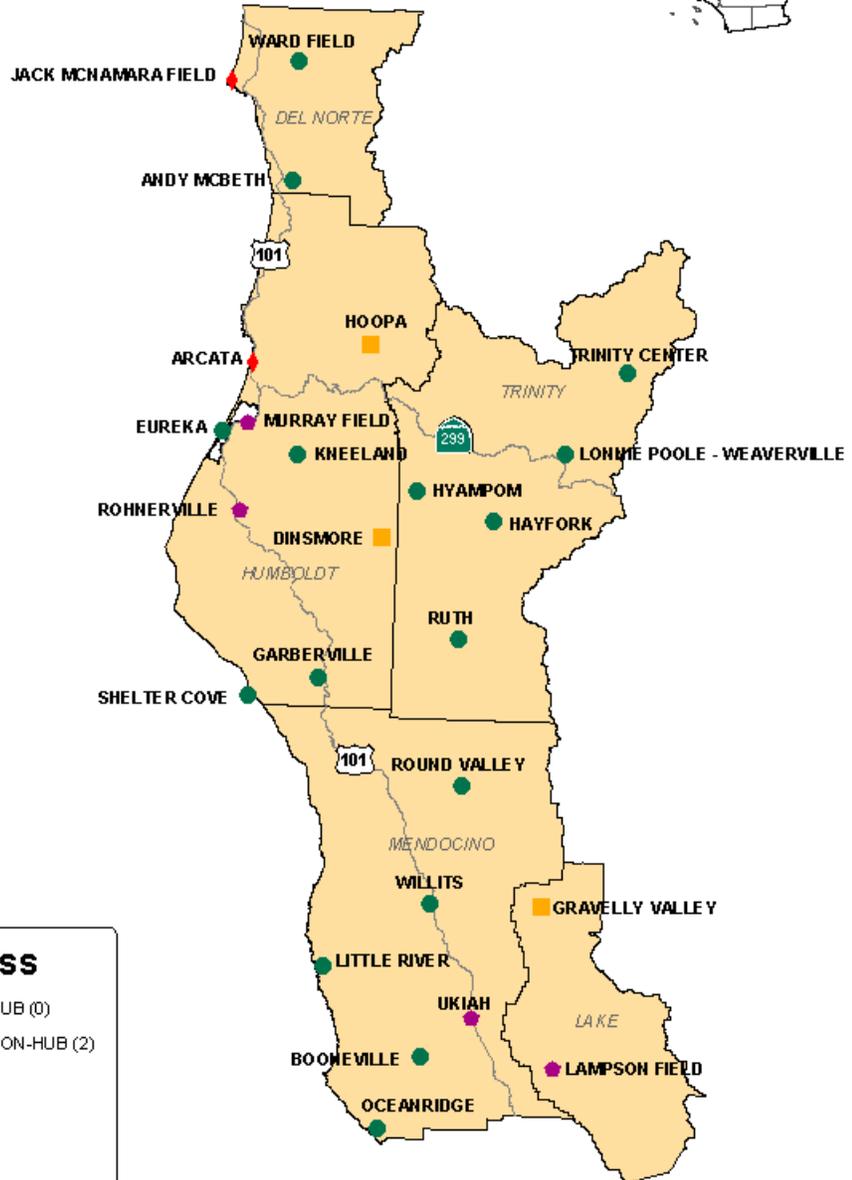


California Aviation System Plan:
Region 1 Public Use Airports

NORTH COAST



North Coast Region

The North Coast Region is located in the northwestern portion of California bounded by Oregon to the north and Sonoma/Napa Counties to the south. Each county contains its own Regional Transportation Planning Agency (RTPA). Counties in the North Coast CASP Region are:

Del Norte	Humboldt	Trinity
Mendocino	Lake	

Regional Overview

In July 2000, the California Department of Finance estimated there were 315,500 residents in this region. By 2020, the population is estimated to increase by approximately 29%, to 406,200 people.

Of the 25 public-use airports in this CASP region, Jack McNamara Field (Del Norte County) and Arcata Airport (Humboldt County) are the only airports in the region with scheduled passenger service. The *1999 CASP Forecast Element* stated there were 603 based aircraft and 413,400 general aviation (GA) annual aircraft operations within the region. By 2015, these figures are estimated to increase by 27.3% (to 768 based aircraft) and 21.5% (502,446 annual GA operations) respectively.

The North Coast region is largely rural and characterized by a rugged geography of forest-covered mountains and winding river valleys. While many airports may not get a lot of use, they are valuable assets from an emergency-services perspective. For example, operators involved in fire-fighting and search and rescue activities are frequent users of these facilities to the benefit of the region and state. Transportation within the region is primarily dependent upon a few state highways and each county's road system. Extended disruption of any of these routes, due to frequent landslides or earthquakes, could have serious impacts on suddenly isolated communities. From the perspective of aircraft operators, these airports represent safe landing areas interspersed between vast tracts of difficult to traverse terrain, a welcome sight in cases of bad weather or mechanical difficulties. Thus, this region's numerous isolated small airports, even without addressing the needed enhancements identified in this analysis, are all considered valuable regional assets.

Airport Needs Analysis by Functional Classification

Primary Commercial Service Hub Airports

There are no Primary Commercial Service Hub Airports in this region. The closest Primary Commercial Hub Airport to the region is Sacramento International, though Bay Area Airports may be more convenient to reach by land. Refer to Section II for a discussion of all California Primary Commercial Service Hub airports.

Primary Commercial Non-Hub and Commercial Airports

Jack McNamara and Arcata are the only Primary Commercial Service Non-Hub airports in the region. While Arcata handles the majority of the region's commercial traffic, both airports serve critical complementary roles in the region's air transport network, providing access to national and international air service. Together with a few Metropolitan General Aviation Airports, these facilities provide capacity redundancy to a region isolated by rugged geography, making surface transportation slow and vulnerable to interruption due to natural occurrences such as earthquakes and landslides. Both Arcata and McNamara would benefit from runway extensions. If geographically and environmentally feasible, extensions should be a high priority for each.

Metropolitan General Aviation Airports

There are no Metropolitan General Aviation Airports in the North Coast Region.

Regional General Aviation Airports

There are four Regional General Aviation airports in the North Coast Region: Lampson Field (Lake Co.), Murray Field (Humboldt Co.), Rohnerville (Humboldt Co.), and Ukiah Municipal (Mendocino Co.) airports. All four facilities would benefit from runway extensions, and that is all Ukiah Municipal Airport would need to meet all minimum requirements of a Regional General Aviation airport. Additionally, Lampson Field's runway width is 15 feet too narrow and there is no jet fuel available, otherwise it would meet the minimum standards for this classification. However, in the case of Lampson Field's 3,600-foot runway and Murray Field's 3,000-foot runway, the immediate need for Jet A fuel is likely minimal as relatively few jet aircraft can safely operate on such runways. The needed extensions at these two facilities may be difficult to achieve due to terrain considerations. Rohnerville and Murray Field airports are both in Humboldt County, in relatively close proximity to Arcata Airport. A need shared by both is 24-hour on-field weather services, especially since both airports have instrument approaches. Murray Field also lacks fuel availability and is in need of a significant runway extension to meet its minimum standard length. Murray Field's existing runway is in need of rehabilitation. Rohnerville is also in need of a runway extension and does not have fuel service, though it has trucked it in on occasion by prior arrangement. However, as Rohnerville is further away from Arcata and meets more critical minimums than Murray Field, it, Ukiah, and Lampson Field are considered higher priority facilities than is Murray Field.

Community General Aviation Airports

There are sixteen Community General Aviation airports in the region, none of which meet all minimum standards for Community General Aviation airports. No facility has 24-hour on-field weather services or an instrument approach procedure. Little River meets all minimum standards except those mentioned above, and, as it is scheduled to receive an FAA certified approach procedure, an AWOS is considered a high priority project. Nearly all of the remaining airports share the same additional enhancement needs: Wider and longer runways, visual approach slope indicator equipment, instrument approach procedures and fuel availability. Notably, while Andy McBeth, Kneeland, and Ocean Ridge airports would all benefit from runway extensions, the feasibility of them is questionable at Andy McBeth (river) and Kneeland (ridge top airport). Kneeland's runway pavement is also in need of rehabilitation. Five Community GA airports are not listed in the FAA NPIAS: Andy McBeth, Eureka, Hyampom, Ocean Ridge, and Ward Field. Thus, these facilities are more dependent upon state funding sources, except for Ocean Ridge that, as a privately owned airport, isn't even eligible for state funds. Also of note, all five airports in Trinity County fall into the Community GA classification. Of these, Lonnie Pool-Weaverville is most centrally located and nearest to Highway 299, the primary surface route traversing the county. Unfortunately, it has a one-way runway and does not meet current federal airport design standards. The county is conducting site selection and environmental studies leading to the relocation of the Lonnie Pool-Weaverville Airport. A preferred site has been identified which benefits from clear approaches providing a two-way runway, while being located both convenient to users and away from existing development. Acquisition and construction has been delayed due to the need to perform a more comprehensive environmental study. Replacement of the current airport with the planned new facility is deemed a high priority. Trinity Center Airport has thirty based aircraft, the most of any airport in the county.

Limited Use Airports

There are three Limited Use airports in the North Coast Region. Dinsmore Airport's only enhancement needs are a runway widening (12 feet) and improved weight bearing capacity. Hoopa Airport's runway weight bearing capacity is 2,500 pounds shy of the desired minimum. Gravelly Valley meets all 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 near the base of a mountain ridge. However, its location in a remote area does make it well suited for emergency access. It is also a non-NPIAS facility.

Enhancement Prioritization

The airports listed in no particular order below are considered the region's highest priority facilities in terms of desired system capacity and safety enhancement. Enhancements at them would improve the regional and state system capacity and safety, and perhaps make them worthy of reclassification:

- Arcata
- Jack McNamara Field
- Lampson Field
- Rohnerville
- Little River
- Lonnie-Poole – Weaverville
- Ukiah

Non-NPIAS airports are also worthy of extra consideration at the state level since they are not eligible for federal funding.

Table 3

REGION 1 NORTH COAST - Enhancement Needs and Estimated Costs															Total Estimated Costs For All Regional Projects: \$11.71 Million	
FACILITY AND MINIMUM STANDARDS MINIMUM STANDARD FOR CLASSIFICATION SHOWN IN SECTION HEADER (EXCEPT RUNWAY LENGTH)	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST	RUNWAY PAVEMENT CONDITION	RUNWAY PAVEMENT REHAB ESTIMATED COST	LONGEST RUNWAY WIDTH	RUNWAY WIDENING ESTIMATED COST	VASI PAPI INSTALLED	ESTIMATED COST TO ACQUIRE & INSTALL VASI/PAPI	AVAILABLE FUEL GRADES	ESTIMATED COST TO ADD DESIRED FUELING CAPABILITIES	LONGEST RUNWAY WEIGHT RATING	AWOS/ASOS (AUTOMATED WEATHER SERVICE)	COST TO ACQUIRE & INSTALL DESIRED AWOS/ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE	
PRIMARY COMMERCIAL SERVICE NON-HUB				GOOD		150		VASI/PAPI		100LLA		50K SW	YES		ILS	
ARCATA	7000	5998	\$530,000	GOOD		150		VASI		100LLa		60000	YES		ILS	
JACK MCNAMARA FIELD	7000	5002	\$1,050,000	GOOD		150		VASI		100LLA		30000	YES		ILS	
REGIONAL GENERAL AVIATION				GOOD		75		VASI/PAPI		100LLA		12500	YES		GPS/VOR	
LAMPSON FIELD	5300	3600	\$450,000	GOOD		60	\$190,000	PAPI		100LL	\$50,000	30000	YES		GPS	
MURRAY FIELD	4900	3000	TBD - Enviro	FAIR	\$790,000	75		VASI		100LL	\$50,000	19000	NONE	\$100,000	GPS	
ROHNERVILLE	5000	4005	\$350,000	GOOD		100		VASI		NONE	\$150,000	30000	NONE	\$100,000	GPS	
UKIAH MUNICIPAL	5100	4415	\$360,000	GOOD		150		VASI		100LLA		28000	YES		LOC/LDA	
COMMUNITY GENERAL AVIATION				FAIR		75		VASI/PAPI		100LL or 80		12500	YES, with IAP or PT 135		GPS/VOR	
ANDY MCBETH	3500	2400	\$290,000	GOOD		50	\$210,000	NONE	\$60,000	NONE	\$100,000	12000	NONE		NONE	
BOONVILLE	3500	3240	\$70,000	GOOD		50	\$280,000	NONE	\$60,000	NONE	\$100,000	30000	NONE		NONE	
EUREKA MUNICIPAL	3500	2700	\$210,000	FAIR		60	\$140,000	NONE	\$60,000	NONE	\$100,000	10000	NONE		NONE	
GARBERVILLE	3600	3050	\$140,000	FAIR		75		NONE	\$60,000	100LL		30000	NONE		NONE	
HAYFORK	4300	4115	\$50,000	GOOD		75		NONE	\$60,000	NONE	\$100,000	12500	NONE		NONE	
HYAMPOM	3900	2980	\$240,000	FAIR		60	\$160,000	NONE	\$60,000	NONE	\$100,000	12000	NONE		NONE	
KNEELAND	4500	2270	TBD - Terrain	POOR	\$400,000	50	\$200,000	NONE	\$60,000	NONE	\$100,000	13000	NONE		NONE	
LITTLE RIVER	3600	5249		FAIR		150		VASI		100LL		60000	NONE		On FAA List	
LONNIE POOLE FIELD-WEAVERVILLE	2350	2980		GOOD		50	\$260,000	PAPI		NONE	\$100,000	5000	NONE		NONE	
OCEAN RIDGE	3800	2500	\$340,000	FAIR		50	\$220,000	NONE	\$60,000	NONE	\$100,000	8000	NONE		NONE	
ROUND VALLEY	4000	3670	\$90,000	GOOD		55	\$260,000	NONE	\$60,000	NONE	\$100,000	30000	NONE		NONE	
RUTH	4500	3500	\$260,000	GOOD		50	\$310,000	NONE	\$60,000	NONE	\$100,000	12000	NONE		NONE	
SHELTER COVE	3500	3400	\$30,000	FAIR		75		NONE	\$60,000	NONE	\$100,000	20000	NONE		NONE	
TRINITY CENTER/ JAMES E. SWEET	4300	3215	\$280,000	GOOD		50	\$280,000	NONE	\$60,000	NONE	\$100,000	10000	NONE		NONE	
WARD FIELD	3500	2990	\$130,000	FAIR		50	\$260,000	NONE	\$60,000	NONE	\$100,000	12000	NONE		NONE	
WILLITS MUNICIPAL	4200	3000	\$320,000	GOOD		75		NONE	\$60,000	100LL		30000	NONE		NONE	
LIMITED USE				FAIR		60		NONE		NONE		12500	NONE		NONE	
DINSMORE	3150	2510	\$170,000	FAIR		48	\$110,000	NONE		NONE		Unknown	NONE		NONE	
GRAVELLY VALLEY	3000	4050		FAIR-grvl		200		NONE		NONE		12500	NONE		NONE	
HOOPA	2450	2325	\$30,000	FAIR		50	\$80,000	NONE		NONE		10000	NONE		NONE	
Estimated Regional Cost Totals (by project type)			\$5,390,000		\$1,190,000		\$2,960,000		\$420,000		\$1,550,000			\$200,000		

LEGEND: RED TEXT – DOES NOT MEET MINIMUM STANDARD BOLD ITALIC TEXT – NON-NPIAS FACILITY ALL LENGTHS ARE IN FEET, WEIGHT REFERENCES IN POUNDS
SEE GLOSSARY FOR ACRONYM AND TERM DEFINITIONS