

CHAPTER 2. INVENTORY

The Lincoln Regional Airport serves the aeronautical needs of the City of Lincoln, the southwestern portion of Placer County, and a significant portion of northern Sacramento County. The Lincoln Regional Airport is a general aviation airport that serves the general aviation requirements of the region, including the business jet, the smaller piston-engine aircraft, and helicopters. The major airports within a 25-mile radius of Lincoln Regional Airport that provide similar general aviation services include Auburn Municipal Airport, Yuba County Airport, Sutter County Airport, Sacramento Executive Airport, and McClellan Airfield. The Sacramento International Airport is located approximately 22 miles southwest of the Lincoln Regional Airport and is a major airline facility.

The City of Lincoln and Placer County have experienced explosive growth in the past five years. This growth is expected to continue. Placer County is the fastest growing county in California. The City of Lincoln was the fastest growing city in California between 2002 and 2005 and was the sixth fastest growing city in 2006. The City of Lincoln General Plan calls for significant expansion of the area.

This chapter will provide data on existing airside and building area facilities, existing airspace utilization, existing navigational aids, meteorological data, and air traffic data.

2-1 Existing Airport Facilities

2-1.1 Airside Facilities

The airfield consists of features and facilities required to accommodate safe and efficient current and future aircraft operations.

- The airport has one asphalt-paved runway designated Runway 15-33, which is 100 feet wide by 6,001 feet long. The runway has an elevated medium-intensity runway edge lighting system.
- The taxiway system consists of one parallel taxiway (Taxiway A) and five cross taxiways, which are 40 feet wide. The centerline of the parallel taxiway is located 900 feet from the centerline of the runway to provide room for a parallel runway located 700 feet from the existing runway. All taxiways have an elevated medium intensity taxiway edge lighting system.
- Large aircraft holding aprons exist on the south cross taxiway and the north cross taxiway. The existing aircraft parking apron at the airport is approximately 107,000 square yards and has 240 aircraft parking positions. The sizes of the parking positions vary to accommodate single- and twin-engine aircraft and business jets.

- There is a series of hangars at the north end of the airport and one row of hangars at the south end of the airport. There are currently a total of 141 hangars located at the Lincoln Regional Airport.
- A helipad with three separate parking positions is also located between the apron and the parallel taxiway.

The pavements on the runway, taxiway and heavy-duty apron area have been designed for single gear aircraft with gross weights of 30,000 pounds and dual gear aircraft with gross weights of 50,000 pounds. The tee hangar taxiways and sections of apron designed for light aircraft are designed for single engine aircraft with gross weights of 12,600 pounds. The taxiways serving the corporate hangars are designed to support larger aircraft.

2-1.2 Building Area Facilities

There is significant general aviation development on the east side of the airport, which includes four fixed base operator hangars, a nested tee hangar row at the south end of the airport, and a series of hangars to the north of the apron. The hangars range from rows of nested tee hangars to box hangars to larger corporate hangars. There are currently 141 hangars at the airport.

2-1.3 Airport Offices

The airport offices and pilots' lounge are presently located in a separate temporary modular building near the center of the east side apron and hangar development and adjacent to Flightline Drive.

2-1.4 Fueling Facilities

The airport has self-serve and truck fueling facilities, which provide 100 low-lead gasoline and Jet-A fuel. The fuel system and delivery services are owned and operated by the City of Lincoln.

2-1.5 Wash Rack

An aircraft wash rack is located at the northeast end of the aircraft parking apron.

2-1.6 Land Uses

On the east side of the airport there is an 89-acre parcel located between Aviation Boulevard and Flightline Drive. This property is separated from the airport by Flightline Drive and the airfield's perimeter security fence and is currently designated for non-aviation professional business park use. There is a large area, approximately 160 acres of land, on the west side of Runway 15-33 which is not currently used for aviation facilities and is available for future aviation or non-aviation development. The airport lands are presently zoned as Industrial-Planned Development I (PD).

2-1.7 Ground Access and Parking

Ground access to the Lincoln Regional Airport from Central Lincoln, Southwestern Placer County, and Northern Sacramento County is by way of State Highway 65 to Nicolaus Road to Aviation Boulevard to Flightline Drive. A Highway 65 Bypass is proposed in 2010. This Highway 65 bypass will provide direct airport access from Nelson Lane one-half mile south of the airport.

Airport parking is provided along Flightline Drive and in a small parking lot located on the east side of this street, which will accommodate approximately 36 vehicles. Hangar tenants normally park their vehicles in their hangars.

2-2 **Airspace and Air Traffic Control**

NAVAIDs at the airport provide visual and instrument approaches to the runway. The instrument landing system (ILS) provides precision approach to Runway 15 with minimums of ½-mile visibility and 200-foot ceiling. Non-precision approaches to Runway 15 include a very high frequency omni-directional range (VOR) and global positioning system (GPS). Runway 33 has a non-precision GPS approach.

The Lincoln Regional Airport is depicted on the San Francisco Sectional Aeronautical Chart published by the U.S. Department of Commerce National Oceanic and Atmospheric Administration, National Ocean Survey. The airspace surrounding the airport is shown in Figure 2-1.¹

There are no nearby airports with which Lincoln has conflicting airspace. Flights into the airport can be conducted using both instrument flight rules (IFR) and visual flight rules (VFR). The airport currently does not have an Air Traffic Control Tower (ATCT). The airspace around the airport is controlled by the Oakland Air Traffic Control Center and Norcal Approach-Departure Control.

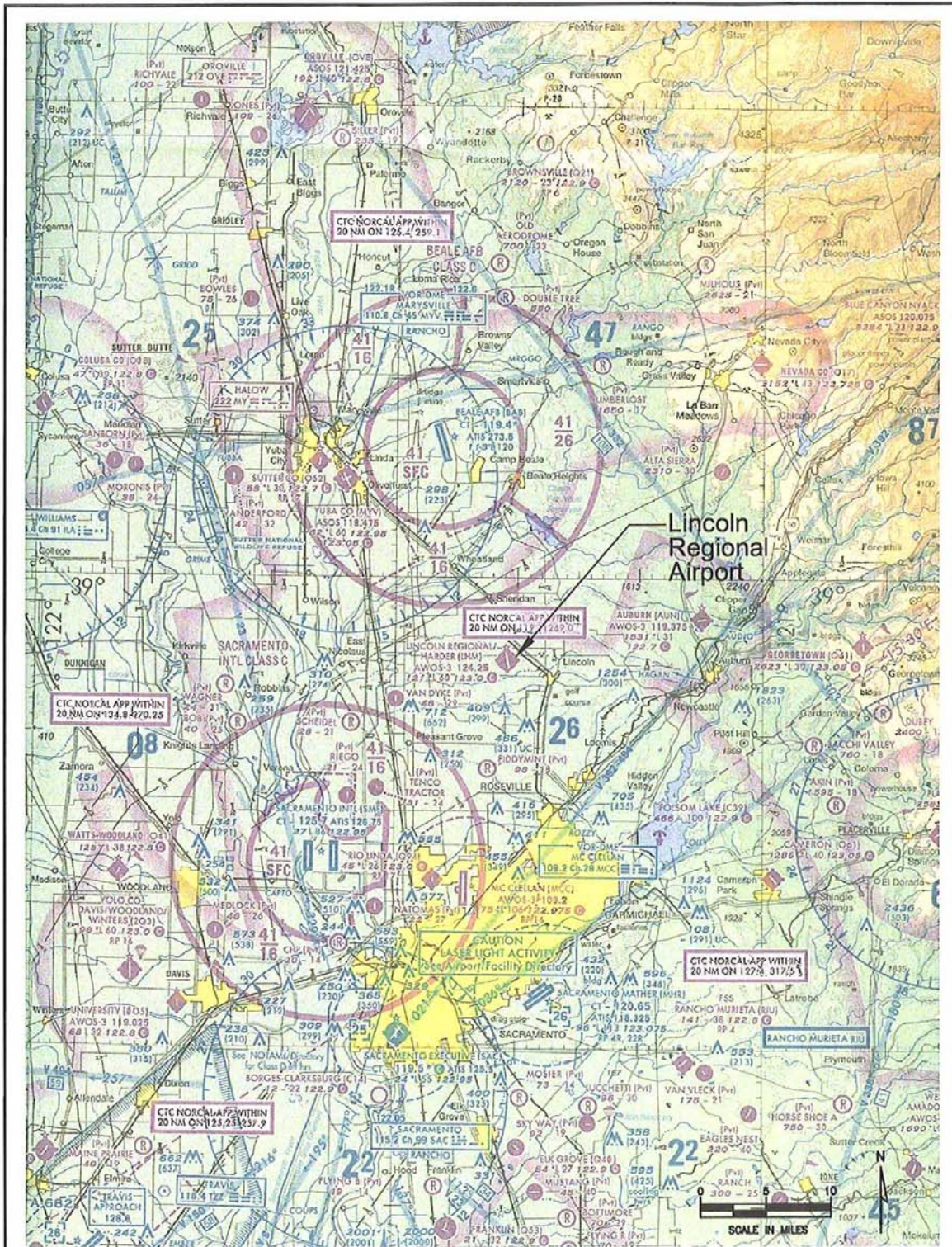
2-3 **Wind Data**

Wind data are available from the U.S. Weather Bureau Station, Beale Air Force Base for the period 1993 to 2002. These data are presented as a wind rose on the Airport Layout Plan set of drawings and are included as Figure 2-2.² F.A.A. recommends a crosswind runway if wind coverage is less than 95 percent. The wind coverage for Runway 15-33 at Lincoln Regional Airport is in excess of 99 percent. A single-direction runway system is acceptable at this airport.

¹ Source: Mead & Hunt, Inc., Lincoln Regional Airport Master Plan, October 2004, Exhibit 1-8.

² Source: Mead & Hunt, Inc., Lincoln Regional Airport Master Plan, October 2004, Exhibit 1-9.

FIGURE 2-1 - AIRSPACE



Source: San Francisco Sectional Aeronautical Chart, September 2003



Lincoln Regional Airport
Master Plan

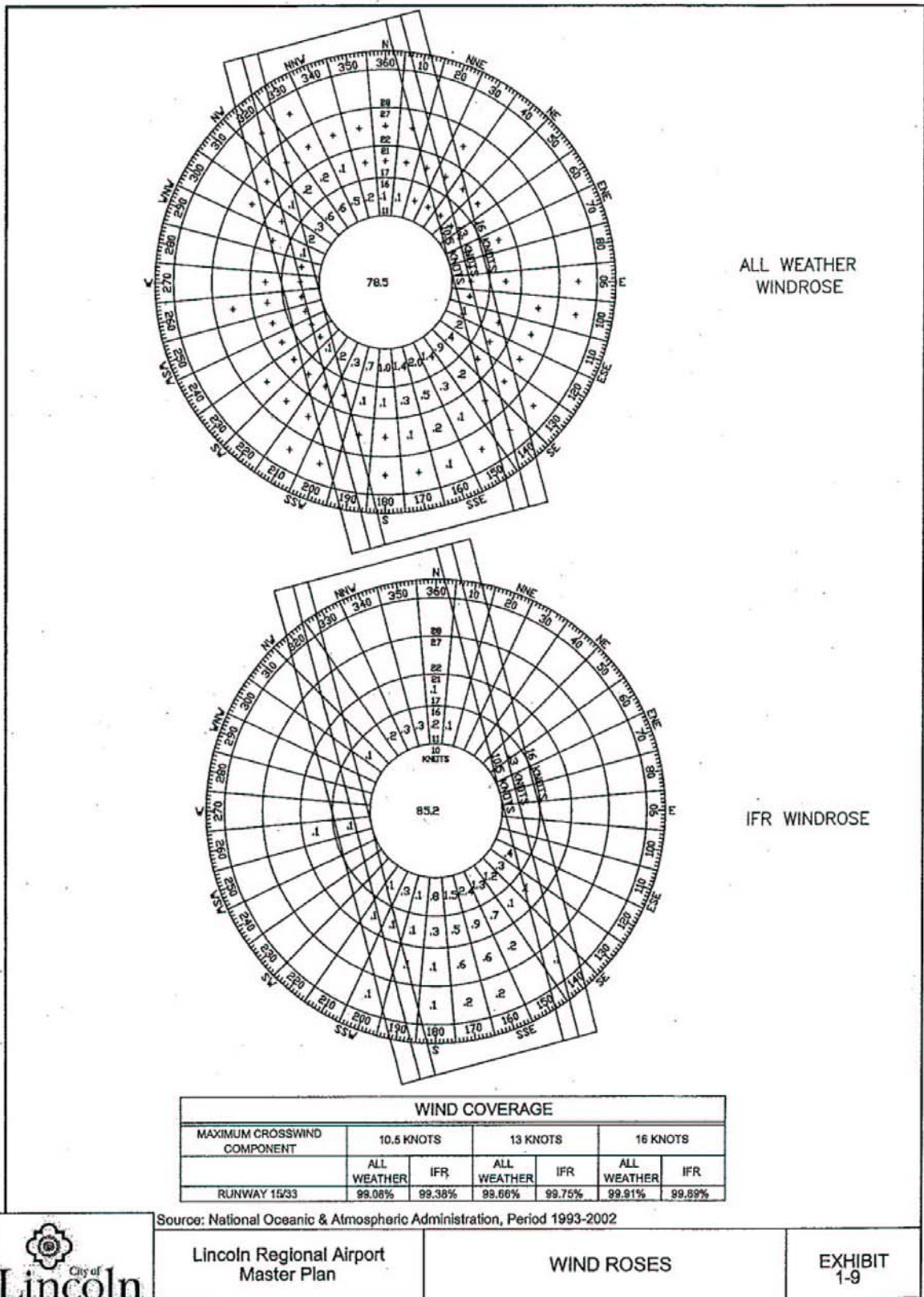
AIRSPACE

EXHIBIT
1-8

1-14

Source: Mead & Hunt, Inc., Lincoln Regional Airport Master Plan, October 2004, Exhibit 1-8.

FIGURE 2-2 – WIND ROSES



Source: Mead & Hunt, Inc., Lincoln Regional Airport Master Plan, October 2004, Exhibit 1-9.

The average annual precipitation at Lincoln Regional Airport is approximately 22 inches. The average maximum temperature of the hottest month (July) is 97° F.

2-4 Surrounding Land Use

The City of Lincoln has zoned property around the airport to be generally compatible with airport operations. The Placer County Airport Land Use Commission has adopted Placer County Land Use Compatibility Plans to ensure that the land surrounding the Lincoln Regional Airport is zoned for airport-compatible uses. The City of Lincoln 2050 Proposed General Plan is included as Figure 2-3. The Placer County ALUC has found the City of Lincoln 2050 General Plan to be consistent with the ALUC for the Lincoln Regional Airport.

2-5 Socioeconomic Data

Changes in an area's population, employment, and income will have an impact on levels of aviation activity on an airport. Historical population, employment, and income data for Placer County were acquired by Mead & Hunt and included in Table 1-5 of their report. This table is reproduced as Table 2-1 in this report. Chapter 3, Aviation Forecasts, presents updated current data.

These data show that there has been explosive growth in the City of Lincoln population and in Placer County population, along with significant increases in per capita income. As the Cities of Rocklin and Roseville are built out, the City of Lincoln is expected to maintain the high growth rate for a significant period of time, accompanied by a significant growth in aircraft activity.

TABLE 2-1 – HISTORICAL SOCIOECONOMIC DATA

Table 1-5

Historical Socioeconomic Data

Year	City of Lincoln Population	City Population Annual Growth Rate	Placer County Population	County		Per Capita Income Annual Growth Rate 2/
				Population Annual Growth Rate	Placer County Per Capita Income 1/	
1993	7,975		192,655		\$24,070	
1994	8,150	2.2%	199,290	3.4%	\$25,186	4.6%
1995	8,300	1.8%	207,071	3.9%	\$26,651	5.8%
1996	8,525	2.7%	214,726	3.7%	\$28,131	5.6%
1997	8,850	3.8%	222,168	3.5%	\$30,096	7.0%
1998	9,000	1.7%	231,179	4.1%	\$31,694	5.3%
1999	9,600	6.7%	240,928	4.2%	\$33,412	5.4%
2000	11,205	16.7%	251,293	4.3%	\$35,147	5.2%
2001	13,850	23.6%	264,556	5.3%	\$35,847	2.0%
2002	17,750	28.2%	275,600	4.2%	N/A	N/A
Average 1993-2002		9.7%		4.1%		5.1%
CAGR 1993-2002	8.3%		3.6%		4.5%	
CAGR 1993-1999						
CAGR 2000-2002						

Sources: 1993-2002 City Population Data - California Department of Finance

1993-2001 County Population & Income Data - Bureau Of Economic Analysis

2002 County Population Data - California Department of Finance, Demographic Research Unit

1993-2002 Employment Data - California Labor Market Information Division

Notes: CAGR = Compounded Annual Growth Rate

N/A = Data Not Available

1/ Per Capita Income CAGR 1993-2001

2/ Per Capita Income Annual Growth Rate 1993-2001

3/ Employment Data for years prior to 2000 are not comparable with data for 2000 and later years

due to incorporation of the 2000 Census population controls at the state level and changes in methodology