Total	**$5,488,071**	**$0**	**$2,113,881**	**$120,000**	**$400,000**	**$200,000**	**$8,321,952**
Federal AIP Grant (95% of total project cost)	$5,213,667	$0	$2,008,187	$114,000	$380,000	$190,000	**$7,905,854**
FAA AIP State Match (2.5% of AIP Grant)	$130,342	$0	$50,205	$2,850	$9,500	$4,750	**$197,646**
FAA AIP Local Match (2.625% of total project cost)	$144,062	$0	$55,489	$3,150	$10,500	$5,250	**$218,451**
Priority A (Non-NPIAS) Airports Total	**$971,882**	**$2,730,585**	**$364,634**	**$180,000**	**$300,000**	**$200,000**	**$4,747,100**
State A&D Funds (90% of total project costs)	$874,694	$2,457,527	$328,170	$162,000	$270,000	$180,000	**$4,272,390**
Local Match (10% of total project costs)	$97,188	$273,059	$36,463	$18,000	$30,000	$20,000	**$474,710**
Priority B (Non-NPIAS) Airports Total	**$2,367,318**	**$2,608,980**	**$2,132,130**	**$360,000**	**$300,000**	**$250,000**	**$8,018,428**
State A&D Funds (90% of total project costs)	$2,130,586	$2,348,082	$1,918,917	$324,000	$270,000	$225,000	**$7,216,585**
Local Match (10% of total project costs)	$236,732	$260,898	$213,213	$36,000	$30,000	$25,000	**$801,843**

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District 9 All Projects Attribute Details

	Longest Runway Attributes											
Airport by Caltrans Airport Functional Classification[1]	**Min. Std. Length[2] (Feet)**	**Length (Feet)**	**Extension Cost Estimate**	**Width (Feet)**	**Widening Cost Estimate**	**Pavement Condition**	**PCI[3]**	**PCI Report Year**	**Overlay Cost Estimate for Existing Runway**	**Weight Bearing Capacity[4] (In Thousands)**	**Runway Safety Area[5]**
REGIONAL GENERAL AVIATION				**75 Feet**		**GOOD**	**VERY GOOD**			**12,500**	
EASTERN SIERRA REGIONAL	9,230	7,498	$1,276,484	100		ASPH-G	93	2005		70,000	S
MAMMOTH YOSEMITE	11,700	7,000	$3,463,900	100		ASPH-G	66	2005	$1,617,000	30,000	S
COMMUNITY GENERAL AVIATION				**75 Feet**		**FAIR**	**VERY**			**12,500**	
BRYANT FIELD*	7,600	4,239	NF - land	60	$840,180	ASPH-G	69	2005	$587,525	30,000	
FURNACE CREEK	3,700	3,065	$327,597	70		ASPH-F	N/A			4,000	
INDEPENDENCE*	5,300	3,722	$697,792	60	$585,915	ASPH-G	89	2005		20,000	
LONE PINE	5,200	4,000	$530,640	60	$574,860	ASPH-G	82	2005		8,000	S
TRONA*	4,500	4,310	$84,018	60	$497,475	ASPH-P	N/A	1995	$0	Unknown	
LIMITED USE				**60 Feet**		**FAIR**	**VERY**			**12,500**	
LEE VINING	8,000	4,090	$1,440,835	50	$501,160	ASPH-G	99	2005		30,000	
SHOSHONE	3,800	2,380	$313,962	50	$589,600	ASPH-F	100	2005		Unknown	
STOVEPIPE WELLS	3,200	3,260		30	$840,180	ASPH-F	56		$164,934	Unknown	
All NPIAS Airports Cost Totals:			**$7,493,669**		**$2,999,590**				**$2,204,525**		
Priority 1 Airports Cost Totals:			**$5,271,024**		**$574,860**				**$1,617,000**		
Priority 2 Airports Cost Totals:			**$781,810**		**$1,923,570**				**$587,525**		
Priority A (Non-NPIAS) Airports Cost Totals:			**$641,559**		**$1,429,780**				**$164,934**		
Priority B (Non-NPIAS) Airports Cost Totals:			**$0**		**$0**				**$0**		
All Airports Cost Totals:			**$8,135,227**		**$4,429,370**				**$2,369,459**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 9 All Projects Attribute Details (Continued)

	Other Desirable Airport Safety Attributes							
Airport by Caltrans Airport Functional Classification[1]	Visual Aid	Visual Aid Equip. and Install. Cost Estimate	Instrument Approach Procedure	24-Hour On-Field Automated Weather Services	24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate	Available Fuel & Grade	Fuel Equip. and Install. Cost Estimate	Airport Layout Plan[2] (Date)
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
EASTERN SIERRA REGIONAL	VASI		GPS	YES		100LL & Jet A		11/25/2003
MAMMOTH YOSEMITE	PAPI		GPS	YES		100LL & Jet A		12/1/2000
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
BRYANT FIELD	NONE	$60,000	NONE	NONE	$100,000	100LL		3/1/2007
FURNACE CREEK	NONE	$60,000	NONE	NONE	$100,000	100LL		
INDEPENDENCE	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	2/3/2003
LONE PINE	NONE	$60,000	NONE	YES		100LL & Jet A		3/13/2001
TRONA	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	
LIMITED USE	**NONE**		**NONE**	**NONE**		**100LL**		
LEE VINING	NONE		NONE	NONE		NONE	$100,000	3/1/2007
SHOSHONE	NONE		NONE	NONE		NONE	$100,000	8/1/1972
STOVEPIPE WELLS	NONE		NONE	NONE		NONE	$100,000	
All NPIAS Airports Cost Totals:		**$240,000**			**$300,000**		**$300,000**	
Priority 1 Airports Cost Totals:		**$60,000**			**$0**		**$0**	
Priority 2 Airports Cost Totals:		**$180,000**			**$300,000**		**$200,000**	
Priority A (Non-NPIAS) Airports Cost Totals:		**$60,000**			**$100,000**		**$200,000**	
Priority B (Non-NPIAS) Airports Cost Totals:		**$0**			**$0**		**$0**	
All Airports Cost Totals:		**$300,000**			**$400,000**		**$500,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 9 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			Airport Project Costs Estimate Total
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	
REGIONAL GENERAL AVIATION							
EASTERN SIERRA REGIONAL	$1,276,484	$0	$0	$0	$0	$0	**$1,276,484**
MAMMOTH YOSEMITE	$3,463,900	$0	$1,617,000	$0	$0	$0	**$5,080,900**
COMMUNITY GENERAL AVIATION							
BRYANT FIELD	NF - land	$840,180	$587,525	$60,000	$100,000	$0	**$1,587,705**
FURNACE CREEK	$327,597	$0	$0	$60,000	$100,000	$0	**$487,597**
INDEPENDENCE*	$697,792	$585,915	$0	$60,000	$100,000	$100,000	**$1,543,707**
LONE PINE	$530,640	$574,860	$0	$60,000	$0	$0	**$1,165,500**
TRONA	$84,018	$497,475	$0	$60,000	$100,000	$100,000	**$841,493**
LIMITED USE							
LEE VINING	$1,440,835	$501,160	$0	$0	$0	$100,000	**$2,041,995**
SHOSHONE	$313,962	$589,600	$0	$0	$0	$100,000	**$1,003,562**
STOVEPIPE WELLS	$0	$840,180	$164,934	$0	$0	$100,000	**$1,105,114**
District 9 Airports Total	**$8,135,227**	**$4,429,370**	**$2,369,459**	**$300,000**	**$400,000**	**$500,000**	**$16,134,057**
Priority 1 Airports Total	**$614,658**	**$1,912,515**	**$587,525**	**$180,000**	**$200,000**	**$100,000**	**$3,594,698**
Federal AIP Grant (95% of total project cost)	$553,192	$1,721,264	$528,773	$162,000	$180,000	$90,000	**$3,235,229**
FAA AIP State Match (2.5% of AIP Grant)	$13,830	$43,032	$13,219	$4,050	$4,500	$2,250	**$80,881**
FAA AIP Local Match (2.625% of total project cost)							
Priority 2 Airports Total	**$697,792**	**$585,915**	**$0**	**$60,000**	**$100,000**	**$100,000**	**$1,543,707**
Federal AIP Grant (95% of total project cost)	$628,012	$527,324	$0	$54,000	$90,000	$90,000	**$1,389,336**
FAA AIP State Match (2.5% of AIP Grant)	$15,700	$13,183	$0	$1,350	$2,250	$2,250	**$34,733**
FAA AIP Local Match (2.625% of total project cost)							
Priority A (Non-NPIAS) Airports Total							**$5,922,393**
State A&D Funds (90% of total project costs)	$0	$447,728	$0	$54,000	$90,000	$90,000	**$757,344**
Local Match (10% of total project costs)	$0	-$447,728	$0	-$54,000	-$90,000	-$90,000	**$5,165,049**
Priority B (Non-NPIAS) Airports Total							**$2,596,273**
State A&D Funds (90% of total project costs)	$0	$1,286,802	$148,441	$0	$0	$180,000	**$1,897,808**
Local Match (10% of total project costs)	$0	-$1,286,802	-$148,441	$0	$0	-$180,000	**$698,464**

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

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District 10 All Projects Attribute Details

Airport by Caltrans Airport Functional Classification[1]	Longest Runway Attributes										
	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				150		GOOD	VERY GOOD			50K SW	
MERCED MUNICIPAL MACREADY FIELD	7,000	5,903	$1,212,734	150		ASPH-G	92	2005		30,000	S
MODESTO CITY - COUNTY	7,000	5,911	$1,203,890	150		ASPH-G	100	2006		60,000	S
STOCKTON METROPOLITAN	7,000	8,650		150		ASPH-G	79	2006		40,000	S
REGIONAL GENERAL AVIATION				75 Feet		GOOD	VERY			12,500	
COLUMBIA	5,800	4,670	$624,608	75		ASPH-G	99	2005		30,000	S
MARIPOSA - YOSEMITE	6,100	3,310	NF- Terrain	50	$290,000	ASPH-G	100	2005		12,000	S
TRACY MUNICIPAL	5,500	3,680	$1,341,340	100		ASPH-F	86	2005		50,000	S
WESTOVER FIELD AMADOR CO. ARPT	5,700	3,411	$1,012,196	60	$180,000	ASPH-G	97	2005		12,500	S
COMMUNITY GENERAL AVIATION				75 Feet		FAIR	VERY			12,500	
CALAVERAS COUNTY	4,000	3,603	$175,553	60	$190,000	ASPH-G	87	2005		12,500	
CASTLE	3,700	11,802		150		Unknown	63	2005	$4,089,393	155,000	S
GUSTINE*	3,600	3,200	$176,880	60	$170,000	ASPH-F	100	2005		12,500	S
LODI AIRPARK	3,600	2,705	$145,115	22	$360,000	TRTD-F	N/A			Unknown	S
LOS BANOS MUNICIPAL*	3,600	3,005	$328,886	75		ASPH-F	70	2005	$520,616	23,000	S
OAKDALE	3,700	3,020	$330,766	66	$100,000	ASPH-G	77	2005		20,000	S
PINE MOUNTAIN LAKE *	4,700	3,625	$396,138	50	$320,000	ASPH-G	99	2005		12,500	S
TURLOCK MUNICIPAL	3,600	2,985	$226,628	50	$260,000	ASPH-G	82	2005		12,500	NF-Terrain
LIMITED USE				60 Feet		FAIR	VERY			12,500	
ALPINE COUNTY	6,800	4,440	$869,660	50	$160,000	ASPH-F	99	2005		12,000	
KINGDON AIRPARK	3,000	4,000		60		ASPH-F	N/A			50,000	
LODI	3,000	4,000		42	$360,000	ASPH-F	N/A			30,000	
NEW JERUSALEM	3,000	3,530		60		ASPH-F	48		$489,258	12,000	
All NPIAS Airports Cost Totals:			**$7,029,617**		**$1,510,000**				**$4,610,009**		
Priority 1 Airports Cost Totals:			**$4,784,751**		**$740,000**				**$4,089,393**		
Priority 2 Airports Cost Totals:			**$901,904**		**$490,000**				**$520,616**		
Priority A (Non-NPIAS) Airports Cost Totals:			**$1,014,775**		**$880,000**				**$0**		
Priority B (Non-NPIAS) Airports Cost Totals:			**$0**		**$0**				**$489,258**		
All Airports Cost Totals:			**$8,044,392**		**$2,390,000**				**$5,099,267**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsatisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 10 All Projects Attribute Details (Continued)

Other Desirable Airport Safety Attributes								
Airport by Caltrans Airport Functional Classification[1]	Visual Aid	Visual Aid Equip. and Install. Cost Estimate	Instrument Approach Procedure	24-Hour On-Field Automated Weather Services	24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate	Available Fuel & Grade	Fuel Equip. and Install. Cost Estimate	Airport Layout Plan[2] (Date)
PRIMARY COMMERCIAL SERVICE NON-HUB	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
MERCED MUNICIPAL MACREADY FIELD	NONE	$60,000	ILS	YES		100LL	$100,000	9/26/2007
MODESTO CITY - COUNTY	VASI		ILS	YES		100LL & Jet A		12/1/2009
STOCKTON METROPOLITAN	PAPI		ILS	YES		100LL & Jet A		4/1/2000
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
COLUMBIA	VASI		GPS	YES		100LL & Jet A		7/7/2006
MARIPOSA - YOSEMITE	VASI		NONE	NONE	$100,000	100LL	$50,000	2/9/2010
TRACY MUNICIPAL	VASI		GPS	YES		100LL	$50,000	6/1/2001
WESTOVER FIELD AMADOR CO. ARPT	VASI		GPS	YES		100LL	$50,000	5/4/2007
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
CALAVERAS COUNTY	VASI		GPS	YES		100LL		9/1/1987
CASTLE	VASI		ILS	NONE	$100,000	NONE	$100,000	7/1/2001
GUSTINE*	VASI		NONE	NONE	$100,000	100LL		4/24/2007
LODI AIRPARK	NONE	$60,000	NONE	NONE	$100,000	100LL		
LOS BANOS MUNICIPAL*	VASI		GPS	NONE	$100,000	100LL & Jet A		2/1/1997
OAKDALE	NONE	$60,000	GPS	NONE	$100,000	100LL		8/1/1996
PINE MOUNTAIN LAKE *	VASI		GPS	NONE	$100,000	100LL		12/1/1986
TURLOCK MUNICIPAL	NONE	$60,000	NONE	NONE	$100,000	100LL		4/25/2008
LIMITED USE	**NONE**		**NONE**	**NONE**		**100LL**		
ALPINE COUNTY	NONE		NONE	NONE		NONE	$100,000	3/1/1965
KINGDON AIRPARK	TRIL-30		NONE	NONE		100LL		
LODI	NONE		GPS	NONE		100LL		10/1/1990
NEW JERUSALEM	NONE		NONE	NONE		NONE	$100,000	
All NPIAS Airports Cost Totals:		**$180,000**			**$700,000**		**$350,000**	
Priority 1 Airports Cost Totals:		**$120,000**			**$300,000**		**$300,000**	
Priority 2 Airports Cost Totals:		**$0**			**$300,000**		**$0**	
Priority A (Non-NPIAS) **Airports Cost Totals:**		**$60,000**			**$100,000**		**$100,000**	
Priority B (Non-NPIAS) **Airports Cost Totals:**		**$0**			**$0**		**$100,000**	
All Airports Cost Totals:		**$240,000**			**$800,000**		**$550,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 10 All Projects Cost Summary

Public Use Airports	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			Airport Project Costs Estimate Total
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	
PRIMARY COMMERCIAL SERVICE NON-							
MERCED MUNICIPAL MACREADY FIELD	$1,212,734	$0	$0	$60,000	$0	$100,000	**$1,372,734**
MODESTO CITY - COUNTY	$1,203,890	$0	$0	$0	$0	$0	**$1,203,890**
STOCKTON METROPOLITAN	$0	$0	$0	$0	$0	$0	**$0**
REGIONAL GENERAL AVIATION							
COLUMBIA	$624,608	$0	$0	$0	$0	$0	**$624,608**
MARIPOSA - YOSEMITE	NF- Terrain	$290,000	$0	$0	$100,000	$50,000	**$440,000**
TRACY MUNICIPAL	$1,341,340	$0	$0	$0	$0	$50,000	**$1,391,340**
WESTOVER FIELD AMADOR CO.	$1,012,196	$180,000	$0	$0	$0	$50,000	**$1,242,196**
COMMUNITY GENERAL AVIATION							
CALAVERAS COUNTY	$175,553	$190,000	$0	$0	$0	$0	**$365,553**
CASTLE	$0	$0	$4,089,393	$0	$100,000	$100,000	**$4,289,393**
GUSTINE*	$176,880	$170,000	$0	$0	$100,000	$0	**$446,880**
LODI AIRPARK	$145,115	$360,000	$0	$60,000	$100,000	$0	**$665,115**
LOS BANOS MUNICIPAL*	$328,886	$0	$520,616	$0	$100,000	$0	**$949,503**
OAKDALE	$330,766	$100,000	$0	$60,000	$100,000	$0	**$590,766**
PINE MOUNTAIN LAKE*	$396,138	$320,000	$0	$0	$100,000	$0	**$816,138**
TURLOCK MUNICIPAL	$226,628	$260,000	$0	$60,000	$100,000	$0	**$646,628**
LIMITED USE							
ALPINE COUNTY	$869,660	$160,000	$0	$0	$0	$100,000	**$1,129,660**
KINGDON AIRPARK	$0	$0	$0	$0	$0	$0	**$0**
LODI	$0	$360,000	$0	$0	$0	$0	**$360,000**
NEW JERUSALEM	$0	$0	$489,258	$0	$0	$100,000	**$589,258**
District 10 Airports Total	**$8,044,392**	**$2,390,000**	**$5,099,267**	**$240,000**	**$800,000**	**$550,000**	**$17,123,659**
Priority 1 Airports Total	**$4,784,751**	**$740,000**	**$4,089,393**	**$120,000**	**$300,000**	**$300,000**	**$10,334,144**
Federal AIP Grant (95% of total project cost)	$4,306,276	$666,000	$3,680,454	$108,000	$270,000	$270,000	**$9,300,730**
FAA AIP State Match (2.5% of AIP Grant)	$107,657	$16,650	$92,011	$2,700	$6,750	$6,750	**$232,518**
FAA AIP Local Match (2.625% of total project	$370,818	$57,350	$316,928	$9,300	$23,250	$23,250	**$800,896**
Priority 2 Airports Total	**$901,904**	**$490,000**	**$520,616**	**$0**	**$300,000**	**$0**	**$2,212,520**
Federal AIP Grant (95% of total project cost)	$811,713	$441,000	$468,555	$0	$270,000	$0	**$1,991,268**
FAA AIP State Match (2.5% of AIP Grant)	$20,293	$11,025	$11,714	$0	$6,750	$0	**$49,782**
FAA AIP Local Match (2.625% of total project	$69,898	$37,975	$40,348	$0	$23,250	$0	**$171,470**
Priority A (Non-NPIAS) **Airports Total**	**$1,014,775**	**$880,000**	**$0**	**$60,000**	**$100,000**	**$100,000**	**$2,154,775**
State A&D Funds (90% of total project costs)	$913,298	$792,000	$0	$54,000	$90,000	$90,000	**$1,939,298**
Local Match (10% of total project costs)	$101,478	$88,000	$0	$6,000	$10,000	$10,000	**$215,478**
Priority B (Non-NPIAS) **Airports Total**	**$1,014,775**	**$880,000**	**$489,258**	**$60,000**	**$100,000**	**$200,000**	**$2,744,033**
State A&D Funds (90% of total project costs)	$913,298	$792,000	$440,332	$54,000	$90,000	$180,000	**$2,469,630**
Local Match (10% of total project costs)	$101,478	$88,000	$48,926	$6,000	$10,000	$20,000	**$274,403**

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

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District 11 All Projects Attribute Details

Airport by Caltrans Airport Functional Classification[1]	Longest Runway Attributes											
	Min. Std. Length[2] (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Pavement Condition	PCI[3]	PCI Report Year	Overlay Cost Estimate for Existing Runway	Weight Bearing Capacity[4] (In Thousands)	Runway Safety Area[5]
PRIMARY COMMERCIAL SERVICE NON-HUB				150		GOOD	VERY GOOD			50K SW	
IMPERIAL COUNTY	7,000	5,304	$1,249,952	100	$2,579,500	ASPH-G	83	2005		60,000	S
MC CLELLAN - PALOMAR	7,000	4,900	$2,321,550	150		ASPH-G	62	2006	$1,697,850	60,000	U
METROPOLITAN GENERAL AVIATION				100		GOOD	VERY GOOD			25K SW	
MONTGOMERY FIELD	5,000	4,577	$467,627	150		ASPH-G	42	2006	$1,585,931	12,000	S
REGIONAL GENERAL AVIATION				75		GOOD	VERY GOOD			12,500	
BROWN FIELD	5,500	7,999		150		ASPH-G	50	2006	$2,771,654	80,000	S
GILLESPIE FIELD	5,500	5,341	$117,183	100		ASPH-G	100	2006		90,000	S
OCEANSIDE MUNICIPAL*	5,500	2,712	$1,541,067	75		ASPH-G	70	2005	$469,854	12,000	
RAMONA	5,600	5,000	$663,300	150		ASPH-F	100	2006		75,000	S
COMMUNITY GENERAL AVIATION				75		FAIR	VERY GOOD			12,500	
BRAWLEY MUNICIPAL*	3,700	4,447		60	$491,616	ASPH-G	100	$2,005		20,000	
CALEXICO INTERNATIONAL	3,800	4,507		75		ASPH-G	83	2005		30,000	U
CLIFF HATFIELD MUNICIPAL	3,700	3,440	$95,810	50	$681,725	ASPH-G	70	2005	$397,320	12,000	
BORREGO VALLEY*	4,000	5,000		75		ASPH-G	73	2006		30,000	
FALLBROOK COMMUNITY AIRPARK	3,800	2,160	NF-Terrain	60	$420,090	ASPH-F	47	2006	$299,376	12,000	U-Terrain
LIMITED USE				60		FAIR	VERY GOOD			12,500	
AGUA CALIENTE SPRINGS	3,400	2,500	$397,980	60	$0	ASPH-G	42	2006	$346,500	12,000	
JACUMBA	3,200	6,000	$0	150	$0	GRVL-G	25			12,000	
OCOTILLO	4,300	2,510		100	$0	DIRT-G	N/A			Unknown	
SALTON SEA	3,200	4,210		150	$0	GRVL-F	N/A			28,000	
All NPIAS Airports Cost Totals:			**$6,360,679**		**$3,491,206**				**$6,824,664**		
Priority 1 Airports Cost Totals:			**$4,819,612**		**$2,999,590**				**$6,354,810**		
Priority 2 Airports Cost Totals:			**$1,541,067**		**$491,616**				**$469,854**		
Priority A (Non-NPIAS) Airports Cost Totals:			**$397,980**		**$0**				**$346,500**		
Priority B (Non-NPIAS) Airports Cost Totals:			**$0**		**$0**				**$0**		
All Airports Totals:			**$6,854,469**		**$4,172,931**				**$7,568,484**		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 11 All Projects Attribute Details (Continued)

Other Desirable Airport Safety Attributes								
Airport by Caltrans Airport Functional Classification[1]	Visual Aid	Visual Aid Equip. and Install. Cost Estimate	Instrument Approach Procedure	24-Hour On-Field Automated Weather Services	24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate	Available Fuel & Grade	Fuel Equip. and Install. Cost Estimate	Airport Layout Plan[2] (Date)
PRIMARY COMMERCIAL SERVICE NON-HUB	**VASI/PAPI**		**ILS**	**YES**		**100LL & Jet A**		
IMPERIAL COUNTY	VASI		GPS/VOR	YES		100LL & Jet A		12/5/2007
MC CLELLAN - PALOMAR	PAPI		ILS/GPS/VOR	YES		100LL & Jet A		6/29/2004
METROPOLITAN GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
MONTGOMERY FIELD	VASI		ILS	YES		100LL & Jet A		3/21/2008
REGIONAL GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL & Jet A**		
BROWN FIELD	NONE	$60,000	GPS/VOR	YES		100LL & Jet A		8/6/2009
GILLESPIE FIELD	PAPI		GPS/VOR	NONE	$100,000	100LL	$50,000	3/8/2010
OCEANSIDE MUNICIPAL	NONE	$60,000	GPS/VOR	YES		100LL	$50,000	9/24/1998
RAMONA	PAPI		GPS/VOR	YES		100LL & Jet A		5/4/2009
COMMUNITY GENERAL AVIATION	**VASI/PAPI**		**GPS/VOR**	**YES**		**100LL**		
BRAWLEY MUNICIPAL	VASI		GPS/VOR	NONE	$100,000	100LL		12/6/2000
CALEXICO INTERNATIONAL	VASI		NONE	NONE	$100,000	100LL & Jet A		7/29/2002
CLIFF HATFIELD MEMORIAL	NONE	$60,000	NONE	NONE	$100,000	NONE	$100,000	2/7/2000
BORREGO VALLEY	PAPI		GPS	YES		100LL		8/27/2007
FALLBROOK COMMUNITY AIRPARK	VASI		GPS	NONE	$100,000	100LL		2/7/2006
LIMITED USE	**NONE**		**NONE**	**NONE**		**100LL**		
AGUA CALIENTE SPRINGS	NONE		NONE	NONE		NONE	$100,000	10/1/1968
JACUMBA	NONE		NONE	NONE		NONE	$100,000	10/1/1968
OCOTILLO	NONE		NONE	NONE		NONE	$100,000	
SALTON SEA	NONE		NONE	NONE		NONE	$100,000	
All NPIAS Airports Cost Totals:		**$120,000**			**$400,000**		**$100,000**	
Priority 1 Airports Cost Totals:		**$60,000**			**$300,000**		**$50,000**	
Priority 2 Airports Cost Totals:		**$60,000**			**$100,000**		**$50,000**	
Priority A (Non-NPIAS) Airports Cost Totals:		**$0**			**$0**		**$100,000**	
Priority B (Non-NPIAS) Airports Cost Totals:		**$0**			**$0**		**$300,000**	
All Airports Totals:		**$180,000**			**$500,000**		**$600,000**	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 11 All Projects Cost Summary

	Longest Runway Enhancements Cost Estimates			Other Desirable Airport Safety Attributes Cost Estimates			
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	Airport Project Costs Estimate Total
PRIMARY COMMERCIAL SERVICE NON-							
IMPERIAL COUNTY	$1,249,952	$2,579,500	$0	$0	$0	$0	**$3,829,452**
MC CLELLAN - PALOMAR	$2,321,550	$0	$1,697,850	$0	$0	$0	**$4,019,400**
METROPOLITAN GENERAL AVIATION							
MONTGOMERY FIELD	$467,627	$0	$1,585,931	$0	$0	$0	**$2,053,557**
REGIONAL GENERAL AVIATION							
BROWN FIELD	$0	$0	$2,771,654	$60,000	$0	$0	**$2,831,654**
GILLESPIE FIELD	$117,183	$0	$0	$0	$100,000	$50,000	**$267,183**
OCEANSIDE MUNICIPAL*	$1,541,067	$0	$469,854	$60,000	$0	$50,000	**$2,120,921**
RAMONA	$663,300	$0	$0	$0	$0	$0	**$663,300**
COMMUNITY GENERAL AVIATION							
BRAWLEY MUNICIPAL*	$0	$491,616	$0	$0	$100,000	$0	**$591,616**
CALEXICO INTERNATIONAL	$0	$0	$0	$0	$100,000	$0	**$100,000**
CLIFF HATFIELD MUNICIPAL	$95,810	$681,725	$397,320	$60,000	$100,000	$100,000	**$1,434,855**
BORREGO VALLEY*	$0	$0	$0	$0	$0	$0	**$0**
FALLBROOK COMMUNITY AIRPARK	NF-Terrain	$420,090	$299,376	$0	$100,000	$0	**$819,466**
LIMITED USE							
AGUA CALIENTE SPRINGS	$397,980	$0	$346,500	$0	$0	$100,000	**$844,480**
JACUMBA	$0	$0	$0	$0	$0	$100,000	**$100,000**
OCOTILLO	$0	$0	$0	$0	$0	$100,000	**$100,000**
SALTON SEA	$0	$0	$0	$0	$0	$100,000	**$100,000**
District 11 Airports Total	**$6,854,469**	**$4,172,931**	**$7,568,484**	**$180,000**	**$500,000**	**$600,000**	**$19,875,883**
Priority 1 Airports Total	**$4,819,612**	**$2,999,590**	**$6,354,810**	**$60,000**	**$300,000**	**$50,000**	**$14,584,012**
Federal AIP Grant (95% of total project cost)	$4,578,631	$2,849,611	$6,037,070	$57,000	$285,000	$47,500	**$13,854,811**
FAA AIP State Match (2.5% of AIP Grant)	$114,466	$71,240	$150,927	$1,425	$7,125	$1,188	**$346,370**
FAA AIP Local Match (2.625% of total project cost)	$126,515	$78,739	$166,814	$1,575	$7,875	$1,313	**$382,830**
Priority 2 Airports Total	**$1,541,067**	**$491,616**	**$469,854**	**$60,000**	**$100,000**	**$50,000**	**$2,712,537**
Federal AIP Grant (95% of total project cost)	$1,464,014	$467,035	$446,361	$57,000	$95,000	$47,500	**$2,576,910**
FAA AIP State Match (2.5% of AIP Grant)	$36,600	$11,676	$11,159	$1,425	$2,375	$1,188	**$64,423**
FAA AIP Local Match (2.625% of total project cost)	$40,453	$12,905	$12,334	$1,575	$2,625	$1,313	**$71,204**
Priority A (Non-NPIAS) Airports Total	**$397,980**	**$0**	**$346,500**	**$0**	**$0**	**$100,000**	**$844,480**
State A&D Funds (90% of total project costs)	$358,182	$0	$311,850	$0	$0	$90,000	**$760,032**
Local Match (10% of total project costs)	$39,798	$0	$34,650	$0	$0	$10,000	**$84,448**
Priority B (Non-NPIAS) Airports Total	**$95,810**	**$681,725**	**$397,320**	**$60,000**	**$100,000**	**$400,000**	**$1,734,855**
State A&D Funds (90% of total project costs)	$86,229	$613,553	$357,588	$54,000	$90,000	$360,000	**$1,561,370**
Local Match (10% of total project costs)	$9,581	$68,173	$39,732	$6,000	$10,000	$40,000	**$173,486**

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

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District 12 Projects Attribute Details

	Longest Runway Attributes										
Airport by Caltrans Airport Functional Classification[1]	**Min. Std. Length[2] (Feet)**	**Length (Feet)**	**Extension Cost Estimate**	**Width (Feet)**	**Widening Cost Estimate**	**Pavement Condition**	**PCI[3]**	**PCI Report Year**	**Overlay Cost Estimate for Existing Runway**	**Weight Bearing Capacity[4] (In Thousands)**	**Runway Safety Area[5]**
REGIONAL GENERAL AVIATION				75 Feet		GOOD	VERY GOOD			12,500	
FULLERTON MUNICIPAL	5,500	3,121	NF - terrain	75		ASPH-G	100	2005		12,500	NF-LU
All NPIAS Airports Cost Totals:			$0		$0				$0		
Priority 1 Airports Cost Totals:			$0		$0				$0		
Priority 2 Airports Cost Totals:			$0		$0				$0		
Priority A (Non-NPIAS) **Airports Cost Totals:**			$0		$0				$0		
Priority B (Non-NPIAS) **Airports Cost Totals:**			$0		$0				$0		
All Airports Cost Totals:			$0		$0				$0		

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); [2]All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)
[3]Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006; Minimum Standard (Very Good Rating: >70) Difficient (Red Text); [4]Weight Bearing Capacity (U.S. Pounds)
[5]Runway Safety Area Minimum Standard (Satisfactory); Unsastisfactory (Red Text)

*Acronym and Term Definitions in Glossary

District 12 Projects Attribute Details (Continued)

Other Desirable Airport Safety Attributes								
Airport by Caltrans Airport Functional Classification[1]	**Visual Aid**	**Visual Aid Equip. and Install. Cost Estimate**	**Instrument Approach Procedure**	**24-Hour On-Field Automated Weather Services**	**24-Hour On-Field Automated Weather Services Equip. and Install. Cost Estimate**	**Available Fuel & Grade**	**Fuel Equip. and Install. Cost Estimate**	**Airport Layout Plan[2] (Date)**
REGIONAL GENERAL AVIATION	VASI/PAPI		GPS/VOR	YES		100LL & Jet A		
FULLERTON MUNICIPAL	VASI	$0	LOC/LDA	YES	$0	100LL & Jet A	$0	3/17/2010
All NPIAS Airports Cost Totals:		$0			$0		$0	
Priority 1 Airports Cost Totals:		$0			$0		$0	
Priority 2 Airports Cost Total:		$0			$0		$0	
Priority A (Non-NPIAS) **Airports Cost Totals:**		$0			$0		$0	
Priority B (Non-NPIAS) **Airports Cost Totals:**		$0			$0		$0	
All Airports Cost Totals:		$0			$0		$0	

Note: Airport enhancement needs and estimated costs to upgrade to Minimum Standards as defined in the System Needs Assessment are listed in priority order from left to right.

LEGEND: [1]Priority 1 Airport (Grey Highlight); Priority 2 Airport (*); Non-NPIAS Facility (Bold Italic Text); All Runway Demensions (In Feet); Minimum Standard Deficient (Red Text)

[2]Airport Layout Plan Minimum Standard (> 5-Years in Red Text)

*Acronym and Term Definitions in Glossary

District 12 All Projects Cost Summary

	Longest Runway Enhancements Cost			Other Desirable Airport Safety			
	Extension Cost	Width Cost	Pavement Condition Cost	Visual Approach Cost	Automated Weather Services Cost	Fuel Services Cost	Airport Project Costs Estimate Total
REGIONAL GENERAL AVIATION							
FULLERTON MUNICIPAL	NF - terrain	$0	$0	$0	$0	$0	$0
District 12 Airports Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Priority 1 Airports Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Federal AIP Grant (95% of total project cost)	$0	$0	$0	$0	$0	$0	$0
FAA AIP State Match (2.5% of AIP Grant)	$0	$0	$0	$0	$0	$0	$0
FAA AIP Local Match (2.625% of total project cost)							
Priority 2 Airports Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Federal AIP Grant (95% of total project cost)	$0	$0	$0	$0	$0	$0	$0
FAA AIP State Match (2.5% of AIP Grant)	$0	$0	$0	$0	$0	$0	$0
FAA AIP Local Match (2.625% of total project cost)							
Priority A (Non-NPIAS) **Airports Cost Total**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
State A&D Funds (90% of total project costs)	$0	$0	$0	$0	$0	$0	$0
Local Match (10% of total project costs)	$0	$0	$0	$0	$0	$0	$0
Priority B (Non-NPIAS) **Airports Cost Total**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
State A&D Funds (90% of total project cost)	$0	$0	$0	$0	$0	$0	$0
Local Match (10% of total project cost)	$0	$0	$0	$0	$0	$0	$0

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

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APPENDIX 5
Acknowledgements and Credits

Acknowledgements

CALIFORNIA TRANSPORTATION COMMISSION

Technical Advisory Committee on Aeronautics (TACA)

Bob Alvarado, Commissioner
Joe Tavaglione, Commissioner

Chris Kunze, TACA Chairman, Staff Advisor, Long Beach Municipal Airport
William T. Weil, Jr., TACA Vice-Chairman, Mojave Air and Spaceport.
Michael Armstrong, Program Manager, Aviation Planning, Southern California Association of Governments
Daniel Burkhart, Director of Regional Programs, National Business Aviation Association
Harry A. Krug, Association of California Airports, Airport Manager, Colusa County Airport
Michael LaPier, Chief Operating Officer, Sacramento County Airports System
Mark F. Mispagel, Attorney/Consultant, Law Offices of Mark F. Mispagel
John Pfeifer, Aircraft Owners and Pilots Association (AOPA), California Regional Representative
Alexander Waters, Vice President of Business Development, KaiserAir, Inc.
Alex Wilcox, Principal, Jet Blue.

TACA Staff
Bimla Rhinehart, Executive Director
Robert Chung, Deputy Director
Susan Bransen, Associate Deputy Director

Credits

The following individuals were contributors to this report:

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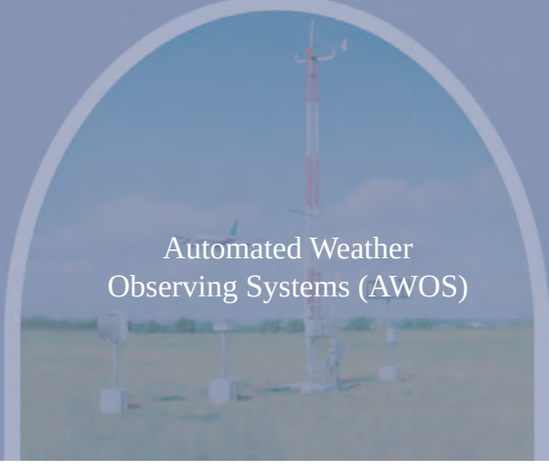
Business Aviation
Stockton Municipal Airport

Fuel Farm
Nut Tree Airport

Runway Improvements Oroville
Municipal Airport

Light Business Air Cargo
Sacramento Mather Airport

Heavy Business Air Cargo
Sacramento Mather Airport



Automated Weather
Observing Systems (AWOS)