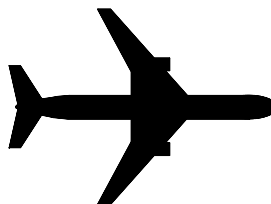


# 7 AVIATION



## Background and Present Situation

### City of Redding Airports

**Redding Municipal Airport**, the only airport in the county served by scheduled airlines, encompasses 1,659 acres, 500 of which are zoned for commercial use. It is a regional airport serving Shasta and the 7 surrounding counties. It was originally built by the U.S. Army as a military airfield in 1942. It was dedicated to the City of Redding in 1947. Today, it is the largest civilian facility in California, north of Sacramento. (See Map 7.)

Airline deregulation has resulted in some turnover among airlines serving Redding Municipal Airport with fluctuation in levels of service available to air travelers. The City of Redding has made serious efforts at attracting enhanced air service through existing air carriers or through the addition of new entrants. In May 2003, the City completed an extensive air service study that reviewed the travel habits of the area's traveling public. The City also has applied in 2003 and 2004 for Federal assistance through the Small Community Air Service Grant program. If successful, the City could use those grant funds to subsidize either new destinations by one of the incumbent airlines or to assist the entrance of a third airline. Even though the City has made efforts to improve air service there are still two incumbent airlines that have served this region for over 10 years, they are:

#### Scheduled Airlines

#### Direct Flights to

SkyWest doing business as

United Express .....San Francisco

Horizon Air .....Arcata, Portland and Seattle

Charter service is provided by Redding Aero Enterprises and Air Shasta. These fixed-base operators also provide aircraft sales, maintenance service, aircraft fuels, and accessories. Helicopter charter is provided by Redding Air Service and Air Shasta.

The airport has eighty-four tie-down spaces and the City of Redding owns hangars that will accommodate 102 aircraft. The mix of aircraft and related operations is as follows; Single engine airplanes – 125; multi-engine airplanes – 28; jet – 1; and helicopters – 6. **Operations:** Air Carrier – 6,000, Commuter – 0, Air Taxi – 11,000, GA Local – 24,000; GA Itinerant – 33,000; Military – 1,000; total annual operations in calendar year 2000 is 75,100.

The main runway used by commercial aircraft is 7,000 feet long, and includes a high intensity lighting system, precision approach path indicator lights on Runway 34, runway end identification lights, and a visual approach slope indicator on Runway 16. The airport also has a terminal very high frequency omni range radio facility and a precision instrument landing system to Runway 34 with a localizer back course approach on Runway 16.

**Benton Airport** is uniquely situated within the city limits slightly more than one mile from the midtown business area and the center of Redding. Benton is a small, single runway, Visual Flight Rules (VFR) airport for single and small twin-engine general aviation aircraft. It is classified as a General Aviation Facility within the USDOT/FAA National Plan of Integrated Airport Systems. It contains 416 acres for aviation and commercial development, but its growth potential is constrained both by topography and residential encroachment. There are approximately 130 private aircraft based at Benton, in addition to both the California Highway Patrol air operations and the Mercy Medical Center air ambulance operations. Hillside Aviation provides charter air service, sales, fuel, and maintenance.

The mix of aircraft and operations is as follows: Single engine-113, Multi-engine-12, and Helicopters-3. *Annual Operations* (2001): Air Taxi-1000, GA Local-17, 000 and GA Itinerant-17, 000; Shelters-30 (monthly rentals), T-Hangars-50 (monthly rentals), Tie-downs-64 (58 monthly, 6 daily rentals), and Transient-25.

### **California Aviation System Plan (CASP)**

The CASP is prepared by the California Department of Transportation, division of Aeronautics and updated every five years per California Public Utilities Code Section 21701, et seq. The law requires the CASP to be developed in consultation with Regional Transportation Planning Agencies, such as Shasta County RTPA.

The primary purpose of the plan is to identify and prioritize needed airport capacity and safety related infrastructure enhancements that impact the safety and effectiveness of the California Aviation Transportation System. The plan is online at Caltrans website. <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/index.html>

The following recaps the priority of the region's airports within the CASP and System Requirements Element (SRE):

- #1 Redding Municipal – Designated as a Primary Commercial Service Non-Hub
- # 8 Fall River Mills – Designated as a Regional General Aviation facility
- # 10 Benton – Designated as a Community General Aviation facility
- Not Rated – Shingletown – Designated as a Limited Use facility

# SHASTA COUNTY PUBLIC USE AIRPORTS



| FUNCTIONAL CLASS |                                |
|------------------|--------------------------------|
| ★                | PRIMARY COMMERCIAL HUB (0)     |
| ◆                | PRIMARY COMMERCIAL NON-HUB (2) |
| ▲                | METROPOLITAN GA (0)            |
| ◆                | REGIONAL GA (6)                |
| ●                | COMMUNITY GA (20)              |
| ■                | LIMITED USE GA (8)             |
| ⊙                | JOINT USE (0)                  |
| —                | Major Shasta Co. Highways      |

## **County Airports**

***Fall River Mills Airport*** is located at an elevation of 3,323 feet in the extreme northeast corner of the county, 70 miles from Redding, and was originally built in the 1940's as a graveled runway. Hangars, runway lights, tie-downs and security fencing have been added since 1965. This is a designated Remote Access airport. In 1998, Shasta County overlaid the runway and taxiway, which were badly deteriorated.

Fall River Mills Airport is currently a General Aviation facility with a 3,600-foot runway, 14 based aircraft, and serving both piston-powered and turbine-powered general aviation transient aircraft. Services are limited to card-lock Aviation Fuel sales. There are currently no other services and no Fixed Base Operators on-site.

Taxiway repairs, additional aircraft parking, jet fuel, expanded runway facilities, and instrument approach capabilities will be necessary to meet both current and future demand. The County has been acquiring land with funding from a \$1.2 million FAA grant to buffer the airport from encroaching development and to preserve rights of way for future runway extensions. Further, it is anticipated that the County will be in an excellent position to secure future FAA grants to actually construct an extended runway and to make other ancillary improvements.

***Shingletown Airport*** is the least used public airfield in Shasta County. In early 1981, consideration was given to closing it; however, vigorous opposition developed during the public comment period for preparation of the environmental document, and it was decided to keep it open. On November 1, 2002 the State suspended the operating permit due to trees encroaching into the FAR Part 77 7:1 transitional surfaces. The County is working with the landowner to have the trees removed, to have the temporary suspense status terminated, and to enable public use operations to resume at this facility. Shingletown is located at an elevation of 3,880 feet; it has a 2,340-foot runway, two based aircraft and two T-hangars. It is used for business and recreation access and as an emergency use field. This airport has also been designated a Remote Access airport.

Shingletown Airport is developed to less than Basic Utility Stage I standards. The existing facility is inadequate even for current use. Facility development to Basic Utility Stage II standards would eventually be necessary to accommodate anticipated future demand. This would include development of a new runway system with lighting, aprons, and hangar areas.

Shingletown Airport can apply for up to \$300,000 in AIR-21 funding from the FAA. These grants could be used to plan for future improvements for the runway at this facility.

Aviation growth in eastern Shasta County will be moderate yet significant for the area. The number of based aircraft at Fall River Mills Airport is expected to increase from 14 to 21 over the planning period. At the Shingletown Airport the based aircraft count is estimated to increase from two to 16. The most significant growth would be during the

first five years if development in the area continues and if funding becomes available for the needed airport improvements.

### **Seaplane Facility**

There is a seaplane facility on Lake Shasta near Bridge Bay Resort: FAA site No. 02088 I.C.

### **Airport Ground Access**

Ground access to the Redding Municipal Airport has recently been enhanced through the extension of Knighton Road, from Interstate 5, east to the airport. This project will enhance the economic viability of the airport and its surrounding industrial zoned lands.

A project is planned to expand Airport Road near the Redding Municipal Airport from two to four lanes with dedicated turn lanes, bike paths and signals. As this area develops this improvement should forestall any significant ground access problems.

There is currently no airport shuttle service, other than what is supplied by taxis and several motels in Redding. Due to lack of use, some services that were available in previous years have been discontinued. There was some interest expressed during the annual "Unmet Needs" hearing process for bus service to the airport and its surrounding area. The Transit Development Plan and its 1998 update do not show that adequate ridership would exist to support this route. There are several documented reasons for not providing bus service to airports. These include the following:

- Business travelers are typically "time conscious" and find the delay required by transit use to be unacceptable.
- Persons traveling for pleasure, are often encumbered with large or numerous pieces of luggage that, by law, are not allowed on public transit.
- Providing a convenient schedule for airport arrivals and departures is difficult for a fixed-route bus system.

### **Shastec Redevelopment Project**

The 1996 Shastec Redevelopment Project is located near the Redding Municipal Airport and the surrounding industrial area, within the jurisdictions of Shasta County and the cities of Redding and Anderson. The plan facilitates road widening, signalization, bridge improvements, curb, gutter and sidewalks, street trees, and drainage improvements. (For specific roads impacted, see Chapter 6, Goods Movement, Long-Range Actions.) If carried out, many of these projects could be developed by 2020. This would improve the ground access to the airport and the feasibility of transit options as the area grows.

The ALUC should be provided copies of all development plans within the Airport Influence Area to determine consistency with the airport's master plan as well as the General Plan.

## ***Issues***

- A. Local aviation facilities will experience continued growth in demand for facilities and operations both for scheduled air carriers and general aviation.
- B. The limited destinations offered and high ticket pricing by airlines at Redding Municipal Airport has resulted in periodic fluctuation in levels of air traveler's usage.
- C. The effects of September 11, 2001 have resulted in both incumbent airlines to reduce daily flights by one-third.
- D. Fall River Mills and Shingletown Airports both have substantial maintenance needs.
- E. The Shasta County Airports Master Plan 1990-2010 is in need of an update.
- F. Airport Land Use Compatibility Plan (ALUCPs) should be revised every 5 – years, Shasta County's should be updated.
- G. Airport influence areas as required by AB2776 should be developed.
- H. A maintenance plan for avoiding air space obstructions must be developed between Shasta County and the Bureau of Land Management.
- I. State funding is subject to availability and the priority of the regions smaller airports is low on the list. Priority is explained in the SRE maintained by Caltrans.

## **Goal**

Maintain efficient accessible air service in a safe and convenient manner.

## **Objectives**

### **Short-Range (2004-2014)**

- O-1 Prevent deterioration of the airport facilities within the county.
- O-2 Enhance the passenger service at Redding Municipal Airport.
- O-3 Continue to apply for state and federal grants to make needed improvements at the four airports in the County and acquire funds to update plans.

- O-4 Acquire property, north and south of Redding Municipal Airport, to enhance runway approach protection and to provide land for future expansion. In 2003 and 2004, the City of Redding has already acquired over 140 acres towards this objective.

### **Long-Range (2014-2024)**

- O-4 Encourage airport operators (Shasta County and City of Redding) to develop projects that enhance the safety, capacity, and security of regional aviation facilities.
- O-5 Provide economical and frequent passenger service at Redding Municipal Airport connecting with surrounding major cities.
- O-6 Support implementation of the Shastec Redevelopment Project.

### **Policies**

- P-1 Give the highest priority to funding maintenance of the airport runways and supporting facilities.
- P-2 Encourage airport sponsors to broaden the economic base by pursuing revenue enhancements to help finance airport operations, maintenance, and capital improvements.
- P-3 Use Airport Master Plans and the Regional TIP to identify and prioritize aviation projects which best support the aviation goal and objectives.
- P-4 Implement airport capital improvement plans developed in Airport Master Plans.
- P-5 Encourage and support the improvement of traffic circulation and surface access to Redding Municipal Airport.
- P-6 Assist Caltrans division of Aviation to develop the Northern California Aviation System Plan.
- P-7 Maintain a strong land use program to assure compatibility to airport operations. Update the Airport Land Use Compatibility Plans for both City airports.

## **Actions**

### **Short-Range (2004-2014)**

#### **RTPA**

- ❑ Conduct workshops with aviation community stakeholders to develop plans that identify and address airport-related noise and safety issues for airport neighbors. Then in coordination with the City of Redding airport manager and the Shasta County airport manager address the needs with available funding. (P-6)

#### **Shasta County**

- ❑ **Fall River Mills Airport:** A variety of improvements, programmed for the next ten years, include: expansion of the runway and apron, upgrading of lighting, land and easement acquisition, hangar construction, and improvement of the perimeter fence and gate. (P-1, P-3)
- ❑ **Shingletown Airport:** Shasta County is negotiating with the landowner to purchase or acquire by donation the property on which the airport is situated. Most of this property is currently leased. Other projects include: construction of turnarounds and hangar taxi lanes, apron expansion, installation of rotation beacon and PAPI, and implementation of the Airport Layout Plan. (P-1, P-3)
- ❑ **Shasta County Airports Master Plan (AMP)** for both Fall River Mills and Shingletown was completed in 1991. The Airport Layout Plan for Fall River Mills was completed March 2003, the related Environmental Assessment was filed with the FAA at the same time. The AMP, which is included in this plan by reference, contains comprehensive capital improvement programs for both airports. (P-3, (P-4)

#### **City of Redding**

- ❑ **Redding Municipal Airport:** As funding becomes available, projects programmed for airport improvements include runway and taxiway extensions, helicopter facilities, lighting and capacity improvements, land acquisition, and maintenance and rehabilitation of existing facilities. A good portion of this work is in preparation for a required shift of small aircraft facilities to the east. These projects have been prioritized and programmed in the RTIP. As air traffic at Redding Municipal Airport increases, small aircraft will gradually be shifted from the main runway to the parallel runway on the east side of the airport. A new Airport Master Plan has been developed for Redding Municipal Airport. Other recent projects completed include the reconstruction of both runways, the second

phase of the passenger terminal remodel, security enhancements and taxiway refurbishment.

Over the next several years, additional improvements expected are a master plan update, construction of a new Aircraft Rescue & Firefighting (ARFF) Facility, taxiway ("A" and "B") reconstruction, land acquisition, emergency systems upgrades, environmental review for a third runway and the construction of two new taxiways. (P-4)

- ❑ **Benton Airport:** Benton has seen the reconstruction of the eastside taxiway and parking apron, a master plan update and drainage improvements over the past several years. The FAA has not only funded those projects, but will fund others that include reconstruction of its runway and the west side taxiway, second phase of the drainage enhancements and safety area enhancements. (P-4)

### **Long-Range (2014-2024)**

#### ***Shasta County***

The Shasta County Airports Master Plan, 1990-2010, recommended the following steps:

- ❑ Use the Master Plan as county policy for development on and next to the Fall River Mills and Shingletown Airports; (P-3)
- ❑ Apply to the Federal Aviation Administration and State of California for land acquisition and construction grants for facility expansion at both county-owned airports; (P-4)
- ❑ Implement Stage 1 development at the Fall River Mills Airport with initial emphasis on land acquisition for runway and terminal expansion, instrument approach capabilities, and runway extensions; (P-4)
- ❑ Request that the FAA continue to include the Shingletown Airport in the National Plan of Integrated Airport Systems, and the State of California to continue to include the airport development in the updated California Aviation System Plan; (P-3)
- ❑ Implement Stage 1 development for the Shingletown Airport with initial emphasis on land acquisition, runway protection zone easements, construction of a new 5,000-foot runway, and development of a lighted helipad serving emergency operations; (P-4)
- ❑ Develop increased revenue-producing facilities at both airports including county hangar development and expanded fueling facilities to generate matching funds for future airport development and maintenance grants; and (P-2)

- ❑ Adopt new height zoning ordinances and zoning protection for the two airports according to their expanded roles described in the Master Plan. (P-3)

***City of Redding***

- ❑ The Redding Municipal Airport Area Specific Plan and Environmental Impact Report outline a 20-year expansion plan for the airport, which includes:
- ❑ Continued use of the main runway, with a programmed 2000-foot extension to the north, throughout the period; (P-4)
- ❑ Development of highway commercial uses, including restaurants, motels, offices, car rental agencies, and aviation services on leasehold sites on airport property on the east frontage of Airport Road. (P-2)