

**Airport Background Data and Assumptions Report –
New Cuyama Airport**

**Santa Barbara County
Airport Land Use Compatibility Plan Update**

1.0 Introduction

The following report provides a summary describing the New Cuyama Airport (L88 or Airport), including a description of the Airport location, surrounding land uses, Airport facilities, and existing and projected operational activity at the Airport.

2.0 Airport Background

New Cuyama Airport is located in the Cuyama Valley in northeast Santa Barbara County. The Airport is located adjacent to the unincorporated community of New Cuyama, approximately 36 miles north of the City of Santa Barbara. An aerial photo showing the Airport and surrounding areas is provided in **Exhibit A-1**.

The Airport was opened in September 1950. Prior to 1989, the Airport was operated as a private facility and was closed to the public. In 1991, per the request of the Airport owner at the time, the California Department of Transportation, Division of Aeronautics (Caltrans), issued a public use permit, effectively opening the Airport to the public as general aviation airport. Between 2011 and 2015, the airport was closed. As of May 2015, the airport has re-opened to public use.

Land use surrounding the Airport is predominantly agricultural. Parcels to the south, west, and east are zoned AG-I-10 (Agriculture I/Minimum Lot Size 10 Acres Gross). The Runway 10 end lies within a parcel zoned MR-P (Industrial Research Park). This parcel is the location of the Blue Sky Center and along with the adjacent agricultural parcels to the south, east, and northeast, is owned by the airport operator. To the immediate north of the Blue Sky Center lies an area zoned 10-R-1 (Single Family Residential) within the community of New Cuyama. Existing land use is depicted in **Exhibit A-2**. Planned land use is depicted in **Exhibit A-3**.

Table A-1 provides a summary of Airport background information.

Table A-1 - Airport Background Summary – New Cuyama Airport

General Information	Description
Airport Ownership	Private
Date Opened	September 1, 1950
Airport Property Size	308 Acres
Airport Classification	General Aviation
Airport Elevation	2,203 feet MSL
Airport Planning Documents	Description
Airport Master Plan	None
Airport Layout Plan	None
Planned Facility Improvements	Description
Airside	None
Landside	Fuel service

Notes: MSL = Mean Sea Level

Source: FAA Airport Master Record, New Cuyama Airport,

<<http://www.gcr1.com/5010WEB/airport.cfm?Site=L88&CFID=2255885&CFTOKEN=77875744>>, Accessed March 2017.

3.0 Airport Characteristics

Per FAA records, the Airport property is 308 acres in size and has one runway, Runway 10-28. Runway 10-28 is an asphalt runway, 3,940 feet long by 60 feet wide. The runway was repaved prior to being reopened to the public in May 2015 and is reported to be in good condition with

runway markings in fair condition. Aircraft parking is located 125 feet north of the runway centerline at the Runway 10 end. The airport traffic pattern at New Cuyama Airport is single-sided to the south of the runway. **Exhibit A-4** shows an unofficial airport diagram.

The Airport is unattended and currently offers no services excluding a pilot's lounge at the adjacent Blue Sky Center, north of the Runway 10 end. The airport owner plans to begin offering aircraft fuel service in late 2017. Visual aids at the Airport include a segmented circle and a wind cone.

Table A-2 presents a summary of the Airport's airside and landside facilities.

Table A-2 - Airport Facilities Summary – New Cuyama Airport

Airside Facilities	
Runways	Description
Runway Designation	Runway 10-28
Airport Reference Code (ARC)	n/a
Critical Design Aircraft	n/a
Runway Dimensions	3,940'x60'
Pavement Strength	Unknown
Runway Lighting	None
Taxiways	None
Heliport/Helipad	None
Landside Facilities	
Aircraft Parking Location	North side of Runway 10
Services	None
Traffic Patterns and Approach Procedures	
Aircraft Traffic Patterns	
• Runway 10	Right
• Runway 28	Left
Pattern Altitude	3,203' MSL
Visual Aids	Segmented circle, wind cone

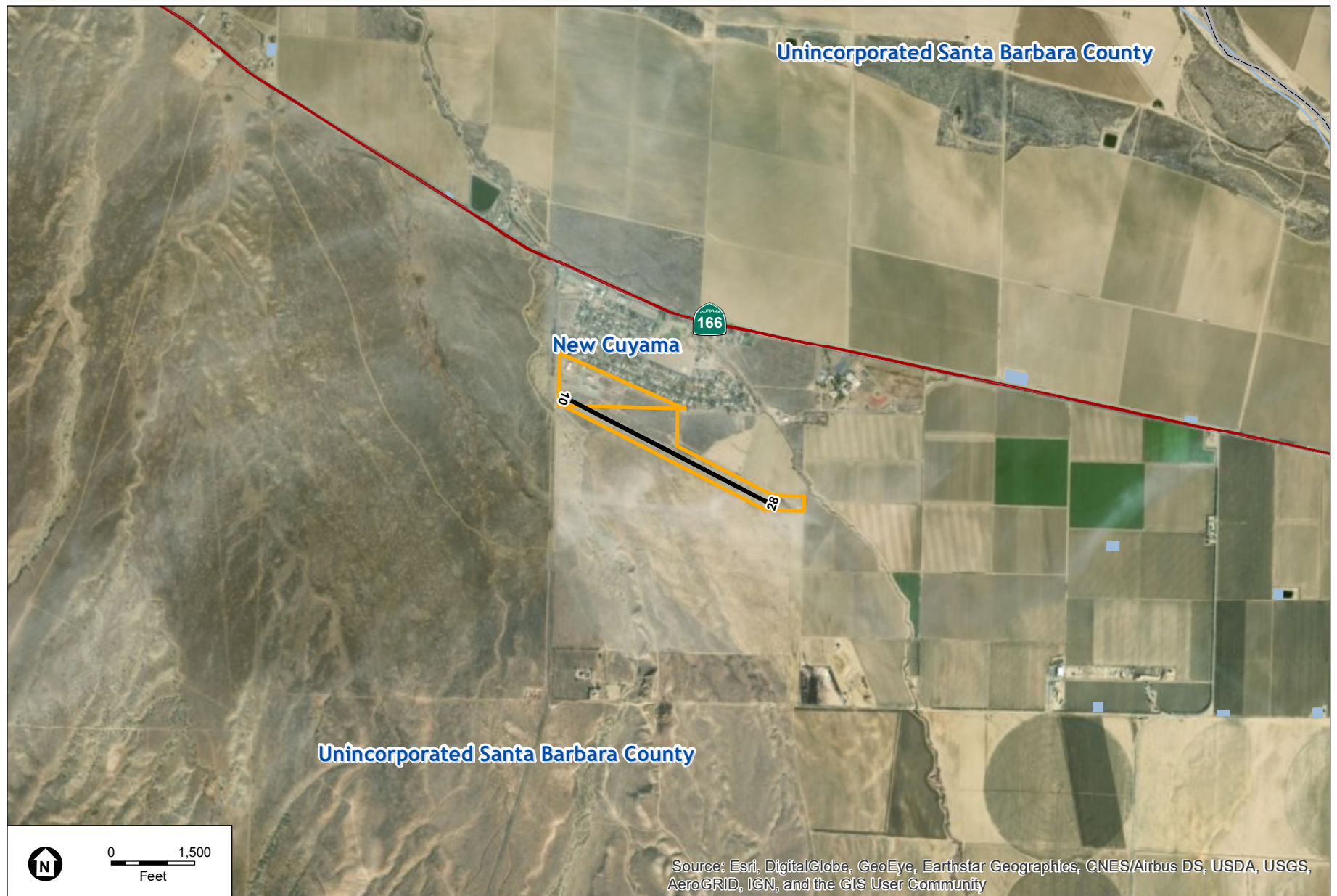
Notes:

MSL = Mean Sea Level

Source: FAA Airport Master Record, New Cuyama Airport, August 2017.

4.0 Airport Activity

The FAA's Airport Master Record for the Airport reports that there were 500 annual, or approximately 42 monthly operations at the Airport as of the 12 month period ending May 18, 2016. All operations at the Airport were itinerant general aviation (GA) operations, as there are no aircraft based at the Airport.



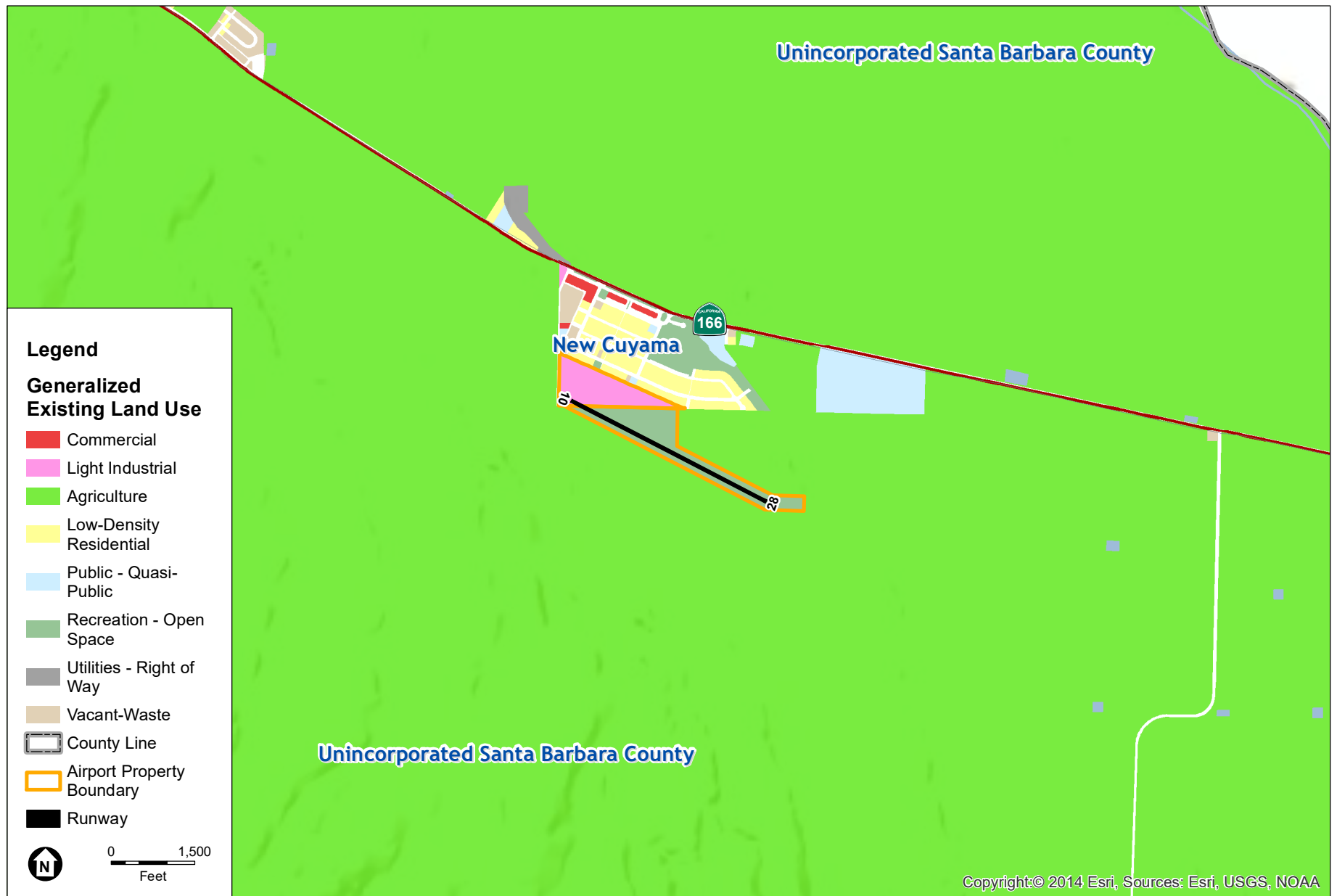
SOURCE:ESRI, Inc., 2019.



Exhibit A-1
New Cuyama Airport
Airport and Surrounding Areas

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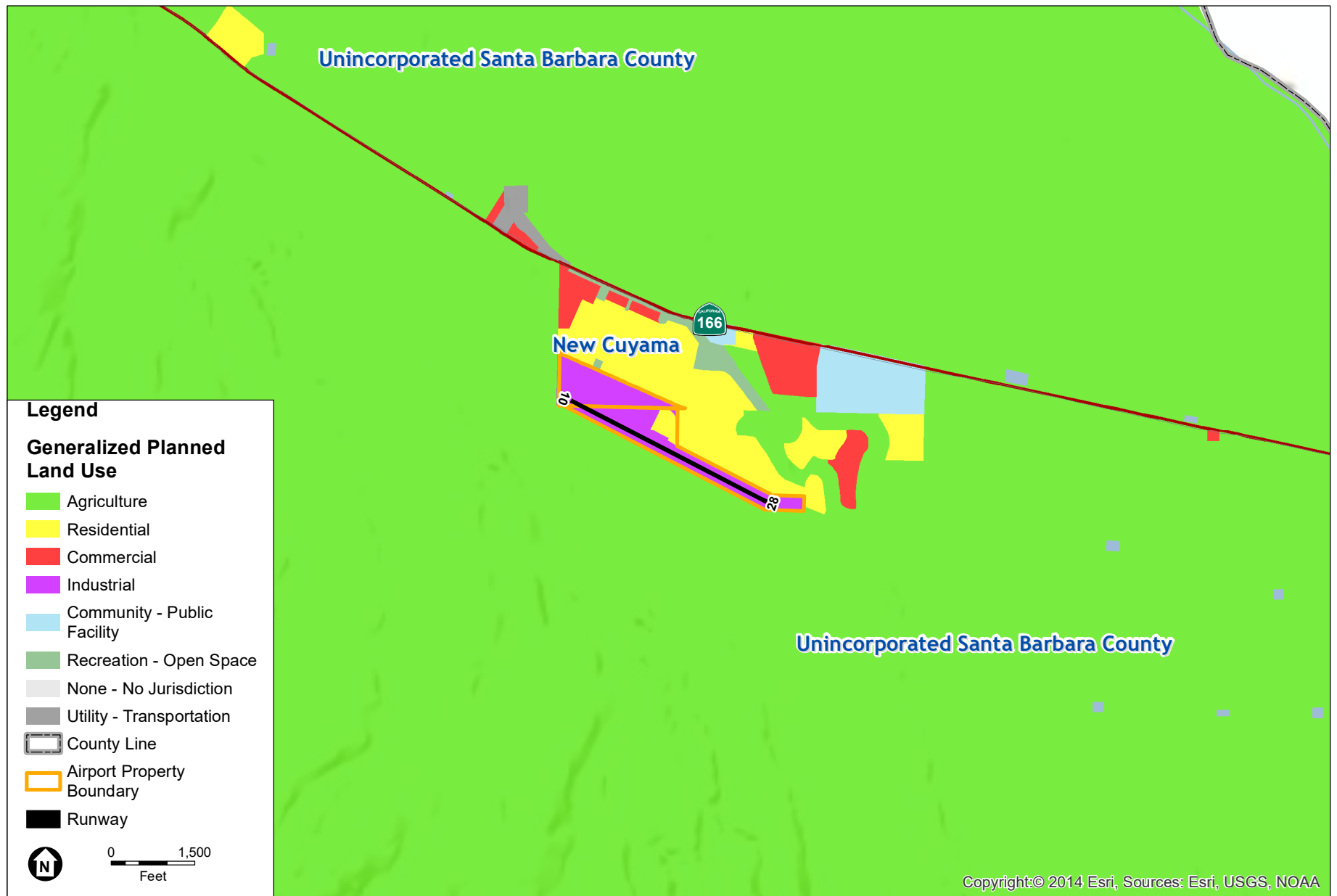
SOURCE: Santa Barbara County Tax Assessor, July 2017.



Exhibit A-2
 New Cuyama Airport
 Generalized Existing Land Use

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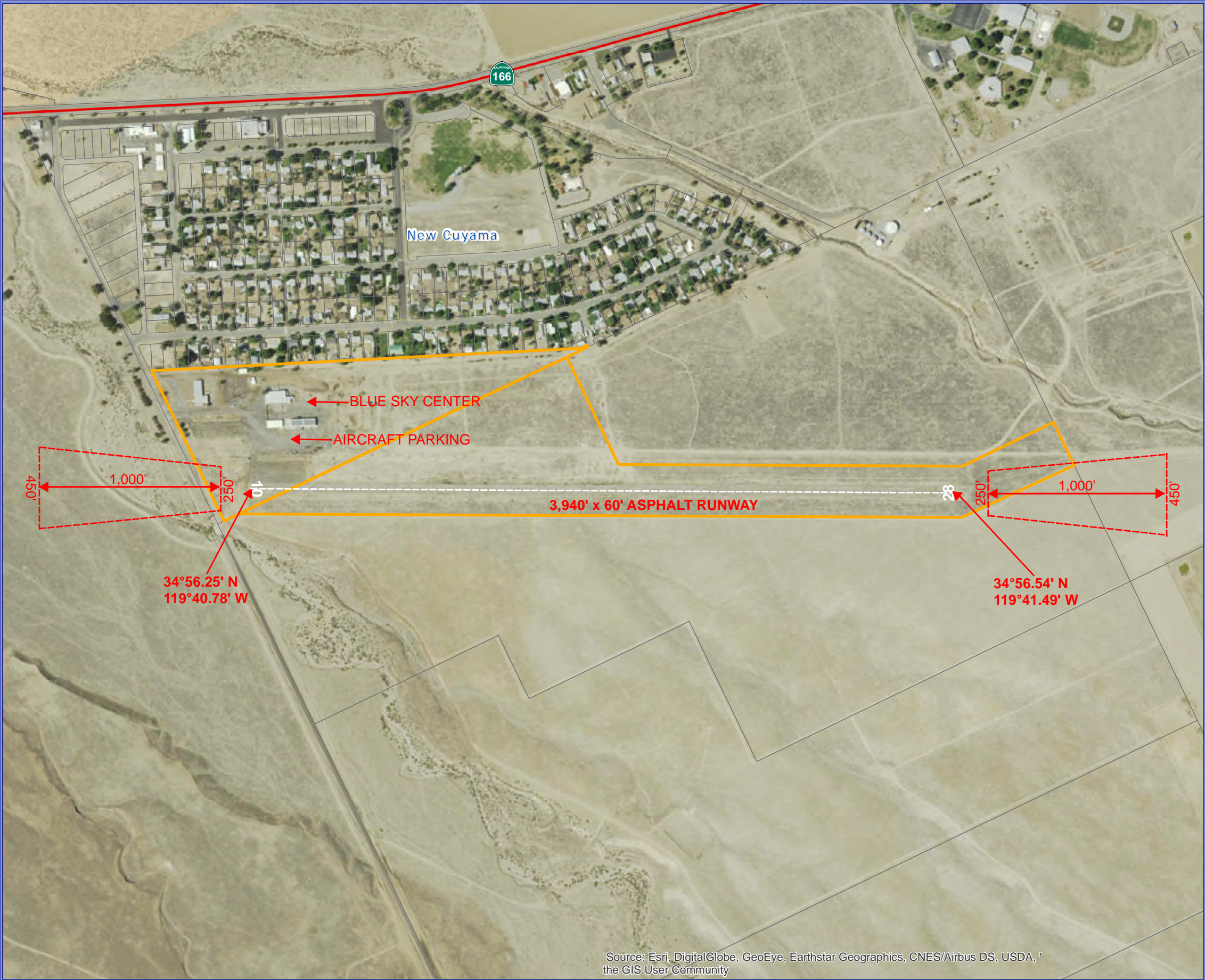
SOURCE: Santa Barbara County Comprehensive Plan, 2019.



Exhibit A-3
 New Cuyama Airport
 Generalized Planned Land Use

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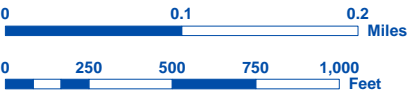
Legend

- Airport Property Boundary
- Parcel Lines
- Freeways/Highways

NOTE: This exhibit does not represent an official airport diagram for airport planning purposes.

Prepared by: URS Corporation; CPH Jones Consulting; ATAC Corporation

Source: Parcels - County of Santa Barbara Clerk-Recorder-Assessor's Mapping Division, November 2016; Roadway Centerlines - Santa Barbara County Mapping and GIS, December 2010; ESRI Layer Package: North American Airports - ESRI, November 2010; World Shaded Relief - ESRI Online (Sources ESRI, USGS, NOAA), 2014 (Updated February 2017), http://goto.arcgisonline.com/maps/World_Shaded_Relief.



NAD 1983 StatePlane California V FIPS 0405 (US Feet)



Exhibit A-4

Airport Diagram
New Cuyama Airport

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, 'the GIS User Community'

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5.0 Draft Compatibility Factors

The compatibility factors for the Airport are discussed below.

5.1 Draft Noise Compatibility Data

No noise study has ever been completed for New Cuyama Airport; therefore, no noise contours are available to aid in developing noise compatibility policies for areas surrounding the Airport. However, because the number of aircraft operations at the Airport is low (fewer than two operations per day) aircraft served are small in nature, and the aircraft traffic pattern is located south of the runway away from noise sensitive land uses over areas devoted to agricultural land use, the potential for the surrounding community to experience unacceptable levels of noise is minimal.

5.2 Draft Safety Compatibility Data

Exhibit A-5 shows the proposed safety zones for the Airport. The safety zones were developed based on guidance provided in the Caltrans Handbook Update (Handbook), which includes dimensions for “generic” safety zones for general aviation airports. These generic safety zones are geometric shapes representing areas of progressive degree of risk of aircraft accident based on statistical analysis of accident locations. Typically, the closer to the runway end, the higher the risk for an accident. While the number of safety zones at an airport may vary based on the airport’s unique operating conditions, the Handbook provides guidance for six safety zones.

Safety zones for Runway 10-28 were based on *Example 5: Low Activity General Aviation Runway*, included in the Handbook. *Example 5* assumes less than 2,000 takeoffs and landings per year and a runway length of less than 4,000 feet. As the Airport had only 500 operations in 2015-16 and the runway length is less than 4,000 feet in length, *Example 5* was the appropriate choice for generic safety zones. The traffic pattern at New Cuyama Airport is single sided and located south of the Airport. Therefore, Safety Zones 3 have been eliminated north of the runway to reflect the airport traffic pattern. **Table A-3** describes these safety zones in detail. Please note that New Cuyama Airport does not require Safety Zone 6.

5.3 Draft FAR Part 77 Airspace Compatibility Data

Exhibit A-6 depicts draft Federal Aviation Regulation (FAR) Part 77 (14 C.F.R. Part 77) airspace surfaces for New Cuyama Airport. The airspace surfaces were prepared using dimensions and guidance issued in FAR Part 77 and reflect areas around airports that the FAA has determined should be protected from obstructions and visual impacts that may interfere with the safe operation of aircraft.

5.4 Draft Overflight Compatibility Data

Specific overflight data for New Cuyama Airport is not available. For purposes of illustrating a typical aircraft traffic pattern, **Exhibit A-7** depicts a generic single sided traffic pattern relative to New Cuyama Airport.

5.5 Draft Airport Influence Area

Exhibit A-8 depicts the airport influence area (AIA) for the Airport. The AIA for New Cuyama Airport is based on a two-mile buffer of the Airport property representing default boundaries as provided for in the California Airport Land Use Planning Handbook.

Table A-3 – Airport Safety Zones

Landside Facilities	
Safety Zone	Description
Safety Zone 1	<ul style="list-style-type: none">• Runway Protection Zone• Reflects areas where aircraft are on very close approach or departure;• Altitude: Typically less than 200 feet above the runway.
Safety Zone 2	<ul style="list-style-type: none">• Inner Approach/Departure Zone• Aircraft overflying at low altitudes on final approach and straight-out departure;• Altitude: Between 200 and 400 feet above the runway.
Safety Zone 3	<ul style="list-style-type: none">• Inner Turning Zone• Aircraft, (especially smaller, piston-powered aircraft) turning base to final on landing approach or initiating turn to en route direction on departure;• Altitude: Less than 500 feet above runway, particularly on landing.
Safety Zone 4	<ul style="list-style-type: none">• Outer Approach/Departure Zone• Approaching aircraft usually at less than traffic pattern altitude. Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common;• Altitude: Less than 1,000 feet above the runway.
Safety Zone 5	<ul style="list-style-type: none">• Sideline Zone• Area not normally overflowed; primary risk is with aircraft (especially twins) losing directional control on takeoff; excessive crosswind gusts or engine torque;• Altitude: Runway elevation.

Source: Caltrans Airport Land Use Compatibility Handbook, 2011.

Legend

Safety Zones

Legend

- Zone 1 - Runway Protection Zone
- Zone 2 - Inner Approach/Departure Zone
- Zone 3 - Inner Turning Zone
- Zone 4 - Outer Approach/Departure Zone
- Zone 5 - Sideline Zone
- Runways
- Freeways/Highways
- Parcel Lines

Prepared by: ATAC Corporation

Source: URS Corporation; CPH Jones Consulting; Parcels - County of Santa Barbara Clerk-Recorder-Assessor's Mapping Division, November 2016; Roadway Centerlines - Santa Barbara County Mapping and GIS, December 2010; ESRI Layer Package: North American Airports - ESRI, November 2010; World Shaded Relief - ESRI Online (Sources ESRI, USGS, NOAA), 2014 (Updated February 2017), http://goto.arcgisonline.com/maps/World_Shaded_Relief.

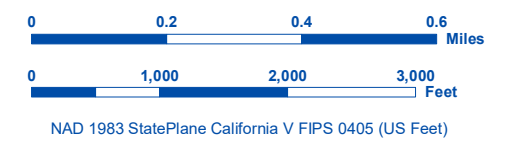
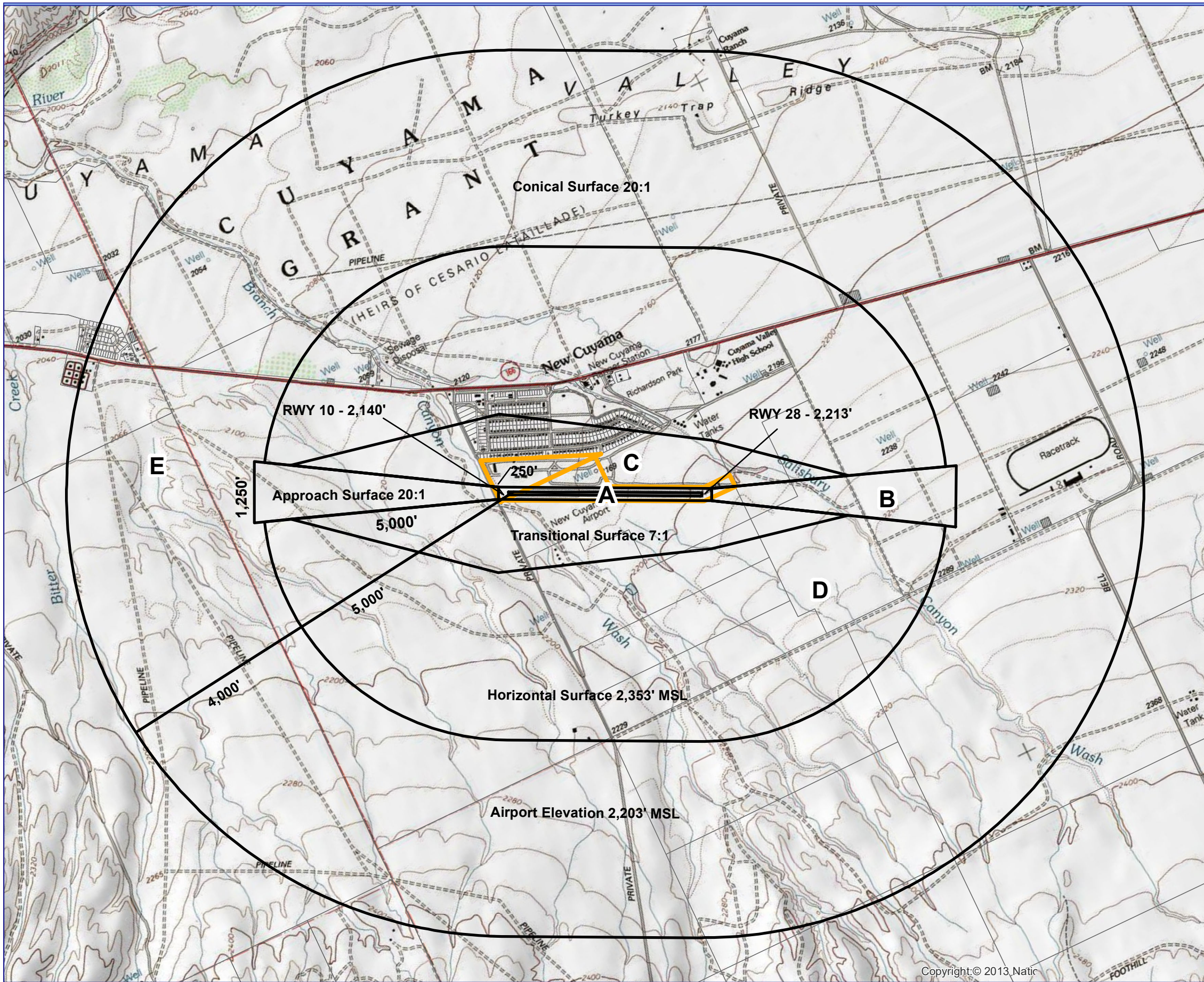


Exhibit A-5

**Safety Compatibility Data Map:
New Cuyama Airport**

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Legend

- Draft FAR Part 77 Imaginary Surfaces
- Airport Property Boundary
- Parcel Lines

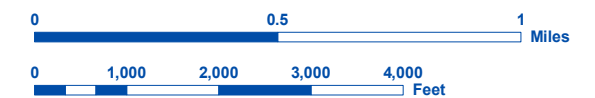
NOTES:

- A - Primary Surface
- B - Approach Surfaces
- C - Transitional Surface
- D - Horizontal Surface
- E - Conical Surface

DISCLAIMER: This exhibit does not represent an official FAR Part 77 Imaginary Surfaces map and is presented for airport land use compatibility planning purposes only.

Prepared by: ATAC Corporation

Source: 14 C.F.R. Part 77; Parcels - County of Santa Barbara Clerk-Recorder-Assessor's Mapping Division, November 2016; Roadway Centerlines - Santa Barbara County Mapping and GIS, December 2010; ESRI Layer Package: North American Airports - ESRI, November 2010; United States Topographical Map - ESRI Online (Sources ESRI, National Geographic, I-Cubed), 2013, http://goto.arcgisonline.com/maps/USA_Topo_Maps.



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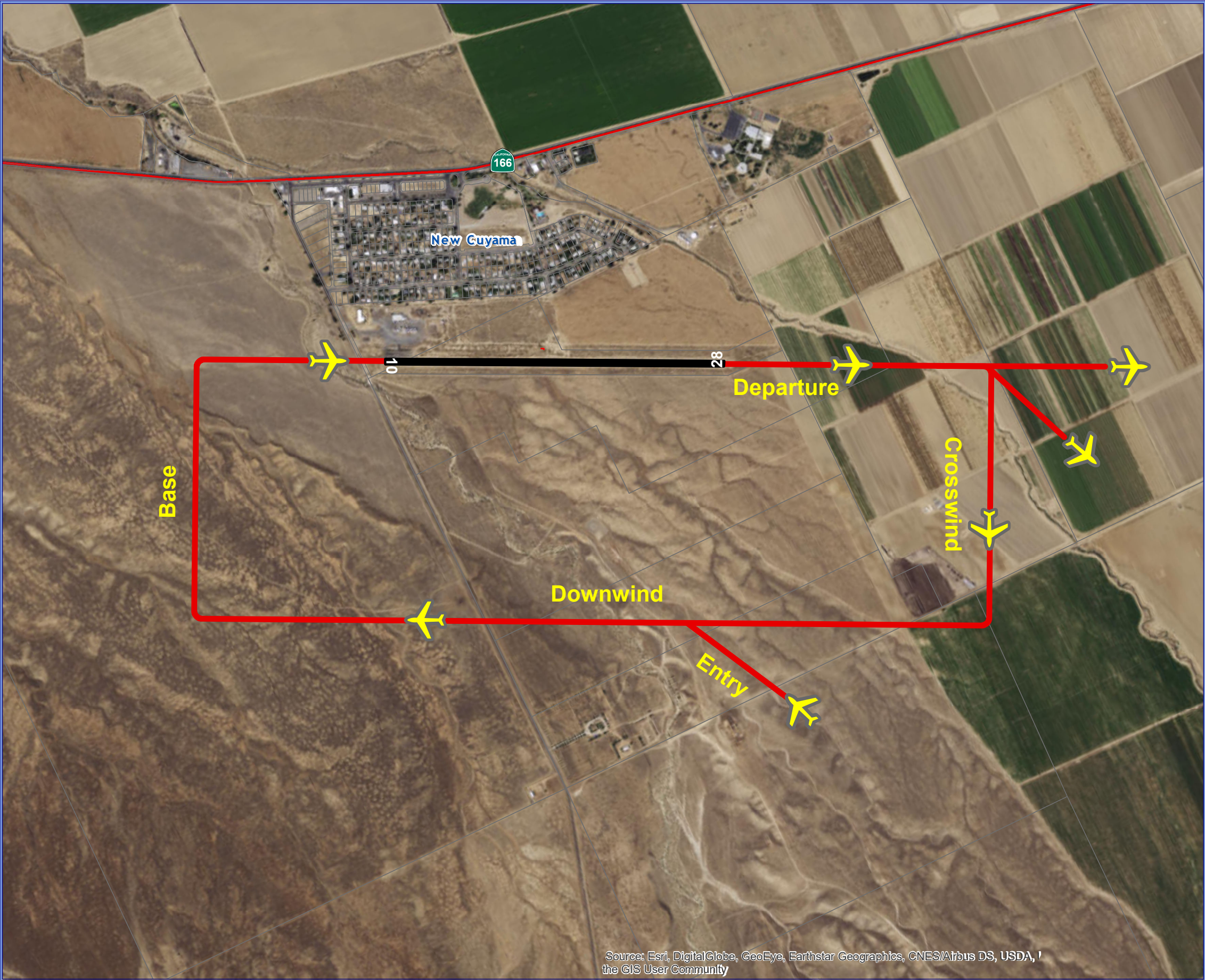


Exhibit A-6
Draft FAR Part 77 Airspace Protection
Compatibility Data Map:
New Cuyama Airport

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Legend

- Runways
- Parcel Lines
- Freeways/Highways

Prepared by: ATAC Corporation

Source: Parcels - County of Santa Barbara Clerk-Recorder-Assessor's Mapping Division, November 2016; Roadway Centerlines - Santa Barbara County Mapping and GIS, December 2010; ESRI Layer Package: North American Airports - ESRI, November 2010; World Shaded Relief - ESRI Online (Sources ESRI, USGS, NOAA), 2014 (Updated February 2017), http://goto.arcgisonline.com/maps/World_Shaded_Relief.

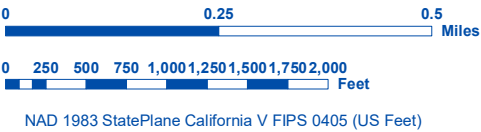
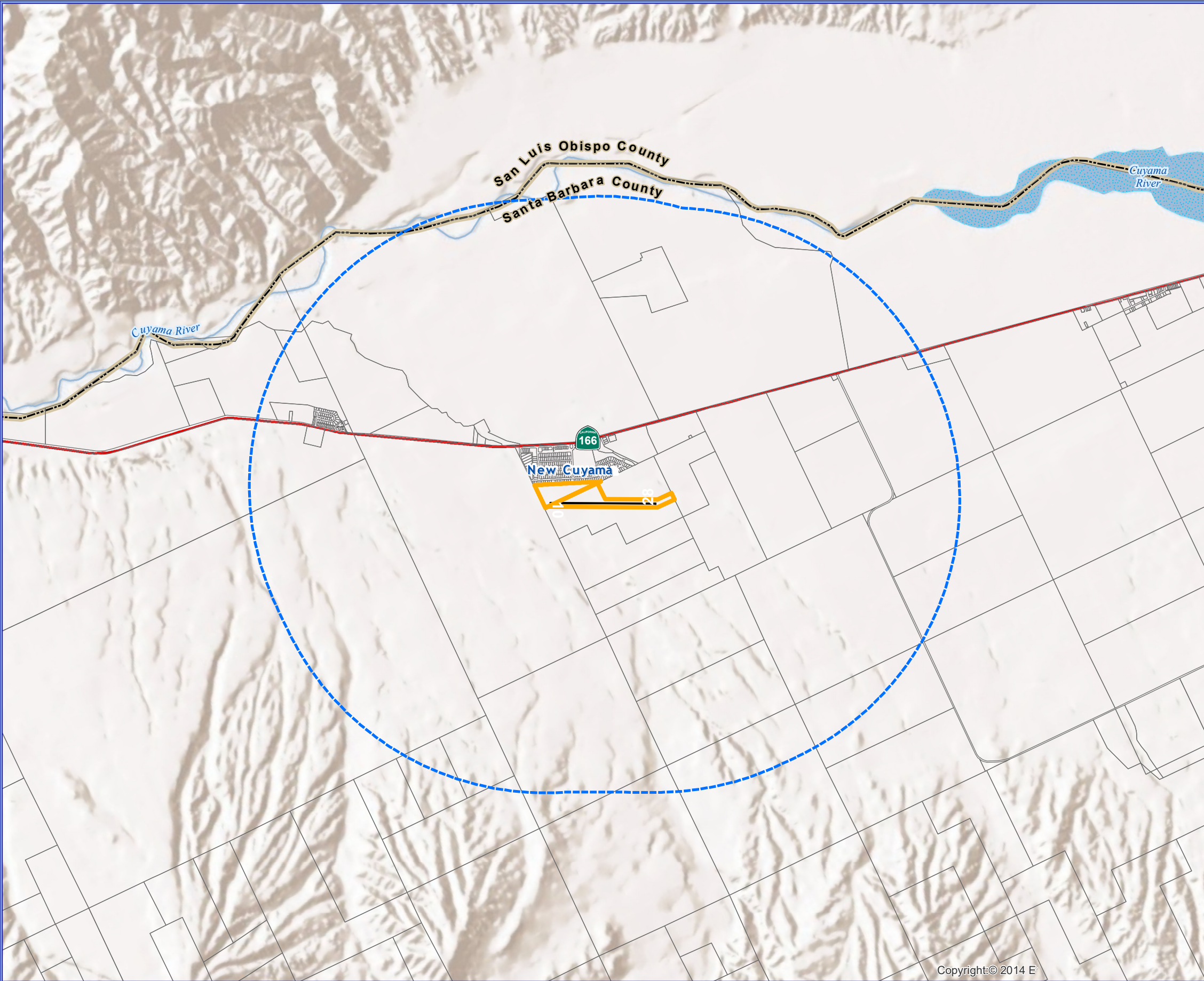


Exhibit A-7

Generic Single Sided Aircraft Traffic Pattern:
New Cuyama Airport

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, the GIS User Community

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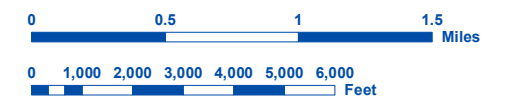
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Legend

- Airport Influence Area
- Runways
- Airport Property Boundary
- Parcel Lines

Prepared by: ATAC Corporation

Source: Parcels - County of Santa Barbara Clerk-Recorder-Assessor's Mapping Division, November 2016; Roadway Centerlines - Santa Barbara County Mapping and GIS, December 2010; ESRI Layer Package: North American Airports - ESRI, November 2010; World Shaded Relief - ESRI Online (Sources ESRI, USGS, NOAA), 2014 (Updated February 2017), http://goto.arcgisonline.com/maps/World_Shaded_Relief.



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Exhibit A-8

Airport Influence Area
New Cuyama Airport

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