

ACTION ELEMENT – AVIATION

Background

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

To examine and quantify the benefits of the entire aviation system to California, Caltrans Division of Aeronautics retained a consultant to review and verify the overall impact of aviation on the state's economy, and review the many ways aviation contributes to life in California. This study called "Aviation in California: Benefits to our Economy and Way of Life" can be viewed directly at the Caltrans website at: <http://www.dot.ca.gov/hq/planning/aeronaut/documents/2003EconomicStudy.pdf>

The purpose of the study was to identify the economic and quality-of-life impacts of aviation-related activity including aerospace on communities, regions, and the state. The information in the study can be used by policy makers and planners, the aviation industry, and the general public to improve the understanding of aviation impacts in California.

Regional Overview

The Chico Municipal Airport is the largest and busiest airport serving Butte County. Occupying approximately 2.3 square miles on the northern edge of the City of Chico, the airport currently handles nearly 70,000 aircraft takeoffs and landings annually and is home to approximately 130 based aircraft. The airport is located north of the City of Chico along Cohasset Road. As the designated "Primary Non Hub" airport in Butte County, it serves a variety of aeronautic uses, including commercial, business/corporate, military, agricultural, and general aviation. The 1,475 acre airport facility has two runways; the main runway is 6,722 feet long by 150 feet wide and is used for air carrier, agriculture, medical, general cargo, and military aviation. The main runway, 13L-31R, incorporates the use of high intensity lighting GPS/VOR/ILS and Precision Approach Path Indicators (PAPI) in conjunction with other navigational aides to assist pilots. The Runway Protection Zones are 1,000 feet by 2,500 feet and 2,500 feet long.

The secondary runway, Runway 13R-31L is the light general aviation runway. It is located some 700 feet center to center distance west of the instrument runway. This

runway is 75 feet wide by 3,005 feet long. The Runway Protection Zone for this runway is 250 feet by 450 feet and 1,000 feet long. This runway consists of an overlay over an asphalt concrete mat that was constructed during World War II by the U.S. Army Air Corps. There are 86 T-hangars, 5 custom private and 4 large conventional hangars, with an additional estimated 737 tie down spaces in the apron area.

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

The CMA terminal offers both ticket and baggage service and rental car services. There is plenty of free parking in both long and short-term lots located just outside the terminal. For the commuter, there are daily commercial flights to San Francisco International Airport. In addition to the full service FBO and navigational aides, the CMA offers uncongested flight paths, making both take-offs and landings simple and convenient. There is extensive temporary and permanent tie-down as well as tee-hangar space, including a 3,000 foot runway with expansive apron space for pilot training. There are currently 130 aircraft based at Chico Municipal Airport, including 94 single engine and 33 multi-engine aircraft, as well as 3 helicopters.

Oroville Municipal Airport is a "Regional" general aviation airport owned by the City of Oroville. This 795-acre facility is located some 2.5 miles west of the remainder of the city along State Route 162. Although the city's sphere of influence extends a mile west of the airport, only the airport property and some private land to the north and west are currently within the city boundary. The surrounding unincorporated area includes the community of Thermalito situated northeast of the airport. To the southwest and southeast lie state-owned water project and wildlife refuge lands. An airport has existed on the present site since 1936 when the City of Oroville acquired the original 188 acres. During World War II, the U.S. Army took temporary control of the airport. The Army made various improvements, including establishing the basic runway configuration, which remains today. Since reverting control back to the city in 1947, the city has acquired additional land and has made numerous improvements to the facility.

This airport serves a moderate 36,500 annual operations as indicated by the Caltrans operations report for 2001. An approximate 93 percent of these operations are by single-engine general aviation aircraft and two percent by business jets. There are two asphalt runways, 6,000 feet long by 150 feet wide, and 3,570 feet long by 150 feet wide, with a taxiway parallel to each runway. There are 56 T-hangars, 6 conventional hangars with 3 extra spaces, and 120 tie downs. There are currently 89 based aircraft at the airport, including 68 single engine, 2 multi engine planes, 4 helicopters, and 17 ultra

light aircraft.

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

Paradise Skypark Airport situated 3 miles south of the Paradise town center serves an important role in Butte County. Privately owned, the airport offers general aviation access to the community of Paradise along State Route 191 and also functions as a weather alternate when the larger airports located in lower elevations are fogged in. Paradise is situated approximately 1,300 feet above sea level. Positioned along a narrow ridge south of town, the airport occupies 41 acres of property. Due to its geographic location, the airport is both physically and operationally constrained. However, this airport is an important regional base for skydiving activities.

Current facilities consist of a 3,100-foot runway that was recently rebuilt in 1999 with parking spaces for 50 aircraft. There is one asphalt runway, 2,710 feet long by 40 feet wide, with a taxiway and turnaround. 16 T-hangars and 1 conventional hangar, and 67 tie downs are also provided. A total of 46 aircraft are based at Paradise Airpark, including 40 single engine and 3 multi engine planes, 1 glider, and 2 ultra-light aircraft. Total operations for the year ending in March 1991 were 12,000. Annual operations have remained constant. Ground access to the Paradise Skypark Airport is via SR 191 (Clark Road). This section of SR 191 is expected to operate at an acceptable level of service for the next twenty years. No public transit service is currently provided at the airport, but several taxi services are available.

Ranchaero Airport is a 23.5-acre facility located on the west side of Chico. A general aviation airport, Ranchaero has one asphalt runway 2,280 feet long by 30 feet wide. This airport serves a combination of recreational, flight training, agricultural, and limited business functions. Taxiways are parallel. There are 19 T-hangars and one conventional hangar, with 22 tie downs. A total of 39 aircraft are based at Ranchaero Airport, including 36 single engine and 3 multi-engine airplanes. Annual aircraft operations are estimated at 5,000 and are projected to remain constant. Ground access to Ranchaero Airport is via Oak Park Avenue and Santa Clara Avenue. Traffic on these roads is limited to very light local residential traffic, as well as those traveling to the airport itself.

Lake Oroville provides a seaplane-landing site over 1,460 acres in the center of the main body of the lake. There is no runway per se, but a landing area on the water spanning 9,000 feet long by 9,000 feet wide. There are no airport facilities, such as hangars, nor are there any based aircraft. Operations are estimated at 3 to 4 per year.

The Butte County Sheriff's Office has a parking lot heliport located at its jail complex on

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

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

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

Air Passenger Forecasts and Trends

Airline Passenger service in Butte County is limited to the Chico Municipal Airport by way of 30 passenger pressurized commuter aircraft. With the high airline fares charged out of the Chico Municipal Airport for interstate service and the relative low fares charged out of Sacramento International Airport, it has become more convenient and economical for passengers to travel to Sacramento than to use the Chico facility. Interstate service is very competitive. The Chico Municipal Airport is used extensively for the business and general aviation serving the Chico and Central Sacramento Valley areas.

The following table provides the existing and projected airline passengers and aircraft operations for the Chico Municipal Airport:

Table 10-1
Existing and Projected Passengers and Operations

Year	Passenger Enplanements Annual	Aircraft Departures			
		Turbo Prop		Regional Jet	
		Annual	Daily	Annual	Daily
1998	23,424	3,650	5	0	0
1999	28,366	3,650	5	0	0
2000	27,850	3,650	5	0	0
2001	25,295	3,650	5	0	0
2008	123,000	6,570	9	2,190	3
2018	143,000	5,840	8	3,650	5

Source: Chico Municipal Airport Master Plan Report Table No. 2-6, page 2-12 August 2003

Table 10-2
Eleven Year Scheduled Passenger Activity Report for Chico Municipal Airport 1996-2006

1996	1997	1998	1999	2000	2001
39,412	37,303	46,091	56,604	55,903	20,300
2002	2003	2004	2005	2006	
37,355	32,439	35,531	35,622	45,704	

Source: California Aviation System Plan – Monthly Activity Reports

Scheduled passenger activity reports include both enplanements and deplanements.

Air Cargo Demand Forecasts and Trends

The Chico Municipal Airport provides a full compliment of cargo service to the north state area. Four carriers operating from the existing airport structures located on the easterly side of the aircraft-parking apron currently handle air cargo at this airport. The cargo aircraft currently used at the Chico Municipal airport include a Cessna 208, Cessna 402, Piper PA32 and a Beech 99. These cargo aircraft operate from the existing aircraft parking apron.

Air cargo service is currently limited to small single and twin-engine aircraft that generally carry the freight to major hubs. The expansion of air cargo operation out of the Chico Municipal Airport is difficult to forecast. The major air cargo operators such as UPS, Federal Express, Airborne, and Emery, will not establish hub operations in an area that does not have major air cargo demands such as San Francisco or Los Angeles.

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

General Aviation Demand Forecasts and Trends

According to the City's Airport Master Plan, the facility serves a variety of aeronautic uses, including commercial, business/corporate, military, agricultural, and general aviation. Total operations for the airport reflect the use for airline, air cargo, training (JAL), military, Coast Guard, and California Department of Forestry (CDF).

Table 10-3 provides the annual aircraft operations and forecasts by type of aircraft. The Chico Airport Master Plan can be referenced for additional specific data concerning the assumptions used in the development of the table.

Table 10-3
Chico Municipal Airport – Forecast Aircraft Operations

Classification	Aircraft Type	Annual Operations			Daily Departures		
		2000	2010	2020	2000	2010	2020
General Aviation	Single Engine Prop	29,560	31,390	33,210	41	43	46
	Twin Engine Prop	14,960	16,790	18,610	21	23	26
	Turbo Jet	1,680	2,770	3,870	2	4	5
Airline	Turbo Prop	3,870	6,600	5,800	5	9	8
	Regional jet	-	2,480	3,940	0	3	5
Air Cargo	Cessna 208	800	1,290	1,940	3	5	7.5
	Cessna 402	520	910	1,820	2	3.5	7
	Piper PA 32	390	720	850	1.5	2.5	3
	Beech 99	390	720	850	1.5	3	3
Training (JAL)	King Air	9,360	9,360	9,360	18	18	18
Military and Coast Guard	C 130	3,640	3,640	3,640	5	5	5
	U2	480	480	480	0.66	0.66	0.66
	T38	480	480	480	0.66	0.66	0.66
	UH 60	40	40	40	0.05	0.05	0.05
	H 65	36	36	36	0.05	0.05	0.05
	UH1	26	26	26	0.05	0.05	0.05
CDF	P2V/SP2H	200	256	256	0.27	0.35	0.35
	S2	300	384	384	0.44	0.53	0.53
	P3	98	128	128	0.13	0.18	0.18
	DC 4	98	128	128	0.13	0.18	0.18
	C 130	10	10	10	0.01	0.01	0.01
	OV 10	500	600	600	0.68	0.82	0.82
Totals		67,438	79,238	86,458	103	123	137

Source: Chico Municipal Airport Master Plan Report Table No. 2-8, page 2-14 August 2003

Each of these airports, with the exception of Ranchoero, provide a broad spectrum of general typical aviation uses. These facilities accommodate for business enterprise, repair service, small package or courier service, agricultural activities, medical emergency, search and rescue, pilot training, and recreational and tourism activities. Other uses also include law enforcement and staging area for emergency services. Ranchoero, being the smallest airport in the western portion of the City of Chico is ideal for agricultural uses, pilot training, and recreational uses. As identified in Table 10-2 above, the City of Chico Municipal Airport is used extensively during the fire season and

by the military and coast guard. The CDF operates a fire attack base from the northern portion of the aircraft parking area. Aero Union Company operates from the same area to maintain and rehabilitate aircraft used by CDF.

Capacity Analysis

The Chico Municipal Airport is the largest and busiest airport in Butte County. When originally developed by the military during World War II, the facility was several miles from the edge of the city. Over the past 50 years, urban expansion has extended toward the airport. Land use surrounding the airport will continue to be an issue. Industrial uses are planned adjacent to both the east and west sides of the airport. The Airport Master Plan proposes extensions of both runways. A 1,000 foot northerly extension to Runway 13L-31R is recommended, and that land be acquired for a future additional 1,000 foot for a total of 2,000 feet.

The primary runway, Runway 13L-31R is currently 6,722 feet long. The Chico Airport Master plan states that the runway should be extended to 8,600 feet to be able to adequately service turbo jet aircraft in the future, such as the Boeing 717, and the McDonnell Douglas DC-9 and MD-80 . This extension would accommodate all aircraft operations forecast to use the airport and will further decrease noise impact. Though currently not an issue at this time, it is prudent to consider the protection and reservation of the needed land to the north to allow for the runway extension in the future as well as allowing the Runway Protection Zone moved to the north the same distance.

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

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

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

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

AVIATION ACTION PLAN – Planned Improvements

The following table was compiled based on the Caltrans Division of Aeronautics, California Aviation System Plan for 2007. The table represents Capital Improvement Projects by fiscal year between 2008 and 2017

Table 10–4
California Division of Aeronautics
CIP Projects and Year 2008-2017 by Airport
(Dollars - 1,000)

Program Year	Airport	Description	Funding Type			
			FAA	State	Local	Total
2008	Chico	Terminal Building Expansion	3,515		185	3,700
2008	Oroville	Apron Rehabilitation - North Side	2,720	68	75	2,863
2008	Oroville	Baseline Environmental	38	1	1	40
2008	Oroville	Engineering Design - Projects 9, 10	162	4	4	170
2008	Oroville	Install REIL on Runway 19	41	1	1	43
2008	Oroville	Pavement Evaluation/Pavement Management	43	1	1	45
2009	Chico	Automobile Parking Lot Expansion	456		24	480
2009	Oroville	New Tee Hanger Taxiway Site	813	20	23	856
2010	Chico	Reconstruct Aircraft Parking Apron - Phase 2 - Airline Apron	7,068		372	7,440
2010	Oroville	Construct Two 14-unit Tee Hanger Buildings	2,470	62	68	2,600
2011	Chico	Reconstruct Aircraft Parking Apron - Phase 3 - North Central	2,784		147	2,931
2011	Oroville	Environmental Assessment (EA)	266	7	7	280
2012	Chico	Reconstruct Aircraft Parking Apron - Phase 4 - South	2,917		154	3,071
2012	Oroville	Install Security System	164	4	5	173
2012	Oroville	Service Roads to Commercial Area Development	1,359	34	38	1,431
2012	Oroville	Taxiway to Experimental Aircraft Association Apron	214	5	6	225

Table 10-4
California Division of Aeronautics
CIP Projects and Year 2008-2017 by Airport – Continued
(Dollars - 1,000)

Program Year	Airport	Description	Funding Type			
			FAA	State	Local	Total
2013	Chico	Reconstruct Aircraft Parking Apron - Phase 5 - South Central	2,005		106	2,111
2014	Chico	Airport Layout Plan Update	361		19	380
2015	Chico	EA Total Airport	523		28	551
2015	Chico	Engineering Design - Projects 15 and 16	447		24	471
2016	Chico	Taxiway Construction Parallel to RW 13R-31L	4,750		250	5,000
2017	Chico	Runway 13R-31L Reconstruct, Widen, Lengthen & Strengthen	5,833		307	6,140
		TOTALS	38,949	207	1,845	41,001

California Aviation System Plan – Enhancements and Needs

The following table identifies the region’s highest priority facilities in terms of system capacity and safety enhancements. Enhancements at these airports would improve regional and state system capacity and safety, and perhaps make them worthy of reclassification. The following information was taken from the California Aviation System Plan – System Requirements Element, “Enhancement Prioritization”. Additional information on the CASP can be found at:

<http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/sre2003.php>

Table 10-5
CASP – Enhancements and Needs

PRIMARY COMMERCIAL SERVICE NON-HUB	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST / CONDITION	LONGEST RUNWAY WIDTH	VASI/PAPI INSTALLED	AVAILABLE FUEL GRADES	LONGEST RUNWAY WEIGHT RATING	AWOS/ ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
CHICO MUNICIPAL	7000	6724	\$140,000 / GOOD	150	PAPI	100 100LA	63,000	YES	ILS
REGIONAL GENERAL AVIATION									
OROVILLE MUNICIPAL	4,800	6,000	/ GOOD	100	PAPI	100LL80 A	60,000	YES	GPS

Figure 10-1
Caltrans Division of Aeronautics – Airport Summary
CHICO MUNICIPAL

<u>Airport ID</u> CIC		<u>Operated By</u>		<u>Functional Classification</u> PRIMARY-NON HUB-REGIONAL-Business/Corporate		<u>Caltrans District</u> 03	
<u>Associated City</u> Chico		<u>Ownership</u>		<u>FAA NPIAS Category</u> Commercial Service Primary		<u>Elevation</u> 238 Feet	
<u>County</u> Butte		<u>Airport Layout Plan Date Revised</u> 6/1/1992		<u>CLUP Date Adopted</u>		<u>Acreage</u> 1,475	
<u>Region</u> AWP		<u>Airport Master Plan Date Adopted</u>		<u>RTP Date</u>			

Facilities						Based Aircraft		Aircraft Parking	
Runway ID	13R/31L	Runway ID	13L/31R			Single:	0	Type	Available
Runway Length	3,005	Runway Length	6,724			Multi:	0	T-Hangars	86
Runway Width	60	Runway Width	150			Jet:	0	Tie Downs	
Lighting		Lighting				Helicopter:	0	Shelters	0
Approach		Approach				Glider:	0	Transient	15
Runway ARC		Runway ARC				Military:	0		
Services						Ultralight:	0		
						Total Based Aircraft	0		
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	Yes	Activity			
Public Phone:	Yes	Taxi:	Yes	Business:	Yes	Aircraft Operations			0
Corporate:	Yes	Cargo Transport:	Yes	Agriculture:	Yes	Enplanements			0
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Air Cargo (tons)			0
Search & Rescue:	Yes	Training:	Yes	Sport Flying:	Yes	Counter Totals			0
Tourism:	Yes	Gliders:	No	Parachute:	No	Total Passengers			0
Ultralights:	No	Rental Car:	Yes	Public Transit:	No				
Avionics Repair:	No	Prop Service:	No	Aircraft Rental/Sales:	Yes				
Other Services:	AFRT AG								
Fuel:	Fuel: 100LL A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR				

Remarks
- Enplanements Data Source: FAA CY 2001 ACAIS Database - CADOT 2001 AIMS Deplaned/Enplaned Total: 50,300

Note: Date of last inspection was 5/2/2007

Figure 10-2
Caltrans Division of Aeronautics – Airport Summary

OROVILLE MUNICIPAL AIRPORT

<u>Airport ID</u> OVE	<u>Operated By</u>	<u>Functional Classification</u> REGIONAL	<u>Caltrans District</u> 03
<u>Associated City</u> Oroville	<u>Ownership</u>	<u>FAA NPIAS Category</u> General Aviation	<u>Elevation</u> 192 Feet
<u>County</u> Butte	<u>Airport Layout Plan Date Revised</u> 9/1/1994	<u>CLUP Date Adopted</u>	<u>Acreage</u> 920
<u>Region</u> AWP	<u>Airport Master Plan Date Adopted</u>	<u>RTP Date</u>	

Facilities						Based Aircraft		Aircraft Parking			
Runway ID	01/19	Runway ID	12/30	Runway ID	H1	Runway ID	H2	Single:	0	Type	Available
Runway Length	6,000	Runway Length	3,540	Runway Length	0	Runway Length	0	Multi:	0	T-Hangars	080
Runway Width	100	Runway Width	100	Runway Width	0	Runway Width	0	Jet:	0	Tie Downs	
Lighting		Lighting		Lighting		Lighting		Helicopter:	0	Shelters	0
Approach		Approach		Approach		Approach		Glider:	0	Transient	30
Runway ARC		Runway ARC		Runway ARC		Runway ARC		Military:	0		
Services								Ultralight:	0		
								Total Based Aircraft	0		
Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	No	Activity					
Public Phone:	Yes	Taxi:	Yes	Business:	None						
Corporate:	No	Cargo Transport:	No	Agriculture:	Yes	Aircraft Operations	0				
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes	Enplanements	0				
Search & Rescue:	Yes	Training:	No	Sport Flying:	No	Air Cargo (tons)	0				
Tourism:	Yes	Gliders:	No	Parachute:	No	Counter Totals	0				
Ultralights:	Yes	Rental Car:	Yes	Public Transit:	Yes	Total Passengers	0				
Avionics Repair:	No	Prop Service:	No	Aircraft Rental/Sales:	No						
Other Services:	NONE										
Fuel:	Fuel: 100LL A	Power Plant Repair:	NONE	Airframe Repair:	NONE						

Remarks											

Note: Date of last inspection was 6/28/2007