

HOW CAN WE SAFELY LAND?



LAMPSON FIELD

Summary:

Lampson Field Airport is within the unincorporated Lake County area and is located on Highland Springs Road off Highway 29 between Kelseyville and Lakeport. The County Department of Public Works is responsible for the management and operation of the airport. Improvements and maintenance to the airport will make for a safe landing. The Lakeport Fire Protection District provides fire protection for the Airport.

Background:

Lampson Field is a General Aviation airport located approximately five miles southwest of Lakeport, California. The airport was activated in 1941, and acquired by the County in 1955. Lampson Field served as the base of operations for Cal Fire during the Mendocino Complex fires. It can accommodate single and twin-engine prop planes, business jets, and helicopters. The development of General Aviation airports is impacted by three basic factors:

1. The airfield or runway capacity.
2. The aircraft parking capacity.
3. The environmental impact on the community in terms of safety and noise.

Methodology:

The Grand Jury toured the Airport facilities and began an inquiry into Lampson Field Airport operations to enhance the public's knowledge of its vital importance and financial impact on the county. The Grand Jury interviewed Airport and County management staff, local businesses at the Airport, members of the Lake County Airman's Association, and local pilots. The Grand Jury held a phone conference with the Aircraft Owners and Pilots Association (AOPA) representative in Washington, D.C., and reviewed the Public Utilities Codes, the State Aeronautics Act, the California Land Use Planning Handbook, and the organizational documents of the Airport Land Use Commission (ALUC).

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Discussion and Analysis:

Lampson Field is a vital component of the economic sustainability and success of Lake County. According to the recently completed Lake County Economic Development Strategy, the Airport is an important component of improved long-term flexibility for tourism and business needs. It further recommends consideration of airport renovation and expansion. The Grand Jury found a number of compliance concerns, which are noted in the following findings. The goal of compliance is to ensure a clear path to obtain grants from the FAA to secure funding for the sustainability of Lampson Field. **More than 3 billion dollars in general aviation airport funding is currently available.** Above all, *safety* comes first!

Findings:

- F1** The Lake County Public Works Department has recently begun much needed improvements and upgrades to Lampson Field.
- F2** Airport management has experienced resistance from the County in its efforts to upgrade the facility, therefore, progress has been slow in forthcoming.
- F3** The Lampson Field Airport Master Plan was last updated in 1993. Master plans, without amendments, are in effect for a maximum of 20 years (Public Utilities Code sec. 21675 (a)). **Lampson Field's updated Master Plan is now six years overdue.**
- F4** Lampson Field's compatibility study, regarding noise and safety, was last updated in 1993. **This study must be completed and filed with the ALUC once every five years.**
- F5** Lampson Field, as required by the State Aeronautics Act section 21001et seq., does not have an active ALUC commission so is currently out of compliance with state law.
- F6** The California Public Utility Code Section 21670 (b), reads in part; "Every county, in which there is located an airport, shall establish an airport land use commission. Each commission shall consist of seven members to be selected as follows:"
 - (1) Two members representing the cities in the county, appointed by a city selection committee comprised of the mayors of the cities within that county.
 - (2) Two members representing the county, appointed by the county board of supervisors.
 - (3) Two members having expertise in aviation, appointed by a selection committee comprised of the managers of all the public airports within that county.
 - (4) One member representing the public, appointed by the other members of the ALUC commission.
- F7** Funds and grants are available for upgrades and repairs of the Lampson Field Airport but must be applied for prior to December 31 of each year. The Federal Aviation Administration (FAA), the Airport Improvement Program (AIP), and the Non-Primary Entitlement (NPE), all have the ability to help with grant funding. ALUC and AOPA are the support vehicles to obtain these funds.

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Recommendations:

- R1** A plan of action is needed immediately in order to seek help with the ALUC commission process to enable application for available grants and funding. (F3, F4, F5, F6, F7)
- R2** Seat the ALUC commission for Lampson Field prior to June 15th of 2019 in order to apply for funds and grants prior to December 31, 2019. (F4, F5, F6, F7)
- R3** Lampson Field's Master Plan should be updated and current under Public Utility Codes prior to December 31, 2019. (F3)
- R4** Lampson Field's compatibility study regarding noise and safety, should be updated prior to December 31, 2019. (F4)
- R5** Lampson Field should be in compliance with statutory requirements within the ALUC prior to December 31, 2019. (F4, F5, F6, F7)
- R6** The county Board of Supervisors should work more closely with the management staff of the Public Works Department to promote the much-needed repairs and upgrades of Lampson Field. (F1, F5, F6)

**Request for Responses:**

Pursuant to Penal Codes sec.933(c), the following response(s) are required:

- Lake County Board of Supervisors (R1, R4, R5, R6) (90 days)
- Mayor of the City of Lakeport (R1) (90 days)
- Mayor of the City of Clearlake (R1) (90 days)
- Lake County Public Work Departments (R2, R3, R4, R5, R6) (60 days)

Note: The Lake County Civil Grand Jury would like to thank and commend the management and operations staff of Lampson Field for their continued efforts to make our airport a safe and enjoyable place for pilots to land.

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Sources:

- 1.) California Department of Transportation
- 2.) Public Utilities Code(s)
- 3.) State Aeronautics Act
- 4.) Airport Land Use Commission (ALUC)
- 5.) California Pilots Association
- 6.) Lake County Airman Association
- 7.) Airport site visit
- 8.) Lake County Economic Development Strategy
- 9.) Airport Policy Manager of Aircraft Owners and Pilots Association (AOPA), Washington, D.C.
- 10.) Airport Improvement Program (AIP)

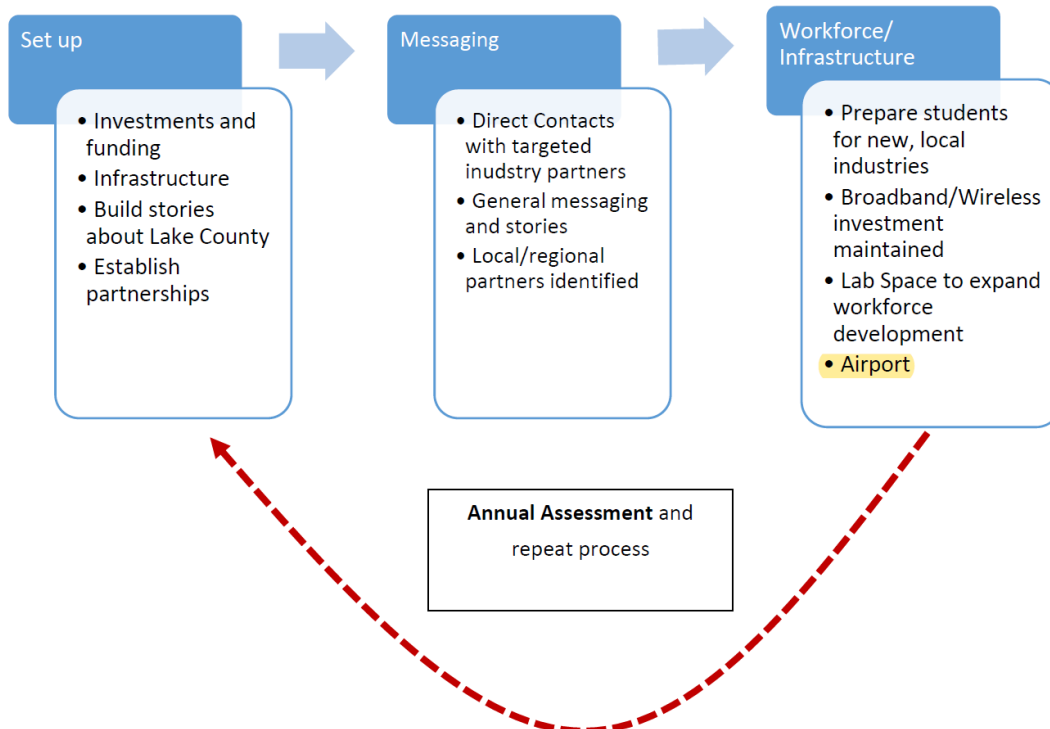
Exhibits:



For Workforce Alliance of the North Bay,
County of Lake, and Lake County EDC

LAKE COUNTY ECONOMIC DEVELOPMENT STRATEGY

ECONOMIC DEVELOPMENT STRATEGY: THE PATH



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The Strategy

One of the key outcomes of this exercise was understanding what Lake County is and is likely not in terms of a place to do business.

Targeted Industries

- **University and research institution biological and fire/disaster science**
 - Lake County builds to being globally recognized for specific science
- **Agricultural supply chain**
 - Focus on linkages to local and regional agriculture and provide solutions
- **Advanced entrepreneurs seeking a place to work and live, where their markets are outside Lake County, examples include:**
 - Engineering;
 - Aerospace; and
 - Graphic Design/Arts.
- **Tourism**
 - Natural assets in Lake County;
 - Artist communities and events;
 - Consider new properties as corporate partners and provide incentives;
 - Focus on wineries, astronomy, health care, and ecotourism; and
 - Health care connected (outpatient package stays while recovering, e.g.).

Infrastructure Needs: Short and Long Term

- **Short-Term**
 - Broadband or wireless expansion: public and corporate partnerships needed.
 - Identify commercial space and parcels to market for targeted industries
 - Water and sewer projects as planned (see Lake County document)
- **Long-term**
 - **Airport: provides more flexibility to tourism and business needs**
 - Roadways: Consider specific arteries to expand or to allow for larger vehicles as needed

Characteristics that make Lake County Different: Stories to Tell

- Quality of life: community tight, at elevation, small-town feel everywhere, no traffic
- Low-cost alternative: housing, commercial RE relatively inexpensive regionally
- Natural: Clear Lake, the hills, the proximity to the mountains and oceans, wine country

Reality and the Stories

- Plan needs to be seen as long-term, no quick solutions and must be countywide;
- Lake County has both real and perception challenges in terms of public relations;
- Marketing and outreach must be positive and realistic, building on good stories;
- Regional environment competitive: focus on how Lake County is different and why it should be the first choice for visitors and new businesses based on targeted list above.

Lampson Field Airport FAA data as of January 2019
Summary:

Latitude/Longitude	38-59-26.2 N / 122-54-2.6 W
Elevation	1380.1 FT
Variation	16 E 1990
From city	3 miles S of LAKEPORT, CA
ARTCC	ZOA
Section chart	SAN FRANCISCO
Time Zone	UTC-8(-7DT)

OPERATIONS

Airport Status	Operational
Facility use	Open to the public
Control Tower	No air traffic control tower at airport
FSS	OAKLAND FSS (OAK) Toll Free: 1-800-WX-BRIEF MERG FREQ 121.5 NOT AVBL AT FSS.
NOTAMs Facility	OAK (METROPOLITAN OAKLAND INTL)
Attendance	UNATNDD
Wind Indicator	Lighted
Segmented Circle	Yes
Lights	SEE RMK ACTVT MIRL RWY 10/28 - CTAF.
Beacon	Clear and Green SS-SR
Landing Fee	No
Fuel	100LL
Fire and Rescue	Lakeport Fire District
Int'l Operations	Not a Landing Rights Airport Not an Airport of Entry
COMMUNICATIONS	UNICOM: 122.8 MHz
CTAF:	122.8 MHz

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ATIS: None

Remarks:

APCH/DEP SVC PRVDD BY OAKLAND ARTCC ON FREQS 127.8/353.5 (UKIAH RCAG).

NAVAIDS

NAVAIDS:

Type	ID Name	Frequency	Hours	Distance	Bearing	Remarks
VORTAC	ENIMENDOCINO	112.3 MHz	24 Hours	17.9 nm	102.1°	• OPERATIONAL IFR • SHUTDOWN • NDB UNUSBL 250-275 BYD 6 NM BLO 7000 FT.
NDB	UK KEARN	371 KHz	24 Hours	23.3 nm	137.2°	• OPERATIONAL RESTRICTED • VOR/DME UNUSABLE 360-030 BEYOND 25 NM BELOW 10000; 030-080 BEYOND 25 NM BELOW 7500; 080-120 BEYOND 25 NM BELOW 5500; 340-360 BEYOND 32 NM BELOW 10000.
VOR/DME	STS SANTA ROSA	113 MHz	24 Hours	29.2 nm	351.7°	

WEATHER

ID	Type	Frequency	Phone	Distance	Remarks
102	WX AWOS-3	118.35 MHz	707-262-0380	0.3 nm	
UKI	WX ASOS	119.275 MHz	707-462-7343	16.2 nm	
STS	WX ASOS	120.55 MHz	707-573-8393	29.2 nm	
LLR	WX AWOS-AV	121.125 MHz	707-937-6059	43.0 nm	
O69	WX AWOS-3P	132.325 MHz	707-773-1529	45.9 nm	

RUNWAY 10/28

Dimensions 3600 ft. x 60 ft.
Surface Type ASPH
Surface Condition GOOD

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Treatment	
Runway Edge Lights	Medium Intensity
PCN	
Single Wheel	30,000 lbs
Double Wheel	
Double Tandem	
Dual Double Tandem	

Base End: 10

True Alignment	119°
Traffic Pattern	
Markings	Basic
Markings Condition	Good
Latitude	38-59-34.8342 N
Longitude	122-54-22.4987 W
Elevation	1380.1 ft.
Threshold Crossing Height	
Visual Glide Path Angle	
Visual Slope Indicator	
Centerline Lights	no
Runway End Identifier Lights	No
Displaced Threshold	
DT Latitude	
DT Longitude	
DT Elevation	
TDZE	1380.1 ft.

Reciprocal End: 28

True Alignment	299°
Traffic Pattern	Right
Markings	Basic
Markings Condition	Good
Latitude	38-59-17.5234 N
Longitude	122-53-42.6688 W
Elevation	1370.8 ft.
Threshold Crossing Height	40 ft. AGL
Visual Glide Path Angle	4°
Visual Slope Indicator	2-light PAPI on left
Centerline Lights	no
Runway End Identifier Lights	No
Displaced Threshold	85.0 ft.
DT Latitude	38-59-17.9323 N
DT Longitude	122-53-43.6095 W
DT Elevation	1370.8 ft.
TDZE	1376 ft.

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HELIPORTS

None

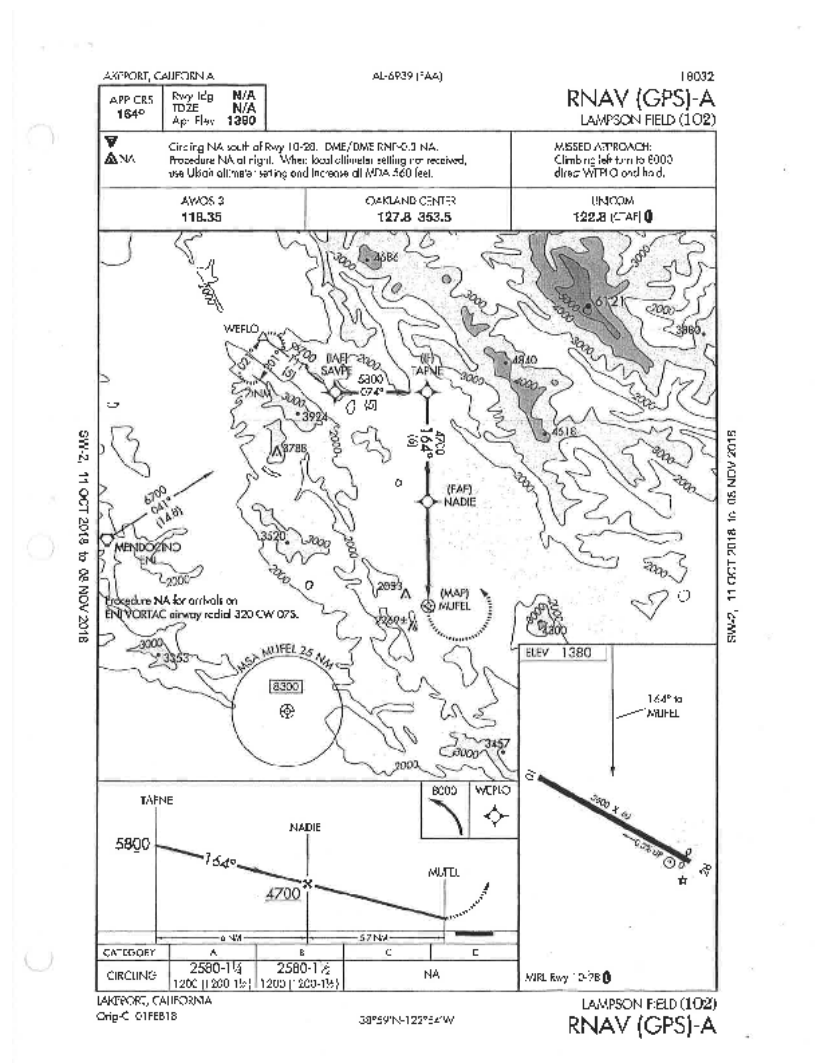
CHARTS

Chart data valid from 0901Z 01/31/19 to 0901Z 02/28/19.

CONTACTS

OWNER

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