



Sutter County Public Works Department



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AIRPORT CAPITAL IMPROVEMENT PLAN 2010-2014

Sutter County Airport, a class A-II airport established in 1947, is located within Sutter County and is operated by the Sutter County Public Works Department. The airport's single paved runway is 3,040 feet long and 75 feet wide. The runway has edge lighting, runway end identification lights, a lighted segmented circle and a visual approach slope indicator for the northern approach. This airport is limited to visual flight operations. Past improvements at the airport have included the construction of a runway overlay in 1999, a 10 plane hangar in 2000, a taxiway overlay in 2005, miscellaneous drainage improvements in 2006, and most recently the completion of a security and gate improvement project in 2008.

The airport has 19 hangar buildings with a total of 54 hangar spaces. The asphalt concrete apron contains 113 total tie-down spaces, designated as, 85 rentals and 28 transient. Current based aircraft at the airport utilize 13 of the available tie-downs. Services available at the airport include taxi service, aircraft repair and fuel sales.

The airport has four business tenants, two airplane maintenance facilities and two agricultural operations. These tenants base a total of 5 aircraft at the airport. Past tenants have included flight schools.

Figure 1 is the current Airport Layout Plan which was last approved in 2005.

Forecasts

Total annual operations are estimated at 8,000 with annual itinerant operations estimated at 25% of the total. These figures are not expected to change dramatically in the near future.

Stage Development

Sutter County submits the following updated projects for our 2010-2014 Airport Capital Improvement Plan (ACIP) in accordance with FAA San Francisco district Office's October 21, 2008 letter of instruction and DOT/FAA Order Nos. 5100.39A (FAA Airport Capital Improvement Plan) and 5100.38C (Airport Improvement Program Handbook):

Submission FY	Description	Estimated Cost
2009	Airport Layout Plan Update w/ Obstruction Survey	100,000
2009	Runway/Taxiway Lighting Design	60,000
2010	Runway/Taxiway Lighting Construction	450,000
2010	Obstruction Removal for Non-Precision Approach	50,000
2011	Transient Parking Apron Overlay Design	40,000
2012	Transient Parking Apron Overlay Construction	400,000
2012	Airport Layout Plan Update	50,000
2013	Revenue Generator – Fuel Farm Replacement	135,000
2014	Additional Hangar Site Preparations	150,000
	2010-2014 total	\$1,435,000

This submission is an update to our FAA NPIAS ACIP V5 FY 2007-11 on file with the FAA office. An updated Airport Layout Plan (ALP) depicting these improvements is attached.

All projects are consistent with prior submissions and the California Department of Transportation, Division of Aeronautics' Capital Improvement Plan (CIP) approved by the California Transportation Commission.

AIRPORT LAYOUT PLAN UPDATE w/ OBSTRUCTION SURVEY (FY 2009)

In order to comply with the applicable standards of the FAA Airport Improvement Program, our Airport Layout Plan will be updated. As part of the update, we will incorporate the most recent construction improvements to the airport and we will perform the necessary survey to validate our Airport Property Map. We will also include an obstruction survey to verify the airport approach and transitional surfaces are clear.

RUNWAY/TAXIWAY LIGHTING (FY 2009 Design / 2010 Construct)

The existing runway lighting system is old and in need of replacement. Parts are no longer manufactured, difficult to acquire and the system is not energy efficient. The existing single taxiway has no lighting system.

The lighting system will be replaced along the runway and reflectors will be added adjacent to the taxiway to meet current FAA standards. The updated/installed luminaries will improve airfield lighting for aircraft operations and will be readily available for replacement when necessary. Additionally, the project will include the removal of the existing Visual Approach Slope Indicator (VASI) at the north approach and the installation of new Precision Approach Path Indicators (PAPI) for both runway approaches. During the design phase, the rotating beacon will be evaluated and considered for modernization. The project will install the appropriate runway, taxiway and apron signage and install new energy efficient fixtures at existing apron locations. Finally, the design will consider the option of utilizing solar powered fixtures where possible.

OBSTRUCTION REMOVAL FOR NON-PRECISION (GPS) APPROACH (FY 2010)

In an effort to increase the accessibility of the airport, we want to add a non-precision GPS approach to our airport. It is a cost-effective way to raise the usefulness of the airport without having to provide the typical costly equipment for an instrument approach. From the area hazards identified in the FY 2009 ALP Update Obstruction Survey, we will remove or modify the hazards to facilitate the development of the non-precision approach. The FAA designs the approach, so verification of the area hazards is a step by Sutter County to expedite the process.

TRANSIENT PARKING APRON REHABILITATION (FY 2011 Design / 2012 Construct)

The existing 100,000 sf asphalt concrete transient aircraft parking apron pavement is distressed with excessively wide cracking and is in need of rehabilitation. During the May 2005 pavement inspection by the Division of Aeronautics of the California Department of Transportation, the pavement in this area received a Pavement Condition Index (PCI) of 63. No maintenance has taken place since this last evaluation. In the meantime, the County now utilizes MicroPaver for pavement assessment and we will incorporate the airport runway, taxiway and aprons into our review for grading by the program. We would expect to treat the existing pavement cracks, place a leveling course, and then place a pavement reinforcing fabric followed by a 3 inch asphalt concrete overlay.

AIRPORT LAYOUT PLAN UPDATE (FY 2012)

The airport layout plan will be updated by contract with an airport consultant to incorporate all past airport improvements and to identify future improvements.

REVENUE GENERATOR – FUEL FARM REPLACEMENT (FY 2013)

The current fuel pump system is old and subject to frequent breakdowns. Our ability to pump fuel and generate revenue is limited while we sometimes wait up to four weeks for parts to arrive. The new system would utilize current technology for payment methods, include a new 12,000 gallon fuel tank and improve the system's reliability.

ADDITIONAL NEW HANGAR SITE PREPARATIONS (FY 2014)

As aircraft represent a significant investment for all owners, the opportunity to store their aircraft in a hangar is a priority. Besides security risks from vandalism and theft, the exposure to the elements does deteriorate and depreciate an aircraft's value. Presently, the airport has 54 hangar spaces and we would design and construct the necessary site improvements for a hangar with storage for 10 aircraft on the southern end of the parking apron.

Coordination

A sketch depicting these ACIP projects is enclosed as the Airport Layout Plan Sketch. This staged development covers the next 5 years and will rehabilitate the airport systems.

The 2004 Updated Airport Layout Plan (AC 150/5300-13, change 7) was coordinated with the following local and state governmental units and found to be consistent with their plans.

- a. The Airport Land Use Commission (ALUC) of the Sacramento Area Council of Governments (SACOG).
- b. The California Department of Transportation Division of Aeronautics.
- c. The County of Sutter Board of Supervisors.

The ALP was approved by the FAA on May 12, 2005. All updates to the Airport Layout Plan will be coordinated with the above mentioned agencies.

Sutter County is dedicated to improving the safety and operational efficiency of our airport.

ALBERT L. SAWYER, P.E.

ASSISTANT PUBLIC WORKS DIRECTOR