

## **Appendix C**

### **General Aviation Forecasting and Analysis Technical Report**

# General Aviation Forecasting and Analysis Technical Report

**AECOM**

John Wayne Airport  
General Aviation Improvement Program  
Preliminary Engineering  
Project No. 280-280-1900-P320

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## Quality information

### Prepared by

---

Carmen Au  
Senior Project Manager

### Checked by

---

Warren Sprague  
Vice President

### Approved by

---

Matt Ulukaya  
Vice President

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Prepared for:

The County of Orange  
John Wayne Airport

Disclaimer

All forecasts are subject to levels of uncertainty. The forecasts provided in this Technical Report are based on the information available at the time of their creation. Various factors, other than those included in the forecast models, can influence future aviation demand. Unexpected events may occur and some underlying forecast assumptions and/or expectations may not materialize. Therefore, actual performance may differ from the forecasts presented in this report and could be significant.

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*Lyon Air Museum, John Wayne Airport*

# 1. Introduction

AECOM has been retained by the County of Orange, California, to provide Preliminary Engineering services for the General Aviation (GA) Improvement Program at John Wayne Airport (SNA, the Airport). SNA has begun the process of evaluating and planning for the future needs of the GA community through a comprehensive GA Improvement Program. The key planning goals and objectives of the GA Improvement Program are:

- Continue to provide safe and secure operations
- Utilize limited land area efficiently and economically
- Preserve compatibility between general and commercial aviation operations
- Embrace flexibility to allow for technological advances and market trends
- Maximize economic, self-sustaining, revenue producing facilities
- Assess the ability of existing infrastructure to support general aviation facilities

Under the GA Improvement Program, the AECOM Team performed unconstrained GA forecasting and analysis. The information, methodology, and findings of the GA forecasting and analysis is documented in this Technical Report.

The GA Forecasting and Analysis Technical Report include the following sections:

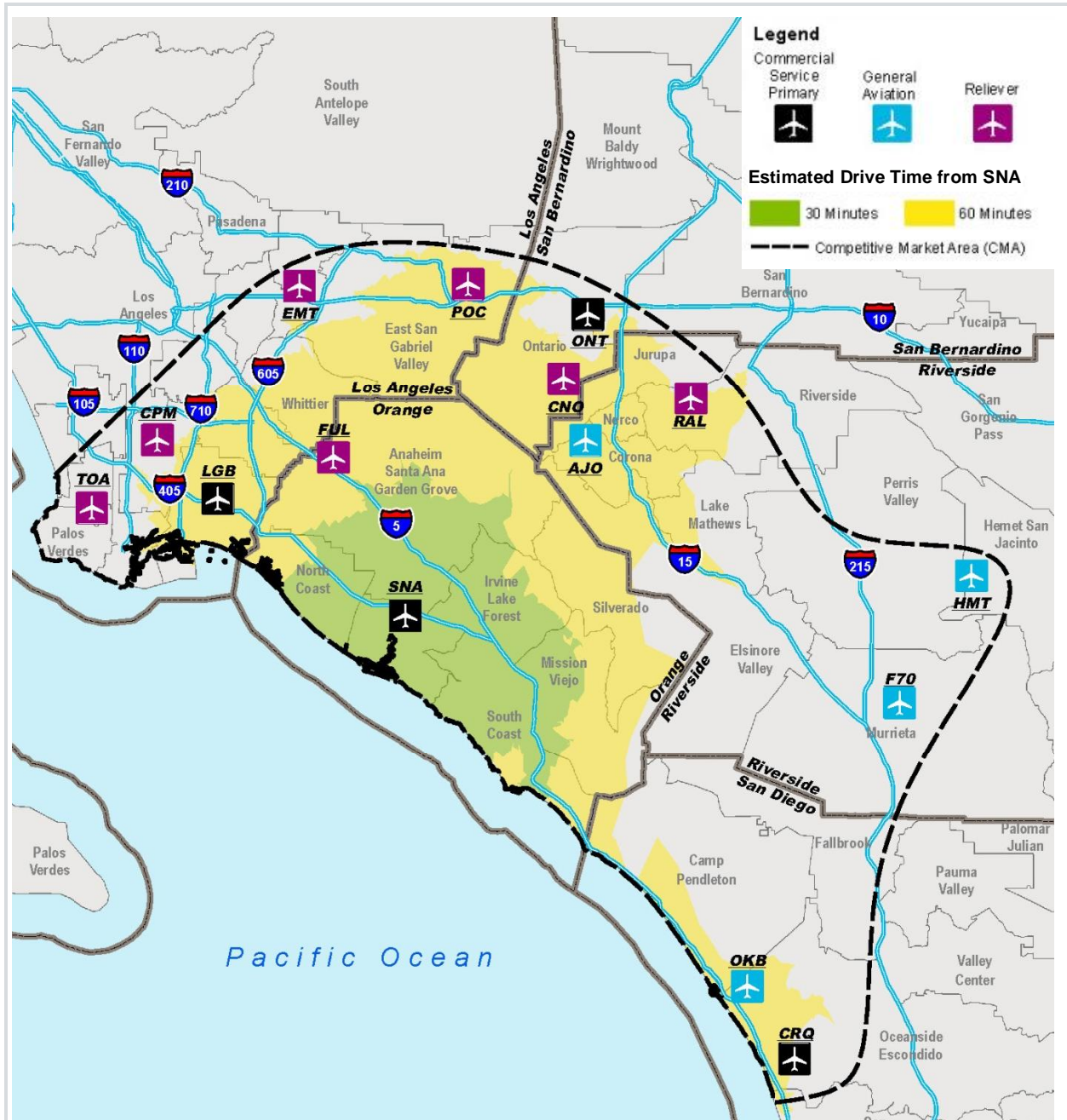
- Section 2, Competitive Market Area, defines the catchment area around SNA and identifies competitive airports in the area. It establishes the framework for analyzing the regional demand.
- Section 3, General Aviation in the Region, describes the general aviation activity, pilot populations, aircraft shipments, and property value of aircraft in the U.S., California, and the local area surrounding SNA. It documents growth in local pilot population and value of aircraft.
- Section 4, Economic Basis for General Aviation Demand, identifies the economic drivers for aviation demand and trends of aviation fuel prices. It provides the economic parameters for the forecast models.
- Section 5, Historical General Aviation Demand, describes the historical industry trends, based aircraft, annual general aviation operations, and the general aviation business communities at SNA. It provides the historical background and baseline conditions for the forecast development and analysis.
- Section 6, General Aviation Demand Forecasts, provides the general aviation demand forecasts for based aircraft, annual operations, daily and peak hour operations, and international operations. It also identifies the design aircraft and estimates the fuel flowage for general aviation activity over the planning horizon.
- Section 7, Summary, summarizes the general aviation demand forecasts for 2021, 2026, and 2040.

The next task under the GA Improvement Program will define the facility requirements and identify the constraints. The unconstrained forecasts given in this Technical Report will potentially be capped by the outcome of the next task.



## 2. Competitive Market Area

As shown in **Figure 1**, the primary competitive market area (CMA) around SNA consists of Orange County, and portions of Los Angeles, San Bernardino, Riverside, and San Diego Counties. The area covers 108 cities. The fifteen airports included the CMA are listed in **Table 1**<sup>1</sup>.



**Figure 1. Competitive Market Area**

Source: Street map data and drive times from ESRI, Tele Atlas Dynamap/Transportation. County and city boundaries from The Underground Studies in Earthquake Information Technology.

<sup>1</sup> Perris Valley Airport (L65) is a privately-owned public airport located within the CMA. The primary use of this airport is for ultralight and parachuting (skydiving) activities, which is very different from the other fifteen airports identified in the CMA. The competitiveness of L65 to SNA is considered insignificant and is not included in the CMA analysis.

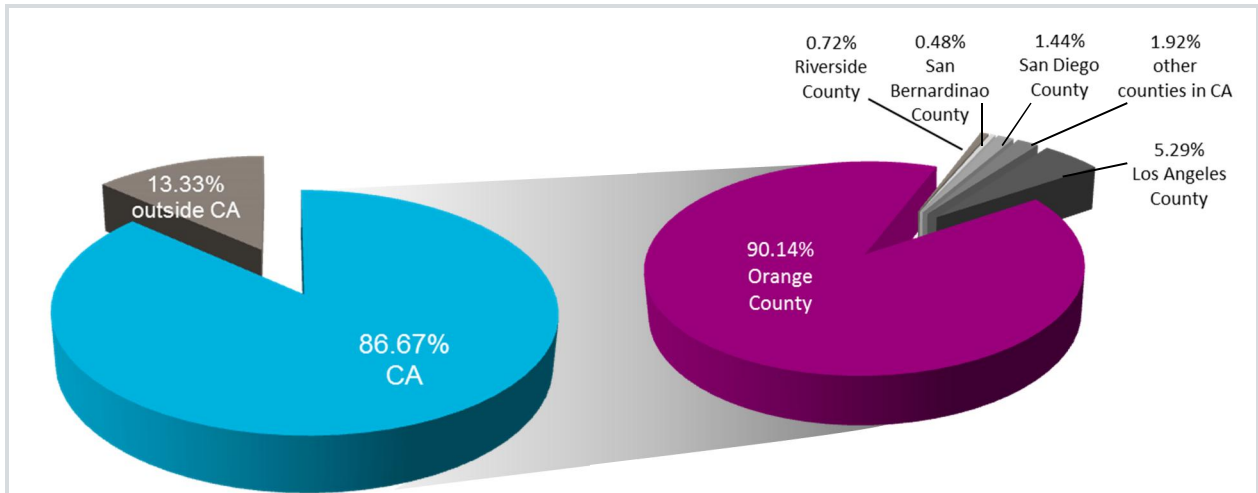
**Table 1. Airports within the Competitive Market Area**

Airport No.	LOCID	Airport Name	County	City	Airport Role	Category
A1	SNA	John Wayne Airport	Orange	Santa Ana	Medium hub	Primary
A2	CNO	Chino Airport	San Bernardino	Chino	National	Relievers
A3	TOA	Zamperini Field Airport	Los Angeles	Torrance	Regional	Relievers
A4	LGB	Long Beach Airport	Los Angeles	Long Beach	Small hub	Primary
A5	CRQ	McClellan-Palomar Airport	San Diego	Carlsbad	Non hub	Primary
A6	FUL	Fullerton Municipal Airport	Orange	Fullerton	Regional	Relievers
A7	EMT	El Monte Airport	Los Angeles	El Monte	Regional	Relievers
A8	POC	Brackett Field Airport	Los Angeles	La Verne	Regional	Relievers
A9	AJO	Corona Municipal Airport	Riverside	Corona	Local	General Aviation
A10	F70	French Valley Airport	Riverside	Murrieta	Regional	General Aviation
A11	RAL	Riverside Municipal Airport	Riverside	Riverside	Regional	Relievers
A12	CPM	Compton/Woodley Airport	Los Angeles	Compton	Regional	Relievers
A13	OKB	Oceanside Municipal Airport	San Diego	Oceanside	Local	General Aviation
A14	HMT	Hemet-Ryan Airport	Riverside	Hemet	Regional	General Aviation
A15	ONT	Ontario International Airport	San Bernardino	Ontario	Medium hub	Primary

Source: Airport role and category are from the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS) 2017-2021.

The CMA represents approximately 60-minute driving time and 80-mile driving distance from SNA. 60-minute drive time is selected based on the assumption that aircraft owners generally prefer to park their aircraft close to their home or business. 60 minutes is approximately the preferable maximum drive time in an urban area; airports further than 60 minutes are much less competitive. **Figure 1** illustrates the drive time based on GIS analysis. Detailed driving distance and time between 108 cities within the CMA and SNA are given in **Appendix A**. Although the Hemet, Temecula, and Menifee areas are slightly beyond the 60-minute driving distance, they are included in the CMA as there are limited GA airports at those cities (only HMT and F70). SNA may still be a good choice and be a competitive airport for the GA users in that area.

**Figure 2** shows the distribution of the aircraft owners who store their aircraft at SNA in 2016 by location (based on the address of the registered owner). Over 86 percent of the aircraft owners are located within California, 90 percent of which are from the Orange County and 98 percent if the surrounding four counties are included. It is anticipated that the majority of the general aviation users at SNA are from the Orange County. The socio-economic condition in California, Orange County, and potentially the surrounding four counties, would be a key factor in driving the general aviation demand in the CMA and at SNA.



**Figure 2. Locations of the SNA Based Aircraft Registered Owners**

Source: Aircraft registration (N-number) records obtained from the Airport (October 2016). 2016 records include two helicopters for the Orange County Sheriff's Department (OCSD) but exclude 12 aircraft at the Lyon Air Museum or under maintenance at Martin Aviation. AECOM analysis.



Private Aircraft at John Wayne Airport

## 3. General Aviation in the Region

### 3.1 Composition of General Aviation Activity

General aviation plays an important role in the aviation activities in the region and at SNA. In 2015, 75 percent of the total towered operations<sup>2</sup> in California are general aviation and air taxi operations, while commercial air carriers represent only 23 percent of those operations. At SNA, general aviation and air taxi operations represent 70 percent of towered operations. General aviation flight activities comprise a wide range of flying activities, such as flight training, personal and recreational, business and corporate, on-demand charter, aerial work (observation, firefighting, agricultural), sightseeing, air medical, and other purposes.

Flight training used to account for a large proportion of the general aviation operations at smaller airports because it involves a large number of takeoffs and landings. With the decline in the number of active pilots since the 80's, this segment of general aviation activity has become a smaller proportion of overall activity. However, the student pilot population is rebounding in California, which is further discussed in the next section.

In recent years, the introduction of new business models for corporate and business aviation has resulted in business and corporate flying becoming a growing share of general aviation activities. These business models are discussed below.

Air taxi operators are air carriers that transport persons, property, and mail using small aircraft under 30 seats or a maximum payload capacity of 7,500 lbs. Air taxi operators typically hold FAR Part 135 certification and provide on-demand services (for compensation or hire). Operations in which persons or cargo are transported without compensation or hire are conducted under FAR Part 91. There are many business aircraft that are not used for compensation or hire and are thus only governed by FAR Part 91. These business aircraft are typically owned by individuals or businesses.

Other than full ownership of the business aircraft, users have a variety of options such as air charter, fractional ownership, leasing, time-share agreements, partnerships, aircraft management contracts, and interchange agreements, etc. On-demand air charter provides the convenience to the business aircraft users with instant access to business aircraft. Fractional ownership enables multiple users to acquire ownership interests in the same business aircraft in exchange for the aircraft's shared utilization.

Some users are willing to allow others to use their aircraft part of the time, and they enter into partnerships, time-share or interchange agreements. Some aircraft owners who want to offset the expense of operating and maintaining their aircraft, offer their aircraft for charter under FAR Part 135 regulations through charter operators. When the owners fly their aircraft as general aviation for personal use, they are governed by FAR Part 91.

For the purpose of the general aviation demand forecast, the general aviation sector is considered to include on-demand flight activity operated under FAR Part 135, commonly known as air taxi operations, since they are often indistinguishable from the general aviation operations operated under FAR Part 91.

The Federal Aviation Administration (FAA) conducts annual surveys on general aviation activities, which classifies general aviation and Part 135 activity into fourteen different categories. **Table 2** summarizes the relevant information from the FAA General Aviation and Part 135 Activity Survey 2015.

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<sup>2</sup> Towered operations include airport operations and overflights.

**Table 2. General Aviation and Part 135 Activity in the U.S. 2015**

Aircraft Use	Primary Use Active Aircraft	Actual Use Hours Flown (thousand hours)	Percentage of total hours	Average Hours Flown per Active Aircraft
<b>General Aviation</b>				
Personal <sup>1</sup>	139,700	7,438	30.8%	53.2
Business <sup>2</sup>	15,887	1,839	7.6%	115.7
Corporate <sup>3</sup>	11,276	2,384	9.9%	211.4
Instructional <sup>4</sup>	15,667	4,648	19.3%	296.7
Aerial Application <sup>5</sup>	3,303	941	3.9%	285.0
Aerial Observation <sup>6</sup>	5,477	1,412	5.8%	257.7
Aerial Other <sup>7</sup>	870	178	0.7%	205.1
External Load <sup>8</sup>	321	176	0.7%	549.4
Other Work <sup>9</sup>	1,272	241	1.0%	189.3
Sightseeing <sup>10</sup>	1,164	162	0.7%	138.8
Air Medical <sup>11</sup>	516	77	0.3%	149.3
Other <sup>12</sup>	5,674	1,080	4.5%	190.4
<b>Total GA</b>	<b>201,127</b>	<b>20,576</b>	<b>85.2%</b>	<b>102.3</b>
<b>On Demand FAR Part 135</b>				
Air Taxi	6,494	2,524	10.5%	388.7
Air Tours	521	328	1.4%	629.8
Air Medical	1,887	714	3.0%	378.1
<b>Total Part 135</b>	<b>8,902</b>	<b>3,566</b>	<b>14.8%</b>	<b>400.6</b>
<b>Total GA &amp; Part 135</b>	<b>210,029</b>	<b>24,142</b>	<b>100.0%</b>	<b>114.9</b>

Source: FAA General Aviation and Part 135 Activity Survey 2015. AECOM Analysis.

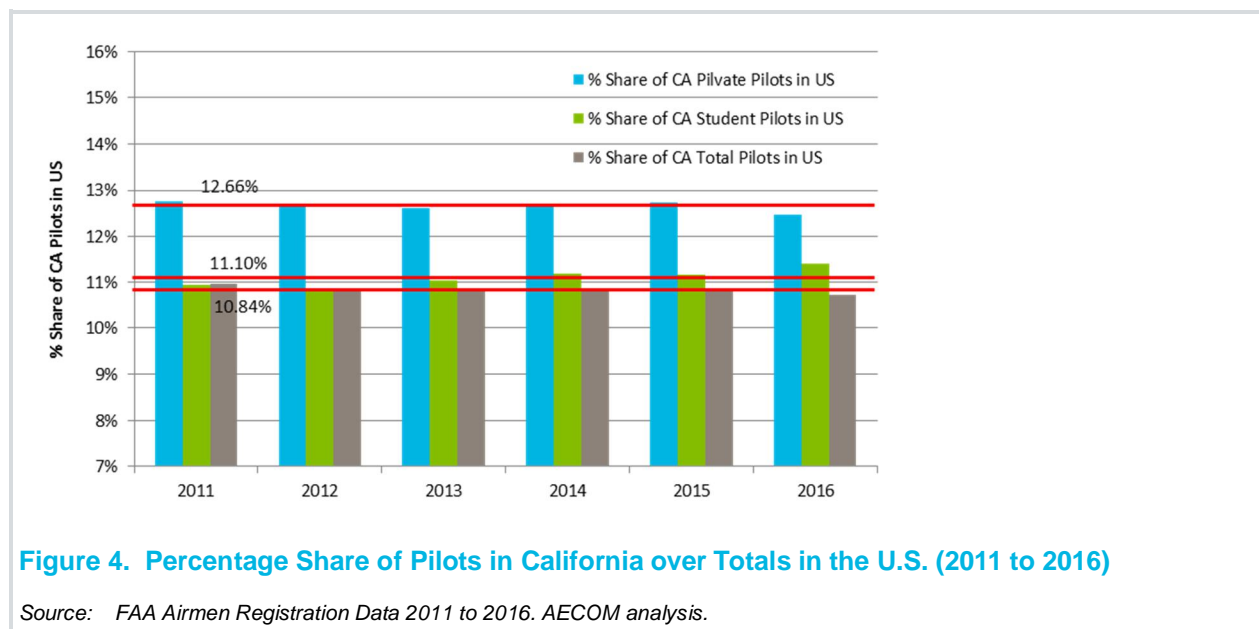
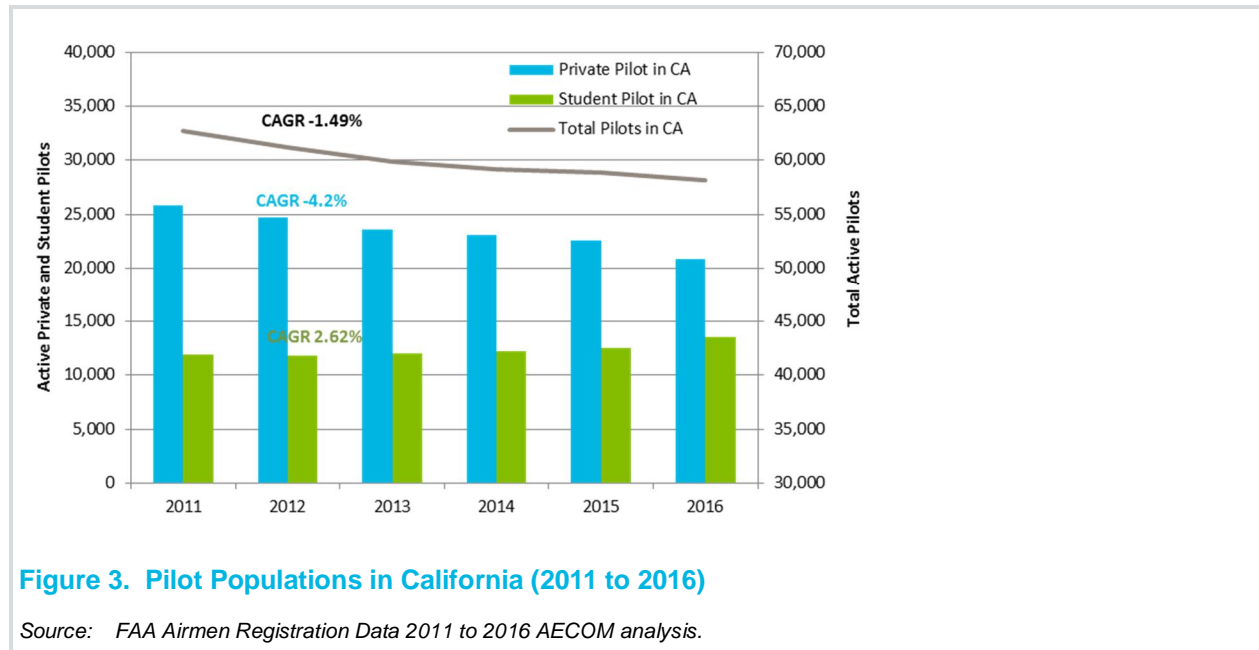
- Note:
1. Flying for personal reasons (includes recreational, excludes business transportation)
  2. Individual or group use for, or in the furtherance of, a business (without a paid flight crew)
  3. Individual or group business transportation with a paid flight crew (include fractional ownership)
  4. Flying under the supervision of a flight instructor, including student pilot solo
  5. Include application in agriculture and forestry, e.g. crop and timber production, fertilizer and pesticide application
  6. Aerial mapping/photography, patrol, search and rescue, hunting, traffic advisory, surveillance, etc.
  7. Public health sprayings, cloud seeding, fire fighting, etc.
  8. Operation under FAR Part 133, rotorcraft external load operations, e.g. helicopter hoist, hauling logs, etc.
  9. Construction work (exclude FAR Part 135) parachuting, aerial advertising, towing gliders, etc.
  10. Commercial sight-seeing conducted under FAR Part 91
  11. Air ambulance services, rescue, human organ transportation, emergency medical services (excludes FAR Part 135)
  12. Positioning flights, proficiency flights, training, ferrying, sales demos, etc.

The FAA GA and Part 135 Activity Survey 2015 shows the average number of hours flown per year by aircraft used for different purposes. Since each aircraft may be used for multiple purposes, the average shown is not strictly the average flight hours for aircraft primarily used for each purpose. However, it gives an indication for those aircraft that are in fact used mainly for a single purpose and provides the relative differences in average use across different purposes. It also provides an indication of the changes over the years as FAA has conducted this survey for over 20 years.

Although the FAA GA and Part 135 Activity Survey 2015 provide only national statistics, it is likely that the general characteristics are consistent while some indicators may be unique to SNA. The stakeholder interviews and aircraft owner survey conducted for SNA in November 2016 provide additional information to benchmark the characteristics of SNA with the national statistics and refine the assumptions used in the forecast model. For instance, the GA community at SNA, and California overall, is very active. It is anticipated that the activity level will be higher than the national average, especially aircraft flying for personal use.

### 3.2 Pilot Population

California has the highest pilot population in the U.S. **Figure 3** presents the changes in active<sup>3</sup> private, student, and total pilot population in California since 2011. Total pilot population includes airline transport, commercial, recreational, and sport pilots. **Figure 4** shows the percentage share of California pilots over the pilot population in the U.S. There has been a slow decline in the total number of pilots (-1.49 percent per year) and private pilots (-4.2 percent per year) in the region, while the number of student pilots is increasing (2.62 percent per year). The changes in pilot population in California generally follow the national trend. The percentage shares of pilots in California have remained nearly constant over the past six years.



<sup>3</sup> Active pilots are defined as airmen holding a pilot certificate and a valid medical certificate where required (student pilots only require a medical certificate for solo flight, glider and balloon/recreation pilots do not require a medical certificate, and sport pilots do not require a medical certificate if they hold a valid driver's license).

**Table 3** summarizes the pilot population in Orange County and the surrounding Los Angeles, San Bernardino, Riverside, and San Diego Counties. The FAA only provides historic data (2011 to 2015) for national, regional, and state levels, therefore historic pilot population for these individual counties are extracted from the South California Association of Governments (SCAG) Regional Transportation Plan (RTP) 2012-2035 Aviation and Airport Ground Access Appendix (April 2012). The latest 2016 data are based on our analysis of the FAA airman registration data (November 1, 2016).

The pilot population in the CMA includes active pilots with registered address in the 108 cities within the CMA. It includes approximately 70 percent of the pilots who grant permission to FAA to share their details, such as address, in the FAA airman registration database.

It can be seen from **Table 3** that the pilot population in Orange County has the least overall decline (-1.05 percent) and highest growth (3.3 percent) in student pilots as compared to California (2.62 percent, **Figure 3**), and the adjacent counties (0.63 to 3.02 percent, **Table 3**). Of the over 3,000 private pilots in the CMA, approximately 40 percent are from the Orange County and 27 percent are from the Los Angeles County. With these two dominant counties outperforming California and the national average in the past few years, it is anticipated that the projected pilot population in the CMA will continue to outperform the national forecast pilot population.

**Table 3. Active Private, Student and Total Pilots in the CMA and Five-County Area**

County / CMA Type of Pilot Certificate	2001	2006	2010	2016	CAGR (2010 to 2016)
<b>Orange County</b>					
Private*	N/A	N/A	2,042	1,600	-3.98%
Student	N/A	N/A	1,009	1,226	3.30%
<b>Total<sup>^</sup></b>	<b>5,981</b>	<b>5,495</b>	<b>5,303</b>	<b>4,979</b>	<b>-1.05%</b>
<b>Los Angeles County</b>					
Private*	N/A	N/A	4,513	3,606	-3.67%
Student	N/A	N/A	2,419	2,734	2.06%
<b>Total<sup>^</sup></b>	<b>11,584</b>	<b>10,842</b>	<b>10,878</b>	<b>10,064</b>	<b>-1.29%</b>
<b>San Bernardino County</b>					
Private*	N/A	N/A	1,092	850	-4.09%
Student	N/A	N/A	593	709	3.02%
<b>Total<sup>^</sup></b>	<b>2,788</b>	<b>2,744</b>	<b>2,632</b>	<b>2,444</b>	<b>-1.23%</b>
<b>Riverside County</b>					
Private*	N/A	N/A	1,413	1,046	-4.89%
Student	N/A	N/A	674	700	0.63%
<b>Total<sup>^</sup></b>	<b>3,011</b>	<b>3,458</b>	<b>3,447</b>	<b>3,070</b>	<b>-1.91%</b>
<b>San Diego County</b>					
Private*	N/A	N/A	N/A	2,334	N/A
Student	N/A	N/A	N/A	1,919	N/A
<b>Total<sup>^</sup></b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>7,819</b>	<b>N/A</b>
<b>Competitive Market Area (CMA)#</b>					
Private*	N/A	N/A	N/A	3,036	N/A
Student	N/A	N/A	N/A	1,924	N/A
<b>Total<sup>^</sup></b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>8,667</b>	<b>N/A</b>

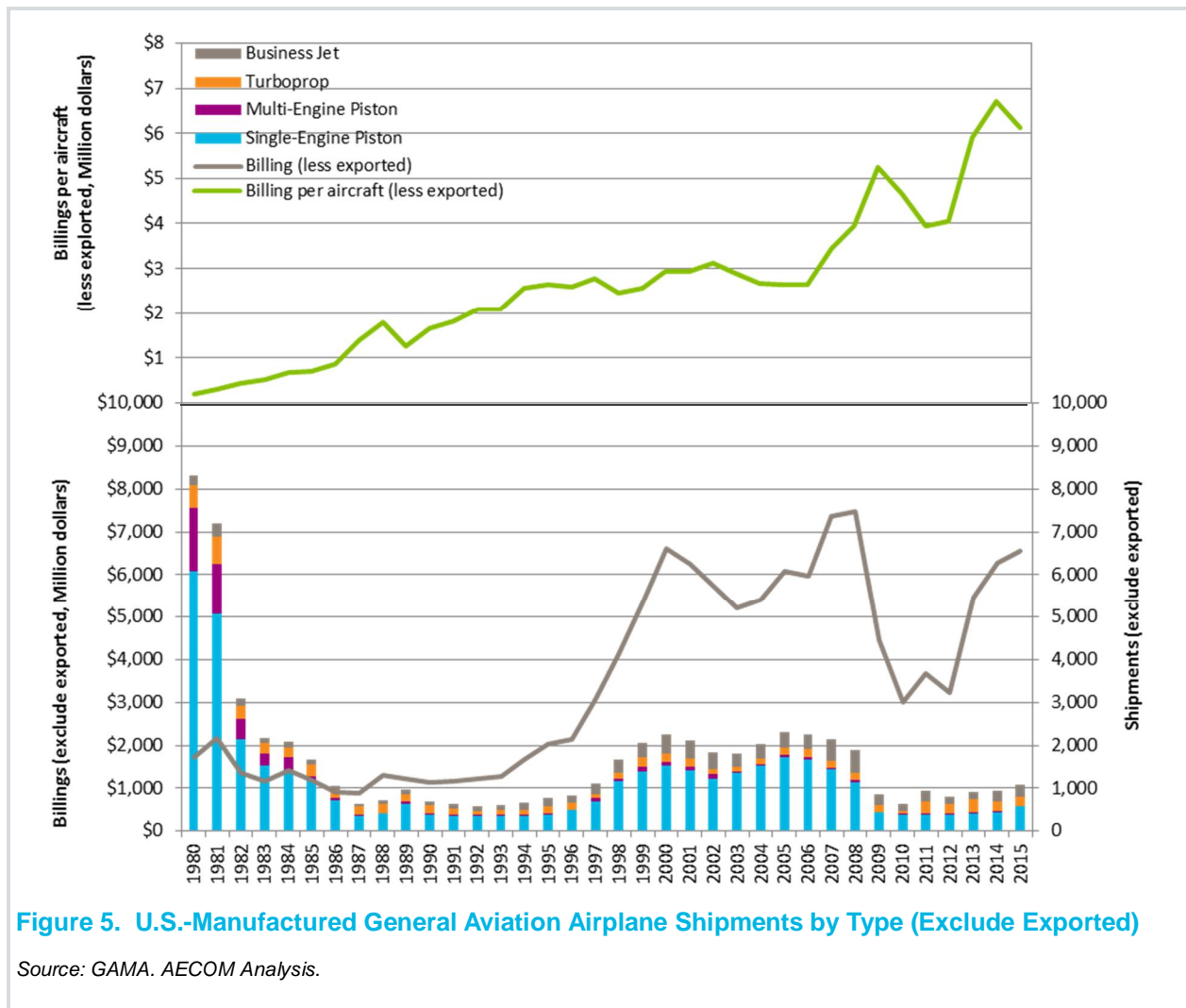
Source: 2001 to 2010 data are extracted from SCAG RTP 2012-2035 Aviation and Airport Ground Access Appendix (April 21012). 2016 data are based on FAA Airmen Registration (November 1, 2016). AECOM Analysis.

Remark: \* includes pilots holding a sport or recreation pilot certificate. ^ includes airline transport and commercial pilots. # includes approximately 70% of the active pilot population. N/A denotes not available.

### 3.3 General Aviation Aircraft Shipment

**Figure 5** shows the trend in U.S.-manufactured GA aircraft shipments, total billings, and average billings per aircraft since the 80's. The number of aircraft exported is excluded from the analysis. After the financial crisis in 2008 (recession from December 2007 to June 2009), shipments of new aircraft have been increasing gradually from 645 in 2010 to over a thousand units in 2015 (CAGR 10.6 percent per year). The increases in shipments are mostly for turboprop, business jet, and single-engine piston aircraft.

**Figure 5** also shows the total value and average value per aircraft shipment. Although the number of GA aircraft manufactured declined significantly in the past three decades, the average value per aircraft shipment has increased. This implies that the composition of the future aircraft fleet will change as the number of older, less expensive aircraft declines, and they will be replaced by more modern, more expensive aircraft.

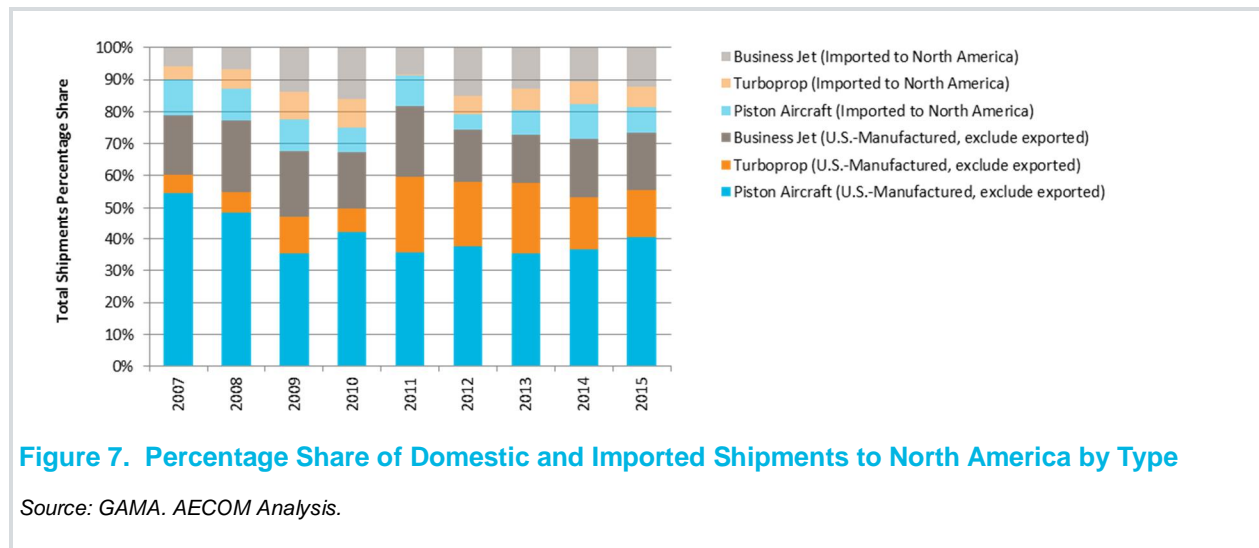
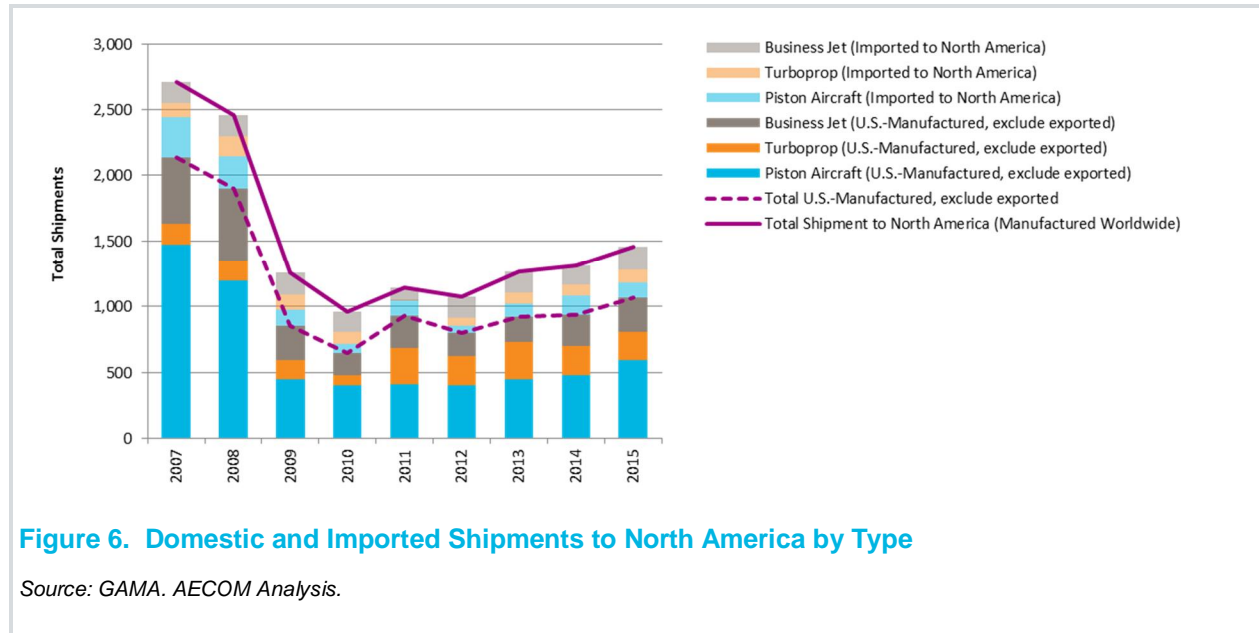


**Figure 5. U.S.-Manufactured General Aviation Airplane Shipments by Type (Exclude Exported)**

Source: GAMA. AECOM Analysis.

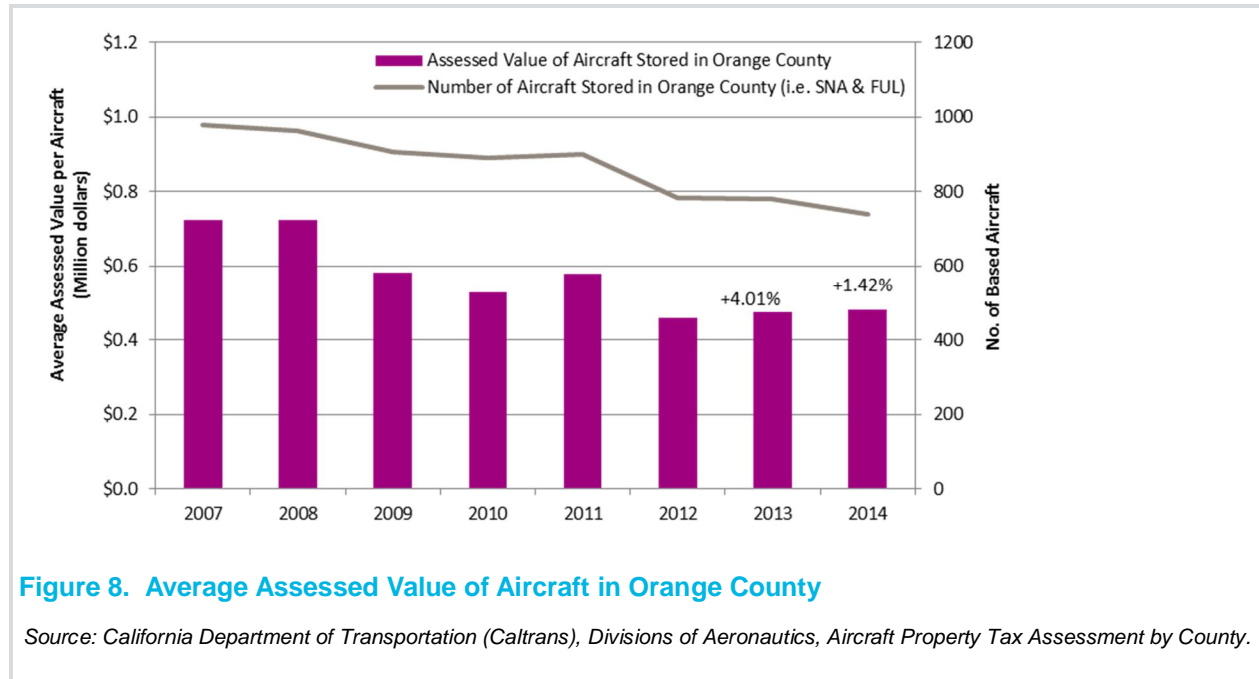


**Figure 6** presents the total shipments of aircraft to North America. The difference between total shipments and the U.S.-manufactured aircraft (exclude exported) are the estimated shipments imported (may include small amount of shipments to Canada). Shipments of aircraft to North America increase from 957 units in 2010 to 1,454 units in 2015 (CAGR 8.7 percent per year). **Figure 7** shows the percentage share of domestic and imported new aircraft by type. In the recent five years, there has been a slight increase in the number of imported aircraft. The average split between domestic and imported new aircraft is approximately 75 percent to 25 percent over the period from 2011 to 2015.



### 3.4 Assessed Property Value of Aircraft

Counties report aircraft assessment annually to the California Department of Transportation (Caltrans), Divisions of Aeronautics. **Figure 8** presents the annual aircraft assessment for Orange County from 2007 to 2014. The value of aircraft depreciates as age increases. The average assessed value per aircraft has increased since 2012 demonstrating that newer/higher value aircraft have moved to SNA and/or FUL. The local trend is consistent with the national trend discussed in **Section 3.3**.



Martin Aviation, John Wayne Airport

## 4. Economic Basis for General Aviation Demand

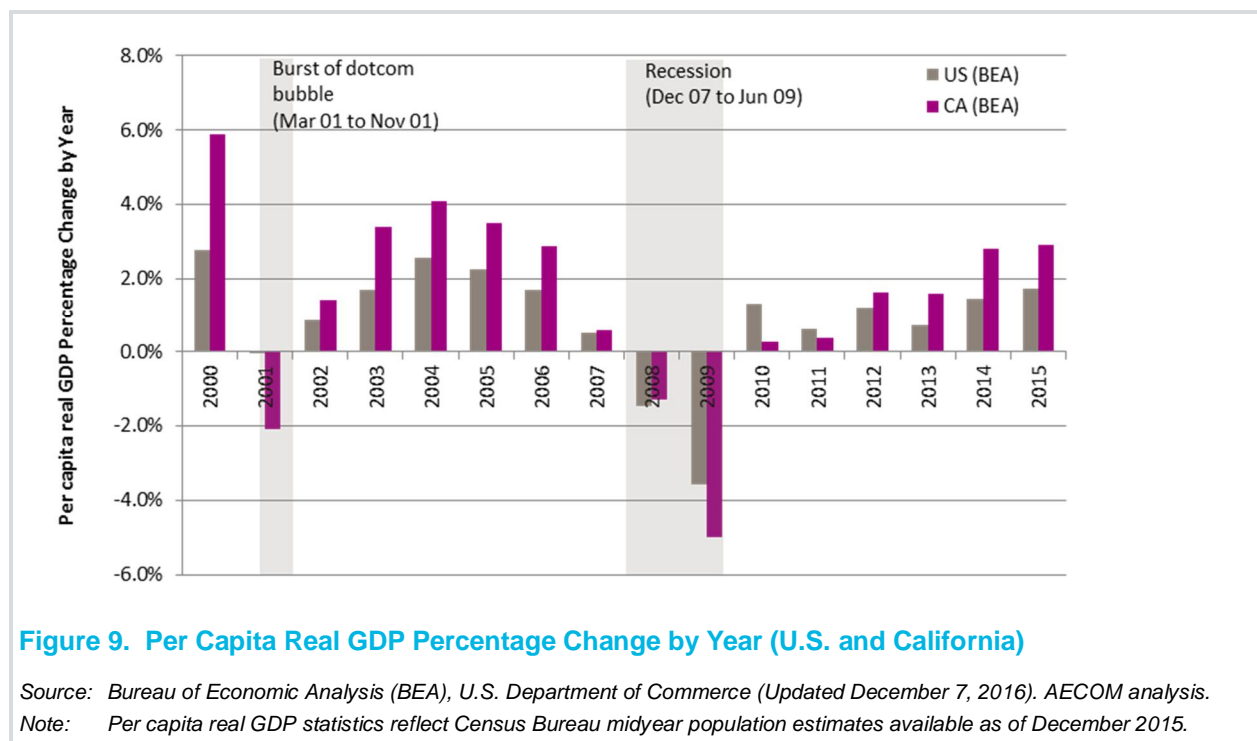
### 4.1 Statewide and Regional Economy

California has an enormously productive economy, which is the largest in the U.S. with one-eighth the nation's population and it was the sixth largest economy in the world in 2015. **Figure 9** compares the per capita real gross domestic product (GDP) growth rate of California to the U.S.

California is the gateway to the growing Asia economies and Pacific region. Its natural beauty, appealing climate, diversified population, and popular cultural attractions also attract international visitors and tourists from other states. California has the location advantage to continue economic growth.

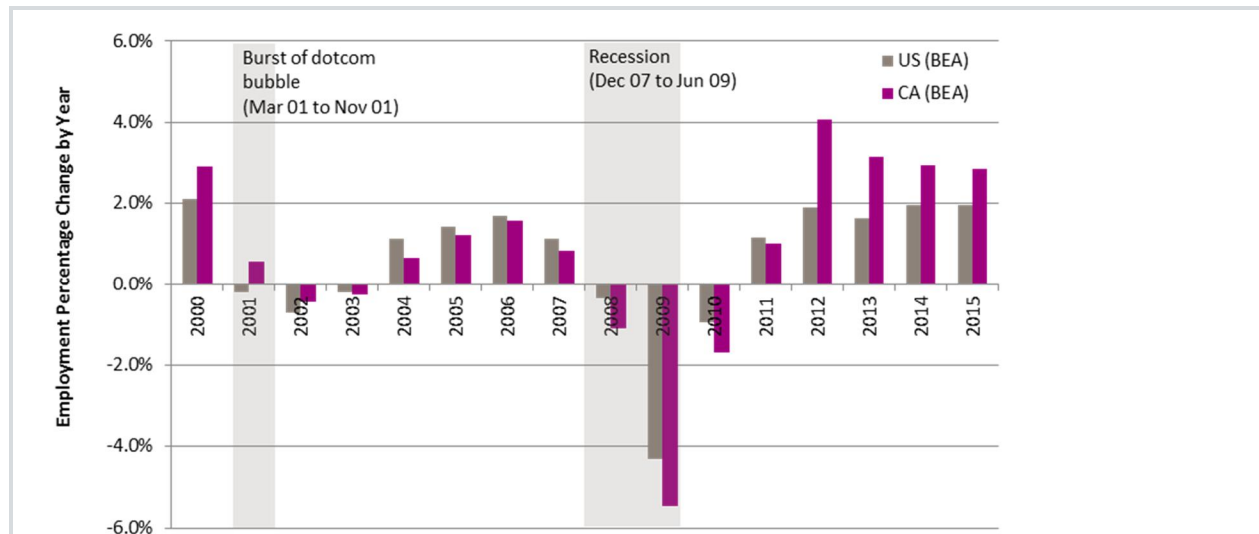
California is the world's fifth largest supplier of food and agriculture commodities (including fruit, vegetables, dairy, and wine production)<sup>4</sup>. California also has the nation's third largest refining capacity and its refineries are among the most sophisticated in the world. It is also the leader in renewable energy sources, including wind power, landfill gas, geothermal power, and solar power.

According to the U.S. Chamber of Commerce, California ranks number one in investments in research and development (R&D). Its R&D expenditures per employee are more than twice that of the national average. The State's knowledge and high technology industries are the envy of the world as California continues to nurture more dynamic and inventive companies.



The employment growth rate in California has outpaced the U.S. as shown in **Figure 10** in the last five years, indicating strong recovery after the recession from late 2007 to mid-2009.

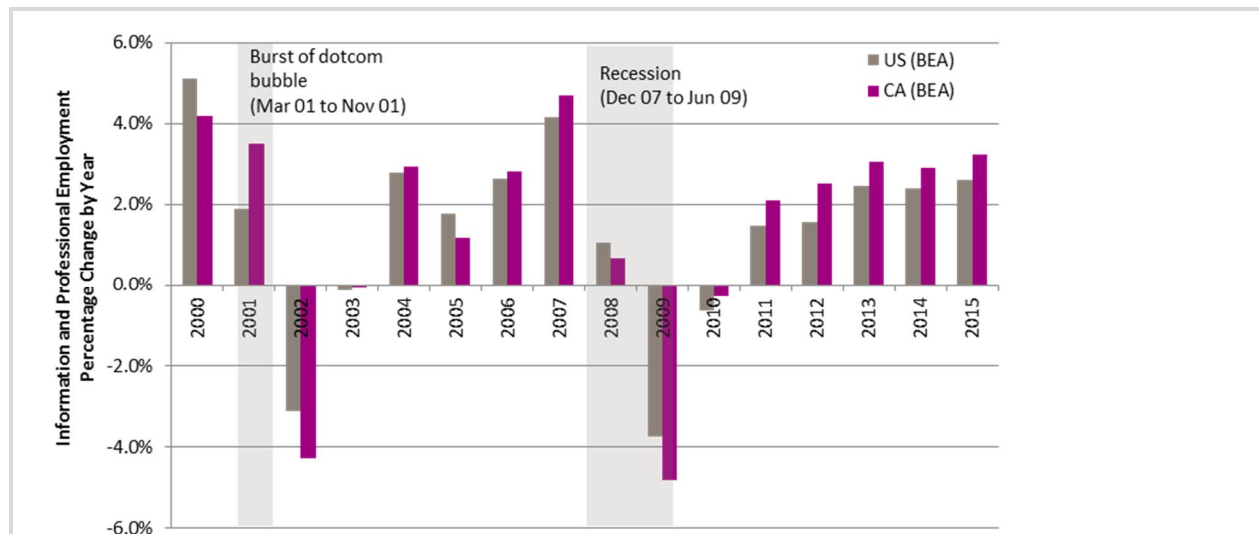
<sup>4</sup> The Chamber of Commerce of the United States, A report on California's labor market and what must be done to revitalize the Golden State. (August 2012)



**Figure 10. Employment Percentage Change by Year (U.S. and California)**

Source: Bureau of Economic Analysis (BEA), U.S. Department of Commerce (Updated September 28, 2015). AECOM analysis.  
 Note: Includes full-time and part-time employment by North American Industry Classification System (NAICS) industry.

The information and professional, scientific, and technical services industries are the higher income group with solid growth in the region. The information industry covers a range of businesses indicative of California, including motion pictures and sound recording, broadcasting, publishing, and the service components of Silicon Valley and other telecommunications. In the professional, scientific, and technical services component critical to the development of high tech industries, California has remained competitive. **Figure 11** shows the historical growth rate of information and professional services employment in California, which also outpaced the U.S. since the recent recession.



**Figure 11. Information and Professional Employment Percentage Change by Year (U.S. and California)**

Source: Bureau of Economic Analysis (BEA), U.S. Department of Commerce (Updated September 28, 2015). AECOM analysis.  
 Note: Includes full-time and part-time employment by North American Industry Classification System (NAICS) industry.

Orange County is one of the most rapidly growing urban areas in the U.S. Its growth has been fueled by significant investments in technology, corporate facilities, residential, and commercial developments. The knowledge-based industry, a potential incubator of high income employment, is becoming an essential element of the Orange County economy.<sup>5</sup> Fortune 500 companies' headquarters in Orange County include Ingram Micro, Western Digital, Broadcom Corporation, Spectrum Group International, Pacific Life, and Allergan. Orange County is also home to some of the world's largest companies. Major employers include Walt Disney, University of California, Irvine, St. Joseph Health, and the Boeing Company.<sup>6</sup> The strong knowledge-based economy generates aviation demand.

As shown in **Figure 2** in **Section 2**, over 86 percent of the based aircraft at SNA are registered in California and over 90 percent of which are from the Orange County. The economies in California as well as Orange County are potential drivers for the regional demand in the CMA.

The Transportation Economics Branch of the California Department of Transportation (Caltrans) publishes long-term socio-economic forecasts by county to assist local and regional agencies in their planning and travel forecast efforts<sup>7</sup>. **Table 4** summarizes the historical and projected population, per capita income, non-farm employment, and information and professional services employment in California and Orange County from 2000 to 2040. The compound annual growth rates (CAGR) for the historical and forecast periods are given in **Table 4**. The historical growth rates for the Orange County are comparable to changes in California while the projections for Orange County are slightly more conservative than the statewide projections.

**Table 4. Population, Per Capita Income, Information and Professional Services Employment for California and Orange County**

Year	Population		Per Capita Income (thousands)		Total Non-farm Employment (thousands)		Information and Professional Services Employment (thousands)	
	CA	Orange	CA	Orange	CA	Orange	CA	Orange
<b>Historical</b>								
2000	34,000,835	2,853,893	33.4	38.2	14,590	1,393	2,800	292
2001	34,512,742	2,889,908	34.1	39.1	14,717	1,418	2,739	289
2002	34,938,290	2,914,438	34.2	39.7	14,590	1,408	2,617	286
2003	35,388,928	2,939,719	35.2	41.5	14,556	1,434	2,561	288
2004	35,752,765	2,956,482	37.1	43.6	14,724	1,463	2,580	289
2005	35,985,582	2,957,151	38.9	46.4	15,012	1,499	2,636	298
2006	36,246,822	2,955,433	41.4	49.5	15,287	1,527	2,711	307
2007	36,552,529	2,965,823	42.8	49.7	15,414	1,524	2,739	305
2008	36,856,222	2,982,788	43.5	49.9	15,246	1,493	2,717	297
2009	37,077,204	2,998,816	41.5	46.7	14,375	1,387	2,505	269
2010	37,309,404	3,017,299	42.4	48.0	14,216	1,370	2,506	270
2011	37,427,946	3,051,472	45.2	50.6	14,366	1,386	2,566	272
2012	37,680,593	3,086,260	48.1	53.5	14,713	1,423	2,677	285
2013	38,030,609	3,113,370	48.6	53.3	15,183	1,461	2,790	292
2014	38,357,121	3,139,615	50.6	55.2	15,638	1,495	2,891	301
2015	38,714,725	3,165,203	53.2	58.9	16,051	1,543	2,977	311

<sup>5</sup> Orange County Grand Jury, Maximizing the Benefits of John Wayne Airport to Better Serve Orange County, 2013-2014.

<sup>6</sup> 2015 Orange County Business Journal Book of Lists.

<sup>7</sup> Caltrans website (accessed November 2016). [http://www.dot.ca.gov/hq/tpp/offices/eab/socio\\_economic.html](http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic.html).

Year	Population		Per Capita Income (thousands)		Total Non-farm Employment (thousands)		Information and Professional Services Employment (thousands)	
	CA	Orange	CA	Orange	CA	Orange	CA	Orange
<b>Forecast</b>								
2016	39,092,700	3,193,005	55.2	61.3	16,401	1,575	3,068	324
2017	39,472,280	3,220,337	58.0	64.3	16,659	1,595	3,153	331
2018	39,832,140	3,246,852	60.9	67.3	16,796	1,617	3,175	335
2019	40,179,740	3,273,635	63.9	69.8	16,942	1,638	3,206	339
2020	40,512,130	3,300,999	66.9	72.2	17,094	1,655	3,253	342
2021	40,842,980	3,328,949	70.1	74.6	17,256	1,671	3,305	348
2022	41,173,630	3,356,366	73.3	76.8	17,434	1,685	3,362	353
2023	41,502,600	3,383,045	76.6	79.0	17,618	1,700	3,420	359
2024	41,825,730	3,409,073	80.0	81.6	17,786	1,714	3,481	365
2025	42,145,910	3,434,714	83.1	84.2	17,970	1,727	3,543	370
2026	42,456,730	3,460,138	86.3	86.7	18,128	1,740	3,590	375
2027	42,762,770	3,485,352	89.3	89.1	18,289	1,753	3,646	381
2028	43,065,080	3,510,369	92.5	91.8	18,455	1,769	3,702	386
2029	43,362,840	3,534,579	95.6	94.5	18,621	1,787	3,756	391
2030	43,661,920	3,557,848	98.8	97.3	18,791	1,804	3,809	396
2031	43,958,770	3,580,404	102.0	100.0	18,960	1,821	3,859	400
2032	44,246,810	3,602,103	105.2	102.7	19,124	1,836	3,908	404
2033	44,526,370	3,623,351	108.6	105.6	19,286	1,853	3,954	408
2034	44,801,420	3,643,732	112.3	108.7	19,447	1,867	3,997	411
2035	45,070,650	3,663,240	116.1	111.9	19,606	1,881	4,038	414
2036	45,338,920	3,681,723	120.0	115.1	19,767	1,894	4,079	417
2037	45,599,300	3,699,229	124.2	118.5	19,929	1,907	4,121	421
2038	45,858,430	3,716,031	128.6	122.1	20,093	1,920	4,163	424
2039	46,120,140	3,731,926	133.1	125.9	20,259	1,932	4,206	427
2040	46,386,890	3,747,134	137.7	129.7	20,426	1,945	4,249	430
<b>CAGR</b>								
2000-2005	1.14%	0.71%	3.10%	3.97%	0.57%	1.47%	-1.20%	0.41%
2005-2010	0.73%	0.40%	1.77%	0.67%	-1.08%	-1.77%	-1.01%	-1.96%
2010-2015	0.74%	0.96%	4.63%	4.16%	2.46%	2.40%	3.50%	2.89%
2015-2040	0.95%	0.82%	5.23%	4.46%	1.30%	1.21%	1.85%	1.61%

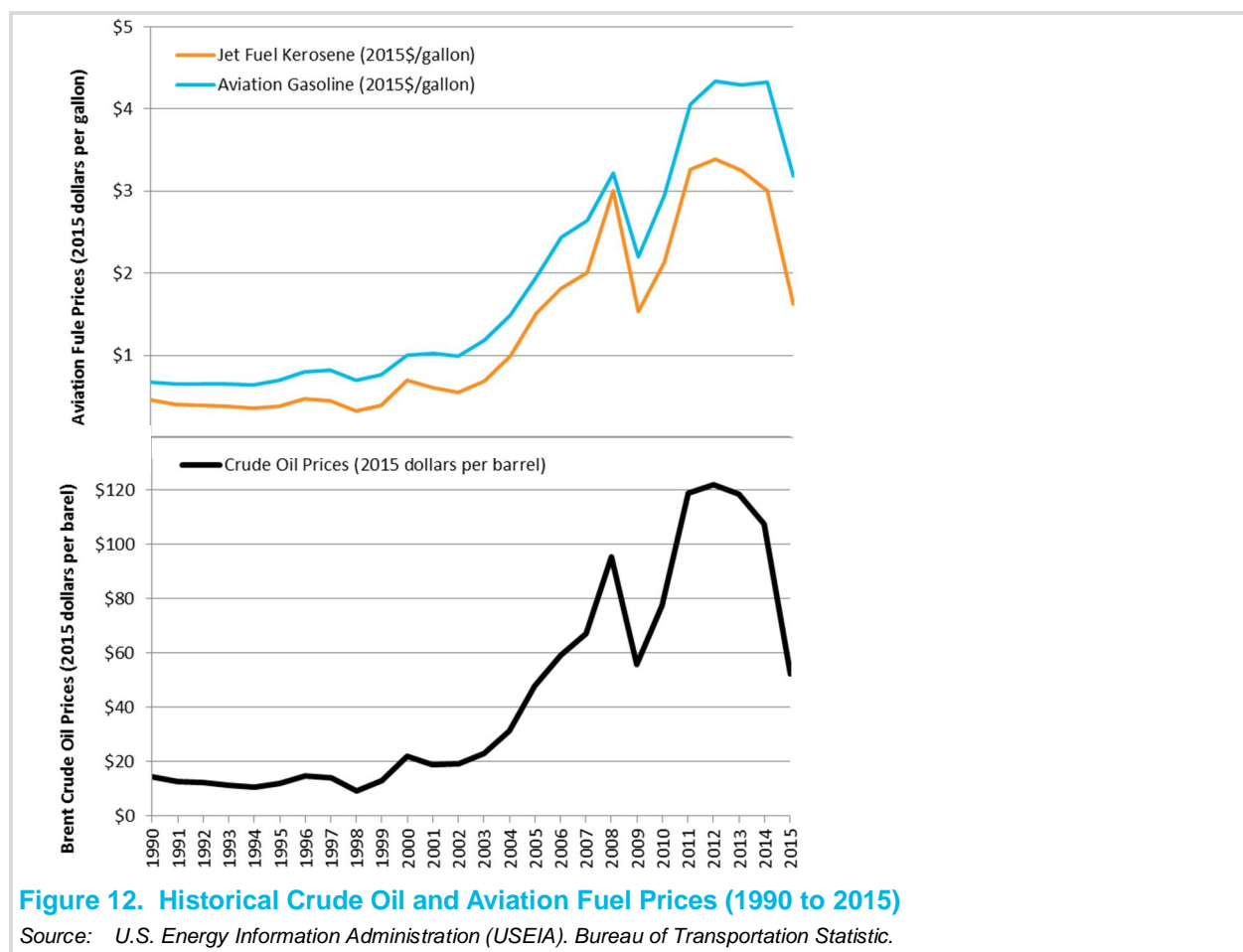
Source: Caltrans Long-Term Socio-Economic Forecasts by County (accessed November 2016). AECOM analysis

Note: CAGR – Compound annual growth rate.

In summary, the economic outlook for California and Orange County is positive. The California economy is expanding faster than the nation, with a substantially higher rate of job creation. Although the leading regions include the Bay Area, the Sacramento Valley, and the Central Valley, the growth in Southern California, including Orange County, is still strong and above national average.

## 4.2 Fuel Price

Fluctuations and overall trends in the cost of aviation fuel is an important factor affecting the aviation industry since it directly impacts the operating expenses and thus the demand. Fuel prices are particularly sensitive to worldwide economic uncertainty and political instability. Beginning in 2003, fuel prices increased as a result of the Iraq War, political instability in some oil-producing countries, the rapidly growing economies of China, India, and other developing countries, and others. By mid-2008, crude oil prices and average fuel prices were over three times higher than they were in 2003. In the second half of 2008 when the recession was approaching its peak fuel demand decreased worldwide and prices followed. However, with the initial recovery stage in 2009 prices began to get back to a relatively steady cost between \$100 and \$120 per barrel of crude oil and between \$3.00 and \$4.50 per gallon of aviation gasoline by 2014 as depicted in **Figure 12**. With the increase in domestic supply, and slowed demand with increased efficiency and more options for alternative energy sources, crude oil price dropped to below \$50 per barrel in January 2015, hit \$30 per barrel in January 2016, and stayed around \$50 per barrel in 2016. Aviation gasoline and kerosene-type jet fuel prices have also dropped since late 2014 as shown in **Figure 12**.<sup>8</sup>



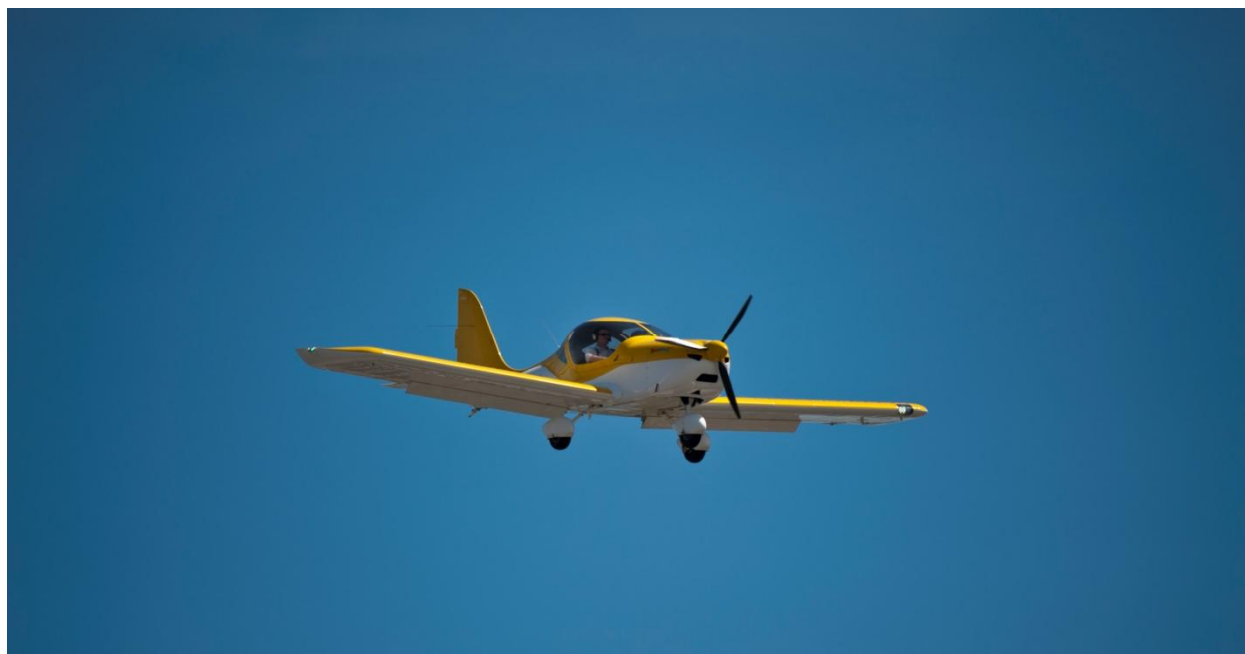
<sup>8</sup> Brent crude oil prices in 2016 are based on the release dated December 7, 2016 from U.S. Energy Information Administration (USEIA). Historical aviation gasoline and jet fuel prices up to 2015 are based on data from the Bureau of Transportation Statistics (BTS), and the USEIA.

Analysts hold different views regarding how oil and aviation fuel prices may change in the future. Reference case forecasts project fuel prices out into the future based on current market conditions, exchange rates, technology advancement in oil extraction, and other possible factors which may affect the supply and demand of crude oil. In order to consider future uncertainties, organizations such as the U.S. Energy Information Administration (USEIA) develop both high and low oil price forecasts in addition to a reference case. The long-term projected annual growth rates of crude oil prices, aviation jet fuel, and gasoline fuel prices by the USEIA, including the reference as well as the high and low oil price cases are summarized in **Table 5**. The FAA Aerospace Forecast FY2016-2036 projects jet fuel prices for air carriers will increase by 1.7 percent which is on the high side but falls within the projections by the USEIA's reference and high oil price cases as shown in **Table 5**.

**Table 5. Forecast Annual Growth Rates for Fuel Prices**

Authority (Period) Type of Product	Forecast CAGR		
	Low Oil Price Case	Reference Case	High Oil Price Case
USEIA (2015 to 2040) Brent Crude Oil	-1.25%	1.25%	3.39%
USEIA (2015 to 2040) Jet Fuel	-1.06%	1.15%	3.10%
USEIA (2015 to 2040) Gasoline	-1.19%	0.43%	2.00%
FAA Aerospace Forecast (2015 to 2036) Jet Fuel		1.7%	

Source: USEIA Annual Energy Outlook 2016. FAA Aerospace Forecast FY2016-2036. AECOM analysis.



General Aviation Aircraft at John Wayne Airport



## 5. Historical General Aviation Demand

### 5.1 Historical Industry Trends

Understanding of the past trends provides an insight on expectations of the future activity levels. General aviation activity grew to peak levels in the 70s, accompanied by high manufacture rates of new general aviation aircraft until it was set back by high fuel costs and concerns on liability issues with increasing insurance costs and aircraft accidents with aged aircraft at the end of the decade. General aviation activity levels slowly recovered during the 80s. However, during the early 90s, with the Gulf war, and economic downturn, activity levels declined. The General Aviation Revitalization Act (GARA) was passed by Congress in 1994. The new legislation limited the liability of aircraft manufacturers to accidents involving their aircraft and aircraft parts to less than eighteen years after delivery. The enactment of GARA resulted in an increase in aircraft production. During the same time, an increase in fractional ownership programs, benefiting from co-ownership tax treatment, stimulated demand for general aviation aircraft. The next drop in general aviation activity during the early 2000s is most likely due to the burst of the dotcom bubble in 2001, and the September 11 attacks. The general aviation activities continued to decline with the rising fuel prices until another economic downturn that began in December 2007. In the most recent two to three years, nationwide general aviation activity stabilized when fuel prices returned to those experienced during the early 2000s and the economy was recovering. Some airports in the U.S. have shown an increase in general aviation demand, especially in business aviation. General aviation aircraft shipments have grown since 2012, especially for high value aircraft.

### 5.2 Based Aircraft

Historical based aircraft records were obtained from the FAA Terminal Area Forecast (TAF) (January 2016) for the fifteen airports within the CMA.

The records from Southern California Association of Governments (SCAG) Regional Air Passenger Demand Forecast for 2012-2035 Regional Transportation Plan, Aviation and Airport Ground Access Appendix (April 2012), and California Aviation System Plan (September 2013) were also collected for reference. However, they are not combined with the historic data obtained from FAA TAF or the data from the Airport in view of the inconsistency in reporting year and how the aircraft are categorized.

**Table 6** summarizes the total number of based aircraft within the CMA. **Tables 7, 8, and 9** show the historic based aircraft by type at SNA. **Figure 13** illustrates the historic trend for the based aircraft counts graphically. **Figure 14** presents the percentage share of based aircraft at SNA over the total counts in the CMA. **Appendix B** provides the detailed breakdown of the based aircraft by type and location in 2016 with explanatory notes.

Summary of observations from **Tables 6 to 9** and **Figures 13 to 14**:

- Total based aircraft in the CMA have declined since 2003 and has just started recovering in the recent two years.
- The based aircraft numbers in SNA have been steady in the beginning of the 21<sup>st</sup> century and started to decline after the recent economic downturn (recession from December 2007 to June 2009) until 2013. SNA has shown recovery in the recent three years, especially in jet aircraft and helicopters.
- The 2015, 2016 and 2017 records from FAA TAF have underestimated the actual number of based aircraft at SNA. The difference between FAA TAF FY16 estimate and the Form 5010-1 record based on an inspection conducted on January 13, 2016 was 29 based aircraft (484-455=29). The difference between FAA TAF FY17 estimate and the N-number records dated October 6, 2016 was 20 based aircraft (482-462=20). The projections from FAA TAF to 2040 for SNA have not taken into account the actual growth in recent two to three years.
- The fact that the number of based aircraft at SNA has declined slower than the overall CMA and recovered faster is illustrated in the increase in market share of SNA within the CMA.

**Table 6. Total Number of Based Aircraft within the CMA**

Year	Single Engine	Multi-Engine	Jet	Helicopter	Other	Total
2000	4,811	579	107	131	152	<b>5,780</b>
2001	4,782	612	151	120	148	<b>5,813</b>
2002	4,782	612	151	120	148	<b>5,813</b>
2003	4,824	616	151	120	148	<b>5,859</b>
2004	4,717	571	189	140	144	<b>5,761</b>
2005	4,740	583	198	150	144	<b>5,815</b>
2006	4,605	601	220	154	104	<b>5,684</b>
2007	4,282	573	215	174	109	<b>5,353</b>
2008	3,710	451	198	181	109	<b>4,649</b>
2009	3,580	446	231	186	109	<b>4,552</b>
2010	3,439	421	225	168	0	<b>4,253</b>
2011	3,292	385	199	163	0	<b>4,039</b>
2012	3,075	378	208	158	18	<b>3,837</b>
2013	2,990	377	192	169	18	<b>3,746</b>
2014	2,927	384	222	164	19	<b>3,716</b>
2015*	2,953	390	226	165	19	<b>3,753</b>
2016*	2,976	397	229	168	19	<b>3,789</b>
2017*	3,002	402	231	172	19	<b>3,826</b>

Source: FAA TAF (January 2016). The missing TOA based aircraft counts from 2012 to 2017 are adjusted to include 361 single-engine, 38 multi-engine, 3 jet aircraft, 10 helicopters, and 2 others.

Remark: \* denotes the year with FAA TAF estimates



Lyon Air Museum, John Wayne Airport

**Table 7. SNA Historical Based Aircraft by Type from FAA Form 5010-1 Airport Master Record (January 2005 to 2016) and Counts on October 2016**

Inspection Month-Year	Single Engine	Multi-Engine	Jet	Helicopter	Other	Total
Jan-05	451	78	46	8	0	<b>583</b>
Jan-06	437	84	60	8	0	<b>589</b>
Jan-07	441	65	68	11	0	<b>585</b>
Jan-08	445	73	68	18	0	<b>604</b>
Jan-09	410	75	59	17	0	<b>561</b>
Jan-10	396	70	53	10	0	<b>529</b>
Jan-11	369	56	45	10	0	<b>480</b>
Jan-12	361	51	42	12	0	<b>466</b>
Jan-13	357	49	39	12	0	<b>457</b>
Jan-14	340	48	38	11	0	<b>437</b>
Jan-15	337	49	52	11	0	<b>449</b>
Jan-16	350	47	69	18	0	<b>484</b>
Oct-16	342	57	65	17	1	<b>482</b>
YOY Changes						
Jan-05 to Jan-06	-3.10%	7.69%	30.43%	0.00%	N/A	<b>1.03%</b>
Jan-06 to Jan-07	0.92%	-22.62%	13.33%	37.50%	N/A	<b>-0.68%</b>
Jan-07 to Jan-08	0.91%	12.31%	0.00%	63.64%	N/A	<b>3.25%</b>
Jan-08 to Jan-09	-7.87%	2.74%	-13.24%	-5.56%	N/A	<b>-7.12%</b>
Jan-09 to Jan-10	-3.41%	-6.67%	-10.17%	-41.18%	N/A	<b>-5.70%</b>
Jan-10 to Jan-11	-6.82%	-20.00%	-15.09%	0.00%	N/A	<b>-9.26%</b>
Jan-11 to Jan-12	-2.17%	-8.93%	-6.67%	20.00%	N/A	<b>-2.92%</b>
Jan-12 to Jan-13	-1.11%	-3.92%	-7.14%	0.00%	N/A	<b>-1.93%</b>
Jan-13 to Jan-14	-4.76%	-2.04%	-2.56%	-8.33%	N/A	<b>-4.38%</b>
Jan-14 to Jan-15	-0.88%	2.08%	36.84%	0.00%	N/A	<b>2.75%</b>
Jan-15 to Jan-16	3.86%	-4.08%	32.69%	63.64%	N/A	<b>7.80%</b>
Jan-16 to Oct-16	-2.29%	21.28%	-5.80%	-5.56%	N/A	<b>-0.41%</b>

Source: Based aircraft counts are from the historical FAA Form 5010-1 Airport Master Record provided by the Airport. The inspections were typically conducted in January of each year. The most recent 2016 records are based on the N-number records obtained from the Airport (dated October 6, 2016). 2016 records include two helicopters for the Orange County Sheriff's Department (OCSA) but exclude six aircraft at the Lyon Air Museum, four turbine aircraft under maintenance at Martin Aviation, and two helicopters relocated to other facility after transfer of ownership. AECOM analysis.

Remark: N/A - not available. YOY- Year over year.

**Table 8. SNA Historical Based Aircraft in October 2016 by Engine Type**

Inspection Month-Year	Fixed Wing Piston			Fixed Wing Turbine			Helicopter			Other	Total Based Aircraft
	Single Engine	Multi-Engine	Total	Turbo prop	Turbo Jet	Total	Piston	Turbine	Total	(Glider)	
Oct-16	338	35	<b>373</b>	26*	65	<b>91</b>	6	11	<b>17</b>	<b>1</b>	<b>482</b>

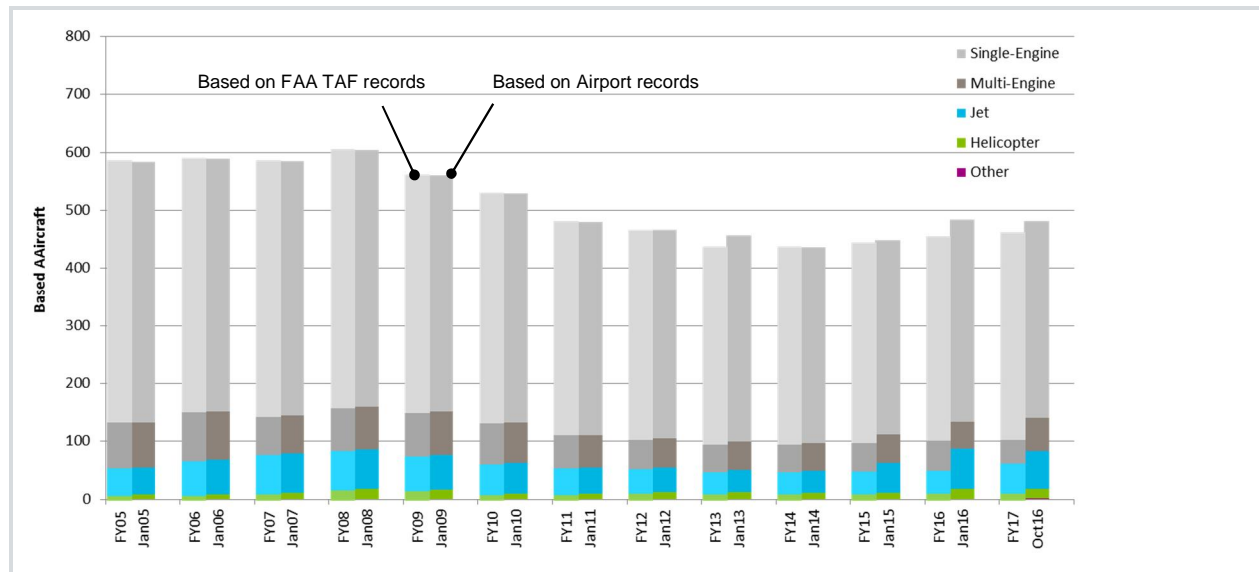
Source: 2016 records are based on the N-number records obtained from the Airport (dated October 6, 2016). AECOM analysis.

Remark: \*The 26 turboprop includes 4 single-engine turboprops and 22 multi-engine turboprops.

**Table 9. SNA Historical Based Aircraft from FAA TAF**

Fiscal Year	Single Engine	Multi-Engine	Jet	Helicopter	Other	Total
2003	452	78	42	8	0	<b>580</b>
2004	454	73	42	8	0	<b>577</b>
2005	451	78	48	8	0	<b>585</b>
2006	437	84	60	8	0	<b>589</b>
2007	441	65	68	11	0	<b>585</b>
2008	445	73	68	18	0	<b>604</b>
2009	410	75	59	17	0	<b>561</b>
2010	396	70	53	10	0	<b>529</b>
2011	369	56	46	10	0	<b>481</b>
2012	361	51	42	12	0	<b>466</b>
2013	340	48	38	11	0	<b>437</b>
2014	340	48	38	11	0	<b>437</b>
2015*	346	49	39	11	0	<b>445</b>
2016*	352	51	40	12	0	<b>455</b>
2017*	358	52	40	12	0	<b>462</b>
YOY Changes						
2003 to 2004	0.44%	-6.41%	0.00%	0.00%	N/A	<b>-0.52%</b>
2004 to 2005	-0.66%	6.85%	14.29%	0.00%	N/A	<b>1.39%</b>
2005 to 2006	-3.10%	7.69%	25.00%	0.00%	N/A	<b>0.68%</b>
2006 to 2007	0.92%	-22.62%	13.33%	37.50%	N/A	<b>-0.68%</b>
2007 to 2008	0.91%	12.31%	0.00%	63.64%	N/A	<b>3.25%</b>
2008 to 2009	-7.87%	2.74%	-13.24%	-5.56%	N/A	<b>-7.12%</b>
2009 to 2010	-3.41%	-6.67%	-10.17%	-41.18%	N/A	<b>-5.70%</b>
2010 to 2011	-6.82%	-20.00%	-13.21%	0.00%	N/A	<b>-9.07%</b>
2011 to 2012	-2.17%	-8.93%	-8.70%	20.00%	N/A	<b>-3.12%</b>
2012 to 2013	-5.82%	-5.88%	-9.52%	-8.33%	N/A	<b>-6.22%</b>
2013 to 2014	0.00%	0.00%	0.00%	0.00%	N/A	<b>0.00%</b>
2014 to 2015*	1.76%	2.08%	2.63%	0.00%	N/A	<b>1.83%</b>
2015* to 2016*	1.73%	4.08%	2.56%	9.09%	N/A	<b>2.25%</b>
2016* to 2017*	1.70%	1.96%	0.00%	0.00%	N/A	<b>1.54%</b>

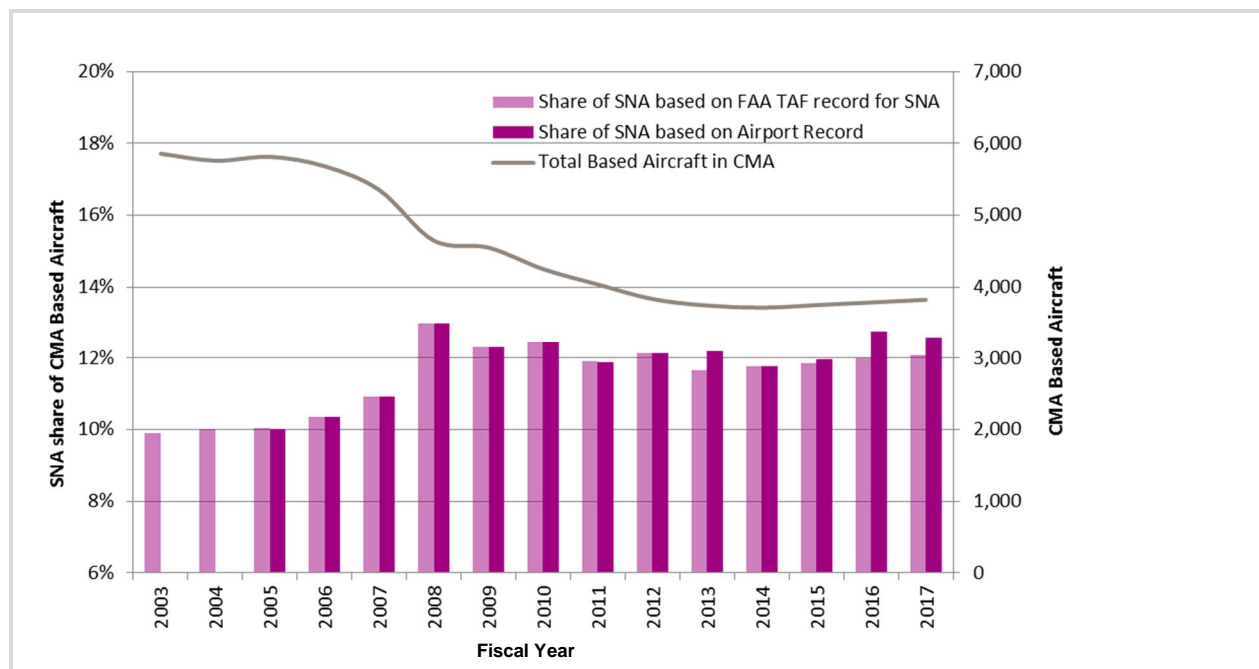
Source: FAA TAF (January 2016). Remark: \* denotes the year with FAA TAF estimate. N/A - not available. YOY – Year over year.



**Figure 13. SNA Based Aircraft by Type**

Source: FAA TAF (January 2016). FAA Form 5010-1 Airport Master Record provided by the Airport. N-number based aircraft records obtained from the Airport (dated October 6, 2016). AECOM analysis.

Remark: Bars with darker shades represent records from the Airport; lighter shades represent records based on FAA TAF. Noted that the records from FY2005 to FY2012, and FY2014 were very consistent between the two sources. FAA TAF's FY2015 to FY2017 data are estimates only, they have not been updated to reflect actual records.



**Figure 14. Total CMA Based Aircraft and Share of SNA**

Source: Same as Figure 1 above.

Remark: Bars with darker shades represent records from the Airport; lighter shades represent records based on FAA TAF. Noted that the records from FY2005 to FY2012, and FY2014 were very consistent between the two sources. FAA TAF's FY2015 to FY2017 data are estimates only, they have not been updated to reflect actual records.

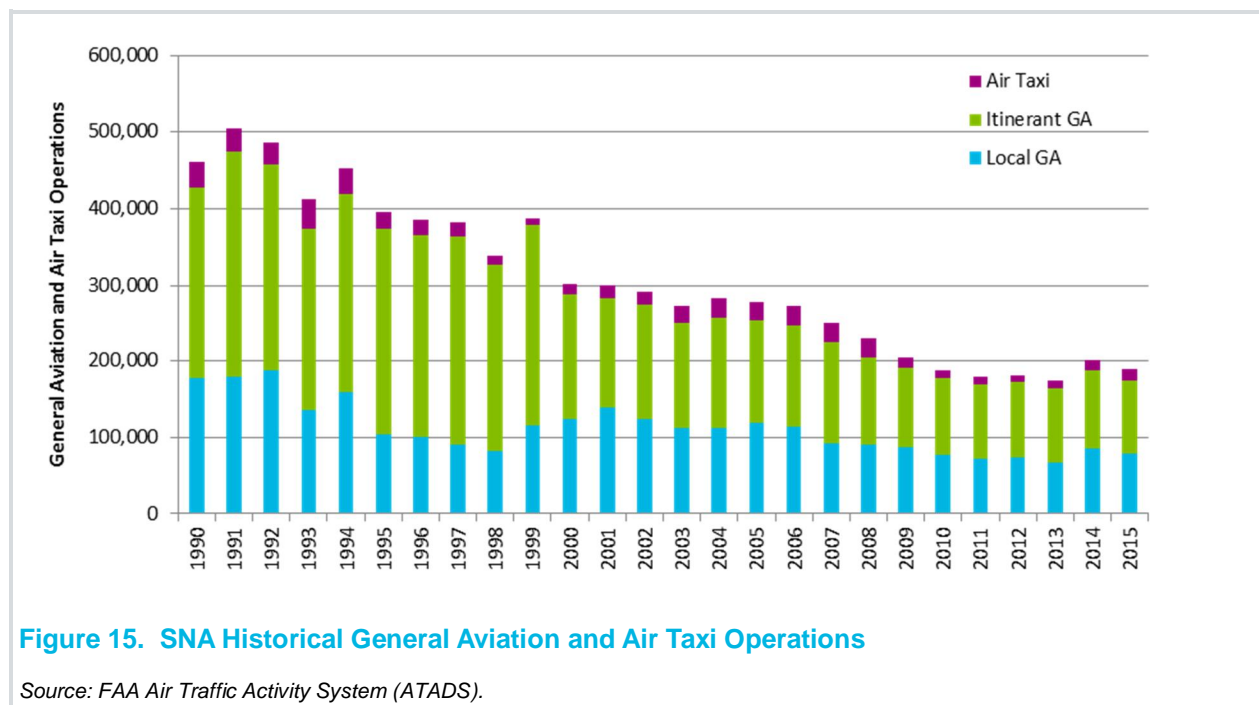
### 5.3 General Aviation and Air Taxi Operations

Historical general aviation and air taxi operations from the FAA Air Traffic Activity System (ATADS) are summarized in **Table 10** and graphically depicted in **Figure 15**.

**Table 10. SNA Historical General Aviation and Air Taxi Operations**

Year	Air Taxi	Itinerant General Aviation	Local General Aviation	Total
2000	13,776	164,007	124,646	302,429
2001	15,793	145,126	138,893	299,812
2002	16,643	150,428	124,172	291,243
2003	22,896	137,538	112,013	272,447
2004	25,683	143,913	113,018	282,614
2005	25,987	133,999	118,814	278,800
2006	26,860	133,431	113,352	273,643
2007	25,180	131,257	92,902	249,339
2008	25,192	114,223	91,059	230,474
2009	14,140	103,778	87,234	205,152
2010	9,584	100,537	77,508	187,629
2011	9,290	98,197	71,673	179,160
2012	9,256	97,542	74,331	181,129
2013	11,161	96,225	67,340	174,726
2014	13,225	101,768	85,369	200,362
2015	14,336	96,146	78,835	189,317
<b>CAGR</b>				
2000-2015	0.27%	-3.50%	-3.01%	<b>-3.07%</b>
2010-2015	8.39%	-0.89%	0.34%	<b>0.18%</b>

Source: FAA Air Traffic Activity System (ATADS).



FAA's Traffic Flow Management System Counts (TFMSC) includes information, such as aircraft model, for air carrier, air taxi, general aviation, and military operations to and from landing facility as well as fixes, both in the US and in nearby countries that participate in the TFMS system. The source data are created when pilots file flight plans and/or when flights are detected by the National Airspace System, usually via radar. The TFMSC records are assembled by the FAA Air Traffic Airspace Lab by combining electronic messages transmitted to the host computer for each flight into a complete record of that flight.<sup>9</sup>

**Table 11** summarizes the historical operations recorded in TFMSC by aircraft engine type. Although TFMSC data do not record all the operations, the recorded operations provide the lower bound estimates for the different types of aircraft. It is anticipated that most of the unrecorded flights are domestic local flights that fly under Visual Flight Rules (VFR) and by smaller general aviation aircraft.

**Table 11. SNA Historical General Aviation and Air Taxi Operations by Aircraft Type based on FAA TFMSC Records (Lower Bound Estimates)**

Year	Piston	Turbine	Jet	Not recorded in TFMSC
2000	16,253	14,409	17,197	254,570
2001	18,036	14,852	18,894	248,030
2002	17,011	11,579	21,909	240,744
2003	15,620	11,277	24,633	220,917
2004	15,191	12,538	29,982	224,903
2005	14,610	13,410	28,898	221,882
2006	13,258	13,856	28,040	218,489
2007	13,652	9,928	32,174	193,597
2008	15,928	9,037	29,024	176,485
2009	15,923	7,342	24,950	156,937
2010	14,277	7,671	25,651	140,030
2011	10,902	7,839	23,185	137,234
2012	9,682	7,356	22,695	141,396
2013	10,644	6,623	21,977	135,482
2014	10,999	5,710	22,891	160,762
2015	11,746	5,182	23,877	148,512

Source: FAA Traffic Flow Management System Counts (TFMSC) and Air Traffic Activity System (ATADS).

In November 2017, the Airport provided the total 2016 annual operations by aircraft engine type derived from the noise model analysis. **Table 12** summarizes the number of operations by aircraft engine type. The forecast models are updated to match with the same baseline annual operations in 2016.

**Table 12. SNA Historical General Aviation and Air Taxi Operations by Aircraft Type based on Noise Model Records**

Year	Piston	Turbine	Jet	Helicopter/ Other	Total GA Operations
2016	147,352	9,798	31,712	3,862	192,724

Source: January to December 2016 data is based on the email from L&B and the Airport dated November 3, 2017.

<sup>9</sup> FAA TFMSC Index. <http://aspmhelp.faa.gov/index.php/TFMSC>.

## 5.4 Existing General Aviation Business Communities at SNA

General aviation accounts for the majority of the total aircraft operations at SNA. The general aviation activities at the Airport are supported by fixed base operators (FBO), and other service providers that provide aeronautical services including aircraft handling (fueling/cleaning/catering), aircraft maintenance, flight instructions, aircraft rentals, air charter services, tie-downs and hangar facilities, aircraft sales, ground transportation, and car parking, etc. The operation characteristics and the number of based aircraft of the air charter services and flight schools at SNA are relevant information for the forecast analysis.

### Full-Service Fixed Base Operators:

- Atlantic Aviation is located on the Southeast side of the Airport, generally referred as the Southeast FBO. The Southeast FBO includes one two-story office building, three community hangar structures (83,265 square feet), and a fuel storage facility. The area covers approximately seven acres.<sup>10</sup> It provides amenities and services, such as aircraft fueling, hangar space, pilot's lounge, snooze room and showers, crew cars, rentals, valet services, concierge, wireless internet, and other support services.
- Signature Flight Support is located on the east side and includes hangars on the west side of the Airport, generally referred as the Eastside FBO. The FBO facilities include one hangar/office structure (45,778 square feet), a separate T-hangar building (14,982 square feet), and a fuel storage facility. The area covers approximately ten acres.<sup>11</sup> It features a 9,000 square-foot terminal and 21,000 square-foot hangar for transient aircraft. It provides amenities and services including: aircraft fueling, hangars, valet vehicle parking, crew cars, conference rooms, crew lounge with quiet rooms, full bath and showers, wireless internet, and other support services.

### Limited Service Fixed Base Operator:

- Martin Aviation is located on the west side of the Airport and offers aircraft maintenance services for turbine aircraft. The services provided by Martin Aviation also include ramp parking, hangar parking, office rental space, interior repair and refurbishing, avionics service, and aircraft detailing. Martin Aviation is collocated with the Lyon Air Museum.

### Specialized Aviation Service Operator:

- Jay's Aircraft Maintenance has an aircraft maintenance facility on the southwest side of the Airport. It is specialized in maintenance on aircraft under 12,000 lbs. It also provides service and recovery of airplanes for pilots flying in Mexico.

### Charter Services (Part 135 On-Demand Operations):

- STA Jet is headquartered at SNA. It provides a combination of executive charters, aircraft management, and aircraft sales and acquisitions. Its fleet includes light, mid-side, and heavy aircraft based throughout the nation. It also has operations based in Van Nuys, Palm Springs, San Jose, and Miami. At SNA, STA Jet has eleven aircraft parked at Signature Flight Support's facilities, including nine jet aircraft (Gulfstream G-IVs, Challenger 600, 601, Cessna Citation 501, 550) and two turboprops (Beechcraft 200, Pilatus PC12).
- Paragon Airways is headquartered at SNA. Its charter fleet is parked at Signature Flight Support's facility at SNA, including four jet aircraft (Cessna Citation 550, 560, 560XL), one multi-engine turboprop (Beechcraft 200), one single-engine piston (Beech A36) and one helicopter (BELL 206).
- Regency Air is headquartered at SNA and its charter fleet is parked at Signature Flight Support's facility. It has three jet aircraft based in SNA, including two Hawker 400A and one Falcon 50.

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<sup>10</sup> Request for Qualifications for Interim Leases for Fixed Base Operator, 2016.

<sup>11</sup> Ibid.



- West Coast Aviation Services is headquartered at SNA and maintains charter aircraft at various bases throughout Southern California and Nevada. It provides Part 135 charter services in turboprop, light, and mid-size and heavy jets. West Coast Aviation Services' alliance partner KMR Aviation, headquartered in ONT, specializes in personalized charter services and operate the large charter fleet Challenger 604 executive jets. West Coast Aviation Services' repair station is at LGB. Fleet based in SNA include a Challenger 604 (new addition in 2016)<sup>12</sup>, six multi-engine turboprops (Beechcraft 200 and 300), and one single-engine piston (PA46). These based aircraft are parked at Atlantic Aviation's facility. It also has aircraft for sale and they are parked at the Executive Hangars' facility.
- Clay Lacy Aviation's full-service, fixed base operations, and repair stations are located at Van Nuys Airport (VNY) and Boeing Field (BFI) in Seattle. Its fleet is located in fifteen locations throughout the U.S. It has two jet aircraft stored at Atlantic Aviation's facility at SNA.
- Desert Jet is based at their Palm Springs/Thermal headquarters at the Jacqueline Cochran Regional Airport (TRM). It provides charter services to/from SNA but do not store their aircraft in SNA.
- Jetset Airlines is based at SNA and has one jet aircraft (Learjet 35) parked at Atlantic Aviation's hangar in SNA.
- Macair is an international private charter operator and has based aircraft across the U.S. and around the world. It is headquartered at the Signature Flight Support FBO at SNA. Its maintenance facility is located at LGB, where it has a satellite office located at AirFlite FBO. It also has a satellite office at VNY.
- TWC Aviation was acquired by Landmark Aviation in 2015. It still operates charter service as an affiliated entitle of Landmark Aviation. TWC Aviation's operations center at SJC, VNY, and Westchester County Airport (HPN), New York. None of TWC Aviation's aircraft or the combined fleet list of Landmark Aviation is based at SNA.
- OC Helicopters is based at SNA. Its office and hangars are located in the Atlantic Aviation Executive Terminal. It has three based helicopters at Atlantic Aviation's facility.

#### **Flight schools:**

- Revolution Aviation, also known as EatSleepFly, is based at SNA and offers both helicopter and fixed wing aircraft flight training. Its services also include sightseeing tours and professional photo flights. It has eight helicopters and two single-engine piston aircraft. Revolution Aviation expects to double their number of helicopters to sixteen in the next five years<sup>13</sup>. It operates from two hangars and tie-downs at Southcoast's facility and has recently acquired new ramp space with Marin Aviation located on the west side of the airport.
- Sunrise Aviation is a flight training academy based at SNA. It offers standard fixed wing aircraft and sport and aerobatic aircraft flight training. It has eighteen based aircraft, including seventeen single engine piston and one twin engine piston aircraft<sup>14</sup>. They are tenants of both the Executive Hangars and the County tie-downs.
- Orange County Flight Center (OCFC) is also a flight school based at SNA. It operates from Atlantic Aviation's facility and parks its aircraft at the County tie-downs. It has fifteen single engine piston and two twin-engine piston based on the submitted survey form<sup>15</sup>.

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<sup>12</sup> West Coast Aviation Services press release, August 30, 2016. <http://www.wcas.aero/press/Legacy.pdf>.

<sup>13</sup> Details refer to the meeting notes for stakeholder interviews conducted in November, 2016.

<sup>14</sup> Ibid.

<sup>15</sup> Details of the survey refer to the Aircraft Owner Survey Report.

## 6. General Aviation Demand Forecasts

### 6.1 Based Aircraft

#### 6.1.1 Forecasting Methodology

The forecast for based aircraft at SNA include both top-down and bottom-up approaches:

- The top-down approach estimates the total regional demand for based aircraft in the CMA based on historic activities and socio-economic factors. The future based aircraft fleet is then allocated to each airport in the CMA to derive future based aircraft at SNA. The decision by an aircraft owner on where to base the aircraft depends on many factors, such as the proximity of the airport to the owner's residence or business, the facilities, and services available at each competitive airport. Once the future based aircraft numbers at SNA is estimated, it is further categorized based on historic and industry trends.
- The bottom-up approach projects the based aircraft at SNA by type based on growth rates predicted nationally by FAA, GAMA, aircraft manufacturers, and adjusted with recent local trends observed at SNA and CA.

The results of both approaches are compared and consolidated to a recommended baseline scenario, a high case scenario, and a low case scenario. Findings are then compared with the FAA TAF and SCAG RTP based aircraft forecasts for SNA.

#### 6.1.2 Based Aircraft Projections for CMA

The future regional demand for based aircraft in the CMA is estimated by regression analysis that related aviation demand (dependent variables), such as based aircraft numbers, to key parameters (independent variables) such as fuel prices, income, population, and employment. Correlations between historic based aircraft numbers and socioeconomic data are analyzed to find the highest relationship between the dependent and independent variables. The forecast of future based aircraft in the CMA is then derived from the regression model incorporating forecast socioeconomic data to 2040.

Multiple regression analyses on historic data from 2000 to 2015 demonstrated a strong correlation of regional based aircraft numbers to aviation gasoline price of the previous year, and the total information and professional employments in Orange County. The coefficient of determination ( $R^2$ ) is 0.93 which signifies a high percent of variation in the dependent variables that are explained by the independent variables.

Two scenarios have been developed to estimate the future based aircraft numbers in the CMA based on the forecast economic growth represented by the increase in total information and professional employment in Orange County forecasted by the California Department of Transportation<sup>16</sup>, and fuel prices projected by the USEIA Annual Energy Outlook 2016. One scenario is based on the reference oil price and the other scenario is based on the high oil price case. The low oil price case is not included because the elasticity of fuel price to the incentive of acquiring a new aircraft is likely to diminish as the price goes too low. The assumptions on future information and professional employment and the different oil price cases are given in **Tables 4** and **5** in **Section 4**.

**Figure 16** presents the outcome of the regression model, and correlation with the historic records. It is estimated that the number of based aircraft in the CMA will be between 4,142 and 5,725. FAA TAF projections, adjusted with the missing TOA counts, are also included in **Figure 16**.

Supplementary information on the regression model is provided in **Appendix C**.

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<sup>16</sup> Long-Term Socio-Economic Forecasts by County 2016, California Department of Transportation, the Economic Analysis Branch.

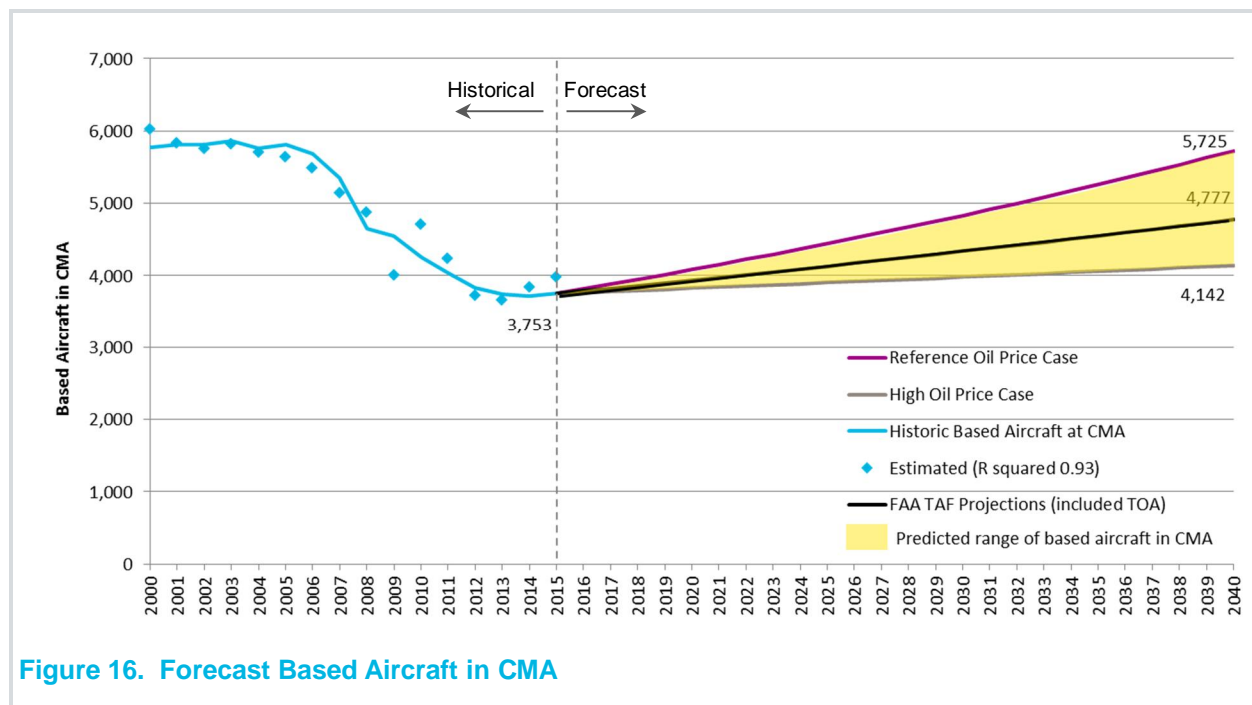


Figure 16. Forecast Based Aircraft in CMA

### 6.1.3 Based Aircraft Projections for SNA

#### Top Down Approach

In order to allocate the total based aircraft numbers to each airport in the CMA, a distribution model is developed considering the following key factors or attributes:

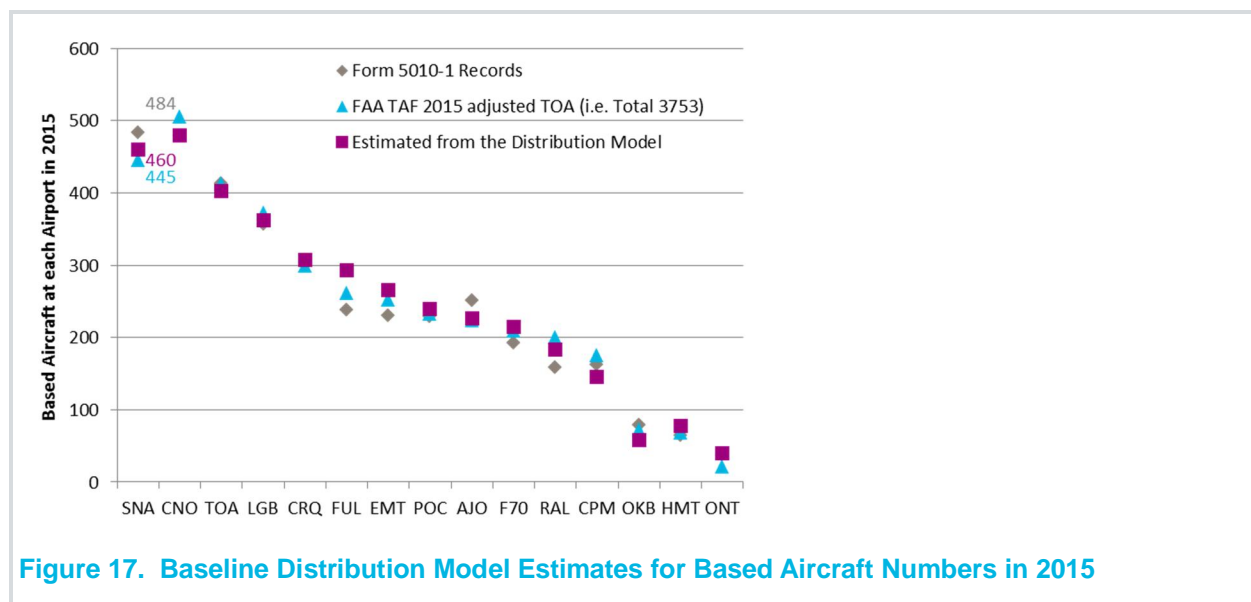
- Factor 1: Geographic distribution of private pilots within the CMA and the driving time from their registered address to each airport. It is assumed that GA aircraft owners are mostly private pilots themselves and prefer to base their aircraft closer to their residence or business. An airport with a higher private pilot population within a shorter driving duration will have a higher probability to attract more GA aircraft to base there.
- Factor 2: Airfield facilities, e.g. length and load capacity of runways, availability of ATCT, AWOS. Reference is made to the NBAA recommended optimum and acceptable requirements for business aircraft<sup>17</sup>. The model assumes airports equipped with better airfield facilities and meet the NBAA recommended requirements will be more attractive to aircraft owners, especially business jets.
- Factor 3: Parking and storage facilities, e.g. number of tie downs, tie-downs with shade cover, T-hangars, non T-hangars, and transient space. The model assumes airports with more aircraft parking and storage facilities represent higher demands on based aircraft.
- Factor 4: Services, e.g. availability of food, restrooms, public phone, rental car, public transit, avionics repairs, prop service, aircraft rental/sales, airframe repair, power plant repair, search and rescue, sport flying, training, tourism, gliders, etc. The model assumes airports with more services will attract more aircraft owners.

<sup>17</sup> National Business Aviation (NBAA), Airports Handbook 2009. These NBAA guidelines are not intended to replace the FAA design standards. Reference should also be made on actual aircraft performance requirements.

- Factor 5: FBO and support business, e.g. number of FBOs, flying clubs, maintenance business, etc. It assumes airports with more FBO and business supporting GA activities will be more attractive to the aircraft owners.
- Factor 6: Existing share of based aircraft in the CMA.
- Factor 7: Other unique impact factors, e.g. only CRQ provide Custom and Border Protection facility for GA.

**Figure 17** shows a close correlation between the estimated distribution for each airport in the CMA and the actual distribution estimated by FAA TAF 2015 and the Form 5010-1 records. ( $R^2 = 0.98$  and  $0.97$ , respectively). Supplementary information on the distribution model is given in **Appendix C**.

It should be emphasized that the distribution model is based on pre-existing conditions and behaviors of the GA community within the CMA. It does not mean that if one of the contributing factors is increased infinitely, then it would lead to a proportional infinite increase in based aircraft share. Airport sponsors, operators, and tenants are assumed to be rational, and new business or facility expansion would happen when there is a business case or facility shortage. The focus of the model is to distribute the share based on the relative performance and characteristics of the airport in the CMA.



**Figure 17. Baseline Distribution Model Estimates for Based Aircraft Numbers in 2015**

The forecast based aircraft numbers at SNA is then obtained by distributing the total demand of the CMA as shown in **Figure 16** based on two cases:

- Case 1 (Fixed Share Case) assumes the relative attractiveness of SNA to other airports in the CMA stay constant throughout the planning horizon and the private population in each cities within the CMA also stay at similar level as existing conditions
- Case 2 (Increasing Share Case) assumes there will be improvements in the facilities, support business, and services at SNA (i.e. comparative ranking for SNA in the CMA will go up), and the private pilot populations will increase slightly at 0.1 percent per annum. FAA Aerospace Forecast 2016 to 2036 estimated a decline for private pilots at -0.6 percent and growth in student pilots at 0.3 percent per annum. Given the strong growth in student pilot populations in the area, especially Orange County, in the recent years and less decline in private pilots as compared to the nation as discussed above, Case 2 anticipates a slight growth in private pilot population.

Figure 18 presents the distribution to SNA for these two cases.

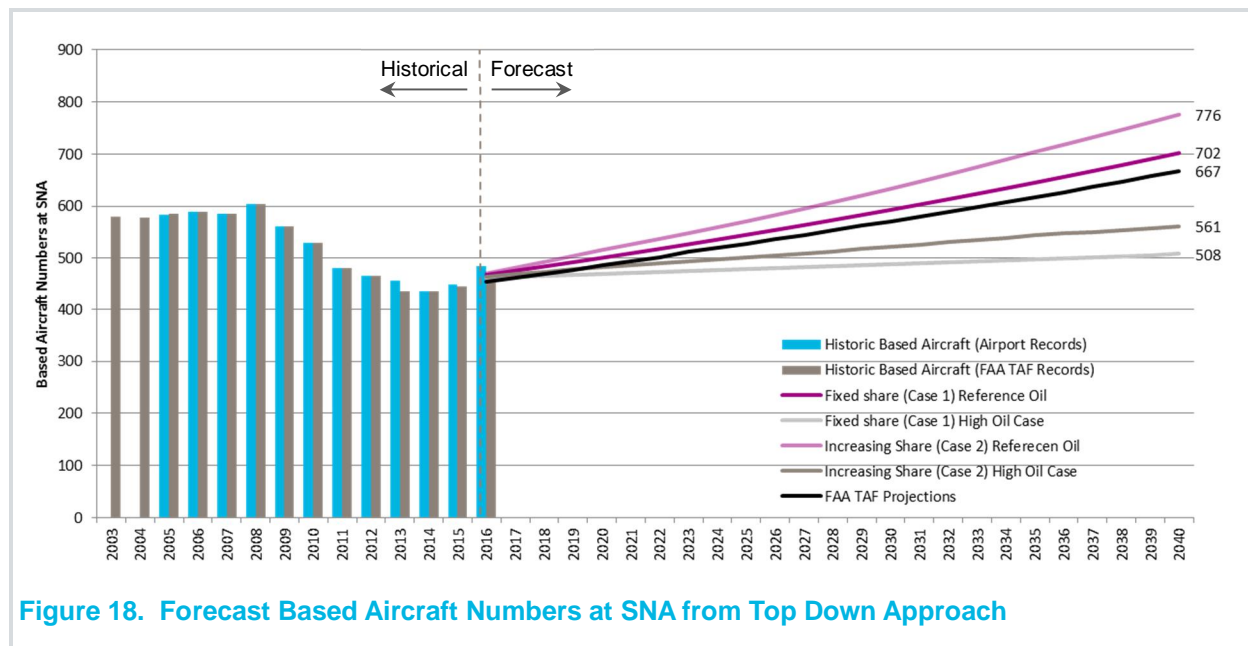


Figure 18. Forecast Based Aircraft Numbers at SNA from Top Down Approach

### Bottom Up Approach

Table 13 summarizes the projected CAGR for different type of aircraft by FAA Aerospace Forecast 2016-2036, GAMA 2016 Industry Outlook, FAA TAF for SNA, SCAG RTP 2012-2035 for Orange County, and Bombardier Market Forecast 2016-2025.

Two cases are developed for the bottom up approach:

- Case 3 (Low Growth Case) assumes fixed wing piston aircraft will shrink over the forecast period following the national trend predicted by the FAA Aerospace Forecast. Considering the strong historic growth in fixed wing turbine aircraft and rotorcraft at SNA, Case 3 assumes their growths will at least meet the projected national growth rate from GAMA. The proposed annual growth rates are given in Table 13.
- Case 4 (High Growth Case) assumes fixed wing piston aircraft will reach the growth rates estimated by FAA TAF for SNA. The growth rates projected for fixed wing turbine and rotorcraft will be 25 percent higher than the national growth rate from GAMA to foster the strong historic growth for high value aircraft at SNA and the region. The proposed annual growth rates are given in Table 13.

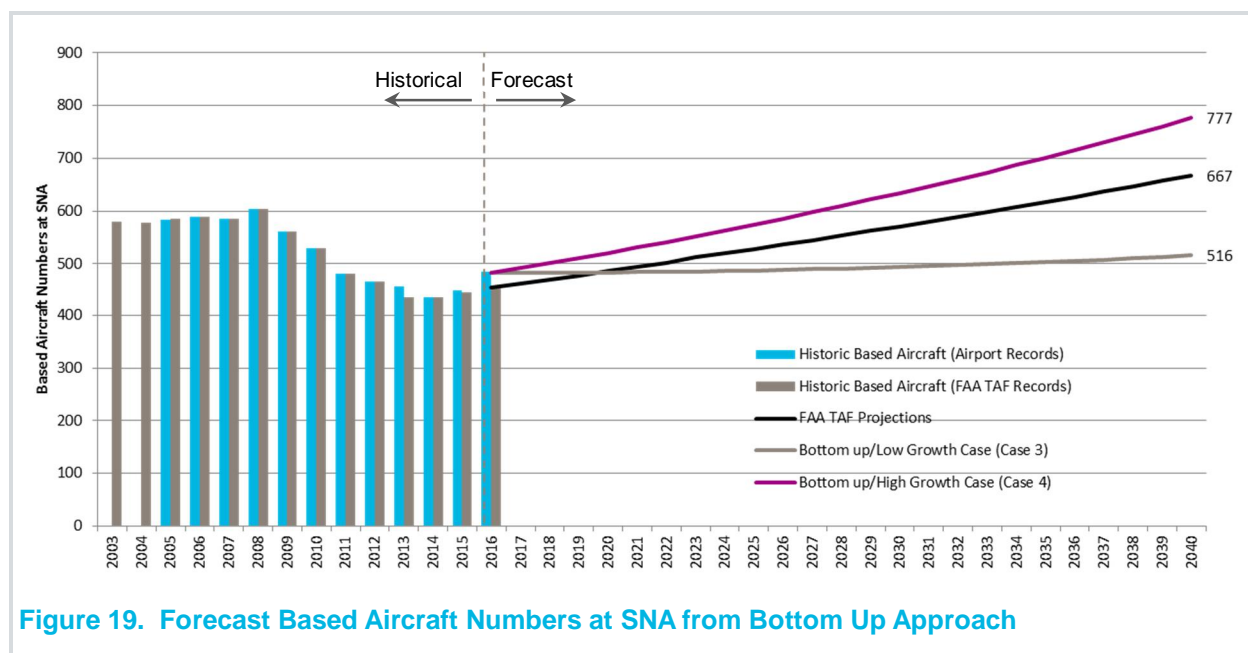
Federal Regulations 14 CFR 91.225 and 91.227 have specified the requirements for Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment to fly most controlled airspace by January 1, 2020. ADS-B Out is a function of an aircraft's onboard avionics that periodically broadcasts the aircraft's state vector and other information. The FAA estimates that as many as 160,000 GA aircraft will require ADS-B Out. For owners of GA aircraft who are particularly price sensitive and have been postponing their installations (i.e. fixed-wing, single-engine piston aircraft owners), the FAA implemented the rebate program starting September 2016 to incentivize the installations. Nevertheless, there are also concerns whether the capacity of avionics installers and equipment manufacturers can meet the demand for software upgrades and equipment installations by 2020. The implementation deadline may be extended if the installations and available products cannot meet the demand. The potential impacts to the price sensitive based aircraft owners at SNA, mostly the aged single-engine piston aircraft using the County facility, are generally reflected in the low scenario. It is recommended to review the forecast when FAA has collected more records on equipage and closer to the 2020 deadline.

**Table 13. Projected Based Aircraft Growth Rate by Type**

Source	Fixed Wing Piston			Fixed Wing Turbine			Helicopter			Total Based Aircraft
	Single Engine	Multi-Engine	Total	Turbo prop	Turbo Jet	Total	Piston	Turbine	Total	
<b>Historic CAGR (2013 to 2016)</b>										
FAA Aerospace Forecast 2016-2036	-0.09%	-0.59%	<b>-0.14%</b>	-0.69%	2.78%	<b>1.24%</b>	2.11%	2.80%	<b>2.58%</b>	<b>0.58%</b>
GAMA 2016 Industry Outlook	N/A	N/A	<b>-0.60%</b>	1.50%	2.80%	<b>N/A</b>	3.07%	3.62%	<b>3.45%</b>	<b>-0.20%</b>
<b>Forecast CAGR (2016 to 2035)</b>										
FAA Aerospace Forecast 2016-2036	-0.70%	-0.51%	<b>-0.68%</b>	1.33%	2.37%	<b>1.95%</b>	1.95%	2.15%	<b>2.09%</b>	<b>0.15%</b>
GAMA 2016 Industry Outlook	N/A	N/A	<b>-0.56%</b>	1.75%	2.89%	<b>N/A</b>	1.98%	2.65%	<b>2.45%</b>	<b>0.40%</b>
FAA TAF for SNA	1.59%	N/A*	<b>N/A</b>	N/A*	1.88%	<b>N/A</b>	N/A	N/A	<b>0.42%</b>	<b>1.62%</b>
<b>Forecast CAGR (2010 to 2035)</b>										
SCAG Forecast for Orange County	0.51%	-0.71%	<b>0.41%</b>	-0.21%	2.15%	<b>1.18%</b>	N/A	N/A	<b>1.44%</b>	<b>0.56%</b>
<b>Forecast CAGR (2016 to 2025)</b>										
Bombardier Market Forecast 2016-2025	N/A	N/A	N/A	N/A	2%	N/A	N/A	N/A	N/A	N/A
<b>Bottom Up Approach Assumed CAGR (2016 to 2040)</b>										
Case 3 (Low Growth Case)	-0.70%	-0.51%	<b>-0.68%</b>	1.75%	2.89%	<b>2.59%</b>	1.98%	2.65%	2.42%	<b>0.28%</b>
Case 4 (High Growth Case)	1.59%	1.59%	<b>1.59%</b>	2.19%	3.61%	<b>3.25%</b>	2.48%	3.31%	3.03%	<b>2.01%</b>

Remark: \* FAA TAF and historic Form 5010-1 for SNA report multi-engine aircraft only, which include multi-engine propeller-driven aircraft either reciprocal engine or turboprop.

Figure 19 presents the forecast based aircraft numbers for SNA using the bottom up approach.



By comparing the outcome of both approaches as shown in Figures 18 and 19, the upper and lower bound estimates are within 10 based aircraft. It is estimated that the based aircraft at SNA will range from the lower bound of approximately 510 units to the higher bound of 775 units by 2040, rounded to the nearest 5 based aircraft. The recommended baseline moderate growth scenario will be the mean with approximately 645 based aircraft.

Table 14 summarizes the baseline, low, and high scenarios for forecast based aircraft by type.

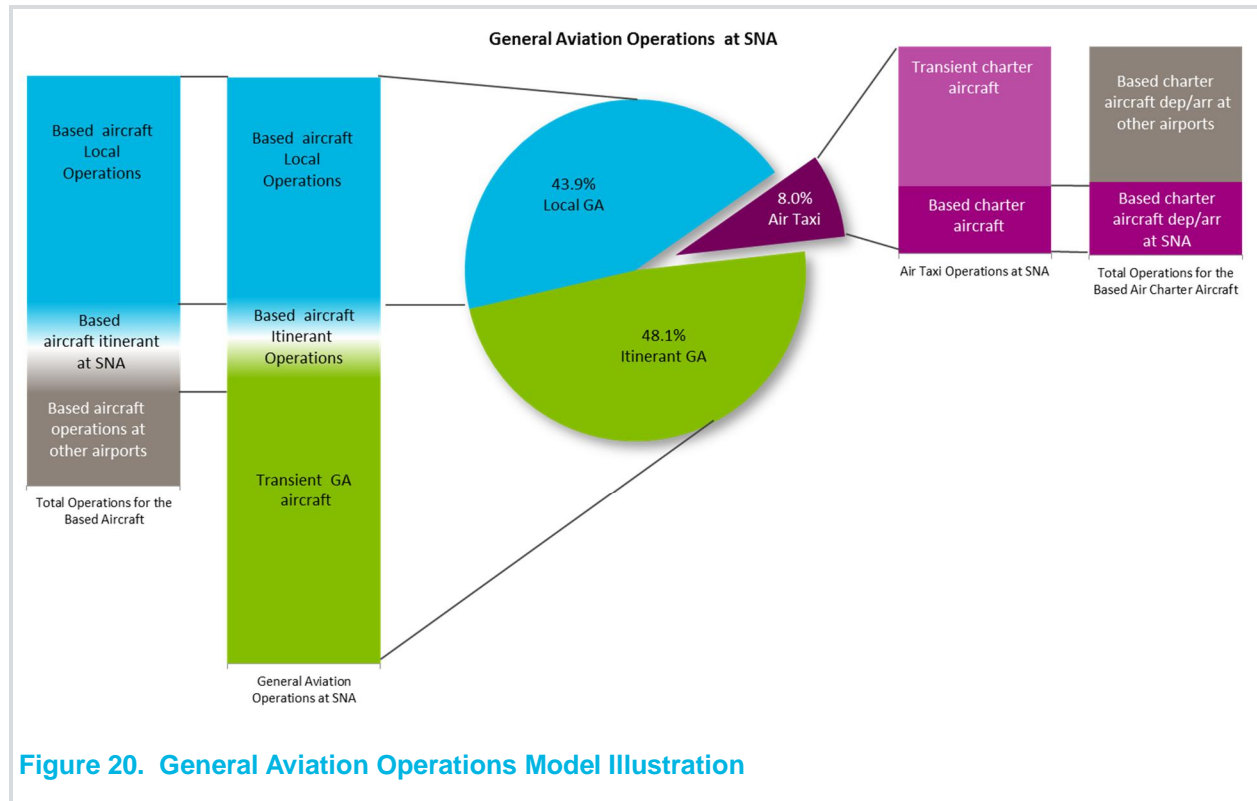
Table 14. SNA Forecast Based Aircraft by Type

Year	Fixed Wing Piston		Fixed Wing Turbine			Helicopter			Other	Total Based Aircraft	% difference from FAA TAF	
	Single Engine	Multi-Engine	Total	Turbo prop	Turbo Jet	Total	Piston	Turbine	Total			(Glider)
Oct 2016	338	35	373	26	65	91	6	11	17	1	482	5.9%
<b>Baseline Scenario</b>												
2021	348	36	384	29	76	105	7	13	20	1	510	3.3%
2026	359	37	396	32	89	121	7	15	22	1	540	0.8%
2040	389	40	429	42	141	183	10	22	32	1	645	-3.3%
<b>Low Scenario</b>												
2021	326	34	360	28	75	103	7	12	19	1	483	-2.2%
2026	315	33	348	30	86	116	7	14	21	1	486	-9.2%
2040	285	31	316	38	126	164	9	20	29	1	510	-23.5%
<b>High Scenario</b>												
2021	366	38	404	29	78	107	7	13	20	1	532	7.5%
2026	395	41	436	32	93	125	8	15	23	1	585	9.1%
2040	492	51	543	44	152	196	11	24	36	1	775	16.2%

Note: Numbers may not add up due to rounding. Forecasts differ from FAA TAF by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period.

## 6.2 GA and Air Taxi Operations

The forecast for general aviation and air taxi operations at SNA is based on the estimated number of operations per based aircraft by type of aircraft, ownership, and usage. The methodology is illustrated in **Figure 20** and the assumptions in the model are listed below.



- The average number of hours flown and number of landings by different type of active aircraft for different usage reference the FAA General Aviation and Part 135 Activity Survey 2015 and are adjusted to the characteristics of SNA from stakeholder interviews and aircraft owner online survey. It is generally assumed that based aircraft owned by individuals tend to fly mostly for personal use while corporation owned aircraft are mostly for business, instructional, and sightseeing. The activity levels for based aircraft that are co-owned or owned by partnership or government are not as high as corporation owned aircraft but higher than those owned by individuals. The average number of hours flown and number of landings per based air charter aircraft operated by charter services at SNA, such as STA Jet, Paragon Airways, Regency Air, West Coast Aviation Services, Clay Lacy Aviation, Jetset Airlines, and OC Helicopters, reference the Part 135 air taxi operations from the FAA Survey 2015. Based aircraft without valid FAA registration are considered inactive. **Table 15** summarized the estimated average number of landings per based aircraft assumed in the model.
- The FAA Aerospace Forecast 2016 to 2036 projects the total general aviation and air taxi hours flown by single engine and multi engine piston aircraft will decrease at -0.6 percent and -0.2 percent per annum, respectively. The duration for each trip flown by these two types of aircraft are 1 hour 36 minutes on average. Our model assumes the average number of landings per single engine and multi-engine piston aircraft will decline at the same rate per year. For other types of aircraft, the activity levels per based aircraft assumes similar to 2015 level.



**Table 15. Estimated Average Landings per Active Based Aircraft in 2016**

Type of Aircraft / Ownership	Average Landings per Active Aircraft
<b>General Aviation Use</b>	
<b>Single Engine Piston</b>	
Individual	150
Corporation	190
Co-Owned	170
Partnership	170
Government	170
<b>Single Engine Turboprop</b>	
Corporation	170
<b>Multi Engine Piston</b>	
Individual	170
Corporation	270
Co-Owned	215
Partnership	215
<b>Multi Engine Turboprop</b>	
Individual	160
Corporation	170
Co-Owned	165
Partnership	165
<b>Jet Aircraft</b>	
Individual	190
Corporation	230
Co-Owned	215
Partnership	215
<b>Rotorcraft Piston</b>	
Individual	30
Corporation	70
<b>Rotorcraft Turboshaft</b>	
Corporation	120
County of Orange	150
<b>Glider</b>	
Individual	30

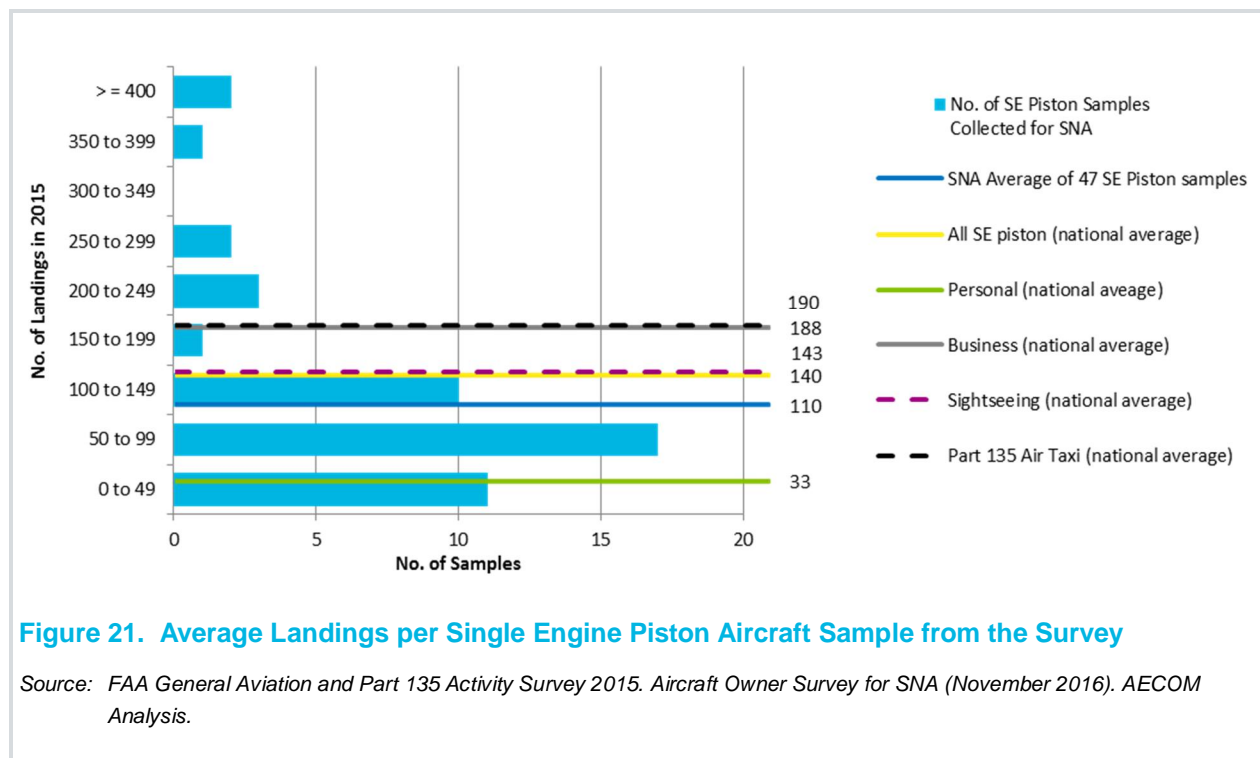
Type of Aircraft / Ownership	Average Landings per Active Aircraft
<b>On Demand Part 135 Use</b>	
<b>Single Engine Piston</b>	
Corporation	230
<b>Single Engine Turboprop</b>	
Corporation	175
<b>Multi Engine Turboprop</b>	
Corporation	175
<b>Jet Aircraft</b>	
Corporation	240
<b>Rotorcraft Turboshaft</b>	
Corporation	150

Source: FAA General Aviation and Part 135 Activity Survey 2015. AECOM Analysis.

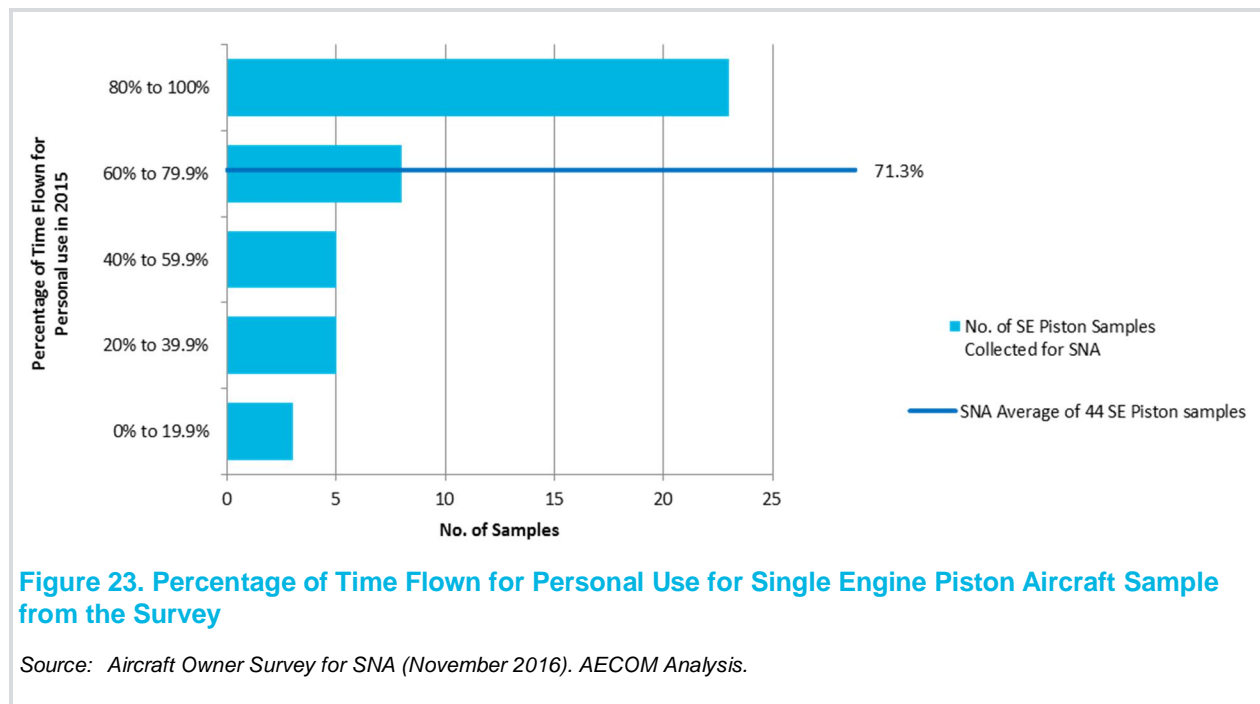
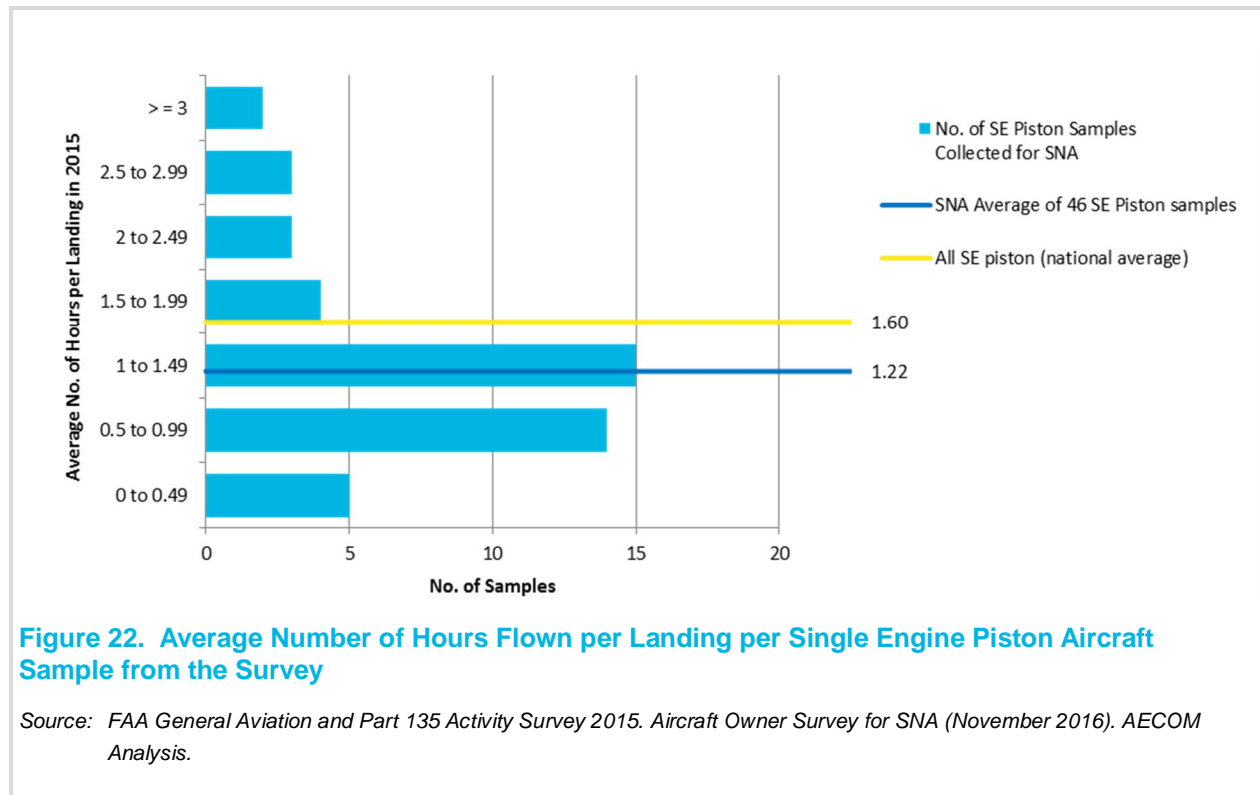


Statue at John Wayne Airport

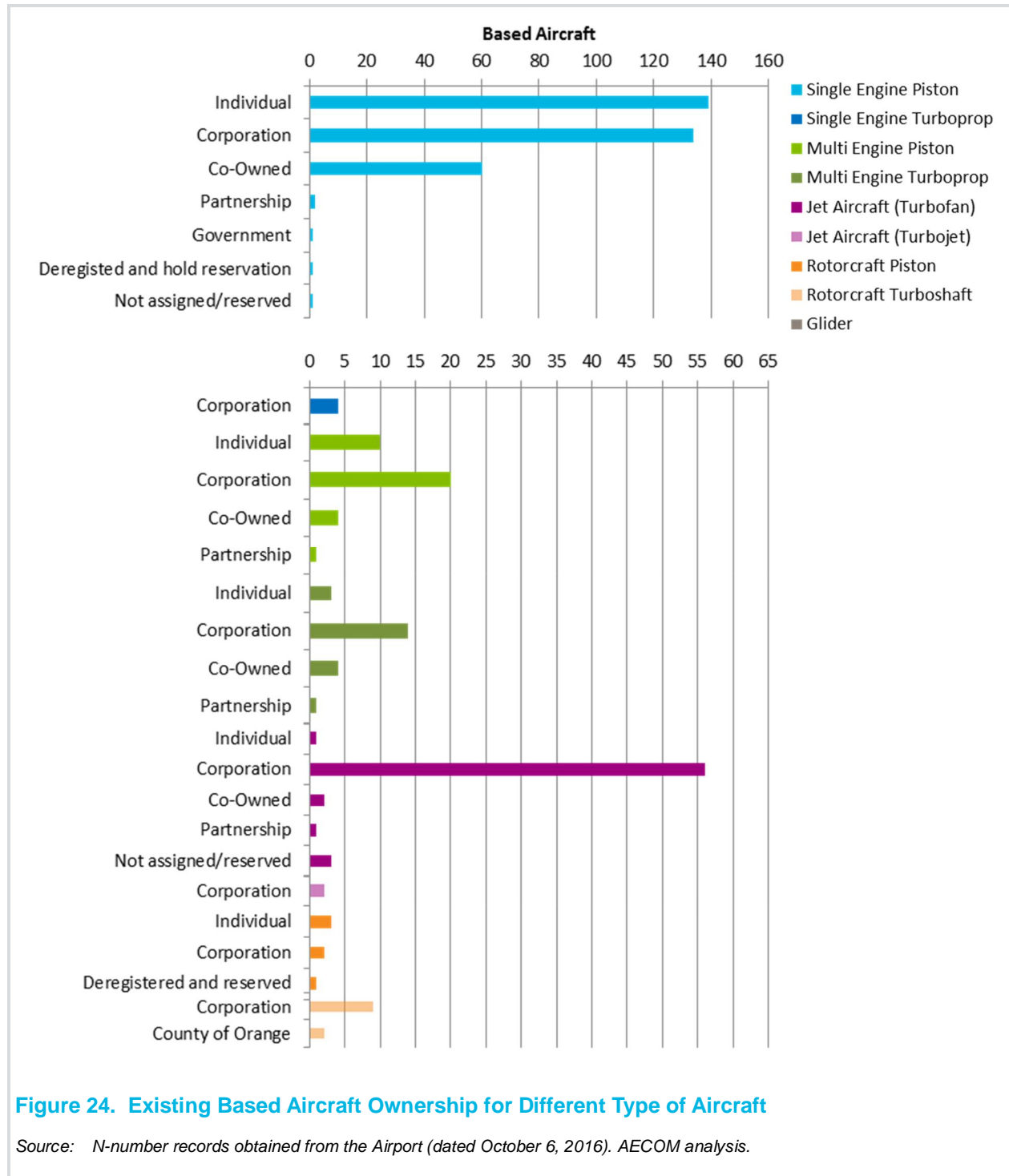
- The estimated number of landings per based aircraft was verified with the aircraft owner survey conducted in November 2016<sup>18</sup>. Owners/managers of 47 single engine piston aircraft have responded the survey question on number of landings and 46 of them responded to the question on total number of hours flown in 2015. **Figures 21 and 22** summarize the findings and the benchmark with the national average from the FAA Survey 2015 for single engine piston aircraft. The responded single engine piston aircraft performed an average of 110 landings in 2015 and they took approximately 1 hour 13 minutes per landing. The number of landings is slightly below the national average of all single engine piston aircraft (140 landings), but it is three times higher than the average number of landings for personal use (33 landings). The duration for each trip is also slightly shorter than the national average at 1 hour 36 minutes (shorter duration means higher frequency for the same total hours flown). As shown in **Figure 23**, most of the hours flown by the single engine aircraft samples at SNA are for personal use (average 71.3%).
- There are only three multi-engine piston aircraft and one jet aircraft that responded the question on number of landings performed and hours flown in 2015. The sample size is too small to use.



<sup>18</sup> Details of the survey refer to the Aircraft Owner Survey Report.



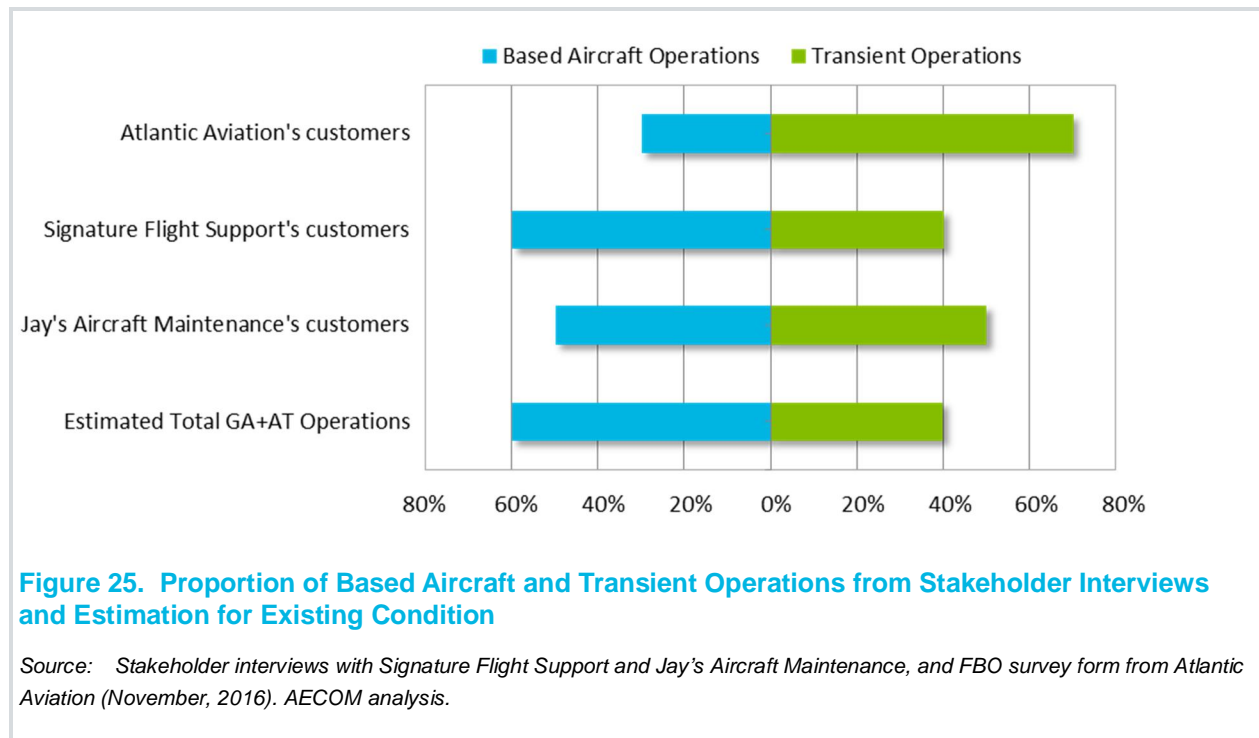
- The ownership for different types of aircraft for the existing condition is shown in **Figure 24**. The future based aircraft numbers and type of aircraft for the baseline, low, and high scenario are given in **Section 6.1**. Aircraft ownership and based air charter aircraft by type of aircraft are estimated based on similar proportion as the existing condition.



**Figure 24. Existing Based Aircraft Ownership for Different Type of Aircraft**

Source: N-number records obtained from the Airport (dated October 6, 2016). AECOM analysis.

- The model assumes 50 to 60 percent of the total operations flown by a based general aviation aircraft in each year are local operations. For the remaining 40 to 50 percent itinerant operations, approximately 35 percent of them are either departures or arrivals at SNA.
- Amongst the total number of operations flown by a based air charter aircraft in each year, the model assumes approximately 35 percent are departures or arrivals at SNA. The remaining 65 percent are flights to other airports. Air charters are more likely to fly multiple destinations and some of the air charter services at SNA have their Part 145 service center in other airports.
- The proportion between transient and based aircraft operations is estimated to be approximately 40 to 60 percent and it is comparable to the responses collected from the stakeholder interview as shown in **Figure 25**. The growth rate in transient operations follow the growth rate for general aviation and air taxi operations estimated from the based aircraft.



The forecast annual total general aviation and air taxi operation for the baseline, low, and high scenarios are given in **Figure 26**. **Table 16** summarizes the corresponding share of local, itinerant general aviation, and air taxi operations. Comparison with FAA TAF is given in Figure 26 and Table 16. **Table 17** summarizes the annual operations by aircraft engine type. **Table 18** provides the estimated transient operations.

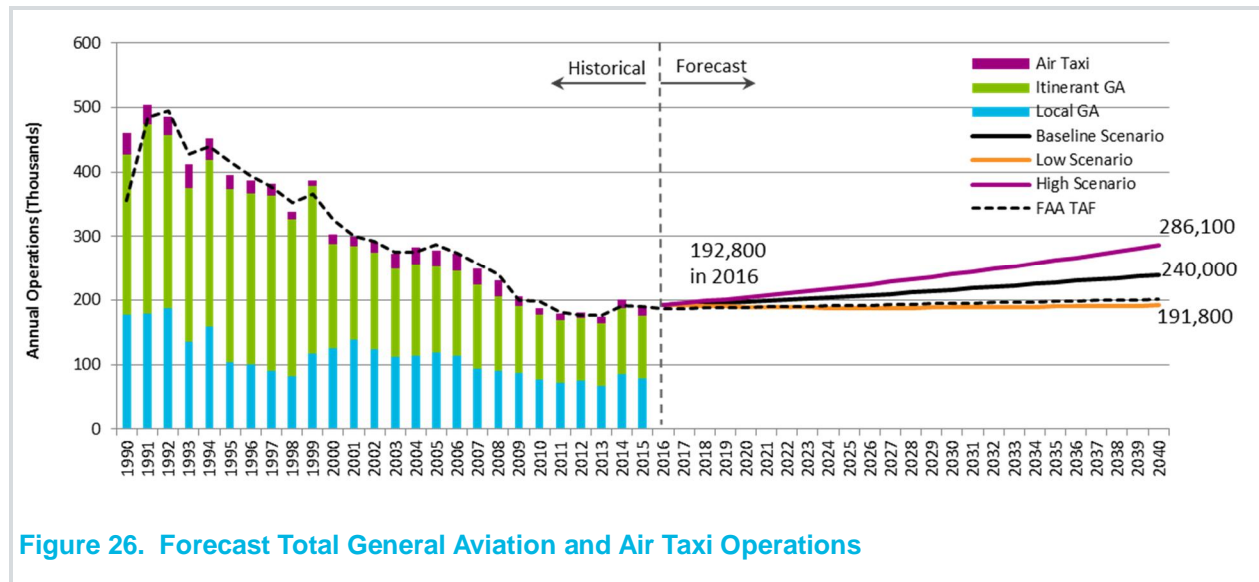


Figure 26. Forecast Total General Aviation and Air Taxi Operations

Table 16. SNA Forecast General Aviation and Air Taxi Operations

Year	Air Taxi	General Aviation		Total	Percentage difference from FAA TAF
		Itinerant	Local		
<b>Baseline 2016*</b>	15,400	90,900	86,500	<b>192,800</b>	3.3%
<b>Baseline Scenario</b>					
2021	17,600	93,100	88,600	<b>199,300</b>	5.2%
2026	20,200	96,100	91,500	<b>207,800</b>	8.0%
2040	30,200	107,500	102,300	<b>240,000</b>	19.2%
<b>Low Scenario</b>					
2021	17,200	88,100	83,800	<b>189,100</b>	-0.2%
2026	19,300	86,300	82,000	<b>187,600</b>	-2.5%
2040	27,000	84,500	80,300	<b>191,800</b>	-4.7%
<b>High Scenario</b>					
2021	18,000	97,300	92,600	<b>207,900</b>	9.7%
2026	21,000	104,400	99,400	<b>224,800</b>	16.8%
2040	32,700	129,900	123,500	<b>286,100</b>	42.1%
<b>FAA TAF</b>					
2021	14,898	96,627	77,969	<b>189,494</b>	
2026	15,655	98,083	78,753	<b>192,491</b>	
2040	17,988	102,286	80,987	<b>201,261</b>	

Note: Numbers may not add up due to rounding. Forecasts differ from FAA TAF by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period.

\* The 192,800 annual GA operations in 2016 are rounded from the number of operations obtained from L&B and the Airport on 3 November 2017 as given in Table 12 in Section 5.3.

**Table 17. SNA Forecast Operations by Aircraft Engine Type**

Year	Piston	Turbine	Jet	Helicopter/ Other	Total
<b>Baseline 2016*</b>	147,300	9,800	31,800	3,900	<b>192,800</b>
<b>Baseline Scenario</b>					
2021	146,700	10,900	37,200	4,500	<b>199,300</b>
2026	147,100	12,000	43,600	5,100	<b>207,800</b>
2040	147,600	15,800	69,100	7,500	<b>240,000</b>
<b>Low Scenario</b>					
2021	137,500	10,500	36,800	4,300	<b>189,100</b>
2026	129,400	11,300	42,100	4,800	<b>187,600</b>
2040	109,000	14,300	61,700	6,800	<b>191,800</b>
<b>High Scenario</b>					
2021	154,300	10,900	38,200	4,500	<b>207,900</b>
2026	162,000	12,000	45,600	5,200	<b>224,800</b>
2040	186,900	16,500	74,500	8,200	<b>286,100</b>

Note: Numbers may not add up due to rounding.

\* The annual GA operations by aircraft engine type in 2016 are rounded from the number of operations obtained from L&B and the Airport on 3 November 2017 as given in Table 12 in Section 5.3.

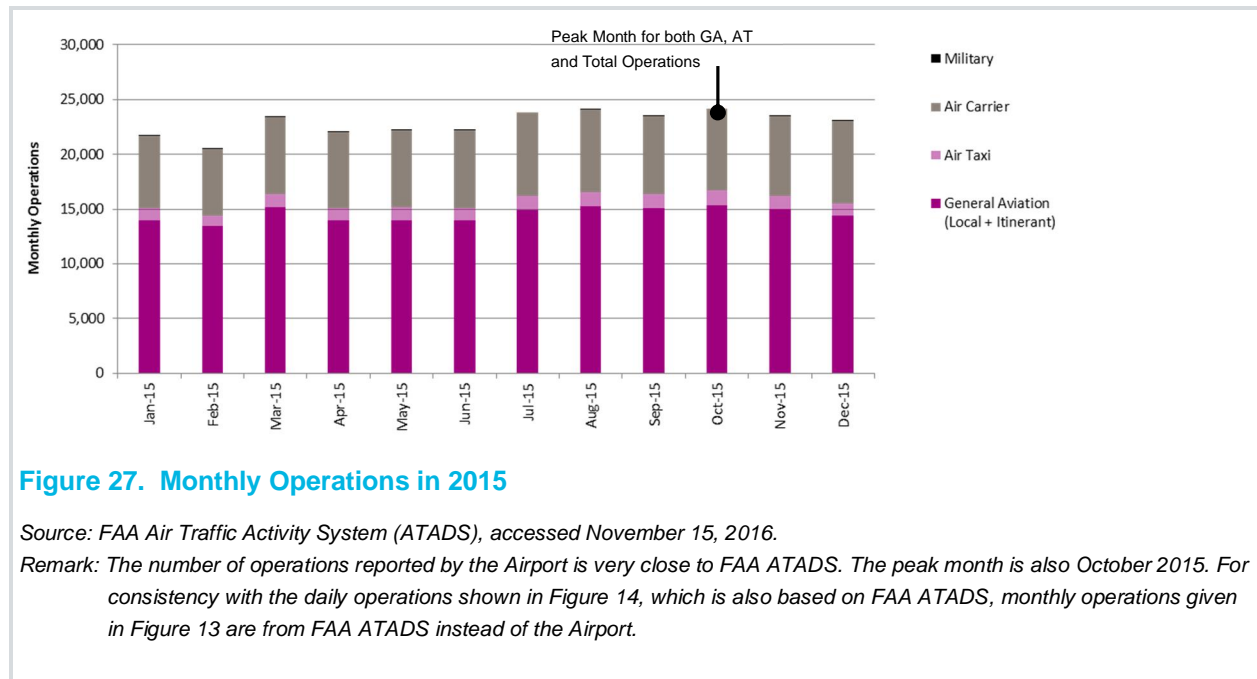
**Table 18. SNA Forecast Transient Aircraft Operations**

Year	Estimated Transient Aircraft Operations
<b>Baseline 2016</b>	76,500
<b>Baseline Scenario</b>	
2021	79,600
2026	83,600
2040	98,500
<b>Low Scenario</b>	
2021	75,600
2026	75,700
2040	79,600
<b>High Scenario</b>	
2021	82,900
2026	90,100
2040	116,400

Note: Total operations given in Table 17 include the transient operations given in Table 18.

## 6.3 Peaking Characteristics

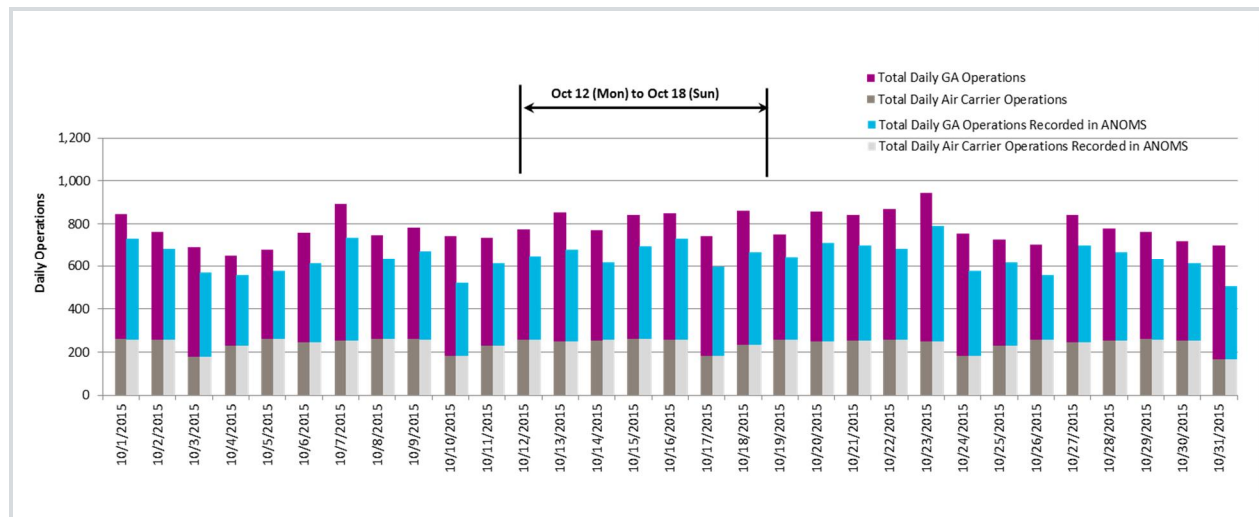
**Figure 27** shows the monthly operations at SNA in 2015. October was the peak month for general aviation (including air taxi), and total operations in 2015. August was the second peak month in 2015 and it was the peak month in prior years. Since the monthly and daily operations for October 2016 are not available at the time of this study, the analysis on peaking characteristics given below is based on October 2015.



**Figure 28** summarizes the daily operations in October 2015 based on FAA Air Traffic Activity System (ATADS), and records from the Airport Noise Monitoring and Management System (ANOMS). ANOMS typically cannot capture all the aircraft operations, especially GA aircraft. As shown in **Figure 28**, ANOMS have recorded nearly all of the commercial aircraft (passenger and cargo). The number of operations not being recorded by ANOMS in October 2015 varies from 10.2 percent to 29.6 percent of the total operations, and averages at 17.7 percent.

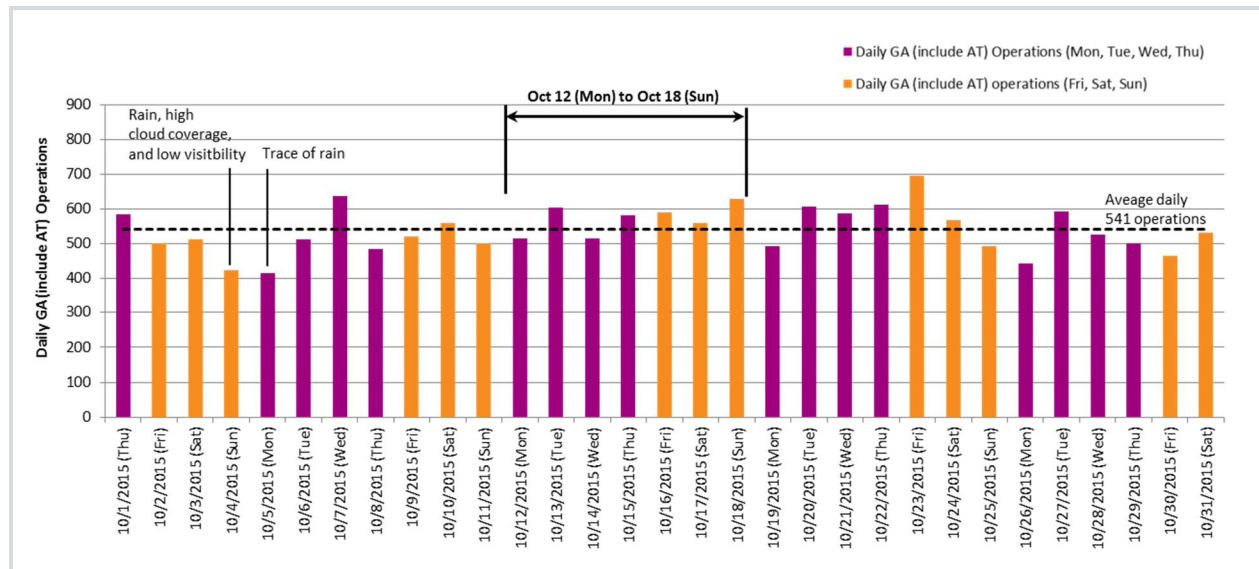
**Figure 29** shows the daily operations for general aviation (including air taxi) only. Non-business general aviation activities typically peak over weekends from Fridays to Sundays, especially when the weather is nice. Since there is a considerable amount of business aviation activity at SNA, weekdays from Tuesday to Thursdays can be busy. Mondays are generally low, and operations are below average.





**Figure 28. Daily Total Operations in October 2015**

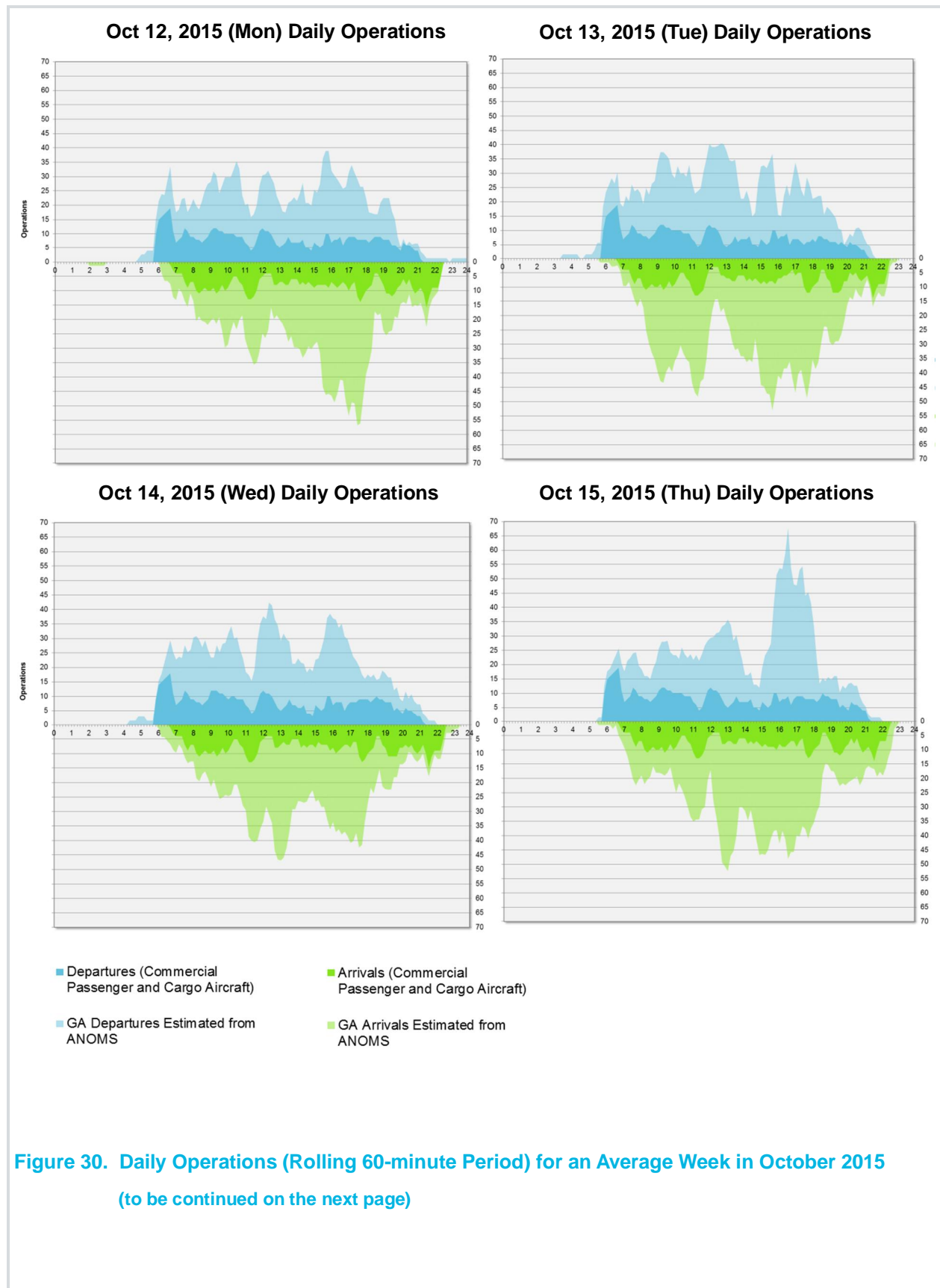
Source: FAA Air Traffic Activity System (ATADS), accessed November 15, 2016. ANOMS data received on November 21, 2016.



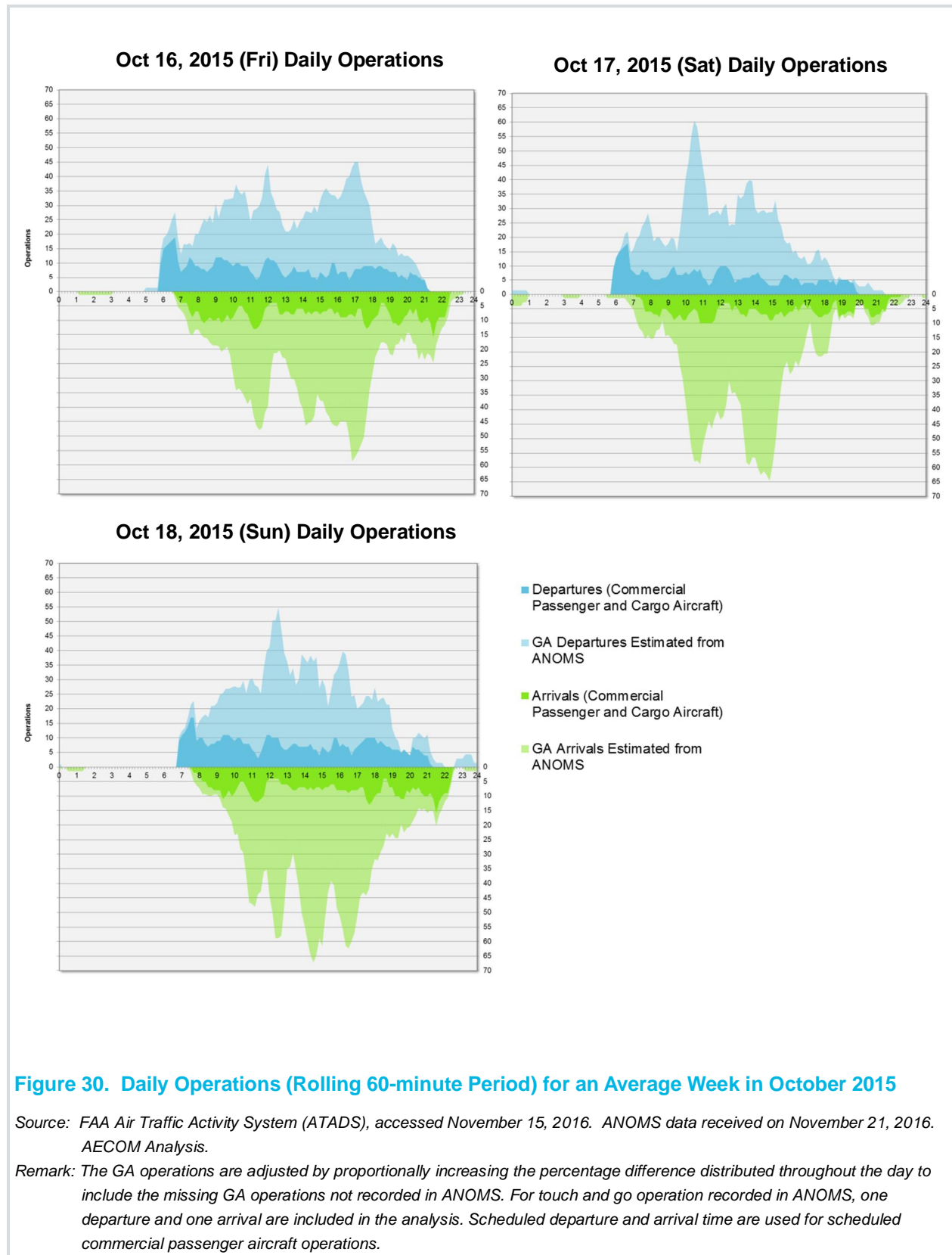
**Figure 29. Daily General Aviation (including Air Taxi) Operations in October 2015**

Source: FAA Air Traffic Activity System (ATADS), accessed November 15, 2016.

In order to determine the design day for general aviation activity, the operations for an average week in the peak month, October 2015, are analyzed. General aviation activity varied throughout the day from October 12 to 18, 2015 as shown in **Figure 30**. **Table 19** summarizes the peak hour and daily operations for general aviation, commercial aircraft, and airport total activity.



**Figure 30. Daily Operations (Rolling 60-minute Period) for an Average Week in October 2015**  
 (to be continued on the next page)



**Table 19. Daily and Peak Hour Operations**

Date	General Aviation			Airport Total		
	Dep Peak Hr	Arr Peak Hr	Daily Total Ops	Dep Peak Hr	Arr Peak Hr	Daily Total Ops
10/12/2015 (Mon)	30	45	515	39	57	775
<b>10/13/2015 (Tue)</b>	<b>35</b>	<b>45</b>	<b>605</b>	<b>40</b>	<b>53</b>	<b>850</b>
10/14/2015 (Wed)	31	40	515	42	47	770
10/15/2015 (Thu)	59	45	582	68	52	842
10/16/2015 (Fri)	37	51	592	45	59	848
<b>10/17/2015 (Sat)</b>	<b>52</b>	<b>56</b>	<b>559</b>	<b>61</b>	<b>65</b>	<b>742</b>
10/18/2015 (Sun)	45	59	629	55	67	860

Abbreviations: Dep – Departure. Hr – Hour. Arr – Arrival. Ops – Operations.

FAA recommends the design day to be the average day of the peak month (ADPM). The daily general aviation operations on October 17, 2015 (Saturday), i.e. 559 operations, are close to the average of operations experienced during October 2015, i.e. 541 operations. October 17, 2015 is selected as the design day to represent general aviation activity on weekends.

As shown in **Figure 30** and **Table 19**, general aviation activity on weekends like October 17, 2015 (Saturday) peaked higher within a shorter period while activity on weekdays like October 13, 2015 (Tuesday) spread more evenly throughout the day. The peak hour operations on October 17, 2015 are higher than October 13, 2015 even though the total daily operations on October 17, 2015 are actually lower. It is likely because of the difference in peaking characteristics between business activities (during weekdays), and non-business activities (during weekends).

October 13, 2015 (Tuesday) is recommended as the design day to represent weekday general aviation activity. It is also the design day as recommended by the International Air Transport Association (IATA)<sup>19</sup>.

Based on the peaking characteristics of these two design days, the estimated peak hour general aviation operations for 2021, 2026, and 2040 are summarized in **Table 20**. The approximate time of the peak hour is also given in **Table 20**. It is noted that the peak periods for general aviation vary day by day and do not necessarily follow similar pattern every day as illustrated in **Figure 30**. Generally speaking, weekday activity is distributed more evenly throughout the day. During weekends, the departure peaks for Saturdays occur earlier in the morning (10:40 a.m.) than Sundays (12:40 p.m.) or Fridays (5:00 p.m.).

The General Aviation Noise Ordinance (GANO)<sup>20</sup> adopted by the County of Orange for operations at SNA also has an impact on daily operation patterns. The GANO restricts any general aviation aircraft at night if it generates a Single Event Noise Exposure Level (SENEL) at any of the noise monitoring stations (NMS 1S to NMS 7S, NMS 8N to 10N), either on takeoff or landing, which is greater than the specified SENEL values given in the GANO. General aviation operations at night mean departures between the hours of 10:00 p.m. and 7:00 a.m. (8:00 a.m. on Sundays), and arrivals between the hours of 11:00 p.m. and 7:00 a.m. (8:00 a.m. on Sundays). Hence, very minimal operations are expected during the curfew night hours.

<sup>19</sup> IATA busy day is defined as the second busiest day in an average week of the peak month.

<sup>20</sup> <http://www.ocair.com/reportspublications/AccessNoise/generalaviationnoiseordinance10-27-15.pdf>. Compliance with the GANO is mandatory unless deviations are made necessary by ATC instructions, a medical or in-flight emergency, or other safety considerations

**Table 20. SNA Forecast Design Day Peak Hour Operations**

Year	Number of General Aviation Operations			Peak Hour Time (HH:MM)	
	Departure Peak Hour	Arrival Peak Hour	Daily Total Operations	Departure Peak Hour	Arrival Peak Hour
<b>Design Day – Weekday</b>					
<b>Baseline Scenario</b>					
2021	37	48	637		
2026	39	50	664	13:00	15:50
2040	45	57	767		
<b>Low Scenario</b>					
2021	35	45	604		
2026	35	45	599	13:00	15:50
2040	36	46	613		
<b>High Scenario</b>					
2021	39	50	665		
2026	42	54	718	13:00	15:50
2040	53	68	914		
<b>Design Day – Weekend</b>					
<b>Baseline Scenario</b>					
2021	54	59	589		
2026	57	61	614	10:40	14:30
2040	65	70	708		
<b>Low Scenario</b>					
2021	51	56	558		
2026	51	55	554	10:40	14:30
2040	52	56	566		
<b>High Scenario</b>					
2021	57	61	614		
2026	61	66	664	10:40	14:30
2040	78	84	844		

## 6.4 International GA Operations

US Customs and Border Protection (CBP) regulations governing landing requirements and procedures for private aircraft arriving the U.S. As defined by the regulation, CBP has the authority to limit the locations where private aircraft entering the U.S. from a foreign area may land. In general, the first landing of a private aircraft from a foreign area will be:

- at a designated international airport;
- at a landing rights airport if permission to land has been granted; or
- at a designated user fee airport if permission to land has been granted.

SNA is currently a user fee airport, but the CBP inspection service is limited to commercial aircraft operations. There is no CBP inspection service for general aviation aircraft. It is noted that the Airport has formally requested designation as a port of entry.

**Table 21** provides a list of airports in California where CBP inspection services are normally available for non-precleared private aircraft arrivals.

**Table 21. Airports in California with CBP Inspection Services for Private Aircraft**

Airport	Code	City
Meadows Field Airport	BFL	Bakersfield
Calexico International	CXL	Calexico
Eureka Municipal	AVC	Eureka
Murray Field	EKA	Eureka
Fresno Yosemite International	FAT	Fresno
Los Angeles International	LAX	Los Angeles
Van Nuys Airport	VNY	Los Angeles
Arcata-Eureka	ACV	McKinleyville
Monterey Peninsula Airport	MRY	Monterey
Moffett Field NAS	NUQ	Mountain View
Oakland International	OAK	Oakland
Palm Springs International	PSP	Palm Springs
Beale Air Force Base	BAB	Sacramento
Sacramento International	SMF	Sacramento
San Bernardino International Airport	SBD	San Bernardino
Brown Field	SDM	San Diego
McClellan-Palomar Airport	CRQ	San Diego
San Diego International-Lindbergh Field	SAN	San Diego
San Francisco International	SFO	San Francisco
San Jose International	SJC	San Jose

Source: CBP List of Airports where CBP Inspection Services are Normally Available (January 15, 2015). Added VNY where CBP facility for GA was opened May 2015.

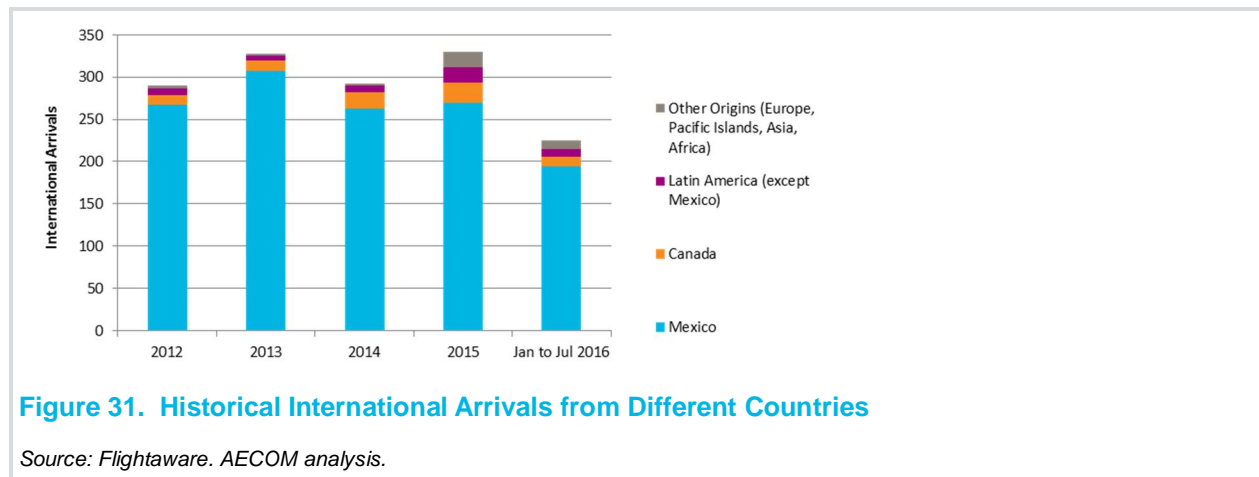
Private aircraft entering the US from south of the Mexican border or Pacific, Gulf of Mexico, or Atlantic coastlines must comply with special CBP reporting requirements. They must land at designated airports for CBP inspection and processing unless the aircraft has been exempted from this requirement. The designated airports nearest to SNA are Brown Field (SDM), and Calexico International Airport (CXL) in California. It is anticipated that most of the flights to SNA from Mexico and other Latin American countries would clear customs at these two airports.

For flights from Canada, FBOs advised us during the stakeholder interview that most of them would use the CBP inspection services at Los Angeles International Airport (LAX).

In order to estimate the historical non-precleared international general aviation flights with SNA as the final destination but require CBP inspection services at a prior airport, flight tracking data from Flightaware are purchased to track historical records that meet the following criteria:

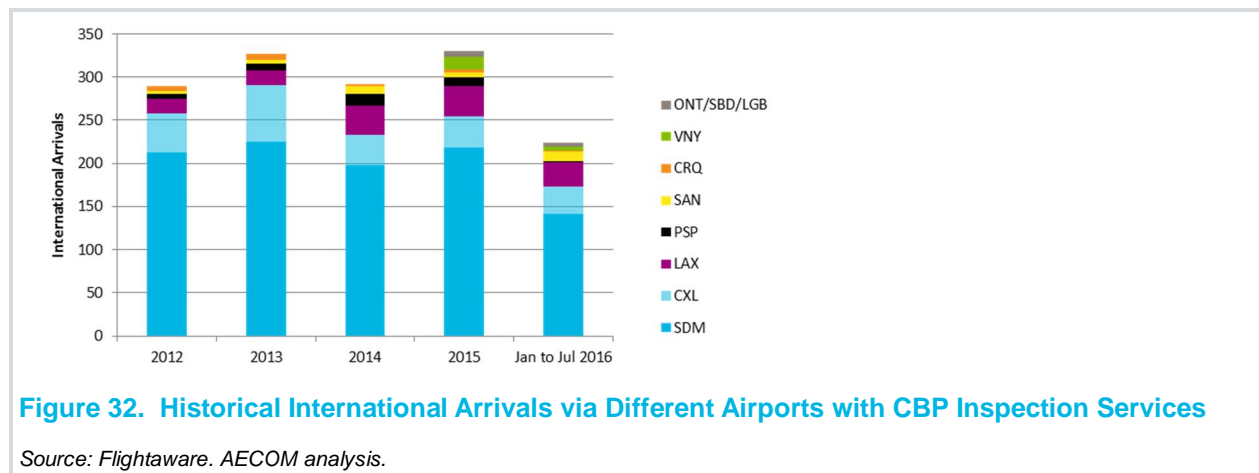
- General aviation flights originated outside of the U.S.
- Made a stop within 8 hours at the following airport before going to SNA:
  - SDM, CXL, LAX, PSP, SAN, CRQ, VNY, ONT, SBD, and LGB
- Flights in the past five years from July 2011 to July 2016 are included. For VNY, only records from May 2015 to July 2016 are tracked since the CBP facility for GA at VNY was opened in May 2015.

**Figures 31 and 32** summarize the data tracked by Flightaware for international flights from different countries and via different airports.



**Figure 31. Historical International Arrivals from Different Countries**

Source: Flightaware. AECOM analysis.

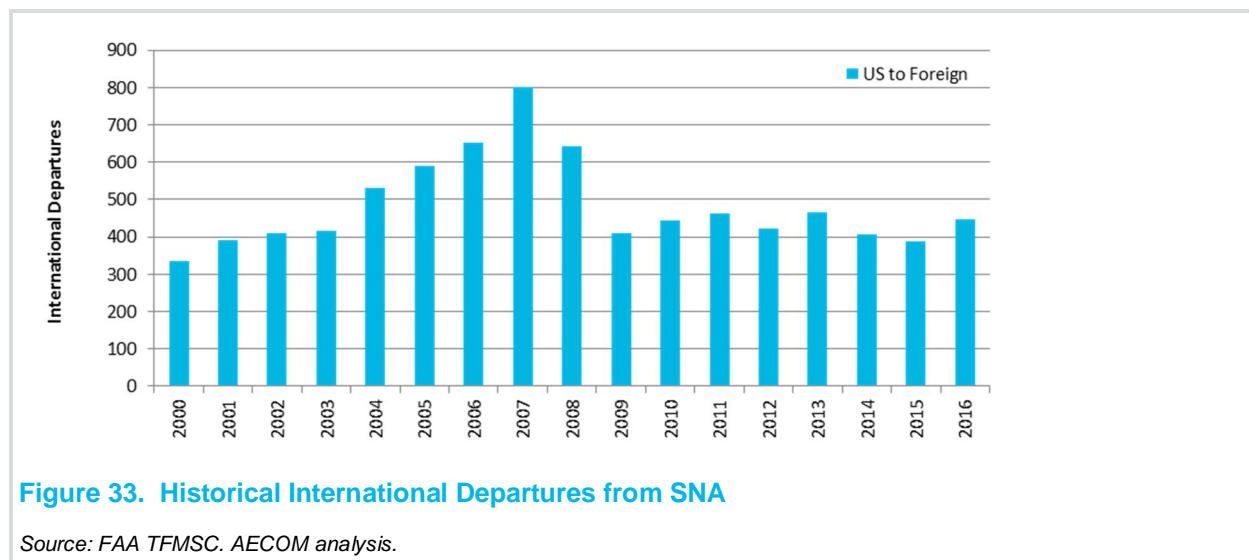


**Figure 32. Historical International Arrivals via Different Airports with CBP Inspection Services**

Source: Flightaware. AECOM analysis.

Since all flights entering or leaving the U.S. require submission of flight plans, the data from FAA TFMSC provide historical records for outbound international flights departing at SNA. **Figure 33** summarizes the records for general aviation international departures gathered from TFMSC.

The number of general aviation international departures from SNA peaked at 800 departures (0.28 percent of total operations) in 2007. It has dropped to between 390 and 470 departures since 2009, and has maintained this level for the past seven years (between 0.20 percent and 0.27 percent of total operations, averaged at approximately 0.23 percent of the total general aviation operations).



International aviation demand is generally related to both global and domestic economy. **Table 22** provides the long-term economic forecasts for U.S. and global travel regions in terms of GDP growth rates from the FAA Aerospace Forecast 2016-2036 as reference.

**Table 22. Forecast U.S. and International GDP Annual Growth Rates by Travel Region**

Period	U.S. GDP	Latin America/ Mexico	Canada	Europe/ Africa/ Middle East	Asia/ Pacific Basin/ Austria/ New Zealand	World
2015-2016	2.5%	-0.3%	1.8%	3.5%	8.6%	5.2%
2015-2025	2.4%	2.6%	2.1%	2.5%	5.0%	3.4%
2015-2036	2.3%	2.8%	2.0%	2.3%	4.2%	3.0%

Source: FAA Aerospace Forecast 2016-2036, which is based on IHS Global Insight for U.S. economic forecasts and Global Insight for international GDP forecasts.

**Table 23** summarizes the forecast growth rates for international passenger traffic to/from the U.S. by air carriers from the FAA Aerospace Forecast 2016-2036.

**Table 23. Forecast Annual Growth Rates for Total Passengers to/from the U.S. by Air Carriers**

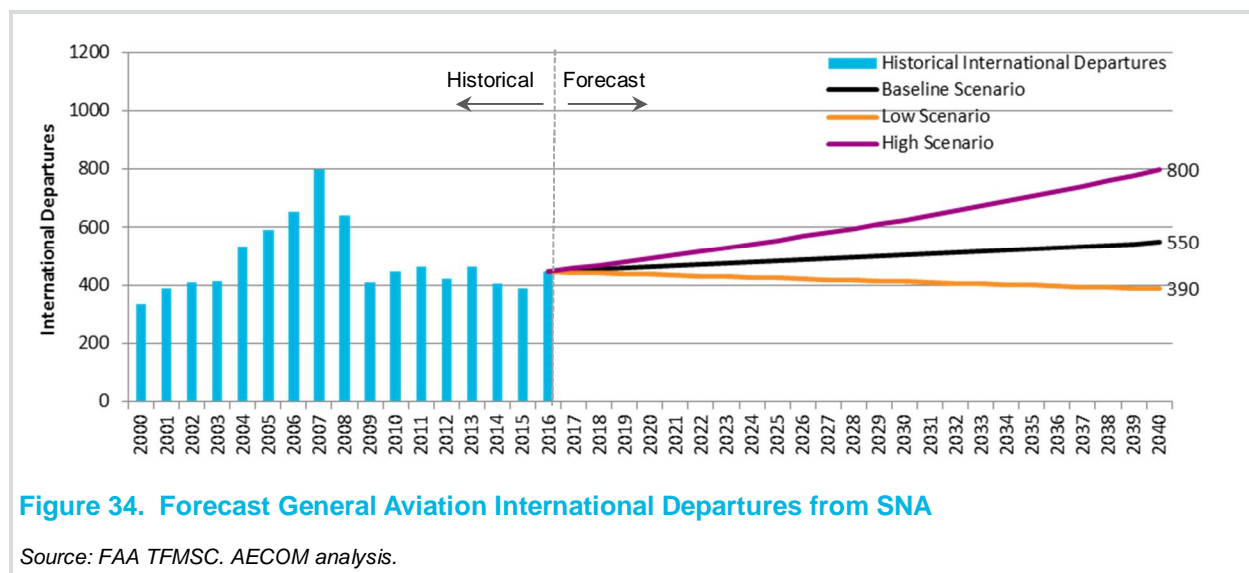
Period	Latin America/ Mexico	Atlantic	Pacific	U.S./Canada Transborder	Total
2015-2016	4.7%	3.5%	2.8%	1.6%	3.5%
2015-2025	3.8%	3.9%	4.3%	3.5%	3.9%
2015-2036	4.0%	3.7%	3.8%	3.5%	3.8%

Source: FAA Aerospace Forecast 2016-2036.



The projections on international departures from SNA are estimated from the total operations for the baseline, low, and high scenarios as shown in **Table 16**. The baseline scenario assumes average share of 0.23 percent of total operations are international departures. The low and high scenarios assume the historic low (0.20 percent) and high (0.28 percent) of total operations by 2040 are international departures respectively.

**Figure 34** and **Table 24** present the estimated international departures from SNA. As shown in **Table 24**, the average annual growth rates for the three scenarios varies from maintaining at existing level on the low end to 2.9 percent on the high end. The long-term projected growth rates from 2015 to 2040 are comparable to the forecast global economy and represent a reasonable range of potential international activity growth. Latin America, especially Mexico, is anticipated to remain the most popular international destination for SNA.



**Figure 34. Forecast General Aviation International Departures from SNA**

Source: FAA TFMSC. AECOM analysis.

**Table 24. Forecast General Aviation International Departures from SNA**

Year	Estimated International Departures
<b>Baseline 2016</b>	447
<b>Baseline Scenario</b>	
2021	470
2026	490
2040	550
<b>Low Scenario</b>	
2021	435
2026	420
2040	390
<b>High Scenario</b>	
2021	505
2026	570
2040	800
<b>CAGR (2015 to 2040)</b>	
Baseline Scenario	1.4%
Low Scenario	0%
High Scenario	2.9%

The Airport is considering the provision of CBP inspection services to the general aviation users in the future. If CBP inspection is available, it is anticipated that those international departures originated at SNA will prefer custom clearance at SNA when they return.

For those aircraft entering the US from south of the Mexican border or Pacific, Gulf of Mexico, or Atlantic coastlines, it will depend on whether CBP will grant exemption on the special reporting requirement at designated airports. CBP may grant exemptions to aircraft based at SNA but it is at the discretion of CBP.

The forecast general aviation international departures given in **Table 24** provide the upper bound estimates for potential international arrivals if CBP inspection services will be available at SNA.

## 6.5 Design Aircraft

FAA draft Advisory Circular (AC) No. 150/5000-XX, Critical Aircraft and Regular Use, revision September 23 2015, provides guidance on the determination of Critical Aircraft (also known as Design Aircraft) in the conduct of facility planning studies. It defines design aircraft as the most demanding aircraft type, or group of aircraft with similar characteristics that make regular use of the airport. Regular use is 500 annual operations, excluding touch-and-go operations. The operations count by aircraft make and model is required for the most recent 12-month period of activity that is available.

**Table 25** provides a list of general aviation jet aircraft weighing more than 12,500 pounds and have more than 500 operations from January to December 2016 based on FAA TFMSC records.

The most demanding aircraft with at least 500 operations in the 12-month period from January to December 2016 is the Gulfstream V/G500. The most popular jet aircraft is the Gulfstream IV/G400. These two aircraft models account for over 3,200 operations per year at SNA. One Gulfstream V and nine Gulfstream IV are based at SNA as of October 2016. The average age of these ten Gulfstream V or IV aircraft are less than twenty years old. It is expected that these two aircraft models will remain popular at SNA in the coming years.

FAA AC 150/5300-13A Change 1, Airport Design, recommends that the design aircraft for the purposes of airport geometric design to be a composite aircraft representing a collection of aircraft classified by the three parameters: Aircraft Approach Category (AAC), Airplane Design Group (ADG), and Taxiway Design Group (TDG). Based on the dimensions of the Gulfstream V (wingspan 93.5 feet, cockpit to main gear 43.5 feet, main gear width 16.67 feet) and the approach speed of the Gulfstream IV (without limiting the maximum landing gross weight), the design aircraft to be:

- **AAC – D** (Approach speed 141 knots or more but less than 166 knots)
- **ADG – III** (Wingspan 79 feet or more but less than 118 feet)
- **TDG – 2** (Cockpit to main gear 40 feet or more but less than 65 feet, and main gear width 15 feet or more but less than 20 feet)

**Table 25. General Aviation Jet Aircraft with over 500 Operations in 2016**

Aircraft Model	2016	MTOW (lbs)	Wingspan (feet)	Tail Height (feet)	V <sub>REF</sub> / Approach Speed (knots)
<b>GLF4 - Gulfstream IV/G400</b>	<b>2,394</b>	<b>71,780</b>	<b>77.80</b>	<b>24.40</b>	<b>145*</b>
CL60 - Bombardier Challenger 600/601/604	1,671	47,600	61.80	20.67	125
C56X - Cessna Excel/XLS	1,593	20,200	56.3	17.2	112
CL30 - Bombardier (Canadair) Challenger 300	1,127	38,850	63.8	20.3	117
C750 - Cessna Citation X	1,056	36,100	63.9	19.3	120
C680 - Cessna Citation Sovereign	927	30,300	63.3	20.3	120
C550 - Cessna Citation II/Bravo	905	14,800	52.17	15.00	112
C560 - Cessna Citation V/Ultra/Encore	850	16,630	54.08	15.17	108
F2TH - Dassault Falcon 2000	823	35,800	63.33	23.16	114
<b>GLF5 - Gulfstream V/G500</b>	<b>818</b>	<b>91,000</b>	<b>93.50</b>	<b>25.10</b>	<b>140</b>
C525 - Cessna Citation Jet/CJ1	801	10,600	46.80	13.80	107
H25B - BAe HS 125/700-800/Hawker 800	792	27,403	54.5	18	132
C510 - Cessna Citation Mustang	696	11,850	47.10	14.30	108
PRM1 - Raytheon Premier 1/390 Premier 1	655	12,500	44.50	15.33	108
C650 - Cessna III/VI/VII	581	22,000	53.50	16.80	114

Source: FAA TFMSC. FAA Aircraft Characteristics (December 2009). Appendix 1 of FAA AC 150/5300-13A, Airport Design. Aircraft Manufacturer's technical specifications.

Note: \* The approach speed for GLF4 Gulfstream IV depends on the maximum landing gross weight. In order to be Category C approach, need to limit the maximum landing gross weight. For an approach speed of 145 knots, it is classified as Category D. Abbreviations: MTOW – Maximum takeoff weight. V<sub>REF</sub> – Reference landing speed.



Atlantic Aviation, John Wayne Airport

## 6.6 GA Fuel Flowage

Fueling service at SNA for general aviation aircraft are provided by the two full-service FBOs. There are two main types of fuel supplies:

- Jet A turbine fuel for jet and turboprop engine aircraft, unleaded kerosene based
- 100 Low Leaded (100 LL) aviation gasoline (Avgas) for piston engine aircraft

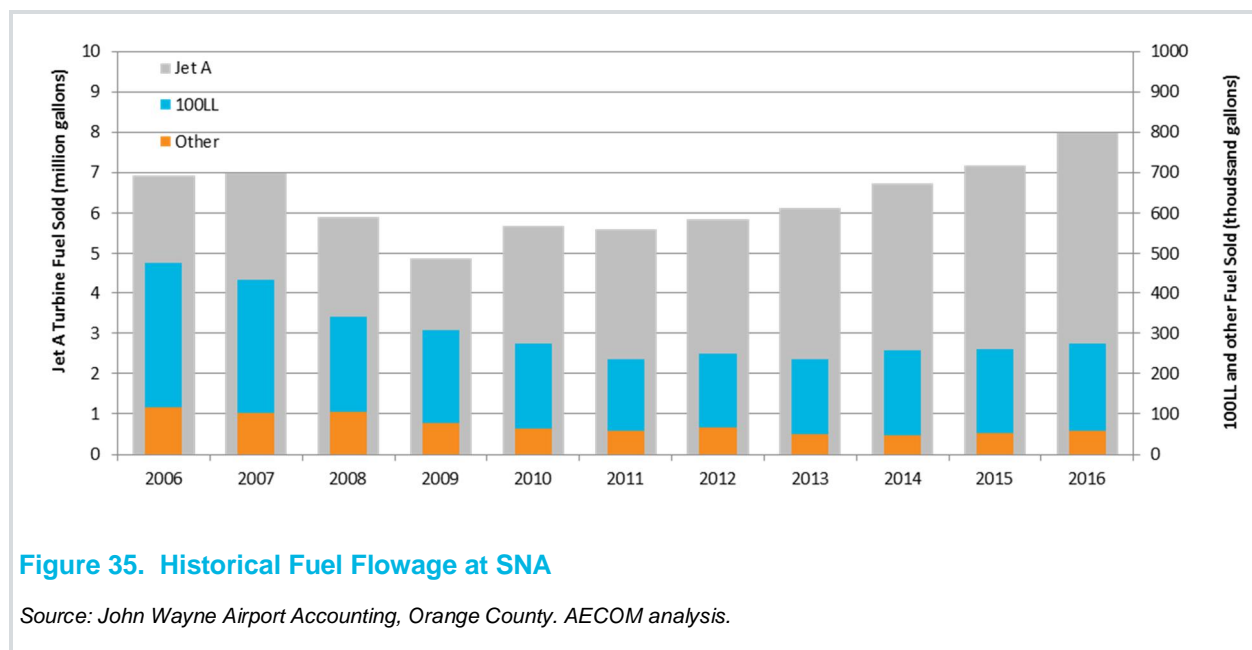
Other fuel sales include motor gasoline (Mogas), diesel, engine oil, and lubricants.

Full-service fueling is provided by FBO staff who typically dispenses fuel from a fuel truck. Fueling service operating hours depend on the FBO.

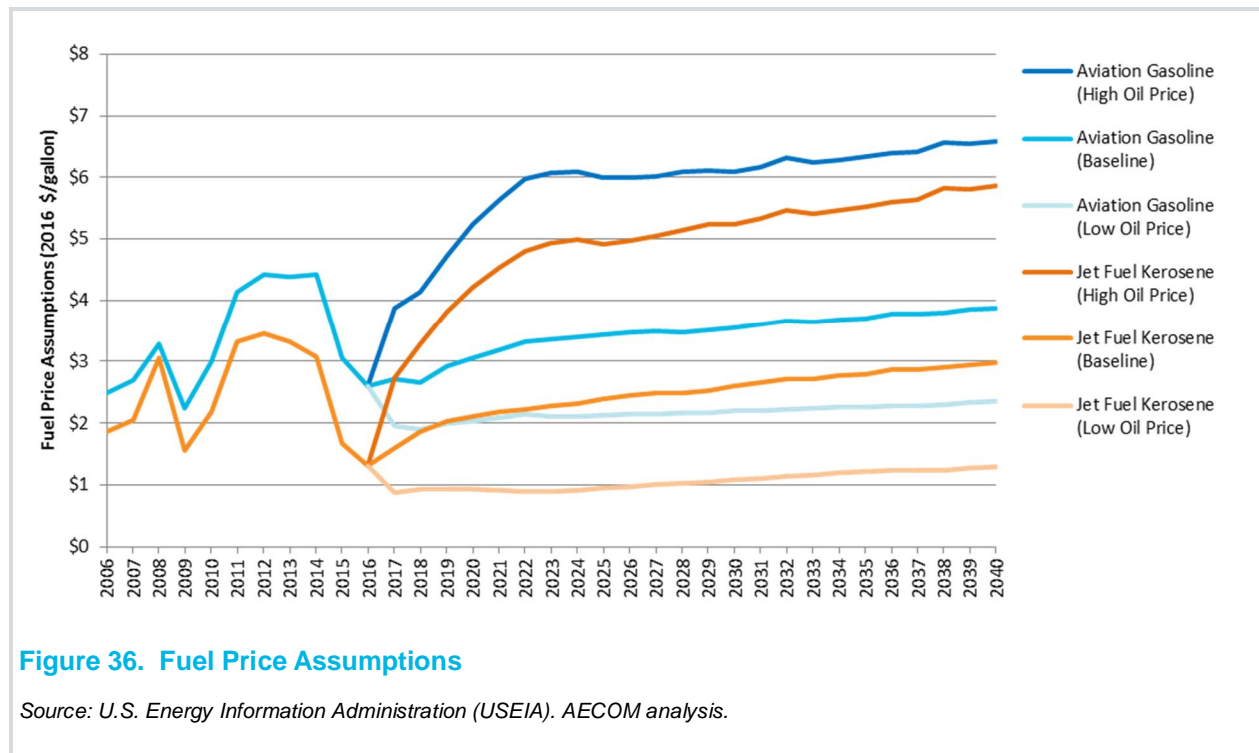
There is no self-service fueling at SNA. Self-service fueling requires the pilot to position the aircraft near the fueling station and dispense the fuel to their aircraft from the automated fueling station.

**Figure 35** summarized the historical fuel sold at SNA. Over 92 percent of the total fuel sales (by volume) at SNA are Jet A turbine fuel and the percentage share has increased continuously to 96 percent in 2016. Since 2011, the Jet A turbine fuel flowage has recorded an average annual growth rate of 7.4 percent per year. There is a strong demand for Jet A fuel with the increasing number of based jet aircraft and jet operations at SNA, as well as the decline in fuel price since late 2014. The volume of Jet A fuel sold at SNA in 2015 and 2016 has exceeded the pre-economic downturn levels in 2006/2007.

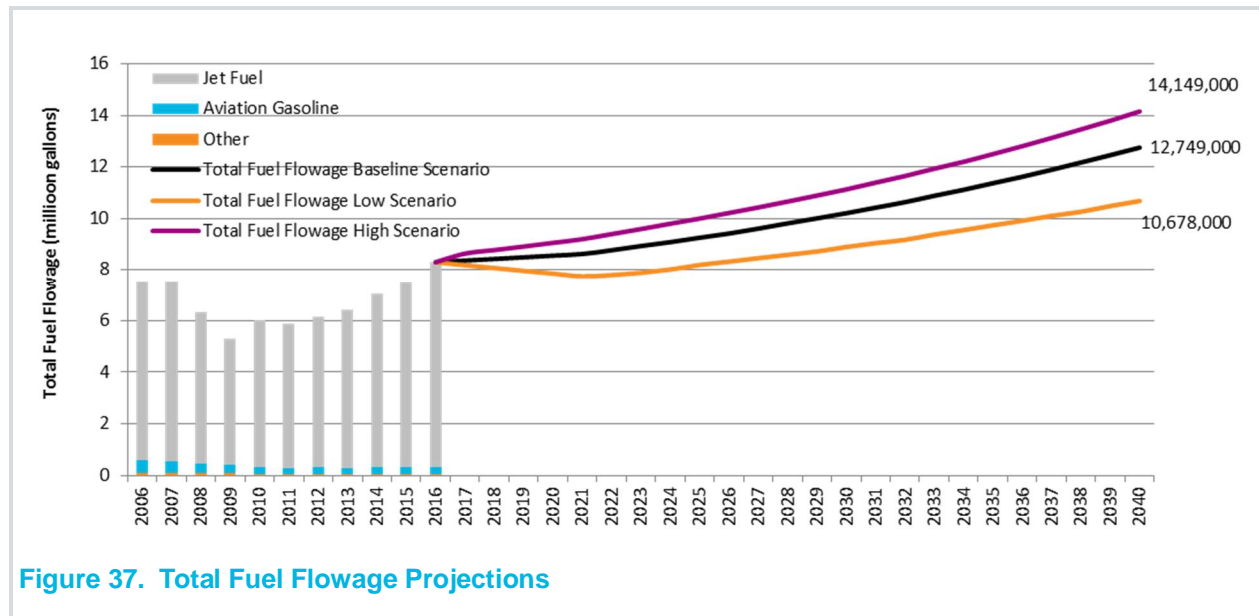
100LL Avgas sold at SNA has decreased from over six percent of total fuel flowage in 2006 to only 3.3 percent in 2016. The continuous decline in 100LL Avgas demand is generally in line with the decrease in based piston aircraft. The drop in fuel price since late 2014 has ceased the decline and stimulated the demand for 100LL Avgas to maintain at a rather steady level in 2014, 2015, and 2016.



The future fuel flowage is estimated from fuel prices projected by USEIA as shown in **Figure 36** and the number of operations for baseline, low, and high scenarios as given in **Table 17** above. Jet A turbine fuel flowage references kerosene Jet fuel prices and jet aircraft operations. 100LL fuel flowage references gasoline prices and piston aircraft operations. Other fuel demand assumes an average percentage of total fuel flowages from the recent five years, i.e. 0.7 percent. This approach assumes the fuel sale prices at SNA reference the national average fuel prices estimated by USEIA. USEIA updates their fuel price projections constantly. It is recommended to review the estimated fuel flowage from time to time to reflect changes in the oil market.



**Figure 37** and **Table 26** summarize the estimated fuel flowage over the planning horizon. The comparison with national projections from the FAA Aerospace Forecast 2017-2037 are given in **Table 27**.



**Table 26. Fuel Flowage Projections for SNA**

Year	Aviation Gasoline (gallons)	Jet A (gallons)	Other (gallons)	Total (gallons)
<b>2016</b>	273,000	7,974,000	59,000	8,306,000
<b>Baseline Scenario</b>				
2021	246,000	8,316,000	61,000	8,623,000
2026	242,000	9,108,000	67,000	9,417,000
2040	235,000	12,424,000	91,000	12,749,000
<b>Low Scenario</b>				
2021	176,000	7,524,000	55,000	7,755,000
2026	149,000	8,118,000	59,000	8,326,000
2040	87,000	10,515,000	76,000	10,678,000
<b>High Scenario</b>				
2021	287,000	8,846,000	65,000	9,198,000
2026	304,000	9,837,000	73,000	10,214,000
2040	362,000	13,687,000	100,000	14,149,000
<b>CAGR (2016 to 2040)</b>				
Baseline Scenario	-0.6%	1.9%	1.8%	1.8%
Low Scenario	-4.6%	1.2%	1.1%	1.1%
High Scenario	1.2%	2.3%	2.3%	2.2%

Note: Numbers may not add up due to rounding. Fuel flowages are rounded to thousand gallons.

**Table 27. Forecast Total Fuel Flowage Growth Rates for General Aviation in the U.S.**

Period	Aviation Gasoline General Aviation	Jet Fuel General Aviation	Total General Aviation
2016-2017	-2.2%	4.8%	3.9%
2016-2026	-0.8%	2.6%	2.2%
2016-2037	-0.4%	1.9%	1.7%

Source: FAA Aerospace Forecast 2017-2037. AECOM analysis.

The FAA is working with the Environmental Protection Agency's (EPA) and the general aviation industry on the Piston Aviation Fuels Initiative (PAFI) to evaluate and identify an acceptable unleaded replacement of the existing aviation gasoline for small airplanes with least impact on the existing fleet. The primary objective of PAFI program is FAA fleetwide authorization of GA aircraft to operation on the PAFI unleaded fuels. The program is scheduled to be completed by 2018 with the FAA authorization and EPA regulatory action. FAA also stated that availability of leaded aviation gasoline remains stable and is projected to be so through the transition. FAA's goal is to achieve minimum disruption to the general aviation industry and with the greatest likelihood of marketplace success.<sup>21</sup> As there is no further information on the potential impact, e.g. price of the unleaded fuel and its performance, the forecast fuel flowage given in this report is based on an equivalent of the existing 100LL available at SNA. It is recommended to revisit the forecast when the new PAFI unleaded fuel becomes available in the market.

<sup>21</sup> FAA PAFI Future Unleaded Aviation Gasoline, July 26, 2016.  
[https://www.faa.gov/about/initiatives/avgas/media/media/pafi\\_airventure\\_2016.pdf](https://www.faa.gov/about/initiatives/avgas/media/media/pafi_airventure_2016.pdf)

## 7. Summary

General aviation is an important component at SNA. The Airport has begun the process of evaluating and planning for the future needs of the general aviation community through a comprehensive General Aviation Improvement Program. The Program includes general aviation demand forecast and analysis. **Table 28** summarizes the unconstrained general aviation demand forecast for 2021, 2026, and 2040, including the estimated based aircraft and general aviation operations for the baseline, low, and high scenarios.

The next task under the GA Improvement Program will define the facility requirements and identify the constraints. The unconstrained forecasts given in this Technical Report will potentially be capped by the outcome of the next task.

**Table 28. SNA Forecast Summary**

Based Aircraft Forecast											
Year	Fixed Wing Piston			Fixed Wing Turbine			Helicopter			Other	Total Based Aircraft
	Single Engine	Multi-Engine	Total	Turbo prop	Turbo Jet	Total	Piston	Turbine	Total	(Glider)	
<b>Oct 2016</b>	338	35	<b>373</b>	26	65	<b>91</b>	6	11	<b>17</b>	<b>1</b>	<b>482</b>
<b>Baseline Scenario</b>											
2021	348	36	<b>384</b>	29	76	<b>105</b>	7	13	<b>20</b>	<b>1</b>	<b>510</b>
2026	359	37	<b>396</b>	32	89	<b>121</b>	7	15	<b>22</b>	<b>1</b>	<b>540</b>
2040	389	40	<b>429</b>	42	141	<b>183</b>	10	22	<b>32</b>	<b>1</b>	<b>645</b>
<b>Low Scenario</b>											
2021	326	34	<b>360</b>	28	75	<b>103</b>	7	12	<b>19</b>	<b>1</b>	<b>483</b>
2026	315	33	<b>348</b>	30	86	<b>116</b>	7	14	<b>21</b>	<b>1</b>	<b>487</b>
2040	285	31	<b>316</b>	38	126	<b>164</b>	9	20	<b>29</b>	<b>1</b>	<b>510</b>
<b>High Scenario</b>											
2021	366	38	<b>404</b>	29	78	<b>107</b>	7	13	<b>20</b>	<b>1</b>	<b>531</b>
2026	395	41	<b>436</b>	32	93	<b>125</b>	8	15	<b>23</b>	<b>1</b>	<b>585</b>
2040	492	51	<b>543</b>	44	152	<b>196</b>	11	24	<b>36</b>	<b>1</b>	<b>775</b>
Annual Operation Forecast											
Year	Air Taxi Operations	General Aviation								Total General Aviation and Air Taxi Operations	
		Itinerant operations	Local Operations								
<b>2016</b>	15,400	90,900	86,500							<b>192,800</b>	
<b>Baseline Scenario</b>											
2021	17,600	93,100	88,600							<b>199,300</b>	
2026	20,200	96,100	91,500							<b>207,800</b>	
2040	30,200	107,500	102,300							<b>240,000</b>	
<b>Low Scenario</b>											
2021	17,200	88,100	83,800							<b>189,100</b>	
2026	19,300	86,300	82,000							<b>187,600</b>	
2040	27,000	84,500	80,300							<b>191,800</b>	

Year	Air Taxi Operations	Annual Operation Forecast		Total General Aviation and Air Taxi Operations
		General Aviation Itinerant operations	Local Operations	
<b>High Scenario</b>				
2021	18,000	97,300	92,600	<b>207,900</b>
2026	21,000	104,400	99,400	<b>224,800</b>
2040	32,700	129,900	123,500	<b>286,100</b>

Note: Numbers may not add up due to rounding.



Signature Flight Support, John Wayne Airport



## Appendix A Drive Distance and Duration to SNA

Area No.	City	Drive Distance (miles)	Drive Duration (HH:MM)
1	Aliso Viejo	14.1	00:17
2	Anaheim	13.8	00:21
3	Brea	20.5	00:26
4	Buena Park	19	00:23
5	Costa Mesa	2.6	00:06
6	Cypress	17	00:28
7	Dana Point	24.6	00:27
8	Fountain Valley	6.1	00:12
9	Fullerton	20.1	00:27
10	Garden Grove	15.2	00:21
11	Huntington Beach	9.6	00:20
12	Irvine	4.4	00:10
13	Laguna Beach	15.3	00:22
14	Laguna Hills	14.8	00:18
15	Laguna Niguel	19.1	00:23
16	Laguna Woods	13.6	00:17
17	La Habra	23.5	00:32
18	Lake Forest	13	00:19
19	La Palma	22.4	00:28
20	Los Alamitos	17.8	00:22
21	Mission Viejo	17.3	00:21
22	Newport Beach	6.1	00:13
23	Orange	8.5	00:16
24	Placentia	16.7	00:22
25	Rancho Santa Margarita	23.2	00:24
26	San Clemente	27.8	00:28
27	San Juan Capistrano	20.9	00:22
28	Santa Ana	8.6	00:18
29	Seal Beach	17.9	00:27
30	Stanton	13.1	00:24
31	Tustin	6.7	00:11
32	Villa Park	11.3	00:16
33	Westminster	10.5	00:18
34	Yorba Linda	18.8	00:23
35	Artesia	24.2	00:28
36	Azusa	41	00:45
37	Baldwin Park	40.2	00:45

Area No.	City	Drive Distance (miles)	Drive Duration (HH:MM)
38	Bell	35.5	00:42
39	Bellflower	24.5	00:29
40	Bell Gardens	31.4	00:39
41	Claremont	37.2	00:41
42	Compton	30.4	00:39
43	Carson	26.7	00:30
44	Cerritos	22.5	00:25
45	Commerce	33	00:39
46	Covina	35.6	00:41
47	Cudahy	35.4	00:42
48	Diamond Bar	28.4	00:32
49	Downey	27.9	00:35
50	El Monte	39.5	00:47
51	Gardena	32	00:39
52	Glendora	39.2	00:45
53	Hawaiian Gardens	20.2	00:26
54	Huntington Park	37.7	00:49
55	Industry	37.9	00:43
56	Irwindale	43	00:47
57	La Habra Heights	30	00:38
58	La Mirada	21.9	00:31
59	La Puente	35	00:42
60	La Verne	34.7	00:40
61	Lakewood	21.9	00:27
62	Lomita	35.8	00:43
63	Long Beach	21.1	00:34
64	Lynwood	31.8	00:36
65	Maywood	36.9	00:41
66	Montebello	32.8	00:44
67	Monterey Park	38.4	00:45
68	Norwalk	24.8	00:29
69	Paramount	27.9	00:35
70	Pico Rivera	30	00:37
71	Pomona	33.1	00:40
72	Rancho Palos Verdes	40.5	00:55
73	Redondo Beach	35.1	00:47
74	Rolling Hills	39.4	00:50

Area No.	City	Drive Distance (miles)	Drive Duration (HH:MM)
75	Rolling Hills Estates	39.1	00:48
76	Rosemead	41.9	00:48
77	San Dimas	35.1	00:39
78	Santa Fe Springs	26.7	00:34
79	Signal Hill	21.3	00:25
80	South El Monte	36.9	00:44
81	South Gate	33.3	00:41
82	Temple City	43.1	00:52
83	Torrance	34.2	00:41
84	Walnut	30.1	00:37
85	West Covina	39.1	00:43
86	Whittier	28	00:41
87	Upland	40.9	00:45
88	Ontario	39.4	00:44
89	Montclair	38.2	00:43
90	Chino Hills	31.2	00:38
91	Chino	34.5	00:39
92	Canyon Lake	56.9	00:57
93	Corona	29.5	00:32
94	Eastvale	37.3	00:39
95	Hemet	74.2	01:15
96	Jurupa Valley	42.6	00:50
97	Lake Elsinore	51.4	00:51
98	Menifee	60.5	01:04
99	Murrieta	61.8	01:00
100	Norco	34.9	00:38
101	Perris	61.4	01:00
102	Riverside	41.7	00:43
103	Temecula	67.9	01:08
104	Wildomar	58.5	00:57
105	Carlsbad	52.9	00:52
106	Oceanside	49.4	00:48
107	San Marcos	64	01:01
108	Vista	59	00:56

## Appendix B SNA Based Aircraft Breakdowns by Type and Location

Record as of October 6, 2016. Original file received "Oct2016-Based Aircraft Report by N#.pdf" and "Oct2016-FBO Based Aircraft Report by N#.pdf".

Type of aircraft and type of engine are based on the registration with FAA.

Location	Type of Aircraft	Number of Based Aircraft	Notes
<b>Atlantic Aviation</b>			
	Single Engine Piston	4	
	Multi Engine Piston	5	
	Multi Engine Turboprop	9	
	Jet Aircraft (Turbojet)	1	
	Jet Aircraft (Turbofan)	23	
	Rotorcraft Piston	3	
	Rotorcraft Turboshift	5	
	<b>Sub-Total</b>	<b>50</b>	
<b>County Facility</b>			
	Glider	1	It is a Valentin Taifun 17E registered as glider (a self-launching glider). It has a single piston engine. Previous records may include it under single engine category instead of glider.
	Single Engine Piston	231	
	Single Engine Turboprop	1	
	Single Engine 4-cycle	17	
	Multi Engine Piston	21	
	Multi Engine Turboprop	6	
	<b>Sub-Total</b>	<b>277</b>	
<b>Executive Hangars</b>			
	Single Engine Piston	71	
	Single Engine Turboprop	1	
	Single Engine 4-cycle	3	
	Multi Engine Piston	8	
	Multi Engine Turboprop	4	
	Jet Aircraft (Turbofan)	3	
	Rotorcraft Piston	2	
	<b>Sub-Total</b>	<b>92</b>	

Location	Type of Aircraft	Number of Based Aircraft	Notes
<b>Signature Flight Support</b>			
	Single Engine Piston	10	
	Single Engine Turboprop	2	
	Multi Engine Piston	1	
	Multi Engine Turboprop	2	
	Jet Aircraft (Turbojet)	1	
	Jet Aircraft (Turbofan)	31	
	Rotorcraft Piston	1	
	Rotorcraft Turboshaft	5	Included N183SD and N184SD owned by the County of Orange Sheriff Coroner Department and Air Support, respectively.
	<b>Sub-Total</b>	<b>53</b>	
<b>Southcoast Associates</b>			
	Multi Engine Turboprop	1	
	Jet Aircraft (Turbofan)	6	
	Rotorcraft Turboshaft	1	
	<b>Sub-Total</b>	<b>8</b>	Excluded two helicopters (N503LA and N69BK) previously owned by Umbral Services kept at Hangar 06 which have been relocated (to be double confirmed)
<b>Martin Aviation (Tie-Down)</b>			
	Single Engine Piston	2	
	<b>Sub-Total</b>	<b>2</b>	Excluded one multi engine turboprop and three jet aircraft (turbofan) which are under maintenance services. Based on the interview with Martin Aviation which only service turbine aircraft.
<b>Martin Aviation (Museum)</b>			
			Excluded one single engine piston and five multi engine piston which are on display in the Lyon Air Museum.
<b>Grand Total</b>		<b>482</b>	

Source: N-Number Records provided by the Airport (October 6, 2016). AECOM analysis.

Summary of Aircraft received. Original file "Aircraft Percentage Stats.docx".

Helicopters =18	FBO	County
Ramp/Tie-down	2	
Box Hangar	10	
Community Hangar	6	
T-Hangar		
Shade Structure		
<b>Total</b>	<b>18</b>	

Turboprop = 12	FBO	County
Ramp/Tie-down	7	2
Community Hangar	3	
<b>Total</b>	<b>10</b>	<b>2</b>

Jet = 67	FBO	County
Ramp/Tie-down	30	
Box Hangar	27	
Community Hangar	10	
<b>Total</b>	<b>67</b>	

Twins = 40	FBO	County
Ramp/Tie-down	6	18
Box Hangar	11	
Community Hangar	1	
T-Hangar		
Shade Structure		4
<b>Total</b>	<b>18</b>	<b>22</b>

Singles = 346	FBO	County
Ramp/Tie-down	5	188
Box Hangar	5	
Community Hangar	1	
T-Hangar	84	11
Shade Structure		52
<b>Total</b>	<b>95</b>	<b>251</b>

**Grand Total:** 208 at FBO + 275 at County Facility = **483** based aircraft

## Appendix C Supplementary Information on Forecast Models

This appendix documents the supplementary information for the forecast models.

Regression equation for the forecast based aircraft in CMA:

$$y = 1636.20 - 663.16 x_1 + 16.78 x_2$$

$x_1$  = aviation gasoline price at prior year in 2015 dollars per gallon

$x_2$  = information and professional services employments in Orange County, in thousands

R square = 0.93

Active private and student pilot population distribution in the CMA is given below:

Area No.	City	Private Pilot	Student Pilot
1	Aliso Viejo	22	12
2	Anaheim	65	51
3	Brea	26	16
4	Buena Park	12	15
5	Costa Mesa	50	29
6	Cypress	19	13
7	Dana Point	19	10
8	Fountain Valley	15	11
9	Fullerton	63	33
10	Garden Grove	24	19
11	Huntington Beach	130	75
12	Irvine	107	116
13	Laguna Beach	38	20
14	Laguna Hills	33	14
15	Laguna Niguel	48	34
16	Laguna Woods	5	1
17	La Habra	12	6
18	Lake Forest	26	10
19	La Palma	5	4
20	Los Alamitos	10	6
21	Mission Viejo	44	29
22	Newport Beach	107	57
23	Orange	54	27
24	Placentia	17	11

Area No.	City	Private Pilot	Student Pilot
25	Rancho Santa Margarita	0	0
26	San Clemente	41	25
27	San Juan Capistrano	18	8
28	Santa Ana	60	40
29	Seal Beach	16	13
30	Stanton	4	8
31	Tustin	21	19
32	Villa Park	6	1
33	Westminster	14	6
34	Yorba Linda	68	25
35	Artesia	0	4
36	Azusa	11	4
37	Baldwin Park	3	5
38	Bell	0	4
39	Bellflower	10	10
40	Bell Gardens	1	1
41	Claremont	32	7
42	Compton	2	4
43	Carson	9	8
44	Cerritos	16	9
45	Commerce	1	1
46	Covina	20	15
47	Cudahy	0	1

Area No.	City	Private Pilot	Student Pilot
48	Diamond Bar	20	15
49	Downey	12	14
50	El Monte	19	22
51	Gardena	15	7
52	Glendora	25	17
53	Hawaiian Gardens	0	1
54	Huntington Park	1	4
55	Industry	0	0
56	Irwindale	0	0
57	La Habra Heights	5	2
58	La Mirada	7	8
59	La Puente	4	10
60	La Verne	18	17
61	Lakewood	18	16
62	Lomita	14	3
63	Long Beach	159	127
64	Lynwood	2	3
65	Maywood	0	0
66	Montebello	2	4
67	Monterey Park	3	13
68	Norwalk	7	12
69	Paramount	2	1
70	Pico Rivera	2	5
71	Pomona	19	18
72	Rancho Palos Verdes	0	0
73	Redondo Beach	80	24
74	Rolling Hills	10	0
75	Rolling Hills Estates	0	0
76	Rosemead	4	6
77	San Dimas	21	7
78	Santa Fe Springs	1	2
79	Signal Hill	11	2

Area No.	City	Private Pilot	Student Pilot
80	South El Monte	3	2
81	South Gate	1	5
82	Temple City	10	6
83	Torrance	78	33
84	Walnut	14	14
85	West Covina	27	20
86	Whittier	40	15
87	Upland	66	30
88	Ontario	26	22
89	Montclair	5	7
90	Chino Hills	56	29
91	Chino	21	23
92	Canyon Lake	14	5
93	Corona	100	37
94	Eastvale	9	7
95	Hemet	45	20
96	Jurupa Valley	1	1
97	Lake Elsinore	11	14
98	Menifee	13	21
99	Murrieta	80	42
100	Norco	17	12
101	Perris	14	12
102	Riverside	176	106
103	Temecula	106	58
104	Wildomar	14	7
105	Carlsbad	130	61
106	Oceanside	74	69
107	San Marcos	37	26
108	Vista	50	23

Source: FAA Airmen Registration Data 2011 to 2016  
 AECOM analysis.

Summary of airfield and airport facilities, services and business available, and posted fuel prices for the 15 airports in CMA reference the following information:

- California Aviation System Plan 2013 Inventory Element, September 2013
- FAA Form 5010-1
- AirNav.com accessed October 17, 2016

A copy of these reference materials is attached herewith for record.

The NBAA recommended optimum and acceptable requirements for business aircraft is given below:

	<b>OPTIMUM</b>		<b>ACCEPTABLE</b>	
<b>RUNWAYS**</b>	Dimensions (ft.)	Weight Capacity (lbs.)	Dimensions (feet)	Weight Capacity (lbs.)
Heavy Jet (above 50,000 lbs.)	7,500 by 150	120,000	5,500 by 100	75,000
Medium Jet (up to 50,000 lbs.)	5,500 by 100	75,000	5,000 by 100	50,000
Light Jet (up to 25,000 lbs.)	4,500 by 100	50,000	4,000 by 75	20,000
Very Light Jet/Turboprop (up to 12,500 lbs.)	4,000 by 75	25,000	3,000 by 60	15,000
	Taxiways for all runways Stabilized overruns on longest runway 200 by 300 ft. ramp area minimum		Adequate ramp area for maneuvering/parking	
<b>ATC TOWER</b>	24 hours		None	
<b>LIGHTING</b>	Full approach light system High intensity runway lights Visual glide scope indicator – all runways		REIL or ODALS Medium intensity runway lights Visual glide scope on instrument runway Pilot controlled lights	
<b>INSTRUMENT PROCEDURES</b>	RNAV SIDs/STARs***		RNAV SIDs/STARs	
<b>WEATHER REPORTING</b>	ASOS		AWOS	
<b>SERVICES</b>	Full-service FBO**** Transient hangar space FAR Part 107 type security De-icing (where applicable)		Enclosed passenger waiting area Fuel/tie downs Elementary security Telephone	
<b>MAINTENANCE</b>	FAA Part 145 repair station		Minimal maintenance (tire/battery service, etc.)	
<b>AMENITIES</b>	Nearby hotel/motel Nearby restaurant		Distant hotel/motel Vending machines	
<p>* These NBAA guidelines are not intended to replace actual FAA design standards.                      ** Sea level requirements.                      *** RNP/SAAAR where operationally advantageous.                      **** Staffed 24/7, fuel, passenger and crew lounge, rental cars, shuttle/crew car, vending machines.</p> <p>Note: When an airport takes federal financial assistance from the FAA for airport expansion and development, then the airport must develop to specific FAA standards, including runway length, width, weight-bearing capacity, eligibility for partial or full taxiways, and other requirements. The above table is not intended to replace or override airport requirements under federal AIP funding regulation.</p>				

Source: National Business Aviation (NBAA), Airports Handbook 2009.

Note: These NBAA guidelines are not intended to replace the FAA design standards. Reference should also be made on actual aircraft performance requirements.



Comparative performance on airfield facilities:

Airports	ATCT (Y/N)	No. of runways	Runway Length (the longest one that GA can use)	single wheel type landing gear gross weight strength of the runway in thousands of pounds	AWOS
SNA	Y	2	5701	S70	Y
CNO	Y	2 + 1 crosswind	7000	S75	Y
TOA	Y	2	5001	S30	N
LGB	Y	1 + 2	10001, 6191, 5421	S30	Y
CRQ	Y	1	4879	S60	Y
FUL	Y	1	3121	S12.5	Y
EMT	Y	1	3995	S12.5	N
POC	Y	2	4840	S26	N
AJO	N	1	3200	S12.5	Y
F70	N	1	6000	S30	Y
RAL	Y	1 + 1 crosswind	5401	S48	Y
CPM	N	2	3323	S14.5	N
OKB	N	1	2712	S12	Y
HMT	N	2	4314	S80	Y
ONT	Y	2	12197	S30	Y

	SNA	CNO	TOA	LGB	CRQ	FUL	EMT	POC	AJO	F70	RAL	CPM	OKB	HMT	ONT	Total P	P + O	%
SNA		O	P	O	P	P	P	P	P	P	P	P	P	P	O	11	11	10.48%
CNO			P	O	P	P	P	P	P	P	P	P	P	P	O	11	12	11.43%
TOA				O	P	P	P	P	P	P	O	P	P	P	O	9	9	8.57%
LGB					P	P	P	P	P	P	P	P	P	P	P	11	14	13.33%
CRQ						P	P	O	P	P	O	P	P	P	O	7	7	6.67%
FUL							O	O	P	P	O	P	P	O	O	4	4	3.81%
EMT								O	P	P	O	P	P	O	O	4	5	4.76%
POC									P	P	O	P	P	P	O	5	8	7.62%
AJO										O	O	P	P	O	O	2	2	1.90%
F70											O	P	P	O	O	2	3	2.86%
RAL												P	P	P	O	3	10	9.52%
CPM													P	O	O	1	1	0.95%
OKB														O	O	0	0	0.00%
HMT															O	0	6	5.71%
ONT																0	13	12.38%
Total O	0	1	0	3	0	0	1	3	0	1	7	0	0	6	13		105	100.00%

Comparative performance on aircraft parking and storage facilities:

	T-hangars	Tie Downs	Shelters	Transient	Non T-Hangar	Total
SNA	65	240	60		158	523
CNO	507		0	150		657
TOA	341	173		23		537
LGB	107		0			107
CRQ	52	301	0	10	50	413
FUL	187	157		25		369
EMT	267	290	0	28		585
POC	337	200+	0	40		577
AJO	276		0	18	150-200	469
F70	237	211	0	25		473
RAL	130	110	1	44	18	303
CPM	157	141	0	10		308
OKB	34	45	0	7	0	86
HMT	117	63	0	10		190
ONT	0		0			0
						5597

	SNA	CNO	TOA	LGB	CRQ	FUL	EMT	POC	AJO	F70	RAL	CPM	OKB	HMT	ONT	Total P	P + O	%
SNA		0	0	P	P	P	0	0	P	P	P	P	P	P	P	10	10	9.52%
CNO			P	P	P	P	P	P	P	P	P	P	P	P	P	13	14	13.33%
TOA				P	P	P	0	0	P	P	P	P	P	P	P	10	11	10.48%
LGB					0	0	0	0	0	0	0	0	P	0	P	2	2	1.90%
CRQ						P	0	0	0	0	P	P	P	P	P	6	7	6.67%
FUL							0	0	0	0	P	P	P	P	P	5	6	5.71%
EMT								P	P	P	P	P	P	P	P	8	13	12.38%
POC									P	P	P	P	P	P	P	7	12	11.43%
AJO										0	P	P	P	P	P	5	8	7.62%
F70											P	P	P	P	P	5	9	8.57%
RAL												0	P	P	P	3	4	3.81%
CPM													P	P	P	3	5	4.76%
OKB														P	P	1	1	0.95%
HMT															P	1	3	2.86%
ONT																0	0	0.00%
Total O	0	1	1	0	1	1	5	5	3	4	1	2	0	2	0		105	100.00%

Comparative performance on services:

	Food Available	Restrooms	Public Phone	Taxi	Based Fire/ Law Enforce Aircraft	Disaster/ Emergency Services	Medical Emergency	Search and Rescue	Training	Sport Flying	Tourism	Gliders	Parachute	Ultralights	Rental Car	Public Transit	Avionics Repair	Prop Service	Aircraft Rental/ Sales	Power Plant Repair	Airframe Repair
SNA	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	Y	Major	Major
CNO	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	Y	N	Y	Y	Y	Major	Major
TOA	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	Y	Major	Major
LGB	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y	Y	Y	N	Y	Major	Major
CRQ	Y	Y	N	Y	N	Y	Y	Y	Y	N	Y	N	N	N	Y	Y	Y	N	Y	Major	Major
FUL	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y	Y	N	N	Y	Major	Major
EMT	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	Y	Y	N	N	Y	Major	Major
POC	Y	Y	Y	Y	Y	Y	Y	Y	N	N	Y	N	N	N	Y	Y	N	N	Y	Major	Major
AJO	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	Y	N	Y	N	Y	Major	Major
F70	Y	Y	Y	Y	N	Y	Y	N	Y	Y	Y	N	N	N	Y	N	Y	N	Y	Major	Major
RAL	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	Y	Y	Y	N	Y	Major	Major
CPM	N	Y	Y	Y	N	Y	Y	N	Y	Y	Y	N	N	N	Y	Y	N	Y	Y	Major	Major
OKB	N	Y	N	Y	N	Y	Y	Y	N	Y	Y	N	Y	N	Y	Y	N	Y	N	NONE	NONE
HMT	Y	Y	Y	Y	Y	Y	N	N	Y	Y	Y	Y	N	Y	Y	N	N	Y	Y	Major	Major
ONT	Y	Y	Y	Y	Y	Y	Y	Y	N	N	Y	N	N	N	Y	Y	N	N	Y	Major	Major

	SNA	CNO	TOA	LGB	CRQ	FUL	EMT	POC	AJO	F70	RAL	CPM	OKB	HMT	ONT	Total P	P + O	%
SNA		P	P	P	P	P	P	P	P	P	P	P	P	P	P	14	14	13.33%
CNO			O	O	P	P	P	P	P	P	P	P	P	P	P	11	11	10.48%
TOA				O	P	P	P	P	P	P	P	P	P	P	P	11	12	11.43%
LGB					P	P	P	P	P	P	P	P	P	P	P	11	13	12.38%
CRQ						O	P	P	O	P	O	P	P	P	P	7	7	6.67%
FUL							P	P	P	P	P	P	P	P	P	9	10	9.52%
EMT								P	O	P	P	P	P	O	P	6	6	5.71%
POC									O	P	P	P	P	O	P	5	5	4.76%
AJO										P	P	P	P	O	P	5	8	7.62%
F70											P	P	P	O	P	4	4	3.81%
RAL												P	P	O	P	3	4	3.81%
CPM													P	O	P	2	2	1.90%
OKB														O	O	0	0	0.00%
HMT															P	1	8	7.62%
ONT																0	1	0.95%
Total O	0	0	1	2	0	1	0	0	3	0	1	0	0	7	1		105	100.00%

Comparative performance on FBO and support business:

Airports	FBO Business Name	Support Business Name
SNA	Signature Flight Support	Regency Air
	Atlantic	Paragon Airways
		Martin Aviation
		Jay's Aircraft Maintenance
		Orange County Flight Center
	Western Avionics	
CNO	Encore Jet Center	DeBritton Aviation LTD.
	Threshold Aviation Group	DuBois Aviation
	Flying Tigers Aviation	Alliance International Aviation
		Aircraftsman, Inc.
	Flo's Airport Café	
LGB	Signature Flight Support	ATP
	AirFlite	Pacific Air Center
	JFI JetCenter	Tom's Aircraft Maintenance
	Pacific Jet Center	Flight Safety International
CRQ	WF	ATP
	JetSource	Loft
	Magellan Aviation	Pacific Coast Flyers
	Atlantic	Leading Edge Aviation
FUL	AFI Flight Training Center	Air Combat USA
	General Aviation Co., Inc.	
EMT	Billion Air Aviation	
	American Airports Corp.	
POC	American Airports Corp.	
AJO	Corona Air Ventures	
F70	The Jet Center	
	RAS Jetport	
	French Valley Hangars	
RAL	RAS Jetport	Raincross Fuel & Oil, Inc.
CPM	American Airports Corp.	
OKB	Airport Property Ventures	Oceanside Airport Association
HMT	Hemet-Ryan Aviation	
ONT	Guardian Jet Center	Jet Zone, Inc
TOA	Great American Aviation	Rolling Hills Aviation
	Torrance Flite Park, LLC	
	South Bay Aviation	

	SNA	CNO	TOA	LGB	CRQ	FUL	EMT	POC	AJO	F70	RAL	CPM	OKB	HMT	ONT	Total P	P + O	%
SNA		T	P	T	T	P	P	P	P	P	P	P	P	P	P	11	11	12.79%
CNO			P	T	T	P	P	P	P	P	P	P	P	P	P	11	11	12.79%
TOA				O	O	P	P	P	P	P	P	P	P	P	P	10	10	11.63%
LGB					T	P	P	P	P	P	P	P	P	P	P	10	11	12.79%
CRQ						P	P	P	P	P	P	P	P	P	P	10	11	12.79%
FUL							P	P	P	T	P	P	P	P	P	8	8	9.30%
EMT								P	P	O	T	P	T	P	T	4	4	4.65%
POC									T	O	O	T	O	T	O	0	0	0.00%
AJO										O	O	T	O	T	O	0	0	0.00%
F70											P	P	P	P	P	5	8	9.30%
RAL												P	T	P	T	2	4	4.65%
CPM													O	T	O	0	0	0.00%
OKB														P	T	1	4	4.65%
HMT															O	0	0	0.00%
ONT																0	4	4.65%
Total O	0	0	0	1	1	0	0	0	0	3	2	0	3	0	4		86	100.00%

Mathematically, the distribution model is given below:

$$P_i(k) = \frac{U_i(k)}{\sum_{i=1, j=1}^{A,C} U_i(j)}$$

where,

$$U_i(j) = a_0 + a_1 d_{ij} + \sum_{l=1}^L a_{l+1} x_{l+1,j}$$

$i$  = planning areas (cities) in the CMA = 1, ..., C

$j$  = airports in the CMA = 1, ..., A

$d_{ij}$  = driving duration in minutes between airport  $j$  and planning area  $i$

$x_{l+1,j}$  = factors/attributes representing the level of services provided by airport  $j$

$a$  = coefficients representing the sensitivity of each impact factors

$U_i(j)$  = the perceived utility provided by an airport  $j$  to aircraft owners in planning area  $i$

$P_i(k)$  = the probability of an airport  $k$  attracting the owners in planning area  $i$

The number of based aircraft at SNA is obtained by summing up the probabilities for each planning areas to SNA.

The coefficients for the utility function for the distribution model are given below:

$$U_i(j) = -1.038 + 1.3161 d_{ij} + 0.0094 x_{2j} + 0.1049 x_{3j} + 0.1044 x_{4j} \\ + 0.0956 x_{5j} + 0.3146 x_{6j} + 0.35 x_{7j}$$

$d_{ij}$  = diving duration in minutes between airport  $j$  and planning area  $i$

$x_{2j}$  = comparative performance of 15 airports on airfield facilities

$x_{3j}$  = comparative performance of 15 airports on aircraft parking and storage facilities

$x_{4j}$  = comparative performance of 15 airports on services

$x_{5j}$  = comparative performance of 15 airports on FBO and support business

$x_{6j}$  = other unique impact factors e.g. availability of CBP for GA.

$x_{7j}$  = existing share of based aircraft in the CMA

The regression equation for the aviation gasoline flowage is given below:

$$y = -5.499 \times 10^4 - 1.938 \times 10^4 x_1 + 2.474 x_2$$

$x_1$  = aviation gasoline price in 2016 dollars per gallon

$x_2$  = piston aircraft annual operations

R square = 0.95

The regression equation for the jet fuel flowage is given below:

$$y = 3.908 \times 10^6 - 3.109 \times 10^5 x_1 + 136.7 x_2$$

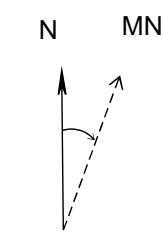
$x_1$  = jet fuel kerosene price in 2016 dollars per gallon

$x_2$  = jet aircraft annual operations

R square = 0.91

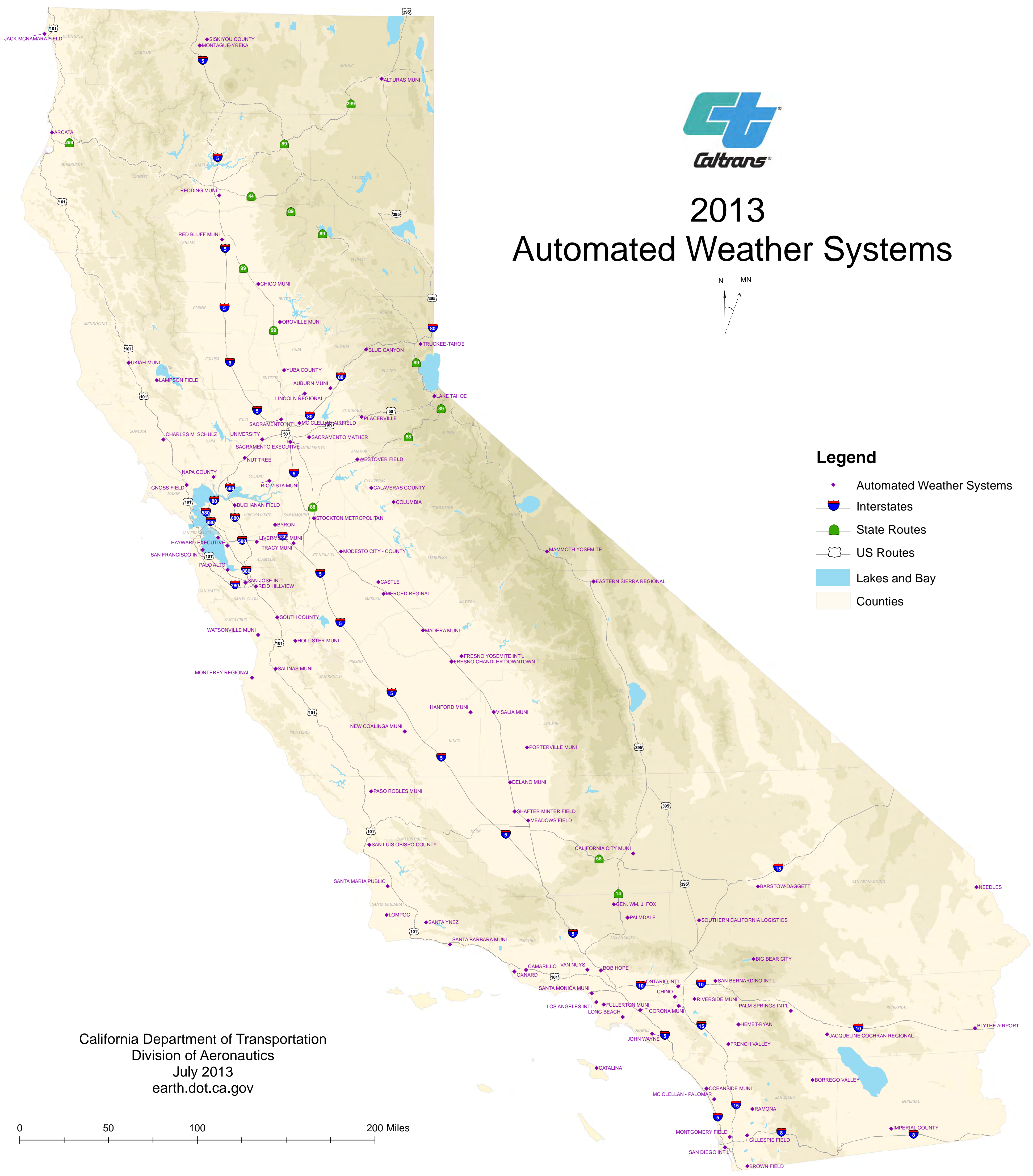


# 2013 Automated Weather Systems

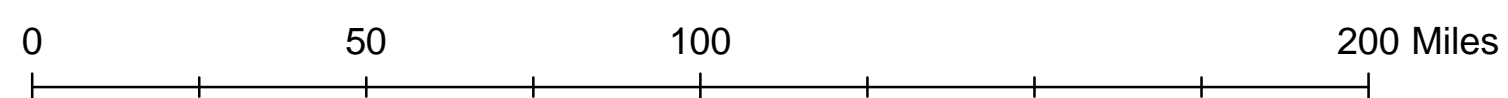


## Legend

- ◆ Automated Weather Systems
- Interstates
- State Routes
- US Routes
- Lakes and Bay
- Counties



California Department of Transportation  
Division of Aeronautics  
July 2013  
earth.dot.ca.gov



## AUTOMATED WEATHER OBSERVATION SYSTEM

## LOCATIONS STATEWIDE

County	Airport	AWOS/ASOS/ATIS Frequency	AWOS/ASOS/ATIS Phone Number	Latitude	Longitude	Unique Identifier FAA Site Code
ALAMEDA	HA YW ARD EXECUTIVE	126.700 (ATIS/ASOS)	510-786-3988 (ATIS) 510-786-3052 (ASOS)	37-39-33.355N	122-07-20.670W	HWD
ALAMEDA	LIVERMORE MUNI	119.650 (ATIS/ASOS)	925-447-9516 (ATIS) 925-606-5412 (ASOS)	37-41-36.238N	121-49-13.267W	LVK
ALAMEDA	METROPOLITAN OAKLAND INTL	133.775 (ATIS/ASOS)	510-635-5850 (ATIS) 510-383-9514 (ASOS)	37-43-16.647N	122-13-14.580W	OAK
AMADOR	WESTOVER FIELD	121.125 (AWOS III)	209-257-1292 (AWOS III)	38-22-36.484N	120-47-38.067W	JAQ
BUTTE	CHICO MUNI	119.675 (AWOS III)	530-879-3850 (AWOS III)	39-47-43.378N	121-51-30.323W	CIC
BUTTE	OROVILLE MUNI	121.425 (ASOS)	530-533-5792 (ASOS)	39-29-15.900N	121-37-19.200W	OVE
CALA VERAS	CALA VERAS COUNTY	118.525 (AWOS III)	209-736-2523 (AWOS III)	38-08-46.019N	120-38-53.424W	CPU
CONTRA COSTA	BUCHANAN FIELD	124.7 (ATIS/ASOS)	925-685-4567 (ATIS) 925-689-2077 (ASOS)	37-59-22.763N	122-03-24.830W	CCR
CONTRA COSTA	BYRON	123.775 (AWOS III)	925-634-0906 (AWOS III)	37-50-09.734N	121-38-13.823W	C83
DEL NORTE	JACK MCNAMARA FIELD	119.925 (ASOS)	707-465-5458 (ASOS)	41-46-48.566N	124-14-11.520W	CEC
EL DORADO	LAKE TAHOE	124.725 (ASOS)	530-541-5739 (ASOS)	38-53-37.974N	119-59-43.205W	TVL
EL DORADO	PLACERVILLE	128.125 (AWOS)	530-622-5698 (AWOS)	38-43-27.185N	120-45-11.970W	PVF
FRESNO	FRESNO CHANDLER DOWNTOWN	135.225 (AWOS III/ASOS)	559-488-1040 (AWOS III) 559-255-3413 (ASOS)	36-43-56.514N	119-49-11.626W	FCH
FRESNO	FRESNO YOSEMITE INT'L	121.350 (ATIS)	559-252-8020 (ATIS)	36-46-34.300N	119-43-05.300W	FAT
FRESNO	NEW COALINGA MUNI	119.275 (AWOS III)	559-935-5960 (AWOS III)	36-09-47.300N	120-17-37.730W	C80
HUMBOLDT	ARCATA	118.525 (ASOS)	707-839-7439 (ASOS)	40-58-41.215N	124-06-31.028W	ACV
IMPERIAL	IMPERIAL COUNTY	132.175 (ASOS)	760-355-2851 (ASOS)	32-50-03.193N	115-34-43.484W	IPL
INYO	EASTERN SIERRA REGIONAL	119.025 (ASOS)	760-872-2658 (ASOS)	37-22-23.144N	118-21-48.992W	BIH
KERN	CALIFORNIA CITY MUNI	120.875 (AWOS I)	760-373-7670 (AWOS I)	35-09-04.511N	118-01-00.000W	L71
KERN	DELANO MUNI	119.550 (AWOS III)	661-721-2668 (AWOS III)	35-44-44.090N	119-14-11.414W	DLO
KERN	MEADOWS FIELD	118.6 (ATIS/ASOS)	(661-399-9425 ATIS) 661-393-3766 (ASOS)	35-26-00.953N	119-03-24.365W	BFL
KERN	SHAFTER MINTER FIELD	121.125 (AWOS III)	661-393-8596 (AWOS III)	35-30-27N	119-11-32W	MIT
KINGS	HANFORD MUNI	134.750 (ASOS)	559-585-8076 (ASOS)	36-19-06.679N	119-37-43.923W	HJO
LAKE	LAMPSON FIELD	118.350 (AWOS II)	707-262-0380 (AWOS II)	38-59-24.629N	122-53-58.983W	IO2
LOS ANGELES	BOB HOPE	134.500 (ATIS/ASOS)	818-843-6633 (ATIS) 818-841-1384 (ASOS)	34-12-02.4N	118-21-31.2W	BUR
LOS ANGELES	CATALINA	120.675 (ASOS)	310-510-9641 (ASOS)	33-24-17.800N	118-24-57.100W	AVX
LOS ANGELES	GENERAL WILLIAM. J. FOX FIELD	126.300 (ATIS/ASOS)	NO PHONE (ATIS) 661-949-2840 (ASOS)	34-44-27.454N	118-13-08.216W	WJF
LOS ANGELES	JACK NORTHROP FIELD	118.4 (ATIS/ASOS)	310-675-7945 (ATIS) 310-973-8930 (ASOS)	33-55-22.223N	118-20-06.674W	HHR
LOS ANGELES	LONG BEACH	127.750 (ATIS/ASOS)	562-595-8564 (ATIS) 562-424-0572 (ASOS)	33-49-03.800N	118-09-05.800W	LGB
LOS ANGELES	LOS ANGELES INTL	133.800 Arrival 135.65 Departure	310-646-2297 (ATIS) 310-584-1486 (ASOS)	33-56-33.130N	118-24-29.068W	LAX
LOS ANGELES	PALMDALE	118.275 (ASOS)	661-272-3798 (ASOS)	34-37-45.800N	118-05-04.390W	
LOS ANGELES	SANTA MONICA MUNI	119.150 (ATIS/ASOS)	310-392-6453 (ASOS) 310-450-4620 (ATIS)	34-00-56.959N	118-27-04.666W	SMO
LOS ANGELES	VAN NUYS	118.45 (ATIS/ASOS)	818-904-9213 (ASOS) 818-780-4993 (ATIS)	34-12-35.315N	118-29-23.904W	VNY
MADERA	MADERA MUNI	134.725 (ASOS)	559-674-1781 (ASOS)	36-59-08.583N	120-06-43.144W	MAE
MARIN	GNOSS FIELD	120.675 (AWOS III)	415-897-2236 (AWOS III)	38-08-36.670N	122-33-25.980W	DVO
MENDOCINO	UKIAH MUNI	119.275 (ASOS)	707-462-7343 (ASOS)	39-07-33.446N	123-12-03.078W	UKI



**AUTOMATED WEATHER OBSERVATION SYSTEM**

**LOCATIONS STATEWIDE (continued)**

County	Airport	AWOS/ASOS/ATIS Frequency	AWOS/ASOS/ATIS Phone Number	Latitude	Longitude	Unique Identifier FAA Site Code
MERCED	CASTLE	124.475 (AWOS III)	209-725-0104 (AWOS III)	37-22-49.730N	120-34-05.480W	MER
MERCED	MERCED REGIONAL	132.175 (ASOS)	209-381-0926 (ASOS)	37-17-05.023N	120-30-49.989W	MCE
MODOC	ALTURAS MUNI	124.175 (ASOS)	530-233-5251 (ASOS)	41-28-58.800N	120-33-55.300W	AAT
MONO	MAMMOTH YOSEMITE	118.050 (AWOS III)	760-934-6020 (AWOS III)	37-37-26.575N	118-50-15.980W	MMH
MONTEREY	MONTEREY REGIONAL	119.250 (ATIS/ASOS)	831-375-7433 (ATIS) 831-642-0241 (ASOS)	36-35-13.137N	121-50-34.612W	MRY
MONTEREY	SALINAS MUNI	124.850 (ATIS)	831-422-2830 (ASOS)	36-39-47.555N	121-36-22.597W	SNS
NAPA	NAPA COUNTY	124.050 (ATIS/ASOS)	707-255-2847 (ATIS) 707-252-7916 (ASOS)	38-12-47.500N	122-16-50.500W	APC
NEVADA	NEVADA COUNTY	121.325 (AWOS III)	530-273-0029 (AWOS III)	39-13-26.500N	121-00-11.100W	GOO
NEVADA	TRUCKEE-TAHOE	118.000 (AWOS III)	530-587-4599 (AWOS III)	39-19-12.152N	120-08-22.426W	TRK
ORANGE	FULLERTON MUNI	125.05 (ATIS/ASOS)	714-870-6222 (ATIS) 714-870-1372 (ASOS)	33-52-19.251N	117-58-47.223W	FUL
ORANGE	JOHN WAYNE	126.000 (ATIS/ASOS)	714-546-2279 (ATIS) 714-424-0590 (ASOS)	33-40-32.371N	117-52-05.601W	SNA
PLACER	AUBURN MUNI	119.375 (AWOS III)	530-888-8934 (AWOS III)	38-57-17.170N	121-04-55.490W	AUN
PLACER	BLUE CANYON	120.075 (ASOS)	530-389-2091 (ASOS)	39-16-29.640N	120-42-33.765W	BLU
PLACER	LINCOLN REGIONAL	124.250 (AWOS III)	916-645-0698 (AWOS III)	38-54-32.980N	121-21-04.810W	LHM
RIVERSIDE	BLYTHE AIRPORT	120.175 (ASOS)	760-922-3000 (ASOS)	33-37-08.986N	114-43-00.755W	BLH
RIVERSIDE	CORONA MUNI	132.175 (ASOS/ASOS)	951-340-4764 (AWOS)	33-53-51.554N	117-36-08.784W	AJO
RIVERSIDE	FRENCH VALLEY	119.025 (ASOS)	951-696-1018 (AWOS III)	33-34-33.800N	117-07-40.700W	F70
RIVERSIDE	HEMET-RYAN	118.375 (AWOS III)	951-925-6886 (AWOS III)	33-44-02.334N	117-01-21.093W	HMT
RIVERSIDE	JACQUELINE COCHRAN REGIONAL	118.325 (ASOS)	760-399-8054 (ASOS)	33-37-40.438N	116-09-36.430W	TRM
RIVERSIDE	PALM SPRINGS INT'L	118.250 (ATIS/ASOS)	760-327-2770 (ATIS) 760-320-7645 (ASOS)	33-49-45.176N	116-30-22.511W	PSP
RIVERSIDE	RIVERSIDE MUNI	128.800 (ATIS/ASOS)	951-688-7257 (ATIS) 951-352-4392 (ASOS)	33-57-06.751N	117-26-42.366W	RAL
SACRAMENTO	MC CLELLAN AIRFIELD	109.200 (AWOS III)	916-641-1272 (AWOS III)	38-40-04.46N	121-24-02.14W	MCC
SACRAMENTO	SACRAMENTO EXECUTIVE	125.500 (ATIS/ASOS)	916-428-7066 (ATIS) 916-421-0923 (ASOS)	38-30-45.086N	121-29-36.488W	SAC
SACRAMENTO	SACRAMENTO INT'L	126.750 (ATIS/ASOS)	916-874-0679 (ATIS) 916-649-3996 (ASOS)	38-41-43.551N	121-35-26.748W	SMF
SACRAMENTO	SACRAMENTO MATHER	118.325 (ATIS)	916-231-0103 (AWOS III)	38-33-14.029N	121-17-51.327W	MHR
SAN BENITO	HOLLISTER MUNI	120.425 (AWOS III)	831-636-4394 (AWOS III)	36-53-36.043N	121-24-36.974W	CVH
SAN BERNARDINO	BARSTOW-DAGGETT	132.175 (ASOS)	760-254-3630 (ASOS)	34-51-13.368N	116-47-12.075W	DAG
SAN BERNARDINO	BIG BEAR CITY	135.925 (AWOS III)	909-585-4033 (AWOS III)	34-15-49.030N	116-51-16.110W	L35
SAN BERNARDINO	CHINO	125.850 (ATIS/ASOS)	909-393-5365 (ATIS) 909-393-5823 (ASOS)	33-58-28.900N	117-38-11.800W	CNO
SAN BERNARDINO	NEEDLES	128.325 (ASOS)	760-326-4281 (ASOS)	34-45-58.300N	114-37-23.855W	EED
SAN BERNARDINO	ONTARIO INT'L	124.250 (ATIS/ASOS)	909-605-0056 (ATIS) 909-937-2186 (ASOS)	34-03-21.600N	117-36-04.300W	ONT
SAN BERNARDINO	SAN BERNARDINO INT'L	124.175 (ATIS/AWOS III)	909-382-0067 (ATIS) 909-382-0067 (AWOS III)	34-05-43.273N	117-14-05.547W	SBD
SAN BERNARDINO	SOUTHERN CALIFORNIA LOGISTICS	109.400 (AWOS III)	760-246-3635 (AWOS III)	34-35-35.610N	117-22-46.080W	VCV
SAN DIEGO	BORREGO VALLEY	126.575 (AWOS I)	760-767-3308 (AWOS I)	33-15-32.500N	116-19-15.500W	LO8
SAN DIEGO	BROWN FIELD	132.350 (ATIS/ASOS)	619-661-0152 (ATIS) 619-661-8297 (ASOS)	32-34-20.300N	116-58-48.900W	SDM
SAN DIEGO	GILLESPIE FIELD	125.450 (ATIS/AWOS III)	619-449-1228 (ATIS) 619-449-1228 (AWOS III)	32-49-34.432N	116-58-20.819W	SEE
SAN DIEGO	MC CLELLAN - PALOMAR	120.150 (ATIS/ASOS)	760-438-2117 (ATIS) 760-930-0864 (ASOS)	33-07-41.600N	117-16-48.800W	CRQ
SAN DIEGO	MONTGOMERY FIELD	126.900 (ATIS/ASOS)	858-277-3075 (ATIS) 858-576-4337 (ASOS)	32-48-56.639N	117-08-22.439W	MYF
SAN DIEGO	OCEANSIDE MUNI	127.800 (ASOS)	760-439-9683 (ASOS)	33-13-04.715N	117-21-05.427W	OKB
SAN DIEGO	RAMONA	132.025 (ATIS)	760-789-0736 (ATIS)	33-02-20.058N	116-54-49.101W	RNM
SAN DIEGO	SAN DIEGO INT'L	134.800 (ATIS/ASOS)	619-298-0997 (ATIS) 619-296-8934 (ASOS)	32-44-00.802N	117-11-22.764W	SAN

## AUTOMATED WEATHER OBSERVATION SYSTEM

## LOCATIONS STATEWIDE (continued)

County	Airport	AWOS/ASOS/ATIS	AWOS/ASOS/ATIS	Latitude	Longitude	Unique Identifier FAA Site Code
		Frequency	Phone Number			
SAN JOAQUIN	STOCKTON METROPOLITAN	118.250 (ATIS/ASOS)	209-982-4667 (ATIS) 209-982-4270 (ASOS)	37-53-38.985N	121-14-17.563W	SCK
SAN JOAQUIN	TRACY MUNI	118.375 (AWOS III)	209-831-4335 (AWOS III)	37-41-20.788N	121-26-30.542W	TCY
SAN LUIS OBISPO	PASO ROBLES MUNI	132.175 (ASOS)	805-239-3593 (ASOS)	35-40-22.390N	120-37-37.401W	PRB
SAN LUIS OBISPO	SAN LUIS OBISPO COUNTY	120.600 (ATIS/ASOS)	805-545-9638 (ATIS) 805-547-1260 (ASOS)	35-14-13.409N	120-38-32.615W	SBP
SAN MATEO	SAN FRANCISCO INT'L	135.450, 118.850, 115.800 113.700 Arrivals - (ATIS/ASOS/AWOS) 135.450 Departures	650-877-3585/-8422 (ATIS) 650-872-0246 (ASOS) 650-876-2776 (AWOS)	37-37-08.407N	122-22-29.436W	SFO
SANTA BARBARA	LOMPOC	133.875 (AWOS III)	805-735-3075 (AWOS III)	34-39-56.197N	120-28-00.438W	LPC
SANTA BARBARA	SANTA BARBARA MUNI	132.650 (ATIS/ASOS)	805-967-0283 (ATIS) 805-681-0583 (ASOS)	34-25-34.363N	119-50-25.344W	SBA
SANTA BARBARA	SANTA MARIA PUBLIC	121.150 (ATIS/ASOS)	805-347-9136 (ATIS) 805-928-0384 (ASOS)	34-53-57.294N	120-27-27.297W	SMX
SANTA BARBARA	SANTA YNEZ	118.075 (AWOS III)	805-686-8903 (AWOS III)	34-36-24.553N	120-04-32.022W	IZA
SANTA CLARA	MOFFETT FIELD	124.175 (ASOS)	650-604-1529 (ASOS)	37-24-54.784N	122-02-53.860W	NUQ
SANTA CLARA	PALO ALTO	135.275 (ATIS)	650-858-0606 (ATIS)	37-27-40.030N	122-06-54.160W	PAO
SANTA CLARA	REID HILLVIEW	125.2 (ATIS)	408-923-7100 (ATIS)	37-19-58.300N	121-49-11.300W	RHV
SANTA CLARA	SAN JOSE INT'L	126.95 (ATIS/ASOS)	408-980-8459 (ATIS) 408-969-0838 (ASOS)	37-21-42.703N	121-55-44.432W	SJC
SANTA CLARA	SOUTH COUNTY	188.35 (AWOS III)	408-918-7724 (AWOS III)	37-04-53.710N	121-35-48.500W	E16
SANTA CRUZ	WATSONVILLE MUNI	132.175 (ASOS)	831-724-8794 (ASOS)	36-56-08.628N	121-47-22.624W	WVI
SHASTA	REDDING MUNI	124.100 (ATIS)	530-221-7144 (ASOS)	40-30-32.341N	122-17-36.247W	RDD
SISKIYOU	MONTAGUE-YREKA	121.125 (ASOS)	530-459-0267 (ASOS)	41-43-49.513N	122-32-44.082W	IO5
SISKIYOU	MOUNT SHASTA	120.775	530-926-1613	41-20-41.710N	122-11-44.010W	NA
SISKIYOU	SISKIYOU COUNTY	121.125 (ASOS)	530-459-0267 (ASOS)	41-46-53.190N	122-28-05.194W	SIY
SOLANO	NUT TREE	134.750 (ASOS)	707-448-1594 (ASOS)	38-22-36.306N	121-57-44.838W	VCB
SOLANO	RIO VISTA MUNI	127.075 (AWOS)	707-374-5396 (AWOS)	38-11-36.600N	121-42-08.600W	O88
SONOMA	CHARLES M. SCHULZ	120.550 (ATIS/ASOS)	707-545-2847 (ATIS) 707-573-8393 (ASOS)	38-30-32.317N	122-48-46.369W	STS
STANISLAUS	MODESTO CITY - COUNTY	127.700 (ATIS/ASOS)	209-526-4555 (ATIS) 209-572-0914 (ASOS)	37-37-32.942N	120-57-15.917W	MOD
TEHAMA	RED BLUFF MUNI	120.775 (ASOS)	530-528-8030 (ASOS)	40-09-02.364N	122-15-08.245W	RBL
TULARE	PORTERVILLE MUNI	134.625 (AWOS III)	559-784-3874 (AWOS III)	36-01-46.588N	119-03-45.832W	PTV
TULARE	VISALIA MUNI	119.925 (AWOS III)	559-651-2418 (AWOS III)	36-19-07.200N	119-23-34.400W	VIS
TUOLUMNE	COLUMBIA	124.650 (AWOS III)	209-536-9384 (AWOS III)	38-01-49.523N	120-24-52.400W	O22
VENTURA	CAMARILLO	126.025 (ATIS/ASOS)	805-484-3351 (ATIS) 805-384-9294 (ASOS)	34-12-49.517N	119-05-39.575W	CMA
VENTURA	OXNARD	118.05 (ATIS/ASOS)	805-985-1758 (ATIS) 805-382-0569 (ASOS)	34-12-02.883N	119-12-25.979W	OXR
YOLO	UNIVERSITY	119.025 (AWOS III)	530-754-6839 (AWOS III)	38-31-53.264N	121-47-11.366W	EDU
YUBA	YUBA COUNTY	118.475 (ASOS)	530-742-0695 (ASOS)	39-05-51.982N	121-34-11.370W	MYV

# JOHN WAYNE AIRPORT, ORANGE CO.

<u>Airport ID</u> SNA	<u>Operated By</u> County of Orange	<u>Functional Classification</u> PRIMARY-MEDIUIM HUB-METROPOLITAN-Business/Corporate	<u>Caltrans District</u> 12
<u>Associated City</u> Santa Ana	<u>Ownership</u> Publicly Owned - County of Orange	<u>FAA NPIAS Category</u> Commercial Service Primary	<u>Elevation</u> 56 Feet
<u>County</u> Orange	<u>Airport Layout Plan Date Revised</u> 3/24/2005	<u>ALUCP Date Adopted</u> 4/17/2008	<u>Acreage</u> 504
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u> 2/1/1985	<u>RTP Date</u> 1/1/2008	

Facilities						Based Aircraft		Aircraft Parking	
Runway ID	01R/19L	Runway ID	01L/19R			Single:	367	Type	Available
Runway Length	2,887	Runway Length	5,701			Multi:	49	T-Hangars	65
Runway Width	75	Runway Width	150			Jet:	40	Tie Downs	300
Lighting	MED	Lighting	HIGH			Helicopter:	12	Shelters	0
Approach		Approach	Nonprec Anrch->3/4			Glider:	0	Transient	
Runway ARC	A-II	Runway ARC	C-IV			Military:	0	Non T-Hangar	158
<b>Services</b>						Ultralight:	0		
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	AS/AQ/HI	Total Based Aircraft	468		
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	<b>Activity</b>			
Corporate:	Yes	Cargo Transport:	Yes	Agriculture:	No	Aircraft Operations		230,916	
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Enplanements		4,287,955	
Search & Rescue:	No	Training:	Yes	Sport Flying:	Yes	Air Cargo (tons)		15,612	
Tourism:	Yes	Gliders:	No	Parachute:	No	Counter Totals		0	
Ultralights:	No	Rental Car:	Yes	Public Transit:	Yes	Total Passengers		8,609,008	
Avionics Repair:	Yes	Prop Service:	Yes	Aircraft Rental/Sales:	Yes				
Other Services:	AFRT AM								
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR				

## Remarks

Approach - 19R ILS approach minimums are: 1/2 mi.200 ft.; IL BC MIN are: 600 ft.

Airlines serving SNA: AS, WS, DL, AA, US, VA, 40, WN, FL, F9, 00, YV, Cargo: FX, 5X

Note: Date of last inspection was 2/24/2011

# FULLERTON MUNICIPAL AIRPORT

<u>Airport ID</u> FUL	<u>Operated By</u> City of Fullerton	<u>Functional Classification</u> REGIONAL-Business/Corporate	<u>Caltrans District</u> 12
<u>Associated City</u> Fullerton	<u>Ownership</u> public - City of Fullerton	<u>FAA NPIAS Category</u> Reliever	<u>Elevation</u> 96 Feet
<u>County</u> Orange	<u>Airport Layout Plan Date Revised</u> 3/17/2010	<u>ALUCP Date Adopted</u> 11/18/2004	<u>Acreage</u> 86
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u> 7/1/2004	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	06/24				Single:	280	Type	Available
Runway Length	3,121				Multi:	20	T-Hangars	187
Runway Width	75				Jet:	0	Tie Downs	157
Lighting	MED				Helicopter:	20	Shelters	0
Approach	Util Rwy, vis Anrch				Glider:	0	Transient	25
Runway ARC	B-1				Military:	0	Non T-Hangar	
<b>Services</b>					Ultralight:	0		
					Total Based Aircraft	320		
					<b>Activity</b>			
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Aircraft Operations		58,488
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	Enplanements		0
Corporate:	Yes	Cargo Transport:	Yes	Agriculture:	No	Air Cargo (tons)		0
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Counter Totals		0
Search & Rescue:	Yes	Training:	Yes	Sport Flying:	Yes	Total Passengers		0
Tourism:	Yes	Gliders:	No	Parachute:	No			
Ultralights:	No	Rental Car:	Yes	Public Transit:	Yes			
Avionics Repair:	No	Prop Service:	No	Aircraft Rental/Sales:	Yes			
Other Services:	CHTR IN\$							
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

Brenden O'Reilly called asking questions about airport because he's interviewed for job of Airport Manager 3/22/13

Note: Date of last inspection was 3/14/2013

# LONG BEACH AIRPORT DAUGHERTY FIELD

<u>Airport ID</u> LGB	<u>Operated By</u> City of Long Beach	<u>Functional Classification</u> PRIMARY-SMALL HUB-METROPOLITAN-Business/Corporate	<u>Caltrans District</u> 07
<u>Associated City</u> Long Beach	<u>Ownership</u> public - City of Long Beach	<u>FAA NPIAS Category</u> Commercial Service Primary	<u>Elevation</u> 58 Feet
<u>County</u> Los Angeles	<u>Airport Layout Plan Date Revised</u> 10/5/2005	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 1,166
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities								Based Aircraft		Aircraft Parking		
Runway ID	12/30	Runway ID	07L/25R	Runway ID	16L/34R	Runway ID	07R/25L	Single:	301	Type	Available	
Runway Length	10,000	Runway Length	6,192	Runway Length	4,267	Runway Length	5,420	Multi:	46	T-Hangars	107	
Runway Width	200	Runway Width	150	Runway Width	75	Runway Width	150	Jet:	46	Tie Downs		
Lighting	HIGH	Lighting	MED	Lighting		Lighting	HIGH	Helicopter:	42	Shelters	0	
Approach	Prec Inst Rwy	Approach	NOT UTIL Rwy, Vis Anrch	Approach	Util Rwy, Vis Anrch	Approach	NOT UTIL Rwy, Vis Anrch	Glider:	0	Transient		
Runway ARC	D-IV	Runway ARC	C-IV	Runway ARC	B-I	Runway ARC	B-II	Military:	0	Non T-Hangar		
Services								Ultralight:	0			
Food Available:								Yes	Rest Rooms:	Yes	Airlines Serving Airport:	4
Public Phone:								Yes	Taxi:	Yes	Business:	Yes
Corporate:								Yes	Cargo Transport:	Yes	Agriculture:	No
Based Fire/Law Enforce Aircraft:								Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes
Search & Rescue:								Yes	Training:	Yes	Sport Flying:	No
Tourism:								Yes	Gliders:	No	Parachute:	No
Ultralights:								No	Rental Car:	Yes	Public Transit:	Yes
Avionics Repair:								Yes	Prop Service:	No	Aircraft Rental/Sales:	Yes
Other Services:								AFRT AM				
Fuel:	Fuel: 100LL, A		Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR		Activity				
								Total Based Aircraft		435		
								Aircraft Operations		311,577		
								Enplanements		1,512,212		
								Air Cargo (tons)		0		
								Counter Totals		0		
								Total Passengers		3,115,596		

Remarks											

Note: Date of last inspection was 4/2/2013

# COMPTON/WOODLEY AIRPORT

<u>Airport ID</u> CPM	<u>Operated By</u> American Airports Corp	<u>Functional Classification</u> METROPOLITAN-Business/Corporate	<u>Caltrans District</u> 07
<u>Associated City</u> Compton	<u>Ownership</u> County of Los Angeles	<u>FAA NPIAS Category</u> Reliever	<u>Elevation</u> 97 Feet
<u>County</u> Los Angeles	<u>Airport Layout Plan Date Revised</u> 4/20/2007	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 77
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	25R/7L	Runway ID	07R/25L		Single:	194	Type	Available
Runway Length	3,322	Runway Length	3,322		Multi:	6	T-Hangars	157
Runway Width	60	Runway Width	60		Jet:	0	Tie Downs	141
Lighting		Lighting	MED		Helicopter:	0	Shelters	0
Approach	Util Rwy, vis Anrch	Approach	Util Rwy, vis Anrch		Glider:	0	Transient	10
Runway ARC		Runway ARC			Military:	0	Non T-Hangar	
					Ultralight:	0		
					Total Based Aircraft	200		
Services					Activity			
Food Available:	No	Rest Rooms:	Yes	Airlines Serving Airport:	No	Aircraft Operations	60,000	
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	Enplanements	0	
Corporate:	Yes	Cargo Transport:	No	Agriculture:	No	Air Cargo (tons)	0	
Based Fire/Law Enforce Aircraft:	No	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Counter Totals	0	
Search & Rescue:	No	Training:	Yes	Sport Flying:	Yes	Total Passengers	0	
Tourism:	Yes	Gliders:	No	Parachute:	No			
Ultralights:	No	Rental Car:	Yes	Public Transit:	Yes			
Avionics Repair:	No	Prop Service:	Yes	Aircraft Rental/Sales:	Yes			
Other Services:	INSTR RT							
Fuel:	Fuel: 100LL	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

Note: Date of last inspection was 6/20/2012

# ZAMPERINI FIELD AIRPORT

<u>Airport ID</u> TOA	<u>Operated By</u> Torrance	<u>Functional Classification</u> METROPOLITAN-Business/Corporate	<u>Caltrans District</u> 07
<u>Associated City</u> Torrance	<u>Ownership</u> Publicly Owned - City of Torrance	<u>FAA NPIAS Category</u> Reliever	<u>Elevation</u> 101 Feet
<u>County</u> Los Angeles	<u>Airport Layout Plan Date Revised</u> 4/1/2007	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 393
<u>Region</u>	<u>Airport Master Plan Date Adopted</u> 1/1/1981	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	11R/29L	Runway ID	11L/29R		Single:	440	Type	Available
Runway Length	3,000	Runway Length	5,000		Multi:	42	T-Hangars	341
Runway Width	75	Runway Width	150		Jet:	4	Tie Downs	173
Lighting	MED	Lighting	MED		Helicopter:	11	Shelters	
Approach	NOT Util Rwy, Vis Anrch	Approach	Prec Inst Rwy		Glider:	2	Transient	23
Runway ARC	B-II	Runway ARC	C-III		Military:	0	Non T-Hangar	
Services					Ultralight:	0		
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Total Based Aircraft	499	
Public Phone:	Yes	Taxi:	Yes	Business:	No	Activity		
Corporate:	No	Cargo Transport:	No	Agriculture:	Yes	Aircraft Operations	120,000	
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Enplanements	0	
Search & Rescue:	Yes	Training:	Yes	Sport Flying:	Yes	Air Cargo (tons)	0	
Tourism:	Yes	Gliders:	Yes	Parachute:	No	Counter Totals	0	
Ultralights:	Yes	Rental Car:	No	Public Transit:	No	Total Passengers	0	
Avionics Repair:	Yes	Prop Service:	No	Aircraft Rental/Sales:	Yes			
Other Services:								
Fuel:	Fuel: 80, 100LL	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

Note: Date of last inspection was 4/3/2013

# EL MONTE AIRPORT

<u>Airport ID</u> EMT	<u>Operated By</u> County of Los Angeles	<u>Functional Classification</u> METROPOLITAN-Business/Corporate	<u>Caltrans District</u> 07
<u>Associated City</u> El Monte	<u>Ownership</u> County of Los Angeles - public	<u>FAA NPIAS Category</u> Reliever	<u>Elevation</u> 296 Feet
<u>County</u> Los Angeles	<u>Airport Layout Plan Date Revised</u> 4/30/2007	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 103
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	01/19				Single:	299	Type	Available
Runway Length	3,995				Multi:	18	T-Hangars	267
Runway Width	75				Jet:	0	Tie Downs	290
Lighting	MED				Helicopter:	8	Shelters	0
Approach	Util Rwy, vis Anrch				Glider:	2	Transient	28
Runway ARC					Military:	0	Non T-Hangar	
<b>Services</b>					Ultralight:	0		
					Total Based Aircraft	327		
					<b>Activity</b>			
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Aircraft Operations		80,826
Public Phone:	No	Taxi:	Yes	Business:	Yes	Enplanements		0
Corporate:	Yes	Cargo Transport:	Yes	Agriculture:	No	Air Cargo (tons)		0
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Counter Totals		0
Search & Rescue:	Yes	Training:	Yes	Sport Flying:	Yes	Total Passengers		0
Tourism:	No	Gliders:	No	Parachute:	No			
Ultralights:	No	Rental Car:	Yes	Public Transit:	Yes			
Avionics Repair:	No	Prop Service:	No	Aircraft Rental/Sales:	Yes			
Other Services:	AVNCS C							
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

Note: Date of last inspection was 1/17/2012



# BRACKETT FIELD AIRPORT

<u>Airport ID</u> POC	<u>Operated By</u> County of Los Angeles	<u>Functional Classification</u> METROPOLITAN-Business/Corporate	<u>Caltrans District</u> 07
<u>Associated City</u> La Verne	<u>Ownership</u> Public	<u>FAA NPIAS Category</u> Reliever	<u>Elevation</u> 1,011 Feet
<u>County</u> Los Angeles	<u>Airport Layout Plan Date Revised</u> 2/1/1992	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 297
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	26L/8R	Runway ID	08L/26R		Single:	213	Type	Available
Runway Length	4,839	Runway Length	3,661		Multi:	35	T-Hangars	337
Runway Width	75	Runway Width	75		Jet:	2	Tie Downs	200+
Lighting	MED	Lighting	MED		Helicopter:	7	Shelters	0
Approach	Util Rwy, vis Anrch	Approach	Util Rwy, vis Anrch		Glider:	0	Transient	40
Runway ARC		Runway ARC			Military:	0	Non T-Hangar	
<b>Services</b>					Ultralight:	0		
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Total Based Aircraft	257	
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	<b>Activity</b>		
Corporate:	Yes	Cargo Transport:	Yes	Agriculture:	No	Aircraft Operations	115,608	
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Enplanements	0	
Search & Rescue:	Yes	Training:	Yes	Sport Flying:	Yes	Air Cargo (tons)	0	
Tourism:	Yes	Gliders:	No	Parachute:	No	Counter Totals	0	
Ultralights:	No	Rental Car:	Yes	Public Transit:	No	Total Passengers	0	
Avionics Repair:	Yes	Prop Service:	Yes	Aircraft Rental/Sales:	Yes			
Other Services:	AVNCS C							
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

T-Hangar and Tie Down vacancy is only 38 and 150 respectively. Rental car services are available, but not on site; agency will bring car upon request.

Note: Date of last inspection was 6/5/2012

# ONTARIO INTERNATIONAL AIRPORT

<u>Airport ID</u> ONT	<u>Operated By</u> Los Angeles World Airports	<u>Functional Classification</u> PRIMARY-MEDIUM HUB-METROPOLITAN-Business/Corporate	<u>Caltrans District</u> 08
<u>Associated City</u> Ontario	<u>Ownership</u> City of Los Angeles-Public	<u>FAA NPIAS Category</u> Commercial Service Primary	<u>Elevation</u> 944 Feet
<u>County</u> San Bernardino	<u>Airport Layout Plan Date Revised</u> 12/5/2006	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 1,741
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities						Based Aircraft		Aircraft Parking	
Runway ID	08R/26L	Runway ID	08L/26R			Single:	5	Type	Available
Runway Length	10,200	Runway Length	0			Multi:	5	T-Hangars	0
Runway Width	150	Runway Width	0			Jet:	17	Tie Downs	
Lighting	HIGH	Lighting	HIGH			Helicopter:	3	Shelters	0
Approach	NOT Util Rwy, Vis Anrch	Approach	Prec Inst Rwy			Glider:	0	Transient	
Runway ARC	D-V	Runway ARC	D-V			Military:	0	Non T-Hangar	
Services						Ultralight:	0		
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	Aero Mex	Total Based Aircraft	30		
						Activity			
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	Aircraft Operations	90,753		
Corporate:	Yes	Cargo Transport:	Yes	Agriculture:	No	Enplanements	0		
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Air Cargo (tons)	417,476		
Search & Rescue:	Yes	Training:	No	Sport Flying:	No	Counter Totals	0		
Tourism:	Yes	Gliders:	No	Parachute:	No	Total Passengers	4,551,875		
Ultralights:	No	Rental Car:	Yes	Public Transit:	Yes				
Avionics Repair:	No	Prop Service:	No	Aircraft Rental/Sales:	Yes				
Other Services:	AFRT AV								
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR				

## Remarks

Note: Date of last inspection was 6/5/2012

# RIVERSIDE MUNICIPAL AIRPORT

<u>Airport ID</u> RAL	<u>Operated By</u> City of Riverside	<u>Functional Classification</u> REGIONAL-Business/Corporate	<u>Caltrans District</u> 08
<u>Associated City</u> Riverside	<u>Ownership</u> public	<u>FAA NPIAS Category</u> Reliever	<u>Elevation</u> 818 Feet
<u>County</u> Riverside	<u>Airport Layout Plan Date Revised</u> 8/1/2003	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 451
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u> 8/25/2009	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	16/34	Runway ID	09/27		Single:	172	Type	Available
Runway Length	2,850	Runway Length	5,401		Multi:	17	T-Hangars	130
Runway Width	48	Runway Width	100		Jet:	3	Tie Downs	110
Lighting	MED	Lighting	MED		Helicopter:	4	Shelters	1
Approach	Util Rwy, Vis Anrch	Approach	Prec Inst Rwy		Glider:	0	Transient	44
Runway ARC		Runway ARC			Military:	0	Non T-Hangar	18
					Ultralight:	0		
					Total Based Aircraft	196		
Services					Activity			
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Aircraft Operations	66,127	
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	Enplanements	0	
Corporate:	Yes	Cargo Transport:	No	Agriculture:	No	Air Cargo (tons)	0	
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Counter Totals	0	
Search & Rescue:	Yes (CAP)	Training:	Yes	Sport Flying:	No	Total Passengers	0	
Tourism:	No	Gliders:	No	Parachute:	No			
Ultralights:	No	Rental Car:	Yes	Public Transit:	Yes			
Avionics Repair:	Yes	Prop Service:	No	Aircraft Rental/Sales:	Yes			
Other Services:	AFRT CH							
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

Note: Date of last inspection was 7/11/2012

# CHINO AIRPORT

<u>Airport ID</u> CNO	<u>Operated By</u> COUNTY OF SAN BERNARDINO	<u>Functional Classification</u> REGIONAL-Business/Corporate	<u>Caltrans District</u> 08
<u>Associated City</u> Chino	<u>Ownership</u> Public - Co of San Bernadino	<u>FAA NPIAS Category</u> Reliever	<u>Elevation</u> 652 Feet
<u>County</u> San Bernardino	<u>Airport Layout Plan Date Revised</u> 12/1/2001	<u>ALUCP Date Adopted</u> 11/1/1991	<u>Acreage</u> 1,097
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u> 12/1/2003	<u>RTP Date</u>	

Facilities						Based Aircraft		Aircraft Parking	
Runway ID	08L/26R	Runway ID	08R/26L	Runway ID	03/21	Single:	481	Type	Available
Runway Length	4,858	Runway Length	7,000	Runway Length	4,919	Multi:	68	T-Hangars	507
Runway Width	150	Runway Width	150	Runway Width	150	Jet:	55	Tie Downs	
Lighting	HIGH	Lighting	MED	Lighting	MED	Helicopter:	16	Shelters	0
Approach	Prec Inst Rwy	Approach	NOT UTIL Rwy, Vis Anrch	Approach	NOT UTIL Rwy, Vis Anrch	Glider:	0	Transient	150
Runway ARC	C-III	Runway ARC	D-III	Runway ARC	C-II	Military:	0	Non T-Hangar	
Services						Ultralight:	0		
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Total Based Aircraft	620		
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	Activity			
Corporate:	Yes	Cargo Transport:	No	Agriculture:	Yes	Aircraft Operations	168,649		
Based Fire/Law Enforce Aircraft:	No	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Enplanements	0		
Search & Rescue:	Yes	Training:	Yes	Sport Flying:	Yes	Air Cargo (tons)	0		
Tourism:	Yes	Gliders:	No	Parachute:	No	Counter Totals	0		
Ultralights:	No	Rental Car:	Yes	Public Transit:	No	Total Passengers	0		
Avionics Repair:	Yes	Prop Service:	Yes	Aircraft Rental/Sales:	Yes				
Other Services:	AVNCS C								
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR				

## Remarks

Note: Date of last inspection was 10/19/2011

# CORONA MUNICIPAL AIRPORT

<u>Airport ID</u> AJO	<u>Operated By</u> U.S. ARMY CORPS OF ENGRS	<u>Functional Classification</u> REGIONAL-Recreation	<u>Caltrans District</u> 08
<u>Associated City</u> Corona	<u>Ownership</u> Publicly Owned - U.S. ARMY CORPS OF ENGRS	<u>FAA NPIAS Category</u> General Aviation	<u>Elevation</u> 533 Feet
<u>County</u> Riverside	<u>Airport Layout Plan Date Revised</u> 7/1/1977	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 98
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	07/25				Single:	327	Type	Available
Runway Length	3,200				Multi:	20	T-Hangars	276
Runway Width	60				Jet:	1	Tie Downs	
Lighting	MED				Helicopter:	3	Shelters	0
Approach	Util Rwy, Vis Anrch				Glider:	0	Transient	18
Runway ARC					Military:	0	Non T-Hangar	150-200
<b>Services</b>					Ultralight:	0		
					Total Based Aircraft	351		
					<b>Activity</b>			
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Aircraft Operations		50,000
Public Phone:	Yes	Taxi:	Yes	Business:	No	Enplanements		0
Corporate:	No	Cargo Transport:	No	Agriculture:	No	Air Cargo (tons)		0
Based Fire/Law Enforce Aircraft:	No	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Counter Totals		0
Search & Rescue:	Yes	Training:	Yes	Sport Flying:	Yes	Total Passengers		0
Tourism:	Yes	Gliders:	No	Parachute:	No			
Ultralights:	No	Rental Car:	Yes	Public Transit:	No			
Avionics Repair:	Yes	Prop Service:	No	Aircraft Rental/Sales:	Yes			
Other Services:	INSTR RT							
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

Note: Date of last inspection was 10/5/2012

# HEMET-RYAN AIRPORT

<u>Airport ID</u> HMT	<u>Operated By</u> County of Riverside	<u>Functional Classification</u> REGIONAL-Business/Corporate	<u>Caltrans District</u> 08
<u>Associated City</u> Hemet	<u>Ownership</u> publicly owned - County of Riverside EDA	<u>FAA NPIAS Category</u> General Aviation	<u>Elevation</u> 1,512 Feet
<u>County</u> Riverside	<u>Airport Layout Plan Date Revised</u> 7/6/2006	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 458
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	04/22	Runway ID	05/23		Single:	59	Type	Available
Runway Length	2,045	Runway Length	4,314		Multi:	7	T-Hangars	117
Runway Width	25	Runway Width	100		Jet:	2	Tie Downs	63
Lighting		Lighting	MED		Helicopter:	6	Shelters	0
Approach	Util Rwy, vis Anrch	Approach	Util Rwy, vis Anrch		Glider:	0	Transient	10
Runway ARC	B-II	Runway ARC			Military:	0	Non T-Hangar	
Services					UltraLight:	0		
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Total Based Aircraft	74	
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	Activity		
Corporate:	Yes	Cargo Transport:	No	Agriculture:	No	Aircraft Operations	75,444	
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	No	Enplanements	0	
Search & Rescue:	No	Training:	Yes	Sport Flying:	Yes	Air Cargo (tons)	0	
Tourism:	Yes	Gliders:	Yes	Parachute:	No	Counter Totals	0	
Ultralights:	Yes	Rental Car:	Yes	Public Transit:	No	Total Passengers	0	
Avionics Repair:	No	Prop Service:	Yes	Aircraft Rental/Sales:	Yes			
Other Services:	CHTR GL							
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

Note: Date of last inspection was 11/15/2012

# FRENCH VALLEY AIRPORT

<u>Airport ID</u> F70	<u>Operated By</u> Riverside Co. EDA	<u>Functional Classification</u> REGIONAL-Business/Corporate	<u>Caltrans District</u> 08
<u>Associated City</u> Murrieta/Temecula	<u>Ownership</u> public - Riverside Co. EDA	<u>FAA NPIAS Category</u> General Aviation	<u>Elevation</u>
<u>County</u> Riverside	<u>Airport Layout Plan Date Revised</u> 8/1/2004	<u>ALUCP Date Adopted</u> 8/1/2007	<u>Acreege</u> 0
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u> 4/1/2010	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	18/36		Single:	185	Type	Available		
Runway Length	6,000		Multi:	31	T-Hangars	237		
Runway Width	75		Jet:	5	Tie Downs	211		
Lighting			Helicopter:	10	Shelters	0		
Approach	Util Rwy, Vis Anrch		Glider:	0	Transient	25		
Runway ARC	B-11		Military:	0	Non T-Hangar			
<b>Services</b>					Ultralight:	0		
					Total Based Aircraft	231		
					Activity			
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Aircraft Operations	98,185	
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	Enplanements	0	
Corporate:	Yes	Cargo Transport:	No	Agriculture:	No	Air Cargo (tons)	0	
Based Fire/Law Enforce Aircraft:	No	Disaster/Emergency Services:	Yes	Medical Emergency:	No	Counter Totals	0	
Search & Rescue:	No	Training:	Yes	Sport Flying:	Yes	Total Passengers	0	
Tourism:	Yes	Gliders:	No	Parachute:	No			
Ultralights:	Yes	Rental Car:	Yes	Public Transit:	No			
Avionics Repair:	Yes	Prop Service:	No	Aircraft Rental/Sales:	Yes			
Other Services:	CHTR IN\$							
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

Note: Date of last inspection was 6/5/2012

# OCEANSIDE MUNICIPAL AIRPORT

<u>Airport ID</u> OKB	<u>Operated By</u> CITY OF OCEANSIDE	<u>Functional Classification</u> REGIONAL	<u>Caltrans District</u> 11
<u>Associated City</u> Oceanside	<u>Ownership</u> Publicly Owned - CITY OF OCEANSIDE	<u>FAA NPIAS Category</u> General Aviation	<u>Elevation</u> 28 Feet
<u>County</u> San Diego	<u>Airport Layout Plan Date Revised</u> 1/1/1998	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 43
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	06/24				Single:	61	Type	Available
Runway Length	2,712				Multi:	7	T-Hangars	34
Runway Width	75				Jet:	0	Tie Downs	45
Lighting	MED				Helicopter:	1	Shelters	0
Approach	Util Rwy, Vis Anrch				Glider:	1	Transient	7
Runway ARC	B-I Small				Military:	0	Non T-Hangar	0
<b>Services</b>					Ultralight:	0		
					Total Based Aircraft	70		
					<b>Activity</b>			
Food Available:	No	Rest Rooms:	Yes	Airlines Serving Airport:	None	Aircraft Operations		18,000
Public Phone:	No	Taxi:	Yes	Business:	No	Enplanements		0
Corporate:	No	Cargo Transport:	No	Agriculture:	No	Air Cargo (tons)		0
Based Fire/Law Enforce Aircraft:	No	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Counter Totals		0
Search & Rescue:	Yes	Training:	No	Sport Flying:	Yes	Total Passengers		0
Tourism:	Yes	Gliders:	No	Parachute:	Yes			
Ultralights:	No	Rental Car:	Yes	Public Transit:	Yes			
Avionics Repair:	No	Prop Service:	Yes	Aircraft Rental/Sales:	No			
Other Services:								
Fuel:	Fuel: 100LL	Power Plant Repair:	NONE	Airframe Repair:	NONE			

## Remarks

Note: Date of last inspection was 11/16/2012



# McCLELLAN - PALOMAR AIRPORT

<u>Airport ID</u> CRQ	<u>Operated By</u> County of San Diego	<u>Functional Classification</u> PRIMARY-NON HUB-METROPOLITAN-Business/Corporate	<u>Caltrans District</u> 11
<u>Associated City</u> Carlsbad	<u>Ownership</u> Publicly owned - County of San Diego	<u>FAA NPIAS Category</u> Commercial Service Primary	<u>Elevation</u> 330 Feet
<u>County</u> San Diego	<u>Airport Layout Plan Date Revised</u> 6/1/2004	<u>ALUCP Date Adopted</u>	<u>Acreage</u> 466
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities					Based Aircraft		Aircraft Parking	
Runway ID	06/24				Single:	176	Type	Available
Runway Length	4,897				Multi:	41	T-Hangars	52
Runway Width	150				Jet:	42	Tie Downs	301
Lighting	HIGH				Helicopter:	15	Shelters	0
Approach	NOT Util Rwy, Vis Anrch				Glider:	0	Transient	10
Runway ARC	B-II				Military:	0	Non T-Hangar	50
<b>Services</b>					Ultralight:	0		
					Total Based Aircraft	274		
					<b>Activity</b>			
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	United Ex	Aircraft Operations		137,686
Public Phone:	No	Taxi:	Yes	Business:	Yes	Enplanements		47,983
Corporate:	Yes	Cargo Transport:	No	Agriculture:	No	Air Cargo (tons)		0
Based Fire/Law Enforce Aircraft:	No	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Counter Totals		0
Search & Rescue:	No	Training:	Yes	Sport Flying:	No	Total Passengers		47,983
Tourism:	Yes	Gliders:	No	Parachute:	No			
Ultralights:	No	Rental Car:	Yes	Public Transit:	Yes			
Avionics Repair:	Yes	Prop Service:	No	Aircraft Rental/Sales:	Yes			
Other Services:	AFRT AM							
Fuel:	Fuel: 100LL, A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR			

## Remarks

Note: Date of last inspection was 8/8/2012



> 1 ASSOC CITY: SANTA ANA 4 STATE: CA LOC ID: SNA FAA SITE NR: 02230.\*A  
 > 2 AIRPORT NAME: JOHN WAYNE AIRPORT-ORANGE COUNTY 5 COUNTY: ORANGE CA  
 3 CBD TO AIRPORT (NM): 04 S 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
> 10 OWNERSHIP:	PUBLIC	> 70 FUEL:	100LL A	90 SINGLE ENG:	350
> 11 OWNER:	ORANGE COUNTY	> 71 AIRFRAME RPRS:	MAJOR	91 MULTI ENG:	47
> 12 ADDRESS:	3160 AIRWAY AVENUE COSTA MESA, CA 92626	> 72 PWR PLANT RPRS:	MAJOR	92 JET:	69
> 13 PHONE NR:	949-252-5171	> 73 BOTTLE OXYGEN:	HIGH/LOW	TOTAL:	466
> 14 MANAGER:	BARRY A. RONDINELLA	> 74 BULK OXYGEN:		93 HELICOPTERS:	18
> 15 ADDRESS:	3160 AIRWAY AVE COSTA MESA, CA 92626	75 TSNT STORAGE:	TIE	94 GLIDERS:	0
> 16 PHONE NR:	949-252-5171	76 OTHER SERVICES:	AFRT, AMB, AVNCS, CHTR, INSTR, RNTL, SALES, SURV	95 MILITARY:	0
> 17 ATTENDANCE SCHEDULE:				96 ULTRA-LIGHT:	0

ALL	ALL	ALL	<b>FACILITIES</b>		<b>OPERATIONS</b>	
18 AIRPORT USE:	PUBLIC	> 80 ARPT BCN:	CG	100 AIR CARRIER:	84,844	
19 ARPT LAT:	33-40-32.4000N ESTIMATED	> 81 ARPT LGT SKED :	SEE RMK	102 AIR TAXI:	14,056	
20 ARPT LONG:	117-52-05.6000W	BCN LGT SKED :	SS-SR	103 G A LOCAL:	78,835	
21 ARPT ELEV:	56.1 SURVEYED	> 82 UNICOM:	122.950	104 G A ITNRNT:	82,098	
22 ACREAGE:	504	> 83 WIND INDICATOR:	YES-L	105 MILITARY:	856	
> 23 RIGHT TRAFFIC:	20R, 02R	84 SEGMENTED CIRCLE:	YES	TOTAL:	260,689	
> 24 NON-COMM LANDING:	NO	85 CONTROL TWR:	YES	OPERATIONS FOR		
25 NPIAS/FED AGREEMENTS:	NGPY3	86 FSS:	RIVERSIDE	12 MONTHS		
> 26 FAR 139 INDEX:	I C S 05/1973	87 FSS ON ARPT:	NO	ENDING:		12/31/2015
		88 FSS PHONE NR:				
		89 TOLL FREE NR:	1-800-WX-BRIEF			

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

02L/20R	02R/20L	20X
5,701	2,887	0
150	75	0
ASPH-G	ASPH-G	
GRVD	GRVD	
70.0	25.0	
200.0	60.0	
300.0		
89 /F/B/X/T	72 /F/B/X/T	

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGSII:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

HIGH	MED		
PIR - G / PIR - G	BSC - G / BSC - G	- / -	- / -
P4L / P4L	/ P4L	/	/
72 / 63	/ 26	/	/
3.00 / 3.00	/ 3.00	/	/
N - N / N - N	N - N / N - N	- / -	- / -
- N / T - N	- N / - N	- / -	- / -
N / N	N / Y	/	/
/ MALSR	/	/	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

C / PIR	A(V) / A(V)		
/	/	/	/
/	/ BLDG	/	/
/	/ L	/	/
/	/ 15	/	/
/	/ 500	/	/
/	/ 115L	/	/
34:1 / 50:1	20:1 / 20:1	/	/
N / N	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 014 JEFFREY S. ROUNTREE, MGR, AIRSIDE OPNS (949) 252-5247.  
 A 024 OVERNIGHT TIE-DOWN FEE.  
 A 030 RWY 02R/20L RY 02R/20L CLSD WHEN ATCT CLSD.  
 A 030 RWY 20X RY 20X CREATED TO SUPPORT OJW LDA ASSOCIATED WITH SNA ILS RY 20R.  
 A 081 WHEN ATCT CLSD ACTVT MALSR RY 20R & PAPI RYS 02L & 20R - CTAF.  
 A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.  
 A 110-003 WHEN ATCT CLSD NO LCL TRNG OR TOUCH & GO OPNS.  
 A 110-004 BE ALERT TO BIRDS ON AND IN VICINITY OF ARPT.  
 A 110-006 TWY C GWT LMTD 60000 LBS.  
 A 110-011 MAINTAIN AT OR ABOVE 300 FT AGL UNTIL ESTABLISHED ON FINAL .  
 A 110-012 VFR ACFT: TO AVOID OVERFLIGHT OF RY 20R: RY 20L ARR FLY FINAL AT 15 DEG ANGLE TO RY; RY 20L DEPS TURN 15 DEG LEFT AT DEP END OF RY. TO AVOID OVERFLIGHT OF RY 02L: RY 02R DEPS TURN 15 DEG RIGHT AT FREEWAY.  
 A 110-014 FBO GENERAL AVIATION APRONS LIMITED TO MAX GWT OF 100,000 LBS (DUAL GEAR) AND WITH WINGSPANS LESS THAN 100 FT. GENERAL AVIATION AIRCRAFT PROHIBITED FROM USING ANY PORTION OF THE AIR CARRIER COMMERCIAL RAMP.  
 A 110-015 NOISE ABATEMENT PROCEDURES IN EFFECT CTC ARPT NOISE OFFICE (949) 252-5185.

111 INSPECTOR: (F) 112 LAST INSP: 01/13/2016 113 LAST INFO REQ:

> 1 ASSOC CITY: \*\*\*CONTINUED\*\*\* 4 STATE: CA LOC ID: SNA FAA SITE NR: 02230.\*A  
 > 2 AIRPORT NAME: 5 COUNTY:  
 3 CBD TO AIRPORT (NM): 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT:

**GENERAL**

10 OWNERSHIP:  
 > 11 OWNER:  
 > 12 ADDRESS:  
 > 13 PHONE NR:  
 > 14 MANAGER:  
 > 15 ADDRESS:  
 > 16 PHONE NR:  
 > 17 ATTENDANCE SCHEDULE:

**SERVICES**

> 70 FUEL:  
 > 71 AIRFRAME RPRS:  
 > 72 PWR PLANT RPRS:  
 > 73 BOTTLE OXYGEN:  
 > 74 BULK OXYGEN:  
 75 TSNT STORAGE:  
 76 OTHER SERVICES:

**BASED AIRCRAFT**

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

**FACILITIES**

> 80 ARPT BCN:  
 > 81 ARPT LGT SKED :  
     BCN LGT SKED:  
 > 82 UNICOM:  
 > 83 WIND INDICATOR:  
 84 SEGMENTED CIRCLE:  
 85 CONTROL TWR:  
 86 FSS:  
 87 FSS ON ARPT:  
 88 FSS PHONE NR:  
 89 TOLL FREE NR:

**OPERATIONS**

100 AIR CARRIER:  
 102 AIR TAXI:  
 103 G A LOCAL:  
 104 G A ITNRNT:  
 105 MILITARY:  
 TOTAL:  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING:

18 AIRPORT USE:  
 19 ARPT LAT:  
 20 ARPT LONG:  
 21 ARPT ELEV:  
 22 ACREAGE:  
 > 23 RIGHT TRAFFIC:  
 > 24 NON-COMM LANDING:  
 25 NPIAS/FED AGREEMENTS:  
 > 26 FAR 139 INDEX:

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGSI:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

- / -	- / -	- / -	- / -
/	/	/	/
/	/	/	/
/	/	/	/
- / -	- / -	- / -	- / -
- / -	- / -	- / -	- / -
/	/	/	/
/	/	/	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

/	/	/	/
/	/	/	/
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/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
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/	/	/	/

**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 110-016 RY 02L/20R TPA 1,000 FT AGL SMALL ACFT; 1,500 FT AGL TURBINE ACFT OVER 12,500 LBS; RY 02R/20L TPA 800 FT AGL SMALL SGL ENG ACFT; 1000 FT AGL TWIN ENG ACFT.  
 A 110-017 ASDE-X IN USE. OPERATE TRANSPONDERS WITH ALTITUDE REPORTING MODE AND ADS-B (IF EQUIPPED) ENABLED ON ALL TWYS AND RWYS.

111 INSPECTOR: ( F ) 112 LAST INSP: 01/13/2016 113 LAST INFO REQ:

> 1 ASSOC CITY: CHINO 4 STATE: CA LOC ID: CNO FAA SITE NR: 01398.\*A  
 > 2 AIRPORT NAME: CHINO 5 COUNTY: SAN BERNARDINO CA  
 3 CBD TO AIRPORT (NM): 03 SE 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

**GENERAL**

10 OWNERSHIP: PUBLIC  
 > 11 OWNER: COUNTY OF SAN BERNARDINO  
 > 12 ADDRESS: 7000 MERRILL AVENUE BOX 1  
 CHINO, CA 91710-9091  
 > 13 PHONE NR: 909-597-3910  
 > 14 MANAGER: CYLE WOODRUFF  
 > 15 ADDRESS: 7000 MERRILL BOX 1  
 CHINO, CA 91710-9091  
 > 16 PHONE NR: 909-597-3910  
 > 17 ATTENDANCE SCHEDULE:  
 ALL ALL ALL

**SERVICES**

> 70 FUEL: 100LL A  
 > 71 AIRFRAME RPRS: MAJOR  
 > 72 PWR PLANT RPRS: MAJOR  
 > 73 BOTTLE OXYGEN: NONE  
 > 74 BULK OXYGEN: LOW  
 75 TSNT STORAGE: HGR, TIE  
 76 OTHER SERVICES:  
 AFRT, AMB, AVNCS, CARGO, CHTR, INSTR,  
 RNTL, SALES, TOW

**BASED AIRCRAFT**

90 SINGLE ENG: 380  
 91 MULTI ENG: 55  
 92 JET: 20  
 TOTAL: 455  
 93 HELICOPTERS: 23  
 94 GLIDERS: 1  
 95 MILITARY: 0  
 96 ULTRA-LIGHT: 0

**FACILITIES**

> 80 ARPT BCN: CG  
 > 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 > 82 UNICOM: 122.950  
 > 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: NONE  
 85 CONTROL TWR: YES  
 86 FSS: RIVERSIDE  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**

100 AIR CARRIER: 0  
 102 AIR TAXI: 307  
 103 G A LOCAL: 102,640  
 104 G A ITRNT: 61,641  
 105 MILITARY: 0  
 TOTAL: 164,588  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING: 07/31/2014

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

	03/21	08L/26R	08R/26L
	4,919	4,858	7,000
	150	150	150
	ASPH-G	ASPH-G	ASPH-G
			GRVD
	21.0	12.0	75.0
	130.0		150.0
			215.0
	MED	HIGH	MED
	NPI - G / NPI - G	BSC - G / PIR - G	NPI - G / NPI - G
	P4L / P4L	P4L / P4L	P4L / P4L
	40 / 40	50 / 53	52 / 55
	3.00 / 3.00	3.00 / 3.00	3.00 / 3.00
	N - N / N - N	N - N / N - N	- / -
	- N / - N	- N / - N	- / -
	Y / Y	N / N	/
	/	/	/
	B(V) / B(V)	B(V) / PIR	B(V) / B(V)
	/	/	/
	/	TREES / TREES	/ TREES
	/	/	/
	/	65 / 60	/ 55
	/	1,571 / 2,150	/ 1,320
	/	140L / 250L	/ 75L
	50:1 / 50:1	21:1 / 32:1	50:1 / 20:1
	N / N	N / N	N / N
	/	/	/
	/	/	/
	/	/	/
	/	/	/

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGS: 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**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 014 AIRPORT OPERATIONS MANAGER  
 A 070 SELF-SERVICE FUEL AVBL 24 HRS.  
 A 081 WHEN ATCT CLSD MIRL RY 03/21, HIRL RY 08L/26R, MIRL 08R/26L ARE TURNED ON. PAPI RYS 26R, 08R, 26L, 03, 21 AND REIL RYS 03 & 21 OPER CONTINUOUSLY.  
 A 110-010 RADIO CONTROLLED AIRCRAFT ACTIVITY BELOW 400 FT AGL 2.5 NM SOUTH OF AIRPORT  
 A 110-011 BIRDS AND WILDLIFE ON AND INVOF ARPT.

111 INSPECTOR: (S) 112 LAST INSP: 08/13/2014 113 LAST INFO REQ:

> 1 ASSOC CITY: TORRANCE 4 STATE: CA LOC ID: TOA FAA SITE NR: 02356.1\*A  
 > 2 AIRPORT NAME: ZAMPERINI FIELD 5 COUNTY: LOS ANGELES CA  
 3 CBD TO AIRPORT (NM): 03 SW 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

**GENERAL**

10 OWNERSHIP: PUBLIC  
 > 11 OWNER: CITY OF TORRANCE  
 > 12 ADDRESS: 3031 TORRANCE BLVD  
 TORRANCE, CA 90503  
 > 13 PHONE NR: 310-784-7900  
 > 14 MANAGER: SHANT MEGERDICHIAN  
 > 15 ADDRESS: CITY OF TORRANCE, 3301 AIRPORT DRIVE  
 TORRANCE, CA 90505  
 > 16 PHONE NR: 310-784-7914  
 > 17 ATTENDANCE SCHEDULE:

ALL ALL 0600-2200

18 AIRPORT USE: PUBLIC  
 19 ARPT LAT: 33-48-12.1783N ESTIMATED  
 20 ARPT LONG: 118-20-22.5875W  
 21 ARPT ELEV: 103.2 SURVEYED  
 22 ACREAGE: 506  
 > 23 RIGHT TRAFFIC: 29R, 11R  
 > 24 NON-COMM LANDING: NO

25 NPIAS/FED AGREEMENTS: NY1  
 > 26 FAR 139 INDEX:

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGS: 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**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):

**SERVICES**

> 70 FUEL: 100LL 80  
 > 71 AIRFRAME RPRS: MAJOR  
 > 72 PWR PLANT RPRS: MAJOR  
 > 73 BOTTLE OXYGEN: HIGH/LOW  
 > 74 BULK OXYGEN: HIGH/LOW  
 75 TSNT STORAGE: TIE  
 76 OTHER SERVICES:  
 AVNCS, CHTR, INSTR, RNTL, SALES

**FACILITIES**

> 80 ARPT BCN: CG  
 > 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 > 82 UNICOM: 122.950  
 > 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: YES  
 86 FSS: HAWTHORNE  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**BASED AIRCRAFT**

90 SINGLE ENG: 361  
 91 MULTI ENG: 38  
 92 JET: 2  
 TOTAL: 401  
 93 HELICOPTERS: 10  
 94 GLIDERS: 2  
 95 MILITARY: 0  
 96 ULTRA-LIGHT: 0

**OPERATIONS**

100 AIR CARRIER: 0  
 102 AIR TAXI: 245  
 103 G A LOCAL: 76,405  
 104 G A ITNRNT: 94,903  
 105 MILITARY: 1,474  
 TOTAL: 173,027  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING: 12/31/2014

	11L/29R	11R/29L	HI
	5,001	3,000	110
	150	75	110
	ASPH-CONC-F	ASPH-CONC-F	ASPH-G
	30.0	28.0	
	50.0		
	90.0		
	MED	MED	PERI
PIR - F / PIR - F		BSC - F / BSC - F	- / -
V2L / V4L		/ V2L	/
10 / 11		/ 25	/
3.50 / 4.00		/ 4.00	/
N - N / N - N		N - N / N - N	- / -
- N / - N		- N / - N	- / -
N / N		/ Y	/
/ MALSR		/	/
	C / PIR	B(V) / B(V)	/
541 / 540		/	/
TREES / BLDG		/ BLDG	/
/		/ L	/
35 / 22		/ 26	/
690 / 475		/ 1,400	/
0B / 530L		/ 100L	/
14:1 / 12:1		50:1 / 46:1	/
N / Y		N / N	N / N
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/

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

> 110 REMARKS

A 033 RWY HI FATO AND TLOF PAVED.  
 A 040 RWY HI YELLOW PERIMETER LGTS.  
 A 057 RWY 11L RWY 11L APCH RATIO TO DSPLCD THR 35:1;  
 A 057 RWY 29R APCH RATIO 46:1 TO DSPLCD THLD.  
 A 058 RWY 29R +9 FT MALSR BLDG 190 FT FROM E OR 440 FT RIGHT.  
 A 070 FUEL AVBL 0700-2000.  
 A 081 WHEN ATCT CLSD ACTVT MALSR RY 29R - CTAF; MIRL RY 11L/29R SS-SR; MIRL RY 11R/29L 0600-2000; ACTVT HELIPAD PERIMETER LGTS - 24 HRS - CTAF.  
 A 110-002 TGL-STOP/GO LNDG & LOW APCH OPNS & TAXI-BACK OPNS LTD TO 0800-2000 (TAXI-BACK UNTIL 2200) WKDAYS & 1000-1700 SAT. NO TGL-STOP/GO LNDG & LOW APCH OPNS & TAXI-BACK OPNS ON SUN & HOLS. ARPT CLSD TO DEP 2200-0700 WKDAYS & 2200-0800 WKENDS & HOLS.  
 A 110-003 NO MULTI-ENGINE SIMULATED ENGINE-OUT PROCS AUTH IN TFC PAT. RY 11R/29L CLSD 2000-0700.  
 A 110-004 NOISE SENSITIVE AREA ALL QUADS. FOR NOISE ABATEMENT PROCEDURES INFO CTC ARPT NOISE ABATEMENT (310) 784-7950 OR FREQ 122.9. CERTAIN TURBO JET ACFT PERMLY EXCLUDED.  
 A 110-005 TWYS CROSS APCH ZONE BOTH ENDS RWY 11R/29L OBSERVE TWY HOLD LINES.

111 INSPECTOR: (S) 112 LAST INSP: 08/18/2015 113 LAST INFO REQ:

> 1 ASSOC CITY: \*\*\*CONTINUED\*\*\* 4 STATE: CA LOC ID: TOA FAA SITE NR: 02356.1\*A  
 > 2 AIRPORT NAME: 5 COUNTY:  
 3 CBD TO AIRPORT (NM): 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT:

**GENERAL**

10 OWNERSHIP:  
 > 11 OWNER:  
 > 12 ADDRESS:  
 > 13 PHONE NR:  
 > 14 MANAGER:  
 > 15 ADDRESS:  
 > 16 PHONE NR:  
 > 17 ATTENDANCE SCHEDULE:

**SERVICES**

> 70 FUEL:  
 > 71 AIRFRAME RPRS:  
 > 72 PWR PLANT RPRS:  
 > 73 BOTTLE OXYGEN:  
 > 74 BULK OXYGEN:  
 75 TSNT STORAGE:  
 76 OTHER SERVICES:

**BASED AIRCRAFT**

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

**FACILITIES**

> 80 ARPT BCN:  
 > 81 ARPT LGT SKED :  
 BCN LGT SKED:  
 > 82 UNICOM:  
 > 83 WIND INDICATOR:  
 84 SEGMENTED CIRCLE:  
 85 CONTROL TWR:  
 86 FSS:  
 87 FSS ON ARPT:  
 88 FSS PHONE NR:  
 89 TOLL FREE NR:

**OPERATIONS**

100 AIR CARRIER:  
 102 AIR TAXI:  
 103 G A LOCAL:  
 104 G A ITNRNT:  
 105 MILITARY:  
 TOTAL:  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING:

18 AIRPORT USE:  
 19 ARPT LAT:  
 20 ARPT LONG:  
 21 ARPT ELEV:  
 22 ACREAGE:  
 > 23 RIGHT TRAFFIC:  
 > 24 NON-COMM LANDING:  
 25 NPIAS/FED AGREEMENTS:  
 > 26 FAR 139 INDEX:

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:	- / -	- / -	- / -	- / -
> 42 RWY MARK TYPE-COND:	/	/	/	/
> 43 VGSI:	/	/	/	/
44 THR COSSING HGT.:	/	/	/	/
45 VISUAL GLIDE ANGLE:	/	/	/	/
> 46 CNTRLN-TDZ:	- / -	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -	- / -
> 48 REIL:	/	/	/	/
> 49 APCH LIGHTS:	/	/	/	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY	/	/	/	/
> 51 DISPLACED THR:	/	/	/	/
> 52 CTLG OBSTN:	/	/	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/	/
> 54 HGT ABOVE RWY END:	/	/	/	/
> 55 DIST FROM RWY END:	/	/	/	/
> 56 CNTRLN OFFSET:	/	/	/	/
57 OBSTN CLNC SLOPE:	/	/	/	/
58 CLOSE-IN OBSTN:	/	/	/	/

**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 110-009 BE ALERT TO FARM EQUIPMENT OPERG NEAR ALL RWYS AND TWYS.  
 A 110-010 NUMEROUS FLOCKS OF BIRDS ON AND INVOF ARPT.  
 A 30A RWY HI TORRANCE MEDICAL CENTER HELIPAD ON AIRPORT PROPERTY.

111 INSPECTOR: (S) 112 LAST INSP: 08/18/2015 113 LAST INFO REQ:



> 1 ASSOC CITY: LONG BEACH 4 STATE: CA LOC ID: LGB FAA SITE NR: 01794.\*A  
 > 2 AIRPORT NAME: LONG BEACH / DAUGHERTY FIELD/ 5 COUNTY: LOS ANGELES CA  
 3 CBD TO AIRPORT (NM): 03 NE 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

**GENERAL**

10 OWNERSHIP: PUBLIC  
 > 11 OWNER: CITY OF LONG BEACH  
 > 12 ADDRESS: CITY HALL 333 W. OCEAN  
 LONG BEACH, CA 90802  
 > 13 PHONE NR: 562-570-2600  
 > 14 MANAGER: BRYANT L. FRANCIS  
 > 15 ADDRESS: 4100 DONALD DOUGLAS DR  
 LONG BEACH, CA 90808  
 > 16 PHONE NR: (562) 570-2619  
 > 17 ATTENDANCE SCHEDULE:  
 ALL ALL ALL

**SERVICES**

> 70 FUEL: 100LL A  
 > 71 AIRFRAME RPRS: MAJOR  
 > 72 PWR PLANT RPRS: MAJOR  
 > 73 BOTTLE OXYGEN: HIGH/LOW  
 > 74 BULK OXYGEN: HIGH/LOW  
 75 TSNT STORAGE: HGR, TIE  
 76 OTHER SERVICES:  
 AFRT, AMB, AVNCS, BCHGR, CHTR, INSTR,  
 RNTL, SALES, SURV

**BASED AIRCRAFT**

90 SINGLE ENG: 220  
 91 MULTI ENG: 43  
 92 JET: 46  
 TOTAL: 309  
 93 HELICOPTERS: 48  
 94 GLIDERS: 0  
 95 MILITARY: 0  
 96 ULTRA-LIGHT: 0

**FACILITIES**

> 80 ARPT BCN: CG  
 > 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 > 82 UNICOM: 122.950  
 > 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: NONE  
 85 CONTROL TWR: YES  
 86 FSS: HAWTHORNE  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**

100 AIR CARRIER: 24,032  
 102 AIR TAXI: 5,895  
 103 G A LOCAL: 112,158  
 104 G A ITRNT: 0  
 105 MILITARY: 1,574  
 TOTAL: 143,659  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING: 10/01/2015

18 AIRPORT USE: PUBLIC  
 19 ARPT LAT: 33-49-03.4600N ESTIMATED  
 20 ARPT LONG: 118-09-05.3000W  
 21 ARPT ELEV: 60.3 SURVEYED  
 22 ACREAGE: 1,166  
 > 23 RIGHT TRAFFIC: 25R, 07R  
 > 24 NON-COMM LANDING: NO  
 25 NPIAS/FED AGREEMENTS: NGY3  
 > 26 FAR 139 INDEX: I C S 05/1973

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

07L/25R	07R/25L	12/30	H1
6,191	5,421	10,003	20
150	150	200	20
ASPH-F	ASPH-G	ASPH-G	ASPH-G
PFC		GRVD	
30.0	30.0	30.0	
70.0	75.0	200.0	
110.0		300.0	
54 / F/B/W/T		62 / F/A/X/T	
HIGH	HIGH	HIGH	
NPI - G / NPI - G	NPI - G / NPI - G	PIR - G / PIR - G	NRS - G / -
/ P4L	/ P4L	P4L / P4L	/
/ 62	/ 38	70 / 73	/
/ 3.10	/ 4.00	3.00 / 3.00	/
N - N / N - N	N - N / N - N	Y - N / Y - Y	- / -
- N / - N	- N / - N	R - N / T - N	- / -
N / Y	N / Y	Y / N	/
/	/	/ MALSR	/
B(V) / B(V)	B(V) / B(V)	B(V) / PIR	/
1,305 / 530	/ 1,523	1,351 / 2,002	/
POLE / ROAD	TOWER / TREES	FENCE / TREE	/
/	L /	/	/
78 / 16	102 / 61	8 / 42	/
200 / 300	2,500 / 1,420	200 / 1,480	/
36R / 200R	500R / 300R	500L / 630R	/
12:1 / 6:1	22:1 / 20:1	0:1 / 30:1	/
Y / N	N / N	Y / N	N / N
/	/	/ 10,003	/
/	/	/ 10,003	/
/	/	/ 9,417	/
/	/	/ 7,415	/

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGSI:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**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 014 ACTING DIRECTOR  
 A 016 CAROL CARLTON-LOWE (ASST MGR) 562-570-2630. KARL ZITTEL (SUPERINTENDENT AIRPORT OPNS) 562-570-2632. ARPT BUREAU FAX (562) 570-2601  
 NOISE COMPLAINTS PUBLIC AFFAIRS (562) 570-2678.  
 A 035 RWY 12/30 MAX LDG WGTS A-330 347000 LBS; A-340 379000 LBS; DC-10-10 DC-10 30/40 & MD-11 379000 LBS; L-1011 354000 LBS. RY 12/30 MAX TKOF WGTS  
 DC-10 30/40 & MD-11 588000 LBS; C-17 538600 LBS.  
 A 043 RWY 25L PAPI OTS INDEFLY.  
 A 052 RWY 07R LGTD TOWER 152 FT AGL 2500 FT WEST & 500 FT SOUTH OF RY THLD.  
 A 057 RWY 07L APCH RATIO 20:1 TO DSPLCD THR.  
 A 057 RWY 12 APCH RATIO 50:1 TO DSPLCD THR.  
 A 057 RWY 25R APCH RATIO 34:1 TO DSPLCD THR.  
 A 057 RWY 30 APCH RATIO 50:1 TO DSPLCD THR.  
 A 058 RWY 07L 6 FT FENCE 190 FT FM RY END WITH OBSTRUCTION LGT.  
 A 058 RWY 12 6 FT POLE 190 FT FM RY END; FENCE 490 FT L OF CNTRLN.

111 INSPECTOR: (F) 112 LAST INSP: 12/17/2015 113 LAST INFO REQ:

> 1 ASSOC CITY: \*\*\*CONTINUED\*\*\* 4 STATE: CA LOC ID: LGB FAA SITE NR: 01794.\*A  
 > 2 AIRPORT NAME: 5 COUNTY:  
 3 CBD TO AIRPORT (NM): 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT:

**GENERAL**

10 OWNERSHIP:  
 > 11 OWNER:  
 > 12 ADDRESS:  
 > 13 PHONE NR:  
 > 14 MANAGER:  
 > 15 ADDRESS:  
 > 16 PHONE NR:  
 > 17 ATTENDANCE SCHEDULE:

**SERVICES**

> 70 FUEL:  
 > 71 AIRFRAME RPRS:  
 > 72 PWR PLANT RPRS:  
 > 73 BOTTLE OXYGEN:  
 > 74 BULK OXYGEN:  
 75 TSNT STORAGE:  
 76 OTHER SERVICES:

**BASED AIRCRAFT**

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

**FACILITIES**

> 80 ARPT BCN:  
 > 81 ARPT LGT SKED :  
 BCN LGT SKED:  
 > 82 UNICOM:  
 > 83 WIND INDICATOR:  
 84 SEGMENTED CIRCLE:  
 85 CONTROL TWR:  
 86 FSS:  
 87 FSS ON ARPT:  
 88 FSS PHONE NR:  
 89 TOLL FREE NR:

**OPERATIONS**

100 AIR CARRIER:  
 102 AIR TAXI:  
 103 G A LOCAL:  
 104 G A ITNRNT:  
 105 MILITARY:  
 TOTAL:  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING:

18 AIRPORT USE:  
 19 ARPT LAT:  
 20 ARPT LONG:  
 21 ARPT ELEV:  
 22 ACREAGE:  
 > 23 RIGHT TRAFFIC:  
 > 24 NON-COMM LANDING:  
 25 NPIAS/FED AGREEMENTS:  
 > 26 FAR 139 INDEX:

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

H2	H3	H4	H5
20	300	20	20
20	35	20	20
ASPH-G	ASPH-G	ASPH-G	ASPH-G
<b>LIGHTING/APCH AIDS</b>			
> 40 EDGE INTENSITY:	NRS - G / -	NRS - G / -	NRS - G / -
> 42 RWY MARK TYPE-COND:	/	/	/
> 43 VGSI:	/	/	/
44 THR COSSING HGT.:	/	/	/
45 VISUAL GLIDE ANGLE:	/	/	/
> 46 CNTRLN-TDZ:	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -
> 48 REIL:	/	/	/
> 49 APCH LIGHTS:	/	/	/
<b>OBSTRUCTION DATA</b>			
50 FAR 77 CATEGORY	/	/	/
> 51 DISPLACED THR:	/	/	/
> 52 CTLG OBSTN:	/	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/
> 54 HGT ABOVE RWY END:	/	/	/
> 55 DIST FROM RWY END:	/	/	/
> 56 CNTRLN OFFSET:	/	/	/
57 OBSTN CLNC SLOPE:	/	/	/
58 CLOSE-IN OBSTN:	N / N	N / N	N / N
<b>DECLARED DISTANCES</b>			
> 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 WHEN ATCT CLSD ACTVT MALSR RWY 30; PAPI RWY 12 & 25R - CTAF; RWY 12/30 HIRL LGTD DURING HRS ATCT CLSD. REIL RWYS 12, 25R & 25L, HIRL RWYS 07L/25R & 07R/25L, CL TDZL LIGHTS RWY 12/30 NOT AVBL WHEN ATCT CLSD. PAPI RWY 25L OPER 0700-2200 ONLY. PAPI RWY 30 OPER CONT.  
 A 110-003 RY 12/30 FAA STRENGTH EVALUATION DC-10-10 440000 LBS; DC-10-30 550000 LBS; L-1011 460000 LBS.  
 A 110-004 ALL RYS CLSD 2200-0700 LCL EXCP RY 12/30.  
 A 110-006 RY 12/30 LGTD DISTANCE REMAINING SIGNS WEST SIDE.  
 A 110-007 NOISE LIMITS (DECIBELS SGL EVENT NOISE EXPOSURE LEVEL) RY 25R TKOF 92.0 LDG 88.0; RY 07L TKOF 88.0 LDG 92.0; RY 25L TKOF 95.0 LDG 93.0; RY 07R TKOF 95.0 LDG 92.0. RYS 12 & 30 0700-2200 TKOF 102.5 LDG 101.5; 0600-0700 & 2200-2300 TKOF 90.0 LDG 90.0; 2300-0600 TKOF 79.0 LDG 79.0.  
 A 110-009 TWYS D3 AND L3 WGT LIMITS A340 DC10 30/40 & MD11 541000 LBS; C17 450000 LBS.  
 A 110-010 6 FT LIGHTED CHAIN LINK FENCE LCTD 130 FT SOUTH OF CNTRLN OF TWY F. FENCE BEGINS NW CORNER OF ATCT & EXTENDS 400 FT TO WEST.  
 A 110-013 ENGINE RUN-UPS, OTHER THAN PRE-FLIGHT, ARE LIMITED TO HRS OF 0700-2100 WEEKDAYS & 0900-2100 WEEKENDS & HOLIDAYS.  
 A 110-019 HELIPAD H1, H2, H4, H5, & H6 20 X 20 ASPH. HELIPAD H3 35 X 300 ASPH.

111 INSPECTOR: ( F ) 112 LAST INSP: 12/17/2015 113 LAST INFO REQ:



> 1 ASSOC CITY: \*\*\*CONTINUED\*\*\* 4 STATE: CA LOC ID: LGB FAA SITE NR: 01794.\*A  
 > 2 AIRPORT NAME: 5 COUNTY:  
 3 CBD TO AIRPORT (NM): 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT:

GENERAL

10 OWNERSHIP:  
 > 11 OWNER:  
 > 12 ADDRESS:  
 > 13 PHONE NR:  
 > 14 MANAGER:  
 > 15 ADDRESS:  
 > 16 PHONE NR:  
 > 17 ATTENDANCE SCHEDULE:

18 AIRPORT USE:  
 19 ARPT LAT:  
 20 ARPT LONG:  
 21 ARPT ELEV:  
 22 ACREAGE:  
 > 23 RIGHT TRAFFIC:  
 > 24 NON-COMM LANDING:  
 25 NPIAS/FED AGREEMENTS:  
 > 26 FAR 139 INDEX:

RUNWAY DATA

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGSI:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

OBSTRUCTION DATA

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

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):

SERVICES

> 70 FUEL:  
 > 71 AIRFRAME RPRS:  
 > 72 PWR PLANT RPRS:  
 > 73 BOTTLE OXYGEN:  
 > 74 BULK OXYGEN:  
 75 TSNT STORAGE:  
 76 OTHER SERVICES:

FACILITIES

> 80 ARPT BCN:  
 > 81 ARPT LGT SKED :  
 BCN LGT SKED:  
 > 82 UNICOM:  
 > 83 WIND INDICATOR:  
 84 SEGMENTED CIRCLE:  
 85 CONTROL TWR:  
 86 FSS:  
 87 FSS ON ARPT:  
 88 FSS PHONE NR:  
 89 TOLL FREE NR:

BASED AIRCRAFT

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

OPERATIONS

100 AIR CARRIER:  
 102 AIR TAXI:  
 103 G A LOCAL:  
 104 G A ITNRNT:  
 105 MILITARY:  
 TOTAL:  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING:

	<b>H6</b>			
	20			
	20			
	ASPH-G			
NRS - G / -	- / -	- / -	- / -	- / -
/	/	/	/	/
/	/	/	/	/
44 THR COSSING HGT.: 45 VISUAL GLIDE ANGLE:	/	/	/	/
> 46 CNTRLN-TDZ:	- / -	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -	- / -
> 48 REIL:	/	/	/	/
> 49 APCH LIGHTS:	/	/	/	/
<u>OBSTRUCTION DATA</u> 50 FAR 77 CATEGORY	/	/	/	/
> 51 DISPLACED THR:	/	/	/	/
> 52 CTLG OBSTN:	/	/	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/	/
> 54 HGT ABOVE RWY END:	/	/	/	/
> 55 DIST FROM RWY END:	/	/	/	/
> 56 CNTRLN OFFSET:	/	/	/	/
57 OBSTN CLNC SLOPE:	/	/	/	/
58 CLOSE-IN OBSTN:	N / N	/	/	/
<u>DECLARED DISTANCES</u> > 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 110-030 MAX LDG WGT FOR C17AT OR BYD GLIDE SLOPE OR RY AIMING POINT MARKING 538600 LBS; RY 30 LDG PRIOR TORY AIMING POINT MARKING 344000 LBS.
  - A 110-031 AIRSHIPS MOORED IN INFIELD AND OPERATING INVOF ARPT.
  - A 110-034 MAX TKOF WGT DC-10 30/40 & MD-11 588100 LBS; C-17 538600 LBS. TWYS D3 & L3 WGT LIMITS A-340 DC-10 30/40 & MD-11 541000 LBS; C-17 450000 LBS.
  - A 110-035 (A35-30) MAX LDG WGT A-330 347000 LBS; A-340 379000 LBS; DC-10-10 & C-17 344000 LBS; DC10 3/40 & MD-11 379000 LBS; L-1011 354000 LBS. RY 12 MAX LDG WGT DC-10 30/40 & MD-11 588100 LBS; C-17 538600 LBS.
  - A 110-038 NO TWY ACCESS TO RY 07L W OF TWY D; 4897 FT REMAINING ON RY 07L FROM TWY D.
  - A 110-039 24 HR PRIOR NOTICE REQUESTED FOR MILITARY JETS AND CIVILIAN NON-STAGE III JETS, CTC NOISE ABATEMENT (562) 570-2635 OR FREQ 122.85 MON-FRI 0730-1630.
  - A 110-043 BIRDS ON & INV OF ARPT
  - A 110-046 TRNG HELIPADS H1; H2; H3 & H4 LOCATED N OF RY 12/30 MIDFIELD BTN TWYS G & K. TRNG HELIPADS H5 & H6 LOCATED S OF RY 12/30 BTN TWYS D & J FOR HOVER WORK ONLY.
  - A 110-047 NO RUNNING LDGS/TKOFS BY HELS WITH SKID-TYPE LDG GEAR, ON RUNWAY 7L-25R. ROLLING LDGS/TKOFS WITH HELS WITH WHEEL-TYPE LDG GEAR ARE PMTD.
  - A 110-049 TOUCH & GO; STOP & GO; LOW APCH ONLY PERMITTED 0700-1900 WDKDAYS & 0800-1500 WKENDS & HOLS ONLY ON RYS 07L/25R & 07R/25L.
- 111 INSPECTOR: (F) 112 LAST INSP: 12/17/2015 113 LAST INFO REQ:



> 1 ASSOC CITY: CARLSBAD 4 STATE: CA LOC ID: CRQ FAA SITE NR: 01376.1\*A  
 > 2 AIRPORT NAME: MC CLELLAN-PALOMAR 5 COUNTY: SAN DIEGO CA  
 3 CBD TO AIRPORT (NM): 03 SE 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

**GENERAL**

10 OWNERSHIP: PUBLIC  
 > 11 OWNER: COUNTY OF SAN DIEGO  
 > 12 ADDRESS: 1960 JOE CROSSON DRIVE  
 EL CAJON, CA 92020-1235  
 > 13 PHONE NR: 619-956-4800  
 > 14 MANAGER: OLIVIER BRACKETT  
 > 15 ADDRESS: 2192 PALOMAR AIRPORT ROAD  
 CARLSBAD, CA 92011-4409  
 > 16 PHONE NR: 760-966-3272  
 > 17 ATTENDANCE SCHEDULE:  
 ALL ALL 0700-2200

**SERVICES**

> 70 FUEL: 100LL A  
 > 71 AIRFRAME RPRS: MAJOR  
 > 72 PWR PLANT RPRS: MAJOR  
 > 73 BOTTLE OXYGEN: HIGH/LOW  
 > 74 BULK OXYGEN: NONE  
 75 TSNT STORAGE: TIE  
 76 OTHER SERVICES:  
 AFRT, AMB, AVNCS, CHTR, INSTR, RNTL,  
 SALES

**BASED AIRCRAFT**

90 SINGLE ENG: 179  
 91 MULTI ENG: 17  
 92 JET: 91  
 TOTAL: 287  
 93 HELICOPTERS: 17  
 94 GLIDERS: 0  
 95 MILITARY: 0  
 96 ULTRA-LIGHT: 0

**FACILITIES**

> 80 ARPT BCN: CG  
 > 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 > 82 UNICOM:  
 > 83 WIND INDICATOR: NO  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: YES  
 86 FSS: SAN DIEGO  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**

100 AIR CARRIER: 1,254  
 102 AIR TAXI: 8,428  
 103 G A LOCAL: 44,474  
 104 G A ITNRNT: 75,800  
 105 MILITARY: 1,140  
 TOTAL: 131,096  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING: 12/31/2015

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:  
 25 NPIAS/FED AGREEMENTS: NGY  
 > 26 FAR 139 INDEX: I A S 12/1996

	<b>06/24</b>			
> 30 RUNWAY INDENT:	4,897			
> 31 LENGTH:	150			
> 32 WIDTH:	ASPH-G			
> 33 SURF TYPE-COND:	GRVD			
> 34 SURF TREATMENT:	60.0			
35 GROSS WT: S	80.0			
36 (IN THSDS) D	110.0			
37 2D				
38 2D/2D2				
> 39 PCN:	33 / F/D/X/T			
<b>LIGHTING/APCH AIDS</b>				
> 40 EDGE INTENSITY:	HIGH			
> 42 RWY MARK TYPE-COND:	NPI - G / PIR - G	- / -	- / -	- / -
> 43 VGSI:	P4L / P4L	/	/	/
44 THR COSSING HGT.:	35 / 54	/	/	/
45 VISUAL GLIDE ANGLE:	3.00 / 3.20	/	/	/
> 46 CNTRLN-TDZ:	N - N / N - N	- / -	- / -	- / -
> 47 RVR-RVV:	- N / T - N	- / -	- / -	- / -
> 48 REIL:	N / Y	/	/	/
> 49 APCH LIGHTS:	/ MALSR	/	/	/
<b>OBSTRUCTION DATA</b>				
50 FAR 77 CATEGORY	B(V) / PIR	/	/	/
> 51 DISPLACED THR:	297 /	/	/	/
> 52 CTLG OBSTN:	/	/	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/	/
> 54 HGT ABOVE RWY END:	/	/	/	/
> 55 DIST FROM RWY END:	/	/	/	/
> 56 CNTRLN OFFSET:	/	/	/	/
57 OBSTN CLNC SLOPE:	50:1 / 34:1	/	/	/
58 CLOSE-IN OBSTN:	N / N	/	/	/
<b>DECLARED DISTANCES</b>				
> 60 TAKE OFF RUN AVBL (TORA):	4,897 / 4,897	/	/	/
> 61 TAKE OFF DIST AVBL (TODA):	4,897 / 4,897	/	/	/
> 62 ACLT STOP DIST AVBL (ASDA):	4,897 / 4,897	/	/	/
> 63 LNDG DIST AVBL (LDA):	4,600 / 4,897	/	/	/

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

> 110 REMARKS

A 026 CLOSED TO AIR CARRIER OPNS WITH MORE THAN 9 PASSENGER SEATS FM 2230 TO 0600 EXCEPT BY PPR CALL AMGR 760-431-4646.  
 A 081 WHEN ATCT CLSD ACTVT HIRL RY 06/24, PAPI RYS 06 & 24 , REIL RY 24, MALSR RY 24 - CTAF.  
 A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.  
 A 110-001 ARPT HAS NOISE ABATEMENT PROCEDURES CONTACT AMGR 760-431-4646.  
 A 110-002 MULTIPLE APCHS BY LARGE ACFT (INCLUDING LARGE HEL) NOT AUTHORIZED.  
 A 110-003 NO JET ACFT TRNG DUE TO NOISE ABATEMENT AND TFC CONGESTION.  
 A 110-004 EXTENSIVE BIRD ACTIVITY IN VICINITY ESPECIALLY IN SPRING.  
 A 110-007 RWY 24 IS CALM WIND RWY.  
 A 110-009 POWER LINES 2 MILES W & SW.  
 A 110-010 VOLUNTARY CURFEW: JETS 2200-0700 LCL, PROPS 0000-0600 LCL, EMERG, LIFEGUARD, AND LAW ENFORCEMENT EXCEPTED.  
 A 110-011 REQUEST JETS FLY THE ILS APPROACH.  
 A 110-012 LTD TRANSIENT TIE DOWN SPACE ON PUBLIC RAMP.  
 A 110-013 PPR FOR ALL MILITARY ACFT CALL AMGR (760) 431-4646.  
 A 110-015 RY 24 HARD TO SEE 2 HRS PRIOR TO SUNSET. DO NOT MISTAKE SOUTH TWY AS RY.  
 A 110-016 NORTH SIDE RAMP LIMITED TO 12,500 LBS .

111 INSPECTOR: ( F ) 112 LAST INSP: 05/24/2016 113 LAST INFO REQ:

> 1 ASSOC CITY: \*\*\*CONTINUED\*\*\* 4 STATE: CA LOC ID: CRQ FAA SITE NR: 01376.1\*A  
 > 2 AIRPORT NAME: 5 COUNTY:  
 3 CBD TO AIRPORT (NM): 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT:

**GENERAL**

10 OWNERSHIP:  
 > 11 OWNER:  
 > 12 ADDRESS:  
 > 13 PHONE NR:  
 > 14 MANAGER:  
 > 15 ADDRESS:  
 > 16 PHONE NR:  
 > 17 ATTENDANCE SCHEDULE:

**SERVICES**

> 70 FUEL:  
 > 71 AIRFRAME RPRS:  
 > 72 PWR PLANT RPRS:  
 > 73 BOTTLE OXYGEN:  
 > 74 BULK OXYGEN:  
 75 TSNT STORAGE:  
 76 OTHER SERVICES:

**BASED AIRCRAFT**

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

**FACILITIES**

> 80 ARPT BCN:  
 > 81 ARPT LGT SKED :  
     BCN LGT SKED:  
 > 82 UNICOM:  
 > 83 WIND INDICATOR:  
 84 SEGMENTED CIRCLE:  
 85 CONTROL TWR:  
 86 FSS:  
 87 FSS ON ARPT:  
 88 FSS PHONE NR:  
 89 TOLL FREE NR:

**OPERATIONS**

100 AIR CARRIER:  
 102 AIR TAXI:  
 103 G A LOCAL:  
 104 G A ITNRNT:  
 105 MILITARY:  
 TOTAL:  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING:

18 AIRPORT USE:  
 19 ARPT LAT:  
 20 ARPT LONG:  
 21 ARPT ELEV:  
 22 ACREAGE:  
 > 23 RIGHT TRAFFIC:  
 > 24 NON-COMM LANDING:  
 25 NPIAS/FED AGREEMENTS:  
 > 26 FAR 139 INDEX:

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGSI:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

- / -	- / -	- / -	- / -
/	/	/	/
/	/	/	/
/	/	/	/
- / -	- / -	- / -	- / -
- / -	- / -	- / -	- / -
/	/	/	/
/	/	/	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/

**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 110-017 ALL ACFT MULT PRACTICE APCHS AND LNDGS DISCOURAGED 2200-0700 LCL.  
 A 110-018 RY 6/24 SOUTH VFR TFC PATTERN CLSD 2200-0700 LCL.  
 A 110-019 WHEN TWR CLSD ACFT MUST SELF-ANNOUNCE ON CTAF PRIOR TO LDG OR TKOF.  
 A 110-020 TSNT PRKG LTD TO SML SNGL AND TWIN ENG ACFT WITH WINGSPANS UNDER 40 FT.

111 INSPECTOR: ( F ) 112 LAST INSP: 05/24/2016 113 LAST INFO REQ:



> 1 ASSOC CITY: FULLERTON 4 STATE: CA LOC ID: FUL FAA SITE NR: 01593.\*A  
 > 2 AIRPORT NAME: FULLERTON MUNI 5 COUNTY: ORANGE CA  
 3 CBD TO AIRPORT (NM): 03 W 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

**GENERAL**

10 OWNERSHIP: PUBLIC  
 > 11 OWNER: CITY OF FULLERTON  
 > 12 ADDRESS: 303 W. COMMONWEALTH AVE  
 FULLERTON, CA 92832  
 > 13 PHONE NR: 714-738-6310  
 > 14 MANAGER: BRENDAN O'REILLY  
 > 15 ADDRESS: 4011 W COMMONWEALTH AVE  
 FULLERTON, CA 92833-2537  
 > 16 PHONE NR: 714-738-6323  
 > 17 ATTENDANCE SCHEDULE:  
 ALL ALL 0700-2100

**SERVICES**

> 70 FUEL: 100LL A  
 > 71 AIRFRAME RPRS: MAJOR  
 > 72 PWR PLANT RPRS: MAJOR  
 > 73 BOTTLE OXYGEN: HIGH  
 > 74 BULK OXYGEN: HIGH  
 75 TSNT STORAGE: TIE  
 76 OTHER SERVICES:  
 CHTR, INSTR, RNTL, SALES

**BASED AIRCRAFT**

90 SINGLE ENG: 208  
 91 MULTI ENG: 17  
 92 JET: 1  
 TOTAL: 226  
 93 HELICOPTERS: 12  
 94 GLIDERS: 0  
 95 MILITARY: 0  
 96 ULTRA-LIGHT: 0

**FACILITIES**

> 80 ARPT BCN: CG  
 > 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 > 82 UNICOM: 122.950  
 > 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: YES  
 86 FSS: RIVERSIDE  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**

100 AIR CARRIER: 0  
 102 AIR TAXI: 47  
 103 G A LOCAL: 41,909  
 104 G A ITNRNT: 20,808  
 105 MILITARY: 1  
 TOTAL: 62,765  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING: 03/31/2016

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

	06/24	H1		
	3,121	37		
	75	37		
	ASPH-G	CONC		
	12.5			
	MED			
	BSC - G / NPI - G	- / -	- / -	- / -
	PSIL / P4L	/	/	/
	32 / 33	/	/	/
	4.00 / 4.00	/	/	/
	N - N / N - N	- / -	- / -	- / -
	- N / - N	- / -	- / -	- / -
	Y / Y	/	/	/
	/ MALSR	/	/	/
	A(V) / A(NP)	/	/	/
	427 / 253	/	/	/
	TREE / TREE	/	/	/
	/	/	/	/
	84 / 55	/	/	/
	750 / 581	/	/	/
	220L / 208L	/	/	/
	6:1 / 7:1	/	/	/
	Y / Y	N / N	/	/
	/	/	/	/
	/	/	/	/
	/	/	/	/
	/	/	/	/

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGSI:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACD THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**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 049 RWY 24 RY 24 MALSR NON-STD WITH 5 RAIL, NO STEADY BURNING LAMPS.  
 A 057 RWY 06 APCH RATIO 14:1 TO DSPLCD THR.  
 A 057 RWY 24 APCH RATIO 15:1 TO DSPLCD THR.  
 A 058 RWY 06 +8 FT FENCE AT 55 FT & +15 FT STREET AT 65 FT FM APCH END RY 06.  
 A 058 RWY 24 +8 FT FENCE AT 15 FT & +15 FT STREET AT 17 FT; POLE & RR AT 100 FT FM APCH END RY 24.  
 A 081 WHEN ATCT CLSD ACTVT MIRL RY 06/24, REIL RYS 06 & 24, PVASI RY 06, MALSR RY 24 AND TWY LGTS - CTAF.  
 A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.  
 A 110-001 ARPT HAS NOISE ABATEMENT PROCEDURES CTC AMGR (714) 738-6323.  
 A 110-002 RY 06 CALM WIND RY.  
 A 110-005 PORTIONS OF TWY A BTN INTERSECTION F & WEST END NOT VSBL FM ATCT.  
 A 110-006 FOR NOISE ABATEMENT RY 06 PREFERRED FOR TKOF; FOLLOW RR TRACKS TO EAST WITH NO TURNS BLO 1000 FT AGL. RY 24 DEP CLIMB TO 700 FT AGL PRIOR TO TURNS.  
 A 110-007 (84) SEGMENTED CIRCLE LGTD.  
 A 110-008 LGTD 750 FT TOWER 1.75 MILES WEST OF ARPT ON HEADING OF 285 DEG FROM ARPT.  
 111 INSPECTOR: (S) 112 LAST INSP: 05/27/2016 113 LAST INFO REQ:



> 1 ASSOC CITY: EL MONTE 4 STATE: CA LOC ID: EMT FAA SITE NR: 01539.\*A  
 > 2 AIRPORT NAME: SAN GABRIEL VALLEY 5 COUNTY: LOS ANGELES CA  
 3 CBD TO AIRPORT (NM): 01 N 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

**GENERAL**

10 OWNERSHIP: PUBLIC  
 > 11 OWNER: CO OF LOS ANGELES  
 > 12 ADDRESS: P O BOX 1460  
 ALHAMBRA, CA 91803-1331  
 (626) 300-4602  
 > 13 PHONE NR:  
 > 14 MANAGER: ALVARO ESCOBEDO  
 > 15 ADDRESS: 4233 NORTH SANTA ANITA AVE  
 EL MONTE, CA 91731  
 > 16 PHONE NR: 626-448-6129  
 > 17 ATTENDANCE SCHEDULE:

ALL ALL ALL

**SERVICES**

> 70 FUEL: 100LL A  
 > 71 AIRFRAME RPRS: MAJOR  
 > 72 PWR PLANT RPRS: MAJOR  
 > 73 BOTTLE OXYGEN:  
 > 74 BULK OXYGEN: NONE  
 75 TSNT STORAGE: TIE  
 76 OTHER SERVICES:  
 AVNCS, CHTR, INSTR, RNTL, SALES, SURV

**BASED AIRCRAFT**

90 SINGLE ENG: 207  
 91 MULTI ENG: 12  
 92 JET: 0  
 TOTAL: 219  
 93 HELICOPTERS: 9  
 94 GLIDERS: 2  
 95 MILITARY: 0  
 96 ULTRA-LIGHT: 0

**FACILITIES**

> 80 ARPT BCN: CG  
 > 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 > 82 UNICOM: 122.950  
 > 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: YES  
 86 FSS: RIVERSIDE  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**

100 AIR CARRIER: 0  
 102 AIR TAXI: 734  
 103 G A LOCAL: 51,421  
 104 G A ITNRNT: 37,124  
 105 MILITARY: 28  
 TOTAL: 89,307  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING: 12/31/2014

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

01/19

3,995  
 75  
 ASPH-G  
 AFSC  
 12.5

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGS: 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

MED  
 BSC - G / BSC - G - / - - / -  
 P2L / P2R / /  
 70 / 37 / /  
 4.57 / 4.50 / /  
 N - N / N - N - / - - / -  
 - N / - N - / - - / -  
 N / Y / /  
 / / /

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACD THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

A(V) / A(V) / /  
 290 / 641 / /  
 POLE / POLE / /  
 / / /  
 18 / 30 / /  
 350 / 800 / /  
 85R / 205L / /  
 8:1 / 20:1 / /  
 Y / Y / /

**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):

3,504 / 3,995 / /  
 3,995 / 3,995 / /  
 3,755 / 3,995 / /  
 3,465 / 3,354 / /

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

> 110 REMARKS

- A 013 LA COUNTY CTC: RICHARD SMITH (626) 300-4600 X4615. AIRPORT MGT CONTRACTED TO - AMERICAN AIRPORTS CORP.
- A 057 RWY 01 APCH RATIO 35:1 TO DSPLCD THR; APCH RATIO 33:1 TO DSPLCD THR OVER +45' PLINE OB 1490' FM DSPLCD THR.
- A 057 RWY 19 APCH RATIO 48:1 TO DSPLCD THR.
- A 058 RWY 01 RWY 01 +6 FT FENCE 120 FT R OF CNTRLN; +6 FT FENCE 120 FT LEFT & PARALLEL TO CNTRLN 0-200 FT FM END OF RY.
- A 058 RWY 19 +2 FT FENCE 75 FT RIGHT OF CNTRLN AT THR TO 0 FT RIGHT OF CNTRLN AT 200 FT.
- A 081 WHEN ATCT CLSD ACTVT MIRL RY 01/19, REIL RY 19, PAPI RYS 01 AND 19 - CTAF.
- A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.
- A 110-002 REMAIN OVER PAVED CHANNEL ON CLIMB OUT TO SOUTH AND TO NORTH.
- A 110-003 HEAVY BIRD ACTIVITY ON & INVOF ARPT.
- A 110-004 LGTD WATER TWR 1 MI W-SW OF ARPT.
- A 110-005 (E81) CNTR TWY LGTS ONLY.
- A 110-006 NOISE ABATEMENT PROCEDURES IN EFFECT, CTC ARPT MANAGER FOR DETAILS.

111 INSPECTOR: (S) 112 LAST INSP: 04/22/2015 113 LAST INFO REQ:

> 1 ASSOC CITY: LA VERNE 4 STATE: CA LOC ID: POC FAA SITE NR: 01757.\*A  
 > 2 AIRPORT NAME: BRACKETT FIELD 5 COUNTY: LOS ANGELES CA  
 3 CBD TO AIRPORT (NM): 01 SW 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
> 10 OWNERSHIP:	PUBLIC	> 70 FUEL:	100LL A	90 SINGLE ENG:	189
> 11 OWNER:	COUNTY OF LOS ANGELES	> 71 AIRFRAME RPRS:	MAJOR	91 MULTI ENG:	36
> 12 ADDRESS:	PO BOX 1460	> 72 PWR PLANT RPRS:	MAJOR	92 JET:	1
	ALHAMBRA, CA 91803-1331	> 73 BOTTLE OXYGEN:	LOW	TOTAL:	226
> 13 PHONE NR:	626-300-4602	> 74 BULK OXYGEN:		93 HELICOPTERS:	3
> 14 MANAGER:	PETE LONCTEAUX	75 TSNT STORAGE:	TIE	94 GLIDERS:	0
> 15 ADDRESS:	1615 MC KINLEY AVENUE	76 OTHER SERVICES:	AMB, AVNCS, CHTR, INSTR, RNTL, SALES, SURV	95 MILITARY:	4
	LA VERNE, CA 91750			96 ULTRA-LIGHT:	0
> 16 PHONE NR:	909-593-1395				
> 17 ATTENDANCE SCHEDULE:					
ALL	ALL				

<b>FACILITIES</b>		<b>OPERATIONS</b>	
> 80 ARPT BCN:	CG	100 AIR CARRIER:	0
> 81 ARPT LGT SKED :	SEE RMK	102 AIR TAXI:	600
BCN LGT SKED :	SS-SR	103 G A LOCAL:	53,304
> 82 UNICOM:	122.950	104 G A ITNRNT:	61,304
> 83 WIND INDICATOR:	YES-L	105 MILITARY:	400
84 SEGMENTED CIRCLE:	YES	TOTAL:	115,608
85 CONTROL TWR:	YES	OPERATIONS FOR	
86 FSS:	RIVERSIDE	12 MONTHS	
87 FSS ON ARPT:	NO	ENDING:	12/31/2014
88 FSS PHONE NR:			
89 TOLL FREE NR:	1-800-WX-BRIEF		

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

08L/26R	08R/26L
3,661	4,840
75	75
ASPH-G	ASPH-G
12.5	26.0
	MED
BSC - G / BSC - G	PIR - G / PIR - G
/	P4L / P4L
/	34 / 18
/	3.76 / 3.76
N - N / N - N	N - N / N - N
- / -	- N / - N
N / N	Y / Y
/	/
A(V) / A(V)	B(V) / PIR
/	/ 689
HILL / ROAD	HILL / ROAD
/	/
240 / 15	254 / 15
4,750 / 540	3,651 / 200
500L / 159L	800L / 290L
18:1 / 22:1	13:1 / 0:1
N / N	N / N
/	/
/	/
/	/
/	/
/	/

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGSI:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**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 013 LA COUNTY CTC: RICHARD SMITH (626) 300-4600 X4615. AIRPORT MGT CONTRACTED TO - AMERICAN AIRPORTS CORP.  
 A 043 RWY 08R PAPI UNUSBL BYD 5 DEGREES LEFT OF CENTERLINE.  
 A 057 RWY 26L APCH RATIO TO DSPLCD THR 50:1. APCH RATIO TO DSPLCD THR OVER +65 FT POLES 1988 FT FROM DSPLCD THR, 250 FT L, 30:1.  
 A 081 ARPT LGTS OPERATE CONTINUOUSLY FM 2100-0700 LCL, WHEN ATCT CLSD.  
 A 110-002 NOISE ABATEMENT PROCEDURES IN EFFECT CTC AMGR (909) 593-1395.  
 A 110-003 RY 08L/26R UNLGTD.  
 A 110-004 BIRDS AND WILDLIFE IN VICINITY OF AIRPORT.  
 A 110-005 RAPIDLY RISING TERRAIN 1 MILE W-NW OF ARPT.  
 A 110-006 WHEN POC ATCT CLSD, CTC SOCAL APCH AT 800-448-3724 EXT 3, CLNC DEL SVC.

111 INSPECTOR: (C) 112 LAST INSP: 04/23/2015 113 LAST INFO REQ:

> 1 ASSOC CITY: CORONA 4 STATE: CA LOC ID: AJO FAA SITE NR: 01447.3\*A  
 > 2 AIRPORT NAME: CORONA MUNI 5 COUNTY: RIVERSIDE CA  
 3 CBD TO AIRPORT (NM): 03 NW 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
> 10 OWNERSHIP:	PUBLIC	> 70 FUEL:	100LL A	90 SINGLE ENG:	220
> 11 OWNER:	CITY OF CORONA	> 71 AIRFRAME RPRS:	MAJOR	91 MULTI ENG:	26
> 12 ADDRESS:	400 SOUTH VICENTIA AVE, 915 WILSHIRE	> 72 PWR PLANT RPRS:	MAJOR	92 JET:	0
	CORONA, CA 92882	> 73 BOTTLE OXYGEN:	NONE	TOTAL:	246
> 13 PHONE NR:	(951)736-2289	> 74 BULK OXYGEN:	NONE	93 HELICOPTERS:	5
> 14 MANAGER:	CURTIS SHOWALTER	75 TSNT STORAGE:	TIE	94 GLIDERS:	0
> 15 ADDRESS:	735 CORPORATION YARD WAY	76 OTHER SERVICES:		95 MILITARY:	0
	CORONA, CA 92880	INSTR, RNTL, SALES		96 ULTRA-LIGHT:	0
> 16 PHONE NR:	(951) 279-3677				
> 17 ATTENDANCE SCHEDULE:					
ALL	MON-FRI	0700-1700			

		<b>FACILITIES</b>		<b>OPERATIONS</b>	
> 18 AIRPORT USE:	PUBLIC	> 80 ARPT BCN:	CG	100 AIR CARRIER:	0
> 19 ARPT LAT:	33-53-51.5547N ESTIMATED	> 81 ARPT LGT SKED :	SEE RMK	102 AIR TAXI:	0
> 20 ARPT LONG:	117-36-08.7831W	BCN LGT SKED :	SS-SR	103 G A LOCAL:	36,500
> 21 ARPT ELEV:	533.0 SURVEYED	> 82 UNICOM:	122.700	104 G A ITNRNT:	13,500
> 22 ACREAGE:	98	> 83 WIND INDICATOR:	YES-L	105 MILITARY:	0
> 23 RIGHT TRAFFIC:	07	84 SEGMENTED CIRCLE:	YES	TOTAL:	50,000
> 24 NON-COMM LANDING:	NO	85 CONTROL TWR:	NO	OPERATIONS FOR	
		86 FSS:	RIVERSIDE	12 MONTHS	
> 25 NPIAS/FED AGREEMENTS:	N	87 FSS ON ARPT:	NO	ENDING:	12/31/2015
> 26 FAR 139 INDEX:		88 FSS PHONE NR:			
		89 TOLL FREE NR:	1-800-WX-BRIEF		

**RUNWAY DATA**

> 30 RUNWAY INDENT: 07/25  
 > 31 LENGTH: 3,200  
 > 32 WIDTH: 60  
 > 33 SURF TYPE-COND: ASPH-G  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S 12.0  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY: MED  
 > 42 RWY MARK TYPE-COND: BSC - F / BSC - F - / -  
 > 43 VGSI: / V4L / /  
 44 THR COSSING HGT.: / 31 / /  
 45 VISUAL GLIDE ANGLE: / 4.00 / /  
 > 46 CNTRLN-TDZ: - / - - / - - / -  
 > 47 RVR-RVV: - / - - / - - - / -  
 > 48 REIL: / Y / /  
 > 49 APCH LIGHTS: / / /

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY: A(V) / A(V) / /  
 > 51 DISPLACED THR: 194 / 196 / /  
 > 52 CTLG OBSTN: TREES / FENCE / /  
 > 53 OBSTN MARKED/LGTD: / L / /  
 > 54 HGT ABOVE RWY END: 40 / 6 / /  
 > 55 DIST FROM RWY END: 400 / 200 / /  
 > 56 CNTRLN OFFSET: 265B / 0B / /  
 57 OBSTN CLNC SLOPE: 5:1 / 0:1 / /  
 58 CLOSE-IN OBSTN: 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 011 ON LEASE TO CITY OF CORONA FROM ARMY CORPS OF ENGINEERS.  
 A 014 AIRPORT ADDRESS: 1900 AVIATION DRIVE, CORONA, CA 92880.  
 A 057 RWY 07 RWY 07 APCH RATIO TO DSPLCD THR 20:1  
 A 057 RWY 25 RWY 25 APCH RATIO TO DSPLCD THR 34:1.  
 A 081 ACTVT MIRL RY 07/25 VASI & REIL RY 25 - CTAF.  
 A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.  
 A 110-001 NOISE ABATEMENT PROCEDURES: RY 25 STRAIGHT-IN APCH NOT RECOMMENDED. AVOID FLYING OVER HOUSES ON BLUFF AT EAST END. FLY OVER WASH/CREEK. RY 07 REQUIRES A 15 DEG RIGHT TURN AT DEP END TO FOLLOW WASH/CREEK.  
 A 110-002 UNLGTD TWR 828 FT MSL 3 MILES E OF ARPT.  
 A 110-005 NO TURNS ONTO CROSSWIND LEG UNTIL AIRCRAFT IS WITHIN 300 FT OF RECOMMENDED TPA.  
 A 110-006 NO INTERSECTION TAKEOFFS.  
 A 110-007 NO TOUCH AND GO OPERATIONS ON WKND AND HOLS.  
 A 110-008 NO HELICOPTER TRNG AFTER 2000

111 INSPECTOR: (S) 112 LAST INSP: 05/27/2016 113 LAST INFO REQ:

> 1 ASSOC CITY: MURRIETA/TEMECULA 4 STATE: CA LOC ID: F70 FAA SITE NR: 01931.6\*A  
 > 2 AIRPORT NAME: FRENCH VALLEY 5 COUNTY: RIVERSIDE CA  
 3 CBD TO AIRPORT (NM): 02 NE 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

**GENERAL**

10 OWNERSHIP: PUBLIC  
 > 11 OWNER: COUNTY OF RIVERSIDE  
 > 12 ADDRESS: 3403 10TH STREET, SUITE 500  
 RIVERSIDE, CA 92501  
 > 13 PHONE NR: 951-955-8916  
 > 14 MANAGER: DARYL SHIPPY  
 > 15 ADDRESS: 3403 10TH STREET, SUITE 500  
 RIVERSIDE, CA 92501  
 > 16 PHONE NR: 951-955-9722  
 > 17 ATTENDANCE SCHEDULE:  
 ALL ALL 0600-1800

**SERVICES**

> 70 FUEL: 100LL A  
 > 71 AIRFRAME RPRS: MAJOR  
 > 72 PWR PLANT RPRS: MAJOR  
 > 73 BOTTLE OXYGEN: LOW  
 > 74 BULK OXYGEN:  
 75 TSNT STORAGE: TIE  
 76 OTHER SERVICES:  
 CHTR, INSTR, RNTL

**BASED AIRCRAFT**

90 SINGLE ENG: 153  
 91 MULTI ENG: 28  
 92 JET: 6  
 TOTAL: 187  
 93 HELICOPTERS: 6  
 94 GLIDERS: 0  
 95 MILITARY: 0  
 96 ULTRA-LIGHT: 3

**FACILITIES**

> 80 ARPT BCN: CG  
 > 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 > 82 UNICOM: 122.800  
 > 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: NO  
 86 FSS: RIVERSIDE  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**

100 AIR CARRIER: 0  
 102 AIR TAXI: 0  
 103 G A LOCAL: 58,911  
 104 G A ITNRNT: 39,274  
 105 MILITARY: 0  
 TOTAL: 98,185  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING: 12/31/2015

**RUNWAY DATA**

> 30 RUNWAY INDENT: 18/36  
 > 31 LENGTH: 6,000  
 > 32 WIDTH: 75  
 > 33 SURF TYPE-COND: ASPH-G  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S 30.0  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY: MED  
 > 42 RWY MARK TYPE-COND: NPI - G / BSC - G - / - - / -  
 > 43 VGSI: P2L / P2L / /  
 44 THR COSSING HGT.: 40 / 40 / /  
 45 VISUAL GLIDE ANGLE: 3.00 / 3.00 / /  
 > 46 CNTRLN-TDZ: - / - - / - - / -  
 > 47 RVR-RVV: - / - - / - - / -  
 > 48 REIL: Y / Y / /  
 > 49 APCH LIGHTS: / / /

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY: A(V) / A(V) / /  
 > 51 DISPLACED THR: / / /  
 > 52 CTLG OBSTN: ROAD / / /  
 > 53 OBSTN MARKED/LGTD: / / /  
 > 54 HGT ABOVE RWY END: 5 / / /  
 > 55 DIST FROM RWY END: 425 / / /  
 > 56 CNTRLN OFFSET: 0B / / /  
 57 OBSTN CLNC SLOPE: 45:1 / 50:1 / /  
 58 CLOSE-IN OBSTN: 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 070 FOR FUEL AFT HRS CALL 951-677-2756 (RAS JET-PORT) OR 951-696-9344 (JET CENTER)  
 A 070 SELF SERVICE 100LL FUEL AVAILABLE.  
 A 081 ACTVT MIRL RY 18/36, PAPI RYS 18 & 36, REIL RYS 18 & 36, AND TWY LGTS - CTAF.  
 A 110-001 ALL DEPS - NOISE SENSITIVE AREAS TO N & S; BEST RATE OF CLIMB TO TPA BEF DEP THE PATTERN.  
 A 110-002 ULTRALIGHT ACTIVITY INVOF ARPT.  
 A 110-003 CALM WIND - USE RY 18.

111 INSPECTOR: (S) 112 LAST INSP: 07/18/2016 113 LAST INFO REQ:





> 1 ASSOC CITY: RIVERSIDE 4 STATE: CA LOC ID: RAL FAA SITE NR: 02112.\*A  
 > 2 AIRPORT NAME: RIVERSIDE MUNI 5 COUNTY: RIVERSIDE CA  
 3 CBD TO AIRPORT (NM): 04 SW 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

**GENERAL**

10 OWNERSHIP: PUBLIC  
 > 11 OWNER: CITY OF RIVERSIDE  
 > 12 ADDRESS: 6951 FLIGHT ROAD  
 RIVERSIDE, CA 92504  
 > 13 PHONE NR: 951-351-6113  
 > 14 MANAGER: MR. KIM ELLIS  
 > 15 ADDRESS: 6951 FLIGHT ROAD  
 RIVERSIDE, CA 92504  
 > 16 PHONE NR: 951-351-6113  
 > 17 ATTENDANCE SCHEDULE:  
 ALL M-F 0700-1700  
 ALL S-S 0600-1600

**SERVICES**

> 70 FUEL: 100LL A  
 > 71 AIRFRAME RPRS: MAJOR  
 > 72 PWR PLANT RPRS: MAJOR  
 > 73 BOTTLE OXYGEN: HIGH/LOW  
 > 74 BULK OXYGEN: HIGH/LOW  
 75 TSNT STORAGE: HGR, TIE  
 76 OTHER SERVICES:  
 AFRT, CHTR, INSTR, RNTL, SALES, SURV

**BASED AIRCRAFT**

90 SINGLE ENG: 123  
 91 MULTI ENG: 26  
 92 JET: 3  
 TOTAL: 152  
 93 HELICOPTERS: 7  
 94 GLIDERS: 0  
 95 MILITARY: 0  
 96 ULTRA-LIGHT: 0

**FACILITIES**

> 80 ARPT BCN:  
 > 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED:  
 > 82 UNICOM: 122.950  
 > 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: YES  
 86 FSS: RIVERSIDE  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**

100 AIR CARRIER: 0  
 102 AIR TAXI: 3,431  
 103 G A LOCAL: 58,636  
 104 G A ITNRNT: 47,335  
 105 MILITARY: 543  
 TOTAL: 109,945  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING: 12/31/2015

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

	09/27	16/34	H1
> 30 RUNWAY INDENT:	5,401	2,850	60
> 31 LENGTH:	100	50	60
> 32 WIDTH:	ASPH-G	ASPH-F	ASPH-G
> 33 SURF TYPE-COND:			
> 34 SURF TREATMENT:			
35 GROSS WT: S	48.0	40.0	
36 (IN THSDS) D	70.0	50.0	
37	110.0	80.0	
38			
> 39 PCN:			
<b>LIGHTING/APCH AIDS</b>			
> 40 EDGE INTENSITY:	MED	MED	PERI
> 42 RWY MARK TYPE-COND:	PIR - F / NPI - F	BSC - G / BSC - G	- / -
> 43 VGSI:	P4L / P4L	/ P2L	/
44 THR COSSING HGT.:	41 / 40	/ 36	/
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 / Y	N / N	/
> 49 APCH LIGHTS:	/	/	/
<b>OBSTRUCTION DATA</b>			
50 FAR 77 CATEGORY	PIR / B(V)	A(V) / A(V)	/
> 51 DISPLACED THR:	/	/	/
> 52 CTLG OBSTN:	/ GND	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/
> 54 HGT ABOVE RWY END:	/ 37	/	/
> 55 DIST FROM RWY END:	/ 1,155	/	/
> 56 CNTRLN OFFSET:	/ 520R	/	/
57 OBSTN CLNC SLOPE:	50:1 / 25:1	20:1 / 20:1	/
58 CLOSE-IN OBSTN:	N / Y	N / N	N / N
<b>DECLARED DISTANCES</b>			
> 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 035 RWY 16/34 LTD BY ARPT OPERATOR TO 12500 LBS SINGLE WHEEL GEAR.  
 A 048 RWY 27 REIL OTS INDEFLY.  
 A 058 RWY 27 SUPPLEMENTAL WIND CONE 0 FT FM THR 350 FT S OF RY CNTRLN.  
 A 070 FOR FUEL AFTER HRS CALL (951) 321-0091.  
 A 081 ACTVT MRL RWYS 09/27 & 16/34; TWY LGTS; HELIPAD PERIMETER LGTS - 121.0. PAPI RWYS 09, 27 & 34 OPER CONT.  
 A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.  
 A 110-001 ACFT DEP RYS 09 & 27 NOT VSBL TO ACFT AT OTHER END OF RY.  
 A 110-004 NOISE ABATEMENT PROCEDURES IN EFFECT CTC AMGR (951) 351-6113.  
 A 110-005 RY 27 -20 FT DITCH 50 FT FM RY END.  
 A 110-009 POWER PLANT 3,000 FT NORTH OF RY 16 THLD PRODUCING THERMAL PLUME, AVOIDANCE ADZD,  
 A 110-010 NUMEROUS POWER LINES 1,780 - 2,887 FEET NORTH OF RY 16 THLD AT OR BLO 80 FEET AGL.  
 A 110-011 SOUTH 1,400 FT OF RWY 34 AND TWYS J, L, & B NOT VISIBLE FROM THE ATCT.  
 A 110-012 TWY E STEEP SLOPE

111 INSPECTOR: (S) 112 LAST INSP: 04/07/2016 113 LAST INFO REQ:



> 1 ASSOC CITY: COMPTON 4 STATE: CA LOC ID: CPM FAA SITE NR: 01434.\*A  
 > 2 AIRPORT NAME: COMPTON/WOODLEY 5 COUNTY: LOS ANGELES CA  
 3 CBD TO AIRPORT (NM): 02 SW 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
> 10 OWNERSHIP:	PUBLIC	> 70 FUEL:	100LL	90 SINGLE ENG:	140
> 11 OWNER:	COUNTY OF LOS ANGELES	> 71 AIRFRAME RPRS:	MAJOR	91 MULTI ENG:	13
> 12 ADDRESS:	900 S. FREMONT AVE	> 72 PWR PLANT RPRS:	MAJOR	92 JET:	1
	ALHAMBRA, CA 92803	> 73 BOTTLE OXYGEN:	NONE	TOTAL:	154
> 13 PHONE NR:	(626) 300-4602	> 74 BULK OXYGEN:	NONE	93 HELICOPTERS:	7
> 14 MANAGER:	RAFAEL HERRERA	75 TSNT STORAGE:	TIE	94 GLIDERS:	1
> 15 ADDRESS:	901 W ALONDRA BLVD	76 OTHER SERVICES:		95 MILITARY:	0
	COMPTON, CA 90220-3528	INSTR, RNTL, SALES		96 ULTRA-LIGHT:	0
> 16 PHONE NR:	310-631-8140				
> 17 ATTENDANCE SCHEDULE:					

ALL	ALL	ALL	<b>FACILITIES</b>	<b>OPERATIONS</b>	
18 AIRPORT USE:	PUBLIC	> 80 ARPT BCN:	CG	100 AIR CARRIER:	0
19 ARPT LAT:	33-53-23.7000N ESTIMATED	> 81 ARPT LGT SKED :	SEE RMK	102 AIR TAXI:	0
20 ARPT LONG:	118-14-37.7000W	BCN LGT SKED :	SS-SR	103 G A LOCAL:	36,000
21 ARPT ELEV:	98.7 SURVEYED	> 82 UNICOM:	123.050	104 G A ITNRNT:	30,000
22 ACREAGE:	77	> 83 WIND INDICATOR:	YES-L	105 MILITARY:	0
> 23 RIGHT TRAFFIC:	07L, 07R	84 SEGMENTED CIRCLE:	YES	TOTAL:	66,000
> 24 NON-COMM LANDING:	NO	85 CONTROL TWR:	NO	OPERATIONS FOR	
25 NPIAS/FED AGREEMENTS:	NGY	86 FSS:	HAWTHORNE	12 MONTHS	
> 26 FAR 139 INDEX:		87 FSS ON ARPT:	NO	ENDING:	12/31/2014
		88 FSS PHONE NR:			
		89 TOLL FREE NR:	1-800-WX-BRIEF		

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

07L/25R	07R/25L
3,323	3,322
60	60
ASPH-G	ASPH-G
AFSC	AFSC
14.5	14.5
	MED
BSC - G / BSC - G	BSC - G / BSC - G
/	/ P2L
/	/ 40
/	/ 4.00
N - N / N - N	N - N / N - N
- N / - N	- N / - N
N / N	N / Y
/	/
A(V) / A(V)	A(V) / A(V)
738 / 667	737 / 667
ROAD / ROAD	ROAD / ROAD
/	/
19 / 15	19 / 15
200 / 200	200 / 200
0B / 0B	0B / 0B
0:1 / 0:1	0:1 / 0:1
Y / Y	Y / Y
/	/
/	/
/	/
/	/
/	/

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGSI:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**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):

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

> 110 REMARKS

A 013 LA COUNTY CTC: RICHARD SMITH (626) 300-4600 X4615. AIRPORT MGT CONTRACTED TO - AMERICAN AIRPORTS CORP.  
 A 030 RWY 07L/25R CLSD NIGHTS INDEFELY; ONLY VFR OPNS DURG DAY.  
 A 057 RWY 07L APCH RATIO TO DSPLCD THLD OVER +40 FT TREE 1195 FT FM DSPLCD THLD 29:1.  
 A 057 RWY 07R APCH RATIO TO DSPLCD THLD OVER +35 FT POLE 1145 FT FM DSPLCD THLD 130 FT RIGHT 32:1.  
 A 057 RWY 25L APCH RATIO 50:1 TO DSPLCD THLD.  
 A 057 RWY 25R APCH RATIO 50:1 TO DSPLCD THLD.  
 A 058 RWY 07L 6 FT FENCE 70 FT FM THLD PERPENDICULAR TO CNTRLN +8 FT WALL 90 FT FM THLD PERPENDICULAR TO CNTRLN; +30 FT PLINE 200 FT FM RY END 125 FT R TO 125 FT L.  
 A 058 RWY 07R 6 FT FENCE 70 FT FM THLD PERPENDICULAR TO CNTRLN +8 FT WALL 90 FT FM THLD PERPENDICULAR TO CNTRLN; +30 FT PLINE 125 FT FM RY END 125 FT R TO 125 FT L.  
 A 058 RWY 25L +6 FT FENCE 45 FT TO 70 FT FROM THRESHOLD, +8 FT WALL 70 FT TO 90 FT FROM THRESHOLD, +15 FT STREET 125 FT R 120 FT TO 200 FT FROM THRESHOLD THROUGH 125 FT L 120 FT TO 200 FT FROM THR.  
 A 058 RWY 25R +6 FT FENCE 60 FT TO 70 FT FROM THRESHOLD, +8 FT WALL 75 FT TO 85 FT FROM THRESHOLD, +15 FT STREET 125 FT R 105 FT TO 200 FT FROM THRESHOLD THROUGH 125 FT L 120 FT TO 200 FT FROM THR.  
 A 081 ACTVT MRL RY 07R/25L, PAPI, REIL RY 25L AND NORTH AND SOUTH PARALLEL TWYS - CTAF.

111 INSPECTOR: (S) 112 LAST INSP: 04/22/2015 113 LAST INFO REQ:

> 1 ASSOC CITY: \*\*\*CONTINUED\*\*\* 4 STATE: CA LOC ID: CPM FAA SITE NR: 01434.\*A  
 > 2 AIRPORT NAME: 5 COUNTY:  
 3 CBD TO AIRPORT (NM): 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT:

**GENERAL**

10 OWNERSHIP:  
 > 11 OWNER:  
 > 12 ADDRESS:  
 > 13 PHONE NR:  
 > 14 MANAGER:  
 > 15 ADDRESS:  
 > 16 PHONE NR:  
 > 17 ATTENDANCE SCHEDULE:

**SERVICES**

> 70 FUEL:  
 > 71 AIRFRAME RPRS:  
 > 72 PWR PLANT RPRS:  
 > 73 BOTTLE OXYGEN:  
 > 74 BULK OXYGEN:  
 75 TSNT STORAGE:  
 76 OTHER SERVICES:

**BASED AIRCRAFT**

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

**FACILITIES**

> 80 ARPT BCN:  
 > 81 ARPT LGT SKED :  
 BCN LGT SKED:  
 > 82 UNICOM:  
 > 83 WIND INDICATOR:  
 84 SEGMENTED CIRCLE:  
 85 CONTROL TWR:  
 86 FSS:  
 87 FSS ON ARPT:  
 88 FSS PHONE NR:  
 89 TOLL FREE NR:

**OPERATIONS**

100 AIR CARRIER:  
 102 AIR TAXI:  
 103 G A LOCAL:  
 104 G A ITNRNT:  
 105 MILITARY:  
 TOTAL:  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING:

18 AIRPORT USE:  
 19 ARPT LAT:  
 20 ARPT LONG:  
 21 ARPT ELEV:  
 22 ACREAGE:  
 > 23 RIGHT TRAFFIC:  
 > 24 NON-COMM LANDING:  
 25 NPIAS/FED AGREEMENTS:  
 > 26 FAR 139 INDEX:

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGSI:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

- / -	- / -	- / -	- / -
/	/	/	/
/	/	/	/
/	/	/	/
- / -	- / -	- / -	- / -
- / -	- / -	- / -	- / -
/	/	/	/
/	/	/	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTGL OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/

**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 110-001 PLANES PARKED 145 FT NORTH OF CENTERLINE 07L/25R AND 158 FT SOUTH OF CENTERLINE 07R/25L.
- A 110-002 REQ ALL TRAFFIC REMAIN SOUTH OF AIRPORT. AVOID OVERFLIGHT OF SCHOOLS 2900 FT EAST.
- A 110-003 ONLY SOUTH SIDE OF NORTH PARALLEL TAXIWAY LIGHTED; ONLY NORTH SIDE OF SOUTH PARALLEL TAXIWAY LIGHTED.
- A 110-004 RY 25L/25R CALM WIND RUNWAY.
- A 110-006 NO TOUCH AND GO LANDINGS
- A 110-007 SKID EQUIPPED HELICOPTERS ARE NOT PERMITTED TO TOUCH DOWN ON RUNWAYS. HELICOPTER OPERATIONS RESTRICTED TO THE RUNWAYS AND SOUTH APRONS.

111 INSPECTOR: (S) 112 LAST INSP: 04/22/2015 113 LAST INFO REQ:



> 1 ASSOC CITY: OCEANSIDE 4 STATE: CA LOC ID: OKB FAA SITE NR: 01975.1\*A  
> 2 AIRPORT NAME: BOB MAXWELL MEMORIAL AIRFIELD 5 COUNTY: SAN DIEGO CA  
3 CBD TO AIRPORT (NM): 02 NE 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

**GENERAL**

10 OWNERSHIP: PUBLIC  
> 11 OWNER: CITY OF OCEANSIDE  
> 12 ADDRESS: 480 AIRPORT ROAD  
OCEANSIDE, CA 92058  
> 13 PHONE NR: 760-901-4260  
> 14 MANAGER: LYDIA KENNARD  
> 15 ADDRESS: 520 NORTH CENTRAL AVE, SUITE 715  
GLENDALE, CA 91203  
> 16 PHONE NR: (818) 241-0800  
> 17 ATTENDANCE SCHEDULE:

ALL ALL 0900-1700

**SERVICES**

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

**BASED AIRCRAFT**

90 SINGLE ENG: 68  
91 MULTI ENG: 7  
92 JET: 0  
TOTAL: 75  
93 HELICOPTERS: 4  
94 GLIDERS: 0  
95 MILITARY: 0  
96 ULTRA-LIGHT: 0

**FACILITIES**

> 80 ARPT BCN: CG  
> 81 ARPT LGT SKED: SEE RMK  
BCN LGT SKED: SEE RMK  
> 82 UNICOM: 122.725  
> 83 WIND INDICATOR: YES-L  
84 SEGMENTED CIRCLE: YES  
85 CONTROL TWR: NO  
86 FSS: SAN DIEGO  
87 FSS ON ARPT: NO  
88 FSS PHONE NR:  
89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**

100 AIR CARRIER: 0  
102 AIR TAXI: 0  
103 G A LOCAL: 3,948  
104 G A ITNRNT: 7,900  
105 MILITARY: 0  
TOTAL: 11,848  
OPERATIONS FOR  
12 MONTHS  
ENDING: 05/31/2016

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
> 31 LENGTH:  
> 32 WIDTH:  
> 33 SURF TYPE-COND:  
> 34 SURF TREATMENT:  
35 GROSS WT: S  
36 (IN THSDS) D  
37 2D  
38 2D/2D2  
> 39 PCN:

06/24  
2,712  
75  
ASPH-F  
12.0

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:  
> 42 RWY MARK TYPE-COND:  
> 43 VGSI:  
44 THR COSSING HGT.:  
45 VISUAL GLIDE ANGLE:  
> 46 CNTRLN-TDZ:  
> 47 RVR-RVV:  
> 48 REIL:  
> 49 APCH LIGHTS:

MED  
BSC - G / BSC - F - / - - / -  
/ / / /  
/ / / /  
N - N / N - N - / - - / -  
- N / - N - / - - / -  
N / Y / / /  
/ / / /

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
> 51 DISPLACED THR:  
> 52 CTLG OBSTN:  
> 53 OBSTN MARKED/LGTD:  
> 54 HGT ABOVE RWY END:  
> 55 DIST FROM RWY END:  
> 56 CNTRLN OFFSET:  
57 OBSTN CLNC SLOPE:  
58 CLOSE-IN OBSTN:

A(NP) / A(NP) / / /  
/ / / /  
ROAD / HILL / / / /  
/ / / /  
15 / 160 / / / /  
200 / 4,000 / / / /  
25L / 0B / / / /  
0:1 / 23:1 / / / /  
Y / 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 014 ON SITE MGR DENNIS EASTO 760-901-4260  
A 016 EXT 207  
A 042 RWY 24 RY 24 FIRST 240 FT OF CNTRLN MISSING BEGINNING AT RY NUMBERS.  
A 057 RWY 06 RY 06 APCH RATIO 36:1 FM THLD.  
A 058 RWY 06 8' FENCE, ROAD & +8' TRAFFIC SIGNAL AT 70'.  
A 070 FUEL AVAILABLE 24 HRS 100LL, 0600-2100 JETA  
A 081 MIRL RWY 06/24 PRESET LOW INTST; TO INCR INTST ACTVT - CTAF.  
A 081 DUSK-DAWN.  
A 110-001 +20 FT TREES 125 FT NORTH OF RWY CNTRLN; FENCE & ROAD WITHIN PRIMARY SFC NORTH SIDE.  
A 110-002 MOUNTAIN W, NW, SW RWY 6 UP TO 280 FT MSL.  
A 110-003 UNLGTD MTN APRX 160 FT MSL IN APCH ZONE AT 3500 FT FM W END OF PVMT RWY 6.  
A 110-005 NOISE ABATEMENT IN EFCT: FLW RIVERBED ALL THE WAY TO COAST PRIOR TO MAKING ANY TURNS. DO NOT FLY OVER ANY HOUSES ALG RIVER BANKS. NO EARLY TURNOUTS PRIOR TO THE OCEAN. SKYDIVING OPS IN EFCT SR-SS DLY. PRCHT LNDG NORTH SIDE OF RWY BTW DOWNWIND AND RWY; NO EFCT ON ACFT TKOF/LNDG THAT FLW TFC PAT. USE CTN WHILE IN THE PAT.  
A 110-007 DO NOT CONFUSE ROAD SOUTH OF ARPT WITH THE RWY.  
111 INSPECTOR: (S) 112 LAST INSP: 06/07/2016 113 LAST INFO REQ:

> 1 ASSOC CITY: \*\*\*CONTINUED\*\*\* 4 STATE: CA LOC ID: OKB FAA SITE NR: 01975.1\*A  
 > 2 AIRPORT NAME: 5 COUNTY:  
 3 CBD TO AIRPORT (NM): 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT:

**GENERAL**

10 OWNERSHIP:  
 > 11 OWNER:  
 > 12 ADDRESS:  
 > 13 PHONE NR:  
 > 14 MANAGER:  
 > 15 ADDRESS:  
 > 16 PHONE NR:  
 > 17 ATTENDANCE SCHEDULE:

**SERVICES**

> 70 FUEL:  
 > 71 AIRFRAME RPRS:  
 > 72 PWR PLANT RPRS:  
 > 73 BOTTLE OXYGEN:  
 > 74 BULK OXYGEN:  
 75 TSNT STORAGE:  
 76 OTHER SERVICES:

**BASED AIRCRAFT**

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

**FACILITIES**

> 80 ARPT BCN:  
 > 81 ARPT LGT SKED :  
 BCN LGT SKED:  
 > 82 UNICOM:  
 > 83 WIND INDICATOR:  
 84 SEGMENTED CIRCLE:  
 85 CONTROL TWR:  
 86 FSS:  
 87 FSS ON ARPT:  
 88 FSS PHONE NR:  
 89 TOLL FREE NR:

**OPERATIONS**

100 AIR CARRIER:  
 102 AIR TAXI:  
 103 G A LOCAL:  
 104 G A ITNRNT:  
 105 MILITARY:  
 TOTAL:  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING:

18 AIRPORT USE:  
 19 ARPT LAT:  
 20 ARPT LONG:  
 21 ARPT ELEV:  
 22 ACREAGE:  
 > 23 RIGHT TRAFFIC:  
 > 24 NON-COMM LANDING:  
 25 NPIAS/FED AGREEMENTS:  
 > 26 FAR 139 INDEX:

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:	- / -	- / -	- / -	- / -
> 42 RWY MARK TYPE-COND:	/	/	/	/
> 43 VGSI:	/	/	/	/
44 THR COSSING HGT.:	/	/	/	/
45 VISUAL GLIDE ANGLE:	/	/	/	/
> 46 CNTRLN-TDZ:	- / -	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -	- / -
> 48 REIL:	/	/	/	/
> 49 APCH LIGHTS:	/	/	/	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY	/	/	/	/
> 51 DISPLACED THR:	/	/	/	/
> 52 CTLG OBSTN:	/	/	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/	/
> 54 HGT ABOVE RWY END:	/	/	/	/
> 55 DIST FROM RWY END:	/	/	/	/
> 56 CNTRLN OFFSET:	/	/	/	/
57 OBSTN CLNC SLOPE:	/	/	/	/
58 CLOSE-IN OBSTN:	/	/	/	/

**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 110-009 BIRDS ON AND INVOF ARPT.

111 INSPECTOR: (S) 112 LAST INSP: 06/07/2016 113 LAST INFO REQ:

> 1 ASSOC CITY: HEMET 4 STATE: CA LOC ID: HMT FAA SITE NR: 01654.\*A  
 > 2 AIRPORT NAME: HEMET-RYAN 5 COUNTY: RIVERSIDE CA  
 3 CBD TO AIRPORT (NM): 03 SW 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
> 10 OWNERSHIP:	PUBLIC	> 70 FUEL:	100LL A	90 SINGLE ENG:	55
> 11 OWNER:	COUNTY OF RIVERSIDE	> 71 AIRFRAME RPRS:	MAJOR	91 MULTI ENG:	2
> 12 ADDRESS:	3403 10TH STREET, SUITE 500	> 72 PWR PLANT RPRS:	MAJOR	92 JET:	2
	RIVERSIDE, CA 92501	> 73 BOTTLE OXYGEN:	NONE	TOTAL:	59
> 13 PHONE NR:	951-955-8916	> 74 BULK OXYGEN:	NONE	93 HELICOPTERS:	5
> 14 MANAGER:	DARYL SHIPPY	75 TSNT STORAGE:	TIE	94 GLIDERS:	0
> 15 ADDRESS:	3403 10TH STREET, SUITE 500	76 OTHER SERVICES:	CHTR, GLD, INSTR, RNTL, SALES, TOW	95 MILITARY:	0
	RIVERSIDE, CA 92501			96 ULTRA-LIGHT:	5
> 16 PHONE NR:	951-955-9722				
> 17 ATTENDANCE SCHEDULE:					

ALL	ALL	DALGT	<b>FACILITIES</b>		<b>OPERATIONS</b>	
18 AIRPORT USE:	PUBLIC		> 80 ARPT BCN:	CG	100 AIR CARRIER:	0
19 ARPT LAT:	33-44-02.3700N ESTIMATED		> 81 ARPT LGT SKED :	SEE RMK	102 AIR TAXI:	0
20 ARPT LONG:	117-01-21.1600W		BCN LGT SKED :	SS-SR	103 G A LOCAL:	47,153
21 ARPT ELEV:	1512.0 SURVEYED		> 82 UNICOM:	123.000	104 G A ITNRNT:	28,291
22 ACREAGE:	428		> 83 WIND INDICATOR:	YES-L	105 MILITARY:	0
> 23 RIGHT TRAFFIC:	22, 05		84 SEGMENTED CIRCLE:	YES	TOTAL:	75,444
> 24 NON-COMM LANDING:	NO		85 CONTROL TWR:	NO	OPERATIONS FOR	
25 NPIAS/FED AGREEMENTS:	NGPY		86 FSS:	RIVERSIDE	12 MONTHS	
> 26 FAR 139 INDEX:			87 FSS ON ARPT:	NO	ENDING:	01/31/2016
			88 FSS PHONE NR:			
			89 TOLL FREE NR:	1-800-WX-BRIEF		

	04/22	05/23		
> 30 RUNWAY INDENT:	2,045	4,314		
> 31 LENGTH:	25	100		
> 32 WIDTH:	ASPH-F	ASPH-G		
> 33 SURF TYPE-COND:				
> 34 SURF TREATMENT:				
35 GROSS WT: S		80.0		
36 (IN THSDS) D		130.0		
37 2D				
38 2D/2D2				
> 39 PCN:				
<b>LIGHTING/APCH AIDS</b>				
> 40 EDGE INTENSITY:		MED		
> 42 RWY MARK TYPE-COND:	BSC - G / BSC - G	NPI - G / BSC - G	- / -	- / -
> 43 VGSI:	/	/ P2L	/	/
44 THR COSSING HGT.:	/	/ 33	/	/
45 VISUAL GLIDE ANGLE:	/	/ 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:	/	/	/	/
<b>OBSTRUCTION DATA</b>				
50 FAR 77 CATEGORY	A(V) / A(V)	C / B(V)	/	/
> 51 DISPLACED THR:	/	/	/	/
> 52 CTLG OBSTN:	/	/	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/	/
> 54 HGT ABOVE RWY END:	/	/	/	/
> 55 DIST FROM RWY END:	/	/	/	/
> 56 CNTRLN OFFSET:	/	/	/	/
57 OBSTN CLNC SLOPE:	50:1 / 50:1	50:1 / 50:1	/	/
58 CLOSE-IN OBSTN:	N / N	N / N	/	/
<b>DECLARED DISTANCES</b>				
> 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 016 FAX: 951.955.6686  
 A 081 ACTVT MIRL RY 05/23 & TWY LGTS - CTAF.  
 A 110-001 AIR TANKER ACTIVITY MAY-NOV; FOREST SVC FIRE FIGHTING ACFT FREQUENTLY FLY THE CONVENTIONAL RECTANGULAR PAT WITH FOUR 90 DEG CLEARING TURNS ENTERING THE DOWN WIND LEG ABEAM MIDPOINT OF RY.  
 A 110-002 WATCH FOR USFS FIRE FIGHTING ACFT.  
 A 110-003 GLIDER, ULTRALIGHT ACT NORTH SIDE OF ARPT.

111 INSPECTOR: (S) 112 LAST INSP: 02/25/2016 113 LAST INFO REQ:

> 1 ASSOC CITY: ONTARIO 4 STATE: CA LOC ID: ONT FAA SITE NR: 01986.\*A  
 > 2 AIRPORT NAME: ONTARIO INTL 5 COUNTY: SAN BERNARDINO CA  
 3 CBD TO AIRPORT (NM): 02 E 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
> 10 OWNERSHIP:	PUBLIC	> 70 FUEL:	100LL A	90 SINGLE ENG:	4
> 11 OWNER:	CITY OF LOS ANGELES	> 71 AIRFRAME RPRS:	MAJOR	91 MULTI ENG:	5
> 12 ADDRESS:	NO 1 WORLD WAY, LA INTL ARPT	> 72 PWR PLANT RPRS:	MAJOR	92 JET:	25
	LOS ANGELES, CA 90009	> 73 BOTTLE OXYGEN:	HIGH/LOW	TOTAL:	34
> 13 PHONE NR:	310-646-6250	> 74 BULK OXYGEN:	NONE	93 HELICOPTERS:	3
> 14 MANAGER:	JESS ROMO	75 TSNT STORAGE:		94 GLIDERS:	0
> 15 ADDRESS:	ONTARIO INTERNATIONAL AIRPORT, 1923 EAST	76 OTHER SERVICES:	AFRT, AVNCS, CARGO, CHTR, SALES	95 MILITARY:	0
	ONTARIO, CA 91761			96 ULTRA-LIGHT:	0
> 16 PHONE NR:	909-544-5300				
> 17 ATTENDANCE SCHEDULE:					

ALL	ALL	ALL	<b>FACILITIES</b>		<b>OPERATIONS</b>	
			> 80 ARPT BCN:	CG	100 AIR CARRIER:	50,783
			> 81 ARPT LGT SKED :		102 AIR TAXI:	16,286
			BCN LGT SKED :	SS-SR	103 G A LOCAL:	4,045
			> 82 UNICOM:		104 G A ITRNRT:	12,009
			> 83 WIND INDICATOR:	YES-L	105 MILITARY:	575
			84 SEGMENTED CIRCLE:	NONE	TOTAL:	83,698
			85 CONTROL TWR:	YES	OPERATIONS FOR	
			86 FSS:	RIVERSIDE	12 MONTHS	
			87 FSS ON ARPT:	NO	ENDING:	12/31/2015
			88 FSS PHONE NR:			
			89 TOLL FREE NR:	1-800-WX-BRIEF		

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

08L/26R	08R/26L
12,197	10,200
150	150
CONC-G	CONC-G
GRVD	GRVD
30.0	30.0
200.0	200.0
560.0	560.0
850.0	850.0
102/R/B/W/T	70 /R/B/W/T
HIGH	HIGH
PIR - G / PIR - G	PIR - G / PIR - G
P4L / P4L	P4L / P4R
62 / 75	65 / 74
3.00 / 3.00	3.00 / 3.00
Y - Y / Y - N	Y - N / Y - Y
TMR - Y / TMR - Y	TMR - Y / TMR - Y
N / N	N / N
MALSR / MALSR	/ ALSF2
PIR / PIR	C / PIR
997 /	/
RR / POLE	/ POLE
/	/
20 / 40	/ 40
600 / 2,050	/ 2,050
250R / 400R	/ 400L
20:1 / 46:1	50:1 / 46:1
N / N	N / N
/	/
/	/
/	/
/	/

**LIGHTING/APCH AIDS**  
 > 40 EDGE INTENSITY:  
 > 42 RWY MARK TYPE-COND:  
 > 43 VGS:  
 44 THR COSSING HGT.:  
 45 VISUAL GLIDE ANGLE:  
 > 46 CNTRLN-TDZ:  
 > 47 RVR-RVV:  
 > 48 REIL:  
 > 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY  
 > 51 DISPLACED THR:  
 > 52 CTLG OBSTN:  
 > 53 OBSTN MARKED/LGTD:  
 > 54 HGT ABOVE RWY END:  
 > 55 DIST FROM RWY END:  
 > 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**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 057 RWY 08L APCH RATIO 50:1 TO DSPLCD THR.  
 A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.  
 A 110-022 FBO ON FREQ 130.75.  
 A 110-024 TWY H RESTRICTED TO ACFT WITH WINGSPAN OF 124 FT OR SMALLER WHEN GATE 35A OCCUPIED BY B747 OR LARGER ACFT.  
 A 110-038 WILDLIFE HAZARD MGT PLAN IN EFFECT; POTENTIAL BIRD HAZARDS MAY EXIST ON AND INVOF ARPT; BE ALERT TO LARGE NUMBERS OF STARLINGS AND CROWS POSSIBLE ON APCH TO RY 26L AND RY 26R, HAWKS, EAGLES, FALCONS AND OWLS SPOTTED ON OCCASION.  
 A 110-039 TWY M, TWY S-3 AND TWY S-4 RSTD TO ACFT WITH WINGSPAN 117 FT OR SMALLER.  
 A 110-040 PILOTS SHOULD USE JUDGEMENTAL OVERSTEER ON TWY M, TWY H, TWY S-3 AND TWY S-4.  
 A 110-043 NOISE ABATEMENT PROCEDURES IN EFFECT; FULL-LENGTH TURBOJET DEP ENCOURAGED, NIGHTLY PREFERENTIAL RWY USAGE, 2200-0700.  
 A 110-044 EASTBOUND B747, B777, A330, A340 OR LARGER ACFT ON TWY S PROHIBITED FROM NORTHBOUND TURNS ONTO TWY K.  
 A 110-045 B747, B777, A330, A340 OR LARGER ACFT ON TWY S PROHIBITED FROM NORTHBOUND TURNS ONTO TWY P.  
 A 110-046 ACFT PARKING AND CONTRACT GROUND SERVICES ARE LIMITED FOR NON-SCHEDULED OPERATIONS. FOR SCHEDULING INFORMATION CALL AIRFIELD OPERATIONS (909) 544-5344.  
 A 110-048 TWY W SOUTH OF TWY S IS A NON-MOVEMENT AREA; ALL ACFT CTC RAMP CTL 131.325 FOR ACCESS.

111 INSPECTOR: ( F ) 112 LAST INSP: 03/10/2016 113 LAST INFO REQ:

> 1 ASSOC CITY: \*\*\*CONTINUED\*\*\* 4 STATE: CA LOC ID: ONT FAA SITE NR: 01986.\*A  
 > 2 AIRPORT NAME: 5 COUNTY:  
 3 CBD TO AIRPORT (NM): 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT:

**GENERAL**

10 OWNERSHIP:  
 > 11 OWNER:  
 > 12 ADDRESS:  
 > 13 PHONE NR:  
 > 14 MANAGER:  
 > 15 ADDRESS:  
 > 16 PHONE NR:  
 > 17 ATTENDANCE SCHEDULE:

**SERVICES**

> 70 FUEL:  
 > 71 AIRFRAME RPRS:  
 > 72 PWR PLANT RPRS:  
 > 73 BOTTLE OXYGEN:  
 > 74 BULK OXYGEN:  
 75 TSNT STORAGE:  
 76 OTHER SERVICES:

**BASED AIRCRAFT**

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

**FACILITIES**

> 80 ARPT BCN:  
 > 81 ARPT LGT SKED :  
 BCN LGT SKED:  
 > 82 UNICOM:  
 > 83 WIND INDICATOR:  
 84 SEGMENTED CIRCLE:  
 85 CONTROL TWR:  
 86 FSS:  
 87 FSS ON ARPT:  
 88 FSS PHONE NR:  
 89 TOLL FREE NR:

**OPERATIONS**

100 AIR CARRIER:  
 102 AIR TAXI:  
 103 G A LOCAL:  
 104 G A ITNRNT:  
 105 MILITARY:  
 TOTAL:  
 OPERATIONS FOR  
 12 MONTHS  
 ENDING:

**RUNWAY DATA**

> 30 RUNWAY INDENT:  
 > 31 LENGTH:  
 > 32 WIDTH:  
 > 33 SURF TYPE-COND:  
 > 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2D2  
 > 39 PCN:

**LIGHTING/APCH AIDS**

> 40 EDGE INTENSITY:	- / -	- / -	- / -	- / -
> 42 RWY MARK TYPE-COND:	/	/	/	/
> 43 VGSI:	/	/	/	/
44 THR COSSING HGT.:	/	/	/	/
45 VISUAL GLIDE ANGLE:	/	/	/	/
> 46 CNTRLN-TDZ:	- / -	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -	- / -
> 48 REIL:	/	/	/	/
> 49 APCH LIGHTS:	/	/	/	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY	/	/	/	/
> 51 DISPLACED THR:	/	/	/	/
> 52 CTLG OBSTN:	/	/	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/	/
> 54 HGT ABOVE RWY END:	/	/	/	/
> 55 DIST FROM RWY END:	/	/	/	/
> 56 CNTRLN OFFSET:	/	/	/	/
57 OBSTN CLNC SLOPE:	/	/	/	/
58 CLOSE-IN OBSTN:	/	/	/	/

**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 110-049 ALL MILITARY AND GENERAL AVIATION (FIXED OR ROTOR WING) ACFT OPS ARE RESTRICTED TO FBO FACILITIES WITH ADVANCE COORDINATION; OVERNIGHT TIEDOWN AND PARKING FEE.  
 A 110-050 TWY S SOUTH OF CNTRLN BTN TXLN S-2 AND S-3, AND THE SOUTHERN HALF OF TXLN S-2 AND S-3 ARE NOT VISIBLE FM ATCT; PILOTS USE CAUTION ENTERING TXLN S-2 AND S-3.  
 A 110-052 ACFT ACCESS TO TWY R FROM RWY 26R PROHIBITED  
 A 110-053 TWY R ACFT ACCESS FROM RWY 26L IS PROHIBITED  
 A 110-054 TWY S2 RSTRD TO ACFT WITH 117 FT WINGSPAN AND SMALLER.

111 INSPECTOR: ( F ) 112 LAST INSP: 03/10/2016 113 LAST INFO REQ:



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1131 users online [LOGIN](#)

## KSNA John Wayne-Orange County Airport

Santa Ana, California, USA



GOING TO SANTA ANA?

**AVIS** **Hertz**  
[Reserve Online](#) [Reserve Online](#)

### FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

#### Location

FAA Identifier: SNA  
 Lat/Long: 33-40-32.4000N / 117-52-05.6000W  
 33-40.540000N / 117-52.093333W  
 33.6756667 / -117.8682222  
 (estimated)  
 Elevation: 56.1 ft. / 17.1 m (surveyed)  
 Variation: 12E (2015)  
 From city: 4 miles S of SANTA ANA, CA  
 Time zone: UTC -7 (UTC -8 during Standard Time)  
 Zip code: 92707

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#### Airport Operations

Airport use: Open to the public  
 Activation date: 11/1941  
 Sectional chart: [LOS ANGELES](#)  
 Control tower: yes  
 ARTCC: LOS ANGELES CENTER  
 FSS: RIVERSIDE FLIGHT SERVICE STATION  
 NOTAMs facility: SNA (NOTAM-D service available)  
 Attendance: CONTINUOUS  
 Wind indicator: lighted  
 Segmented circle: yes  
 Lights: WHEN ATCT CLSD ACTVT MALSR RY 20R & PAPI  
 RYS 02L & 20R - CTAF.  
 Beacon: white-green (lighted land airport)  
 Operates sunset to sunrise.  
 Landing fee: no, OVERNIGHT TIE-DOWN FEE.  
 Fire and rescue: ARFF index C



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

#### Aerial photo

#### Airport Communications

CTAF: 126.8  
 UNICOM: 122.95  
 WX ASOS: PHONE 714-424-0590  
 JOHN WAYNE GROUND: 120.8 EAST 132.25 WEST [0615-2300]

JOHN WAYNE TOWER: 119.9(RWY 02R/20L) 126.8(RWY 02L/20R) 379.9 128.35 [0615-2300]  
 SOCAL APPROACH: 121.3  
 SOCAL DEPARTURE: 128.1 132.7  
 CLEARANCE DELIVERY: 118.0 121.85  
 CLASS C: 121.3(315-045) 124.1(045-130) 125.35 (190-315 AT OR BLO 3,000 FT) 127.2 (190-315 ABV 3,000 FT) 128.1(130-190)  
 D-ATIS: 126.0  
 DSNEE STAR: 134.0  
 FINZZ SID: 128.1  
 HAWWC SID: 124.65  
 HHERO SID: 128.1  
 HOBOW SID: 133.85  
 IC: 126.8(RWY 02L/20R)  
 MIKAA SID: 133.85  
 OHSEE STAR: 127.4  
 PIGGN SID: 128.1  
 PLZZA SID: 124.65  
 ROOBY STAR: 134.0  
 TILLT STAR: 127.4  
 WX ASOS at FUL (13 nm NW): PHONE 714-870-1372  
 WX ASOS at LGB (16 nm NW): PHONE 562-424-0572  
 WX AWOS-3PT at AJO (19 nm NE): 132.175 (951-340-4764)

WARNING: Photo may not be current or correct



Photo courtesy of [focalfight.com](http://focalfight.com)  
 Photo taken 08-Apr-2015  
 looking north-northeast.

Do you have a better or more recent aerial photo of John Wayne-Orange County Airport that you would like to share? If so, please [send us your photo](#).

**Nearby radio navigation aids**

VOR radial/distance	VOR name	Freq	Var
<a href="#">ELBr</a> 256/6.8	EL TORO VOR/DME	117.20	14E
<a href="#">SLIr</a> 110/11.3	SEAL BEACH VORTAC	115.70	15E
<a href="#">PDZr</a> 214/22.3	PARADISE VORTAC	112.20	15E
<a href="#">POMr</a> 174/24.5	POMONA VORTAC	110.40	15E
<a href="#">RALr</a> 217/(26.8)	RIVERSIDE VOR	112.40	14E
<a href="#">LAXr</a> 104/32.1	LOS ANGELES VORTAC	113.60	15E
<a href="#">SXC</a> r042/33.0	SANTA CATALINA VORTAC	111.40	15E
<a href="#">OCN</a> r304/34.5	OCEANSIDE VORTAC	115.30	15E
<a href="#">HDF</a> r246/(34.6)	HOMELAND VOR	113.40	14E
<a href="#">SMO</a> r109/35.5	SANTA MONICA VOR/DME	110.80	15E

**NDB name Hdg/Dist Freq Var ID**  
[EL MONTE](#) 147/26.1 359 15E EMT . -- -

**Airport Services**

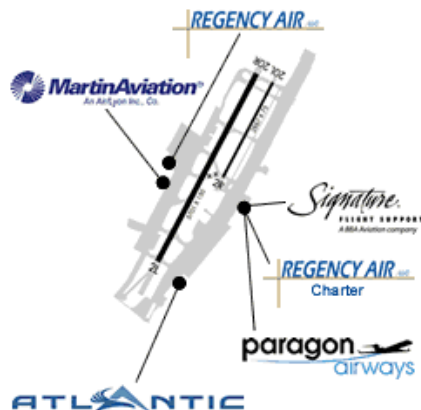
- Fuel available: 100LL JET-A
- Parking: tiedowns
- Airframe service: MAJOR
- Powerplant service: MAJOR
- Bottled oxygen: HIGH/LOW

**Sectional chart**



**Airport diagram**

CAUTION: Diagram may not be current



[Download PDF](#)  
 of official airport diagram from the FAA

**Airport distance calculator**

Flying to John Wayne-Orange County Airport? Find the distance to fly.

## Runway Information

From  to KSNA

[CALCULATE DISTANCE](#)

### Runway 2L/20R

Dimensions: 5701 x 150 ft. / 1738 x 46 m  
 Surface: asphalt/grooved, in good condition  
 Weight bearing capacity: PCN 89 /F/B/X/T  
 Single wheel: 70.0  
 Double wheel: 200.0  
 Double tandem: 300.0  
 Runway edge lights: high intensity  
**RUNWAY 2L                      RUNWAY 20R**  
 Latitude: 33-40.068170N      33-40.898775N  
 Longitude: 117-52.429830W      117-51.903543W  
 Elevation: 56.0 ft.              41.5 ft.  
 Gradient: 0.3%                      0.3%  
 Traffic pattern: left                      right  
 Runway heading: 016 magnetic, 028 true      196 magnetic, 208 true  
 Markings: precision, in good condition      precision, in good condition  
 Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)      4-light PAPI on left (3.00 degrees glide path)  
 RVR equipment:                      touchdown  
 Approach lights:                      MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights  
 Runway end identifier lights: no      no  
 Touchdown point: yes, no lights      yes, no lights  
 Instrument approach:                      ILS/DME

### Runway 2R/20L

Dimensions: 2887 x 75 ft. / 880 x 23 m  
 Surface: asphalt/grooved, in good condition  
 Weight bearing capacity: PCN 72 /F/B/X/T  
 Single wheel: 25.0  
 Double wheel: 60.0  
 Runway edge lights: medium intensity  
 Operational restrictions: RY 02R/20L CLSD WHEN ATCT CLSD.  
**RUNWAY 2R                      RUNWAY 20L**  
 Latitude: 33-40.439670N      33-40.860180N  
 Longitude: 117-52.082840W      117-51.816408W  
 Elevation: 52.2 ft.              40.1 ft.  
 Gradient: 0.4%                      0.4%  
 Traffic pattern: right                      left  
 Runway heading: 016 magnetic, 028 true      196 magnetic, 208 true  
 Markings: basic, in good condition      basic, in good condition  
 Visual slope indicator:                      4-light PAPI on left (3.00 degrees glide path)

### Sunrise and sunset

Times for 18-Oct-2016

	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:35	13:35
Sunrise	07:01	14:01
Sunset	18:12	01:12
Evening civil twilight	18:38	01:38

### Current date and time

Zulu (UTC) 18-Oct-2016 12:52:53  
 Local (UTC-7) 18-Oct-2016 05:52:53

### METAR

**KSNA** 181153Z AUTO 0000KT 10SM OVC010 16/13 A2992 RMK AO2 SLP133 70015 T01610133 10178 20150 50000  
**KSLI** 181228Z AUTO 05003KT 10SM 10nm NW OVC007 14/14 A2993 RMK AO2  
**KFUL** 181153Z AUTO 00000KT 10SM 13nm NW FEW007 15/13 A2992 RMK AO2 SLP130 70017 T01500128 10178 20144 55000  
**KLGB** 181153Z AUTO 00000KT 9SM 16nm NW OVC004 15/14 A2992 RMK AO2 SLP132 70003 T01500144 10183 20150 57001 TSNO  
**KAJO** 181156Z AUTO 00000KT 10SM 19nm NE SCT003 10/09 A2994 RMK AO2 SLP148 70004 T01000089 10133 20083 55001 \$

### TAF

**KSNA** 180828Z 1808/1906 VRB04KT P6SM FEW015 FM182100 23008KT P6SM SKC FM190100 VRB04KT P6SM SKC  
**KSLI** 181203Z 1812/1911 VRB06KT 10nm NW 9999 BKN005 QNH2995INS TEMPO 1812/1814 BKN010 BECMG 1816/1817 22009KT 9999 FEW030 SCT250 QNH2991INS BECMG 1902/1903 VRB06KT 9999 FEW250 QNH2995INS TX26/1820Z TN14/1814Z  
**KLGB** 180916Z 1809/1906 VRB03KT 16nm NW P6SM SKC FM181600 19006KT P6SM SKC FM182300 29010KT P6SM SKC FM190400 VRB03KT P6SM SKC

### NOTAMs

[Click for the latest NOTAMs](#)

NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

Runway end identifier lights: no	yes
Touchdown point: yes, no lights	yes, no lights
Obstructions: none	15 ft. bldg, lighted, 500 ft. from runway, 115 ft. left of centerline, 20:1 slope to clear

## Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: ORANGE COUNTY

3160 AIRWAY AVENUE

COSTA MESA, CA 92626

Phone 949-252-5171

Manager: BARRY A. RONDINELLA

3160 AIRWAY AVE

COSTA MESA, CA 92626

Phone 949-252-5171

JEFFREY S. ROUNTREE, MGR, AIRSIDE OPNS (949) 252-5247.

## Airport Operational Statistics

Aircraft based on the field: 484	Aircraft operations: avg 714/day *
Single engine airplanes: 350	33% commercial
Multi engine airplanes: 47	31% transient general aviation
Jet airplanes: 69	30% local general aviation
Helicopters: 18	5% air taxi
	<1% military

\* for 12-month period ending 31 December 2015

## Additional Remarks

A30- RY 20X CREATED TO SUPPORT OJW LDA ASSOCIATED WITH SNA ILS RY 20R. 20X

- MAINTAIN AT OR ABOVE 300 FT AGL UNTIL ESTABLISHED ON FINAL .
- VFR ACFT: TO AVOID OVERFLIGHT OF RY 20R: RY 20L ARR FLY FINAL AT 15 DEG ANGLE TO RY; RY 20L DEPS TURN 15 DEG LEFT AT DEP END OF RY. TO AVOID OVERFLIGHT OF RY 02L: RY 02R DEPS TURN 15 DEG RIGHT AT FREEWAY.
- FBO GENERAL AVIATION APRONS LIMITED TO MAX GWT OF 100,000 LBS (DUAL GEAR) AND WITH WINGSPANS LESS THAN 100 FT. GENERAL AVIATION AIRCRAFT PROHIBITED FROM USING ANY PORTION OF THE AIR CARRIER COMMERCIAL RAMP.
- NOISE ABATEMENT PROCEDURES IN EFFECT CTC ARPT NOISE OFFICE (949) 252-5185.
- RY 02L/20R TPA 1,000 FT AGL SMALL ACFT; 1,500 FT AGL TURBINE ACFT OVER 12,500 LBS; RY 02R/20L TPA 800 FT AGL SMALL SGL ENG ACFT; 1000 FT AGL TWIN ENG ACFT.
- ASDE-X IN USE. OPERATE TRANSPONDERS WITH ALTITUDE REPORTING MODE AND ADS-B (IF EQUIPPED) ENABLED ON ALL TWYS AND RWYS.
- WHEN ATCT CLSD NO LCL TRNG OR TOUCH & GO OPNS.
- BE ALERT TO BIRDS ON AND IN VICINITY OF ARPT.
- TWY C GWT LMTD 60000 LBS.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.  
 FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

**STARs - Standard Terminal Arrivals**

- KAYOH FIVE **\*\*CHANGED\*\*** [download](#) (250KB)
- KEFFR THREE (RNAV) [download](#) (210KB)
- TANDY THREE **\*\*CHANGED\*\*** [download](#) (181KB)

**IAPs - Instrument Approach Procedures**

- ILS OR LOC RWY 20R [download](#) (416KB)
- RNAV (RNP) Z RWY 20R [download](#) (284KB)
- RNAV (GPS) RWY 02L [download](#) (216KB)
- RNAV (GPS) Y RWY 20R [download](#) (302KB)
- LOC BC RWY 02L [download](#) (305KB)
- LDA/DME RWY 20R [download](#) (301KB)
- NOTE: Special Alternate Minimums apply [download](#)

**Departure Procedures**

- ANAHEIM EIGHT **\*\*NEW\*\*** 2 pages: [\[1\]](#) [\[2\]](#) (501KB)
- CHANNEL TWO [download](#) (322KB)
- EL TORO FOUR 2 pages: [\[1\]](#) [\[2\]](#) (426KB)
- IRVINE FOUR 2 pages: [\[1\]](#) [\[2\]](#) (485KB)
- MUSEL SEVEN [download](#) (314KB)
- STREL FOUR (RNAV) [download](#) (198KB)
- NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#)

Other nearby airports with instrument procedures:

- [KSLI](#) - Los Alamitos Army Airfield (11 nm NW)
- [KFUL](#) - Fullerton Municipal Airport (13 nm NW)
- [KLGB](#) - Long Beach Airport (Daugherty Field) (16 nm NW)
- [KAJO](#) - Corona Municipal Airport (19 nm NE)
- [KCNO](#) - Chino Airport (21 nm NE)

**FBO, Fuel Providers, and Aircraft Ground Support**

Business Name	Contact	Services / Description	Fuel Prices	Comments
	<b>ASRI 131.50</b> 949-263-5800 <a href="#">[web site]</a> <a href="#">[email]</a> 	When visiting Southern California for business, vacation, shopping or star-gazing, Signature Orange County is the place to be. Signature Orange County is located close to nearby attractions like Disneyland, Anaheim Angel Stadium, and all the beautiful beach cities from Newport to Laguna. Los Angeles is 45 minutes north while Dana Point is approximately 30 minutes south. More info and photos of Signature Flight Support	independent 100LL Jet A FS \$5.80 \$6.12 <b>GUARANTEED</b>	not yet rated 3 <a href="#">read</a> <a href="#">write</a>
		Aviation fuel, Aircraft parking (ramp or tiedown), Hangars,	independent 100LL Jet A	★★★★★ 16 <a href="#">read</a> <a href="#">write</a>



Passenger terminal and lounge, Catering, Rental cars, Courtesy transportation, ...

FS \$5.41 \$4.68  
Updated 17-Oct-2016

More info and photos of Atlantic Aviation



**Alternatives at nearby airports**

IMPORTANT: Note that the FBOs below are NOT at KSNA but at other nearby airports. Do not expect services from these FBOs to be available at KSNA.



UNICOM 122.95  
562-760-4052  
[web site]  
[email]

At **KLGB** (Long Beach Airport (Daugherty Field)), 16 miles WNW

Located at **KLGB**

Simple freeway access. Large ramp area accommodates all types of aircraft. We can offer quick turn arounds for transient aircraft. PJC flight planning. Complimentary Popcorn, Coffee & Bottled Water. Best Fuel Prices Around, Low Ramp Fees.

100LL Jet A  
FS \$5.29 \$3.45  
SS \$4.99 ---

**GUARANTEED MEMBERS ONLY Discounts**

★★★★★  
11 read write

More info and photos of Pacific Jet Center (KLGB)

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FS=Full service  
SS=Self service

UPDATE PRICES

**Aviation Businesses, Services, and Facilities**

Business Name	Contact	Services / Description	Distance	Comments
	949-851-0966 <a href="#">[web site]</a> <a href="#">[email]</a>	Regency Air, LLC is a private charter company that offers air charter accommodations to destinations in the United States, Canada, and Mexico. Our priority is to offer customers comfortable, convenient, and reliable travel. Regency Air, LLC is backed by over a decade of experience which has been established from exceptional standards and a commitment to safety. More info and photos of Regency Air, LLC	on airport	not yet rated <a href="#">write</a>
	949-474-2900 <a href="#">[web site]</a> <a href="#">[email]</a>	From jet management to consulting to charter, we do it all. Although we fly a range of professionals from Fortune CEO's and celebrities, to families and work teams, we treat every client like they were our only client. Fly with us just once and you'll see why nearly all of our clients are repeats! More info and photos of Paragon Airways	on airport	not yet rated <a href="#">write</a>
		Martin Aviation is a FAA Certified 14 CFR PART 145	on airport	



714-210-2945  
[\[web site\]](#)  
[\[email\]](#)

Repair Station (M8VR406N). Our capabilities include but are not limited to: Citation, Challenger, King Air, Learjet, Pilatus (service center), Gulfstream, and Hawker aircraft among others. In addition, we have an in house Interior Shop, Battery Shop, Parts Department and onsite avionics through Western Avionics.

▼ [More info and photos of Martin Aviation](#)



not yet rated  
[write](#)



949-756-1111  
[\[web site\]](#)  
[\[email\]](#)

Aircraft charters, Aircraft sales / leasing / brokerage, Aircraft management



on airport

not yet rated  
 1 [read](#) [write](#)

▼ [More info about STAjets Superior Transportation Associates, Inc.](#)

no information available

Jay's Aircraft Maintenance

714-433-2275

If you are affiliated with Jay's Aircraft Maintenance and would like to show here your services, contact info, web link, logo, and more, [click here](#)  
 no information available

on airport

not yet rated  
[write](#)

Orange County Flight Center

949-756-1300

If you are affiliated with Orange County Flight Center and would like to show here your services, contact info, web link, logo, and more, [click here](#)  
 no information available

on airport

not yet rated  
[write](#)

Western Avionics

949-757-0290

If you are affiliated with Western Avionics and would like to show here your services, contact info, web link, logo, and more, [click here](#)

on airport

not yet rated  
[write](#)

## Getting Around: Taxi, Limo, Rental Cars, Mass Transit

Business Name	Contact	Services / Description	Comments
<a href="#">Uber</a>	<a href="#">[web site]</a>	Ground transportation ▼ <a href="#">More info about Uber</a> no information available	not yet rated <a href="#">write</a>
Orange County Transportation Authority Bus #76/212/470/482	<a href="#">[web site]</a>	If you are affiliated with Orange County Transportation Authority Bus #76/212/470/482 and would like to show here your services, contact info, web link, logo, and more, <a href="#">click here</a>	not yet rated <a href="#">write</a>

## Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the John Wayne-Orange County Airport, you should consider listing it here. To start the listing process, click on the button below

ADD YOUR BUSINESS OR SERVICE

## Other Pages about John Wayne-Orange County Airport

[www.ocair.com](http://www.ocair.com)

[www.eltoroairport.org/...](http://www.eltoroairport.org/)

UPDATE, REMOVE OR ADD A LINK

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1569 users online [LOGIN](#)

## KCNO Chino Airport

Chino, California, USA



### GOING TO CHINO?



[Reserve Online](#) [Reserve Online](#)

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: CNO

Lat/Long: 33-58-29.2055N / 117-38-11.3382W  
 33-58.486758N / 117-38.188970W  
 33.9747793 / -117.6364828  
 (estimated)

Elevation: 650 ft. / 198.1 m (surveyed)

Variation: 14E (1980)

From city: 3 miles SE of CHINO, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 91710

### Airport Operations

Airport use: Open to the public

Activation date: 06/1941

Sectional chart: [LOS ANGELES](#)

Control tower: yes

ARTCC: LOS ANGELES CENTER

FSS: RIVERSIDE FLIGHT SERVICE STATION

NOTAMs facility: CNO (NOTAM-D service available)

Attendance: CONTINUOUS

Pattern altitude: 1400 ft. MSL

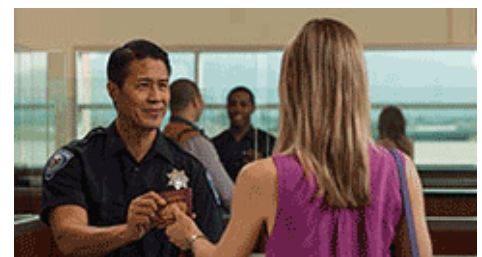
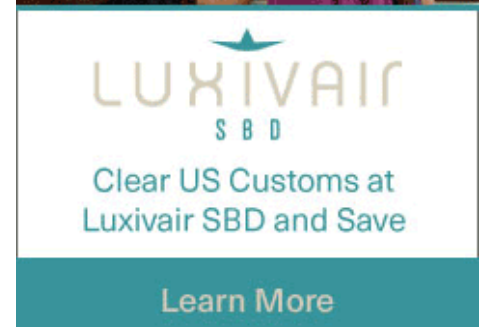
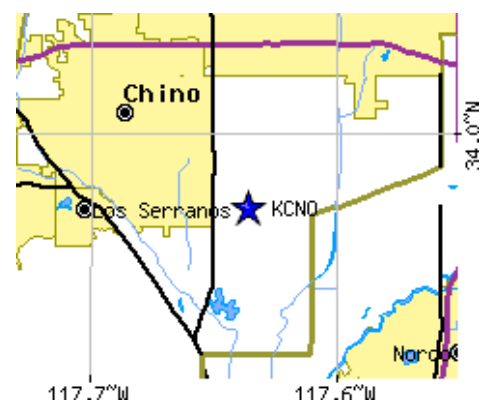
TWIN ENGINE TPA 1350 FT AGL.

Wind indicator: lighted

Segmented circle: no

Lights: WHEN ATCT CLSD MIRL RY 03/21, HIRL RY 08L/26R, MIRL 08R/26L ARE TURNED ON. PAPI RYS 26R, 08R, 26L, 03, 21 AND REIL RYS 03 & 21 OPER CONTINUOUSLY.

Beacon: white-green (lighted land airport)  
 Operates sunset to sunrise.

Road maps at: [MapQuest](#) [Bing](#) [Google](#)

**Aerial photo**

### Airport Communications

CTAF: 118.5

UNICOM: 122.95  
 ATIS: 125.85  
 WX ASOS: PHONE 909-393-5823  
 CHINO GROUND: 121.6 [0700-2100]  
 CHINO TOWER: 118.5 [0700-2100]  
 SOCAL APPROACH: 135.4  
 SOCAL DEPARTURE: 135.4  
 WX AWOS-3PT at AJO (5 nm S): 132.175 (951-340-4764)  
 WX ASOS at ONT (5 nm N): PHONE 909-937-2186  
 WX ASOS at RAL (10 nm E): PHONE 951-352-4392  
 WX ASOS at FUL (18 nm W): PHONE 714-870-1372

- FOR CLNC DEL WHEN ATCT CLSD CALL SOCAL APCH (800) 448-3724.

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">PDZ</a> r288/6.3	PARADISE VORTAC	112.20	15E
<a href="#">RAL</a> r263/(9.4)	RIVERSIDE VOR	112.40	14E
<a href="#">POM</a> r115/9.7	POMONA VORTAC	110.40	15E
<a href="#">ELB</a> r001/18.5	EL TORO VOR/DME	117.20	14E
<a href="#">SLI</a> r046/23.8	SEAL BEACH VORTAC	115.70	15E
<a href="#">HDE</a> r284/(25.4)	HOMELAND VOR	113.40	14E
<a href="#">VCV</a> r184/39.1	VICTORVILLE VOR/DME	109.05	14E
<a href="#">LAX</a> r071/39.7	LOS ANGELES VORTAC	113.60	15E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">PETIS</a>	236/14.3	397	14E SB	... - ...
<a href="#">EL MONTE</a>	094/20.8	359	15E EMT	. -- -

### Airport Services

Fuel available: 100LL JET-A  
 SELF-SERVICE FUEL AVBL 24 HRS.

Parking: hangars and tie-downs  
 Airframe service: MAJOR  
 Powerplant service: MAJOR  
 Bottled oxygen: NONE  
 Bulk oxygen: LOW

### Runway Information

#### Runway 8R/26L

Dimensions: 7000 x 150 ft. / 2134 x 46 m  
 Surface: asphalt/grooved, in good condition  
 Weight bearing capacity: Single wheel: 75.0  
 Double wheel: 150.0  
 Double tandem: 215.0

Runway edge lights: medium intensity

RUNWAY 8R	RUNWAY 26L
Latitude: 33-58.410758N	33-58.422365N
Longitude: 117-38.803620W	117-37.418470W
Elevation: 619.5 ft.	636.5 ft.

WARNING: Photo may not be current or correct



Photo by Fred Emmert [AirViews.com](#)  
 Photo taken 29-Apr-2015  
 looking west.

Do you have a better or more recent aerial photo of Chino Airport that you would like to share? If so, please [send us your photo](#).

### Sectional chart



### Airport diagram

CAUTION: Diagram may not be current



[Download PDF](#)  
 of official airport diagram from the FAA

### Airport distance calculator

Flying to Chino Airport? Find the distance to fly.

From  to KCNO

[CALCULATE DISTANCE](#)

Traffic pattern: right left  
 Runway heading: 075 magnetic, 089 true 255 magnetic, 269 true  
 Markings: nonprecision, in good condition nonprecision, in good condition  
 Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path) 4-light PAPI on left (3.00 degrees glide path)  
 Touchdown point: yes, no lights yes, no lights  
 Obstructions: none 55 ft. trees, 1320 ft. from runway, 75 ft. left of centerline, 20:1 slope to clear

**Sunrise and sunset**

*Times for 17-Oct-2016*

	<b>Local (UTC-7)</b>	<b>Zulu (UTC)</b>
Morning civil twilight	06:34	13:34
Sunrise	06:59	13:59
Sunset	18:12	01:12
Evening civil twilight	18:38	01:38

**Current date and time**

**Zulu (UTC)** 17-Oct-2016 14:48:37  
**Local (UTC-7)** 17-Oct-2016 07:48:37

**METAR**

**KCNO** 171428Z 12003KT 3/4SM -RA BR SCT004 OVC009 17/16 A2998 RMK AO2 P0000 T01720156

**KAJO** 171428Z AUTO 00000KT 2SM -RA 5nm S BR BKN009 OVC016 17/16 A2998 RMK AO2 CIG 004V013 P0001 \$

**KONT** 171438Z 18006KT 1 1/4SM 5nm NE R26L/6000VP6000FT -RA BR OVC004 16/14 A2997 RMK AO2 RAE18B37DZB18E37 CIG 002V006 P0002 T01560144

**KRAL** 171403Z 00000KT 1 1/2SM -RA BR 9nm E BKN017 17/14 A2998 RMK AO2 P0000 T01670144

**KPOC** 171347Z 00000KT 1SM -RABR 10nm NW OVC004 15/15 A3000

**KFUL** 171436Z 14003KT 5SM BR OVC004 18nm W 18/17 A2995 RMK AO2 RAE32 P0001 T01830172

**KRIV** 171429Z 14006KT 2SM -DZ BR 20nm E SCT004 OVC012 15/15 A2998 RMK AO2A

**KEMT** 162345Z 23008KT 10SM SCT050 20nm W 23/14 2997

**TAF**

**KONT** 171312Z 1713/1818 23006KT P6SM 5nm NE VCSH SCT015 BKN025 TEMPO 1713/1717 4SM -RA BR BKN004 OVC025 FM171700 VRB04KT P6SM BKN020 BKN035 FM172000 25011KT P6SM SCT020 SCT035 FM180400 26006KT P6SM SCT015 SCT030 FM180800 VRB04KT P6SM BKN015  
**KRIV** 171202Z 1712/1818 VRB06KT 9999 20nm E BKN025 QNH2996INS TEMPO 1712/1715 BKN015 BECMG 1719/1720 30009KT 9999 SCT030 QNH2992INS TEMPO 1721/1802 31012G18KT BECMG 1802/1803 VRB06KT 9999 FEW030 QNH2993INS TEMPO 1805/1809 BKN010 TX24/1722Z TN14/1713Z

**Runway 3/21**

Dimensions: 4919 x 150 ft. / 1499 x 46 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: Single wheel: 21.0  
 Double wheel: 130.0  
 Dual double tandem: 50.0

Runway edge lights: medium intensity

**RUNWAY 3**

Latitude: 33-58.237833N  
 Longitude: 117-38.506530W  
 Elevation: 610.4 ft.  
 Gradient: 0.8%

Traffic pattern: right  
 Runway heading: 030 magnetic, 044 true  
 Markings: nonprecision, in good condition

Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)

Runway end identifier lights: yes  
 Touchdown point: yes, no lights

**RUNWAY 21**

33-58.817152N  
 117-37.825252W  
 649.7 ft.  
 0.8%

left  
 210 magnetic, 224 true  
 nonprecision, in good condition

4-light PAPI on left (3.00 degrees glide path)

yes  
 yes, no lights

**Runway 8L/26R**

Dimensions: 4858 x 150 ft. / 1481 x 46 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: Single wheel: 12.0  
 Runway edge lights: high intensity

**RUNWAY 8L**

Latitude: 33-58.542568N  
 Longitude: 117-38.805298W  
 Elevation: 617.2 ft.  
 Gradient: 0.5%

Traffic pattern: right  
 Runway heading: 075 magnetic, 089 true  
 Markings: basic, in good condition

Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)

Runway end identifier lights: no

**RUNWAY 26R**

33-58.550752N  
 117-37.843952W  
 636.1 ft.  
 0.5%

left  
 255 magnetic, 269 true  
 precision, in good condition

4-light PAPI on left (3.00 degrees glide path)

no

**NOTAMs**

[Click for the latest NOTAMs](#)

NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

Touchdown point: yes, no lights	yes, no lights
Instrument approach:	ILS
Obstructions: 65 ft. trees, 1571 ft. from runway, 140 ft. left of centerline, 21:1 slope to clear	60 ft. trees, 2150 ft. from runway, 250 ft. left of centerline, 32:1 slope to clear

## Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: COUNTY OF SAN BERNARDINO  
7000 MERRILL AVENUE BOX 1  
CHINO, CA 91710-9091  
Phone 909-597-3910

Manager: CYLE WOODRUFF  
7000 MERRILL BOX 1  
CHINO, CA 91710-9091  
Phone 909-597-3910  
AIRPORT OPERATIONS MANAGER

## Airport Operational Statistics

Aircraft based on the field: 479	Aircraft operations: avg 451/day *
Single engine airplanes: 380	62% local general aviation
Multi engine airplanes: 55	37% transient general aviation
Jet airplanes: 20	<1% air taxi
Helicopters: 23	* for 12-month period ending 31 July 2014
Gliders airplanes: 1	

## Additional Remarks

- RADIO CONTROLLED AIRCRAFT ACTIVITY BELOW 400 FT AGL 2.5 NM SOUTH OF AIRPORT
- BIRDS AND WILDLIFE ON AND INVOF ARPT.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.

FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

SETER THREE  
ZIGGY FIVE

[download](#) (235KB)  
2 pages: [[1](#)] [[2](#)] (380KB)

### IAPs - Instrument Approach Procedures

ILS OR LOC RWY 26R  
RNAV (GPS) RWY 26R  
VOR RWY 26R

[download](#) (317KB)  
[download](#) (292KB)  
[download](#) (321KB)  
[download](#) (18KB)

NOTE: Special Alternate Minimums apply

NOTE: Special Take-Off Minimums/Departure








Procedures apply

[download](#) (132KB)

Other nearby airports with instrument procedures:

- [KAJO](#) - Corona Municipal Airport (5 nm S)
- [KONT](#) - Ontario International Airport (5 nm N)
- [KCCB](#) - Cable Airport (9 nm N)
- [KRAL](#) - Riverside Municipal Airport (10 nm E)
- [KPOC](#) - Brackett Field Airport (10 nm NW)
- [KRIR](#) - Flabob Airport (11 nm E)
- [KFUL](#) - Fullerton Municipal Airport (18 nm W)
- [KRIV](#) - March Air Reserve Base (20 nm E)

## FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
	<p><b>ASRI 129.775</b>                      toll-free 1-800-720-5388                      909-597-6566  <a href="#">[web site]</a>  <a href="#">[email]</a>  </p>	<p>Encore Jet Center is a great alternative to any of Southern California's large airports. With a 7000' runway we can accommodate all general aviation to large corporate and heavy jet traffic. The airport is 24/7 with no noise restrictions and landing fees. We can grant vehicle access to your aircraft to simplify loading and unloading of passengers, luggage or freight. Your passengers will receive exceptional customer service. We can shuttle to any of the two amazing WWII aircraft museums located here on the field, or to the legendary FLO's Cafe.</p> <p><a href="#">More info and photos of Encore Jet Center</a></p>	<p>                      100LL Jet A                      FS \$4.14 \$3.22                      SS \$4.04 ---  <b>GUARANTEED</b>   <b>MEMBERS ONLY</b>  <b>Discounts</b>   </p>	<p>★★★★★                      8 <a href="#">read</a> <a href="#">write</a></p>
	<p><b>ASRI 128.925</b>                      909-606-6164</p>	<p>FBO Services, LEAST EXPENSIVE FUEL in So. California, Interior Completion Center, Turbine &amp; Piston Airframe and Engine Service Center. Short Term "Complementary Ramp" &amp; "1st night Hangar Space w/ min fuel purchase", GPU, Wi-Fi, Management, detailing and washes...NBAA member. GULFSTREAM, HAWKER, FALCON, CESSNA, EMBRAER...</p>		



toll-free 1-866-702-3835 [More info and photos of Threshold Aviation Group](#)  
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[Flying Tigers Aviation](#)

909-606-3300  
 909-606-0100  
[\[web site\]](#)  
[\[email\]](#)



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 Updated 13-Oct-2016

[More info about Flying Tigers Aviation](#)

**Alternatives at nearby airports**

IMPORTANT: Note that the FBOs below are NOT at KCNO but at other nearby airports. Do not expect services from these FBOs to be available at KCNO.

Located at [KONT](#)



ASRI 130.75  
 909-605-6366  
[\[web site\]](#)  
[\[email\]](#)

At [KONT](#) (Ontario International Airport), 5 miles NNE

See our website for all the details you need!

[More info and photos of Guardian Jet Center \(KONT\)](#)

AS=[Assisted/Self Service](#)  
 FS=[Full service](#)  
 SS=[Self service](#)

Located at [KONT](#)

100LL Jet A ★★★★★  
 FS \$6.25 \$4.07 7 [read write](#)  
 Updated 11-Oct-2016

[UPDATE PRICES](#)

**Aviation Businesses, Services, and Facilities**

Business Name	Contact	Services / Description	Distance	Comments
Guardian Jet Center	ASRI 130.75 909-605-6366 <a href="#">[web site]</a> <a href="#">[email]</a>	At <a href="#">KONT</a> (Ontario International Airport), 5 miles NNE See our website for all the details you need! <a href="#">More info and photos of Guardian Jet Center (KONT)</a> AS= <a href="#">Assisted/Self Service</a> FS= <a href="#">Full service</a> SS= <a href="#">Self service</a>		
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909-597-6187  
[\[web site\]](#)  
[\[email\]](#)

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909-606-0747  
[\[web site\]](#)  
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More info about Alliance International Aviation

no information available

Aircraftsman, Inc.

909-393-0884

If you are affiliated with Aircraftsman, Inc. and would like to show here your services, contact info, web link, logo, and more, [click here](#)

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## Where to Eat: Catering, Restaurants, Food shops

Business Name	Contact	Services / Description	Distance	Comments
Flo's Airport Cafe	909-597-3416	no information available  If you are affiliated with Flo's Airport Cafe and would like to show here your services, contact info, web link, logo, and more, <a href="#">click here</a>	on airport	not yet rated 1 <a href="#">read</a> <a href="#">write</a>

## Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Chino Airport, you should consider listing it here. To start the listing process, click on the button below

[ADD YOUR BUSINESS OR SERVICE](#)

## Other Pages about Chino Airport

[cms.sbcounty.gov/...](#)

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# KTOA Zamperini Field Airport

Torrance, California, USA



GOING TO TORRANCE?

AVIS

[Reserve Online](#)

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: TOA

 Lat/Long: 33-48-12.1783N / 118-20-22.5875W  
 33-48.202972N / 118-20.376458W  
 33.8033829 / -118.3396076  
 (estimated)

Elevation: 103.2 ft. / 31.5 m (surveyed)

Variation: 14E (1970)

From city: 3 miles SW of TORRANCE, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 90505



### Airport Operations

Airport use: Open to the public

 Sectional chart: [LOS ANGELES](#)

Control tower: yes

ARTCC: LOS ANGELES CENTER

FSS: HAWTHORNE FLIGHT SERVICE STATION

NOTAMs facility: TOA (NOTAM-D service available)

Attendance: 0600-2200

Pattern altitude: 1103.2 ft. MSL

Wind indicator: lighted

Segmented circle: yes

 Lights: WHEN ATCT CLSD ACTVT MALSR RY 29R - CTAF;  
 MIRL RY 11L/29R SS-SR; MIRL RY 11R/29L 0600-  
 2000; ACTVT HELIPAD PERIMETER LGTS - 24 HRS -  
 CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.


 Road maps at: [MapQuest](#) [Bing](#) [Google](#)

Aerial photo

### Airport Communications

CTAF: 124.0

UNICOM: 122.95

ATIS: 125.6

TORRANCE GROUND: 120.9 [0700-2000]  
 TORRANCE TOWER: 124.0 SOUTH 133.075 NORTH 257.8  
 [0700-2000]  
 SOCAL APPROACH: 124.3 RY 11L & RY 11R 127.2 RY 29R  
 & RY 29L  
 SOCAL DEPARTURE: 124.3 RY 29R & RY 29L 127.2 RY 11L  
 & RY 11R  
 HAWWC SID: 127.2  
 IC: 257.8  
 REDHL SID: 127.2

WX AWOS-3PT at CPM (7 nm NE): 127.150 (310-631-4958)  
 WX ASOS at HHR (7 nm N): PHONE 310-973-8930  
 WX ASOS at LAX (9 nm N): PHONE 310-568-1486  
 WX ASOS at LGB (9 nm E): PHONE 562-424-0572  
 WX ASOS at SMO (14 nm NW): PHONE 310-392-6453  
 WX ASOS at FUL (18 nm E): PHONE 714-870-1372

- TWR SECTORIZATION IS BASED ON CENTER OF ARPT PARALLEL TO RY 11/29 CNTRLN.
- FOR CLNC DEL WHEN ATCT CLSD CALL SOCAL APCH (800) 448-3724.

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">LAX</a> r134/9.0	LOS ANGELES VORTAC	113.60	15E
<a href="#">SMO</a> r140/13.7	SANTA MONICA VOR/DME	110.80	15E
<a href="#">SLI</a> r260/14.3	SEAL BEACH VORTAC	115.70	15E
<a href="#">SXC</a> r354/26.0	SANTA CATALINA VORTAC	111.40	15E
<a href="#">VNY</a> r148/26.3	VAN NUYS VOR/DME	113.10	15E
<a href="#">ELB</a> r270/31.3	EL TORO VOR/DME	117.20	14E
<a href="#">POM</a> r224/32.1	POMONA VORTAC	110.40	15E
<a href="#">VTU</a> r103/40.0	VENTURA VOR/DME	108.20	15E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">EL MONTE</a>	207/23.0	359	15E	EMT . -- -
<a href="#">PACOIMA</a>	157/27.6	370	15E	PAI .-. . .-

### Airport Services

Fuel available: 100LL 80  
 FUEL AVBL 0700-2000.  
 Parking: tiedowns  
 Airframe service: MAJOR  
 Powerplant service: MAJOR  
 Bottled oxygen: HIGH/LOW  
 Bulk oxygen: HIGH/LOW

### Runway Information

#### Runway 11L/29R

Dimensions: 5001 x 150 ft. / 1524 x 46 m  
 Surface: asphalt/concrete, in fair condition  
 Weight bearing capacity: Single wheel: 30.0

WARNING: Photo may not be current or correct



Photo by Zoltan Szalva  
 Photo taken 18-Nov-2015  
 looking southeast from 3000 ft.

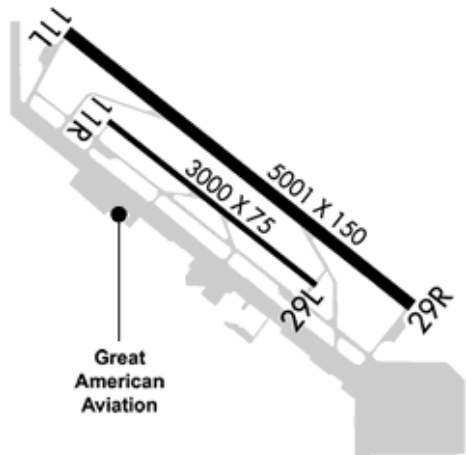
Do you have a better or more recent aerial photo of Zamperini Field Airport that you would like to share? If so, please [send us your photo](#).

### Sectional chart



### Airport diagram

CAUTION: Diagram may not be current



[Download PDF](#)  
 of official airport diagram from the FAA

### Airport distance calculator

Flying to Zamperini Field Airport? Find the distance to fly.

Double wheel: 50.0  
Double tandem: 90.0

Runway edge lights: medium intensity

**RUNWAY 11L RUNWAY 29R**

Latitude: 33-48.483555N 33-47.970732N

Longitude: 118-20.740110W 118-19.966660W

Elevation: 83.0 ft. 96.8 ft.

Gradient: 0.3% 0.3%

Traffic pattern: left right

Runway heading: 114 magnetic, 128 true 294 magnetic, 308 true

Displaced threshold: 541 ft. 540 ft.

Markings: precision, in fair condition precision, in fair condition

Visual slope indicator: 2-box VASI on left (3.50 degrees glide path) 4-box VASI on left (4.00 degrees glide path)

Approach lights: MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights

Runway end identifier lights: no no

Touchdown point: yes, no lights yes, no lights

Instrument approach: ILS/DME

Obstructions: 35 ft. trees, 690 ft. from runway, 14:1 slope to clear RWY 11L APCH RATIO TO DSPLCD THR 35:1; 22 ft. bldg, 475 ft. from runway, 530 ft. left of centerline, 12:1 slope to clear +9 FT MALSR BLDG 190 FT FROM E OR 440 FT RIGHT.

**Runway 11R/29L**

Dimensions: 3000 x 75 ft. / 914 x 23 m

Surface: asphalt/concrete, in fair condition

Weight bearing capacity: Single wheel: 28.0

Runway edge lights: medium intensity

**RUNWAY 11R RUNWAY 29L**

Latitude: 33-48.316468N 33-48.008890N

Longitude: 118-20.646902W 118-20.182938W

Elevation: 96.3 ft. 103.2 ft.

Gradient: 0.2% 0.2%

Traffic pattern: right left

Runway heading: 114 magnetic, 128 true 294 magnetic, 308 true

Markings: basic, in fair condition basic, in fair condition

From  to KTOA

**▶ CALCULATE DISTANCE**

**Sunrise and sunset**

Times for 17-Oct-2016

	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:37	13:37
Sunrise	07:02	14:02
Sunset	18:15	01:15
Evening civil twilight	18:41	01:41

**Current date and time**

Zulu (UTC)	17-Oct-2016 15:04:54
Local (UTC-7)	17-Oct-2016 08:04:54

**METAR**

- KTOA** 171449Z 26005KT 10SM SCT005
- 2nm SE BKN025 18/18 A2996
- KHHR** 171432Z 25006KT 5SM -RA BR
- 7nm N OVC005 18/18 A2995 RMK AO2 RAB26 P0000 T01780178
- KLAX** 171453Z 25007KT 2 1/2SM BR
- 8nm N BKN007 OVC013 18/17 A2996 RMK AO2 RAB22E43 SLP142 VIS 1V3 VIS N-E 1 1/2 VIS E-SE 2 ASOS VIS 10 P0001 60002 T01830172 53004 \$
- KLGB** 171453Z 21005KT 10SM BKN007
- 9nm E BKN017 OVC024 19/18 A2995 RMK AO2 RAE03 SLP142 P0000 60003 T01890178 50002
- KSMO** 171451Z 00000KT 1 3/4SM BR
- 14nm NW OVC003 17/17 A2996 RMK AO2 RAE1358B20E50 SLP143 P0001 60012 T01720172 53002 \$
- KSLI** 171458Z AUTO 23005KT 10SM
- 15nm E SCT007 BKN011 BKN024 18/18 A2995 RMK AO2 RAB08E09DZB09E19 SLP145 P0001 60012 52002
- KCQT** 171458Z AUTO 11004KT 1 3/4SM -
- 16nm N RA BR OVC007 18/17 A2995 RMK AO2 RAB53 P0001 T01780172
- KFUL** 171453Z 12005KT 10SM BKN007
- 18nm E OVC011 18/17 A2995 RMK AO2 RAE32 CIG 004V008 SLP140 P0001 60014 T01830172 50001

**TAF**

- KLAX** 171335Z 1714/1818 26010KT 2SM -
- 8nm N RA BR OVC010 FM171430 26011KT 5SM BR OVC012 FM171700 25007KT P6SM SCT015 BKN035 FM172100 27012KT P6SM SCT035 FM180400 29009KT P6SM SKC FM180800 VRB03KT P6SM BKN020 FM181200 05005KT 5SM HZ OVC007 FM181500 07003KT 4SM HZ OVC015
- KLGB** 171332Z 1714/1812 VRB05KT 6SM BR
- 9nm E VCSH BKN007 OVC015 FM171500 VRB05KT P6SM SCT008 BKN020 OVC045 FM171700 VRB05KT P6SM SCT015 BKN035 FM172200 28010KT P6SM SCT035 FM180700 VRB05KT P6SM BKN020
- KSLI** 171318Z 1713/1819 VRB06KT 9999
- 15nm E VCSH OVC005 QNH2994INS TEMPO 1713/1714 3000 -SHRA BR OVC010 BECMG 1715/1716 VRB06KT 9999 NSW BKN018 QNH2988INS BECMG 1720/1721 21009KT 9999 SCT018 QNH2985INS TEMPO 1721/1801 22010G15KT BECMG 1802/1803 VRB06KT 9999 FEW030 QNH2986INS BECMG 1805/1806 VRB06KT 9999

Visual slope indicator:	2-box VASI on left (4.00 degrees glide path)
Runway end identifier lights:	yes
Touchdown point: yes, no lights	yes, no lights
Obstructions: none	26 ft. bldg, lighted, 1400 ft. from runway, 100 ft. left of centerline, 46:1 slope to clear

**NOTAMs**

[Click for the latest NOTAMs](#)  
NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

**Helipad HI**

Dimensions: 110 x 110 ft. / 34 x 34 m  
 Surface: asphalt, in good condition  
 FATO AND TLOF PAVED.  
 Runway edge lights: PERI  
 YELLOW PERIMETER LGTS.  
 Latitude: 33-48.556333N  
 Longitude: 118-20.739667W  
 Elevation: 79.0 ft.  
 Traffic pattern: left left

**Airport Ownership and Management from official FAA records**

Ownership: Publicly-owned  
 Owner: CITY OF TORRANCE  
 3031 TORRANCE BLVD  
 TORRANCE, CA 90503  
 Phone 310-784-7900  
 Manager: SHANT MEGERDICHIAN  
 CITY OF TORRANCE, 3301 AIRPORT DRIVE  
 TORRANCE, CA 90505  
 Phone 310-784-7914

**Airport Operational Statistics**

Aircraft based on the field: 413	Aircraft operations: avg 474/day *
Single engine airplanes: 361	55% transient general aviation
Multi engine airplanes: 38	44% local general aviation
Jet airplanes: 2	<1% military
Helicopters: 10	<1% air taxi
Gliders airplanes: 2	* for 12-month period ending 31 December 2014

**Additional Remarks**

- A30A- TORRANCE MEDICAL CENTER HELIPAD ON AIRPORT PROPERTY.  
 HI
- NUMEROUS FLOCKS OF BIRDS ON AND INVOF ARPT.
  - TGL-STOP/GO LNDG & LOW APCH OPNS & TAXI-BACK OPNS LTD TO 0800-2000 (TAXI-BACK UNTIL 2200) WKDAYS & 1000-1700 SAT. NO TGL-STOP/GO LNDG & LOW APCH OPNS & TAXI-BACK OPNS ON SUN & HOLS. ARPT CLSD TO DEP 2200-0700 WKDAYS & 2200-0800 WKENDS & HOLS.
  - NO MULTI-ENGINE SIMULATED ENGINE-OUT PROCS AUTH IN TFC PAT. RY 11R/29L CLSD 2000-0700.
  - NOISE SENSITIVE AREA ALL QUADS. FOR NOISE ABATEMENT PROCEDURES

INFO CTC ARPT NOISE ABATEMENT (310) 784-7950 OR FREQ 122.9. CERTAIN TURBO JET ACFT PERMLY EXCLUDED.

- TWYS CROSS APCH ZONE BOTH ENDS RWY 11R/29L OBSERVE TWY HOLD LINES.
- BE ALERT TO FARM EQUIPMENT OPERG NEAR ALL RWYS AND TWYS.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight. FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

KAYOH FIVE **\*\*CHANGED\*\*** [download](#) (250KB)

### IAPs - Instrument Approach Procedures

ILS OR LOC RWY 29R **\*\*CHANGED\*\*** [download](#) (323KB)

RNAV (GPS) RWY 11L **\*\*CHANGED\*\*** [download](#) (255KB)

RNAV (GPS) RWY 29R **\*\*CHANGED\*\*** [download](#) (284KB)

VOR RWY 11L **\*\*CHANGED\*\*** [download](#) (256KB)

NOTE: Special Alternate Minimums apply **\*\*CHANGED\*\*** [download](#) (34KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (132KB)

Other nearby airports with instrument procedures:

[KHHR](#) - Jack Northrop Field/Hawthorne Municipal Airport (7 nm N)

[KLAX](#) - Los Angeles International Airport (9 nm N)





[KLGB](#) - Long Beach Airport (Daugherty Field) (9 nm E)

[KSMO](#) - Santa Monica Municipal Airport (14 nm NW)

[KSLI](#) - Los Alamitos Army Airfield (14 nm E)

[KFUL](#) - Fullerton Municipal Airport (18 nm E)

## FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
	<b>UNICOM 122.95</b> 310-534-2333 <a href="#">[web site]</a> <a href="#">[email]</a>	Aviation fuel, Hangar leasing / sales More info and photos of Great American Aviation	 100LL SS \$4.95 <b>GUARANTEED</b>	not yet rated <a href="#">write</a>
	<b>UNICOM 122.95</b> 310-373-2222 310-378-8948 <a href="#">[email]</a>	Aviation fuel, Aircraft parking (ramp or tiedown), Hangars, Flight training, Aircraft maintenance, Avionics sales and service. Rolling Hills Aviation, Inc. More info about Torrance Flite Park, LLC	 100LL FS \$5.25 Updated 07-Oct-2016	not yet rated <a href="#">write</a>
<a href="#">South Bay Aviation</a>	310-791-5454 <a href="#">[web site]</a>	Aviation fuel, Flight training, Aircraft rental, Pilot supplies, Flying club	EPIC 100LL FS \$5.25	not yet rated 1 <a href="#">read</a> <a href="#">write</a>



More info about South Bay Aviation

FS=[Full service](#)  
SS=[Self service](#)

UPDATE PRICES

### Aviation Businesses, Services, and Facilities

Business Name	Contact	Services / Description	Distance	Comments
		no information available		
Rolling Hills Aviation	310-375-0061	If you are affiliated with Rolling Hills Aviation and would like to show here your services, contact info, web link, logo, and more, <a href="#">click here</a>	on airport	not yet rated <a href="#">write</a>

### Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Zamperini Field Airport, you should consider listing it here. To start the listing process, click on the button below

ADD YOUR BUSINESS OR SERVICE

### Other Pages about Zamperini Field Airport

- [www.ci.torrance.ca.us/...](#)
- [www.torrance.com/torranceairport](#)
- [members.aol.com/taanews](#)

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## KLGB Long Beach Airport (Daugherty Field)

Long Beach, California, USA



GOING TO LONG BEACH?




[Reserve Online](#) [Reserve Online](#)

### FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: LGB

Lat/Long: 33-49-03.4600N / 118-09-05.3000W  
33-49.057667N / 118-09.088333W  
33.8176278 / -118.1514722  
(estimated)

Elevation: 60.3 ft. / 18.4 m (surveyed)

Variation: 14E (1980)

From city: 3 miles NE of LONG BEACH, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 90712



### Airport Operations

Airport use: Open to the public

Activation date: 04/1940

Sectional chart: [LOS ANGELES](#)

Control tower: yes

ARTCC: LOS ANGELES CENTER

FSS: HAWTHORNE FLIGHT SERVICE STATION

NOTAMs facility: LGB (NOTAM-D service available)

Attendance: CONTINUOUS

Pattern altitude: TPA IS 1000 FT AGL FOR PISTON ACFT AND  
1500 FT AGL FOR LARGE OR TURBINE  
POWERED ACFT.

Wind indicator: lighted

Segmented circle: no

Lights: WHEN ATCT CLSD ACTVT MALSR RWY 30;  
PAPI RWY 12 & 25R - CTAF; RWY 12/30 HIRL  
LGTD DURING HRS ATCT CLSD. REIL RWYS  
12, 25R & 25L, HIRL RWYS 07L/25R & 07R/25L,  
CL TDZL LIGHTS RWY 12/30 NOT AVBL WHEN  
ATCT CLSD. PAPI RWY 25L OPER 0700-2200  
ONLY. PAPI RWY 30 OPER CONT.

Beacon: white-green (lighted land airport)  
Operates sunset to sunrise.



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

### Aerial photo

Fire and rescue: ARFF index C  
 International operations: customs landing rights airport

## Airport Communications

CTAF: 119.4  
 UNICOM: 122.95  
 ATIS: 127.75  
 WX ASOS: PHONE 562-424-0572  
 LONG BEACH GROUND: 133.0 257.6 [0615-2345]  
 LONG BEACH TOWER: 119.4(RY 30 APCH RY 12 DEP)  
 120.5(RY 12 APCH RY 30 DEP) 257.6  
 [0615-2345]  
 SOCAL APPROACH: 125.35  
 SOCAL DEPARTURE: 127.2  
 CLEARANCE DELIVERY: 118.15  
 BAUBB STAR: 127.4  
 DSNEE STAR: 134.0  
 EMERG: 121.5 243.0  
 FRITR SID: 127.2  
 HAWWC SID: 124.65 RY 07L/R RY 12 127.2 RY 30  
 RY 25L/R  
 IC: 119.4(RY 30 APCH RY 12 DEP)  
 120.5(RY 12 APCH RY 30 DEP)  
 PCIFC STAR: 127.4  
 REDHL SID: 124.65 RY 07L/R RY 12 127.2 RY 30  
 RY 25L/R  
 ROOBY STAR: 134.0  
 TOPMM SID: 124.65 RY 12  
 TOPPM SID: 134.9 RY 30 RY 25R  
 VFR LAX CLASS B: 134.9  
 ZOOMM SID: 127.2

WX AWOS-3PT at CPM (6 nm NW): 127.150 (310-631-4958)  
 WX ASOS at FUL (9 nm E): PHONE 714-870-1372  
 WX ASOS at HHR (11 nm NW): PHONE 310-973-8930  
 WX ASOS at LAX (15 nm NW): PHONE 310-568-1486  
 WX ASOS at SNA (16 nm SE): PHONE 714-424-0590  
 WX AWOS-3PT at EMT (17 nm N): 118.75 ((626) 444-1107)  
 WX ASOS at SMO (19 nm NW): PHONE 310-392-6453

- TA31 RADAR IS REMOTED FROM COAST RATCF; EL TORO MCAS AT SANTA ANA CALIFORNIA.
- FOR CLNC DEL WHEN ATCT CLSD CALL SOCAL APCH (800) 448-3724.

## Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">SLI</a> r278/5.2	SEAL BEACH VORTAC	115.70	15E
<a href="#">LAX</a> r101/15.6	LOS ANGELES VORTAC	113.60	15E
<a href="#">SMO</a> r112/19.1	SANTA MONICA VOR/DME	110.80	15E
<a href="#">ELB</a> r278/22.6	EL TORO VOR/DME	117.20	14E
<a href="#">POM</a> r214/24.0	POMONA VORTAC	110.40	15E
<a href="#">VNY</a> r130/29.7	VAN NUYS VOR/DME	113.10	15E
<a href="#">SXC</a> r012/29.8	SANTA CATALINA VORTAC	111.40	15E
<a href="#">PDZ</a> r244/31.5	PARADISE VORTAC	112.20	15E
<a href="#">RAL</a> r243/(35.9)	RIVERSIDE VOR	112.40	14E

WARNING: Photo may not be current or correct



Photo by [focalfight.com](http://focalfight.com)  
 Photo taken 31-Oct-2015  
 looking north.

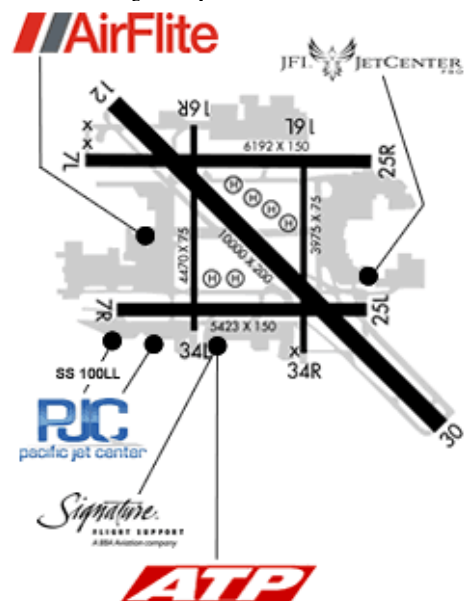
Do you have a better or more recent aerial photo of Long Beach Airport (Daugherty Field) that you would like to share? If so, please [send us your photo](#).

## Sectional chart



## Airport diagram

CAUTION: Diagram may not be current



[Download PDF](#)  
 of official airport diagram from the FAA

## Airport distance calculator



Flying to Long Beach Airport (Daugherty Field)? Find the distance to fly.

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">EL MONTE</a>	185/17.3	359	15E	EMT . -- -
<a href="#">PACOIMA</a>	139/29.6	370	15E	PAI .-- . .- . .

From  to KLGB

**▶ CALCULATE DISTANCE**

### Airport Services

- Fuel available: 100LL JET-A
- Parking: hangars and tie-downs
- Airframe service: MAJOR
- Powerplant service: MAJOR
- Bottled oxygen: HIGH/LOW
- Bulk oxygen: HIGH/LOW

### Runway Information

#### Runway 12/30

Dimensions: 10003 x 200 ft. / 3049 x 61 m	
Surface: asphalt/grooved, in good condition	
Weight bearing capacity: PCN 62 /F/A/X/T	
Single wheel: 30.0, MAX LDG WGTS A-330 347000 LBS; A-340 379000 LBS; DC-10-10 DC-10 30/40 & MD-11 379000 LBS; L-1011 354000 LBS. RY 12/30 MAX TKOF WGTS DC-10 30/40 & MD-11 588000 LBS; C-17 538600 LBS.	
Double wheel: 200.0	
Double tandem: 300.0	
Runway edge lights: high intensity	
<b>RUNWAY 12</b>	<b>RUNWAY 30</b>
Latitude: 33-49.572078N	33-48.411913N
Longitude: 118-09.691952W	118-08.288507W
Elevation: 60.3 ft.	25.7 ft.
Traffic pattern: left	left
Runway heading: 121 magnetic, 135 true	301 magnetic, 315 true
Displaced threshold: 1351 ft.	2002 ft.
Declared distances:	TORA:10003 TODA:10003 ASDA:9417 LDA:7415
Markings: precision, in good condition	precision, in good condition
Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on left (3.00 degrees glide path)
RVR equipment: rollout	touchdown
Approach lights:	MALSRL: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights
Runway end identifier lights: yes	no

### Sunrise and sunset

Times for 17-Oct-2016

	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:36	13:36
Sunrise	07:01	14:01
Sunset	18:15	01:15
Evening civil twilight	18:40	01:40

### Current date and time

Zulu (UTC)	17-Oct-2016 14:53:54
Local (UTC-7)	17-Oct-2016 07:53:54

### METAR

- KLGB** 171402Z 24004KT 8SM -RA BKN007 BKN017 OVC024 19/18 A2995 RMK AO2 P0000 T01890178
- KSLI** 171430Z AUTO 22004KT 10SM 7nm SE FEW006 SCT010 SCT015 OVC023 18/18 A2995 RMK AO2 RAB08E09DZB09E19 CIG 015V023 171355Z 25004KT 3SM BKN007 BKN012 18/18 A2996
- KTOA** 171436Z 14003KT 5SM BR OVC004 8nm W 18/17 A2995 RMK AO2 RAE32 P0001 T01830172
- KFUL** 171432Z 25006KT 5SM -RA BR 9nm E OVC005 18/18 A2995 RMK AO2 RAB26 P0000 T01780178
- KHHR** 171432Z 25006KT 5SM -RA BR 11nm NW OVC005 18/17 A2995 RMK AO2 RAE38 SLP140 P0001 T01830172 \$
- KLAX** 171426Z AUTO 11003KT 1 1/2SM - 13nm NW RA BR OVC006 18/17 A2995 RMK AO2 RAE38 SLP140 P0001 T01830172 \$
- KCQT** 171426Z AUTO 11003KT 1 1/2SM - 15nm N RA BR OVC006 18/17 A2995 RMK AO2 RAB22 CIG 005V009 P0001 T01780172
- KEMT** 162345Z 23008KT 10SM SCT050 16nm NE 23/14 2997
- KSNA** 171435Z 00000KT 2SM -RA BR 17nm SE OVC005 18/17 A2996 RMK AO2 SFC VIS 2 1/2 VIS 1 1/2V4 P0004 T01780167
- KSMO** 171351Z AUTO 04004KT 2SM -RA 19nm NW BR OVC004 17/17 A2995 RMK AO2 SLP142 P0004 T01670167 \$
- TAF**
- KLGB** 171332Z 1714/1812 VRB05KT 6SM BR VCSH BKN007 OVC015 FM171500 VRB05KT P6SM SCT008 BKN020 OVC045 FM171700 VRB05KT P6SM SCT015 BKN035 FM172200 28010KT P6SM SCT035 FM180700 VRB05KT P6SM BKN020 171318Z 1713/1819 VRB06KT 9999 VCSH OVC005 QNH2994INS TEMPO 1713/1714 3000 -SHRA BR OVC010 BECMG 1715/1716 VRB06KT 9999 NSW BKN018 QNH2988INS BECMG 1720/1721 21009KT 9999 SCT018 QNH2985INS TEMPO 1721/1801 22010G15KT BECMG 1802/1803 VRB06KT 9999 FEW030 QNH2986INS BECMG 1805/1806 VRB06KT 9999 SKC QNH2987INS TX23/1722Z TN17/1713Z
- KLAX** 171335Z 1714/1818 26010KT 2SM - 13nm NW RA BR OVC010 FM171430 26011KT 5SM BR OVC012 FM171700

Centerline lights: yes	yes
Touchdown point: yes, no lights	yes, lighted
Instrument approach:	ILS
Obstructions: 8 ft. fence, 200 ft. from runway, 500 ft. left of centerline	42 ft. tree, 1480 ft. from runway, 630 ft. right of centerline, 30:1 slope to clear
6 FT POLE 190 FT FM RY END; FENCE 490 FT L OF CNTRLN.	APCH RATIO 50:1 TO DSPLCD THR.

25007KT P6SM SCT015 BKN035  
 FM172100 27012KT P6SM SCT035  
 FM180400 29009KT P6SM SKC  
 FM180800 VRB03KT P6SM BKN020  
 FM181200 05005KT 5SM HZ  
 OVC007 FM181500 07003KT 4SM  
 HZ OVC015  
**KSNA**  
 17nm SE  
 171318Z 1713/1812 VRB03KT 5SM  
 BR BKN009 OVC015 TEMPO  
 1713/1716 1 1/2SM -RA BKN005  
 OVC009 FM171600 VRB04KT P6SM  
 VCSH SCT007 BKN017 FM171900  
 22008KT P6SM SCT025 SCT250  
 FM180100 VRB04KT P6SM SCT025  
 FM180700 VRB03KT P6SM BKN015

**NOTAMs**

[Click for the latest NOTAMs](#)

NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

**Runway 7L/25R**

Dimensions: 6191 x 150 ft. / 1887 x 46 m

Surface: asphalt/porous friction courses, in fair condition

Weight bearing capacity: PCN 54 /F/B/W/T

Single wheel: 30.0

Double wheel: 70.0

Double tandem: 110.0

Runway edge lights: high intensity

**RUNWAY 7L**

Latitude: 33-49.365198N

Longitude: 118-09.811212W

Elevation: 57.3 ft.

Gradient: 0.3%

Traffic pattern: left

Runway heading: 076 magnetic, 090 true

Displaced threshold: 1305 ft.

Markings: nonprecision, in good condition

Visual slope indicator:

**RUNWAY 25R**

Latitude: 33-49.361692N

Longitude: 118-08.588088W

Elevation: 36.8 ft.

Gradient: 0.3%

Traffic pattern: right

Runway heading: 256 magnetic, 270 true

Displaced threshold: 530 ft.

Markings: nonprecision, in good condition

Visual slope indicator: 4-light PAPI on left (3.10 degrees glide path)

Runway end identifier lights: no

Touchdown point: yes, no lights

Obstructions: 78 ft. pole, 200 ft. from runway, 36 ft. right of centerline, 12:1 slope to clear

6 FT FENCE 190 FT FM RY END WITH OBSTRUCTION LGT.

yes

yes, no lights

Obstructions: 16 ft. road, 300 ft. from runway, 200 ft. right of centerline, 6:1 slope to clear

APCH RATIO 34:1 TO DSPLCD THR.

**Runway 7R/25L**

Dimensions: 5421 x 150 ft. / 1652 x 46 m

Surface: asphalt, in good condition

Weight bearing capacity: Single wheel: 30.0

Double wheel: 75.0

Runway edge lights: high intensity

**RUNWAY 7R**

Latitude: 33-48.829455N

Longitude: 118-09.678137W

Elevation: 52.6 ft.

**RUNWAY 25L**

Latitude: 33-48.830195N

Longitude: 118-08.606902W

Elevation: 31.1 ft.

Gradient: 0.4%	0.4%
Traffic pattern: right	left
Runway heading: 076 magnetic, 090 true	256 magnetic, 270 true
Displaced threshold: no	1523 ft.
Markings: nonprecision, in good condition	nonprecision, in good condition
Visual slope indicator:	4-light PAPI on left (4.00 degrees glide path) PAPI OTS INDEFLY.
Runway end identifier lights: no	yes
Touchdown point: yes, no lights	yes, no lights
Obstructions: 102 ft. tower, lighted, 2500 ft. from runway, 500 ft. right of centerline, 22:1 slope to clear	61 ft. trees, 1420 ft. from runway, 300 ft. right of centerline, 20:1 slope to clear
LGTD TOWER 152 FT AGL 2500 FT WEST & 500 FT SOUTH OF RY THLD.	

### Helipad H3

Dimensions: 300 x 35 ft. / 91 x 11 m  
 Surface: asphalt, in good condition  
 Latitude: 33-49.227833N  
 Longitude: 118-09.062167W  
 Elevation: 41.9 ft.  
 Traffic pattern: left left  
 Markings: numbers only, in good condition

### Helipad H1

Dimensions: 20 x 20 ft. / 6 x 6 m  
 Surface: asphalt, in good condition  
 Latitude: 33-49.157500N  
 Longitude: 118-08.939833W  
 Elevation: 38.0 ft.  
 Traffic pattern: left left  
 Markings: numbers only, in good condition

### Helipad H2

Dimensions: 20 x 20 ft. / 6 x 6 m  
 Surface: asphalt, in good condition  
 Latitude: 33-49.192333N  
 Longitude: 118-08.939833W  
 Elevation: 40.1 ft.  
 Traffic pattern: left left  
 Markings: numbers only, in good condition

**Helipad H4**

Dimensions: 20 x 20 ft. / 6 x 6 m

Surface: asphalt, in good condition

Latitude: 33-49.257000N

Longitude: 118-09.128500W

Elevation: 43.0 ft.

Traffic pattern: left left

Markings: numbers only, in good condition

**Helipad H5**

Dimensions: 20 x 20 ft. / 6 x 6 m

Surface: asphalt, in good condition

Latitude: 33-48.944000N

Longitude: 118-09.152167W

Elevation: 39.5 ft.

Traffic pattern: left left

Markings: numbers only, in good condition

**Helipad H6**

Dimensions: 20 x 20 ft. / 6 x 6 m

Surface: asphalt, in good condition

Latitude: 33-48.921833N

Longitude: 118-09.294500W

Elevation: 41.4 ft.

Traffic pattern: left left

Markings: numbers only, in good condition

**Airport Ownership and Management from official FAA records**

Ownership: Publicly-owned

Owner: CITY OF LONG BEACH  
CITY HALL 333 W. OCEAN  
LONG BEACH, CA 90802  
Phone 562-570-2600

Manager: BRYANT L. FRANCIS  
4100 DONALD DOUGLAS DR  
LONG BEACH, CA 90808  
Phone (562) 570-2619  
CAROL CARLTON-LOWE (ASST MGR) 562-570-2630. KARL  
ZITTEL (SUPERINTENDENT AIRPORT OPNS) 562-570-2632.  
ARPT BUREAU FAX (562) 570-2601 NOISE COMPLAINTS  
PUBLIC AFFAIRS (562) 570-2678.

**Airport Operational Statistics**

Aircraft based on the field: 357	Aircraft operations: avg 393/day *
Single engine airplanes: 220	78% local general aviation
Multi engine airplanes: 43	17% commercial
Jet airplanes: 46	4% air taxi
Helicopters: 48	1% military

\* for 12-month period ending 01 October 2015

## Additional Remarks

- 6 FT LIGHTED CHAIN LINK FENCE LCTD 130 FT SOUTH OF CNTRLN OF TWY F. FENCE BEGINS NW CORNER OF ATCT & EXTENDS 400 FT TO WEST.
- ENGINE RUN-UPS, OTHER THAN PRE-FLIGHT, ARE LIMITED TO HRS OF 0700-2100 WEEKDAYS & 0900-2100 WEEKENDS & HOLIDAYS.
- HELIPAD H1, H2, H4, H5, & H6 20 X 20 ASPH. HELIPAD H3 35 X 300 ASPH.
- RY 12/30 FAA STRENGTH EVALUATION DC-10-10 440000 LBS; DC-10-30 550000 LBS; L-1011 460000 LBS.
- MAX LDG WGT FOR C17AT OR BYD GLIDE SLOPE OR RY AIMING POINT MARKING 538600 LBS; RY 30 LDG PRIOR TORY AIMING POINT MARKING 344000 LBS.
- AIRSHIPS MOORED IN INFIELD AND OPERATING INVOF ARPT.
- MAX TKOF WGT DC-10 30/40 & MD-11 588100 LBS; C-17 538600 LBS. TWYS D3 & L3 WGT LIMITS A-340 DC-10 30/40 & MD-11 541000 LBS; C-17 450000 LBS.
- NO TWY ACCESS TO RY 07L W OF TWY D; 4897 FT REMAINING ON RY 07L FROM TWY D.
- 24 HR PRIOR NOTICE REQUESTED FOR MILITARY JETS AND CIVILIAN NON-STAGE III JETS, CTC NOISE ABATEMENT (562) 570-2635 OR FREQ 122.85 MON-FRI 0730-1630.
- ALL RYS CLSD 2200-0700 LCL EXCP RY 12/30.
- BIRDS ON & INV OF ARPT
- TRNG HELIPADS H1; H2; H3 & H4 LOCATED N OF RY 12/30 MIDFIELD BTN TWYS G & K. TRNG HELIPADS H5 & H6 LOCATED S OF RY 12/30 BTN TWYS D & J FOR HOVER WORK ONLY.
- NO RUNNING LDGS/TKOFS BY HELS WITH SKID-TYPE LDG GEAR, ON RUNWAY 7L-25R. ROLLING LDGS/TKOFS WITH HELS WITH WHEEL-TYPE LDG GEAR ARE PMTD.
- TOUCH & GO; STOP & GO; LOW APCH ONLY PERMITTED 0700-1900 WKDAYS & 0800-1500 WKENDS & HOLS ONLY ON RYS 07L/25R & 07R/25L.
- RY 12/30 LGTD DISTANCE REMAINING SIGNS WEST SIDE.
- NOISE LIMITS (DECIBELS SGL EVENT NOISE EXPOSURE LEVEL) RY 25R TKOF 92.0 LDG 88.0; RY 07L TKOF 88.0 LDG 92.0; RY 25L TKOF 95.0 LDG 93.0; RY 07R TKOF 95.0 LDG 92.0. RYS 12 & 30 0700-2200 TKOF 102.5 LDG 101.5; 0600-0700 & 2200-2300 TKOF 90.0 LDG 90.0; 2300-0600 TKOF 79.0 LDG 79.0.
- TWYS D3 AND L3 WGT LIMITS A340 DC10 30/40 & MD11 541000 LBS; C17 450000 LBS.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.

FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

KAYOH FIVE **\*\*CHANGED\*\*** [download](#) (250KB)  
 KEFFR THREE (RNAV) [download](#) (210KB)  
 TANDY THREE **\*\*CHANGED\*\*** [download](#) (181KB)

### IAPs - Instrument Approach Procedures

ILS OR LOC RWY 30 [download](#) (276KB)  
 RNAV (RNP) RWY 12 [download](#) (280KB)  
 RNAV (RNP) RWY 25R [download](#) (299KB)  
 RNAV (RNP) Y RWY 30 [download](#) (296KB)  
 RNAV (GPS) Z RWY 30 [download](#) (290KB)  
 VOR OR TACAN RWY 30 [download](#) (257KB)  
 ARSENAL VISUAL RWY 30 [download](#) (161KB)  
 LA RIVER VISUAL RWY 12 [download](#) (131KB)

NOTE: Special Alternate Minimums apply [download](#) (30KB)

**Departure Procedures**

ANAHEIM EIGHT **\*\*NEW\*\*** 2 pages: [[1](#)] [[2](#)] (665KB)








SENIC TWO (RNAV) [download](#) (292KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (186KB)

Other nearby airports with instrument procedures:

- [KSLI](#) - Los Alamitos Army Airfield (5 nm E)
- [KFUL](#) - Fullerton Municipal Airport (9 nm E)
- [KTOA](#) - Zamperini Field Airport (9 nm W)
- [KHHR](#) - Jack Northrop Field/Hawthorne Municipal Airport (11 nm NW)
- [KLAX](#) - Los Angeles International Airport (15 nm NW)
- [KSNA](#) - John Wayne-Orange County Airport (16 nm SE)
- [KEMT](#) - San Gabriel Valley Airport (17 nm N)
- [KSMO](#) - Santa Monica Municipal Airport (19 nm NW)

**FBO, Fuel Providers, and Aircraft Ground Support**

Business Name	Contact	Services / Description	Fuel Prices	Comments
 	<p><b>ASRI 130.60</b> 562-997-0700 toll-free 1-800-554-3591</p> <p><a href="#">[web site]</a> <a href="#">[email]</a></p>  	<p>Easy freeway access. Large ramp area accommodates all types of aircraft. With our fleet of 15,000 gallon fuelers, we can offer quick turn arounds for transient aircraft as well as arranging for U.S. Customs and Immigration. Signature Flight Support Long Beach offers conference rooms, a pilot's lounge, flight planning and a weather-briefing computer, as well as an on-site Deli that offers great food with quick service.</p> <p>Signature Flight Support Long Beach is known for its friendly, efficient service, competitive prices and a guaranteed smile to make your visit a pleasure.</p> <p>▼ <a href="#">More info and photos of Signature Flight Support</a></p>   	<p>independent</p> <p>100LL Jet A FS \$5.85 \$4.38 <b><u>GUARANTEED</u></b></p>	<p>not yet rated</p> <p>1 <a href="#">read</a> <a href="#">write</a></p> <p>AirFlite has been consistently voted in the top 10 FBOs nationwide for over twenty years. As a World</p>



ASRI 129.375  
562-490-6200  
toll-free 1-800-241-3548  
[\[web site\]](#)  
[\[email\]](#)

Fuel Services AirElite branded FBO, AirFlite provides the best service, facility, and value for both Los Angeles and Orange County. Our 12 acre facility allows us to cater to all aircraft up to a Boeing 767. We look forward to exceeding your expectations.

[More info and photos of AirFlite](#)



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aircraft. PJC flight planning.  
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More info and  
**photos** of Pacific  
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SS \$4.99 ---

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FS=[Full service](#)  
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## Aviation Businesses, Services, and Facilities

Business Name	Contact	Services / Description	Distance	Comments
	toll-free 1-800-255-2877 <a href="#">[web site]</a> <a href="#">[email]</a>	ATP provides professional, accelerated flight training at 30 flight schools across the U.S. ATP's Airline Training Programs prepare students for airline pilot careers with nationwide flying experience in multi-engine aircraft. Additional flight training courses include ATP certificate, multi-engine rating, ATP & FEX written prep & exams, Certified Flight Instructor ratings, and instrument proficiency checks.  More info and <b>photos</b> of Airline Transport Professionals - ATP Flight School  Aviation accessories, Aircraft sales / leasing / brokerage, Aircraft management, Internet access, Restrooms	on airport	not yet rated <a href="#">write</a>
	562-513-5222 <a href="#">[web site]</a> <a href="#">[email]</a>	  More info about	on airport	not yet rated <a href="#">write</a>



**Pacific Air Center**

Aircraft maintenance,  
Aircraft modifications,  
Aircraft parts, Aircraft sales /  
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toll-free 1-800-441-1485

[Tom's Aircraft Maintenance](#)

[\[web site\]](#)

[\[email\]](#)



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More info about  
Tom's Aircraft  
Maintenance

no information available

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562-938-0100

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your services, contact info,  
web link, logo, and more,  
[click here](#)

on airport

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### Getting Around: Taxi, Limo, Rental Cars, Mass Transit

Business Name	Contact	Services / Description	Comments
		no information available	
Long Beach Transit Bus # 111	<a href="#">[web site]</a>	If you are affiliated with Long Beach Transit Bus # 111 and would like to show here your services, contact info, web link, logo, and more, <a href="#">click here</a>	not yet rated <a href="#">write</a>

### Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Long Beach Airport (Daugherty Field), you should consider listing it here. To start the listing process, click on the button below

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### Other Pages about Long Beach Airport (Daugherty Field)

- [www.lgb.org](#)
- [lgb.natca.net](#)

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# KCRQ Mc Clellan-Palomar Airport

Carlsbad, California, USA


**GOING TO CARLSBAD?**


## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

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[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: CRQ

 Lat/Long: 33-07-41.7000N / 117-16-48.3000W  
 33-07.695000N / 117-16.805000W  
 33.1282500 / -117.2800833  
 (estimated)

Elevation: 330.5 ft. / 100.7 m (surveyed)

Variation: 14E (1980)

From city: 3 miles SE of CARLSBAD, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 92011

### Airport Operations

Airport use: Open to the public

Activation date: 05/1959

 Sectional chart: [LOS ANGELES](#)

Control tower: yes

ARTCC: LOS ANGELES CENTER

FSS: SAN DIEGO FLIGHT SERVICE STATION

NOTAMs facility: CRQ (NOTAM-D service available)

Attendance: 0700-2200

Pattern altitude: TPA 672 AGL HELICOPTERS; 1172 AGL SMALL ACFT; 1672 AGL LARGE ACFT.

Wind indicator: no

Segmented circle: yes

Lights: WHEN ATCT CLSD ACTVT HIRL RY 06/24, PAPI RYS 06 &amp; 24 , REIL RY 24, MALSR RY 24 - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

Fire and rescue: ARFF index A

Airline operations: CLOSED TO AIR CARRIER OPNS WITH MORE THAN 9 PASSENGER SEATS FM 2230 TO 0600 EXCEPT BY PPR CALL AMGR 760-431-4646.

International operations: US CUSTOMS USER FEE ARPT, CTC 877-848-


 Road maps at: [MapQuest](#) [Bing](#) [Google](#)
**Aerial photo**

7766.

## Airport Communications

- CTAF: 118.6
  - ATIS: 120.15
  - WX ASOS: PHONE 760-930-0864
  - PALOMAR GROUND: 121.8 [0700-2200]
  - PALOMAR TOWER: 118.6 276.4 [0700-2200]
  - SOCAL APPROACH: 127.3
  - SOCAL DEPARTURE: 127.3
  - CLEARANCE DELIVERY: 134.85
  - CWARD: 119.6
  - LEGOZ STAR: 127.4
  - PADRZ SID: 119.6
  - PMSV: 344.6
  - WX ASOS at OKB (6 nm NW): 127.8 (760-439-9683)
  - WX AWOS-3P at L18 (14 nm N): 118.425 (760-723-6073)
  - WX ASOS at RNM (19 nm E): 132.025 (760-789-0736)
- FOR CLNC DEL WHEN ATCT CLSD CALL SOCAL APCH (800) 448-3724.
  - OCEANSIDE RCO 115.3T 122.1R (SAN DIEGO RADIO)

## Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">OCN</a> r119/9.7	OCEANSIDE VORTAC	115.30	15E
<a href="#">MZR</a> r337/20.9	MISSION BAY VORTAC	117.80	15E
<a href="#">PGY</a> r320/34.6	POGGI VORTAC	109.80	14E
<a href="#">JLI</a> r254/34.9	JULIAN VORTAC	114.00	15E
<a href="#">TIJ</a> r321/38.9	TIJUANA VOR/DME	116.50	14E
<a href="#">HDE</a> r173/(39.2)	HOMELAND VOR	113.40	14E
<a href="#">ELB</a> r131/39.9	EL TORO VOR/DME	117.20	14E

## Airport Services

- Fuel available: 100LL JET-A
- Parking: tiedowns
- Airframe service: MAJOR
- Powerplant service: MAJOR
- Bottled oxygen: HIGH/LOW
- Bulk oxygen: NONE

## Runway Information

### Runway 6/24

- Dimensions: 4897 x 150 ft. / 1493 x 46 m
- Surface: asphalt/grooved, in good condition
- Weight bearing capacity: PCN 33 /F/D/X/T
- Single wheel: 60.0
- Double wheel: 80.0
- Double tandem: 110.0
- Runway edge lights: high intensity
- RUNWAY 6      RUNWAY 24**

WARNING: Photo may not be current or correct



Photo courtesy of [focalflight.com](http://focalflight.com)  
Photo taken 03-Mar-2015  
looking east.

Do you have a better or more recent aerial photo of Mc Clellan-Palomar Airport that you would like to share? If so, please [send us your photo](#).

## Sectional chart



## Airport diagram

CAUTION: Diagram may not be current



[Download PDF](#)  
of official airport diagram from the FAA

## Airport distance calculator

Flying to Mc Clellan-Palomar Airport? Find the distance to fly.

From  to KCRQ  
**▶ CALCULATE DISTANCE**

## Sunrise and sunset

Times for 17-Oct-2016  
**Local      Zulu**  
**(UTC-7)    (UTC)**

Latitude: 33-07.619303N 33-07.771453N  
 Longitude: 117-17.275497W 117-16.332967W  
 Elevation: 330.0 ft. 326.3 ft.  
 Gradient: 0.1% 0.1%  
 Traffic pattern: left right  
 Runway heading: 065 magnetic, 245 magnetic, 259 true  
 079 true  
 Displaced threshold: 297 ft. no  
 Declared distances: TORA:4897 TORA:4897 TODA:4897  
 TODA:4897 ASDA:4897 LDA:4897  
 ASDA:4897 LDA:4600  
 Markings: nonprecision, precision, in good condition  
 in good condition  
 Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path) 4-light PAPI on left (3.20 degrees glide path)  
 RVR equipment: touchdown  
 Approach lights: MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights  
 Runway end identifier lights: no yes  
 Touchdown point: yes, no lights yes, no lights  
 Instrument approach: ILS/DME

Morning civil twilight 06:32 13:32  
 Sunrise 06:57 13:57  
 Sunset 18:12 01:12  
 Evening civil twilight 18:37 01:37

**Current date and time**

**Zulu (UTC)** 17-Oct-2016 14:55:16  
**Local (UTC-7)** 17-Oct-2016 07:55:16

**METAR**

**KCRQ** 171353Z AUTO 00000KT 10SM OVC021 17/15 A2998 RMK AO2 SLP148 T01720150  
**KOKB** 171410Z AUTO 00000KT 10SM 6nm NW BKN018 OVC031 15/13 A2998 RMK AO2 T01500133  
**KNFG** 171442Z 00000KT 1 3/4SM -RA BR 10nm N OVC017 16/15 A2998 RMK AO2 RAB39 P0000 T01610150  
**KNXF** 171430Z AUTO 08004KT 1 3/4SM -RA BKN009 OVC014 A2998 RMK AO2 RAB26 CIG 008V012 P0000 \$ 13nm NW  
**KL18** 171435Z AUTO 00000KT 1 3/4SM -DZ OVC016 15/15 A2999 RMK AO2 14nm N  
**KNKX** 171355Z 00000KT 10SM BKN025 17nm SE 21/15 A2999 RMK AO2 SLP150 T02060150  
**KRNM** 171403Z AUTO 00000KT 10SM 19nm E OVC027 14/12 A3000 RMK AO2 T01440122 \$

**TAF**

**KCRQ** 171120Z 1712/1812 VRB04KT P6SM BKN020 TEMPO 1712/1714 SCT020 FM171600 VRB04KT P6SM SCT025 BKN035 FM171900 26009KT P6SM SCT025 SCT200 FM180200 VRB04KT P6SM BKN015  
**KNFG** 1709/1809 VRB05KT 9999 BKN025 10nm N QNH2995INS BECMG 1718/1720 23009KT 9999 FEW025 QNH2993INS BECMG 1802/1804 VRB05KT 9999 BKN025 QNH2996INS AUTOMATED SENSOR METWATCH 1709 TIL 1715 T14/1711Z T24/1722Z  
**KNKX** 1709/1809 VRB05KT 9999 BKN015 17nm SE QNH2997INS BECMG 1718/1720 28009KT 9999 FEW015 QNH2993INS BECMG 1802/1804 VRB05KT 9999 BKN015 QNH2996INS T20/1711Z T25/1722Z

**NOTAMs**

[Click for the latest NOTAMs](#)  
 NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

**Airport Ownership and Management from official FAA records**

Ownership: Publicly-owned  
 Owner: COUNTY OF SAN DIEGO  
 1960 JOE CROSSON DRIVE  
 EL CAJON, CA 92020-1235  
 Phone 619-956-4800  
 Manager: OLIVIER BRACKETT  
 2192 PALOMAR AIRPORT ROAD  
 CARLSBAD, CA 92011-4409  
 Phone 760-966-3272

**Airport Operational Statistics**

Aircraft based on the field: 304 Aircraft operations: avg 359/day \*  
 Single engine airplanes: 179 58% transient general aviation  
 Multi engine airplanes: 17 34% local general aviation  
 Jet airplanes: 91 6% air taxi  
 Helicopters: 17 1% commercial  
 <1% military  
 \* for 12-month period ending 31 December 2015

**Additional Remarks**

E116 PPR ONLY - NO MIL TRNG - CONTRACT MILITARY ONLY.

- ARPT HAS NOISE ABATEMENT PROCEDURES CONTACT AMGR 760-431-4646.
- VOLUNTARY CURFEW: JETS 2200-0700 LCL, PROPS 0000-0600 LCL, EMERG, LIFEGUARD, AND LAW ENFORCEMENT EXCEPTED.
- REQUEST JETS FLY THE ILS APPROACH.
- LTD TRANSIENT TIE DOWN SPACE ON PUBLIC RAMP.
- PPR FOR ALL MILITARY ACFT CALL AMGR (760) 431-4646.
- RY 24 HARD TO SEE 2 HRS PRIOR TO SUNSET. DO NOT MISTAKE SOUTH TWY AS RY.
- NORTH SIDE RAMP LIMITED TO 12,500 LBS .
- ALL ACFT MULT PRACTICE APCHS AND LNDGS DISCOURAGED 2200-0700 LCL.
- RY 6/24 SOUTH VFR TFC PATTERN CLSD 2200-0700 LCL.
- WHEN TWR CLSD ACFT MUST SELF-ANNOUNCE ON CTAF PRIOR TO LDG OR TKOF.
- MULTIPLE APCHS BY LARGE ACFT (INCLUDING LARGE HEL) NOT AUTHORIZED.
- TSNT PRKG LTD TO SML SNGL AND TWIN ENG ACFT WITH WINGSPANS UNDER 40 FT.
- NO JET ACFT TRNG DUE TO NOISE ABATEMENT AND TFC CONGESTION.
- EXTENSIVE BIRD ACTIVITY IN VICINITY ESPECIALLY IN SPRING.
- RWY 24 IS CALM WIND RWY.
- POWER LINES 2 MILES W & SW.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.  
FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

FODRR TWO

2 pages: [[1](#)] [[2](#)] (277KB)

### IAPs - Instrument Approach Procedures

ILS OR LOC/DME RWY 24

[download](#) (360KB)

RNAV (RNP) Z RWY 24

[download](#) (514KB)

RNAV (GPS) X RWY 24

[download](#) (279KB)

RNAV (GPS) Y RWY 24

[download](#) (339KB)

VOR-A

[download](#) (291KB)

NOTE: Special Alternate Minimums apply

[download](#) (31KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply

[download](#) (188KB)

Other nearby airports with instrument procedures:

[KOKB](#) - Bob Maxwell Memorial Airfield (6 nm NW)

[KNFG](#) - Camp Pendleton MCAS (Munn Field) Airport (11 nm N)

[L18](#) - Fallbrook Community Airpark (14 nm N)

[KNKX](#) - Miramar Marine Corps Air Station (17 nm SE)

[KRNM](#) - Ramona Airport (19 nm E)

## FBO, Fuel Providers, and Aircraft Ground Support

**Business Name**

**Contact**

**Services / Description**

**Fuel Prices**

**Comments**

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More info and  
photos of Western  
Flight, Inc.



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SS \$4.99 ---

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Palomar Airport.

More info and  
photos of Jet  
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independent

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Updated 16-Oct-2016

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More info and photos of Atlantic Aviation

### Alternatives at nearby airports

IMPORTANT: Note that the FBOs below are NOT at KCRQ but at other nearby airports. Do not expect services from these FBOs to be available at KCRQ.

At [F70](#) (French Valley Airport), 28 miles NNE

RAS JETPORT - just 25 miles away. LOOK AT OUR JET FUEL PRICES!!!  
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More info and photos of RAS JETPORT - French Valley (F70)

At [KSEE](#) (Gillespie Field Airport), 24 miles SE

Only full-service FBO on Gillespie Field - 400,000 sq



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Located at [F70](#)



100LL Jet A  
FS \$4.72 \$2.95  
SS \$4.19 ---  
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ft of private concrete ramp space (competitor will direct you to public county ramp), 70,000 of hanger space, FAA approved Class IV maintenance & avionics shop, and beautiful customer terminal and lounge. Come to Gillespie with best runways in San Diego, and most convenient location to downtown, La Jolla, and other prime San Diego locations.

Located at [KSEE](#)  
  
 100LL Jet A FS \$4.15 \$3.69  
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▼ [More info and photos](#) of Circle Air Group, LLC (KSEE)

FS=[Full service](#)  
 SS=[Self service](#)

▼ [UPDATE PRICES](#)

### Aviation Businesses, Services, and Facilities

Business Name	Contact	Services / Description	Distance	Comments
	toll-free 1-800-255-2877 <a href="#">[web site]</a> <a href="#">[email]</a>	ATP provides professional, accelerated flight training at 30 flight schools across the U.S. ATP's Airline Training Programs prepare students for airline pilot careers with nationwide flying experience in multi-engine aircraft. Additional flight training courses include ATP certificate, multi-engine rating, ATP & FEX written prep & exams, Certified Flight Instructor ratings, and instrument proficiency checks.  ▼ <a href="#">More info and photos</a> of Airline Transport Professionals - ATP Flight School	on airport	not yet rated <a href="#">write</a>
	toll-free 1-888-359-5638 760-476-0890 <a href="#">[web site]</a> <a href="#">[email]</a>	LOFT is a full-service FAR Part 142 Flight Training Center specializing in CE-525, CE-525S, and CE-500 Initial Type Ratings and Recurrent Training. Offering simulator-based training in a FAA certified Level C CJ1 full flight simulator and in-aircraft training programs, LOFT is the perfect choice.	on airport	not yet rated <a href="#">write</a>



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 no information available


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### Where to Eat: Catering, Restaurants, Food shops

Business Name	Contact	Services / Description	Distance	Comments
 <a href="#">The Landings @ Carlsbad Restaurant &amp; Bar</a>	760-929-0200 760-802-0392 <a href="#">[web site]</a> <a href="#">[email]</a>	Full Bar & Restaurant, Breakfast, Lunch, Happy Hour (\$2.50 Drafts) & Dinner from 8:30am to 9pm daily except Sunday until 4pm located next to the terminal building overlooking the runway operations. Outdoor patio dining & catering also available. Come enjoy a wonderful dining experience!	on airport	not yet rated 1 <a href="#">read</a> <a href="#">write</a>

▼ [More info about The Landings @ Carlsbad Restaurant & Bar](#)

### Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Mc Clellan-Palomar Airport, you should consider listing it here. To start the listing process, click on the button below

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### Other Pages about Mc Clellan-Palomar Airport

▼ [www.sdcounty.ca.gov/...](http://www.sdcounty.ca.gov/)

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# KFUL Fullerton Municipal Airport

Fullerton, California, USA



## GOING TO FULLERTON?



[Reserve Online](#) [Reserve Online](#)

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: FUL

Lat/Long: 33-52-19.2510N / 117-58-47.2230W  
 33-52.320850N / 117-58.787050W  
 33.8720142 / -117.9797842  
 (estimated)

Elevation: 96 ft. / 29.3 m (surveyed)

Variation: 14E (1985)

From city: 3 miles W of FULLERTON, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 92833



### Airport Operations

Airport use: Open to the public

Activation date: 04/1940

Sectional chart: [LOS ANGELES](#)

Control tower: yes

ARTCC: LOS ANGELES CENTER

FSS: RIVERSIDE FLIGHT SERVICE STATION

NOTAMs facility: FUL (NOTAM-D service available)

Attendance: 0700-2100

Pattern altitude: 1100 ft. MSL

Wind indicator: lighted

Segmented circle: yes

Lights: WHEN ATCT CLSD ACTVT MIRL RY 06/24, REIL RYS  
 06 & 24, PVASI RY 06, MALSR RY 24 AND TWY LGTS  
 - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

### Aerial photo

WARNING: Photo may not be current or correct



Photo by Fred Emmert [AirViews.com](#)  
 Photo taken 13-Jan-2015

### Airport Communications

CTAF: 119.1

UNICOM: 122.95

ATIS: 125.05

looking east.

WX ASOS: PHONE 714-870-1372  
 FULLERTON GROUND: 121.8 [0700-2100]  
 FULLERTON TOWER: 119.1 [0700-2100]  
 SOCAL APPROACH: 125.35  
 SOCAL DEPARTURE: 125.35  
 HAWWC SID: 124.65  
 REDHL SID: 124.65

WX ASOS at LGB (9 nm W): PHONE 562-424-0572  
 WX ASOS at SNA (13 nm SE): PHONE 714-424-0590  
 WX AWOS-3PT at EMT (13 nm N): 118.75 ((626) 444-1107)  
 WX AWOS-3PT at CPM (13 nm W): 127.150 (310-631-4958)  
 WX ASOS at HHR (18 nm W): PHONE 310-973-8930  
 WX ASOS at CNO (18 nm E): PHONE 909-393-5823  
 WX AWOS-3PT at AJO (19 nm E): 132.175 (951-340-4764)

- FOR CLNC DEL WHEN ATCT CLSD CALL SOCAL APCH (800) 448-3724.
- SANTA ANA RCO 122.45 (RIVERSIDE RADIO)

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">SLI</a> r020/6.5	SEAL BEACH VORTAC	115.70	15E
<a href="#">POM</a> r203/15.7	POMONA VORTAC	110.40	15E
<a href="#">ELB</a> r299/17.1	EL TORO VOR/DME	117.20	14E
<a href="#">PDZ</a> r248/22.6	PARADISE VORTAC	112.20	15E
<a href="#">LAX</a> r084/22.8	LOS ANGELES VORTAC	113.60	15E
<a href="#">SMO</a> r094/25.1	SANTA MONICA VOR/DME	110.80	15E
<a href="#">RAL</a> r245/(26.9)	RIVERSIDE VOR	112.40	14E
<a href="#">VNY</a> r115/33.0	VAN NUYS VOR/DME	113.10	15E
<a href="#">SXC</a> r021/37.0	SANTA CATALINA VORTAC	111.40	15E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">EL MONTE</a>	154/13.2	359	15E	EMT . -- -
<a href="#">PACOIMA</a>	122/31.7	370	15E	PAI .-- . .- . .

### Airport Services

Fuel available: 100LL JET-A  
 Parking: tiedowns  
 Airframe service: MAJOR  
 Powerplant service: MAJOR  
 Bottled oxygen: HIGH  
 Bulk oxygen: HIGH

### Runway Information

#### Runway 6/24

Dimensions: 3121 x 75 ft. / 951 x 23 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: Single wheel: 12.5  
 Runway edge lights: medium intensity

<b>RUNWAY 6</b>	<b>RUNWAY 24</b>
Latitude: 33-52.263450N	33-52.379333N

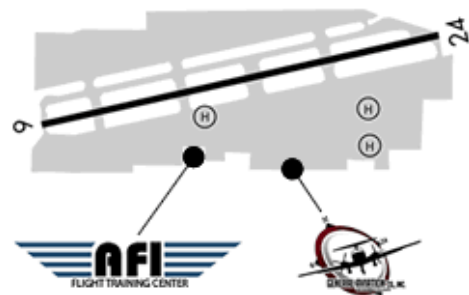
Do you have a better or more recent aerial photo of Fullerton Municipal Airport that you would like to share? If so, please [send us your photo](#).

### Sectional chart



### Airport diagram

CAUTION: Diagram may not be current



[Download PDF](#)

of official airport diagram from the FAA

### Airport distance calculator

Flying to Fullerton Municipal Airport? Find the distance to fly.

From  to KFUL

### Sunrise and sunset

Times for 17-Oct-2016

	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:35	13:35
Sunrise	07:00	14:00
Sunset	18:14	01:14
Evening civil twilight	18:39	01:39

### Current date and time

Zulu (UTC) 17-Oct-2016 14:55:39  
 Local (UTC-7) 17-Oct-2016 07:55:39

### METAR

KFUL 171436Z 14003KT 5SM BR OVC004  
 18/17 A2995 RMK AO2 RAE32

Longitude: 117-59.088333W	117-58.487350W
Elevation: 84.9 ft.	95.5 ft.
Gradient: 0.3%	0.3%
Traffic pattern: left	right
Runway heading: 063 magnetic, 077 true	243 magnetic, 257 true
Displaced threshold: 427 ft.	253 ft.
Markings: basic, in good condition	nonprecision, in good condition
Visual slope indicator: pulsating/steady burning VASI on left (4.00 degrees glide path)	4-light PAPI on left (4.00 degrees glide path)
Approach lights:	MALSRL: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights
Runway end identifier lights: yes	RY 24 MALSRL NON-STD WITH 5 RAIL, NO STEADY BURNING LAMPS.
Touchdown point: yes, no lights	yes
Instrument approach:	yes, no lights
Obstructions: 84 ft. tree, 750 ft. from runway, 220 ft. left of centerline, 6:1 slope to clear +8 FT FENCE AT 55 FT & +15 FT STREET AT 65 FT FM APCH END RY 06.	LOC/DME 55 ft. tree, 581 ft. from runway, 208 ft. left of centerline, 7:1 slope to clear +8 FT FENCE AT 15 FT & +15 FT STREET AT 17 FT; POLE & RR AT 100 FT FM APCH END RY 24.

**Helipad H1**

Dimensions: 37 x 37 ft. / 11 x 11 m  
 Surface: concrete  
 Traffic pattern: left left

**Airport Ownership and Management from official FAA records**

Ownership: Publicly-owned  
 Owner: CITY OF FULLERTON  
 303 W. COMMONWEALTH AVE  
 FULLERTON, CA 92832  
 Phone 714-738-6310  
 Manager: BRENDAN O'REILLY  
 4011 W COMMONWEALTH AVE  
 FULLERTON, CA 92833-2537  
 Phone 714-738-6323

**Airport Operational Statistics**

P0001 T01830172  
**KSLI** 7nm SW 171430Z AUTO 22004KT 10SM FEW006 SCT010 SCT015 OVC023 18/18 A2995 RMK AO2 RAB08E09DZB09E19 CIG 015V023  
**KLGB** 9nm W 171402Z 24004KT 8SM -RA BKN007 BKN017 OVC024 19/18 A2995 RMK AO2 P0000 T01890178  
**KEMT** 12nm N 162345Z 23008KT 10SM SCT050 23/14 2997  
**KSNA** 14nm SE 171435Z 00000KT 2SM -RA BR OVC005 18/17 A2996 RMK AO2 SFC VIS 2 1/2 VIS 1 1/2V4 P0004 T01780167  
**KCQT** 17nm NW 171426Z AUTO 11003KT 1 1/2SM -RA BR OVC006 18/17 A2995 RMK AO2 RAB22 CIG 005V009 P0001 T01780172  
**KPOC** 17nm NE 171347Z 00000KT 1SM -RABR OVC004 15/15 A3000  
**KTOA** 18nm W 171355Z 25004KT 3SM BKN007 BKN012 18/18 A2996  
**KHHR** 18nm W 171432Z 25006KT 5SM -RA BR OVC005 18/18 A2995 RMK AO2 RAB26 P0000 T01780178  
**KAJO** 19nm E 171428Z AUTO 00000KT 2SM -RA BR BKN009 OVC016 17/16 A2998 RMK AO2 CIG 004V013 P0001 \$  
**TAF**  
**KSLI** 7nm SW 171318Z 1713/1819 VRB06KT 9999 VCSH OVC005 QNH2994INS TEMPO 1713/1714 3000 -SHRA BR OVC010 BECMG 1715/1716 VRB06KT 9999 NSW BKN018 QNH2988INS BECMG 1720/1721 21009KT 9999 SCT018 QNH2985INS TEMPO 1721/1801 22010G15KT BECMG 1802/1803 VRB06KT 9999 FEW030 QNH2986INS BECMG 1805/1806 VRB06KT 9999 SKC QNH2987INS TX23/1722Z TN17/1713Z  
**KLGB** 9nm W 171332Z 1714/1812 VRB05KT 6SM BR VCSH BKN007 OVC015 FM171500 VRB05KT P6SM SCT008 BKN020 OVC045 FM171700 VRB05KT P6SM SCT015 BKN035 FM172200 28010KT P6SM SCT035 FM180700 VRB05KT P6SM BKN020  
**KSNA** 14nm SE 171318Z 1713/1812 VRB03KT 5SM BR BKN009 OVC015 TEMPO 1713/1716 1 1/2SM -RA BKN005 OVC009 FM171600 VRB04KT P6SM VCSH SCT007 BKN017 FM171900 22008KT P6SM SCT025 SCT250 FM180100 VRB04KT P6SM SCT025 FM180700 VRB03KT P6SM BKN015

**NOTAMs**

[Click for the latest NOTAMs](#)  
 NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

Aircraft based on the field: 238	Aircraft operations: avg 172/day *
Single engine airplanes: 208	67% local general aviation
Multi engine airplanes: 17	33% transient general aviation
Jet airplanes: 1	<1% air taxi
Helicopters: 12	<1% military

\* for 12-month period ending 31 March 2016

## Additional Remarks

- ARPT HAS NOISE ABATEMENT PROCEDURES CTC AMGR (714) 738-6323.
- RY 06 CALM WIND RY.
- PORTIONS OF TWY A BTN INTERSECTION F & WEST END NOT VSBL FM ATCT.
- FOR NOISE ABATEMENT RY 06 PREFERRED FOR TKOF; FOLLOW RR TRACKS TO EAST WITH NO TURNS BLO 1000 FT AGL. RY 24 DEP CLIMB TO 700 FT AGL PRIOR TO TURNS.
- (84) SEGMENTED CIRCLE LGTD.
- LGTD 750 FT TOWER 1.75 MILES WEST OF ARPT ON HEADING OF 285 DEG FROM ARPT.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.

FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

KAYOH FIVE **\*\*CHANGED\*\*** [download](#) (250KB)

### IAPs - Instrument Approach Procedures

RNAV (GPS) RWY 24 [download](#) (224KB)

LOC/DME RWY 24 [download](#) (254KB)

VOR-A [download](#) (199KB)

NOTE: Special Alternate Minimums apply [download](#) (18KB)

### Departure Procedures

ANAHEIM EIGHT **\*\*NEW\*\*** 2 pages: [\[1\]](#) [\[2\]](#) (567KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (132KB)

Other nearby airports with instrument procedures:

[KSLI](#) - Los Alamitos Army Airfield (6 nm SW)

[KLGB](#) - Long Beach Airport (Daugherty Field) (9 nm W)

[KSNA](#) - John Wayne-Orange County Airport (13 nm SE)

[KEMT](#) - San Gabriel Valley Airport (13 nm N)

[KPOC](#) - Brackett Field Airport (16 nm NE)

[KHHR](#) - Jack Northrop Field/Hawthorne Municipal Airport (18 nm W)

[KCNO](#) - Chino Airport (18 nm E)


[KTOA](#) - Zamperini Field Airport (18 nm W)

[KAJO](#) - Corona Municipal Airport (19 nm E)

## FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
	<p><b>123.30</b> 714-870-9931 714-773-0741 <a href="#">[web site]</a></p>	<p>FREE TIE-DOWNS available on a first-come/first-served basis with fuel purchase. Call on 123.3 for availability.</p> <p>More info and photos of Aviation Facilities, Inc.</p>    	 <p>100LL PA \$4.85 PS \$5.10 Updated 29-Sep-2016</p>	<p>★★★★★ 2 <a href="#">read write</a></p>
	<p><b>UNICOM 122.95</b> 714-526-6611 714-526-0921 <a href="#">[web site]</a> <a href="#">[email]</a></p>	<p>At General, we strive to maintain the excellent and personalized customer service we are known for.</p> <p>We offer:</p> <ul style="list-style-type: none"> <li>-100LL Avgas, Jet-A Fuel</li> <li>-Aircraft Maintenance</li> <li>-Executive Hangar Space, complete with staging/fueling service</li> <li>-Free tie-down with fuel purchase (no minimum)</li> <li>-Low fuel prices</li> <li>-Crew car (upon availability)</li> <li>-Rental cars also available</li> <li>-Line Service Personnel certified by NATA Safety 1st.</li> </ul> <p>Not taking fuel this time? Stop by for a cup of Starbucks coffee, or one of our cookies, baked in house!</p> <p>More info and photos of General Aviation Co., Inc.</p>    	 <p>100LL Jet A FS \$5.49 \$6.43 SS \$4.79 \$5.67 Updated 07-Oct-2016</p>	<p>★★★★★ 14 <a href="#">read write</a></p>

FS=Full service  
PA=Pilot-Assisted  
PS=Pump service  
SS=Self service



**Aviation Businesses, Services, and Facilities**

Business Name	Contact	Services / Description	Distance	Comments
	<p>714-525-7590 toll-free 1-800-522-7590</p>	<p>Flight training, Aerial tours / aerial sightseeing, Aircraft maintenance, Internet access,</p>		



[Air Combat USA](#)

[\[web site\]](#)  
[\[email\]](#)  
 

Attraction on airport

not yet rated  
[write](#)

More info about Air Combat USA

### Where to Eat: Catering, Restaurants, Food shops

Business Name	Contact	Services / Description	Distance	Comments
 <a href="#">Wings Cafe</a>	714-735-8432 <a href="#">[web site]</a> <a href="#">[email]</a>	Restaurant More info about Wings Cafe	on airport	not yet rated <a href="#">write</a>

### Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Fullerton Municipal Airport, you should consider listing it here. To start the listing process, click on the button below

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[www.ci.fullerton.ca.us/...](#)

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# KEMT San Gabriel Valley Airport

El Monte, California, USA



GOING TO EL MONTE?

**AVIS**
[Reserve Online](#)

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: EMT

 Lat/Long: 34-05-09.6320N / 118-02-05.4430W  
 34-05.160533N / 118-02.090717W  
 34.0860089 / -118.0348453  
 (estimated)

Elevation: 295.6 ft. / 90.1 m (surveyed)

Variation: 14E (1985)

From city: 1 mile N of EL MONTE, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 91731

### Airport Operations

Airport use: Open to the public

Activation date: 04/1944

 Sectional chart: [LOS ANGELES](#)

Control tower: yes

ARTCC: LOS ANGELES CENTER

FSS: RIVERSIDE FLIGHT SERVICE STATION

NOTAMs facility: EMT (NOTAM-D service available)

Attendance: CONTINUOUS

Pattern altitude: 1295.6 ft. MSL

Wind indicator: lighted

Segmented circle: yes

 Lights: WHEN ATCT CLSD ACTVT MIRL RY 01/19, REIL RY  
 19, PAPI RYS 01 AND 19 - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

Taxiway lights: CNTR TWY LGTS ONLY.


### Airport Communications

CTAF: 121.2

UNICOM: 122.95

ATIS: 118.75



  
 Clear US Customs at  
 Luxivair SBD and Save  
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 Road maps at: [MapQuest](#) [Bing](#) [Google](#)

### Aerial photo

WX AWOS-3PT: 118.75 ((626) 444-1107)  
 EL MONTE GROUND: 125.9 [0800-2000]  
 EL MONTE TOWER: 121.2 [0800-2000]  
 SOCIAL APPROACH: 125.5  
 SOCIAL DEPARTURE: 125.5

WX ASOS at FUL (13 nm S): PHONE 714-870-1372  
 WX AWOS-3PT at CPM (16 nm SW): 127.150 (310-631-4958)  
 WX ASOS at LGB (17 nm S): PHONE 562-424-0572  
 WX ASOS at BUR (17 nm NW): PHONE 818-841-1384  
 WX ASOS at HHR (18 nm SW): PHONE 310-973-8930

- DURING HOURS EL MONTE TWR IS OPNL ONTARIO PROVIDES DEP CTL SERVICE ON 125.5 OTHER HOURS DEP CTL ON 121.2.
- FOR CLNC DEL WHEN ATCT CLSD CALL SOCIAL APCH (800) 448-3724.

WARNING: Photo may not be current or correct



Photo by Fred Emmert [AirViews.com](http://AirViews.com)  
 Photo taken 08-Jun-2015  
 looking south-southwest.

Do you have a better or more recent aerial photo of San Gabriel Valley Airport that you would like to share? If so, please [send us your photo](#).

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">POM</a> r257/12.3	POMONA VORTAC	110.40	15E
<a href="#">SLI</a> r348/18.2	SEAL BEACH VORTAC	115.70	15E
<a href="#">SMO</a> r063/21.5	SANTA MONICA VOR/DME	110.80	15E
<a href="#">LAX</a> r050/21.8	LOS ANGELES VORTAC	113.60	15E
<a href="#">VNY</a> r095/24.1	VAN NUYS VOR/DME	113.10	15E
<a href="#">PDZ</a> r277/27.1	PARADISE VORTAC	112.20	15E
<a href="#">ELB</a> r314/28.9	EL TORO VOR/DME	117.20	14E
<a href="#">RAL</a> r271/(30.1)	RIVERSIDE VOR	112.40	14E
<a href="#">PMD</a> r162/32.8	PALMDALE VORTAC	114.50	15E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">EL MONTE</a>	at field	359	15E	EMT . -- -
<a href="#">PACOIMA</a>	104/21.5	370	15E	PAI .-- . .-

### Airport Services

Fuel available: 100LL JET-A  
 Parking: tiedowns  
 Airframe service: MAJOR  
 Powerplant service: MAJOR  
 Bulk oxygen: NONE

### Runway Information

#### Runway 1/19

Dimensions: 3995 x 75 ft. / 1218 x 23 m  
 Surface: asphalt/aggregate friction seal coat, in good condition

Weight bearing capacity: Single wheel: 12.5  
 Runway edge lights: medium intensity

**RUNWAY 1**  
 Latitude: 34-04.862517N  
 Longitude: 118-02.260400W  
 Elevation: 281.8 ft.  
 Gradient: 0.3% UP

**RUNWAY 19**  
 34-05.457367N  
 118-01.920483W  
 295.6 ft.  
 0.4%

### Sectional chart



### Airport diagram

CAUTION: Diagram may not be current



[Download PDF](#)  
 of official airport diagram from the FAA

### Airport distance calculator

Flying to San Gabriel Valley Airport? Find the distance to fly.

Traffic pattern: left  
Runway heading: 011 magnetic, 025 true

Displaced threshold: 290 ft.  
Declared distances: TORA:3504 TODA:3995  
ASDA:3755 LDA:3465

Markings: basic, in good condition

Visual slope indicator: 2-light PAPI on left (4.57  
degrees glide path)

Runway end identifier lights: no

Touchdown point: yes, no lights

Obstructions: 18 ft. pole, 350 ft. from  
runway, 85 ft. right of  
centerline, 8:1 slope to clear  
RWY 01 +6 FT FENCE  
120 FT R OF CNTRLN; +6  
FT FENCE 120 FT LEFT  
& PARALLEL TO  
CNTRLN 0-200 FT FM  
END OF RY.

right  
191 magnetic, 205  
true  
641 ft.  
TORA:3995  
TODA:3995  
ASDA:3995  
LDA:3354  
basic, in good  
condition  
2-light PAPI on  
right (4.50 degrees  
glide path)  
yes

yes, no lights  
30 ft. pole, 800 ft.  
from runway, 205  
ft. left of  
centerline, 20:1  
slope to clear  
+2 FT FENCE 75  
FT RIGHT OF  
CNTRLN AT  
THR TO 0 FT  
RIGHT OF  
CNTRLN AT 200  
FT.

From  to KEMT

**▶ CALCULATE DISTANCE**

**Sunrise and sunset**

*Times for 17-Oct-2016*

	<b>Local (UTC-7)</b>	<b>Zulu (UTC)</b>
Morning civil twilight	06:36	13:36
Sunrise	07:01	14:01
Sunset	18:14	01:14
Evening civil twilight	18:39	01:39

**Current date and time**

**Zulu (UTC)** 17-Oct-2016 14:56:41  
**Local (UTC-7)** 17-Oct-2016 07:56:41

**METAR**

- KEMT** 162345Z 23008KT 10SM SCT050  
23/14 2997
- KCQT** 171426Z AUTO 11003KT 1 1/2SM -  
10nm W RA BR OVC006 18/17 A2995 RMK  
AO2 RAB22 CIG 005V009 P0001  
T01780172
- KPOC** 171347Z 00000KT 1SM -RABR  
13nm E OVC004 15/15 A3000
- KFUL** 171436Z 14003KT 5SM BR OVC004  
13nm S 18/17 A2995 RMK AO2 RAE32  
P0001 T01830172
- KLGB** 171402Z 24004KT 8SM -RA BKN007  
17nm S BKN017 OVC024 19/18 A2995 RMK  
AO2 P0000 T01890178
- KBUR** 171353Z 14008KT 5SM BR BKN002  
18nm NW OVC011 16/16 A2995 RMK AO2  
RAE16 SLP132 P0000 T01610156
- KHHR** 171432Z 25006KT 5SM -RA BR  
18nm SW OVC005 18/18 A2995 RMK AO2  
RAB26 P0000 T01780178
- KSLI** 171430Z AUTO 22004KT 10SM  
19nm S FEW006 SCT010 SCT015 OVC023  
18/18 A2995 RMK AO2  
RAB08E09DZB09E19 CIG 015V023
- KLAX** 171353Z 24006KT 5SM BR BKN006  
20nm SW OVC012 18/17 A2995 RMK AO2  
RAE38 SLP140 P0001 T01830172 \$

**TAF**

- KLGB** 171332Z 1714/1812 VRB05KT 6SM  
17nm S BR VCSH BKN007 OVC015  
FM171500 VRB05KT P6SM SCT008  
BKN020 OVC045 FM171700  
VRB05KT P6SM SCT015 BKN035  
FM172200 28010KT P6SM SCT035  
FM180700 VRB05KT P6SM BKN020
- KBUR** 171332Z 1714/1812 VRB05KT 4SM  
18nm NW -RA BR BKN002 OVC020 FM171500  
VRB05KT P6SM SCT010 BKN020  
FM172300 19010KT P6SM SCT035  
FM180400 VRB05KT P6SM SCT020  
FM180900 VRB05KT P6SM BKN020
- KSLI** 171318Z 1713/1819 VRB06KT 9999  
19nm S VCSH OVC005 QNH2994INS TEMPO  
1713/1714 3000 -SHRA BR OVC010  
BECMG 1715/1716 VRB06KT 9999  
NSW BKN018 QNH2988INS BECMG  
1720/1721 21009KT 9999 SCT018  
QNH2985INS TEMPO 1721/1801  
22010G15KT BECMG 1802/1803  
VRB06KT 9999 FEW030  
QNH2986INS BECMG 1805/1806  
VRB06KT 9999 SKC QNH2987INS  
TX23/1722Z TN17/1713Z
- KLAX** 171335Z 1714/1818 26010KT 2SM -  
20nm SW RA BR OVC010 FM171430 26011KT  
5SM BR OVC012 FM171700  
25007KT P6SM SCT015 BKN035  
FM172100 27012KT P6SM SCT035

**Airport Ownership and Management from official FAA records**

Ownership: Publicly-owned

Owner: CO OF LOS ANGELES

P O BOX 1460

ALHAMBRA, CA 91803-1331

Phone (626) 300-4602

LA COUNTY CTC: RICHARD SMITH (626) 300-4600 X4615.

AIRPORT MGT CONTRACTED TO - AMERICAN AIRPORTS  
CORP.

Manager: ALVARO ESCOBEDO

4233 NORTH SANTA ANITA AVE

EL MONTE, CA 91731

Phone 626-448-6129

**Airport Operational Statistics**

Aircraft based on the field: 230

Single engine airplanes: 207

Multi engine airplanes: 12

Helicopters: 9

Gliders airplanes: 2

Aircraft operations: avg 245/day \*

58% local general aviation

42% transient general aviation

<1% air taxi

<1% military

\* for 12-month period ending 31 December 2014

**Additional Remarks**

- REMAIN OVER PAVED CHANNEL ON CLIMB OUT TO SOUTH AND TO NORTH.
- HEAVY BIRD ACTIVITY ON & INVOF ARPT.
- LGTD WATER TWR 1 MI W-SW OF ARPT.
- NOISE ABATEMENT PROCEDURES IN EFFECT, CTC ARPT MANAGER FOR DETAILS.

FM180400 29009KT P6SM SKC  
 FM180800 VRB03KT P6SM BKN020  
 FM181200 05005KT 5SM HZ  
 OVC007 FM181500 07003KT 4SM  
 HZ OVC015

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.  
 FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

SETER THREE [download](#) (235KB)  
 ZIGGY FIVE 2 pages: [[1](#)] [[2](#)] (380KB)





### IAPs - Instrument Approach Procedures

VOR OR GPS-A **\*\*CHANGED\*\*** [download](#) (353KB)  
 VOR OR GPS-B **\*\*NEW\*\*** [download](#) (329KB)  
 NDB OR GPS-C **\*\*CHANGED\*\*** [download](#) (334KB)  
 NOTE: Special Alternate Minimums apply **\*\*CHANGED\*\*** [download](#) (34KB)  
 NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (132KB)

Other nearby airports with instrument procedures:

- [KPOC](#) - Brackett Field Airport (13 nm E)
- [KFUL](#) - Fullerton Municipal Airport (13 nm S)
- [KLGB](#) - Long Beach Airport (Daugherty Field) (17 nm S)
- [KCCB](#) - Cable Airport (17 nm E)
- [KBUR](#) - Bob Hope Airport (17 nm NW)
- [KSLI](#) - Los Alamitos Army Airfield (18 nm S)
- [KHHR](#) - Jack Northrop Field/Hawthorne Municipal Airport (18 nm SW)

## FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
	<b>UNICOM 122.95</b> 626-208-3708 toll-free 1-888-818-8177 <a href="#">[web site]</a> <a href="#">[email]</a>	Aviation fuel, Aircraft ground handling, Aircraft parking (ramp or tiedown), Hangars, Hangar leasing / sales, Passenger terminal and lounge, ... <a href="#">More info and photos of Billion Air Aviation, Inc.</a> Airport management, Aviation fuel, Aircraft parking (ramp or tiedown), Hangars, Passenger terminal and lounge, Pilots lounge / snooze room, Computerized weather, ...	 100LL Jet A FS \$4.34 \$2.89 Updated 15-Oct-2016	not yet rated 2 <a href="#">read</a> <a href="#">write</a>
	<b>American Airports Corp.</b> 626-448-6129 <a href="#">[web site]</a> <a href="#">[email]</a>	<a href="#">More info about</a>	 100LL Jet A FS \$4.59 \$3.89 SS \$4.39 --- Updated 13-Oct-2016	not yet rated 1 <a href="#">read</a> <a href="#">write</a>

## NOTAMs

[Click for the latest NOTAMs](#)  
 NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

### Where to Eat: Catering, Restaurants, Food shops

Business Name	Contact	Services / Description	Distance	Comments
		no information available		
Annia's Kitchen	626-401-2422	If you are affiliated with Annia's Kitchen and would like to show here your services, contact info, web link, logo, and more. <a href="#">click here</a>	on airport	not yet rated <a href="#">write</a>

### Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the San Gabriel Valley Airport, you should consider listing it here. To start the listing process, click on the button below

[ADD YOUR BUSINESS OR SERVICE](#)

### Other Pages about San Gabriel Valley Airport

[aacit.caltech.edu/...](#)

[UPDATE, REMOVE OR ADD A LINK](#)



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[Nav aids](#)
[Airspace Fixes](#)
[Aviation Fuel](#)
[iPhone App](#)
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1586 users online [LOGIN](#)

# KPOC Brackett Field Airport

La Verne, California, USA



## GOING TO LA VERNE?

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: POC

Lat/Long: 34-05-30.0000N / 117-46-54.4000W  
 34-05.500000N / 117-46.906667W  
 34.0916667 / -117.7817778  
 (estimated)

Elevation: 1013.9 ft. / 309.0 m (surveyed)

Variation: 14E (1980)

From city: 1 mile SW of LA VERNE, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 91750

### Airport Operations

Airport use: Open to the public

Activation date: 01/1942

Sectional chart: [LOS ANGELES](#)

Control tower: yes

ARTCC: LOS ANGELES CENTER

FSS: RIVERSIDE FLIGHT SERVICE STATION

NOTAMs facility: POC (NOTAM-D service available)

Attendance: CONTINUOUS

Pattern altitude: 2013.9 ft. MSL

Wind indicator: lighted

Segmented circle: yes

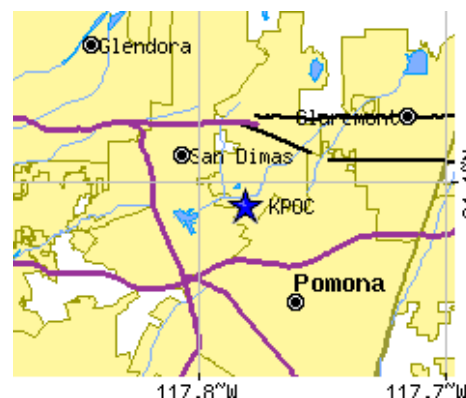
Lights: ARPT LGTS OPERATE CONTINUOUSLY FM 2100-0700 LCL, WHEN ATCT CLSD.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.



The premier location  
for clearing US Customs into  
Southern California



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

### Airport Communications

CTAF: 118.2

UNICOM: 122.95

ATIS: 124.4

BRACKETT GROUND: 125.0 [0700-2100]

### Aerial photo

BRACKETT TOWER: 133.3 RY 08L/26R [0700-2100]  
 SOCAL APPROACH: 125.5  
 SOCAL DEPARTURE: 125.5  
 CLEARANCE DELIVERY: 121.875  
 LC/P: 118.2 RY 08R/26L  
 WX ASOS at ONT (9 nm E): PHONE 909-937-2186  
 WX ASOS at CNO (10 nm SE): PHONE 909-393-5823  
 WX AWOS-3PT at EMT (13 nm W): 118.75 ((626) 444-1107)  
 WX AWOS-3PT at AJO (15 nm SE): 132.175 (951-340-4764)  
 WX ASOS at FUL (16 nm SW): PHONE 714-870-1372  
 WX ASOS at RAL (19 nm SE): PHONE 951-352-4392

- FOR CLNC DEL WHEN ATCT CLSD CALL SOCAL APCH (800) 448-3724.

**Nearby radio navigation aids**

VOR radial/distance	VOR name	Freq	Var
<a href="#">POM</a> at field	POMONA VORTAC	110.40	15E
<a href="#">PDZ</a> r295/16.3	PARADISE VORTAC	112.20	15E
<a href="#">RAL</a> r282/(18.4)	RIVERSIDE VOR	112.40	14E
<a href="#">SLI</a> r021/23.0	SEAL BEACH VORTAC	115.70	15E
<a href="#">ELB</a> r340/25.1	EL TORO VOR/DME	117.20	14E
<a href="#">LAX</a> r059/33.7	LOS ANGELES VORTAC	113.60	15E
<a href="#">SMO</a> r067/33.9	SANTA MONICA VOR/DME	110.80	15E
<a href="#">HDE</a> r289/(35.2)	HOMELAND VOR	113.40	14E
<a href="#">PMD</a> r142/35.3	PALMDALE VORTAC	114.50	15E
<a href="#">VCV</a> r199/35.9	VICTORVILLE VOR/DME	109.05	14E
<a href="#">VNY</a> r088/36.1	VAN NUYS VOR/DME	113.10	15E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">EL MONTE</a>	074/12.4	359	15E	EMT . -- -
<a href="#">PACOIMA</a>	093/32.9	370	15E	PAI .-- . .- . .

**Airport Services**

Fuel available: 100LL JET-A  
 Parking: tiedowns  
 Airframe service: MAJOR  
 Powerplant service: MAJOR  
 Bottled oxygen: LOW

**Runway Information**

**Runway 8R/26L**

Dimensions: 4840 x 75 ft. / 1475 x 23 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: Single wheel: 26.0  
 Runway edge lights: medium intensity

	RUNWAY 8R	RUNWAY 26L
Latitude:	34-05.502838N	34-05.458277N
Longitude:	117-47.430285W	117-46.472718W
Elevation:	965.3 ft.	1011.1 ft.

WARNING: Photo may not be current or correct



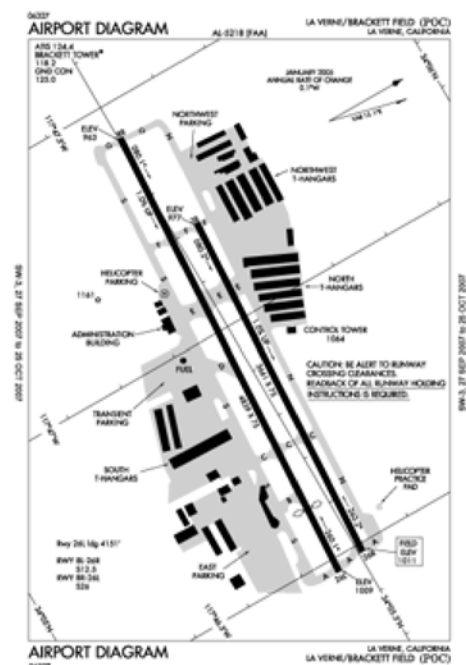
Photo by David Byrne, [focalfight.com](http://focalfight.com)  
 Photo taken 29-May-2014  
 looking southwest.

Do you have a better or more recent aerial photo of Brackett Field Airport that you would like to share? If so, please [send us your photo.](#)

**Sectional chart**



**Airport diagram**



[Download PDF](#)  
 of official airport diagram from the FAA

Gradient: 0.9%	0.9%
Traffic pattern: right	left
Runway heading: 079 magnetic, 093 true	259 magnetic, 273 true
Displaced threshold: no	689 ft.
Markings: precision, in good condition	precision, in good condition
Visual slope indicator: 4-light PAPI on left (3.76 degrees glide path)	4-light PAPI on left (3.76 degrees glide path)
	PAPI UNUSBL BYD 5 DEGREES LEFT OF CENTERLINE.
Runway end identifier lights: yes	yes
Touchdown point: yes, no lights	yes, no lights
Instrument approach:	ILS
Obstructions: 254 ft. hill, 3651 ft. from runway, 800 ft. left of centerline, 13:1 slope to clear	15 ft. road, 200 ft. from runway, 290 ft. left of centerline APCH RATIO TO DSPLCD THR 50:1. APCH RATIO TO DSPLCD THR OVER +65 FT POLES 1988 FT FROM DSPLCD THR, 250 FT L, 30:1.

**Runway 8L/26R**

Dimensions: 3661 x 75 ft. / 1116 x 23 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: Single wheel: 12.5

<b>RUNWAY 8L</b>	<b>RUNWAY 26R</b>
Latitude: 34-05.542152N	34-05.508445N
Longitude: 117-47.208622W	117-46.484380W
Elevation: 979.1 ft.	1013.9 ft.
Gradient: 0.9%	0.9%
Traffic pattern: left	right
Runway heading: 079 magnetic, 093 true	259 magnetic, 273 true
Markings: basic, in good condition	basic, in good condition

Runway end identifier lights: no	no
Touchdown point: yes, no lights	yes, no lights
Obstructions: 240 ft. hill, 4750 ft. from runway, 500 ft. left of centerline, 18:1 slope to clear	15 ft. road, 540 ft. from runway, 159 ft. left of centerline, 22:1 slope to clear

**Airport Ownership and Management from official FAA records**

Ownership: Publicly-owned  
 Owner: COUNTY OF LOS ANGELES

**Airport distance calculator**

Flying to Brackett Field Airport? Find the distance to fly.

From  to KPOC  


**Sunrise and sunset**

*Times for 17-Oct-2016*

	<b>Local (UTC-7)</b>	<b>Zulu (UTC)</b>
Morning civil twilight	06:35	13:35
Sunrise	07:00	14:00
Sunset	18:13	01:13
Evening civil twilight	18:38	01:38

**Current date and time**

**Zulu (UTC)** 17-Oct-2016 14:57:43  
**Local (UTC-7)** 17-Oct-2016 07:57:43


**METAR**

**KPOC** 171447Z 0000KT 1 3/4SM BR BKN004 OVC020 15/15 A3000  
**KONT** 171453Z 17003KT 1 1/4SM 10nm E R26L/5000VP6000FT -RA BR SCT003 OVC007 16/14 A2997 RMK AO2 RAE18B37DZB18E37 SLP143 P0003 60005 T01560144 51006  
**KCNO** 171453Z 09003KT 1 3/4SM -RA BR 10nm SE FEW004 OVC009 17/16 A2998 RMK AO2 SLP150 P0001 60001 T01670156 51005  
**KEMT** 162345Z 23008KT 10SM SCT050 12nm W 23/14 2997  
**KAJO** 171428Z AUTO 0000KT 2SM -RA 15nm SE BR BKN009 OVC016 17/16 A2998 RMK AO2 CIG 004V013 P0001 \$  
**KFUL** 171453Z 12005KT 10SM BKN007 17nm SW OVC011 18/17 A2995 RMK AO2 RAE32 CIG 004V008 SLP140 P0001 60014 T01830172 50001  
**KRAL** 171453Z 03003KT 2SM -RA BR 19nm SE SCT003 BKN007 OVC014 16/14 A2998 RMK AO2 SLP138 P0001 60001 T01610144 51005

**TAF**

**KONT** 171312Z 1713/1818 23006KT P6SM 10nm E VCSH SCT015 BKN025 TEMPO 1713/1717 4SM -RA BR BKN004 OVC025 FM171700 VRB04KT P6SM BKN020 BKN035 FM172000 25011KT P6SM SCT020 SCT035 FM180400 26006KT P6SM SCT015 SCT030 FM180800 VRB04KT P6SM BKN015

**NOTAMs**

 [Click for the latest NOTAMs](#)  
 NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.



PO BOX 1460  
 ALHAMBRA, CA 91803-1331  
 Phone 626-300-4602  
 LA COUNTY CTC: RICHARD SMITH (626) 300-4600 X4615.  
 AIRPORT MGT CONTRACTED TO - AMERICAN AIRPORTS  
 CORP.

Manager: PETE LONCTEAUX  
 1615 MC KINLEY AVENUE  
 LA VERNE, CA 91750  
 Phone 909-593-1395

## Airport Operational Statistics

Aircraft based on the field: 233	Aircraft operations: avg 317/day *
Single engine airplanes: 189	53% transient general aviation
Multi engine airplanes: 36	46% local general aviation
Jet airplanes: 1	<1% air taxi
Helicopters: 3	<1% military
Military aircraft: 4	* for 12-month period ending 31 December 2014

## Additional Remarks

- NOISE ABATEMENT PROCEDURES IN EFFECT CTC AMGR (909) 593-1395.
- RY 08L/26R UNLGTD.
- BIRDS AND WILDLIFE IN VICINITY OF AIRPORT.
- RAPIDLY RISING TERRAIN 1 MILE W-NW OF ARPT.
- WHEN POC ATCT CLSD, CTC SOCAL APCH AT 800-448-3724 EXT 3, CLNC DEL SVC.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.  
 FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

SETER THREE [download](#) (235KB)  
 ZIGGY FIVE 2 pages: [\[1\]](#) [\[2\]](#) (380KB)

### IAPs - Instrument Approach Procedures

ILS RWY 26L [download](#) (287KB)  
 RNAV (GPS) RWY 26L [download](#) (277KB)  
 LOC RWY 26L [download](#) (302KB)  
 VOR OR GPS-A [download](#) (235KB)  
 NOTE: Special Alternate Minimums apply [download](#) (18KB)  
 NOTE: Special Take-Off Minimums/Departure  
 Procedures apply [download](#) (132KB)

Other nearby airports with instrument procedures:

[KCCB](#) - Cable Airport (5 nm E)  
[KONT](#) - Ontario International Airport (9 nm E)  
[KCNO](#) - Chino Airport (10 nm SE)

- [KEMT](#) - San Gabriel Valley Airport (13 nm W)
- [KAJO](#) - Corona Municipal Airport (15 nm SE)
- [KFUL](#) - Fullerton Municipal Airport (16 nm SW)
- [KRAL](#) - Riverside Municipal Airport (19 nm SE)
- [KRIR](#) - Flabob Airport (19 nm E)

## FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
 <a href="#">American Airports Corp.</a>	909-593-1395 <a href="#">[web site]</a> <a href="#">[email]</a>	Airport management, Aviation fuel, Aircraft parking (ramp or tiedown), Hangar leasing / sales, Passenger terminal and lounge, Rental cars, ... <a href="#">More info about American Airports Corp.</a>	 100LL Jet A FS \$5.09 \$3.89 SS \$4.89 --- Updated 07-Oct-2016 FS= <a href="#">Full service</a> SS= <a href="#">Self service</a> <a href="#">UPDATE PRICES</a>	not yet rated 1 <a href="#">read</a> <a href="#">write</a>

### Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Brackett Field Airport, you should consider listing it here. To start the listing process, click on the button below

[ADD YOUR BUSINESS OR SERVICE](#)

### Other Pages about Brackett Field Airport

[ADD A LINK](#)



[Airports](#)
[Nav aids](#)
[Airspace Fixes](#)
[Aviation Fuel](#)
[iPhone App](#)
[My AirNav](#)
1591 users online [LOGIN](#)

## KAJO Corona Municipal Airport

Corona, California, USA



### GOING TO CORONA?


[Reserve Online](#)

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: AJO

Lat/Long: 33-53-51.5547N / 117-36-08.7831W  
 33-53.859245N / 117-36.146385W  
 33.8976541 / -117.6024398  
 (estimated)

Elevation: 533 ft. / 162.5 m (surveyed)

Variation: 14E (1980)

From city: 3 miles NW of CORONA, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 92880



The premier location  
for clearing US Customs into  
Southern California

### Airport Operations

Airport use: Open to the public

Activation date: 04/1960

Sectional chart: [LOS ANGELES](#)

Control tower: no

ARTCC: LOS ANGELES CENTER

FSS: RIVERSIDE FLIGHT SERVICE STATION

NOTAMs facility: AJO (NOTAM-D service available)

Attendance: MON-FRI 0700-1700

Pattern altitude: 1533 ft. MSL

Wind indicator: lighted

Segmented circle: yes

Lights: ACTVT MIRL RY 07/25 VASI & REIL RY 25 - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

### Airport Communications

CTAF/UNICOM: 122.7

WX AWOS-3PT: 132.175 (951-340-4764)

SOCAL APPROACH: 135.4

SOCAL DEPARTURE: 135.4

WX ASOS at CNO (5 nm N): PHONE 909-393-5823

### Aerial photo

WX ASOS at RAL (8 nm NE): PHONE 951-352-4392  
 WX ASOS at ONT (10 nm N): PHONE 909-937-2186  
 WX ASOS at SNA (19 nm SW): PHONE 714-424-0590  
 WX ASOS at FUL (19 nm W): PHONE 714-870-1372

- FOR CLNC DEL CALL SOCAL APCH (800) 448-3724.

**Nearby radio navigation aids**

VOR radial/distance	VOR name	Freq	Var
<a href="#">PDZ</a> r236/3.8	PARADISE VORTAC	112.20	15E
<a href="#">RAL</a> r232/(8.3)	RIVERSIDE VOR	112.40	14E
<a href="#">POM</a> r125/14.2	POMONA VORTAC	110.40	15E
<a href="#">ELB</a> r012/14.8	EL TORO VOR/DME	117.20	14E
<a href="#">HDE</a> r275/(22.0)	HOMELAND VOR	113.40	14E
<a href="#">SLI</a> r058/23.6	SEAL BEACH VORTAC	115.70	15E

**NDB name Hdg/Dist Freq Var ID**  
[EL MONTE](#) 103/24.2 359 15E EMT . -- -

**Airport Services**

- Fuel available: 100LL JET-A
- Parking: tiedowns
- Airframe service: MAJOR
- Powerplant service: MAJOR
- Bottled oxygen: NONE
- Bulk oxygen: NONE

**Runway Information**

**Runway 7/25**

Dimensions: 3200 x 60 ft. / 975 x 18 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: Single wheel: 12.0  
 Runway edge lights: medium intensity

**RUNWAY 7**  
 Latitude: 33-53.855827N  
 Longitude: 117-36.462810W  
 Elevation: 515.0 ft.  
 Gradient: 0.6%  
 Traffic pattern: right  
 Runway heading: 075 magnetic, 089 true

Displaced threshold: 194 ft.  
 Markings: basic, in fair condition

Visual slope indicator:

Runway end identifier lights:  
 Touchdown point: yes, no lights  
 Obstructions: 40 ft. trees, 400 ft. from

**RUNWAY 25**

33-53.863912N  
 117-35.830277W  
 533.0 ft.  
 0.6%  
 left  
 255 magnetic,  
 269 true  
 196 ft.  
 basic, in fair  
 condition  
 4-box VASI on  
 left (4.00 degrees  
 glide path)  
 yes  
 yes, no lights  
 6 ft. fence,

WARNING: Photo may not be current or correct



Photo by Fred Emmert [AirViews.com](#)  
 Photo taken 09-Feb-2015  
 looking southeast.

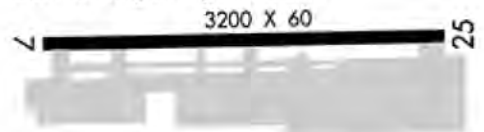
Do you have a better or more recent aerial photo of Corona Municipal Airport that you would like to share? If so, please [send us your photo](#).

**Sectional chart**



**Airport diagram**

CAUTION: Diagram may not be current



**Airport distance calculator**

Flying to Corona Municipal Airport? Find the distance to fly.

From \_\_\_\_\_ to KAJO

**▶ CALCULATE DISTANCE**

**Sunrise and sunset**

Times for 17-Oct-2016

	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:34	13:34
Sunrise	06:59	13:59
Sunset	18:12	01:12
Evening civil twilight	18:38	01:38

**Current date and time**

**Zulu (UTC)** 17-Oct-2016 14:58:05

runway, 265 ft. both sides of  
centerline, 5:1 slope to clear  
RWY 07 APCH RATIO TO  
DSPLCD THR 20:1

lighted, 200 ft.  
from runway  
RWY 25 APCH  
RATIO TO  
DSPLCD THR  
34:1.

Local (UTC-7)

17-Oct-2016 07:58:05

## Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: CITY OF CORONA

400 SOUTH VICENTIA AVE, 915 WILSHIRE BOULEVARD  
CORONA, CA 92882

Phone (951)736-2289

ON LEASE TO CITY OF CORONA FROM ARMY CORPS OF  
ENGINEERS.

Manager: CURTIS SHOWALTER

735 CORPORATION YARD WAY  
CORONA, CA 92880

Phone (951) 279-3677

AIRPORT ADDRESS: 1900 AVIATION DRIVE, CORONA, CA  
92880.

## Airport Operational Statistics

Aircraft based on the field: 251      Aircraft operations: avg 137/day \*  
Single engine airplanes: 220      73% local general aviation  
Multi engine airplanes: 26      27% transient general aviation  
Helicopters: 5      \* for 12-month period ending 31 December 2015

## Additional Remarks

- NOISE ABATEMENT PROCEDURES: RY 25 STRAIGHT-IN APCH NOT RECOMMENDED. AVOID FLYING OVER HOUSES ON BLUFF AT EAST END. FLY OVER WASH/CREEK. RY 07 REQUIRES A 15 DEG RIGHT TURN AT DEP END TO FOLLOW WASH/CREEK.
- UNLGTD TWR 828 FT MSL 3 MILES E OF ARPT.
- NO TURNS ONTO CROSSWIND LEG UNTIL AIRCRAFT IS WITHIN 300 FT OF RECOMMENDED TPA.
- NO INTERSECTION TAKEOFFS.
- NO TOUCH AND GO OPERATIONS ON WKND AND HOLDS.
- NO HELICOPTER TRNG AFTER 2000

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.

FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

## STARs - Standard Terminal Arrivals

SETER THREE

[download](#) (235KB)

## METAR

**KAJO** 171428Z AUTO 00000KT 2SM -RA BR BKN009 OVC016 17/16 A2998 RMK AO2 CIG 004V013 P0001 \$

**KCNO** 171453Z 09003KT 1 3/4SM -RA BR FEW004 OVC009 17/16 A2998 RMK AO2 SLP150 P0001 60001 T01670156 51005

**KRAL** 171453Z 03003KT 2SM -RA BR SCT003 BKN007 OVC014 16/14 A2998 RMK AO2 SLP138 P0001 60001 T01610144 51005

**KONT** 171453Z 17003KT 1 1/4SM R26L/5000VP6000FT -RA BR SCT003 OVC007 16/14 A2997 RMK AO2 RAE18B37DZB18E37 SLP143 P0003 60005 T01560144 51006

**KPOC** 171447Z 00000KT 1 3/4SM BR BKN004 OVC020 15/15 A3000

**KRTV** 171429Z 14006KT 2SM -DZ BR SCT004 OVC012 15/15 A2998 RMK AO2A

**KFUL** 171453Z 12005KT 10SM BKN007 OVC011 18/17 A2995 RMK AO2 RAE32 CIG 004V008 SLP140 P0001 60014 T01830172 50001

**KSNA** 171453Z 13003KT 2SM -RA BR OVC004 18/17 A2996 RMK AO2 SFC VIS 2 1/2 VIS 1 3/4V3 SLP145 P0004 60013 T01780167 50001

## TAF

**KONT** 171312Z 1713/1818 23006KT P6SM VCSH SCT015 BKN025 TEMPO 1713/1717 4SM -RA BR BKN004 OVC025 FM171700 VRB04KT P6SM BKN020 BKN035 FM172000 25011KT P6SM SCT020 SCT035 FM180400 26006KT P6SM SCT015 SCT030 FM180800 VRB04KT P6SM BKN015

**KRTV** 171202Z 1712/1818 VRB06KT 9999 BKN025 QNH2996INS TEMPO 1712/1715 BKN015 BECMG 1719/1720 30009KT 9999 SCT030 QNH2992INS TEMPO 1721/1802 31012G18KT BECMG 1802/1803 VRB06KT 9999 FEW030 QNH2993INS TEMPO 1805/1809 BKN010 TX24/1722Z TN14/1713Z

**KSNA** 171318Z 1713/1812 VRB03KT 5SM BR BKN009 OVC015 TEMPO 1713/1716 1 1/2SM -RA BKN005 OVC009 FM171600 VRB04KT P6SM VCSH SCT007 BKN017 FM171900 22008KT P6SM SCT025 SCT250 FM180100 VRB04KT P6SM SCT025 FM180700 VRB03KT P6SM BKN015

## NOTAMs

[Click for the latest NOTAMs](#)

NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

ZIGGY FIVE

2 pages: [[1](#)] [[2](#)] (380KB)

**IAPs - Instrument Approach Procedures**

VOR OR GPS-A

[download](#) (214KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply

[download](#) (132KB)



Other nearby airports with instrument procedures:

- [KCNO](#) - Chino Airport (5 nm N)
- [KRAL](#) - Riverside Municipal Airport (8 nm NE)
- [KONT](#) - Ontario International Airport (10 nm N)
- [KRIR](#) - Flabob Airport (11 nm NE)
- [KCCB](#) - Cable Airport (14 nm N)
- [KPOC](#) - Brackett Field Airport (15 nm NW)
- [KRIV](#) - March Air Reserve Base (17 nm E)
- [KSNA](#) - John Wayne-Orange County Airport (19 nm SW)
- [KFUL](#) - Fullerton Municipal Airport (19 nm W)

**FBO, Fuel Providers, and Aircraft Ground Support**

Business Name	Contact	Services / Description	Fuel Prices	Comments
 <a href="#">Corona Air Ventures</a>	951-737-1300 <a href="#">[web site]</a>	Aviation fuel, Aircraft parking (ramp or tiedown), Public telephone, Restrooms  	 100LL AS \$3.96 <b><a href="#">GUARANTEED</a></b>	not yet rated <a href="#">[write]</a>
		<a href="#">More info about Corona Air Ventures</a>	AS= <a href="#">Assisted/Self Service</a>	
				

**Getting Around: Taxi, Limo, Rental Cars, Mass Transit**

Business Name	Contact	Services / Description	Comments
 <a href="#">The Perfect Limousine &amp; Sedan</a>	951-371-1733 toll-free 1-800-951-3017 <a href="#">[web site]</a> <a href="#">[email]</a>	Ground transportation  	not yet rated <a href="#">[write]</a>
		<a href="#">More info about The Perfect Limousine &amp; Sedan</a>	

**Would you like to see your business listed on this page?**

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Corona Municipal Airport, you should consider listing it here. To start the listing process, click on the button below



**Other Pages about Corona Municipal Airport**

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## F70 French Valley Airport

Murrieta/Temecula, California, USA



**GOING TO MURRIETA/TEMECULA?**

**AVIS**  
[Reserve Online](#)

### FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: F70

Lat/Long: 33-34-27.0447N / 117-07-42.5035W  
 33-34.450745N / 117-07.708392W  
 33.5741791 / -117.1284732  
 (estimated)

Elevation: 1349.5 ft. / 411.3 m (surveyed)

Variation: 13E (1995)

From city: 2 miles NE of central business district of the associated city

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 92563

### Airport Operations

Airport use: Open to the public

Activation date: 07/1989

Sectional chart: [LOS ANGELES](#)

Control tower: no

ARTCC: LOS ANGELES CENTER

FSS: RIVERSIDE FLIGHT SERVICE STATION

NOTAMs facility: RAL (NOTAM-D service available)

Attendance: 0600-1800

Pattern altitude: 2349.5 ft. MSL

Wind indicator: lighted

Segmented circle: yes

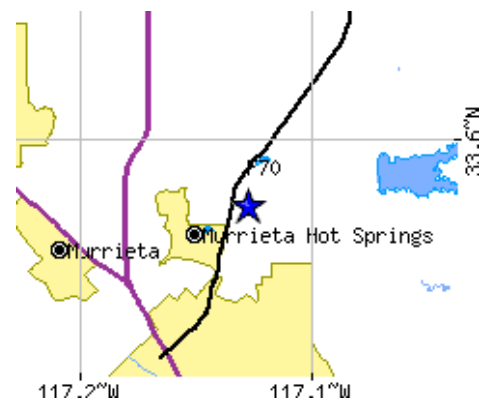
Lights: ACTVT MIRL RY 18/36, PAPI RYS 18 & 36, REIL RYS 18 & 36, AND TWY LGTS - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.



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Road maps at: [MapQuest](#) [Bing](#) [Google](#)

### Airport Communications

CTAF/UNICOM: 122.8

WX AWOS-3: 119.025 (951-696-1018)

MARCH APPROACH: 133.5 134.0

MARCH DEPARTURE: 133.5 134.0

### Aerial photo



WX AWOS-3 at HMT (11 nm NE): 118.375 (951-925-6886)  
 WX AWOS-3P at L18 (15 nm SW): 118.425 (760-723-6073)

- MARCH PROVIDES GROUND CONTROL APPROACH (GCA) RADAR.
- WHEN MARCH GCA CLSD CTC SOCAL FOR CLNC DEL ON 1-800-448-3724.
- FOR CLNC DEL CALL SOCAL APCH (800) 448-3724.

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">HDE</a> r153/(12.5)	HOMELAND VOR	113.40	14E
<a href="#">OCN</a> r021/24.7	OCEANSIDE VORTAC	115.30	15E
<a href="#">RAL</a> r131/(27.9)	RIVERSIDE VOR	112.40	14E
<a href="#">PDZ</a> r121/28.8	PARADISE VORTAC	112.20	15E
<a href="#">ELB</a> r087/30.7	EL TORO VOR/DME	117.20	14E
<a href="#">JLJ</a> r299/37.6	JULIAN VORTAC	114.00	15E
<a href="#">PSP</a> r230/39.1	PALM SPRINGS VORTAC	115.50	13E

### Airport Services

Fuel available: 100LL JET-A  
 FOR FUEL AFT HRS CALL 951-677-2756 (RAS JET-PORT) OR 951-696-9344 (JET CENTER)  
 SELF SERVICE 100LL FUEL AVAILABLE.

Parking: tiedowns  
 Airframe service: MAJOR  
 Powerplant service: MAJOR  
 Bottled oxygen: LOW

### Runway Information

#### Runway 18/36

Dimensions: 6000 x 75 ft. / 1829 x 23 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: Single wheel: 30.0  
 Runway edge lights: medium intensity

#### RUNWAY 18

Latitude: 33-34.933808N  
 Longitude: 117-07.581275W  
 Elevation: 1349.5 ft.  
 Traffic pattern: left  
 Runway heading: 179 magnetic, 192 true

Markings: nonprecision, in good condition  
 Visual slope indicator: 2-light PAPI on left (3.00 degrees glide path)

Runway end identifier lights: yes  
 Touchdown point: yes, no lights  
 Obstructions: 5 ft. road, 425 ft. from runway, 45:1 slope to clear

#### RUNWAY 36

33-33.967680N  
 117-07.835508W  
 1339.5 ft.  
 right  
 359 magnetic, 012 true

basic, in good condition  
 2-light PAPI on left (3.00 degrees glide path)

yes  
 yes, no lights  
 none

WARNING: Photo may not be current or correct



Photo courtesy of [SkyviewImaging.com](#)  
 Photo taken 19-Jun-2016  
 looking northeast.

Do you have a better or more recent aerial photo of French Valley Airport that you would like to share? If so, please [send us your photo](#).

### Sectional chart



### Airport diagram

CAUTION: Diagram may not be current



### Airport distance calculator

Flying to French Valley Airport? Find the distance to fly.

## Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: COUNTY OF RIVERSIDE  
3403 10TH STREET, SUITE 500  
RIVERSIDE, CA 92501  
Phone 951-955-8916

Manager: DARYL SHIPPY  
3403 10TH STREET, SUITE 500  
RIVERSIDE, CA 92501  
Phone 951-955-9722

## Airport Operational Statistics

Aircraft based on the field: 196	Aircraft operations: avg 269/day *
Single engine airplanes: 153	60% local general aviation
Multi engine airplanes: 28	40% transient general aviation
Jet airplanes: 6	* for 12-month period ending 31 December 2015
Helicopters: 6	
Ultralights: 3	

## Additional Remarks

- ALL DEPS - NOISE SENSITIVE AREAS TO N & S; BEST RATE OF CLIMB TO TPA BEF DEP THE PATTERN.
- ULTRALIGHT ACTIVITY INVOF ARPT.
- CALM WIND - USE RY 18.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.

FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### IAPs - Instrument Approach Procedures

RNAV (GPS) RWY 18 **\*\*CHANGED\*\*** [download](#) (408KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (132KB)

Other nearby airports with instrument procedures:

[KHMT](#) - Hemet-Ryan Airport (11 nm NE)

[L18](#) - Fallbrook Community Airpark (15 nm SW)

[KRIV](#) - March Air Reserve Base (20 nm N)

[KNFG](#) - Camp Pendleton MCAS (Munn Field) Airport (20 nm SW)

[KOKB](#) - Bob Maxwell Memorial Airfield (24 nm SW)

## FBO, Fuel Providers, and Aircraft Ground Support

From  to F70

[CALCULATE DISTANCE](#)

## Sunrise and sunset

Times for 17-Oct-2016

	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:32	13:32
Sunrise	06:57	13:57
Sunset	18:11	01:11
Evening civil twilight	18:36	01:36

## Current date and time

Zulu (UTC)	17-Oct-2016 14:59:09
Local (UTC-7)	17-Oct-2016 07:59:09

## METAR

**KF70** 171435Z AUTO 00000KT 10SM  
BKN028 OVC039 14/13 A3000 RMK  
AO1

**KL18** 171435Z AUTO 00000KT 1 3/4SM -  
15nm SW DZ OVC016 15/15 A2999 RMK AO2

**KRIV** 171429Z 14006KT 2SM -DZ BR  
19nm N SCT004 OVC012 15/15 A2998 RMK  
AO2A

## TAF

**KRIV** 171202Z 1712/1818 VRB06KT 9999  
19nm N BKN025 QNH2996INS TEMPO  
1712/1715 BKN015 BECMG  
1719/1720 30009KT 9999 SCT030  
QNH2992INS TEMPO 1721/1802  
31012G18KT BECMG 1802/1803  
VRB06KT 9999 FEW030  
QNH2993INS TEMPO 1805/1809  
BKN010 TX24/1722Z TN14/1713Z

**KNFG** 1709/1809 VRB05KT 9999 BKN025  
20nm SW QNH2995INS BECMG 1718/1720  
23009KT 9999 FEW025  
QNH2993INS BECMG 1802/1804  
VRB05KT 9999 BKN025  
QNH2996INS AUTOMATED SENSOR  
METWATCH 1709 TIL 1715  
T14/1711Z T24/1722Z

## NOTAMs

[Click for the latest NOTAMs](#)

NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

Business Name

Contact

Services / Description

Fuel Prices

Comments



**UNICOM 122.80**  
 951-696-9344  
 951-696-7299  
[\[web site\]](#)  
[\[email\]](#)

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 FS \$4.97 \$2.89 2 [read write](#)  
**GUARANTEED**



**UNICOM 122.80**  
 951-677-2756  
 951-660-6186  
[\[web site\]](#)  
[\[email\]](#)

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[More info and photos of RAS JETPORT - French Valley](#)



**AVFUEL**  
 100LL Jet A not yet rated  
 FS \$4.72 \$2.95 4 [read write](#)  
 SS \$4.19 ---  
**GUARANTEED**

[French Valley Hangars](#)

760-723-1853

Aviation fuel  
[More info about French Valley Hangars](#)

**EPIC**  
 100LL not yet rated  
 SS \$4.07 2 [read write](#)  
**GUARANTEED**  
 FS=[Full service](#)  
 SS=[Self service](#)  
[UPDATE PRICES](#)

**Where to Eat: Catering, Restaurants, Food shops**

Business Name	Contact	Services / Description	Distance	Comments
<a href="#">French Valley Cafe</a>	951-600-7396 	Restaurant <a href="#">More info about French Valley Cafe</a>	on airport	not yet rated 2 <a href="#">read write</a>

**Would you like to see your business listed on this page?**

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the French Valley Airport, you should consider listing it here. To start the listing process, click on the button below

[ADD YOUR BUSINESS OR SERVICE](#)

**Other Pages about French Valley Airport**

 [www.rivcoeda.org/Default.aspx?tabid=522](http://www.rivcoeda.org/Default.aspx?tabid=522)

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# KRAL Riverside Municipal Airport

Riverside, California, USA



GOING TO RIVERSIDE?

**AVIS**

**Hertz**

[Reserve Online](#) [Reserve Online](#)

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: RAL

Lat/Long: 33-57-06.8000N / 117-26-42.4000W  
33-57.113333N / 117-26.706667W  
33.9518889 / -117.4451111  
(estimated)

Elevation: 818.9 ft. / 249.6 m (surveyed)

Variation: 14E (2000)

From city: 4 miles SW of RIVERSIDE, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 92503

### Airport Operations

Airport use: Open to the public

Activation date: 04/1940

Sectional chart: [LOS ANGELES](#)

Control tower: yes

ARTCC: LOS ANGELES CENTER

FSS: RIVERSIDE FLIGHT SERVICE STATION

NOTAMs facility: RAL (NOTAM-D service available)

Attendance: M-F 0700-1700, ALL S-S 0600-1600

Pattern altitude: TPA LGT ACFT 1000'; JET AND ALL OTHER ACFT  
1500'.

Wind indicator: lighted

Segmented circle: yes

Lights: ACTVT MIRL RWYS 09/27 & 16/34; TWY LGTS;  
HELIPAD PERIMETER LGTS - 121.0. PAPI RWYS 09,  
27 & 34 OPER CONT.



The premier location  
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Southern California



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

### Airport Communications

CTAF: 121.0

UNICOM: 122.95

ATIS: 128.8

WX ASOS: PHONE 951-352-4392

### Aerial photo

RIVERSIDE GROUND: 121.7 [0700-2000]  
 RIVERSIDE TOWER: 121.0 257.8 [0700-2000]  
 SOCIAL APPROACH: 135.4  
 SOCIAL DEPARTURE: 135.4

WX AWOS-3PT at AJO (8 nm SW): 132.175 (951-340-4764)  
 WX ASOS at CNO (10 nm W): PHONE 909-393-5823  
 WX ASOS at ONT (10 nm NW): PHONE 909-937-2186  
 WX AWOS-3 at SBD (14 nm NE): 124.175 (909-382-0067)

- FOR CLNC DEL WHEN ATCT CLSD CALL SOCIAL APCH (800) 448-3724.

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">RAL</a> at field	RIVERSIDE VOR	112.40	14E
<a href="#">PDZ</a> r050/4.7	PARADISE VORTAC	112.20	15E
<a href="#">HDF</a> r295/(16.7)	HOMELAND VOR	113.40	14E
<a href="#">POM</a> r099/18.6	POMONA VORTAC	110.40	15E
<a href="#">ELB</a> r027/21.8	EL TORO VOR/DME	117.20	14E
<a href="#">SLI</a> r057/32.0	SEAL BEACH VORTAC	115.70	15E
<a href="#">VCV</a> r170/38.6	VICTORVILLE VOR/DME	109.05	14E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">PETIS</a>	198/7.4	397	14E SB	... - . . .
<a href="#">EL MONTE</a>	091/30.3	359	15E EMT	. - - -

### Airport Services

- Fuel available: 100LL JET-A  
FOR FUEL AFTER HRS CALL (951) 321-0091.
- Parking: hangars and tie-downs
- Airframe service: MAJOR
- Powerplant service: MAJOR
- Bottled oxygen: HIGH/LOW
- Bulk oxygen: HIGH/LOW

### Runway Information

#### Runway 9/27

Dimensions: 5401 x 100 ft. / 1646 x 30 m

Surface: asphalt, in good condition

Weight bearing capacity: Single wheel: 48.0

Double wheel: 70.0

Double tandem: 110.0

Runway edge lights: medium intensity

**RUNWAY 9**      **RUNWAY 27**

Latitude: 33-57.233243N      33-57.032202N

Longitude: 117-27.118152W      117-26.077353W

Elevation: 760.4 ft.      818.6 ft.

Gradient: 1.1%      1.1%

Traffic pattern: left      left

Runway heading: 089 magnetic, 103 true      269 magnetic, 283 true

WARNING: Photo may not be current or correct



Photo by Fred Emmert [AirViews.com](#)  
 Photo taken 10-Dec-2014  
 looking northeast.

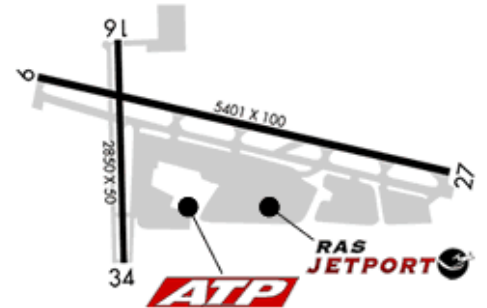
Do you have a better or more recent aerial photo of Riverside Municipal Airport that you would like to share? If so, please [send us your photo](#).

### Sectional chart



### Airport diagram

CAUTION: Diagram may not be current



[Download PDF](#)  
 of official airport diagram from the FAA

### Airport distance calculator

Flying to Riverside Municipal Airport? Find the distance to fly.

From  to KRAL

[CALCULATE DISTANCE](#)

### Sunrise and sunset

Times for 17-Oct-2016  
 Local      Zulu

Markings: precision, in fair condition  
 nonprecision, in fair condition  
 Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)  
 4-light PAPI on left (3.00 degrees glide path)

	(UTC-7)	(UTC)
Morning civil twilight	06:33	13:33
Sunrise	06:58	13:58
Sunset	18:12	01:12
Evening civil twilight	18:37	01:37

Runway end identifier lights: no  
 yes  
 REIL OTS INDEFLY.  
 Touchdown point: yes, no lights  
 yes, no lights

**Current date and time**

Zulu (UTC) 17-Oct-2016 14:59:38  
 Local (UTC-7) 17-Oct-2016 07:59:38

Instrument approach: ILS

Obstructions: none

37 ft. gnd, 1155 ft. from runway, 520 ft. right of centerline, 25:1 slope to clear  
 SUPPLEMENTAL WIND  
 CONE 0 FT FM THR 350 FT  
 S OF RY CNTRLN.

**METAR**

**KRAL** 171453Z 03003KT 2SM -RA BR SCT003 BKN007 OVC014 16/14 A2998 RMK AO2 SLP138 P0001 60001 T01610144 51005  
**KAJO** 171428Z AUTO 00000KT 2SM -RA BR BKN009 OVC016 17/16 A2998 RMK AO2 CIG 004V013 P0001 \$  
**KCNO** 171453Z 09003KT 1 3/4SM -RA BR FEW004 OVC009 17/16 A2998 RMK AO2 SLP150 P0001 60001 T01670156 51005  
**KONT** 171453Z 17003KT 1 1/4SM R26L/5000VP6000FT -RA BR SCT003 OVC007 16/14 A2997 RMK AO2 RAE18B37DZB18E37 SLP143 P0003 60005 T01560144 51006  
**KRIV** 171429Z 14006KT 2SM -DZ BR SCT004 OVC012 15/15 A2998 RMK AO2A  
**KSBD** 171400Z 00000KT 1 1/2SM BR 14nm NE BKN008 OVC015 16/14 A2999  
**KREI** SuperAWOS 171355Z AUTO 00000KT 7SM 16/12 A2999  
**KPOC** 171447Z 00000KT 1 3/4SM BR 18nm NW BKN004 OVC020 15/15 A3000

**Runway 16/34**

Dimensions: 2850 x 50 ft. / 869 x 15 m

Surface: asphalt, in fair condition

Weight bearing capacity: Single wheel: 40.0, LTD BY ARPT OPERATOR TO 12500 LBS SINGLE WHEEL GEAR.

Double wheel: 50.0

Double tandem: 80.0

Runway edge lights: medium intensity

**RUNWAY 16** **RUNWAY 34**

Latitude: 33-57.309280N 33-56.839580N

Longitude: 117-26.918280W 117-26.903997W

Elevation: 774.5 ft. 750.6 ft.

Gradient: 0.8% 0.8%

Traffic pattern: right left

Runway heading: 165 magnetic, 179 true 345 magnetic, 359 true

Markings: basic, in good condition basic, in good condition

Visual slope indicator: 2-light PAPI on left (3.00 degrees glide path)

Runway end identifier lights: no  
 no  
 Touchdown point: yes, no lights yes, no lights

**TAF**

**KONT** 171312Z 1713/1818 23006KT P6SM 9nm NW VCSH SCT015 BKN025 TEMPO 1713/1717 4SM -RA BR BKN004 OVC025 FM171700 VRB04KT P6SM BKN020 BKN035 FM172000 25011KT P6SM SCT020 SCT035 FM180400 26006KT P6SM SCT015 SCT030 FM180800 VRB04KT P6SM BKN015  
**KRIV** 171202Z 1712/1818 VRB06KT 9999 10nm SE BKN025 QNH2996INS TEMPO 1712/1715 BKN015 BECMG 1719/1720 30009KT 9999 SCT030 QNH2992INS TEMPO 1721/1802 31012G18KT BECMG 1802/1803 VRB06KT 9999 FEW030 QNH2993INS TEMPO 1805/1809 BKN010 TX24/1722Z TN14/1713Z

**NOTAMs**

[Click for the latest NOTAMs](#)

NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

**Helipad H1**

Dimensions: 60 x 60 ft. / 18 x 18 m

Surface: asphalt, in good condition

Runway edge lights: PERI

Traffic pattern: left left

**Airport Ownership and Management from official FAA records**

Ownership: Publicly-owned

Owner: CITY OF RIVERSIDE

6951 FLIGHT ROAD  
RIVERSIDE, CA 92504  
Phone 951-351-6113

Manager: MR. KIM ELLIS  
6951 FLIGHT ROAD  
RIVERSIDE, CA 92504  
Phone 951-351-6113

## Airport Operational Statistics

Aircraft based on the field: 159	Aircraft operations: avg 301/day *
Single engine airplanes: 123	53% local general aviation
Multi engine airplanes: 26	43% transient general aviation
Jet airplanes: 3	3% air taxi
Helicopters: 7	<1% military

\* for 12-month period ending 31 December 2015

## Additional Remarks

- ACFT DEP RYS 09 & 27 NOT VSBL TO ACFT AT OTHER END OF RY.
- NUMEROUS POWER LINES 1,780 - 2,887 FEET NORTH OF RY 16 THLD AT OR BLO 80 FEET AGL.
- SOUTH 1,400 FT OF RWY 34 AND TWYS J, L, & B NOT VISIBLE FROM THE ATCT.
- TWY E STEEP SLOPE
- NOISE ABATEMENT PROCEDURES IN EFFECT CTC AMGR (951) 351-6113.
- RY 27 -20 FT DITCH 50 FT FM RY END.
- POWER PLANT 3,000 FT NORTH OF RY 16 THLD PRODUCING THERMAL PLUME, AVOIDANCE ADZD,

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.

FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

SETER THREE [download](#) (235KB)  
ZIGGY FIVE 2 pages: [[1](#)] [[2](#)] (380KB)

### IAPs - Instrument Approach Procedures

ILS OR LOC RWY 09 [download](#) (318KB)  
RNAV (GPS) RWY 09 [download](#) (286KB)  
RNAV (GPS) RWY 27 [download](#) (263KB)  
VOR RWY 09 [download](#) (233KB)  
VOR-A [download](#) (248KB)  
NOTE: Special Alternate Minimums apply [download](#) (31KB)  
NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (132KB)

Other nearby airports with instrument procedures:

[KRIR](#) - Flabob Airport (3 nm NE)

[KAJO](#) - Corona Municipal Airport (8 nm SW)



- [KCNO](#) - Chino Airport (10 nm W)
- [KONT](#) - Ontario International Airport (10 nm NW)
- [KRIV](#) - March Air Reserve Base (10 nm SE)
- [KSBD](#) - San Bernardino International Airport (14 nm NE)
- [KCCB](#) - Cable Airport (15 nm NW)
- [KREI](#) - Redlands Municipal Airport (17 nm NE)
- [KPOC](#) - Brackett Field Airport (19 nm NW)


## FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
	<p><b>UNICOM 122.95</b>                      951-352-2631                      951-352-1043  <a href="#">[web site]</a>  <a href="#">[email]</a></p>	<p>Riverside Air Service is the new and only Full Service FBO at Riverside Airport. From our remodeled passenger lounge to our excellent customer service, we are the superior choice when visiting the inland empire region. A Private and secure setting, we are the premier choice over ONT and CNO. We cater to discerning clientele no matter what they fly or fly in! Customer service is paramount, and every visiting aircraft receives our premier service. At just 3 miles away, downtown Riverside boasts the Historic Mission Inn, Fox Theater and a charming town center. Come visit, you'll be impressed!</p> <p>▼ <a href="#">More info and photos of Riverside Air Service</a></p>	 100LL Jet A FS \$4.55 \$3.29 SS \$4.09 --- <b><u>GUARANTEED</u></b>	<p>not yet rated                      3 <a href="#">read</a> <a href="#">write</a></p>
 <p><b>Raincross Fuel &amp; Oil, Inc.</b>                      951-351-4266</p>	<p>951-359-7233  <a href="#">[web site]</a>  <a href="#">[email]</a></p>	<p>Aviation fuel</p> <p>▼ <a href="#">More info about Raincross Fuel &amp; Oil, Inc.</a></p>	 100LL SS \$4.00 Updated 29-Aug-2016 FS= <a href="#">Full service</a> SS= <a href="#">Self service</a>	<p>not yet rated  <a href="#">write</a></p>



[UPDATE PRICES](#)

## Aviation Businesses, Services, and Facilities

Business Name	Contact	Services / Description	Distance	Comments
	toll-free 1-800-255-2877 <a href="#">[web site]</a> <a href="#">[email]</a>	ATP provides professional, accelerated flight training at 30 flight schools across the U.S. ATP's Airline Training Programs prepare students for airline pilot careers with nationwide flying experience in multi-engine aircraft. Additional flight training courses include ATP certificate, multi-engine rating, ATP & FEX written prep & exams, Certified Flight Instructor ratings, and instrument proficiency checks. <a href="#">More info and photos of Airline Transport Professionals - ATP Flight School</a>	on airport	not yet rated <a href="#">write</a>

## Where to Eat: Catering, Restaurants, Food shops

Business Name	Contact	Services / Description	Distance	Comments
D&D Airport Cafe	951-688-3337	no information available  If you are affiliated with D&D Airport Cafe and would like to show here your services, contact info, web link, logo, and more, <a href="#">click here</a>	on airport	not yet rated <a href="#">write</a>

## Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Riverside Municipal Airport, you should consider listing it here. To start the listing process, click on the button below

[ADD YOUR BUSINESS OR SERVICE](#)

## Other Pages about Riverside Municipal Airport

[www.riversideca.gov/airport](http://www.riversideca.gov/airport)

[UPDATE, REMOVE OR ADD A LINK](#)



[Airports](#)
[Nav aids](#)
[Airspace Fixes](#)
[Aviation Fuel](#)
[iPhone App](#)
[My AirNav](#)
1598 users online [LOGIN](#)

## KCPM Compton/Woodley Airport

Compton, California, USA



**GOING TO COMPTON?**

**AVIS**  
[Reserve Online](#)

### FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: CPM

Lat/Long: 33-53-23.7000N / 118-14-37.7000W  
 33-53.395000N / 118-14.628333W  
 33.8899167 / -118.2438056  
 (estimated)

Elevation: 98.7 ft. / 30.1 m (surveyed)

Variation: 14E (1985)

From city: 2 miles SW of COMPTON, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 90220



### Airport Operations

Airport use: Open to the public

Sectional chart: [LOS ANGELES](#)

Control tower: no

ARTCC: LOS ANGELES CENTER

FSS: HAWTHORNE FLIGHT SERVICE STATION

NOTAMs facility: HHR (NOTAM-D service available)

Attendance: CONTINUOUS

Pattern altitude: 998.7 ft. MSL

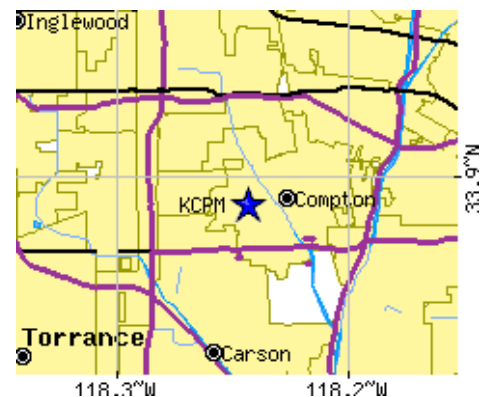
Wind indicator: lighted

Segmented circle: yes

Lights: ACTVT MIRL RY 07R/25L, PAPI, REIL RY 25L AND NORTH AND SOUTH PARALLEL TWYS - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

**Aerial photo**

### Airport Communications

CTAF/UNICOM: 123.05

WX AWOS-3PT: 127.150 (310-631-4958)

WX ASOS at HHR (5 nm NW): PHONE 310-973-8930

WX ASOS at LGB (6 nm SE): PHONE 562-424-0572

WX ASOS at LAX (9 nm W): PHONE 310-568-1486

WX ASOS at SMO (13 nm NW): PHONE 310-392-6453  
 WX ASOS at FUL (13 nm E): PHONE 714-870-1372  
 WX AWOS-3PT at EMT (16 nm NE): 118.75 ((626) 444-1107)  
 WX ASOS at BUR (20 nm N): PHONE 818-841-1384

- FOR CLNC DEL CALL SOCAL APCH (800) 448-3724.

**Nearby radio navigation aids**

VOR radial/distance	VOR name	Freq	Var
<a href="#">LAX</a> r090/9.7	LOS ANGELES VORTAC	113.60	15E
<a href="#">SLI</a> r289/11.4	SEAL BEACH VORTAC	115.70	15E
<a href="#">SMO</a> r109/12.8	SANTA MONICA VOR/DME	110.80	15E
<a href="#">VNY</a> r133/23.5	VAN NUYS VOR/DME	113.10	15E
<a href="#">POM</a> r229/25.4	POMONA VORTAC	110.40	15E
<a href="#">ELB</a> r283/28.6	EL TORO VOR/DME	117.20	14E
<a href="#">SXC</a> r001/32.1	SANTA CATALINA VORTAC	111.40	15E
<a href="#">PDZ</a> r252/35.6	PARADISE VORTAC	112.20	15E
<a href="#">RAL</a> r250/(39.7)	RIVERSIDE VOR	112.40	14E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">EL MONTE</a>	207/15.9	359	15E	EMT . -- .
<a href="#">PACOIMA</a>	144/23.7	370	15E	PAI .-- . - . .

**Airport Services**

Fuel available: 100LL  
 Parking: tiedowns  
 Airframe service: MAJOR  
 Powerplant service: MAJOR  
 Bottled oxygen: NONE  
 Bulk oxygen: NONE

**Runway Information**

**Runway 7L/25R**

Dimensions: 3323 x 60 ft. / 1013 x 18 m  
 Surface: asphalt/aggregate friction seal coat, in good condition

Weight bearing capacity: Single wheel: 14.5  
 Operational restrictions: CLSD NIGHTS INDEFINELY; ONLY VFR OPNS DURG DAY.

RUNWAY 7L	RUNWAY 25R
Latitude: 33-53.410100N	33-53.413187N
Longitude: 118-14.956927W	118-14.300008W
Elevation: 98.7 ft.	85.3 ft.
Gradient: 0.4%	0.4% UP
Traffic pattern: right	left
Runway heading: 075 magnetic, 089 true	255 magnetic, 269 true
Displaced threshold: 738 ft.	667 ft.
Markings: basic, in good condition	basic, in good condition

WARNING: Photo may not be current or correct



Photo by Zoltan Szalva  
 Photo taken 18-Nov-2015  
 looking west at 3000 ft.

Do you have a better or more recent aerial photo of Compton/Woodley Airport that you would like to share? If so, please [send us your photo](#).

**Sectional chart**



**Airport distance calculator**

Flying to Compton/Woodley Airport? Find the distance to fly.

From  to KCPM

**Sunrise and sunset**

	Times for 17-Oct-2016	
	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:36	13:36
Sunrise	07:01	14:01
Sunset	18:15	01:15
Evening civil twilight	18:40	01:40

**Current date and time**

Zulu (UTC)	17-Oct-2016 15:01:43
Local (UTC-7)	17-Oct-2016 08:01:43

**METAR**

**KHHR** 171432Z 25006KT 5SM -RA BR  
 5nm W OVC005 18/18 A2995 RMK AO2 RAB26 P0000 T01780178  
**KLGB** 171453Z 21005KT 10SM BKN007  
 6nm SE BKN017 OVC024 19/18 A2995 RMK AO2 RAE03 SLP142 P0000 60003 T01890178 50002

Runway end identifier lights: no	no
Touchdown point: yes, no lights	yes, no lights
Obstructions: 19 ft. road, 200 ft. from runway	15 ft. road, 200 ft. from runway
6 FT FENCE 70 FT FM THLD	+6 FT FENCE 60 FT TO 70 FT FROM
PERPENDICULAR TO CNTRLN +8 FT WALL 90 FT FM THLD	THRESHOLD, +8 FT WALL 75 FT TO 85 FT FROM THRESHOLD, +15 FT STREET 125 FT R 105 FT TO 200 FT FROM THRESHOLD THROUGH 125 FT L 120 FT TO 200 FT FROM THR.

**KTOA** 171449Z 26005KT 10SM SCT005  
7nm SW BKN025 18/18 A2996

**KLAX** 171453Z 25007KT 2 1/2SM BR  
7nm W BKN007 OVC013 18/17 A2996 RMK  
AO2 RAB22E43 SLP142 VIS 1V3  
VIS N-E 1 1/2 VIS E-SE 2 ASOS  
VIS 10 P0001 60002 T01830172  
53004 \$

**KCQT** 171458Z AUTO 11004KT 1 3/4SM -  
10nm N RA BR OVC007 18/17 A2995 RMK  
AO2 RAB53 P0001 T01780172

**KSMO** 171451Z 00000KT 1 3/4SM BR  
13nm NW OVC003 17/17 A2996 RMK AO2  
RAE1358B20E50 SLP143 P0001  
60012 T01720172 53002 \$

**KSLI** 171458Z AUTO 23005KT 10SM  
13nm SE SCT007 BKN011 BKN024 18/18  
A2995 RMK AO2  
RAB08E09DZB09E19 SLP145 P0001  
60012 52002

**KFUL** 171453Z 12005KT 10SM BKN007  
13nm E OVC011 18/17 A2995 RMK AO2  
RAE32 CIG 004V008 SLP140 P0001  
60014 T01830172 50001

**KEMT** 171446Z 00000KT 7SM BKN008  
15nm NE OVC020 17/17 2998

**KBUR** 171453Z 13006KT 5SM BR BKN002  
20nm N OVC011 16/16 A2995 RMK AO2  
SLP133 60002 T01610156 51003

**Runway 7R/25L**

Dimensions: 3322 x 60 ft. / 1013 x 18 m  
Surface: asphalt/aggregate friction seal coat, in good condition

Weight bearing capacity: Single wheel: 14.5  
Runway edge lights: medium intensity

**RUNWAY 7R**

Latitude: 33-53.377077N  
Longitude: 118-14.956708W  
Elevation: 98.6 ft.  
Gradient: 0.4%  
Traffic pattern: right  
Runway heading: 075 magnetic, 089 true

Displaced threshold: 737 ft.

Markings: basic, in good condition

Visual slope indicator:

Runway end identifier lights: no  
Touchdown point: yes, no lights  
Obstructions: 19 ft. road, 200 ft. from runway  
6 FT FENCE 70 FT FM THLD  
PERPENDICULAR TO CNTRLN +8 FT WALL 90 FT FM THLD  
PERPENDICULAR TO CNTRLN; +30 FT PLINE 125 FT FM RY END 125 FT R TO 125 FT L.

**RUNWAY 25L**

33-53.380268N  
118-14.299880W  
86.3 ft.  
0.4% UP  
left  
255 magnetic, 269 true

667 ft.  
basic, in good condition

2-light PAPI on left (4.00 degrees glide path)

yes  
yes, no lights  
15 ft. road, 200 ft. from runway  
+6 FT FENCE 45 FT TO 70 FT FROM  
THRESHOLD, +8 FT WALL 70 FT TO 90 FT FROM THRESHOLD, +15 FT STREET 125 FT R 120 FT TO 200 FT FROM THRESHOLD THROUGH 125 FT L 120 FT TO 200 FT FROM THR.

**TAF**

**KLGB** 171332Z 1714/1812 VRB05KT 6SM  
6nm SE BR VCSH BKN007 OVC015  
FM171500 VRB05KT P6SM SCT008  
BKN020 OVC045 FM171700 VRB05KT  
P6SM SCT015 BKN035 FM172200  
28010KT P6SM SCT035 FM180700  
VRB05KT P6SM BKN020

**KLAX** 171335Z 1714/1818 26010KT 2SM -  
7nm W RA BR OVC010 FM171430 26011KT  
5SM BR OVC012 FM171700 25007KT  
P6SM SCT015 BKN035 FM172100  
27012KT P6SM SCT035 FM180400  
29009KT P6SM SKC FM180800  
VRB03KT P6SM BKN020 FM181200  
05005KT 5SM HZ OVC007 FM181500  
07003KT 4SM HZ OVC015

**KSLI** 171318Z 1713/1819 VRB06KT 9999  
13nm SE VCSH OVC005 QNH2994INS TEMPO  
1713/1714 3000 -SHRA BR OVC010  
BECMG 1715/1716 VRB06KT 9999  
NSW BKN018 QNH2988INS BECMG  
1720/1721 21009KT 9999 SCT018  
QNH2985INS TEMPO 1721/1801  
22010G15KT BECMG 1802/1803  
VRB06KT 9999 FEW030 QNH2986INS  
BECMG 1805/1806 VRB06KT 9999  
SKC QNH2987INS TX23/1722Z  
TN17/1713Z

**KBUR** 171332Z 1714/1812 VRB05KT 4SM -  
20nm N RA BR BKN002 OVC020 FM171500  
VRB05KT P6SM SCT010 BKN020  
FM172300 19010KT P6SM SCT035  
FM180400 VRB05KT P6SM SCT020  
FM180900 VRB05KT P6SM BKN020

**NOTAMs**

Click for the latest NOTAMs  
NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

**Airport Ownership and Management from official FAA records**

Ownership: Publicly-owned

Owner: COUNTY OF LOS ANGELES

900 S. FREMONT AVE

ALHAMBRA, CA 92803

Phone (626) 300-4602

LA COUNTY CTC: RICHARD SMITH (626) 300-4600 X4615.

AIRPORT MGT CONTRACTED TO - AMERICAN AIRPORTS  
CORP.

Manager: RAFAEL HERRERA

901 W ALONDRA BLVD

COMPTON, CA 90220-3528

Phone 310-631-8140

## Airport Operational Statistics

Aircraft based on the field: 162	Aircraft operations: avg 181/day *
Single engine airplanes: 140	55% local general aviation
Multi engine airplanes: 13	45% transient general aviation
Jet airplanes: 1	* for 12-month period ending 31 December 2014
Helicopters: 7	
Gliders airplanes: 1	

## Additional Remarks

- PLANES PARKED 145 FT NORTH OF CENTERLINE 07L/25R AND 158 FT SOUTH OF CENTERLINE 07R/25L.
- REQ ALL TRAFFIC REMAIN SOUTH OF AIRPORT. AVOID OVERFLIGHT OF SCHOOLS 2900 FT EAST.
- ONLY SOUTH SIDE OF NORTH PARALLEL TAXIWAY LIGHTED; ONLY NORTH SIDE OF SOUTH PARALLEL TAXIWAY LIGHTED.
- RY 25L/25R CALM WIND RUNWAY.
- NO TOUCH AND GO LANDINGS
- SKID EQUIPPED HELICOPTERS ARE NOT PERMITTED TO TOUCH DOWN ON RUNWAYS. HELICOPTER OPERATIONS RESTRICTED TO THE RUNWAYS AND SOUTH APRONS.

## Instrument Procedures

There are no published instrument procedures at KCPM.

Some nearby airports with instrument procedures:

[KHHR](#) - Jack Northrop Field/Hawthorne Municipal Airport (5 nm NW)

[KLGB](#) - Long Beach Airport (Daugherty Field) (6 nm SE)

[KTOA](#) - Zamperini Field Airport (7 nm SW)

[KLAX](#) - Los Angeles International Airport (9 nm W)

[KSLI](#) - Los Alamitos Army Airfield (11 nm SE)

[KSMO](#) - Santa Monica Municipal Airport (13 nm NW)

[KFUL](#) - Fullerton Municipal Airport (13 nm E)

[KEMT](#) - San Gabriel Valley Airport (16 nm NE)

[KBUR](#) - Bob Hope Airport (20 nm N)

## FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
---------------	---------	------------------------	-------------	----------



[American Airports Corp.](#)

310-631-8140  
[\[web site\]](#)  
[\[email\]](#)

Airport management, Aviation fuel, Aircraft parking (ramp or tiedown), Hangar leasing / sales, Passenger terminal and lounge, Rental cars, ...

100LL  
FS \$5.29  
SS \$4.89  
Updated 13-  
Oct-2016

not yet rated

[write](#)

[More info about American Airports Corp.](#)

FS=[Full service](#)  
SS=[Self service](#)

[UPDATE PRICES](#)

## Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Compton/Woodley Airport, you should consider listing it here. To start the listing process, click on the button below

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# KOKB Bob Maxwell Memorial Airfield

Oceanside, California, USA


**GOING TO OCEANSIDE?**

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: OKB

Lat/Long: 33-13-04.7150N / 117-21-05.4270W  
 33-13.078583N / 117-21.090450W  
 33.2179764 / -117.3515075  
 (estimated)

Elevation: 28 ft. / 8.5 m (surveyed)

Variation: 13E (1985)

From city: 2 miles NE of OCEANSIDE, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 92054



### Airport Operations

Airport use: Open to the public

Activation date: 06/1963

Sectional chart: [LOS ANGELES](#)

Control tower: no

ARTCC: LOS ANGELES CENTER

FSS: SAN DIEGO FLIGHT SERVICE STATION

NOTAMs facility: OKB (NOTAM-D service available)

Attendance: 0900-1700

Pattern altitude: 1028 ft. MSL

Wind indicator: lighted

Segmented circle: yes

Lights: MIRL RWY 06/24 PRESET LOW INTST; TO INCR  
 INTST ACTVT - CTAF.

Beacon: white-green (lighted land airport)  
 DUSK-DAWN.

Road maps at: [MapQuest](#) [Bing](#) [Google](#)
**Aerial photo**

### Airport Communications

CTAF/UNICOM: 122.725

WX ASOS: 127.8 (760-439-9683)

SOCAL APPROACH: 127.3

SOCAL DEPARTURE: 127.3



WX ASOS at CRQ (6 nm SE): PHONE 760-930-0864  
 WX AWOS-3P at L18 (10 nm NE): 118.425 (760-723-6073)

- FOR CLNC DEL CALL SOCAL APCH (800) 448-3724.
- RCO 115.3T 122.1R (SAN DIEGO RADIO)

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">OCN</a> r097/3.6	OCEANSIDE VORTAC	115.30	15E
<a href="#">MZB</a> r331/26.9	MISSION BAY VORTAC	117.80	15E
<a href="#">ELB</a> r131/33.4	EL TORO VOR/DME	117.20	14E
<a href="#">HDE</a> r180/(34.5)	HOMELAND VOR	113.40	14E
<a href="#">JLJ</a> r262/38.7	JULIAN VORTAC	114.00	15E

### Airport Services

Fuel available: 100LL JET-A+  
 FUEL AVAILABLE 24 HRS 100LL, 0600-2100 JETA  
 Parking: tiedowns  
 Airframe service: NONE  
 Powerplant service: MAJOR  
 Bottled oxygen: NONE  
 Bulk oxygen: NONE

### Runway Information

#### Runway 6/24

Dimensions: 2712 x 75 ft. / 827 x 23 m

Surface: asphalt, in fair condition

Weight bearing capacity: Single wheel: 12.0

Runway edge lights: medium intensity

Runway edge markings: RY 24 FIRST 240 FT OF CNTRLN MISSING BEGINNING AT RY NUMBERS.

#### RUNWAY 6

Latitude: 33-13.039573N

Longitude: 117-21.352547W

Elevation: 24.5 ft.

Gradient: 0.2%

Traffic pattern: left

Runway heading: 067 magnetic, 080 true

Markings: basic, in good condition

Runway end identifier lights: no

Touchdown point: yes, no lights

Obstructions: 15 ft. road, 200 ft. from runway, 25 ft. left of centerline

8' FENCE, ROAD & +8' TRAFFIC SIGNAL AT 70'.

#### RUNWAY 24

Latitude: 33-13.117583N

Longitude: 117-20.828467W

Elevation: 28.0 ft.

Gradient: 0.2%

Traffic pattern: right

Runway heading: 247 magnetic, 260 true

Markings: basic, in fair condition

Runway end identifier lights: yes

Touchdown point: yes, no lights

Obstructions: 160 ft. hill, 4000 ft. from runway, 23:1 slope to clear

WARNING: Photo may not be current or correct



Photo courtesy of [focalfight.com](#)

Photo taken 02-Feb-2015

looking north.

Do you have a better or more recent aerial photo of Bob Maxwell Memorial Airfield that you would like to share? If so, please [send us your photo](#).

### Sectional chart



### Airport distance calculator

Flying to Bob Maxwell Memorial Airfield? Find the distance to fly.

From  to KOKB

[CALCULATE DISTANCE](#)

### Sunrise and sunset

Times for 17-Oct-2016

	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:32	13:32
Sunrise	06:57	13:57
Sunset	18:12	01:12
Evening civil twilight	18:37	01:37

### Current date and time

Zulu (UTC)	17-Oct-2016 15:02:06
Local (UTC-7)	17-Oct-2016 08:02:06

### METAR

**KOKB** 171452Z AUTO 05003KT 2SM BR OVC016 16/14 A2998 RMK AO2 SLP150 T01610139 51007

**KNFG** 171455Z 00000KT 2SM -RA BR 4nm N OVC017 16/15 A2998 RMK AO2 RAB39 SLP152 P0000 60000 T01560150 52004

## Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: CITY OF OCEANSIDE  
480 AIRPORT ROAD  
OCEANSIDE, CA 92058  
Phone 760-901-4260

Manager: LYDIA KENNARD  
520 NORTH CENTRAL AVE, SUITE 715  
GLENDALE, CA 91203  
Phone (818) 241-0800  
EXT 207

## Airport Operational Statistics

Aircraft based on the field: 79	Aircraft operations: avg 32/day *
Single engine airplanes: 68	67% transient general aviation
Multi engine airplanes: 7	33% local general aviation
Helicopters: 4	* for 12-month period ending 31 May 2016

## Additional Remarks

- +20 FT TREES 125 FT NORTH OF RWY CNTRLN; FENCE & ROAD WITHIN PRIMARY SFC NORTH SIDE.
- MOUNTAIN W, NW, SW RWY 6 UP TO 280 FT MSL.
- UNLGTD MTN APRX 160 FT MSL IN APCH ZONE AT 3500 FT FM W END OF PVMT RWY 6.
- NOISE ABATEMENT IN EFCT: FLW RIVERBED ALL THE WAY TO COAST PRIOR TO MAKING ANY TURNS. DO NOT FLY OVER ANY HOUSES ALG RIVER BANKS. NO EARLY TURNOUTS PRIOR TO THE OCEAN. SKYDIVING OPS IN EFCT SR-SS DLY. PRCHT LNDG NORTH SIDE OF RWY BTW DOWNWIND AND RWY; NO EFCT ON ACFT TKOF/LNDG THAT FLW TFC PAT. USE CTN WHILE IN THE PAT.
- DO NOT CONFUSE ROAD SOUTH OF ARPT WITH THE RWY.
- BIRDS ON AND INVOF ARPT.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.

FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

FODRR TWO

2 pages: [[1](#)] [[2](#)] (277KB)

### IAPs - Instrument Approach Procedures

GPS RWY 06

[download](#) (158KB)

GPS RWY 24

[download](#) (286KB)

VOR-A

[download](#) (222KB)

NOTE: Special Alternate Minimums apply

[download](#) (33KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply

[download](#) (181KB)

**KCRO** 171453Z AUTO 15003KT 5SM BR  
6nm SE OVC014 17/15 A2998 RMK AO2  
SLP149 T01720150 51007

**KNXF** 171430Z AUTO 08004KT 1 3/4SM -  
7nm NW RA BKN009 OVC014 A2998 RMK AO2  
RAB26 CIG 008V012 P0000 \$

**KL18** 171455Z AUTO 00000KT 3SM BR  
10nm NE SCT004 SCT009 OVC018 15/15  
A2999 RMK AO2

### TAF

**KNFG** 1709/1809 VRB05KT 9999 BKN025  
4nm N QNH2995INS BECMG 1718/1720  
23009KT 9999 FEW025 QNH2993INS  
BECMG 1802/1804 VRB05KT 9999  
BKN025 QNH2996INS AUTOMATED  
SENSOR METWATCH 1709 TIL 1715  
T14/1711Z T24/1722Z

**KCRO** 171120Z 1712/1812 VRB04KT P6SM  
6nm SE BKN020 TEMPO 1712/1714 SCT020  
FM171600 VRB04KT P6SM SCT025  
BKN035 FM171900 26009KT P6SM  
SCT025 SCT200 FM180200 VRB04KT  
P6SM BKN015

### NOTAMs

[Click for the latest NOTAMs](#)

NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.



Other nearby airports with instrument procedures:

- [KNFG](#) - Camp Pendleton MCAS (Munn Field) Airport (5 nm N)
- [KCRO](#) - Mc Clellan-Palomar Airport (6 nm SE)
- [L18](#) - Fallbrook Community Airpark (10 nm NE)
- [KNKX](#) - Miramar Marine Corps Air Station (23 nm SE)
- [F70](#) - French Valley Airport (24 nm NE)

## FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
<a href="#">Airport Property Ventures</a>	760-901-4260 <a href="#">[web site]</a> <a href="#">[email]</a>	Airport management, Aviation fuel, Aircraft parking (ramp or tiedown), Hangar leasing / sales, Aerial tours / aerial sightseeing, Aircraft maintenance, Skydiving, ...  <a href="#">More info about Airport Property Ventures</a>	Shell 100LL Jet A AS --- \$3.65 SS \$5.31 --- Updated 13-Oct-2016	★★★★★ 6 <a href="#">read</a> <a href="#">write</a>
			AS= <a href="#">Assisted/Self Service</a> SS= <a href="#">Self service</a>	<a href="#">UPDATE PRICES</a>

## Aviation Businesses, Services, and Facilities

Business Name	Contact	Services / Description	Distance	Comments
 <a href="#">Oceanside Airport Association</a>	760-525-0808 <a href="#">[web site]</a> 	Organization with aviation interests  <a href="#">More info about Oceanside Airport Association</a>	on airport	not yet rated <a href="#">write</a>

## Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Bob Maxwell Memorial Airfield, you should consider listing it here. To start the listing process, click on the button below

[ADD YOUR BUSINESS OR SERVICE](#)

## Other Pages about Bob Maxwell Memorial Airfield

- [www.oceansidemunicipalairport.com](#)
- [www.ci.oceanside.ca.us/Datarelacion.aspx?Content=120](#)

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# KHMT Hemet-Ryan Airport

Hemet, California, USA



## GOING TO HEMET?

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: HMT

 Lat/Long: 33-44-02.3700N / 117-01-21.1600W  
 33-44.039500N / 117-01.352667W  
 33.7339917 / -117.0225444  
 (estimated)

Elevation: 1512 ft. / 460.9 m (surveyed)

Variation: 13E (1995)

From city: 3 miles SW of HEMET, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 92545

### Airport Operations

Airport use: Open to the public

Activation date: 03/1941

 Sectional chart: [LOS ANGELES](#)

Control tower: no

ARTCC: LOS ANGELES CENTER

FSS: RIVERSIDE FLIGHT SERVICE STATION

NOTAMs facility: RAL (NOTAM-D service available)

Attendance: DAYLIGHT HOURS

Pattern altitude: 2512 ft. MSL

Wind indicator: lighted

Segmented circle: yes

Lights: ACTVT MIRL RY 05/23 &amp; TWY LGTS - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

### Airport Communications

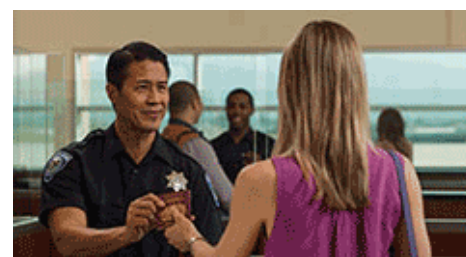
CTAF/UNICOM: 123.0

WX AWOS-3: 118.375 (951-925-6886)

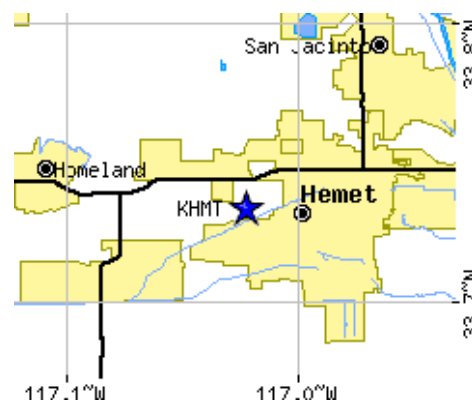
MARCH APPROACH: 133.5 134.0

MARCH DEPARTURE: 133.5 134.0

WX AWOS-3 at F70 (11 nm SW): 119.025 (951-696-1018)


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 Road maps at: [MapQuest](#) [Bing](#) [Google](#)

### Aerial photo

WX AWOS-3 at BNG (14 nm NE): 134.625 (951-922-4674)

- FOR CLNC DEL CALL SOCAL APCH (800) 448-3724.

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">HDE</a> r093/(8.5)	HOMELAND VOR	113.40	14E
<a href="#">RAL</a> r108/(25.1)	RIVERSIDE VOR	112.40	14E
<a href="#">PDZ</a> r099/27.6	PARADISE VORTAC	112.20	15E
<a href="#">PSP</a> r242/30.7	PALM SPRINGS VORTAC	115.50	13E
<a href="#">ELB</a> r070/35.5	EL TORO VOR/DME	117.20	14E
<a href="#">OCN</a> r019/35.6	OCEANSIDE VORTAC	115.30	15E

### Airport Services

- Fuel available: 100LL JET-A
- Parking: tiedowns
- Airframe service: MAJOR
- Powerplant service: MAJOR
- Bottled oxygen: NONE
- Bulk oxygen: NONE

### Runway Information

#### Runway 5/23

Dimensions: 4314 x 100 ft. / 1315 x 30 m	
Surface: asphalt, in good condition	
Weight bearing capacity: Single wheel: 80.0	
Double wheel: 130.0	
Runway edge lights: medium intensity	
<b>RUNWAY 5</b>	<b>RUNWAY 23</b>
Latitude: 33-43.844317N	33-44.168433N
Longitude: 117-01.748117W	117-00.990150W
Elevation: 1499.0 ft.	1508.0 ft.
Gradient: 0.2%	0.2%
Traffic pattern: right	left
Runway heading: 050 magnetic, 063 true	230 magnetic, 243 true
Markings: nonprecision, in good condition	basic, in good condition
Visual slope indicator:	2-light PAPI on left (3.00 degrees glide path)
Runway end identifier lights: no	no
Touchdown point: yes, no lights	yes, no lights

#### Runway 4/22

Dimensions: 2045 x 25 ft. / 623 x 8 m	
Surface: asphalt, in fair condition	
<b>RUNWAY 4</b>	<b>RUNWAY 22</b>
Latitude: 33-44.034500N	33-44.184500N
Longitude: 117-01.501500W	117-01.134833W

WARNING: Photo may not be current or correct



Photo courtesy of Fred Emmert [AirViews.com](#)  
Photo taken 21-Mar-2015  
looking east.

Do you have a better or more recent aerial photo of Hemet-Ryan Airport that you would like to share? If so, please [send us your photo.](#)

### Sectional chart



### Airport distance calculator

Flying to Hemet-Ryan Airport? Find the distance to fly.

From  to KHMT

### Sunrise and sunset

	Times for 17-Oct-2016	
	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:31	13:31
Sunrise	06:56	13:56
Sunset	18:10	01:10
Evening civil twilight	18:35	01:35

### Current date and time

Zulu (UTC)	17-Oct-2016 15:03:33
Local (UTC-7)	17-Oct-2016 08:03:33

### METAR

**KF70** 171455Z AUTO 16003KT 10SM  
11nm SW OVC031 15/13 A3000 RMK AO1  
**KRIV** 171429Z 14006KT 2SM -DZ BR  
15nm NW SCT004 OVC012 15/15 A2998 RMK  
AO2A

### TAF

Elevation: 1506.0 ft.	1510.0 ft.
Traffic pattern: left	right
Runway heading: 050 magnetic, 063 true	230 magnetic, 243 true
Markings: basic, in good condition	basic, in good condition
Runway end identifier lights: no	no
Touchdown point: yes, no lights	yes, no lights

**KRIV** 171202Z 1712/1818 VRB06KT 9999  
 15nm NW BKN025 QNH2996INS TEMPO  
 1712/1715 BKN015 BECMG  
 1719/1720 30009KT 9999 SCT030  
 QNH2992INS TEMPO 1721/1802  
 31012G18KT BECMG 1802/1803  
 VRB06KT 9999 FEW030  
 QNH2993INS TEMPO 1805/1809  
 BKN010 TX24/1722Z TN14/1713Z

## NOTAMs

[Click for the latest NOTAMs](#)

NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

## Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: COUNTY OF RIVERSIDE  
 3403 10TH STREET, SUITE 500  
 RIVERSIDE, CA 92501  
 Phone 951-955-8916

Manager: DARYL SHIPPY  
 3403 10TH STREET, SUITE 500  
 RIVERSIDE, CA 92501  
 Phone 951-955-9722  
 FAX: 951.955.6686

## Airport Operational Statistics

Aircraft based on the field: 69	Aircraft operations: avg 207/day *
Single engine airplanes: 55	63% local general aviation
Multi engine airplanes: 2	37% transient general aviation
Jet airplanes: 2	* for 12-month period ending 31 January 2016
Helicopters: 5	
Ultralights: 5	

## Additional Remarks

- AIR TANKER ACTIVITY MAY-NOV; FOREST SVC FIRE FIGHTING ACFT FREQUENTLY FLY THE CONVENTIONAL RECTANGULAR PAT WITH FOUR 90 DEG CLEARING TURNS ENTERING THE DOWN WIND LEG ABEAM MIDPOINT OF RY.
- WATCH FOR USFS FIRE FIGHTING ACFT.
- GLIDER, ULTRALIGHT ACT NORTH SIDE OF ARPT.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.

FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### IAPs - Instrument Approach Procedures

RNAV (GPS) RWY 05 [download](#) (196KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (132KB)

Other nearby airports with instrument procedures:

[F70](#) - French Valley Airport (11 nm SW)

[KRIV](#) - March Air Reserve Base (15 nm NW)

[KREI](#) - Redlands Municipal Airport (22 nm N)

[KSBD](#) - San Bernardino International Airport (24 nm NW)

[KRIR](#) - Flabob Airport (25 nm NW)

## FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
		no information available		
Hemet-Ryan Aviation	951-925-7618	If you are affiliated with Hemet-Ryan Aviation and would like to show here your services, contact info, web link, logo, and more, <a href="#">click here</a>	100LL Jet A FS \$4.77 \$4.37 SS \$4.41 \$4.27 Updated 29-Sep-2016	not yet rated <a href="#">write</a>
			FS= <a href="#">Full service</a> SS= <a href="#">Self service</a>	
			<a href="#">UPDATE PRICES</a>	

## Where to Eat: Catering, Restaurants, Food shops

Business Name	Contact	Services / Description	Distance	Comments
		no information available		
Hangar One Cafe	951-766-5460	If you are affiliated with Hangar One Cafe and would like to show here your services, contact info, web link, logo, and more, <a href="#">click here</a>	on airport	not yet rated 1 <a href="#">read</a> <a href="#">write</a>

## Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Hemet-Ryan Airport, you should consider listing it here. To start the listing process, click on the button below

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## Other Pages about Hemet-Ryan Airport

[www.rivcoeda.org/Default.aspx?tabid=514](http://www.rivcoeda.org/Default.aspx?tabid=514)

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# KONT Ontario International Airport

Ontario, California, USA



GOING TO ONTARIO?

AVIS

Hertz

[Reserve Online](#) [Reserve Online](#)

## FAA INFORMATION EFFECTIVE 15 SEPTEMBER 2016

[Loc](#) | [Ops](#) | [Rwys](#) | [IFR](#) | [FBO](#) | [Links](#)  
[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

### Location

FAA Identifier: ONT

Lat/Long: 34-03-21.6000N / 117-36-04.3000W  
34-03.360000N / 117-36.071667W  
34.0560000 / -117.6011944  
(estimated)

Elevation: 944 ft. / 287.7 m (surveyed)

Variation: 12E (2020)

From city: 2 miles E of ONTARIO, CA

Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 91761

### Airport Operations

Airport use: Open to the public

Activation date: 04/1940

Sectional chart: [LOS ANGELES](#)

Control tower: yes

ARTCC: LOS ANGELES CENTER

FSS: RIVERSIDE FLIGHT SERVICE STATION

NOTAMs facility: ONT (NOTAM-D service available)

Attendance: CONTINUOUS

Wind indicator: lighted

Segmented circle: no

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

Fire and rescue: ARFF index C

### Airport Communications

WX ASOS: PHONE 909-937-2186

ONTARIO GROUND: 121.9 257.8

ONTARIO TOWER: 120.6 360.775

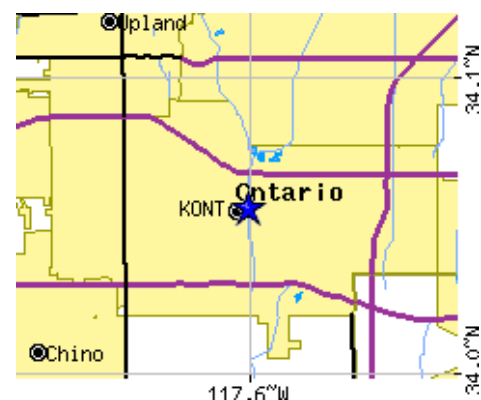
SOCAL APPROACH: 125.5(SW-NORTH) 127.25(NORTH-NE)  
134.0(NORTHEAST-SOUTH)  
135.4(SOUTH-SW)



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### Aerial photo



SOCAL DEPARTURE: 125.5(SW-NORTH) 127.25(NORTH-NE)  
 134.0(NORTHEAST-SOUTH)  
 135.4(SOUTH-SW)

CLEARANCE DELIVERY: 118.1  
 CLASS C: 125.5(SW-NORTH)  
 134.0(NORTHEAST-SOUTH)  
 135.4(SOUTH-SW)

CLASS C IC: 127.25(NORTH-NE)  
 D-ATIS: 124.25  
 EAGLZ STAR: 127.25  
 EMERG: 121.5 243.0

GLRNO STAR: 127.25  
 KARLB STAR: 127.4  
 RAJEE SID: 135.4  
 SCBBY STAR: 126.7 128.75 134.0  
 SNSHN SID: 125.5

WX ASOS at CNO (5 nm S): PHONE 909-393-5823  
 WX AWOS-3PT at AJO (10 nm S): 132.175 (951-340-4764)  
 WX ASOS at RAL (10 nm SE): PHONE 951-352-4392  
 WX AWOS-3 at SBD (18 nm E): 124.175 (909-382-0067)

- 3RD PARTY SURVEY (CCB ARPT) DTD 23 FEB 2010.

**Nearby radio navigation aids**

VOR radial/distance	VOR name	Freq	Var
<a href="#">PDZ</a> r322/9.0	PARADISE VORTAC	112.20	15E
<a href="#">POM</a> r083/9.3	POMONA VORTAC	110.40	15E
<a href="#">RAL</a> r295/(9.7)	RIVERSIDE VOR	112.40	14E
<a href="#">ELB</a> r002/23.7	EL TORO VOR/DME	117.20	14E
<a href="#">HDE</a> r295/(26.7)	HOMELAND VOR	113.40	14E
<a href="#">SLI</a> r039/27.9	SEAL BEACH VORTAC	115.70	15E
<a href="#">VCV</a> r184/33.9	VICTORVILLE VOR/DME	109.05	14E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">PETIS</a>	256/11.7	397	14E SB	... -...
<a href="#">EL MONTE</a>	080/21.5	359	15E EMT	. -- -

**Airport Services**

Fuel available: 100LL JET-A  
 Airframe service: MAJOR  
 Powerplant service: MAJOR  
 Bottled oxygen: HIGH/LOW  
 Bulk oxygen: NONE

**Runway Information**

**Runway 8L/26R**

Dimensions: 12197 x 150 ft. / 3718 x 46 m  
 Surface: concrete/grooved, in good condition  
 Weight bearing capacity: PCN 102/R/B/W/T  
 Single wheel: 30.0

WARNING: Photo may not be current or correct



Photo courtesy of [focalfight.com](#)  
 Photo taken 17-Jul-2015  
 looking east.

Do you have a better or more recent aerial photo of Ontario International Airport that you would like to share? If so, please [send us your photo](#).

**Sectional chart**



**Airport diagram**

CAUTION: Diagram may not be current



GUARDIAN JET CENTER  
[Download PDF](#)  
 of official airport diagram from the FAA

**Airport distance calculator**

Flying to Ontario International Airport?  
 Find the distance to fly.

From  to KONT

**Sunrise and sunset**

	Times for 17-Oct-2016	
	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:34	13:34
Sunrise	06:59	13:59
Sunset	18:12	01:12

Evening civil twilight 18:37 01:37

Double wheel:	200.0	
Double tandem:	560.0	
Dual double tandem:	850.0	
Runway edge lights:	high intensity	
	<b>RUNWAY 8L</b>	<b>RUNWAY 26R</b>
Latitude:	34-03.412570N	34-03.413587N
Longitude:	117-37.369107W	117-34.953172W
Elevation:	943.2 ft.	931.7 ft.
Gradient:	0.2%	0.2%
Traffic pattern:	left	right
Runway heading:	078 magnetic, 090 true	258 magnetic, 270 true
Displaced threshold:	997 ft.	no
Markings:	precision, in good condition	precision, in good condition
Visual slope indicator:	4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on left (3.00 degrees glide path)
RVR equipment:	touchdown, midfield, rollout	touchdown, midfield, rollout
Approach lights:	MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights	MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights
Runway end identifier lights:	no	no
Centerline lights:	yes	yes
Touchdown point:	yes, lighted	yes, no lights
Instrument approach:	ILS	ILS/DME
Obstructions:	20 ft. rr, 600 ft. from runway, 250 ft. right of centerline, 20:1 slope to clear APCH RATIO 50:1 TO DSPLCD THR.	40 ft. pole, 2050 ft. from runway, 400 ft. right of centerline, 46:1 slope to clear

**Current date and time**

**Zulu (UTC)** 17-Oct-2016 15:03:57  
**Local (UTC-7)** 17-Oct-2016 08:03:57

**METAR**

**KONT** 171453Z 17003KT 1 1/4SM R26L/5000VP6000FT -RA BR SCT003 OVC007 16/14 A2997 RMK AO2 RAE18B37DZB18E37 SLP143 P0003 60005 T01560144 51006

**KCNO** 171453Z 09003KT 1 3/4SM -RA BR 4nm S FEW004 OVC009 17/16 A2998 RMK AO2 SLP150 P0001 60001 T01670156 51005

**KPOC** 171447Z 00000KT 1 3/4SM BR 9nm W BKN004 OVC020 15/15 A3000

**KAJO** 171456Z AUTO 00000KT 2SM -RA 10nm S BR BKN007 OVC014 17/16 A2998 RMK AO2 CIG 004V008 SLP160 P0002 60002 T01670156 51005 \$

**KRAL** 171457Z 00000KT 1 3/4SM -RA BR 10nm SE BKN003 BKN012 OVC017 16/14 A2998 RMK AO2 CIG 002V008 P0000 T01610144

**KSBD** 171400Z 00000KT 1 1/2SM BR 18nm E BKN008 OVC015 16/14 A2999

**TAF**

**KONT** 171312Z 1713/1818 23006KT P6SM VCSH SCT015 BKN025 TEMPO 1713/1717 4SM -RA BR BKN004 OVC025 FM171700 VRB04KT P6SM BKN020 BKN035 FM172000 25011KT P6SM SCT020 SCT035 FM180400 26006KT P6SM SCT015 SCT030 FM180800 VRB04KT P6SM BKN015

**NOTAMs**

[Click for the latest NOTAMs](#)  
 NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

**Runway 8R/26L**

Dimensions: 10200 x 150 ft. / 3109 x 46 m  
 Surface: concrete/grooved, in good condition  
 Weight bearing capacity: PCN 70 /R/B/W/T

Single wheel:	30.0
Double wheel:	200.0
Double tandem:	560.0
Dual double tandem:	850.0

Runway edge lights: high intensity

	<b>RUNWAY 8R</b>	<b>RUNWAY 26L</b>
Latitude:	34-03.297445N	34-03.298173N
Longitude:	117-36.973492W	117-34.953143W
Elevation:	936.0 ft.	926.2 ft.
Gradient:	0.1%	0.1%
Traffic pattern:	right	left

Runway heading: 078	258 magnetic, 270 true
	magnetic, 090 true
Markings: precision, in good condition	precision, in good condition
Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on right (3.00 degrees glide path)
RVR equipment: touchdown, midfield, rollout	touchdown, midfield, rollout
Approach lights:	ALSF2: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category II or III)
Runway end identifier lights: no	no
Centerline lights: yes	yes
Touchdown point: yes, no lights	yes, lighted
Instrument approach:	ILS/DME
Obstructions: none	40 ft. pole, 2050 ft. from runway, 400 ft. left of centerline, 46:1 slope to clear

## Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: CITY OF LOS ANGELES  
NO 1 WORLD WAY, LA INTL ARPT  
LOS ANGELES, CA 90009  
Phone 310-646-6250

Manager: JESS ROMO  
ONTARIO INTERNATIONAL AIRPORT, 1923 EAST AVION STREET  
ONTARIO, CA 91761  
Phone 909-544-5300

## Airport Operational Statistics

Aircraft based on the field: 37	Aircraft operations: avg 229/day *
Single engine airplanes: 4	61% commercial
Multi engine airplanes: 5	19% air taxi
Jet airplanes: 25	14% transient general aviation
Helicopters: 3	5% local general aviation
	<1% military

\* for 12-month period ending 31 December 2015

## Additional Remarks

- FBO ON FREQ 130.75.
- TWY H RESTRICTED TO ACFT WITH WINGSPAN OF 124 FT OR SMALLER WHEN GATE 35A OCCUPIED BY B747 OR LARGER ACFT.

- WILDLIFE HAZARD MGT PLAN IN EFFECT; POTENTIAL BIRD HAZARDS MAY EXIST ON AND INVOLVING ARPT; BE ALERT TO LARGE NUMBERS OF STARLINGS AND CROWS POSSIBLE ON APCH TO RWY 26L AND RWY 26R, HAWKS, EAGLES, FALCONS AND OWLS SPOTTED ON OCCASION.
- TWY M, TWY S-3 AND TWY S-4 RSTD TO ACFT WITH WINGSPAN 117 FT OR SMALLER.
- PILOTS SHOULD USE JUDGEMENTAL OVERSTEER ON TWY M, TWY H, TWY S-3 AND TWY S-4.
- NOISE ABATEMENT PROCEDURES IN EFFECT; FULL-LENGTH TURBOJET DEP ENCOURAGED, NIGHTLY PREFERENTIAL RWY USAGE, 2200-0700.
- EASTBOUND B747, B777, A330, A340 OR LARGER ACFT ON TWY S PROHIBITED FROM NORTHBOUND TURNS ONTO TWY K.
- B747, B777, A330, A340 OR LARGER ACFT ON TWY S PROHIBITED FROM NORTHBOUND TURNS ONTO TWY P.
- ACFT PARKING AND CONTRACT GROUND SERVICES ARE LIMITED FOR NON-SCHEDULED OPERATIONS. FOR SCHEDULING INFORMATION CALL AIRFIELD OPERATIONS (909) 544-5344.
- TWY W SOUTH OF TWY S IS A NON-MOVEMENT AREA; ALL ACFT CTC RAMP CTL 131.325 FOR ACCESS.
- ALL MILITARY AND GENERAL AVIATION (FIXED OR ROTOR WING) ACFT OPS ARE RESTRICTED TO FBO FACILITIES WITH ADVANCE COORDINATION; OVERNIGHT TIEDOWN AND PARKING FEE.
- TWY S SOUTH OF CNTRLN BTN TXLN S-2 AND S-3, AND THE SOUTHERN HALF OF TXLN S-2 AND S-3 ARE NOT VISIBLE FM ATCT; PILOTS USE CAUTION ENTERING TXLN S-2 AND S-3.
- ACFT ACCESS TO TWY R FROM RWY 26R PROHIBITED
- TWY R ACFT ACCESS FROM RWY 26L IS PROHIBITED
- TWY S2 RSTRD TO ACFT WITH 117 FT WINGSPAN AND SMALLER.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.

FAA instrument procedures published for use between 13 October 2016 at 0901Z and 10 November 2016 at 0900Z.

### STARs - Standard Terminal Arrivals

SETER THREE

[download](#) (235KB)

ZIGGY FIVE

2 pages: [\[1\]](#) [\[2\]](#) (380KB)

### IAPs - Instrument Approach Procedures

ILS OR LOC RWY 08L

[download](#) (306KB)

ILS OR LOC RWY 26L

[download](#) (327KB)

ILS OR LOC RWY 26R

[download](#) (349KB)

ILS RWY 26L (CAT II - III)

[download](#) (271KB)

RNAV (RNP) Z RWY 08L

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RNAV (RNP) Z RWY 26L

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RNAV (RNP) Z RWY 26R

[download](#) (305KB)

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RNAV (GPS) Y RWY 26L

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NOTE: Special Alternate Minimums apply

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### Departure Procedures

HASSA EIGHT

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ONTARIO SIX  
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NOTE: Special Take-Off Minimums/Departure Procedures apply

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Other nearby airports with instrument procedures:



- [KCNO](#) - Chino Airport (5 nm S)
- [KCCB](#) - Cable Airport (5 nm NW)
- [KPOC](#) - Brackett Field Airport (9 nm W)
- [KAJO](#) - Corona Municipal Airport (10 nm S)
- [KRAL](#) - Riverside Municipal Airport (10 nm SE)
- [KRIR](#) - Flabob Airport (10 nm SE)
- [KSBD](#) - San Bernardino International Airport (18 nm E)
- [KRIV](#) - March Air Reserve Base (20 nm SE)

### FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
	<b>ASRI 130.75</b> 909-605-6366 <a href="#">[web site]</a> <a href="#">[email]</a>	See our website for all the details you need! <a href="#">More info and photos of Guardian Jet Center</a> 	 100LL Jet A FS \$6.25 \$4.07 Updated 11-Oct-2016	★★★★★ 7 <a href="#">read</a> <a href="#">write</a>

#### Alternatives at nearby airports

IMPORTANT: Note that the FBOs below are NOT at KONT but at other nearby airports. Do not expect services from these FBOs to be available at KONT.

<p>Located at <a href="#">KCNO</a></p> 	<b>ASRI 129.775</b> toll-free 1-800-720-5388 909-597-6566 <a href="#">[web site]</a> <a href="#">[email]</a> 	At <a href="#">KCNO</a> (Chino Airport), 5 miles SSW  Only 5 nautical miles from ONT. We are located at the Chino Airport and we are a great alternative to the Ontario and John Wayne Airport. KCNO is a fast growing airport; with a 7000' runway it can accommodate all general aviation to large corporate and heavy jet traffic. The airport is 24/7 with no noise restrictions or landing fees. Our fuel prices are less expensive than our surrounding big airports. We grant vehicle access to your aircraft to simplify loading and unloading of passengers, luggage or freight. Your passengers will	Located at <a href="#">KCNO</a>  100LL Jet A FS \$4.14 \$3.22 SS \$4.04 --- <b>GUARANTEED</b>  <b>MEMBERS ONLY</b> <b>Discounts</b>  	★★★★★ 8 <a href="#">read</a> <a href="#">write</a>
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receive exceptional customer service.

▼ [More info and photos](#) of **Encore Jet Center (KCNO)**

At [KRAL](#) (Riverside Municipal Airport), 10 miles SE

Riverside Air Service is the new and only Full Service FBO at Riverside Airport. From our remodeled passenger lounge to our excellent customer service, we are the superior choice when visiting the inland empire region. A Private and secure setting, we are the premier choice over ONT and CNO. We cater to discerning clientele no matter what they fly or fly in! Customer service is paramount, and every visiting aircraft receives our premier service. At just 3 miles away, downtown Riverside boasts the Historic Mission Inn, Fox Theater and a charming town center. Come visit, you'll be impressed!

▼ [More info and photos](#) of **Riverside Air Service (KRAL)**

At [KSBD](#) (San Bernardino International Airport), 18 miles E

Aviation fuel, Aircraft ground handling, Oxygen service, Aircraft parking (ramp or tiedown), Hangars, Hangar leasing / sales, GPU / Power cart, ...

▼ [More info and photos](#) of **Luxivair SBD (KSBD)**

Located at [KRAL](#)



100LL Jet A  
FS \$4.55 \$3.29  
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FS \$4.65 \$3.49  
SS \$3.95 ---

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FS=[Full service](#)  
SS=[Self service](#)

▼ **UPDATE PRICES**

## Aviation Businesses, Services, and Facilities

Business Name	Contact	Services / Description	Distance	Comments
<a href="#">Jet Zone, Inc</a>	909-937-9100 760-987-8733	Oxygen service, Aircraft parking (ramp or tiedown), Hangars, Hangar leasing / sales, GPU / Power cart, Passenger terminal and lounge, Aerial photography,	on airport	not yet rated

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▼ [More info about Jet Zone, Inc](#)

## Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Ontario International Airport, you should consider listing it here. To start the listing process, click on the button below

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▼ [www.ontmasterplan.org](http://www.ontmasterplan.org)

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