

## 6.4 Aviation

This chapter describes existing aviation facilities and services in Placer County and projected needs. This chapter also discusses potential aviation issues related to encroachment of incompatible land uses around airports; adverse noise impacts on adjacent communities; capacity constraints; and issues related to airport ground access.

### AVIATION FACILITIES AND SERVICES

Aviation facilities in Placer County include both public and private airports and helipads serving commercial, recreational, medical, law enforcement, fire and agricultural needs. There are three general purpose airports: Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport. In addition, there are several private use airports and helipads in the county. There are no commercial service airports or military airports in Placer County. Refer to Figures 3.4a and 3.4b.

The Truckee-Tahoe Airport straddles the boundary between Nevada and Placer counties. The airport is described in the 2005 Nevada County Regional Transportation Plan and the 2004 Truckee Tahoe Airport Land Use Compatibility Plan.

#### Auburn Municipal Airport

Auburn Municipal Airport is owned and operated by the City of Auburn. The airport has existed on the present site since 1934. The regional general aviation facility is located approximately three miles north of downtown Auburn. It serves as the aviation hub for the greater Auburn area and portions of eastern Placer County. The 295-acre airport and adjacent industrial park are surrounded by unincorporated areas of Placer County. Primary airport access is from Bell Road, via New Airport Road. State Route 49 is approximately one mile to the west. Interstate 80 is approximately two miles to the east.

According to the Airport's Master Plan (2007), aircraft operations are projected to increase from 70,000 in 2004 to 104,000 by 2025. Federal Aviation Administration (FAA) data, in 2009, indicates that 165 aircraft are based at Auburn Municipal Airport. The Airport's Master Plan indicates this total is expected to increase to 240 based aircraft by 2015. Currently, local general aviation comprises about 51 percent of aircraft activity; transient general aviation about 47 percent; and two percent is considered air taxi. Single-engine, piston-powered airplanes will continue to comprise the bulk of the airport's based aircraft fleet. Consistent with national trends growth will occur with twin-engine piston and turboprop airplanes, very light jets, and helicopters.

The airport's elevation is 1,531 feet above sea level. The airport has one runway - Runway 7-25, which is 3,700 feet long by 75 feet wide. There is one full length parallel taxiway along the runway's south side. The existing instrument approach is a GPS-non-precision instrument

approach to Runway 7. The Airport provides a fueling facility, hangers and parking tiedowns for aircraft.

Meeting projected aviation demand will require both the addition of new facilities and the reconstruction of existing ones. Planned improvements include an aircraft parking apron, hangar storage, and an operations/administration building.

Auburn Municipal Airport's runways are short of their minimum required runway length. The Airport Master Plan indicates that no runway extension is currently planned because of high costs. A north side parallel taxiway is, however, planned. According to the 2010 General Aviation System Needs Assessment, extension of the runway to 6,000 feet is estimated to cost approximately \$1.1 million and it's widening at a cost of \$663,000. A longer runway would aid emergency fire fighting aircraft such as those used in the August 2009 wildfire in Auburn. Auburn Municipal Airport's elevation also supports VFR conditions. See Table 6.4-1 for a list of aviation projects (Capital Improvement Program).

See 2010 - 2019 Capital Improvement Plan – California Aviation Systems Plan (CASP) for a complete list of Placer County Airport projects (<http://www.dot.ca.gov/aeronautics>).

### **Blue Canyon – Nyack Airport**

The Blue Canyon – Nyack Airport serves as an important emergency landing field along the western slope of the Sierra Nevada. The limited use airport is owned by the U.S. Forest Service and Placer County, and is operated by Placer County under a special use permit. The airport has existed on the site since the 1930's. Located one mile south of Emigrant Gap, midway between Auburn and Truckee. Airport access is from Interstate 80's Blue Canyon exit.

The airport is open to public use, although traffic is minimal. According to Federal Aviation Administration (FAA) data, in 2009, there are no aircraft based at Blue Canyon –Nyack Airport. Aircraft operations average about 23 per week, or less than 1,000 per year. Transient general aviation activity comprises about 92 percent; and eight percent is considered military related. The primary constraint at the airport is weather. Snow and ice conditions close the airport for about three months per year. An ongoing issue at Blue Canyon is the need for tree and brush removal to comply with FAA and Caltrans Division of Aeronautics safety regulations.

The airport's elevation is 5,284 feet above sea level. The airport has one runway – 15-33, which is 3,300 feet long by 50 feet wide. Blue Canyon's runway length and width is considered inadequate, not meeting minimum requirements. The runway and parking ramp are scheduled for resurfacing. According to the 2010 General Aviation System Needs Assessment, extension of the runway to 6,000 is estimated to cost approximately \$1.1 million, and widening it to 60 feet is estimated at about \$457,000. Blue Canyon is also in need for fuel facilities. An airport layout plan was prepared in 1999.

Table 6.4-1 lists the airport's planned improvement project. See 2010 - 2019 Capital Improvement Plan – California Aviation Systems Plan (CASP) for a complete list of Placer County Airport projects (<http://www.dot.ca.gov/aeronautics>).

Figure 6.4a  
Airport Locations Map – Western County

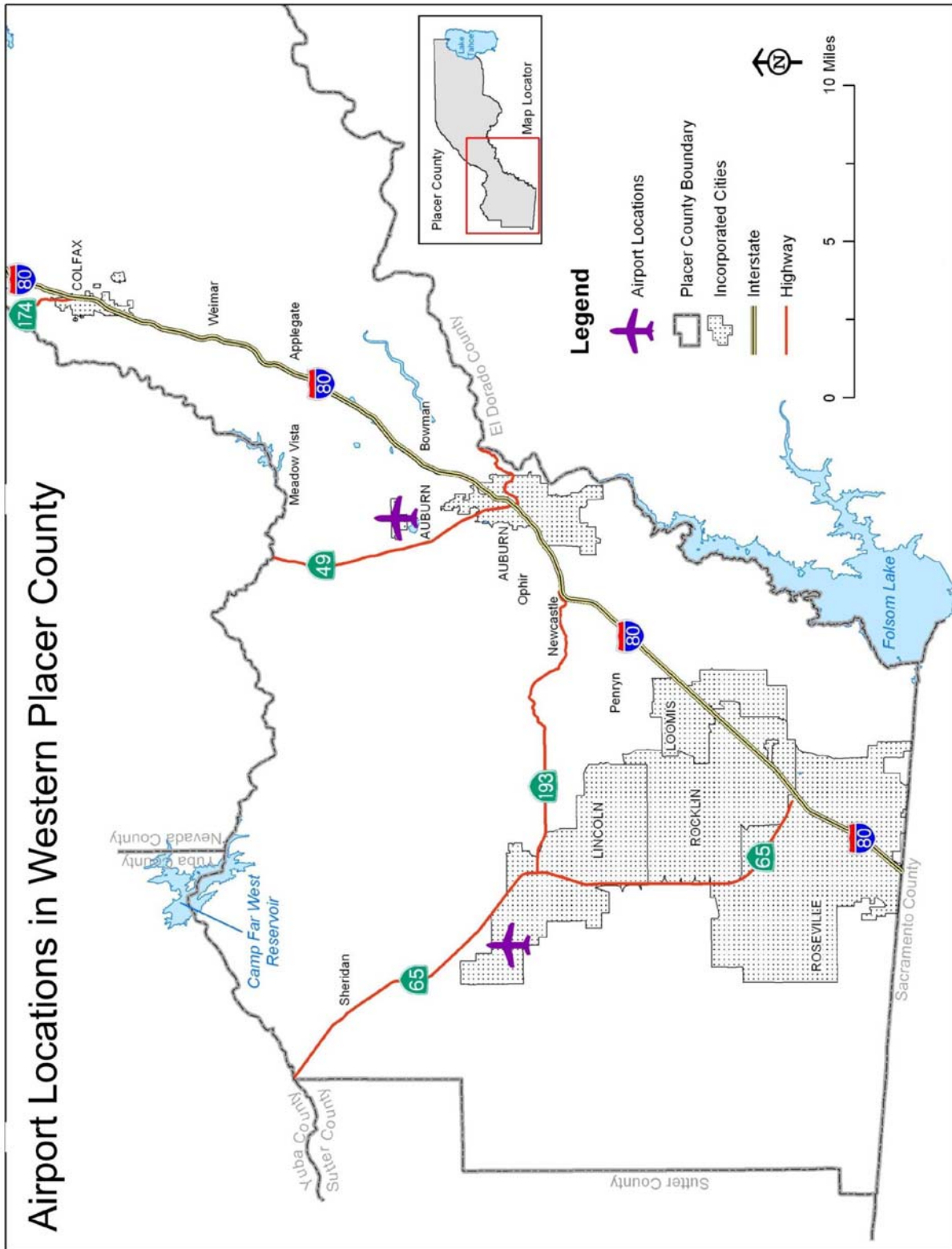
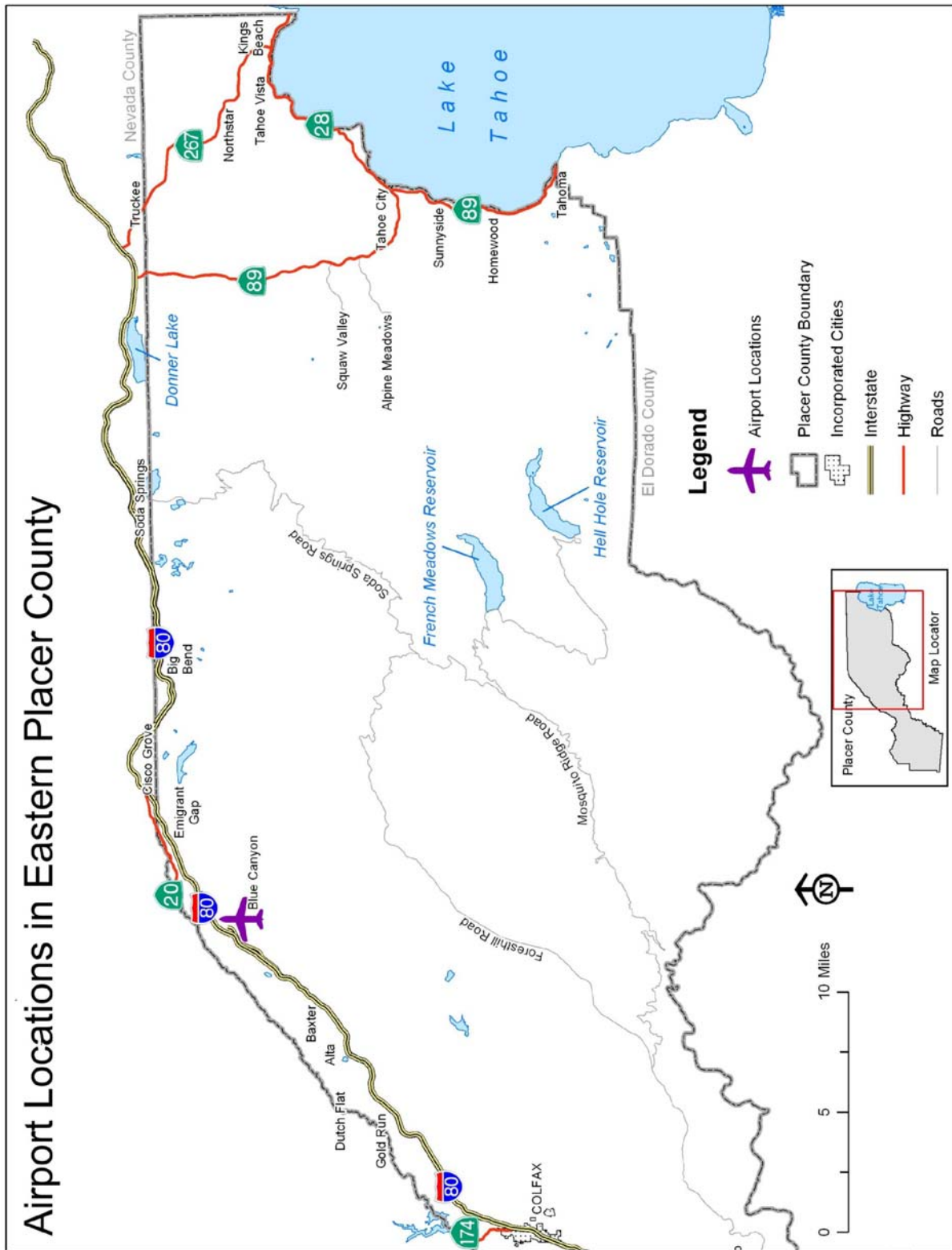


Figure 6.4b  
**Airport Locations Map – Eastern County**



## Lincoln Regional Airport / Karl Harder Field

The Lincoln Municipal Airport, a regional reliever facility, is operated by the City of Lincoln. The airport served as a former World War II military training field, becoming active as a public airport in July 1944. It is located on the western edge of the City, north of Nicolaus Road. Due to its close proximity to major industrial and population centers in the South Placer region along State Route 65 and Interstate 80, the Lincoln Regional Airport has become an attractive alternative to the Sacramento International Airport, especially for executives of major industries in Roseville and Rocklin.

According to the Airport Master Plan (2008), aircraft operations are projected to increase from 74,000 in 2005 to 138,000. Federal Aviation Administration (FAA) data, in 2009, indicates that 221 aircraft were based at Lincoln Regional Airport. Local general aviation comprises about 49 percent of aircraft activity; transient general aviation about 46 percent; and four percent is considered air taxi. The Master Plan forecasts a shift toward larger aircraft – multi-piston engine, turboprops, and business jets.

The airport's elevation is 118 feet above sea level. The airport has one runway -15-33, which is 6,001 feet long by 100 feet wide. There is one full-length parallel taxiway on the runway's east side. There is one designated helicopter take-off and landing area. There is one precision instrument approach to Runway 15. The installation and commissioning of an Instrument Landing System (ILS) in 1994 increased the airport's ability to accommodate larger corporate aircraft. The Airport provides a fueling facility and parking tiedowns for aircraft.

Lincoln Regional Airport includes land that will accommodate aviation, light industrial and commercial development. Growth at Lincoln Regional Airport has been primarily on the east side along Flightline Drive. The Airport will soon have access to the Lincoln Bypass, presently under construction.

The Master Plan proposes a 1,000-foot long runway extension and a 3,350-foot long parallel runway east of the existing runway to accommodate even larger aircraft. Table 6.4-1 lists the airport's planned improvement project. See 2010 - 2019 Capital Improvement Plan – California Aviation Systems Plan (CASP) for a complete list of Placer County Airport projects (<http://www.dot.ca.gov/aeronautics>).

## AIRPORT LAND USE COMMISSION

An Airport Land Use Commission (ALUC) was first established for Placer County in 1985. Initially, the Sierra Planning Organization<sup>1</sup> functioned as the ALUC. At the urging of Placer County and the cities of Auburn and Lincoln, PCTPA assumed the ALUC responsibility in 1997. The desire for greater local control over airport land use planning matters was the principal factor for the change.

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<sup>1</sup> A council of governments and economic development agency consisting of El Dorado, Nevada, Placer, and Sierra Counties and most of the cities in them.

The overall mission of an ALUC is to ensure the continued viability of airports by assuring that surrounding land uses are compatible from the standpoint of safety and noise. ALUCs have two primary functions under State law. The first is the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise. The second is to prevent the encroachment of incompatible land uses around public-use airports.

The California Public Utilities Code governs ALUC responsibilities and powers. ALUCs have two specific duties:

- Prepare and adopt an airport land use compatibility plans; and,
- Review local agency plans, regulations, and other actions for consistency with the plan.

PCTPA coordinates with the California Department of Transportation, Division of Aeronautics for ALUC planning activities and funding. As the designated Airport Land Use Commission (ALUC) for Placer County, PCTPA is responsible for defining planning boundaries and setting standards for compatible land uses surrounding airports.

The Placer County Airport Land Use Compatibility Plan was adopted in October 2000. This plan is primarily concerned with land uses near the three public-use airports: Auburn Municipal Airport, Blue Canyon - Nyack Airport, and Lincoln Regional/Karl Harder Airport. Plan implementation requires coordination with Placer County, Auburn, Lincoln, and for the Blue Canyon Airport, Nevada County and the U.S. Forest Service. The plan details land use compatibility criteria and review processes for airport master plans, new airports/heliports, local agency planning and building regulations, and development proposals.

State law requires that a local agency's general plan and supporting planning documents are to be consistent with the compatibility plan. Alternatively, a local agency may adopt findings and override an ALUC determination of inconsistency. Once a local agency satisfies the consistency requirement, the ALUC's authority to review proposed projects around an airport becomes more limited. At that point, the local agency becomes responsible for the majority of day-to-day ALUCP implementation.

In 2008, the ALUC found the City of Lincoln's 2050 General Plan to be consistent with the Placer County ALUCP. Consistency determinations for Placer County and the City of Auburn general plans have not been completed. Placer County and the City of Auburn refer all development proposals within an airport influence area to the ALUC for consistency determinations.

Over the last decade, Placer County has seen some of the fastest growing communities in California. New urban development is proposed to the south and west of Lincoln Regional Airport. New retail and 'big-box' commercial development proposals are being considered by Placer County along SR 49 (Grass Valley Highway) in north Auburn. Ensuring airport compatibility for new and redeveloping areas around Auburn Municipal and Lincoln Regional Airports will be a critical ALUC role.

## AVIATION COORDINATION

### **Federal Aviation Administration (FAA) – National Plan of Integrated Airport System (NPIAS)**

The National Plan of Integrated Airport System (NPIAS) is prepared by the Federal Aviation Administration (FAA). The NPIAS identifies the cost associated with establishing and maintaining an adequate system of airports to meet the needs of civil aviation and to support the needs of the Department of Defense and the Postal Service. The FAA draws from state, regional and local planning studies in preparing the NPIAS. The current report was largely compiled in 2007 and reflects infrastructure needed through FY 2013.

The FAA uses the NPIAS to administer the AIP. Airports identified in the NPIAS are eligible to receive grants from the FAA under the AIP.

About 39 percent of the development estimates included in the NPIAS are intended to address growth in travel – more passengers, more cargo, and more and larger aircraft. Projects include large scale, long-term programs over a 10 to 15 year period, such as new runway or significant runway extension, rehabilitation or expansion of passenger terminals, and improvements to highways or transit systems on the airport. These types of projects are typically not sensitive to short-term fluctuations in traffic.

About 61 percent of the development estimates included in the NPIAS is intended to address rehabilitation of 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 over the longer term, however, their timing may be affected by funding availability.

### **California Department of Transportation – Division of Aeronautics**

The California Aviation System Plan (CASP), prepared by the California Department of Transportation – Division of Aeronautics, is the forum for continuous aviation system planning, and guides the future development and preservation of the state-wide system of airports and aviation facilities. It is made up of elements such as background and introduction, air transportation issues, regional and state plans, and capital improvement plan/program. The CASP is updated every five years in consultation with Regional Transportation Planning Agencies, and it is adopted by the California Transportation Commission. PCTPA staff participates on the Aviation System Planning Committee.

The CASP's Capital Improvement Plan (CIP) Element was updated in 2009 (see <http://www.dot.ca.gov/aeronautics>). The State CIP consists of desired projects for the 10-year period beginning in 2010 through 2019. The next State CIP update will occur in 2011. CIP projects are based on the airport's adopted master plan and should be consistent with its forecasts of aviation demand. Projects must also be depicted on the approved Airport Layout Plan (ALP). To be eligible for State funds airport projects must be identified in the State CIP. Project applications are submitted by airports, via PCTPA, to the Division of Aeronautics. The CIP is



updated every odd year; Table 6.4-1 lists the planned improvements submitted by each airport manager for the RTP update.

The CASP's System Requirements Element (SRE) was updated in 2004, with the General Aviation System Needs Assessment Element updated in 2010. This element identifies and prioritizes needed airport capacity and safety-related infrastructure enhancements identified by the Division of Aeronautics. Starting in 2004, it is to be updated every two years to match CIP updates. The SRE includes a list of potential projects needed to optimize the capacity and safety of California's system of airports – a consideration outside the responsibility of individual airports.

The CASP's Policy Element was updated in 2001. This element lists policies and implementation actions to guide CASP development and improve California's aviation system. The RTP is consistent with applicable Policy Element provisions for noise, safety, land use compatibility; environmental coordination; CIP needs assessment, and funding. The RTP includes new policies to promote airport ground access and airport security.

### **Foothill ALUC**

The Foothill ALUC (Sierra Planning Organization) currently serves as the ALUC for Nevada County's public use airports – Grass Valley and Truckee-Tahoe airports. The Nevada County Transportation Commission (NCTC) is exploring whether to become the ALUC for Nevada County. If NCTC assumes the ALUC role, a separate ALUC would be required to implement the Truckee-Tahoe Airport Land Use Compatibility Plan. This intercounty ALUC would require representatives from Nevada and Placer counties. To facilitate NCTC's efforts, PCTPA will coordinate with Placer County and airport operators.

The Truckee-Tahoe Airport is located near the northeastern edge of Placer County. Most of the airport lies in Nevada County; therefore, airport compatibility planning issues for the Airport are not addressed in the Placer County ALUCP; they are addressed by the Foothill ALUC. The airport is also included in the 2005 Nevada County Regional Transportation Plan.

### **SACOG ALUC**

In FY 2005/06, SACOG in its role as the ALUC for Sacramento, Sutter, Yolo and Yuba counties, began work to update McClellan Field's Comprehensive Land Use Plan.

McClellan Field is located near the Placer / Sacramento county boundary. PCTPA, the City of Roseville and Placer County are working with SACOG to coordinate noise, airspace protection, and overflight issues. This work may result in preparing an amendment to the Placer County ALUCP.

## AVIATION ACTION PLAN

### Short Range

1. Continue efforts to avoid conflicts over noise issues. *(PCTPA, jurisdictions, airport operators, vicinity property owners)*
2. Continue to protect airspace and runway approaches. *(PCTPA, FAA, jurisdictions, airport operator, vicinity property owners)*
3. Promote compatible land uses that are consistent with the Placer County Airport Land Use Compatibility Plan. *(PCTPA, airport operators, jurisdictions, Caltrans)*
4. Continue to upgrade navigational equipment as needed. *(Jurisdictions, airport operators)*
5. Promote public awareness of airport services and benefits for business, recreation and goods movement use. *(PCTPA, jurisdictions, airport operators)*
6. Maintain and improve existing airport facilities in accordance with adopted airport master plans, as updated. *(Jurisdictions, airport operators)*
7. Assist operators of public use airports in pursuing funding sources. *(PCTPA, airport operators)*
8. Explore opportunities to improve passenger and cargo airport ground access to relieve potential bottlenecks around airports through local road and intersection improvements. *(PCTPA, jurisdictions)*
9. Promote the development of general aviation airport security for functional areas such as personnel, aircraft, airports/facilities, surveillance, security plans and communications, and specialty operations. *(Caltrans Division of Aeronautics, jurisdictions)*
10. Participate in SACOG's development of the McClellan Field ALUCP update to ensure that any potential impacts from ongoing operations at McClellan Field to Placer jurisdictions are minimized, and update the Placer County ALUCP, as necessary. *(PCTPA, jurisdictions, SACOG, Sacramento County)*
11. Participate in Caltrans Division of Aeronautics regional and statewide aviation planning efforts. *(PCTPA, airport operators)*
12. Work cooperatively with NCTC to address Truckee-Tahoe Airport ALUCP coordination issues. *(PCTPA, NCTC)*

13. Encourage Placer County to initiate the State-mandated requirement to update its General Plan and supporting planning documents to be consistent with the Placer County ALUCP. (*PCTPA, Placer County*)
14. Prepare a comprehensive update of the Placer County ALUCP, once the Caltrans Division of Aeronautics State Handbook update is completed, and review the ALUCP every five years and update as needed. (*PCTPA, jurisdictions, airport operators, Caltrans Division of Aeronautics, Sacramento County, SACOG*)

## Long Range

1. Continue to implement the actions outlined in the short range action plan. (*PCTPA, jurisdictions, airport operators, Caltrans, FAA*)
2. Encourage more flexible use of airport revenues for off-airport ground access projects. (*PCTPA, airport operators, jurisdictions, Caltrans, FAA*)

## AVIATION PROJECTS

Table 6.4-1 presents the Aviation Capital Improvement Program, which is based on the 2010 - 2019 Capital Improvement Plan (CIP) – California Aviation Systems Plan (CASP) (see <http://www.dot.ca.gov/aeronautics>). The next update of the CIP is anticipated to be published in summer 2011. Projects related to airport ground access are identified in the Regional Roadways project list.

Table 6.4-1  
Aviation Capital Improvement Plan

Airport	Lead Agency	Project Title	Project Description	Year Complete	Status	Current Year (2010) \$	Expenditure Year \$	FAA	State	Local
Auburn Municipal Airport	City of Auburn	Crack Fill seal coat & Repaint Runway 7/25, TWY A, B, C, D & E and Aircraft Parking Apron	Project will seal coat asphalt surfaces to prevent deterioration and extend useful life of airport pavement.	2010	CIP	\$296,000	\$296,000	\$281,200	\$0	\$14,800
Auburn Municipal Airport	City of Auburn	Apron Lighting	Review existing airport lighting and upgrade for enhanced safety.	2010	CIP	\$50,000	\$50,000	\$47,500	\$1,188	\$1,313
Auburn Municipal Airport	City of Auburn	Taxiway, Parking Apron & Access Road	Design and engineering for connector taxiway and aircraft parking apron to connect recently acquired property with airport operating area.	2010	CIP	\$400,000	\$400,000	\$380,000	\$9,500	\$10,500
Auburn Municipal Airport	City of Auburn	East Hanger Area Taxiway Lighting	Install taxiway lighting for East Hanger area connector.	2010	CIP	\$75,000	\$75,000	\$71,250	\$1,781	\$19,689
Auburn Municipal Airport	City of Auburn	Taxiway & Access Road	Environmental Impact Report for connector taxiway and parking apron to connect recently acquired property with airport operating area.	2010	CIP	\$100,000	\$100,000	\$95,000	\$2,375	\$2,625
Auburn Municipal Airport	City of Auburn	Perimeter Fencing	Complete fencing around perimeter of airport Install card lock gate system at access points.	2010	CIP	\$500,000	\$500,000	\$475,000	\$11,875	\$13,125
Auburn Municipal Airport	City of Auburn	Runway, Taxiway, Apron Sealant & Remarking	Crack seal and seal coat asphalt.	2010	CIP	\$100,000	\$100,000	\$95,000	\$2,375	\$2,625

Airport	Lead Agency	Project Title	Project Description	Year Complete	Status	Current Year (2010) \$	Expenditure Year \$	FAA	State	Local
Auburn Municipal Airport	City of Auburn	Safety Camera Upgrade	Upgrade system, add cameras and sensors for enhanced safety and security.	2010	CIP	\$100,000	\$100,000	\$95,000	\$2,375	\$2,625
Blue Canyon Airport	Placer County	Runway & Parking Ramp Resurfacing	Resurface existing runway and parking ramp.	2010	CIP	\$100,000	\$100,000	\$0	\$100,000	\$0
Lincoln Regional Airport	City of Lincoln	A & D Building Design	A & D building design reimbursement.	2010	CIP	\$387,625	\$387,625	\$200,000	\$0	\$187,625
Lincoln Regional Airport	City of Lincoln	Environmental Assessment (EA)	Environmental Assessment - Phase 2.	2010	CIP	\$63,158	\$63,158	\$60,000	\$0	\$3,158
Lincoln Regional Airport	City of Lincoln	Fuel Island	Construct new fuel island.	2010	CIP	\$410,000	\$410,000	\$300,000	\$0	\$110,000
Lincoln Regional Airport	City of Lincoln	Wetlands Mitigation / Habitat Mitigation	Wetlands and habitat mitigation on west side, east and southeast sides.	2010	CIP	\$2,400,000	\$2,400,000	\$2,280,000	\$57,000	\$63,000
Auburn Municipal Airport	City of Auburn	Install MITL	Install medium intensity taxiway lighting (MITL) for connector taxiway to the East Hanger Apron area.	2010	CIP	\$300,900	\$300,900	\$285,855	\$0	\$15,045
Auburn Municipal Airport	City of Auburn	Install Apron Lighting	Install additional flood lights along the edge of aircraft parking apron to enhance operational safety.	2011	CIP	\$256,000	\$266,240	\$243,200	\$0	\$12,800
Auburn Municipal Airport	City of Auburn	Taxiway, Parking Apron & Access Road	Construct for connector taxiway and aircraft parking apron to connect recently acquired property with airport operating area.	2011	CIP	\$1,600,000	\$1,664,000	\$1,520,000	\$38,000	\$42,000
Auburn Municipal Airport	City of Auburn	Additional Helicopter Landing Pad	Design and engineer additional helicopter landing pad.	2011	CIP	\$100,000	\$104,000	\$95,000	\$2,375	\$2,635
Lincoln Regional Airport	City of Lincoln	Obstruction Removal	Obstruction removal.	2011	CIP	\$60,000	\$62,400	\$57,000	\$0	\$3,000
Lincoln Regional Airport	City of Lincoln	A & D Parking Lot Construction	Construct A and D parking lot (370' by 450').	2011	CIP	\$2,091,000	\$2,174,640	\$1,986,450	\$0	\$104,550
Lincoln Regional Airport	City of Lincoln	A & D Building Construction	Construct A and D building	2011	CIP	\$2,876,400	\$2,991,456	\$2,141,300	\$0	\$735,100
Lincoln Regional Airport	City of Lincoln	Automatic Entrance Security Gates	Construct new automatic entrance security gates.	2011	CIP	\$123,000	\$127,920	\$116,850	\$0	\$6,150
Auburn Municipal Airport	City of Auburn	Install Airport Perimeter Fence & Access Gates	Install 17,000 linear feet chain link contiguous perimeter fence, with controlled access gates.	2012	CIP	\$698,800	\$755,822	\$663,860	\$0	\$34,940
Auburn Municipal Airport	City of Auburn	Pollution Runoff Facility	Design and construct a new wash rack in the east area of the airport.	2012	CIP	\$150,000	\$162,240	\$142,500	\$35,625	\$3,938
Auburn Municipal Airport	City of Auburn	Placer County Airport Land Use Compatibility Plan Update	Update the Placer County Airport Land Use Compatibility Plan I regard to Auburn Municipal Airport.	2012	CIP	\$225,000	\$243,360	\$0	\$202,500	\$22,500
Lincoln Regional Airport	City of Lincoln	Grade Runway Safety Areas	Grade runway safety areas and remove trees	2012	CIP	\$317,000	\$342,867	\$301,150	\$0	\$15,850
Lincoln Regional Airport	City of Lincoln	Engineering & Design	Engineering and design for projects 10, 11, 12 and 13.	2012	CIP	\$929,000	\$1,004,806	\$882,550	\$0	\$46,450
Lincoln Regional Airport	City of Lincoln	Tee Area Hanger Development	Development of Tee Hanger area on east side, south of North Hangers - Phases C.	2012	CIP	\$6,386,000	\$6,907,098	\$5,376,050	\$0	\$1,009,950
Lincoln Regional Airport	City of Lincoln	Flightline Drive Rehabilitation	Rehabilitation of Flightline Drive.	2012	CIP	\$2,045,000	\$2,211,872	\$1,942,750	\$0	\$102,250
Lincoln Regional Airport	City of Lincoln	Runway 15R Extension and Associated Taxiways	Runway 15R extension and associated taxiways (runway 100' by 1000' and taxiways 40' by 1830).	2012	CIP	\$4,818,000	\$5,211,149	\$4,577,100	\$0	\$240,900
Auburn Municipal Airport	City of Auburn	Terminal Area Plan	Develop Terminal Area Plan, including future development alternatives.	2013	CIP	\$60,000	\$67,492	\$57,000	\$0	\$3,000
Auburn Municipal Airport	City of Auburn	Design - Denham Property Apron & Taxiway Access	Engineering design of a general aviation aircraft apron parking area on previously acquired Denham property.	2013	CIP	\$77,500	\$87,177	\$73,625	\$0	\$3,875
Auburn Municipal Airport	City of Auburn	Pavement Maintenance	Rehabilitate pavement on runways and taxiways.	2013	CIP	\$500,000	\$562,432	\$475,000	\$11,875	\$13,125
Lincoln Regional Airport	City of Lincoln	Taxiway Lights	Construct new taxiway lights	2013	CIP	\$459,000	\$516,313	\$436,050	\$0	\$22,950
Lincoln Regional Airport	City of Lincoln	Engineering & Design	Engineering and design for projects 15, 16, 17 and 18.	2013	CIP	\$403,000	\$453,320	\$382,850	\$0	\$20,150

Airport	Lead Agency	Project Title	Project Description	Year Complete	Status	Current Year (2010) \$	Expenditure Year \$	FAA	State	Local
Lincoln Regional Airport	City of Lincoln	Grade, Drain & Utilities & Pave Aircraft Apron Area	Grade, drain and add utilities on West Side Phase 1 project, and pave aircraft parking apron (480' by 400').	2013	CIP	\$2,524,000	\$2,839,157	\$1,540,900	\$0	\$983,100
Lincoln Regional Airport	City of Lincoln	West Side Service Road	Construct West Side Service Road (44' by 3200').	2013	CIP	\$2,091,000	\$2,352,091	\$1,986,450	\$0	\$104,550
Auburn Municipal Airport	City of Auburn	Construction - Denham Property Apron & Taxiway Access	Construction of aircraft parking apron, milling, resurface existing pavement and building demolition.	2014	CIP	\$1,100,500	\$1,287,429	\$1,045,475	\$0	\$55,025
Auburn Municipal Airport	City of Auburn	Additional Helicopter Landing Pad	Construct a new public use helicopter landing pad.	2014	CIP	\$250,000	\$292,465	\$237,500	\$5,938	\$6,563
Auburn Municipal Airport	City of Auburn	EA/EIR Update	Update of the airport EA/EIR to keep within FAA Guidelines	2014	CIP	\$500,000	\$584,929	\$475,000	\$11,875	\$13,125
Auburn Municipal Airport	City of Auburn	Master Plan & ALP Update	Update of the airport Master Plan and ALP to keep within FAA Guidelines	2014	CIP	\$200,000	\$233,972	\$190,000	\$4,750	\$5,250
Lincoln Regional Airport	City of Lincoln	West Side Taxiway System - Phase 1	Construct West Side taxiway Phase 1 project (50' by 3525').	2014	CIP	\$1,982,000	\$2,318,660	\$1,882,900	\$0	\$99,100
Auburn Municipal Airport	City of Auburn	Rehabilitate & Repaint Runway 7/25 & TWY A, B, C, D & E	Project includes partial pavement removal by level milling pavement; pave a 2 inch asphalt overlay for all runway and taxiway pavement; and repaint all runway, taxiway and apron markings.	2015	CIP	\$1,799,000	\$2,188,759	\$1,709,050	\$0	\$89,950
Auburn Municipal Airport	City of Auburn	Enhancement to Instrument Landing System	Engineer, design and construct enhancements to the instrument landing system	2015	CIP	\$150,000	\$182,498	\$142,500	\$3,563	\$3,938
Auburn Municipal Airport	City of Auburn	Administration Building - Phase 1: Environmental	Environmental review process for the construction of an Administration Building - Phase 1 project	2015	CIP	\$200,000	\$243,331	\$190,000	\$4,750	\$5,250
Auburn Municipal Airport	City of Auburn	Runway Resurfacing Project	Resurface existing runway.	2015	CIP	\$3,000,000	\$3,649,959	\$2,850,000	\$71,250	\$78,750
Lincoln Regional Airport	City of Lincoln	Southeast Hanger Site Development	Construct 4 hangers (800' by 640')	2015	CIP	\$1,214,000	\$1,477,017	\$1,153,300	\$0	\$60,700
Auburn Municipal Airport	City of Auburn	Administration Building - Phase 1: Construction	Construct Administration Building - Phase 1 project.	2016	CIP	\$2,000,000	\$2,530,638	\$1,900,000	\$47,500	\$52,500
Auburn Municipal Airport	City of Auburn	Core Area Redevelopment - Phase 1: Environmental	Environmental review for Core Area Redevelopment - Phase 1 project.	2016	CIP	\$200,000	\$253,064	\$190,000	\$4,750	\$5,250
Lincoln Regional Airport	City of Lincoln	Environmental Assessment (EA)	EA for Runway 15R extension and Runway 15L-33R construction	2016	CIP	\$540,000	\$683,272	\$513,000	\$0	\$27,000
Lincoln Regional Airport	City of Lincoln	Engineering & Design	Engineering and design for projects 21, 22 and 23.	2016	CIP	\$150,000	\$189,798	\$142,500	\$0	\$7,500
Auburn Municipal Airport	City of Auburn	Alternative Energy Project	Environmental review, design and construction of an alternative energy project to operate the airport lights	2017	CIP	\$1,500,000	\$1,973,898	\$1,425,000	\$35,625	\$39,375
Auburn Municipal Airport	City of Auburn	Core Area Redevelopment - Phase 1: Design	Design and engineer the Core Area Redevelopment - Phase 1 Project.	2017	CIP	\$200,000	\$263,186	\$190,000	\$4,750	\$5,250
Lincoln Regional Airport	City of Lincoln	Runway 15R-33L and Taxiway Rehabilitation	Rehabilitation of Runway 15R-33L and taxiway (runway 6000' by 100' and taxiway 10,150' by 40').	2017	CIP	\$3,252,000	\$4,279,410	\$3,089,400	\$0	\$162,600
Auburn Municipal Airport	City of Auburn	Core Area Redevelopment - Phase 1: Construction	Construct entrance area improvements.	2018	CIP	\$750,000	\$1,026,427	\$712,500	\$17,813	\$19,688
Lincoln Regional Airport	City of Lincoln	Apron Rehabilitation	Rehabilitation apron (400' by 1500').	2018	CIP	\$1,843,000	\$2,522,273	\$1,750,850	\$0	\$92,150
Auburn Municipal Airport	City of Auburn	Administration Building - Phase 2: Construction	Environmental, design and construction of Phase 2 of the Airport Administration Building.	2019	CIP	\$1,500,000	\$2,134,968	\$1,425,000	\$35,625	\$39,375
Auburn Municipal Airport	City of Auburn	North Side of Airport - Environmental Study & Report	Environmental study and report to be completed for north side of airport.	2019	CIP	\$150,000	\$213,497	\$142,500	\$3,563	\$3,938
Auburn Municipal Airport	City of Auburn	Shale Ridge Lane Extension & Improvements	Environmental, design and construct extension and improvements to Shale Ridge Lane access road to the airport (Ground Access Project).	2019	CIP	\$300,000	\$426,994	\$0	\$0	\$300,000

Airport	Lead Agency	Project Title	Project Description	Year Complete	Status	Current Year (2010) \$	Expenditure Year \$	FAA	State	Local	
Auburn Municipal Airport	City of Auburn	Core Area Redevelopment - Phase 2	Environmental review for Core Area Redevelopment - Phase 2 Gateway project.	2019	CIP	\$250,000	\$355,828	\$237,500	\$5,938	\$6,563	
Lincoln Regional Airport	City of Lincoln	Runway 15L-33R Construction	Construct Runway 15L-33R (60' by 3350')	2019	CIP	\$2,457,000	\$3,497,077	\$2,334,150	\$0	\$122,850	
Lincoln Regional Airport	City of Lincoln	Air Traffic Control Tower	Construct Air Traffic Control Tower.	2020	CIP	\$1,875,000	\$2,775,458	\$1,781,250	\$0	\$93,750	
						<b>2010 - 2015</b>	<b>\$44,467,883</b>	<b>\$48,849,551</b>	<b>\$39,539,165</b>	<b>\$580,969</b>	<b>\$4,397,542</b>
						<b>2016 - 2024</b>	<b>\$16,967,000</b>	<b>\$23,125,787</b>	<b>\$15,833,650</b>	<b>\$155,563</b>	<b>\$977,788</b>
						<b>2025 - 2035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
						<b>Total</b>	<b>\$61,434,883</b>	<b>\$71,975,338</b>	<b>\$55,372,815</b>	<b>\$736,531</b>	<b>\$5,375,329</b>

**Sources:**

1. Auburn Municipal Airport Aviation Capital Improvement Program (AICP) 2010 - 2019, January 15, 2009; Auburn Municipal Airport Capital Improvement Plan 2010 - 2015, revised January 2010.
2. Lincoln Regional Airport Capital Improvement Program 2010 - 2025, Preliminary, December 16, 2009.
3. Capital Improvement Program, California Aviation System Plan 2010 - 2019, Caltrans, November 2009.