ACTION ELEMENT – AVIATION

BACKGROUND

Aviation facilities in Butte County include both public and private airports and helipads serving commercial, recreational, medical, law enforcement, fire and agricultural needs. There are two publicly owned public-use airports, Chico Municipal Airport (CMA) and Oroville Municipal Airport; two privately owned public-use airports, Paradise Skypark Airport and Ranchero Airport, three privately owned airports, Butte Creek Hog Ranch Airport, Jones Airport, and Richvale Airport, one publicly owned seaplane landing site on Lake Oroville, two privately owned private-use heliports at Enloe Hospital and Oroville Hospital; and one publicly owned private-use airport for the Butte County Sheriff's Department. In addition, there are several agricultural and private-use airports in the county. These varieties of aviation facilities are located throughout Butte County.

The 2003 economic study done by Caltrans Division of Aeronautics (Division) found that aviation, although a small specialized component of transportation generated 9% of the California's gross domestic product (GDP) and employment base. A follow up forecasting study completed in February 2014, looked at the role airports can play in an environmentally and economically sustainable multimodal transportation system. These two studies provide communities with examples and tools that communities they can use to help integrate their airports into their comprehensive planning activities. Both studies and appendices are available on the Division's web site at:
http://www.dot.ca.gov/hq/planning/aeronaut/documents/2003EconomicStudy.pdf
http://www.dot.ca.gov/hq/planning/aeronaut/documents/planning/CaltransAirportForecastingStudy.pdf
http://www.dot.ca.gov/hq/planning/aeronaut/documents/planning/CaltransAirportForecastingStudy_Appendices.pdf

AIRPORT LAND USE COMPATIBILITY PLANNING

Counties with public use airports are required to establish an Airport Land Use Commission to conduct airport land use compatibility planning. Their purpose is to protect public health, safety and welfare through the development of Airport Land Use Compatibility Plans (ALUCP). Counties have several options to choose from to satisfy this ALUC requirement. Butte County chose to retain this function, and prepared the ALUCP for its airports. Statutes governing ALUCs are set forth in Division 9, Part 1, Chapter 4, Article 3.5, Sections 21670-21679.5 of the California Public Utilities Code (PUC). The 2000 ALUCP for Butte County includes Chico Municipal, Oroville Municipal, Paradise Skypark, and Ranchaero. The County will be starting a revision of the current ALUCP starting in early 2016, and should be completed in approximately 2 years. The process will follow guidance found in the Division of Aeronautics October 2011 California Airport Land Use Planning Handbook available on the Caltrans website at:
http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf

REGIONAL OVERVIEW

Chico Municipal Airport, Chico CA

The Chico Municipal Airport (CMA) is the largest and busiest airport serving Butte County. Occupying approximately 2.3 square miles on the northern edge of the City of Chico, the airport handled 50,160 operations for the 12 month period ending August 31, 2014, and is home to 105 based aircraft. The airport is located north of the City of Chico along Cohasset Road. Its functional class is Primary Non Hub Regional-Business/Corporate. It serves a variety of aeronautic uses including commercial, business/corporate, military, agricultural, and general aviation. The 1,475 acre airport facility has two runways; the primary runway 13L/31R is 6, 724 feet long by 150 feet wide and is used for air carrier, agriculture, medical, general cargo, and military aviation. The primary runway, 13L/31R, incorporates the use of high intensity lighting GPS/VOR/ILS and Precision Approach Path Indicators (PAPI) in conjunction with other navigational aids to assist pilots. The Runway Protection Zones for runway 13L/31R are 1,000 feet by 2,500 feet and 2,500 feet long.

The secondary runway, Runway 13R/31L is the general aviation runway. It is located some 700 feet center to center distance west of the instrument runway. This runway is 3,005 feet long and 60 feet wide. The Runway Protection Zone for this runway is 250 feet by 450 feet and 1,000 feet long. This runway consists of an overlay over an asphalt concrete mat that was constructed during World War II by the U.S. Army Air Corps. There are 103 T-hangars, 5 custom private and 4 large conventional hangars, with an additional estimated 40 transient spaces in the apron area.

CMA was dedicated in 1935, and is a modern integrated air facility. The CMA is capable of accommodating air carriers, air taxi, charter, military, and general aviation planes. The airport has one full service Fixed Base Operator (FBO) to provide such services as refueling, plane servicing, air charter, maintenance and flight training. The air traffic control (ATC) tower is open from 7 a.m. until 7 p.m. seven days a week. The tower and all other navigational aids are maintained and operated by the Federal Aviation Administration (FAA). The tower is staffed by Serco Inc. personnel. All communication runs through the tower or UNICOM, which is operated by the FBO Northgate Aviation.

Oroville Municipal Airport, Oroville CA

Oroville Municipal Airport is a general aviation airport with a functional class of Regional and is owned by the City of Oroville. This 877 acre facility is located some 2.5 miles west of the remainder of the city along State Route 162. Although the city's sphere of influence extends a mile west of the airport, only the airport property and some private land to the north and west are currently within the city boundary. The surrounding unincorporated area includes the community of Thermalito situated northeast of the airport. To the southwest and southeast lie state-owned water project and wildlife refuge lands. An airport has existed on the present site since 1936 when the City of Oroville acquired the original 188 acres. During World War II, the U.S. Army took temporary

control of the airport. The Army made various improvements, including establishing the basic runway configuration, which remains today. Since reverting control back to the city in 1947, the city has acquired additional land and has made numerous improvements to the facility.

There were 36,000 operations for the 12-month period ending December 31, 2013. Itinerant aviation traffic accounted for 20,000 of the 36,000. And, there were 1,500 business related and/or air taxi operations during that time. The airport has very competitive Avgas and Jet-A fuel prices. Fueling is self-service only at this time, although provisions are in place to shortly provide a Jet-A fuel truck with full service fueling. There are two asphalt runways. The primary runway 01/19 is, 6,020 feet long by 100 feet wide. Runway 12/30 is 3,540 feet long by 100 feet wide, with a parallel taxiway parallel running the length of each runway. The Runway Protection Zones for runway 01/19 are 500 feet by 1,010 feet, by 1,700 feet beginning 200 feet from runway end. There are 72 T-hangars, 67 tie downs, and 30 transient spaces. There are currently 70 based aircraft at the airport, including 64 single-engine, 2 multi-engine planes, 1 helicopters, and 2 ultra-light aircraft.

The two primary points of ground access to the Oroville Municipal Airport are via SR 162 and Larkin Road. SR 162 connects the airport with SR 70 and the City of Oroville to the east and to SR 99 to the west, while Larkin Road connects the airport to Gridley and Live Oak to the south. Several improvements have been made on State Route 162 to improve capacity between SR 70 and the airport. These improvements include reconstruction of the Feather River Bridge and adding a continuous left turn lane.

Paradise Skypark Airport, Paradise CA

Paradise Skypark Airport situated 3 miles south of the Paradise town center serves an important role in Butte County. This special-use privately owned, the airport offers general aviation access to the community of Paradise along State Route 191 and also functions as a weather alternate when the larger airports located in lower elevations are fogged in. Because this is a private airport prior permission is required before use. Paradise is situated approximately 1,300 feet above sea level. Positioned along a narrow ridge south of town, the airport occupies 35 acres of property. Due to its geographic location, the airport is both physically and operationally constrained. However, this airport is an important regional base for skydiving activities.

Runway 17/35 is 3,017 feet long by 60 feet wide, and was rebuilt in 1999 with parking spaces for 50 aircraft. A parallel taxiway runs the length of the runway. 5 T-hangars and 1 conventional hangar, and 67, tie downs are also provided. A total of 45 aircraft are based at Paradise Airpark, including 44 single-engine and 1 multi-engine planes

Total operations for the year ending in March 1991 were 12,000. Annual operations have remained constant. Ground access to the Paradise Skypark Airport is via SR 191

(Clark Road). This section of SR 191 is expected to operate at an acceptable level of service for the next twenty years. No public transit service is currently provided at the airport, but several taxi services are available.

Ranchaero Airport, Chico CA

Ranchaero Airport is a 23.5-acre facility located on the west side of Chico. A privately owned special-use general aviation airport, Ranchaero has one asphalt runway 14/32 is 2,156 feet long by 30 feet wide. This airport serves a combination of recreational, flight training, agricultural, and limited business functions. Because this is a privately owned airport prior permission is required for use. The runway has a full length parallel taxiway. There are 19 T-hangars and one conventional hangar, with 22 tie downs. A total of 30 aircraft are based at Ranchaero Airport, including 30 single engine aircraft and 4 helicopters. Annual aircraft operations are estimated at 5,000 and are projected to remain constant. Ground access to Ranchaero Airport is via Oak Park Avenue and Santa Clara Avenue. Traffic on these roads is limited to very light local residential traffic, as well as those traveling to the airport itself.

Lake Oroville Seaplane Landing Site (SLA)

Lake Oroville provides a seaplane-landing site over 1,460 acres in the center of the main body of the lake. Caltrans Division of Aeronautics revoked its permit December 26, 2012. Pilots may continue to use the SLA without a state permit, but must adhere to federal and any other associated guidelines. There is no runway per se, but a landing area on the water spanning 9,000 feet long by 9,000 feet wide. There are no airport facilities, such as hangars, nor are there any based aircraft. Operations are estimated at 3 to 4 per year. The Division will continue to work with the California State Parks as requested to enhance the safety of the SLA.

Butte County Sheriff's Office, Oroville CA

The Butte County Sheriff's Office has a parking lot heliport located at its jail complex on County Center Drive in Oroville. The landing pad measures 70 feet by 70 feet, and perimeter lighting is planned. While the Sheriff's Office owns one helicopter and leases another for the busy summer months, these crafts are based at the Oroville Municipal Airport. Use of the heliport is restricted to authorized law enforcement agencies.

Enloe Hospital heliport, Chico CA

Enloe Hospital has a rooftop heliport at its acute care medical facility located at W. 5th Avenue and the Esplanade in Chico. The landing pad measures 75 feet wide by 66 feet long, and perimeter lighting is provided. There is one helicopter based at the facility, which is used for emergency medical transportation to and from outlying areas. Operations average approximately 1,100 per year.

Oroville Hospital heliport, Oroville CA

Oroville Hospital has a heliport located in a parking lot at its acute care medical facility on Olive Highway in Oroville. The landing pad measures 48 feet in diameter, and perimeter lighting is provided. There are no based aircraft. The heliport is used for emergency medical transportation to and from outlying areas. Operations average 35 to 50 per year.

FORECASTS AND TRENDS

Air Passenger

Commercial air service at CMA ended in December 2014, and is unlikely to resume for several years if ever. High air fares for flights serving CMA coupled with low fares, a greater choice of flights, and easy access to Sacramento International Airport, frequent delays in/out of CMA all contributed to the service loss. The CMA is used extensively for the business and general aviation serving the Chico and Central Sacramento Valley areas.

Air Cargo

The CMA provides a full complement of cargo service to the north state area. Air cargo service is currently limited to small single and twin-engine aircraft that generally carry the freight to major hubs. The expansion of air cargo operation out of the CMA is difficult to forecast. The major air cargo operators such as UPS, Federal Express, Airborne, and Emery, will not establish hub operations in an area that does not have major air cargo demands such as San Francisco or Los Angeles. Typical cargo aircraft serving CMA are small such as: Cessna 208, Cessna 402, Piper PA32 and a Beech 99. These cargo aircraft operate from the existing aircraft parking apron on the east side of the aircraft parking apron.

With the close proximity of the CMA to the other airports in Butte County, it is no surprise that very little air cargo is transported to Oroville Municipal Airport and Skypark Airports. Understandably, air cargo would travel to Chico then be transported by ground to its destination. The *Paradise Post* (newspaper) does have a weekly scheduled shipment throughout the year. The Paradise Skypark Airport does however, serve an important role to air cargo not only in Butte County, but the Northern Central Valley as well. When the valley floor is fogged in, air cargo is transported via the Paradise Skypark Airport. Other northern California options include Grass Valley and Auburn. Air Cargo forecasts for these two smaller airports are expected to be minimal due to the proximity to CMA. They can, however, handle a significant increase in capacity should the unlikely need arise.

General Aviation

The August 2003 Chico Airport Master Plan includes forecasts for commercial air service as well as other general aviation, military, and government uses. Since the airport lost its commercial service the commercial services and trends discussions in the master plan are no longer applicable, but other sections of the document still apply. The airport is in the process of updating its airport lay out plan (ALP) to reflect these changes. The ALP must be approved by the FAA. The ALP reflects the ultimate build out of the airport, and designates the types of facilities that could be built at the airport. these facilities will impact future uses of the airport. Current facilities accommodate for business enterprise, repair service, small package or courier service, agricultural activities, medical emergency, search and rescue, pilot training and recreational and tourism activities.

Oroville Municipal Airport is also beginning the process of updating its ALP. The airport will not update the July 1990 master plan because much of the information in the plan is still applicable. The revised ALP will reflect possible new uses for the airport.

Ranchaero, being the smallest airport in the western portion of the City of Chico is ideal for agricultural uses, pilot training, and recreational uses. As identified in Table 10-2 above, CMA is used extensively during the fire season and by the military and coast guard. The CDF operates a fire attack base from the northern portion of the aircraft parking area. Aero Union Company operates from the same area to maintain and rehabilitate aircraft used by CDF.

CAPACITY ANALYSIS

The CMA is the largest and busiest airport in Butte County. When originally developed by the military during World War II, the facility was several miles from the edge of the city. Over the past 50 years, urban expansion has extended toward the airport. Land use surrounding the airport will continue to be an issue. Industrial uses are planned adjacent to both the east and west sides of the airport. The Airport Master Plan proposes extending CMA's primary runway, Runway 13L-31R currently 6,724 feet long to 8,600 feet to be able to adequately service turbo jet aircraft in the future, such as the Boeing 717, McDonnell Douglas DC-9 and MD-80. Though currently not an issue at this time, it is prudent to consider the protection and reservation of the needed land to the north to allow for the runway extension in the future as well as allowing the Runway Protection Zone moved to the north the same distance.

Other capacity considerations identified in the Chico Airport Master Plan propose widening and extending Runway 13R-31L to be used by CDF operations and commercial service when the main runway is closed for maintenance, reconstruction, or due to an accident. Additional capacity considerations are included in the Chico Airport Master Plan, Chapter 3.

The Oroville Municipal Airport, on the other hand, is situated next to a golf course on the west, grazing land on the south and north, and a protected wildlife refuge to the east. Due to the relative lower number of operations of this airport, there are no immediate capacity issues at this time.

The Paradise Skypark Airport is restricted by its physical geographical location, on a ridge. This airport currently does not face any immediate capacity issues and can handle double its current operations according to its airport manager.

The smaller Ranchaero Airport is restricted by its surrounding agricultural orchards and the residential development. Operations are projected to remain somewhat constant. For the future, no significant issues are anticipated. The City of Chico's urban development boundary and the Butte County "green line" both preclude extension of urban uses into the agricultural lands west of the city.

AVIATION ACTION PLAN – Planned Improvements

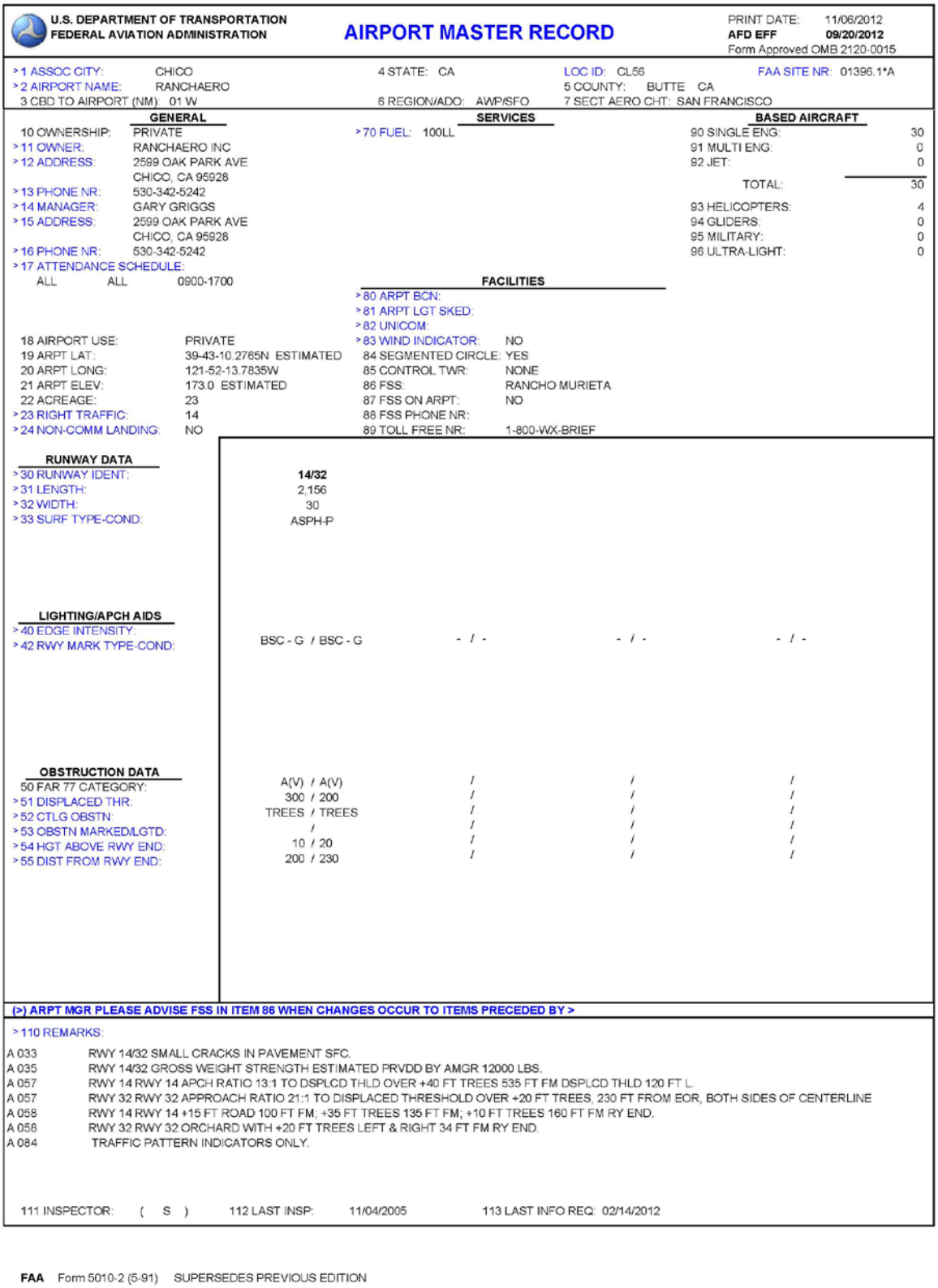
2016 ACIP Update

The biennial Capital Improvement Plan (CIP) update process has begun for California airport sponsors. To receive State funding, each project must be included in the most recent CIP approved by the California Transportation Commission. The airport manager must complete their airport's projects list online using the AirportIQ System Manager (ASM) database to be considered for any State issued grant programs, including State Airport Improvement Program Matching Grants or Acquisition and Development (A&D) Grants.

CONCLUSION

BCAG will continue work with Caltrans and local airport managers to help secure funding for the local airports and to assist the City of Chico work towards bringing back passenger service.

Figure 10-1 Airport Master Records



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/06/2012
AFD EFF 09/20/2012
Form Approved OMB 2120-0015

>1 ASSOC CITY: CHICO
>2 AIRPORT NAME: RANCHAERO
3 CBD TO AIRPORT (NM): 01 W
4 STATE: CA
6 REGION/ADO: AWP/SFO
LOC ID: CL56
5 COUNTY: BUTTE CA
FAA SITE NR: 01396.1*A
7 SECT AERO CHT: SAN FRANCISCO

GENERAL

10 OWNERSHIP: PRIVATE
>11 OWNER: RANCHAERO INC
>12 ADDRESS: 2599 OAK PARK AVE
CHICO, CA 95928
>13 PHONE NR: 530-342-5242
>14 MANAGER: GARY GRIGGS
>15 ADDRESS: 2599 OAK PARK AVE
CHICO, CA 95928
>16 PHONE NR: 530-342-5242
>17 ATTENDANCE SCHEDULE:
ALL ALL 0900-1700

SERVICES

>70 FUEL: 100LL

BASED AIRCRAFT

90 SINGLE ENG:	30
91 MULTI ENG:	0
92 JET:	0
TOTAL:	30
93 HELICOPTERS:	4
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

FACILITIES

>80 ARPT BCN:
>81 ARPT LGT SKED:
>82 UNICOM:
>83 WIND INDICATOR: NO
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NONE
86 FSS: RANCHO MURIETA
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

18 AIRPORT USE: PRIVATE
19 ARPT LAT: 39-43-10.2765N ESTIMATED
20 ARPT LONG: 121-52-13.7835W
21 ARPT ELEV: 173.0 ESTIMATED
22 ACREAGE: 23
>23 RIGHT TRAFFIC: 14
>24 NON-COMM LANDING: NO

RUNWAY DATA

>30 RUNWAY IDENT:	14/32			
>31 LENGTH:	2,156			
>32 WIDTH:	30			
>33 SURF TYPE-COND:	ASPH-P			

LIGHTING/APCH AIDS

>40 EDGE INTENSITY:				
>42 RWY MARK TYPE-COND:	BSC - G / BSC - G	- / -	- / -	- / -

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	A(V) / A(V)	/	/	/
>51 DISPLACED THR:	300 / 200	/	/	/
>52 CTLG OBSTN:	TREES / TREES	/	/	/
>53 OBSTN MARKED/LGTD:	/	/	/	/
>54 HGT ABOVE RWY END:	10 / 20	/	/	/
>55 DIST FROM RWY END:	200 / 230	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A 033 RWY 14/32 SMALL CRACKS IN PAVEMENT SFC.
A 035 RWY 14/32 GROSS WEIGHT STRENGTH ESTIMATED PRVDD BY AMGR 12000 LBS.
A 057 RWY 14 RWY 14 APCH RATIO 13:1 TO DSPLCD THLD OVER +40 FT TREES 535 FT FM DSPLCD THLD 120 FT L.
A 057 RWY 32 RWY 32 APPROACH RATIO 21:1 TO DISPLACED THRESHOLD OVER +20 FT TREES, 230 FT FROM EOR, BOTH SIDES OF CENTERLINE
A 058 RWY 14 RWY 14 +15 FT ROAD 100 FT FM, +35 FT TREES 135 FT FM; +10 FT TREES 160 FT FM RY END.
A 058 RWY 32 RWY 32 ORCHARD WITH +20 FT TREES LEFT & RIGHT 34 FT FM RY END.
A 084 TRAFFIC PATTERN INDICATORS ONLY.

111 INSPECTOR: (S) 112 LAST INSP: 11/04/2005 113 LAST INFO REQ: 02/14/2012

FAA Form 5010-2 (5-91) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/06/2012
AFD EFF 09/20/2012
Form Approved OMB 2120-0015

>1 ASSOC CITY:	OROVILLE	4 STATE: CA	LOC ID: OVE	FAA SITE NR: 01998.*A	
>2 AIRPORT NAME:	OROVILLE MUNI		5 COUNTY: BUTTE CA		
3 CBD TO AIRPORT (NM): 03 SW		6 REGION/ADO: AWP/SFO	7 SECT AERO CHT: SAN FRANCISCO		

GENERAL

10 OWNERSHIP:	PU
>11 OWNER:	CITY OF OROVILLE
>12 ADDRESS:	1735 MONTGOMERY ST OROVILLE, CA 95965
>13 PHONE NR:	530-538-2420
>14 MANAGER:	RICK WALLS
>15 ADDRESS:	1735 MONTGOMERY ST. OROVILLE, CA 95965
>16 PHONE NR:	530-538-2507
>17 ATTENDANCE SCHEDULE:	
	UNATNDD
18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	39-29-16.1000N ESTIMATED
20 ARPT LONG:	121-37-19.2000W
21 ARPT ELEV:	194.0 SURVEYED
22 ACREAGE:	920
>23 RIGHT TRAFFIC:	
>24 NON-COMM LANDING:	NO
25 NPIAS/FED AGREEMENTS:	NGPRY
>26 FAR 139 INDEX:	

SERVICES

>70 FUEL:	100LL A
>71 AIRFRAME RPRS:	NONE
>72 PWR PLANT RPRS:	NONE
>73 BOTTLE OXYGEN:	NONE
>74 BULK OXYGEN:	NONE
75 TSNT STORAGE:	TIE
76 OTHER SERVICES:	

FACILITIES

>80 ARPT BCN:	CG
>81 ARPT LGT SKED:	SEE RMK
>82 UNICOM:	122.800
>83 WIND INDICATOR:	YES-L
84 SEGMENTED CIRCLE:	YES
85 CONTROL TWR:	NONE
86 FSS:	RANCHO MURIETA
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	61
91 MULTI ENG:	0
92 JET:	1
TOTAL:	62
93 HELICOPTERS:	2
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	4

OPERATIONS

100 AIR CARRIER:	0
102 AIR TAXI:	1,500
103 G A LOCAL:	14,500
104 G A ITNRNT:	20,000
105 MILITARY:	0
TOTAL:	36,000
OPERATIONS FOR 12 MONTHS ENDING	12/31/2011

RUNWAY DATA

>30 RUNWAY IDENT:		01/19	12/30		
>31 LENGTH:		6,020	3,540		
>32 WIDTH:		100	100		
>33 SURF TYPE-COND:		ASPH-G	ASPH-G		
>34 SURF TREATMENT:					
35 GROSS WT:	SW	60.0	25.0		
36 (IN THSDS)	DW	80.0			
37	DTW				
38	DDTW				
>39 PCN:					
LIGHTING/APCH AIDS					
>40 EDGE INTENSITY:		HIGH	HIGH		
>42 RWY MARK TYPE-COND:		BSC - G / BSC - G	BSC - G / BSC - G	- / -	- / -
>43 VGSI:		/ P2L	V2L / V2L	/	/
44 THR CROSSING HGT:		/ 41	32 / 32	/	/
45 VISUAL GLIDE ANGLE:		/ 3.00	3.00 / 3.00	/	/
>46 CNTRLN-TDZ:		N - N / N - N	N - N / N - N	- / -	- / -
>47 RVR-RVV:		- N / - N	- N / - N	- / -	- / -
>48 REIL:		N / N	N / N	/	/
>49 APCH LIGHTS:		/	/	/	/
OBSTRUCTION DATA					
50 FAR 77 CATEGORY:		C / B(V)	B(V) / B(V)	/	/
>51 DISPLACED THR:		/	/	/	/
>52 CTLG OBSTN:		/	/ TREES	/	/
>53 OBSTN MARKED/LGTD:		/	/	/	/
>54 HGT ABOVE RWY END:		/	/ 20	/	/
>55 DIST FROM RWY END:		/	/ 600	/	/
>56 CNTRLN OFFSET:		/	/ 200L	/	/
57 OBSTN CLNC SLOPE:		50:1 / 50:1	50:1 / 20:1	/	/
58 CLOSE-IN OBSTN:		N / N	N / N	/	/
DECLARED DISTANCES					
>60 TAKE OFF RUN AVBL (TORA):		/	/	/	/
>61 TAKE OFF DIST AVBL (TODA):		/	/	/	/
>62 ACLT STOP DIST AVBL (ASDA):		/	/	/	/
>63 LNDG DIST AVBL (LDA):		/	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A 081 RWY APT ACTVT HIRL RY 01/19 & RY 12/30 - CTAF. PAPI RY 19, VASI RY 12 & RY 30 OPER CONT.
A 110-1 TWY FROM RY 01/19 TO GOLF COURSE/RESTAURANT TIEDOWNS 20 FT WIDE WITH NO SHOULDERS.
A 110-2 FIREFIGHTING ACFT INVOF ARPT MAY-OCT.
A 110-3 FOR ARPT INFO MON-FRI CTC (530) 538-2490.
A 110-4 GLIDERS 7 NM RADIUS 5,000 FT AND BELOW 1600-2200Z WEEKENDS.

111 INSPECTOR: (S) 112 LAST INSP: 06/22/2012 113 LAST INFO REQ:

FAA Form 5010-1 (5-91) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/06/2012
AFD EFF 09/20/2012
Form Approved OMB 2120-0015

>1 ASSOC CITY: PARADISE
>2 AIRPORT NAME: PARADISE SKYPARK
3 CBD TO AIRPORT (NM): 03 S
4 STATE: CA
6 REGION/ADO: AWP/SFO
LOC ID: CA92
5 COUNTY: BUTTE CA
7 SECT AERO CHT: SAN FRANCISCO
FAA SITE NR: 02026.5*A

GENERAL

10 OWNERSHIP: PRIVATE
>11 OWNER: JOHN H. FRANKLIN+
>12 ADDRESS: 217 FLUME ST SUITE 200
CHICO, CA 95928
>13 PHONE NR: 530-343-9600
>14 MANAGER: JAIME HUTSELL
>15 ADDRESS: 217 FLUME ST SUITE 200
CHICO, CA 95928
>16 PHONE NR: 530-343-9600
>17 ATTENDANCE SCHEDULE:
UNATTND

SERVICES

>70 FUEL: 100LL

BASED AIRCRAFT

90 SINGLE ENG:	44
91 MULTI ENG:	1
92 JET:	0
TOTAL:	45
93 HELICOPTERS:	0
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

FACILITIES

>80 ARPT BCN:	
>81 ARPT LGT SKED:	SEE RMK
>82 UNICOM:	122.800
>83 WIND INDICATOR:	YES-L
84 SEGMENTED CIRCLE:	YES
85 CONTROL TWR:	NONE
86 FSS:	RANCHO MURIETA
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	1-800-WX-BRIEF

18 AIRPORT USE:	PRIVATE
19 ARPT LAT:	39-42-38.0000N ESTIMATED
20 ARPT LONG:	121-36-59.4000W
21 ARPT ELEV:	1300.0 ESTIMATED
22 ACREAGE:	35
>23 RIGHT TRAFFIC:	17
>24 NON-COMM LANDING:	

RUNWAY DATA

>30 RUNWAY IDENT:	17/35			
>31 LENGTH:	3,017			
>32 WIDTH:	60			
>33 SURF TYPE-COND:	ASPH-G			

LIGHTING/APCH AIDS

>40 EDGE INTENSITY:	LOW			
>42 RWY MARK TYPE-COND:	NSTD - G / BSC - G	- / -	- / -	- / -

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	A(V) / A(V)	/	/	/
>51 DISPLACED THR:	427 /	/	/	/
>52 CTLG OBSTN:	TREE /	/	/	/
>53 OBSTN MARKED/LGTD:	/	/	/	/
>54 HGT ABOVE RWY END:	115 /	/	/	/
>55 DIST FROM RWY END:	1,200 /	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A 057 RWY 17 APCH RATIO14:1 BASED ON DSPLCD THLD.
A 058 RWY 17 17/35 HANGARS 125 FT WEST OF RY CNTRLN AND 150 FT EAST OF RY CNTRLN.
A 070 FOR FUEL CALL (530) 343-9600 IN ADVANCE.
A 081 RWY APT ACTVT LIRL RY 17/35 DUSK-DAWN ONLY - CTAF. TRIL RY 35 DUSK-DAWN.
A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.
A 110-3 STEEP DOWNGRADE EAST; WEST; & SOUTH OF RWY.
A 110-4 LAND RY 35; TKOF RY17. NIGHT LDG RY 35 3017 FT LGTD. RY 17 NIGHT LDGS NOT AUTH. DUE TO MOUNTAINOUS TERRAIN WITH TREES APROX. 450-700 YDS FROM RY END.

111 INSPECTOR: (S) 112 LAST INSP: 04/22/2006 113 LAST INFO REQ: 01/17/2012

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/06/2012
AFD EFF 09/20/2012
Form Approved OMB 2120-0015

>1 ASSOC CITY:	CHICO	4 STATE: CA	LOC ID: CL56	FAA SITE NR: 01396.1*A	
>2 AIRPORT NAME:	RANCHAERO		5 COUNTY: BUTTE CA		
3 CBD TO AIRPORT (NM): 01 W		6 REGION/ADO: AWP/SFO	7 SECT AERO CHT: SAN FRANCISCO		

GENERAL

10 OWNERSHIP:	PRIVATE
>11 OWNER:	RANCHAERO INC
>12 ADDRESS:	2599 OAK PARK AVE
	CHICO, CA 95928
>13 PHONE NR:	530-342-5242
>14 MANAGER:	GARY GRIGGS
>15 ADDRESS:	2599 OAK PARK AVE
	CHICO, CA 95928
>16 PHONE NR:	530-342-5242

>17 ATTENDANCE SCHEDULE:
ALL ALL 0900-1700

SERVICES

>70 FUEL: 100LL

BASED AIRCRAFT

90 SINGLE ENG:	30
91 MULTI ENG:	0
92 JET:	0
TOTAL:	30
93 HELICOPTERS:	4
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

FACILITIES

>80 ARPT BCN:	
>81 ARPT LGT SKED:	
>82 UNICOM:	
>83 WIND INDICATOR:	NO
84 SEGMENTED CIRCLE:	YES
85 CONTROL TWR:	NONE
86 FSS:	RANCHO MURIETA
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	1-800-WX-BRIEF

18 AIRPORT USE:	PRIVATE
19 ARPT LAT:	39-43-10.2765N ESTIMATED
20 ARPT LONG:	121-52-13.7835W
21 ARPT ELEV:	173.0 ESTIMATED
22 ACREAGE:	23
>23 RIGHT TRAFFIC:	14
>24 NON-COMM LANDING:	NO

RUNWAY DATA

>30 RUNWAY IDENT:	**14/32**			
>31 LENGTH:	2,156			
>32 WIDTH:	30			
>33 SURF TYPE-COND:	ASPH-P			

LIGHTING/APCH AIDS

>40 EDGE INTENSITY:				
>42 RWY MARK TYPE-COND:	BSC - G / BSC - G	- / -	- / -	- / -

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	A(V) / A(V)	/	/	/
>51 DISPLACED THR:	300 / 200	/	/	/
>52 CTLG OBSTN:	TREES / TREES	/	/	/
>53 OBSTN MARKED/LGTD:	/	/	/	/
>54 HGT ABOVE RWY END:	10 / 20	/	/	/
>55 DIST FROM RWY END:	200 / 230	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A 033 RWY 14/32 SMALL CRACKS IN PAVEMENT SFC.
A 035 RWY 14/32 GROSS WEIGHT STRENGTH ESTIMATED PRVDD BY AMGR 12000 LBS.
A 057 RWY 14 RWY 14 APCH RATIO 13:1 TO DSPLCD THLD OVER +40 FT TREES 535 FT FM DSPLCD THLD 120 FT L.
A 057 RWY 32 RWY 32 APPROACH RATIO 21:1 TO DISPLACED THRESHOLD OVER +20 FT TREES, 230 FT FROM EOR, BOTH SIDES OF CENTERLINE
A 058 RWY 14 RWY 14 +15 FT ROAD 100 FT FM; +35 FT TREES 135 FT FM; +10 FT TREES 160 FT FM RY END.
A 058 RWY 32 RWY 32 ORCHARD WITH +20 FT TREES LEFT & RIGHT 34 FT FM RY END.
A 084 TRAFFIC PATTERN INDICATORS ONLY.

111 INSPECTOR: (S) 112 LAST INSP: 11/04/2005 113 LAST INFO REQ: 02/14/2012

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