

California Aviation System Plan:
Region 5 Public Use Airports

CENTRAL COAST



Central Coast Region

The Central Coast Region of the California Aviation System Plan consists of five counties located on or near the central coast of California. The five counties in this region are:

Monterey	Santa Barbara	San Benito
Santa Cruz	San Luis Obispo	

Regional Overview

In 2000, the California Department of Finance estimated there were 1,378,500 people in this region. By 2020, the population is estimated to increase by approximately 44% to 1,991,700 people.

Of the 14 public-use airports in the Central Coast region, Monterey Peninsula, San Luis Obispo, Santa Barbara Municipal, and Santa Maria all have scheduled passenger service. The *1999 CASP Forecast Element* stated there were 1,234 based aircraft and 424,663 general aviation (GA) annual aircraft operations within the region. By 2015, these figures are forecast to increase by 48.6% (to 1,834 based aircraft) and 44.5% (to 613,680 annual GA operation) respectively.

Airport Comparison by Functional Classification Category

Primary Commercial Service Hub Airports

Santa Barbara Municipal is the region's only Primary Commercial Service Hub airport. Refer to Section II for a discussion of all California Primary Commercial Service Hub airports.

Primary Commercial Non-Hub and Commercial Airports

The region has three Primary Commercial Service Non-Hub and Commercial Service airports: Monterey Peninsula (Monterey Co.), San Luis Obispo (San Luis Obispo Co.), and Santa Maria (Santa Barbara Co.). Monterey is the only airport that meets all Primary Commercial Service Non-Hub minimum standards. The only needed enhancements at both San Luis Obispo and Santa Maria airports are runway extensions. While Santa Maria's longest runway is just a few hundred feet short of the desired standard, San Luis Obispo's runway needs an additional 2,301 feet, or nearly 50% of its current length. This extension will require overcoming significant environmental obstacles. While Santa Barbara Municipal is the region's only Primary Commercial Service Hub airport, competition is emerging between San Luis Obispo and Paso Robles airports to service the air transportation demand originating from northern San Luis Obispo County and southern and central Monterey County. San Luis Obispo is the county's only airport that currently has commercial service, but its previously discussed runway length (or feasibility of a runway extension) may make accommodating larger air carrier aircraft difficult. Paso Robles has a passenger terminal, and the idea of improving this facility to accommodate passenger service has attracted attention locally as it does have adequate runway length to accommodate regional jet aircraft. It previously had commercial service for a brief time.

Metropolitan General Aviation Airports

There are no Metropolitan General Aviation airports in the Central Coast Region.

Regional General Aviation Airports

There are four Regional General Aviation airports in the Central Coast Region: Hollister, Paso Robles, Salinas, and Watsonville. At Hollister, 24-hour on-field weather services is the only enhancement needed to meet Regional GA airport minimum standards, as the other three facilities currently do. In fact, all four would meet Metropolitan GA minimums with the above referenced enhancement and a 100-foot runway extension at Watsonville. Achieving Primary Commercial Service Hub airport minimums at Paso Robles would require a 1,000-foot runway length extension, runway pavement upgrade, and a precision instrument approach. It should be noted that Watsonville Airport is also on the FAA's list of airports to receive an Instrument Landing System, though no target date for installation has been assigned. Preserving the option to upgrade Paso Robles to Primary Commercial Service Non-Hub standards is desirable.

Community General Aviation Airports

There are four Community General Aviation airports in the region: Frazier Lake, Lompoc, Mesa Del Rey, and Santa Ynez. Lompoc is the only facility to meet all Community GA minimum standards. Mesa Del Rey needs only 24-hour on-field weather services to meet Community General Aviation minimum standards once the FAA establishes a new instrument approach procedure for Mesa Del Rey, now planned for sometime later than 2004. A nearly 1,000-foot runway extension is identified for Santa Ynez. Also significant is the need for 24-hour on-field weather services, especially since Santa Ynez does have a published instrument approach procedure.

The remaining Community General Aviation airport, Frazier Lake, has numerous enhancements necessary to meet Community General Aviation Airport minimum standards. As a privately owned, public use airport it is not included in the FAA's NPIAS and therefore not eligible for federal funding. Nor is it eligible for California Aid to Airports Program (CAAP) funding. With one turf runway and one water runway, upgrades there are not considered a high priority from a state system perspective. Significant owner and local support and user demand will drive upgrades at this facility.

Limited Use Airports

There are four Limited Use airports in the Central Coast Region: Marina, New Cuyama, Oceano, and Carmel Valley Vintage Airpark. Marina meets all of the minimum standards for a Limited Use airport. Marina will miss meeting Regional GA airport minimums by only 200 feet of runway length once its AWOS system is installed and operational, so reclassification is a consideration. Oceano County Airport would benefit from wider runway. New Cuyama's pavement is poor and the runway weight limit is insufficient. Important to consider also is that the state permit for Carmel Valley Vintage Airpark in Monterey County is currently suspended. Should its permit be reactivated, it will be considered for priority status. However, investment should only be prioritized for facilities whose sponsors are committed to keeping them open and in compliance with the conditions required under their state permits.

Enhancement Need Prioritization

The airports below are considered the region's highest priority facilities in terms of system capacity and safety enhancement. Enhancements at the following airports would improve regional and state system capacity and safety, and perhaps make them worthy of reclassification:

- Hollister
- Watsonville
- Mesa Del Rey
- Santa Ynez
- Paso Robles
- Salinas
- Lompoc
- Marina

All Non-NPIAS airports are also worthy of extra consideration at the state level since they are not eligible for federal funding.

Table 7

REGION 5 CENTRAL COAST - Enhancement Needs and Estimated Costs										Total Estimated Costs For All Regional Projects: \$5.37 Million					
FACILITY AND MINIMUM STANDARDS MINIMUM STANDARD FOR CLASSIFICATION SHOWN IN SECTION HEADER (EXCEPT RUNWAY LENGTH)	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST	RUNWAY PAVEMENT CONDITION	RUNWAY PAVEMENT REHAB ESTIMATED COST	LONGEST RUNWAY WIDTH	RUNWAY WIDENING ESTIMATED COST	VASI PAPI INSTALLED	ESTIMATED COST TO ACQUIRE & INSTALL VASI/PAPI	AVAILABLE FUEL GRADES	ESTIMATED COST TO ADD DESIRED FUELING CAPABILITIES	LONGEST RUNWAY WEIGHT RATING	AWOS/ASOS (AUTOMATED WEATHER SERVICE)	COST TO ACQUIRE & INSTALL DESIRED AWOS/ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
PRIMARY COMMERCIAL SERVICE NON-HUB				GOOD		150		VASI/PAPI		100LLA		50K SW	YES		ILS
MONTEREY PENINSULA	7000	7598		GOOD		150		VASI		100 A		100000	YES		ILS
SAN LUIS OBISPO COUNTY	7000	4799	\$1,160,000	GOOD		150		VASI		100 100LLA		50000	YES		ILS
SANTA MARIA PUBLIC	7000	6300	\$370,000	GOOD		150		VASI		100LL80 A		75000	YES		ILS
REGIONAL GENERAL AVIATION				GOOD		75		VASI/PAPI		100LLA		12500	YES		GPS/VOR
HOLLISTER MUNICIPAL	4600	6350		GOOD		100		PAPI		100LLA		30000	NONE	\$100,000	GPS
PASO ROBLES MUNICIPAL	4700	6009		FAIR	\$2,250,000	150		PAPI		100LLA		60000	YES		GPS
SALINAS MUNICIPAL	4600	6000		GOOD		150		VASI		100LLA		25000	YES		ILS
WATSONVILLE MUNICIPAL	4600	4501	\$50,000	GOOD		150		VASI		100LL80 A		81000	YES		LOC/LDA
COMMUNITY GENERAL AVIATION				FAIR		75		VASI/PAPI		100LL or 80		12500	YES		GPS/VOR
FRAZIER LAKE AIRPARK	3500	2500	\$70,000	GOOD-turf		100		NONE	\$60,000	NONE	\$150,000	Unknown	NONE	\$100,000	NONE
LOMPOC	3500	3600		FAIR		100		VASI		100LL		17000	YES		GPS
MESA DEL REY	3600	4485		GOOD		100		VASI		100LLA		12000	NONE	\$100,000	NONE
SANTA YNEZ	3800	2804	\$260,000	GOOD		75		VASI		100LLA		12500	NONE	\$100,000	GPS
LIMITED USE				FAIR		60		NONE		100LL or 80		12500	NONE		NONE
CARMEL VALLEY VINTAGE AIRFIELD	2500	1820	\$140,000	POOR	\$220,000	35	160000	NONE		NONE		Unknown	NONE		NONE
MARINA MUNICIPAL	2400	3000		FAIR		75		NONE		100LL		20000	NONE		GPS
NEW CUYAMA	3200	3940		GOOD		60		NONE		NONE		Unknown	NONE		NONE
OCEANO COUNTY	2325	2325		FAIR		50	\$80,000	NONE		100LL MOGAS		12500	NONE		NONE
Estimated Regional Cost Totals (by project type)			\$2,050,000		\$2,470,000		\$240,000		\$60,000		\$150,000			\$400,000	
LEGEND: RED TEXT – DOES NOT MEET MINIMUM STANDARD BOLD ITALIC TEXT – NON-NPIAS FACILITY ALL LENGTHS ARE IN FEET, WEIGHT REFERENCES IN POUNDS SEE GLOSSARY FOR ACRONYM AND TERM DEFINITIONS															