Airport Commission

Regular Meeting

AGENDA

Airport Administration ♦ 1403 S. State St. ♦ Ukiah, CA 95482 Join Zoom Meeting https://us06web.zoom.us/j/81216685186 Meeting ID: 812 1668 5186 • 877 853 5247 US Toll-free • 888 788 0099 US Toll-free

February 4, 2025 - 6:00 PM

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. APPROVAL OF MINUTES

3.a. acm_01072025

Recommended Action: approve minutes

Attachments:

1. acm_01072025

4. COMMENTS FROM AUDIENCE ON NON-AGENDA ITEMS

The Ukiah Airport Commission welcomes input from the audience. In order for everyone to be heard, please limit your comments to three (3) minutes per person and not more than ten (10) minutes per subject. The Brown Act regulations do not allow action to be taken on audience comments.

5. DISCUSSION / ACTION / REPORTS

5.a. Runway Extension Study

Recommended Action:

Attachments:

1. Runway Extension Study
2. Draft Airport Commission Recommendation
3. UKI - Runway Analysis Tech Memo_fnl
4. UKI-RUNWAY ANALYSIS-OPTION 1
5. UKI-RUNWAY ANALYSIS-OPTION 1a
6. UKI-RUNWAY ANALYSIS-OPTION 2
7. UKI-RUNWAY ANALYSIS-OPTION 3
8. UKI-RUNWAY ANALYSIS-OPTION 4

5.b. Monthly Financial

Recommended Action:

Attachments:

1. Airport Monthly Financial
2. YTD 2024
3. ytd 2025
4. balance sheet 2024
5. Balance sheet 2025
6. Re_ Ukiah Airport Operation
7. Airport Charges Master 09-2025

5.c. Airport Maintenance

Recommended Action:

Attachments:

1. Airport Maintenance

5.d. Corporation Yard Project

Recommended Action:

Attachments:

1. City Corporation Yard Project

6. AGENDA ITEMS FOR NEXT MONTH

7. COMMISSIONER / STAFF COMMENTS

8. ADJOURNMENT

Please be advised that the City needs to be notified 72 hours in advance of a meeting if any specific accommodations or interpreter services are needed in order for you to attend. The City complies with ADA requirements and will attempt to reasonably accommodate individuals with disabilities upon request.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the bulletin board at the main entrance of the City of Ukiah Municipal Airport, located at 1403 W. State St., Ukiah, California, not less than 72 hours prior to the meeting set forth on this agenda.

CITY OF UKIAH
AIRPORT COMMISSION MINUTES
Regular Meeting
Via Zoom or In Person
Ukiah, CA 95482
January 7, 2025
6:00 p.m.

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1. ROLL CALL

Ukiah Airport Commission Meeting met January 7th, 2025, having been legally noticed on January 3, 2025. Chair Beckler called the meeting to order at 6:13 p.m. Roll was taken with the following **Commissioners Present**, Eric Crane, Mark Ashiku and Don Albright, Commissioners absent: Gregory Andronaco, Randy Beckler **Staff Present:** Greg Owen, Airport Manager

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited. hot

3. APPROVAL OF MINUTES

Acm_11052024 -approved.

4. AUDIENCE COMMENTS ON NON-AGENDA ITEMS

None

5. CLOSED SESSION

6. DISCUSSION / ACTION / REPORTS

A. Airport Commission Meeting Schedule
After reviewing this city code on meeting schedule, the commission agreed to table changing schedule until a later date.

B. Runway Extension Study
The Commission discussed dates for the joint council Commission meeting to recommend the runway study that had been completed the airport Commission formed an ad hoc with commissioner crane and his Ashiku

C. Airport Monthly Financial
Report Received

D. Airport Maintenance
Report Received

E. Corp Yard Project
Report Received

6. AGENDA ITEMS FOR NEXT MEETING

A. Runway Extension Study
B. Monthly Financial
C. Airport Maintenance
D. Corp Yard Project

7. COMMISSIONER COMMENTS/STAFF COMMENTS

8. ADJOURNNMENT

There being no further business, the meeting adjourned at 6:52 p.m.

____
Greg Owen, Recording Secretary

Runway Extension Study

Staff Recommendation:

Recommendation: Council receive this report and direct staff to continue exploring avenues for protecting and ultimately achieving the goal of extending the runway to 5,000 feet.

Summary:

This report provides an update on the runway study and its current status. Staff acknowledges that restoring the runway to its previous 5,000-foot length is a long-term undertaking. Achieving this goal will require proactive measures to protect critical airspace and land necessary for future expansion. Furthermore, significant changes beyond the airport's boundaries will likely be necessary. Staff is committed to this objective and seeks Council's support in this complex endeavor.

Key Considerations:

- **Long-Term Process:** Restoring the runway to 5,000 feet is a complex project that will require significant time and effort.
- **Airspace and Land Protection:** Safeguarding the necessary airspace and land is crucial for the runway extension project's eventual success. This may involve strategic planning, negotiations, and potential acquisitions.
- **External Impacts:** Extending the runway will likely necessitate changes outside the airport property. This may include the rerouting of streets and adjustments to vehicle traffic patterns. Careful consideration of these impacts and community engagement will be essential.
- **Future Expansion:** A 5,000-foot runway will significantly enhance the airport's capabilities and support future growth and development.

Staff Recommendation:

Staff requests Council's authorization to continue pursuing strategies to protect the land and airspace required for the runway extension. This includes exploring all available options, including those that address the complex external impacts of the project, and working diligently towards the long-term goal of a 5,000-foot runway. Staff believes that with Council's foresight and support, and with careful consideration of community impacts, the future of the airport and its potential for expansion can be secured.

Option 1, the North Extension, is the superior choice for Ukiah Regional Airport's runway expansion due to the following reasons:

- **Minimal Environmental Impact:** This option has the least environmental impact as it does not require the creation of new impervious surfaces, preserving the surrounding ecosystem.
- **Essential for Cal Fire Operations:** By extending the runway to the north, Option 1 directly supports the critical firefighting operations of Cal Fire, ensuring continued and efficient aerial firefighting efforts in the region.
- **Cost-Effectiveness:** Option 1 is the most cost-effective choice, with a rough order of magnitude (ROM) cost of approximately $2,570,650, significantly lower than options 3 and 4. This allows for efficient use of resources while achieving the necessary runway extension.
- **Community-Focused:** Option 1 prioritizes the needs of the community by minimizing disruption to businesses and ensuring the continued effectiveness of essential Cal Fire operations.
- **Easy Mitigation:** Any potential issues with Hastings Road can be easily mitigated by removing or relocating the road, a simple and cost-effective solution that further enhances the feasibility of Option 1.

In conclusion, Option 1 offers the best balance of economic and environmental considerations while ensuring continued support for Cal Fire's critical firefighting operations. The easy fix for Hastings Road further solidifies its position as the most logical and responsible choice for Ukiah Regional Airport's runway expansion.

Here are some additional drawbacks and potential issues associated with the other runway extension options:

Option 1a - North Extension (4,880 feet)

- **Requires Taxiway Connector Relocation:** This option necessitates relocating a taxiway connector to the new threshold, adding to the project's complexity and cost.

Option 2 - South Extension (5,000 feet)

- **Extensive Property Acquisition:** This option requires the most property acquisition (approximately 10 acres) to accommodate the runway extension, taxiway, and localizer critical area.
- **Impacts Prime Farmland:** The required property acquisition for Option 2 includes prime farmland identified as "prime farmland if irrigated," which could raise concerns about the loss of valuable agricultural land.
- **Localizer Relocation:** This option requires relocating the localizer, a more complex and costly undertaking compared to other options that don't require localizer relocation.

Option 3 - North and South Extension (5,000 feet)

- **Second Most Expensive Option:** With an estimated cost of $3,339,150, Option 3 is the second most expensive option, making it less financially attractive compared to Option 1.
- **Significant Property Acquisition:** This option requires acquiring approximately 11 acres of land, including commercial properties and potentially displacing businesses.

Option 4 - North and South Extension (5,000 feet)

- **Most Expensive Option:** Option 4 is the most expensive option, with an estimated cost of $3,722,550.
- **Extensive Property Acquisition:** Similar to Option 3, this option requires acquiring approximately 11 acres of land, including commercial properties and potentially displacing businesses.
- **Impacts Prime Farmland:** Option 4 would also impact prime farmland, similar to Option 2, raising concerns about the loss of agricultural land.

These additional drawbacks highlight that the alternative options are less ideal than Option 1 due to increased costs, greater environmental impacts, and potential disruption to the local community.

TECHNICAL MEMORANDUM

To: Greg Owen, Airport Manager – Ukiah Regional Airport

From: Mead & Hunt Aviation Planning Team, Corbett Smith Senior Planner

Date: December 06, 2022

Subject: Ukiah Regional Airport (UKI) Runway Extension Exploratory Study

A. Introduction

The City of Ukiah (City) has asked Mead & Hunt, Inc. (Mead & Hunt) to to determine the feasibility of extending Runway 15/33 to a total length of 5,000 feet (an extension of 577 feet). This study is funded by the City of Ukiah with no participation from the FAA. This Study does not include an aviation activity forecasting element. The Study assumes that UKI will remain as a FAA category B-II airport with approach visibility minimums as low as 1-¼ mile (Runway 15) and visual (Runway 33).

B. Runway Options Analysis and Airspace Findings

Mead & Hunt performed a geometric exercise for the physical configuration of a 5,000'x75' runway. The five resulting configuration options (Options 1, 1a, 2, 3, and 4) were developed using the following considerations:

a. How the runway could fit on existing property, including required FAA safety areas and standards?
b. If existing property is inadequate, what areas of land would need to be acquired?

The Runway Options Summary Table (**Table 1**) is presented after the Airspace Findings discussion.

Option 1 – North Extension

Option 1 is a runway extension to the north of 577 feet, this increases the length of Runway 15/33 to 5,000 feet. The existing blast pad beyond Runway End 15 will require pavement upgrades to be useable for aircraft landings and takeoffs. There are no changes to the Runway Design Code (RDC) or visibility minimums. This extension assumes that there will be no declared distances and that the physical end of Runway 15 will be the threshold. Analysis of airspace surfaces is needed to determine if any penetrations require declared distances. The Obstacle Free Zone (OFZ) requires 200 feet beyond the runway ends. The Runway Object Free Area (ROFA) and Runway Safety Area (RSA) requires 300 feet beyond the runway ends and extend off Airport Property. The Runway Protection Zone (RPZ) will shift north and will be further off Airport Property, but it remains on an existing avigation easement. Airport Road, north of Runway End 15, penetrates through the ROFA and RSA. Airport Road will require relocation or closure within the bounds of the runway surfaces. Any additional objects along Airport Road will also require relocation or removal if they are inside any of the runway surfaces.

The runway extension does not require an extension of the parallel taxiway because the taxiway connects to the existing blast pad. There will be no changes to the Taxiway Object Free Area (TOFA) or Taxiway Safety Area (TSA) design, and the surfaces remain on Airport Property. There are no changes to the location of the localizer or the Localizer Critical Area (LCA).

Existing penetrations to airspace surfaces for Runway End 15 will increase in values. The Part 77 Approach Surface and Threshold Siting Surface (TSS) will require removal or lowering of penetrations. Advisory Circular (AC) 150/5300-13B (13B), Airport Design, changes the design of the Departure Surface by adding sloping wings on each side of the 40:1 surface. The new departure surface design will require analysis to determine if existing objects are penetrations to the surface. Penetrations to the Departure Surface will require removal or lowering of the penetrating object.

There is the potential that the Runway 15 RPZ will not require property acquisition due to the surface remaining on an existing avigation easement. If property acquisition is required, then the runway extension will require approximately 6 acres of property acquisition to maintain all runway surfaces on Airport Property. There is an existing area of the Runway 33 RPZ, a total of 10,500 Square Feet, that is off Airport Property and not on an avigation easement. This property will need to be acquired, or an easement will need to be in place for the RPZ.

Option 1a – North Extension

Option 1a is a variation of Option 1, a runway extension to the north of 457 feet. This increases the length of Runway 15/33 to 4,880 feet. The existing blast pad beyond the Runway End 15 will require pavement upgrades to be useable for aircraft landings and takeoffs. There are no changes to the RDC or visibility minimums. This extension assumes that there will be no declared distances and that the physical end of Runway 15 will be the threshold. Analysis of airspace surfaces is needed to determine if any penetrations require declared distances. The OFZ requires 200 feet beyond the runway ends. The ROFA and RSA require 300 feet beyond the runway ends and must remain on Airport Property. The RPZ will shift north and will be further off Airport Property, but it will remain on an existing avigation easement. Airport Road, north of Runway End 15, will not penetrate the ROFA and RSA. Airport Road will not require relocation or closure.

The runway extension does not require an extension of the parallel taxiway because the taxiway connects to the existing blast pad. A taxiway connector will need to be relocated to the new threshold. There will be no changes to the TOFA or TSA design, and the surfaces remain on Airport Property. There are no changes to the location of the localizer or the LCA. Existing penetrations to airspace surfaces for Runway End 15 will increase in values. The Part 77 Approach Surface and TSS will require removal or lowering of penetrations. AC-13B, Airport Design, changes the design of the Departure Surface by adding sloping wings on each side of the 40:1 surface. The new departure surface design will require analysis to determine if existing objects are penetrations to the surface. Penetrations to the Departure Surface will require removal or lowering of the penetrating object.

There is the potential that the RPZ will not require property acquisition due to the surface remaining on an existing avigation easement. If property acquisition is required, then the runway extension will require approximately 5 acres of property acquisition to maintain all runway surfaces on Airport Property. There is an existing area of the Runway 33 RPZ, a total of 10,500 Square Feet, that is off Airport Property and not on an avigation easement. This property will need to be acquired, or an easement will need to be in place for the RPZ.

Option 2 – South Extension

Option 2 is a runway extension to the south of 577 feet; this increases the length of Runway 15/33 to 5,000 feet. There are no changes to the RDC or visibility minimums. This extension assumes that there will be no declared distances and that the physical end of Runway 33 will be the threshold. Analysis of airspace surfaces is needed to determine if any penetrations require declared distances. The OFZ requires 200 feet beyond runway ends. The ROFA and RSA requires 300 feet beyond the runway ends and will be off of Airport Property. The RPZ will shift south and will be further off Airport Property, but it will remain on an existing avigation easement.

The runway extension requires the parallel taxiway to be extended by 577 feet. There will be no changes to the TOFA or TSA design, but the surfaces will be off Airport Property. The localizer and LCA will shift with the runway extension. The shift of the localizer will result in the LCA going off Airport Property. Existing penetrations to airspace surfaces for Runway End 33 will increase in values. The Part 77 Approach Surface and TSS will require removal or lowering of penetrations. AC 13B, Airport Design, changes the design of the Departure Surface by adding sloping wings on each side of the 40:1 surface. The new departure surface design will require analysis to determine if existing objects are penetrations to the surface. Penetrations to the Departure Surface will require removal or lowering of penetrating object.

There is the potential that the RPZ will not require property acquisition due to the surface remaining on an existing avigation easement. If property acquisition is required, then the runway extension will require approximately 10 acres of property acquisition to maintain all runway surfaces, taxiway surfaces, and LCA on Airport Property. There is an existing area of 2 acres where the ROFA, OFZ, parallel taxiway development, and LCA are off Airport Property. This property will need to be acquired.

Option 3 – North and South Extension

Option 3 is a runway extension to the north and south for a total of 577 feet, this increases the length of Runway 15/33 to 5,000 feet. The extension to the north is 457 feet, and the extension to the south is 120 feet. The existing blast pad beyond Runway End 15 will require pavement upgrades to be useable for aircraft landings and takeoffs. There are no changes to the RDC or visibility minimums. This extension assumes that there will be declared distances to prevent any road relocations or closures. The OFZ requires 200 feet beyond the runway ends. The ROFA and RSA require 300 feet beyond the runway ends. The ROFA, OFZ, and RSA beyond Runway End 15 will remain on Airport Property, but property acquisition is needed to maintain the ROFA on Airport Property beyond Runway End 33. The Runway 15 RPZ will remain on an existing avigation easement. The Runway 33 RPZ will remain on an existing avigation easement except for a small section of land that is 7,500 Square Feet. The 7,500 Square Feet also includes property acquisition needed to keep the ROFA and LCA on Airport Property.

The runway extension does not require an extension of the parallel taxiway to the north because the taxiway connects to the existing blast pad. There will be no changes to the TOFA or TSA design, but the surfaces will be off Airport Property when the taxiway extends to meet the south runway extension, and an area of 14,000 Square Feet will need to be acquired. The localizer and LCA will shift with the runway extension, and the shift of the localizer will result in the LCA going off Airport Property. Existing penetrations to airspace surfaces for Runway 15/33 will increase in values. The Part 77 Approach Surface and TSS will require removal or lowering of penetrations. AC 13B, Airport Design, changes the design of the Departure Surface by adding sloping wings on each side of the 40:1 surface. The new departure surface design will require analysis to determine if existing objects are penetrations to the surface. Penetrations to the Departure Surface will require removal or lowering of the penetrating object.

Most of the RPZs remain on existing avigation easements, and there is the potential for no property acquisition in those areas. The only required section of property acquisition is the 21,500 Square Feet (7,500 for ROFA, RPZ, LCA, and 14,000 for parallel taxiway development) for the Runway 33 RPZ, ROFA, LCA, and parallel taxiway development. If the FAA requires additional property acquisition for RPZ compliance, then the runway extension will require approximately 11 acres of property acquisition to maintain all runway surfaces, parallel taxiway development, and LCA on Airport Property.

Option 4 – North and South Extension

Option 4 is a runway extension to the north and south for a total of 577 feet, this increases the length of Runway 15/33 to 5,000 feet. The extension to the north is 48 feet, and the extension to the south is 529 feet. The existing blast pad beyond Runway End 15 will require pavement upgrades to be useable for aircraft landings and takeoffs. There are no changes to the RDC or visibility minimums. This extension assumes that there will be declared distances to prevent any road relocations or closures. The OFZ requires 200 feet beyond the runway ends. The ROFA and RSA require 300 feet beyond the runway ends. The ROFA and RSA beyond Runway End 15 will remain on Airport Property, but acquisition is needed to maintain the ROFA, OFZ, and RPZ on Airport Property beyond Runway End 33. The Runway 33 RPZ remains on an existing avigation easement, except for a small portion of the corner beyond S State St.

The runway extension does not require an extension of the parallel taxiway to the north because the taxiway connects to the existing blast pad. The connector to Runway End 15 will need to shift to meet the new threshold. There will be no changes to the TOFA or TSA design, but the surfaces will be off Airport Property when the taxiway extends to meet the south runway extension. The localizer and LCA will shift with the runway extension. The shift of the localizer will result in the LCA going off Airport Property. Existing penetrations to airspace surfaces for Runway 15/33 will increase in values. The Part 77 Approach Surface and TSS will require removal or lowering of penetrations. AC 13B, Airport Design, changes the design of the Departure Surface by adding sloping wings on each side of the 40:1 surface. The new departure surface design will require analysis to determine if existing objects are penetrations to the surface. Penetrations to the Departure Surface will require removal or lowering of the penetrating object.

Most of the RPZs remain on existing avigation easements, and there is the potential for no property acquisition in those areas. The only required section of property acquisition is 1.8 acres for the ROFA, parallel taxiway development, OFZ, LCA, and Runway 33 RPZ. If additional property acquisition is required, then the runway extension will require approximately 11 acres of property acquisition to maintain all runway surfaces, parallel taxiway development, and LCA on Airport Property.

Airspace Findings

An airspace study was conducted for each of the options. The airspace study was limited to using obstruction/object data already obtained and included in the January 2016 FAA-approved ALP set.

General Findings

- Point #224 on ALP (Sheet 6) does not match elevation from AGIS. ALP shows 646’, AGIS shows 630.2’ (includes road clearance).
- Points #180 and #181 on the ALP (Sheet 6) have 15’ clearance added even though these are dirt roads, not main roads. Only 10’ of clearance is need and should have maximum elevation reduced by 5’ (Based on AGIS, #180 should be 630.8’ and #181 should be 629.4’).

- There are no AGIS survey points for the road south of Runway End 33 (Norgard Lane). Will need to use estimates using Google Earth to verify if road clearance is an issue for runway extension options.

Findings Per Option

Airspace findings for each Option are presented in **Table 2** below.

Table 1: Runway Options Summary

Category	Option 1	Option 1a	Option 2	Option 3	Option 4
Runway					
Length	5,000' (577' Extension)	4,880' (457' Extension)	5,000' (577' Extension)	5,000' (577' Extension)	5,000' (577' Extension)
Declared Distances	No (Need analysis of airspace surfaces)	No (Need analysis of airspace surfaces)	No (Need analysis of airspace surfaces)	Yes (Need analysis of airspace surfaces)	Yes (Need analysis of airspace surfaces)
Runway Surfaces					
Runway Object Free Area (ROFA)	Airport Road in surface	On Airport Property	Off Airport Property	Off Airport Property	Off Airport Property
Runway Safety Area (RSA)	Airport Road in surface	On Airport Property	Off Airport Property	On Airport Property	On Airport Property
Runway Protection Zone (RPZ)	Off Airport Property	Off Airport Property	Off Airport Property	Off Airport Property	Off Airport Property
Obstacle Free Zone (OFZ)	On Airport Property	No Issues	Off Airport Property	On Airport Property	Off Airport Property
NAVAIDS					
Localizer Relocation	No	No	Yes	Yes	Yes
Localizer Critical Area (LCA)	No Change	No Change	Off Airport Property	Off Airport Property	Off Airport Property
Taxiways					
Additional Pavement	No	Yes (Taxiway Connector relocation)	Yes (Taxiway Extension and Connector)	Yes (Taxiway Extension / Connector relocation)	Yes (Taxiway Extension and Connector)
Taxiway Object Free Area (TOFA)	No Issues	No Issues	Off Airport Property	Off Airport Property	Off Airport Property
Taxiway Safety Area (TSA)	No Issues	No Issues	Off Airport Property	Off Airport Property	Off Airport Property
Property					
Existing Property	Not Sufficient for Surfaces	Not Sufficient for Surfaces	Not Sufficient for Surfaces	Not Sufficient for Surfaces	Not Sufficient for Surfaces
Property Acquisition	Approximately 6 acres (To maintain RPZ, ROFA, and RSA on Airport Property). Requires minimum 10,500 SQ FT easement or property acquisition.	Approximately 5 acres (To maintain RPZ on Airport Property). Requires minimum 10,500 SQ FT easement or property acquisition.	Approximately 10 acres (To maintain RPZ, ROFA, LCA, and OFZ on Airport Property. Accommodate parallel taxiway extension). Requires minimum 2 acres of property acquisition.	Approximately 11 acres (To maintain RPZ, ROFA, and LCA on Airport Property. Accommodate parallel taxiway extension). Requires minimum 21,500 SQ FT property acquisition.	Approximately 11 acres (To maintain RPZ, ROFA, OFZ and LCA on Airport Property. Accommodate parallel taxiway extension). Requires minimum 1.8 acres property acquisition.
Parallel Taxiway Implications	N/A	N/A	Requires Advisory Circular 150/5300-13B separation compliance. Buildings inside future TOFA will need to be removed.	Requires Advisory Circular 150/5300-13B separation compliance. Buildings inside future TOFA will need to be removed.	Requires Advisory Circular 150/5300-13B separation compliance. Buildings inside future TOFA will need to be removed.
Airspace					
Part 77 Approach	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations
Threshold Siting Surface (TSS)	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations
Departure Surface	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations	Analyze surface, lower / remove penetrations
Objects	Potential for new penetrations / greater penetration values	Potential for new penetrations / greater penetration values	Potential for new penetrations / greater penetration values	Potential for new penetrations / greater penetration values	Potential for new penetrations / greater penetration values

Source: Mead & Hunt, Inc. 2022

Table 2: Airspace Findings Summary

Category	Option 1	Option 1a	Option 2	Option 3	Option 4
Runway 15					
TSS	• No buildings or poles obstructing surface. • Existing service road penetrates surface. • Airport Road penetrates surface and will need to be closed. • Dirt road penetrates surface north of Airport Road (even when using 10 ft clearance) • Approximately 4 trees penetrate surface.	• No buildings or poles obstructing surface. • Existing service road penetrates surface. • Airport Road penetrates surface and will need to be closed. • Dirt road penetrates surface north of Airport Road (even when using 10 ft clearance) • Approximately 4 trees penetrate surface.	• No buildings or poles obstructing surface. • Existing service road penetrates surface. • Approximately 2 trees penetrate surface.	• No buildings or poles obstructing surface. • Existing service road penetrates surface. • Approximately 3 trees penetrate surface.	• No buildings or poles obstructing surface. • Existing service road penetrates surface. • Approximately 2 trees penetrate surface.
Part 77 Approach	• No buildings obstructing surface. • Multiple (+/- 6 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Airport Road penetrates surface and will need to be closed. • Dirt road penetrates surface north of Airport Road (even when using 10 ft clearance) • Approximately +/- 20 trees penetrate surface.	• No buildings obstructing surface. • Multiple (+/- 4 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Airport Road penetrates surface and will need to be closed. • Dirt road penetrates surface north of Airport Road (even when using 10 ft clearance) • Approximately +/- 20 trees penetrate surface.	• No buildings obstructing surface. • Multiple (+/- 2 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Airport Road penetrates surface. • Approximately +/- 10 trees penetrate surface.	• No buildings obstructing surface. • Multiple (+/- 3 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Airport Road penetrates surface. • Approximately +/- 13 trees penetrate surface.	• Multiple (+/- 3 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Airport Road penetrates surface. • Approximately +/- 10 trees penetrate surface.
Departure	• 3 building points penetrate surface. • Majority of existing service penetrates surface. • Multiple (+/- 2 points) telephone lines penetrate surface. • Approximately +/- 100 trees penetrate surface. • Numerous tree/ground penetrations where mountains are.	• 3 building points penetrate surface. • Majority of existing service penetrates surface. • Multiple (+/- 2 points) telephone lines penetrate surface. • Approximately +/- 100 trees penetrate surface. • Numerous tree/ground penetrations where mountains are.	• Multiple (+/- 4 points) telephone lines penetrate surface. • Approximately +/- 100 trees penetrate surface. • Numerous tree/ground penetrations where mountains are.	• No buildings penetrate surface. • Multiple (+/- 3 points) telephone lines penetrate surface. • Approximately +/- 100 trees penetrate surface. • Numerous tree/ground penetrations where mountains are.	• No buildings penetrate surface. • Multiple (+/- 3 points) telephone lines penetrate surface. • Approximately +/- 100 trees penetrate surface. • Numerous tree/ground penetrations where mountains are.
Runway 33					
TSS	• No buildings/poles penetrate surface. • Existing service road penetrates surface in areas closest to runway end. • Windsock penetrates surface, • Approximately 4 trees penetrate surface.	• No buildings/poles penetrate surface. • Existing service road penetrates surface in areas closest to runway end. • Windsock penetrates surface • Approximately 4 trees penetrate surface.	• 3 building points penetrate surface. • Multiple (+/- 2 points) telephone lines penetrate surface. • Approximately 10 trees penetrate surface.	• No buildings/poles penetrate surface. • Existing service road penetrates surface in areas closest to runway end. • Windsock penetrates surface • Approximately 4 trees penetrate surface.	• 3 buildings points penetrating surface. • Multiple (+/- 2 points) telephone lines penetrate surface. • Approximately +/- 10 trees penetrate surface.
Part 77 Approach	• 3 building points penetrate surface. • Majority of existing service road penetrates surface. • Windsock penetrates surface. • Approximately 3 trees penetrate surface.	• 3 building points penetrate surface. • Majority of existing service road penetrates surface. • Windsock penetrates surface. • Approximately 3 trees penetrate surface.	• No buildings or poles obstructing surface. • Multiple (+/- 2 points) telephone lines penetrate surface. • Approximately +/- 15 trees penetrate surface.	• 1 building point penetrates surface. • Majority of existing service road penetrates surface. • Approximately +/- 7 trees penetrate surface.	• 3 building points penetrate surface. • Multiple (+/- 2 points) telephone lines penetrate surface. • Approximately +/- 15 trees penetrate surface.
Departure	• No buildings obstructing surface. • Multiple (+/- 6 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Airport Road penetrates surface and will need to be closed. • Dirt road penetrates surface north of Airport Road (even when using 10 ft clearance) • Approximately +/- 20 trees penetrate surface.	• No buildings obstructing surface. • Multiple (+/- 4 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Airport Road penetrates surface and will need to be closed. • Dirt road penetrates surface north of Airport Road (even when using 10 ft clearance) • Approximately +/- 20 trees penetrate surface.	• Multiple (+/- 3 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Approximately +/- 12 trees penetrate surface.	• One building obstructing surface. • Multiple (+/- 5 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Airport Road penetrates surface and will need to be closed. • Approximately +/- 25 trees penetrate surface.	• Multiple (+/- 3 points) telephone lines penetrate surface. • Existing service road penetrates surface. • Airport Road penetrates surface. • Approximately +/- 15 trees penetrate surface.

Source: Mead & Hunt, Inc. 2022

C. Environmental Findings

Environmental considerations were documented using publicly available information. This was not an environmental document to CEQA or NEPA standards, but rather a way to gauge alternative viability and community impact. Environmental considerations were evaluated based on available data, such as previous studies prepared by the client and readily available data from agency websites. No field survey was performed.

Evaluation of Proposed Options

All five of the proposed options have the potential to affect the natural or social environment as defined by the Council on Environmental Quality (CEQ), the National Environmental Policy Act of 1969 (NEPA), and FAA orders implementing NEPA.

Natural Resources and Environment

As shown on **Table 3**, the potential environmental effects associated with natural resources do not vary extensively among the options shown. In some cases, Option 1 is desirable because no additional impervious surfaces would be created.

Air Quality

All options have the potential to create temporary, construction-related, or permanent air quality effects based on changes in the number or type of aircraft operations, but there is no appreciable difference among alternatives.

Biological Resources

Federal and state-listed species have the potential to occur within the project vicinity, including three bird species, the monarch butterfly, and three endangered plant species (Burke's goldfields, Contra Costa goldfields, and Showy Indian clover). State-listed species that also have the potential to occur within the project vicinity include the coho salmon, two endangered plant species (Baker's Meadowfoam, Burke's Goldfields), and one threatened plant species, North Coast semaphore grass. Although Option 1 does not include additional impervious surface, additional grading could potentially affect listed plant species. Options 1a through 4 will require the creation of new impervious surface, which could affect potential plant species. Without site-specific surveys, it is difficult to identify differences among the proposed options. Alternatives that would create additional impervious surface (Options 1a through 4) have a greater potential to affect listed plant species compared to Option 1.

Prime and Unique Farmland

Property acquisition south of Norgard Lane is identified as prime farmland if irrigated, and portions of the land proposed for acquisition are in agricultural use (vineyard). While it is unlikely that impacts to farmland under NEPA would be significant, the acquisition and potential removal of farmland is a potential environmental effect associated with Options 2 through 4.

Floodplains

Areas along Talmadge Road north of the runway and areas south of the runway along Norgard Lane occur within areas identified by the Federal Emergency Management Agency (FEMA) as having a 1% annual chance flood (FEMA, 2022). However, no new structures or impervious surfaces are proposed within the designated flood areas. It is possible that drainage patterns would change as a result of project-related grading or other changes.

Historical, Architectural, Archeological, and Cultural Resources

No tribal lands were identified within the proposed project area, and available data does not identify any known known sites of historic, archaeological, or cultural significance on or within the Airport vicinity. The area associated with proposed runway expansion is previously disturbed. No new impervious surface is proposed for Option 1; therefore, effects to cultural resources are not anticipated unless grading or construction activities extend below previously disturbed soils. Based on available data, all options have the potential to affect previously unknown cultural resources

Department of Transportation Section 4(f) Resources

Section 4(f) resources include wetlands, historical resources, parks, and wildlife refuges. No known historical resources, parks, or wildlife refuges are present. Potential wetlands to the south of the runway may be present in association with Options 2-4, but a wetland determination has not been conducted. Based on available data, only Options 2-4 have the potential to affect Section 4(f) resources.

Natural Resources and Energy Supply

The principal materials used for project construction will be aggregate and asphalt, and construction vehicles and equipment will consume petroleum-based products, such as gasoline and diesel. Runway and taxiway construction will require the installation of additional lights and electrical infrastructure. All materials are readily available and would be used in quantities that would not affect available supplies. There is no appreciable difference among the options regarding natural resources and energy supply.

Water Quality and Wetlands

Only Option 1 would not create new impervious surface, all other options have the potential to create new runoff and affect water quality. Options south of the runway have the potential to affect a wetland identified on National Wetland Inventory (NWI) maps, but a delineation has not been conducted.

Social Environment

Nearly all proposed options would affect the areas north and south of the runway.

Land Use

All proposed options would require the acquisition of land. Option 1 would create a new RPZ that includes commercial structures, and property acquisition for both Options 1 and 1a would include commercial properties to the north. The amount of property to be acquired for Options 2 through 4 is approximately twice the amount required for Options 1 and 2, and existing structures would need to be removed or relocated to accommodate the TSA and TOFA.

In addition, the proposed RPZ for Options 2 and 4 would include portions of a vineyard and an apartment complex. Under Option 3, only commercial properties both north and south of the current runway would be affected.

Noise

Aircraft noise exposure currently passes over the City of Ukiah. Noise complaints have been received, and the airport has implemented voluntary noise reduction measures. All proposed options would increase the area exposed to aircraft noise. Under Options 1 and 1a, the aircraft noise contours would extend farther north over the city and increase the number of residents exposed to aircraft noise. Under options 2 and 4, noise exposure would increase south of the airport to include commercial and agricultural areas, which are more compatible with aircraft noise exposure than residential use. Under Option 3, aircraft noise exposure would increase to both the north and south.

Environmental Justice Populations

Environmental Justice Populations are determined by identifying the percentage of minority and low-income populations as compared to a larger region, such as a county or state. EPA Census data indicate that the percentage of persons of color in the City of Ukiah (44%), unincorporated area immediately north (55%) and immediately south of the airport (46%) are lower than the statewide average of 63%; however, the percentage of low-income households in the city (36%), unincorporated area to the north (37%), and area immediately south (54%) all surpass the statewide percentage of 29% of low-income households. Based on this data, environmental justice populations could be affected by all five options.

Light and Visual Effects

The inclusion of additional runway lights is unlikely to affect nearby sensitive receptors (residents) as runway lights are on only when an aircraft is taking off or landing, and that will not change. However, residents both north and south of the airport will notice change in flight patterns as aircraft come closer or extend through residential areas (i.e., “overflight”). Although overflight is not a regulatory issue, it is important to recognize that aircraft overflight is subjective and may be annoying to some.

Table 3: Environmental Analysis Summary

Category/Effect	Option 1	Option 1a	Option 2	Option 3	Option 4
Natural Environment/Resources					
Air Quality	Potential	Potential	Potential	Potential	Potential
Biological Resources	Potential	Potential	Potential	Potential	Potential
Section 4(f) Resources	No	No	Potential	Potential	Potential
Farmland	No	No	Yes	No	Yes
Historical, Architectural, Archeological, and Cultural Resources	No	Potential	Potential	Potential	Potential
Natural Resources and Energy Supply	No	No	No	No	No
Water Quality/Wetlands	No	Potential	Potential	Potential	Potential
Floodplains	Potential	Potential	Potential	Potential	Potential
Social Environment					
Land Use	Yes	Yes	Yes	Yes	Yes
Acquire Acreage - Approximate	*6 acres*	*5 acres*	*12 acres*	*11 acres*	*12.8 acres*
Acquisition / Easement Size Minimum	*10,500 SQ FT*	*10,500 SQ FT*	*-*	*18,000 SQ FT*	*-*
Noise	Yes	Yes	Yes	Yes	Yes
Environmental Justice	Yes	Yes	Yes	Yes	Yes
Light/Visual Effects	Potential	Potential	Potential	Potential	Potential

Notes

1. Neither coastal resources nor wild and scenic rivers are present in the project area; therefore, they are not included in the table.
2. Neither UKI nor the lands north and south of the airport identified for potential acquisition are not identified on the Environmental Protection Agency National Priorities List (NPL) or the California Department of Toxic Substances EnviroStor database. No impacts related to hazardous materials are anticipated; therefore, hazardous materials are not identified in the table.
3. The table presents existing, available data from resource agencies and previous studies. Additional environmental studies will be required to verify and refine the data presented.

Environmental Conclusion and Recommendations

As shown in **Table 3**, there is little variation in the extent of physical impacts to natural resources and the environment to identify a superior option. While Option 1 is attractive in that it will not increase the amount of impervious surface to affect water resources or wetlands, many of the potential effects on natural resources identified for all five options are likely to be less than significant and addressed through engineering solutions or the implementation of best management practices, unless biological or previously unknown cultural resources are found on site. Farmland effects are associated with Options 2 and 4, and if the vineyard must be converted to non-agricultural use, a less-than-significant impact.

Aircraft noise is controversial, and all proposed options have the potential to increase aircraft noise in communities that include environmental justice populations (i.e., a greater percentage of low-income households compared to the State of California. Options 1 and 1a would increase noise exposure north of the airport and in the City of Ukiah, which includes a much denser population than the areas south of the airport. Both Options 1 and 1a have the potential to create greater noise effects because aircraft noise exposure would occur in residential areas within the City, and residential use is incompatible with aircraft noise. In addition, a greater number of people would be affected by aircraft noise exposure, including environmental justice communities, compared to Options 2 through 4.

Options 2 through 4 would increase aircraft noise exposure in new areas south of the airport, and all three options would require a comparatively greater amount of property acquisition compared to Options 1 and 1a. In addition, Option 2 and Option 4 would also affect prime farmland and an existing apartment complex.

Option 3 would extend the runway both to the north and south and requires nearly twice the property acquisition of Options 1 and 1a. However, it would avoid increasing noise exposure in already affected areas of the city, including residential neighborhoods. Although Option 3 would increase noise exposure south of the airport, it would do so in areas characterized by commercial use and agriculture, both of which are compatible with aircraft noise. In addition, it would not compound controversial noise exposure north of the airport as Options 1 and 1a would do. Similar to Options 2 and 4, existing commercial structures may require removal, which is less attractive than Options 1 and 1a.

In terms of impacts to natural resources, it appears impacts are similar for Option 1a, 2, 3, and 4. However, Option 3 is superior to Options 2 and 4 as it avoids and reduces potential farmland impacts to the south.

D. Rough Order of Magnitude Costs

A rough order of magnitude (ROM) cost estimate was developed for each option. These were prepared using available information and do not constitute an engineer's opinion of probable cost. No field work, such as geotechnical survey, was performed.

Estimates include the following:

a. Area of demolition
b. New pavement section
c. Revised paint markings
d. Revised electrical systems
    i. MIRL
    ii. MITL

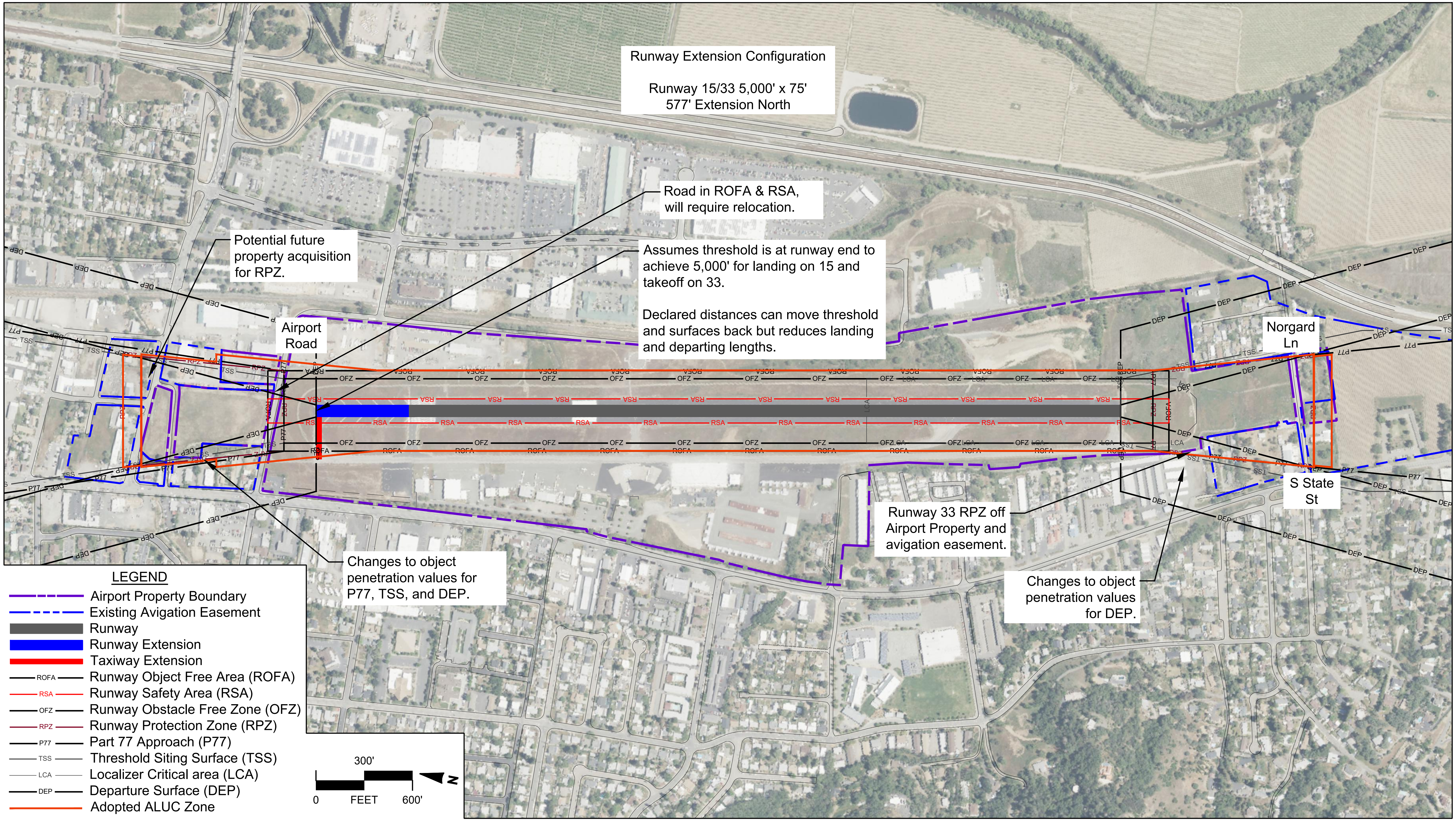
iii. REILS
iv. PAPI
v. Threshold lights

Table 4 presents the ROM costs for each option and the assumptions associated with each. General assumptions are as follows:

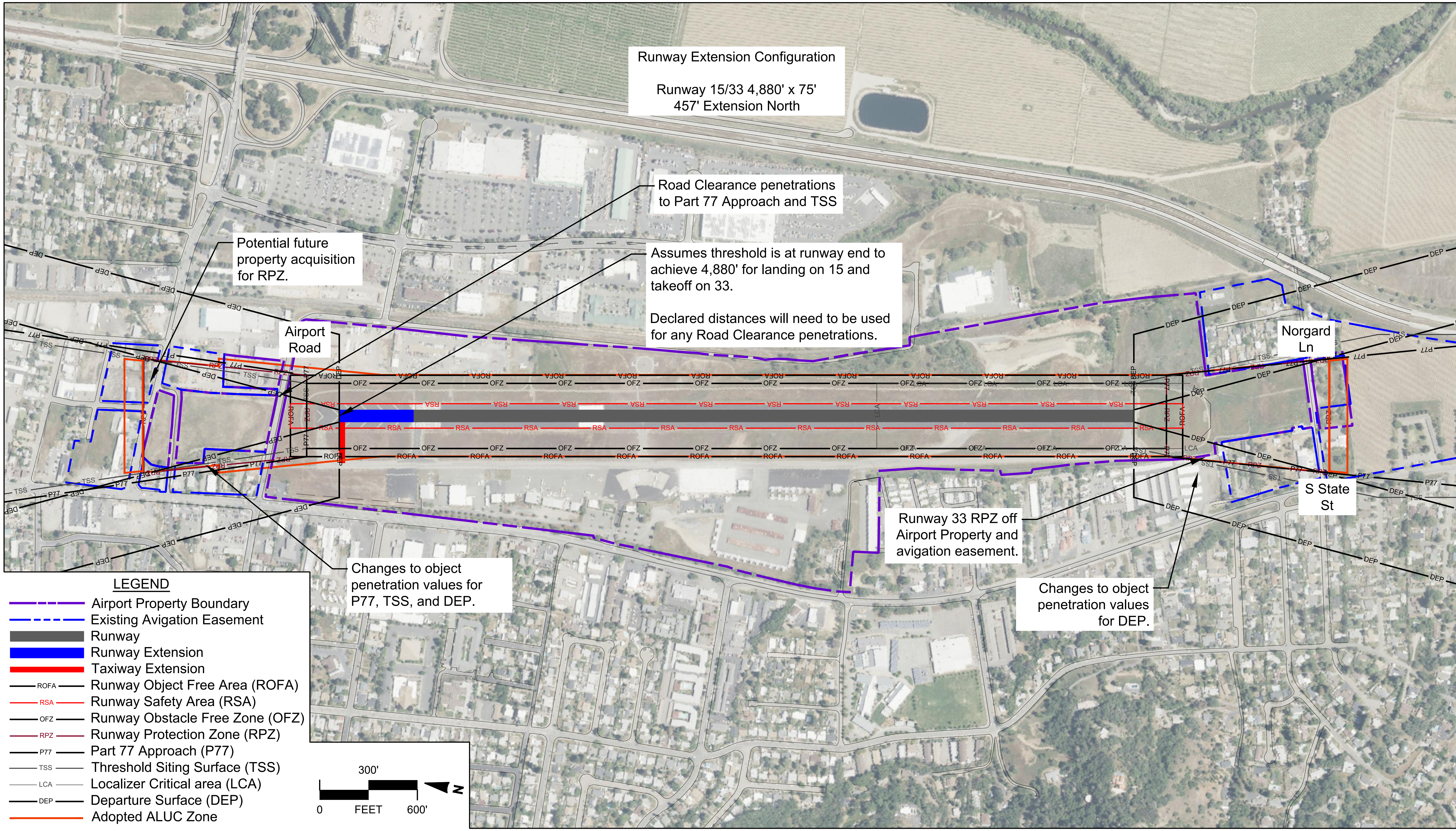
- Pavement structure used for the cost estimate is able to accommodate 100 departures of a C130 aircraft at MTOW (155k lbs.) assuming a CBR of 2.
- Electrical work estimate assumes the runway phase 2 project including new PAPI, REILS system, and runway lights is completed before the runway is extended. "Existing lights" in the following assumptions refer to the runway lights configuration after completion of phase 2.
- Taxiway fillets were not considered in the cost estimates.
- Soft costs not included (design, survey, geotechnical, construction administration, FAA reimbursable agreement, etc.)
- Included Engineer field office and 15% contingency on all projects.

Table 4: Rough Order of Magnitude (ROM) Costs

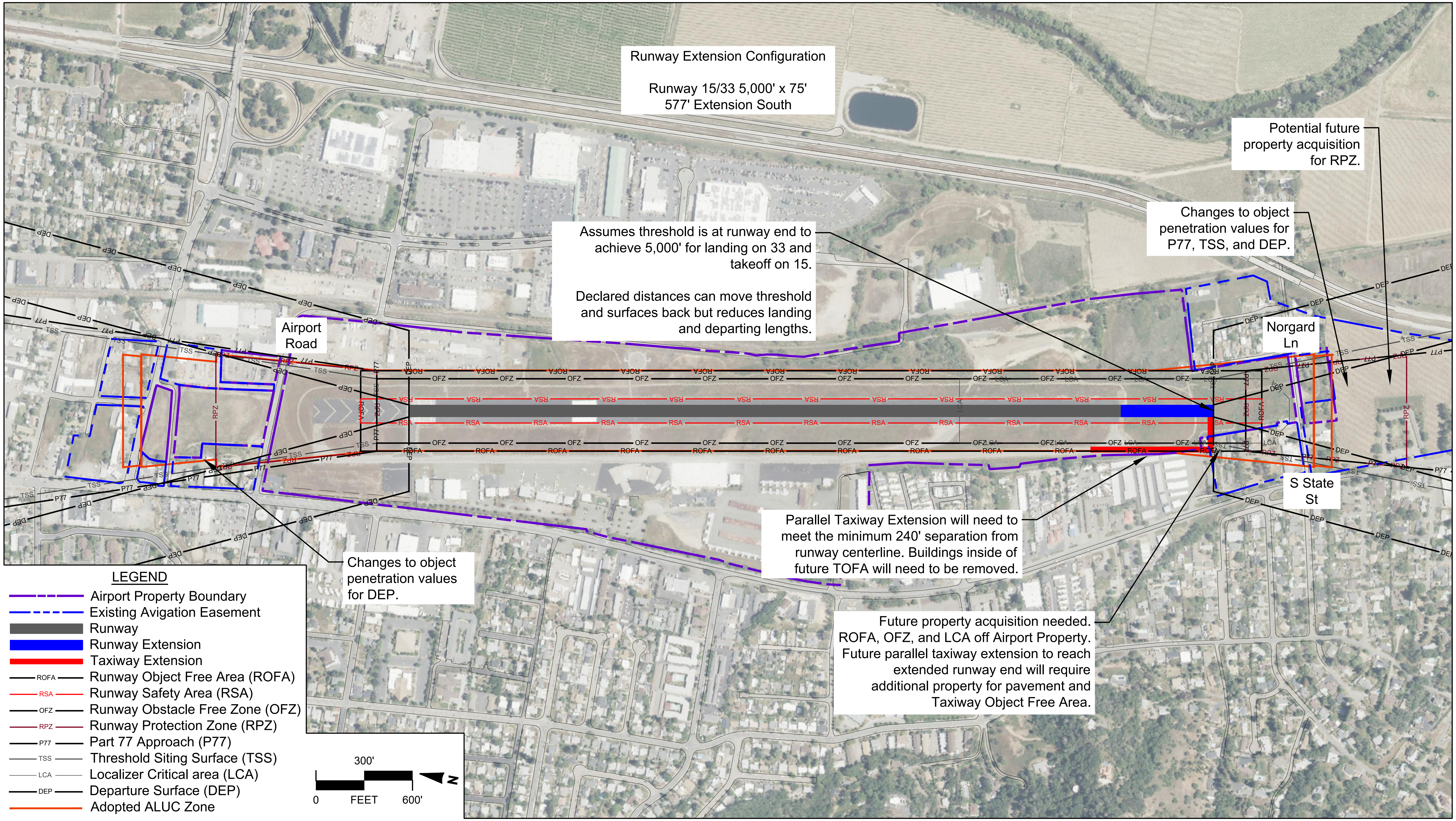
Option	Option 1	Option 1a	Option 2	Option 3	Option 4
Cost	**$ 2,570,650**	**$ 2,421,500**	**$ 2,655,400**	**$ 3,339,150**	**$ 3,722,550**
Assumptions					
PAPI / REILS	Rwy 15 PAPI and REILS need to be relocated. Because of the relocation distance, all the wires will need to be upsized to the rack. Design must be up to FAA standards since it's FAA's equipment.	Rwy 15 PAPI and REILS need to be relocated. Because of the relocation distance, all the wires will need to be upsized to the rack. Design must be up to FAA standards since it's FAA's equipment.	Rwy 33 REILS need to be relocated. Length of cable will be equal to the existing configuration so no upsizing is anticipated.	Rwy 15 PAPI and REILS and Rwy 33 REILS will need to be relocated. For Rwy 15 PAPI and REILS, the assumptions made for Alts 1 and 1a are applicable. For Rwy 33 REILS, the assumptions made for Alt 2 are applicable.	Rwy 15 PAPI and REILS and Rwy 33 REILS will need to be relocated. For Rwy 15 PAPI and REILS, due to the short relocation distance, upsizing of the cable is not anticipated. For Rwy 33 REILS, the assumptions made for Alt 2 are applicable.
Runway Markings	Runway markings will need to be redone for half the runway.	Runway markings will need to be redone for half the runway.	Runway markings will need to be redone for half the runway.	Runway markings will need to be redone.	Runway markings will need to be redone.
Runway Lights	Runway light spacing in the extended runway portion will be less than 1 foot off from the existing runway light spacing. Most likely the spacing will be close enough not to trigger relocation of all the runway lights.	All the existing runway lights will need to be relocated to have equal spacing. The existing conduit is concrete encased and within pavement. Assumed it would be easier to install new base cans at the new light locations and leave in place the existing base cans. Assumed runway lights could be salvaged and re-used.	Runway light spacing in the extended runway portion will be less than 1 foot off from the existing runway light spacing. Most likely the spacing will be close enough not to trigger relocation of all the runway lights.	All the existing runway lights will need to be relocated to have equal spacing. The existing conduit is concrete encased and within pavement. Same assumptions of Alt 1a apply.	All the existing runway lights will need to be relocated to have equal spacing. The existing conduit is concrete encased and within pavement. Same assumptions of Alt 1a apply.
Southern Connector	-	-	It was assumed that the existing southern connector would not be demolished as part of this alternative.	It was assumed that the existing southern connector will be demolished as part of this alternative due to the proximity with the new one.	It was assumed that the existing southern connector would not be demolished as part of this alternative.
Constant Current Regulator	-	-	-	The existing constant current regulator (CCR) for the taxiway circuit has an output of 10kW. Available records indicate that the taxiway lights are not LED. Based on rough load calculations, the CCR should be able to accommodate the new lights for the connectors, but it will be close to its limit.	The existing constant current regulator (CCR) for the taxiway circuit has an output of 10kW. Available records indicate that the taxiway lights are not LED. Based on rough load calculations, the CCR should be able to accommodate the new lights for the connectors, but it will be close to its limit.
Costs NOT Included	Land acquisition costs not included	Land acquisition costs not included	Costs for the relocation of the localizer and land acquisition costs were not included.	Costs for the relocation of the localizer and land acquisition costs were not included.	Costs for the relocation of the localizer and land acquisition costs were not included.



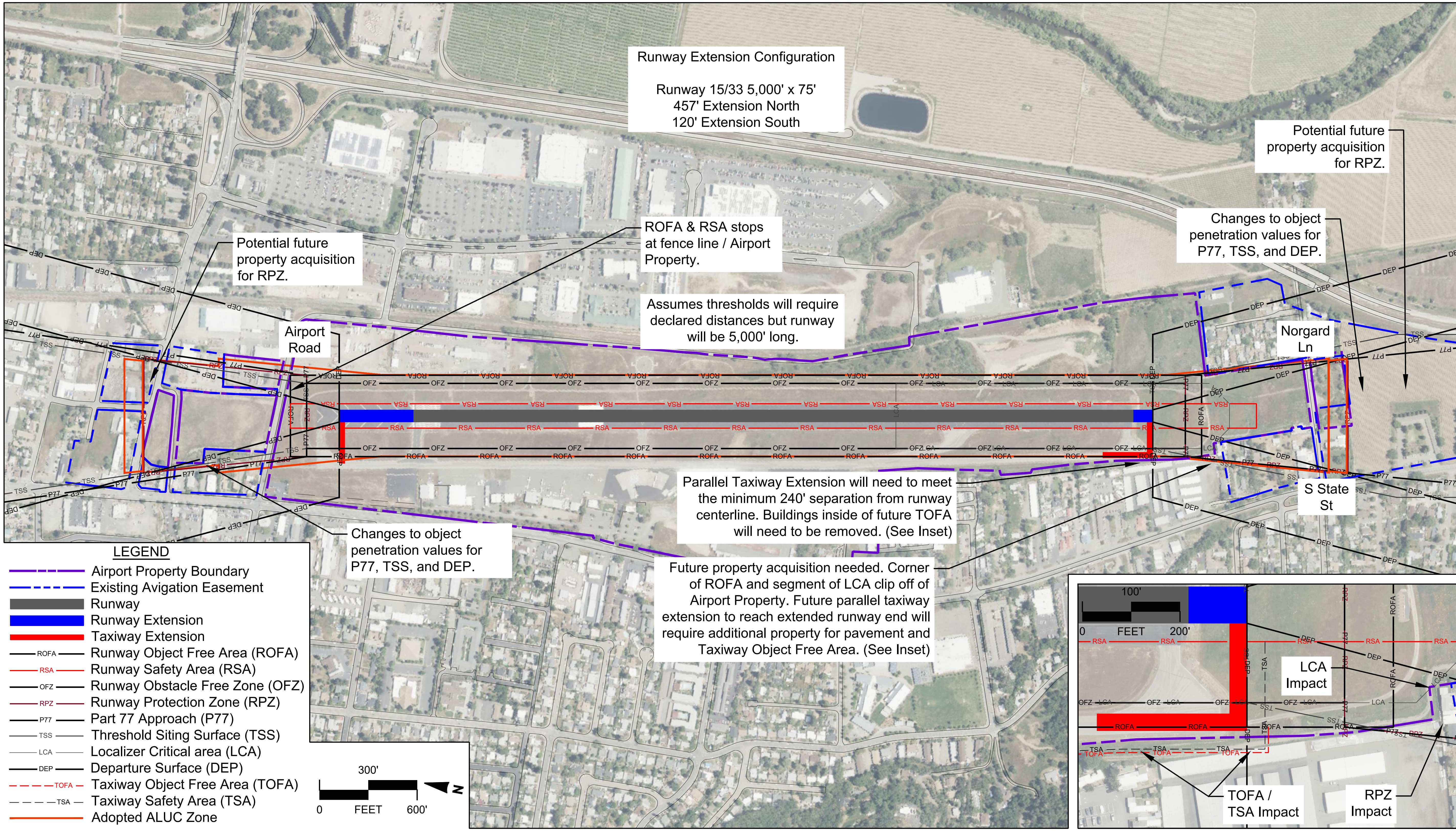
Runway Extension (North Extension) - Option 1



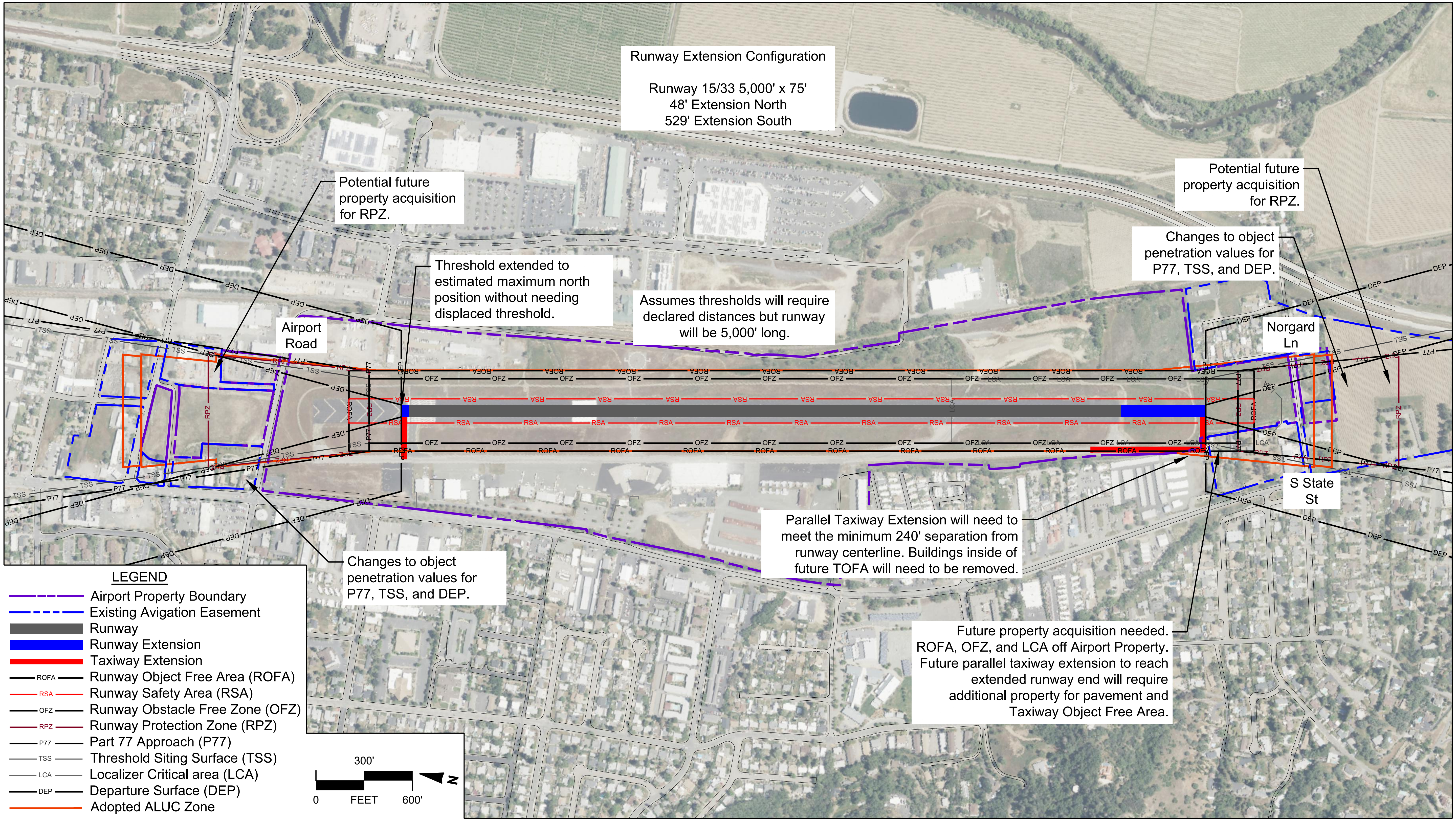
Runway Extension (North Extension) - Option 1a



Runway Extension (South Extension) - Option 2



Runway Extension (North & South Extension) - Option 3



Runway Extension (North and South Extension) - Option 4

Airport Monthly Financial

Attached are the financial, fuel reports, and operations reports

FROM 2024 01 TO 2024 06

ACCOUNTS FOR: 777 AIRPORT FUND	ORIGINAL ESTIM REV	ESTIM REV ADJSTMTS	REVISED EST REV	ACTUAL REVENUE	REMAINING REVENUE	PCT COLL
77700000 AIRPORT FUND						
44201 AIRPORT GAS & OIL SALES	-1,323,750	0	-1,323,750	-677,280.32	-646,469.68	51.2%
44202 AIRPORT OPERATION FEES	-8,500	0	-8,500	-4,327.00	-4,173.00	50.9%
44203 AIRPORT MISC. SALES	0	0	0	.00	.00	.0%
44204 AIRPORT LANDING FEES	-20,000	0	-20,000	-7,250.00	-12,750.00	36.3%
46110 INTEREST ON INVESTMENTS	-3,151	0	-3,151	-504.93	-2,646.07	16.0%
46116 MISCELLANEOUS INCOME	-2,500	0	-2,500	-746.00	-1,754.00	29.8%
46801 AIRPORT GROUND RENT	-165,000	0	-165,000	-70,113.63	-94,886.37	42.5%
46802 AIRPORT ADMIN BLDG RENT	-14,400	0	-14,400	-7,176.00	-7,224.00	49.8%
46803 AIRPORT HANGAR RENT	-193,000	0	-193,000	-95,616.00	-97,384.00	49.5%
46804 FAA BUILDING	-15,000	0	-15,000	-5,066.76	-9,933.24	33.8%
46805 CORPORATION YARD LAND RENTAL	-82,680	0	-82,680	.00	-82,680.00	.0%
46806 COMMISSION ON HANGAR RENTAL	-2,500	0	-2,500	-1,278.80	-1,221.20	51.2%
48110 MISCELLANEOUS RECEIPTS	-600	0	-600	.00	-600.00	.0%
51213 CONTRA UAL	-78,726	0	-78,726	-78,726.00	.00	100.0%
61300 BILLING & COLLECTION ALLOCATIO	13,708	0	13,708	9,292.00	4,416.00	67.8%
62100 ADMIN & OVERHEAD ALLOCATION	833	0	833	483.00	350.00	58.0%
70102 BOND INTEREST EXPENSE	45,619	0	45,619	-11,024.00	56,643.00	-24.2%
70202 BOND PRINCIPAL PAYMENTS	33,107	0	33,107	.00	33,107.00	.0%
95779 TRANSFER TO SPECIAL AVIATION F	14,375	0	14,375	.00	14,375.00	.0%
TOTAL AIRPORT FUND	-1,802,165	0	-1,802,165	-949,334.44	-852,830.56	52.7%
77714000 CITY ATTORNEY						
52150 LEGAL SERVICES/EXPENSES	4,000	0	4,000	506.15	3,493.85	12.7%
TOTAL CITY ATTORNEY	4,000	0	4,000	506.15	3,493.85	12.7%
77725200 AIRPORT OPERATIONS						
51110 REGULAR SALARIES & WAGES	279,627	0	279,627	139,395.31	140,231.69	49.9%
51130 OVERTIME SALARIES & WAGES	1,846	0	1,846	456.54	1,389.46	24.7%
51210 RETIREMENT (PERS)	31,705	0	31,705	17,796.05	13,908.95	56.1%
51211 PERS UNFUNDED LIABILITY	78,726	0	78,726	78,726.00	.00	100.0%

FROM 2024 01 TO 2024 06

ACCOUNTS FOR: 777 AIRPORT FUND	ORIGINAL ESTIM REV	ESTIM REV ADJSTMTS	REVISED EST REV	ACTUAL REVENUE	REMAINING REVENUE	PCT COLL
51220 INSURANCE	58,906	0	58,906	29,850.58	29,055.42	50.7%
51230 WORKERS COMP	18,515	0	18,515	9,913.71	8,601.29	53.5%
51240 MEDICARE	3,697	0	3,697	1,979.86	1,717.14	53.6%
51250 UNEMPLOYMENT	0	0	0	.00	.00	.0%
51260 FICA	0	0	0	.00	.00	.0%
51290 CELL PHONE STIPEND	504	0	504	265.00	239.00	52.6%
52100 CONTRACTUAL SERVICES	35,065	115	35,180	41,769.59	-6,704.59	118.7%
52528 LIABILITY INSURANCE	8,100	0	8,100	7,321.00	779.00	90.4%
54100 SUPPLIES	16,200	0	16,200	7,180.57	9,019.43	44.3%
54101 POSTAGE	400	0	400	64.33	335.67	16.1%
54102 SMALL TOOLS	1,000	0	1,000	567.44	432.56	56.7%
54330 COMPUTER AND TECHNOLOGY	2,500	0	2,500	2,510.46	-10.46	100.4%
55100 TELEPHONE	4,500	0	4,500	1,810.89	2,689.11	40.2%
55210 UTILITIES	40,811	0	40,811	13,272.34	27,538.66	32.5%
56110 CITY GARAGE - PARTS	0	0	0	.00	.00	.0%
56111 CITY GARAGE - LABOR	0	0	0	.00	.00	.0%
56120 EQUIPMENT MAINTENANCE & REPAIR	2,000	0	2,000	.00	2,000.00	.0%
56130 EXTERNAL SERVICES	12,446	0	12,446	6,278.92	688.26	50.4%
56210 FUEL & FLUIDS	2,000	0	2,000	1,045.93	954.07	52.3%
56300 BUILDING MAINT. & REPAIR	20,000	0	20,000	2,474.26	17,525.74	12.4%
56600 AIRFIELD MAINTENANCE & REPAIR	46,000	0	46,000	118.94	45,881.06	.3%
57100 LEARNING AND DEVELOPMENT	7,000	0	7,000	161.13	6,838.87	2.3%
57300 MEMBERSHIPS & SUBSCRIPTIONS	400	0	400	508.00	-108.00	127.0%
58401 AVIATION FUEL	912,250	0	912,250	397,588.71	514,661.29	43.6%
59100 PROPERTY TAXES PAID	1,300	0	1,300	658.72	641.28	50.7%
59101 FEES	400	0	400	.00	400.00	.0%
59108 BANK FEES	20,000	0	20,000	14,430.29	5,569.71	72.2%
61100 GENERAL GOVERNMENT ALLOCATION	0	0	0	.00	.00	.0%
61200 PURCHASING ALLOCATION	5,826	0	5,826	2,110.00	3,716.00	36.2%
61300 BILLING & COLLECTION ALLOCATIO	0	0	0	.00	.00	.0%
61422 IT ALLOCATION	36,048	0	36,048	22,999.00	13,049.00	63.8%
61500 INSURANCE ALLOCATION	55,037	0	55,037	54,659.00	378.00	99.3%
61600 GARAGE ALLOCATION	8,022	0	8,022	4,753.00	3,269.00	59.2%
62100 ADMIN & OVERHEAD ALLOCATION	101,826	0	101,826	59,062.00	42,764.00	58.0%
80100 MACHINERY & EQUIPMENT	0	0	0	.00	.00	.0%
TOTAL AIRPORT OPERATIONS	1,812,657	115	1,812,772	919,727.57	887,450.61	50.7%
TOTAL AIRPORT FUND	14,492	115	14,607	-29,100.72	38,113.90	-199.2%
TOTAL REVENUES	-1,831,081	0	-1,831,081	-869,359.44	-961,721.56	
TOTAL EXPENSES	1,845,573	115	1,845,688	840,258.72	999,835.46	

FROM 2024 01 TO 2024 06

	ORIGINAL ESTIM REV	ESTIM REV ADJSTMTS	REVISED EST REV	ACTUAL REVENUE	REMAINING REVENUE	PCT COLL
GRAND TOTAL	14,492	115	14,607	-29,100.72	38,113.90	-199.2%

REPORT OPTIONS

	Field #	Total	Page Break
Sequence 1	1	Y	Y
Sequence 2	9	Y	N
Sequence 3	11	Y	N
Sequence 4	0	N	N

Report title:

2024
EXPENSE
Includes accounts exceeding 0% of budget.
Print Full or Short description: F
Print full GL account: N
Sort by full GL account: N
Print Revenues-Version headings: Y
Print revenue as credit: Y
Print revenue budgets as zero: N

From Yr/Per: 2024/ 1
To Yr/Per: 2024/ 6
Budget Year: 2024
Print totals only: Y
Format type: 1
Double space: N
Suppress zero bal accts: Y
Amounts/totals exceed 999 million dollars: N
Roll projects to object: N
Print journal detail: N
From Yr/Per: 2014/ 1
To Yr/Per: 2014/ 2
Include budget entries: Y
Incl encumb/liq entries: Y
Sort by JE # or PO #: J
Detail format option: 1
Multiyear view: D

FROM 2025 01 TO 2025 06

ACCOUNTS FOR: 777 AIRPORT FUND	ORIGINAL ESTIM REV	ESTIM REV ADJSTMTS	REVISED EST REV	ACTUAL REVENUE	REMAINING REVENUE	PCT COLL
77700000 AIRPORT FUND						
43173 CALTRANS	-30,000	0	-30,000	.00	-30,000.00	.0%
44201 AIRPORT GAS & OIL SALES	-993,750	0	-993,750	-864,763.39	-128,986.61	87.0%
44202 AIRPORT OPERATION FEES	-8,500	0	-8,500	-4,603.00	-3,897.00	54.2%
44203 AIRPORT MISC. SALES	0	0	0	.00	.00	.0%
44204 AIRPORT LANDING FEES	-20,000	0	-20,000	-14,660.00	-5,340.00	73.3%
46110 INTEREST ON INVESTMENTS	-3,234	0	-3,234	14.87	-3,248.87	-.5%
46116 MISCELLANEOUS INCOME	-2,500	0	-2,500	-744.00	-1,756.00	29.8%
46801 AIRPORT GROUND RENT	-244,000	0	-244,000	-68,365.82	-175,634.18	28.0%
46802 AIRPORT ADMIN BLDG RENT	-14,400	0	-14,400	-7,422.00	-6,978.00	51.5%
46803 AIRPORT HANGAR RENT	-183,000	0	-183,000	-99,113.00	-83,887.00	54.2%
46804 FAA BUILDING	-15,000	0	-15,000	-5,066.76	-9,933.24	33.8%
46805 CORPORATION YARD LAND RENTAL	-86,814	0	-86,814	.00	-86,814.00	.0%
46806 COMMISSION ON HANGAR RENTAL	-2,500	0	-2,500	-1,592.43	-907.57	63.7%
48110 MISCELLANEOUS RECEIPTS	-600	0	-600	.00	-600.00	.0%
51213 CONTRA UAL	-79,024	0	-79,024	-79,024.00	.00	100.0%
51230 WORKERS COMP	-6,024	0	-6,024	.00	-6,024.00	.0%
61300 BILLING & COLLECTION ALLOCATIO	16,008	0	16,008	5,421.00	10,587.00	33.9%
61500 INSURANCE ALLOCATION	-72	0	-72	-71.00	-1.00	98.6%
62100 ADMIN & OVERHEAD ALLOCATION	-249	0	-249	-93.00	-156.00	37.3%
70102 BOND INTEREST EXPENSE	45,022	0	45,022	-10,880.00	55,902.00	-24.2%
70202 BOND PRINCIPAL PAYMENTS	34,002	0	34,002	.00	34,002.00	.0%
90320 INTERNAL FINANCING	-264,182	0	-264,182	.00	-264,182.00	.0%
94402 ACCRUALS AND OTHER ADJUSTING	0	0	0	-205.00	205.00	.0%
95778 TRANSFER TO AIRPORT CAP IMP	233,570	0	233,570	.00	233,570.00	.0%
95779 TRANSFER TO SPECIAL AVIATION F	14,375	0	14,375	.00	14,375.00	.0%
TOTAL AIRPORT FUND	-1,610,872	0	-1,610,872	-1,151,167.53	-459,704.47	71.5%
77714000 CITY ATTORNEY						
52150 LEGAL SERVICES/EXPENSES	4,000	0	4,000	1,106.13	2,893.87	27.7%
61200 PURCHASING ALLOCATION	313	0	313	74.00	239.00	23.6%
61500 INSURANCE ALLOCATION	48	0	48	47.00	1.00	97.9%
62100 ADMIN & OVERHEAD ALLOCATION	288	0	288	107.00	181.00	37.2%
TOTAL CITY ATTORNEY	4,649	0	4,649	1,334.13	3,314.87	28.7%
77725200 AIRPORT OPERATIONS						

FROM 2025 01 TO 2025 06

ACCOUNTS FOR: 777 AIRPORT FUND	ORIGINAL ESTIM REV	ESTIM REV ADJSTMTS	REVISED EST REV	ACTUAL REVENUE	REMAINING REVENUE	PCT COLL
51110 REGULAR SALARIES & WAGES	309,844	0	309,844	161,584.41	148,259.59	52.2%
51130 OVERTIME SALARIES & WAGES	0	0	0	1,276.83	-1,276.83	.0%
51210 RETIREMENT (PERS)	38,888	0	38,888	19,287.10	19,600.90	49.6%
51211 PERS UNFUNDED LIABILITY	88,282	0	88,282	88,272.00	10.00	100.0%
51220 INSURANCE	67,572	0	67,572	34,838.75	32,733.25	51.6%
51230 WORKERS COMP	21,989	0	21,989	11,437.75	10,551.25	52.0%
51240 MEDICARE	4,364	0	4,364	2,290.10	2,073.90	52.5%
51250 UNEMPLOYMENT	0	0	0	.00	.00	.0%
51260 FICA	0	0	0	.00	.00	.0%
51290 CELL PHONE STIPEND	885	0	885	365.71	519.29	41.3%
52100 CONTRACTUAL SERVICES	20,415	0	20,415	4,962.33	15,357.67	24.3%
52528 LIABILITY INSURANCE	8,100	0	8,100	7,200.00	900.00	88.9%
54100 SUPPLIES	16,200	0	16,200	11,069.66	5,130.34	68.3%
54101 POSTAGE	400	0	400	88.92	311.08	22.2%
54102 SMALL TOOLS	1,000	0	1,000	.00	1,000.00	.0%
54330 COMPUTER AND TECHNOLOGY	2,500	0	2,500	2,528.79	-28.79	101.2%
55100 TELEPHONE	4,500	0	4,500	677.14	3,822.86	15.0%
55210 UTILITIES	51,450	0	51,450	17,243.33	34,206.67	33.5%
56110 CITY GARAGE - PARTS	0	0	0	.00	.00	.0%
56111 CITY GARAGE - LABOR	0	0	0	.00	.00	.0%
56120 EQUIPMENT MAINTENANCE & REPAIR	2,000	0	2,000	.00	2,000.00	.0%
56130 EXTERNAL SERVICES	12,446	0	12,446	477.88	9,346.30	3.8%
56210 FUEL & FLUIDS	2,000	0	2,000	.00	2,000.00	.0%
56300 BUILDING MAINT. & REPAIR	10,000	0	10,000	676.66	9,323.34	6.8%
56600 AIRFIELD MAINTENANCE & REPAIR	20,000	3	20,003	7,260.09	12,739.91	36.3%
57100 LEARNING AND DEVELOPMENT	3,000	0	3,000	650.34	2,349.66	21.7%
57300 MEMBERSHIPS & SUBSCRIPTIONS	600	0	600	.00	600.00	.0%
58401 AVIATION FUEL	638,700	0	638,700	424,248.19	214,451.81	66.4%
59100 PROPERTY TAXES PAID	1,300	0	1,300	.00	1,300.00	.0%
59101 FEES	400	0	400	.00	400.00	.0%
59108 BANK FEES	20,000	0	20,000	19,182.46	817.54	95.9%
61100 GENERAL GOVERNMENT ALLOCATION	0	0	0	.00	.00	.0%
61200 PURCHASING ALLOCATION	3,061	0	3,061	719.00	2,342.00	23.5%
61300 BILLING & COLLECTION ALLOCATIO	0	0	0	.00	.00	.0%
61422 IT ALLOCATION	28,505	0	28,505	13,441.00	15,064.00	47.2%
61500 INSURANCE ALLOCATION	67,716	0	67,716	66,907.00	809.00	98.8%
61600 GARAGE ALLOCATION	16,672	0	16,672	3,957.00	12,715.00	23.7%
62100 ADMIN & OVERHEAD ALLOCATION	84,130	0	84,130	31,432.00	52,698.00	37.4%
63209 INTERFUND SERVICES - IT	0	0	0	1,523.35	-1,523.35	.0%
80100 MACHINERY & EQUIPMENT	0	0	0	.00	.00	.0%
TOTAL AIRPORT OPERATIONS	1,546,919	3	1,546,922	933,597.79	610,604.39	60.4%

FROM 2025 01 TO 2025 06

ACCOUNTS FOR: 777 AIRPORT FUND		ORIGINAL ESTIM REV	ESTIM REV ADJSTMTS	REVISED EST REV	ACTUAL REVENUE	REMAINING REVENUE	PCT COLL
TOTAL AIRPORT FUND		-59,304	3	-59,301	-216,235.61	154,214.79	364.6%
	TOTAL REVENUES	-1,868,480	0	-1,868,480	-1,066,315.53	-802,164.47	
	TOTAL EXPENSES	1,809,176	3	1,809,179	850,079.92	956,379.26	

FROM 2025 01 TO 2025 06

	ORIGINAL ESTIM REV	ESTIM REV ADJSTMTS	REVISED EST REV	ACTUAL REVENUE	REMAINING REVENUE	PCT COLL
GRAND TOTAL	-59,304	3	-59,301	-216,235.61	154,214.79	364.6%

REPORT OPTIONS

	Field #	Total	Page Break
Sequence 1	1	Y	Y
Sequence 2	9	Y	N
Sequence 3	11	Y	N
Sequence 4	0	N	N

Report title:

2025
EXPENSE
Includes accounts exceeding 0% of budget.
Print Full or Short description: F
Print full GL account: N
Sort by full GL account: N
Print Revenues-Version headings: Y
Print revenue as credit: Y
Print revenue budgets as zero: N

From Yr/Per: 2025/ 1
To Yr/Per: 2025/ 6
Budget Year: 2025
Print totals only: Y
Format type: 1
Double space: N
Suppress zero bal accts: Y
Amounts/totals exceed 999 million dollars: N
Roll projects to object: N
Print journal detail: N
From Yr/Per: 2014/ 1
To Yr/Per: 2014/ 2
Include budget entries: Y
Incl encumb/liq entries: Y
Sort by JE # or PO #: J
Detail format option: 1
Multiyear view: D

BALANCE SHEET FOR 2024 6

FUND: 777 AIRPORT FUND		NET CHANGE FOR PERIOD	ACCOUNT BALANCE
ASSETS			
77700000 10101	POOLED CASH	-68,826.30	98,034.51
77700000 10298	MARKET VALUE ADJUSTMENT	.00	-5,728.65
77700000 10410	ACCOUNTS RECEIVABLE	-13,701.02	22,533.05
77700000 10600	ALLOWANCE FOR BAD DEBT	.00	-125.00
77700000 19010	LAND	.00	271,957.47
77700000 19015	INFRASTRUCTURE	.00	1,055,147.91
77700000 19020	LAND IMPROVEMENTS	.00	1,290,900.17
77700000 19040	BUILDINGS	.00	360,924.81
77700000 19080	ROLLING EQUIPMENT	.00	203,558.44
77700000 19090	MACHINERY	.00	56,856.46
77700000 19260	DEFERRED OUTFLOWS - AGENT	.00	335,998.00
77700000 19515	ACCUM DEP - INFRASTRUCTURE	.00	-1,055,147.91
77700000 19520	ACCUM DEP - LAND IMPROVEMENTS	.00	-1,121,579.66
77700000 19540	ACCUM DEP - BUILDINGS	.00	-277,199.22
77700000 19580	ACCUM DEP - ROLLING EQUIPMENT	.00	-122,135.89
77700000 19590	ACCUM DEP - MACHINERY	.00	-51,666.78
TOTAL ASSETS		-82,527.32	1,062,327.71
LIABILITIES			
77700000 20560	COMPENSATED ABSENCES	.00	-22,036.47
77700000 21035	BONDS PAYABLE, SERIES 2020B	.00	-1,225,872.09
77700000 21110	CUSTOMER DEPOSITS	.00	-3,861.50
77700000 22200	NET PENSION LIABILITY - AGENT	.00	-350,292.49
77700000 22211	DEFERRED INFLOWS - AGENT	.00	-29,010.00
TOTAL LIABILITIES		.00	-1,631,072.55
FUND BALANCE			
77700000 30001	ENCUMBRANCE CONTROL	.00	5,593.82
77700000 30002	ENCUMBRANCES - BUDGET FB RESER	.00	-5,593.82
77700000 30004	APPROPRIATIONS	.00	-1,845,688.00
77700000 30005	REVENUE CONTROL	-84,626.53	-869,359.44
77700000 30006	EXPENDITURE CONTROL	167,153.85	840,258.72
77700000 30007	FUND BALANCE	.00	1,617,018.22
77700000 30009	ESTIMATED REVENUE	.00	1,831,081.00
77700000 30010	BUDGETARY FUND BALANCE UNRESER	.00	14,607.00
77700000 31009	INVESTMENT IN FIXED ASSETS	.00	-1,011,686.66
77700000 37003	UAL DEBT SERVICE RESERVE	.00	-7,486.00
TOTAL FUND BALANCE		82,527.32	568,744.84
TOTAL LIABILITIES + FUND BALANCE		82,527.32	-1,062,327.71

** END OF REPORT - Generated by Greg Owen **

BALANCE SHEET FOR 2025 6

FUND: 777 AIRPORT FUND		NET CHANGE FOR PERIOD	ACCOUNT BALANCE
ASSETS			
77700000 10101	POOLED CASH	293.27	53,066.91
77700000 10298	MARKET VALUE ADJUSTMENT	.00	-2,090.38
77700000 10410	ACCOUNTS RECEIVABLE	380.74	151,558.55
77700000 10600	ALLOWANCE FOR BAD DEBT	.00	-125.00
77700000 19010	LAND	.00	271,957.47
77700000 19015	INFRASTRUCTURE	.00	1,055,147.91
77700000 19020	LAND IMPROVEMENTS	.00	1,290,900.17
77700000 19040	BUILDINGS	.00	360,924.81
77700000 19080	ROLLING EQUIPMENT	.00	203,558.44
77700000 19090	MACHINERY	.00	56,856.46
77700000 19260	DEFERRED OUTFLOWS - AGENT	.00	210,594.00
77700000 19515	ACCUM DEP - INFRASTRUCTURE	.00	-1,055,147.91
77700000 19520	ACCUM DEP - LAND IMPROVEMENTS	.00	-1,182,546.21
77700000 19540	ACCUM DEP - BUILDINGS	.00	-283,711.71
77700000 19580	ACCUM DEP - ROLLING EQUIPMENT	.00	-136,939.98
77700000 19590	ACCUM DEP - MACHINERY	.00	-54,374.61
TOTAL ASSETS		674.01	939,628.92
LIABILITIES			
77700000 20560	COMPENSATED ABSENCES	.00	-29,686.54
77700000 21035	BONDS PAYABLE, SERIES 2020B	.00	-1,192,765.09
77700000 21110	CUSTOMER DEPOSITS	.00	-4,061.50
77700000 22200	NET PENSION LIABILITY - AGENT	.00	-288,352.49
77700000 22211	DEFERRED INFLOWS - AGENT	.00	-11,895.00
TOTAL LIABILITIES		.00	-1,526,760.62
FUND BALANCE			
77700000 30001	ENCUMBRANCE CONTROL	2,621.82	2,720.24
77700000 30002	ENCUMBRANCES - BUDGET FB RESER	-2,621.82	-2,720.24
77700000 30004	APPROPRIATIONS	.00	-1,809,179.42
77700000 30005	REVENUE CONTROL	-67,053.19	-1,066,315.53
77700000 30006	EXPENDITURE CONTROL	66,379.18	850,079.92
77700000 30007	FUND BALANCE	.00	1,828,930.97
77700000 30009	ESTIMATED REVENUE	.00	1,868,480.00
77700000 30010	BUDGETARY FUND BALANCE UNRESER	.00	-59,300.58
77700000 31009	INVESTMENT IN FIXED ASSETS	.00	-1,011,686.66
77700000 37003	UAL DEBT SERVICE RESERVE	.00	-13,877.00
TOTAL FUND BALANCE		-674.01	587,131.70
TOTAL LIABILITIES + FUND BALANCE		-674.01	-939,628.92

** END OF REPORT - Generated by Greg Owen **

Report generated: 01/30/2025 10:52
User: gowen
Program ID: glbalsht

2024/25	JET A	CalStar Jet A	Jet A total	Full Service Avgas	Self Service Avga	Avgas total	Total Fuel Rev	Cal Star	Reach	Processing Fee	TOTAL
July	38,958.00	4,722.00	**43,680.00**	861.50	2,953.60	**3,815.10**	$332,035.14	$27,286.52		-$7,755.40	$351,566.26
August	19,296.00	6,475.00	**25,771.00**	964.90	3,296.40	**4,261.30**	$165,553.66	$34,525.72		-$4,193.16	$195,886.22
September	14,783.00	5,065.00	**19,848.00**	855.30	2,765.69	**3,620.99**	$116,551.82	$26,147.50		-$3,112.85	$139,586.47
October	9,065.00	5,765.00	**14,830.00**	786.40	1,978.20	**2,764.60**	$75,705.58	$29,211.46		-$1,908.70	$103,008.34
November	5,729.00	4,460.00	**10,189.00**	431.10	1,408.70	**1,839.80**	$47,757.17	$24,739.09		-$1,417.34	$71,078.92
December	1,871.00	3,606.00	**5,477.00**	332.70	1,096.99	**1,429.69**	$20,378.60	$19,708.32		-$626.71	$39,460.21
Totals	89,702.00	30,093.00	**89,299.00**	4,231.90	13,499.58	**11,697.39**	$757,981.97	$161,618.61		-$19,014.16	$900,586.42

2023/24	**JET A**	**CalStar Jet A**	**Jet A total**	**Full Service Avgas**	**Self Service Avgas**	**Avgas total**	**Total Fuel Rev**	**Cal Star**	**Reach**	**Processing Fee**	**TOTAL**
July	11,761.00	5,760.00	17,521.00	790.20	3,147.40	3,937.60	$115,466.41	$33,578.39		-$3,033.84	$146,010.96
August	18,580.00	4,477.00	23,057.00	696.30	2,866.10	3,562.40	$165,416.55	$27,514.94		-$4,319.28	$188,612.21
September	10,053.00	5,885.00	15,938.00	684.90	2,305.90	2,990.80	$98,588.69	$39,837.81		-$2,520.24	$135,906.26
October	6,933.00	5,340.00	12,273.00	165.40	285.90	451.30	$57,888.41	$36,008.99		-$1,704.01	$92,193.39
November	5,587.00	4,460.00	10,047.00	766.50	1,046.90	1,813.40	$54,316.34	$27,892.88		-$1,662.85	$80,546.37
December	3,515.00	3,253.00	6,768.00	273.10	1,256.40	1,529.50	$36,144.30	$20,700.55		-$1,072.64	$55,772.21
January	1,332.00	3,310.00	4,642.00	247.00	1,523.60	1,770.60	$21,052.25	$20,690.25		-$556.98	$41,185.52
Febuary	3,840.00	3,110.00	6,950.00	526.4	1,211.50	1,737.90	$38,968.55	$19,804.70		-$1,280.79	$57,492.46
March	3,074.00	1,520.00	4,594.00	276.00	708.90	984.90	$31,974.59	$8,887.15		-$922.57	$39,939.17
April	5,454.00	3,870.00	9,324.00	700.70	667.30	1,368.00	$56,181.98	$22,627.20		-$1,692.92	$77,116.26
May	14,074.00	4,459.00	18,533.00	1,202.70	248.50	1,451.20	$131,397.34	$26,284.74		-$3,474.97	$154,207.11
June	20,446.00	5,970.00	26,416.00	1,185.90	3,748.00	4,933.90	$194,310.39	$34,011.61		-$4,707.98	$223,614.02
Totals	**104,649.00**	**51,414.00**	**156,063.00**	**7,515.10**	**19,016.40**	**26,531.50**	**$1,001,705.80**	**$317,839.21**		**-$26,949.07**	**$1,292,595.94**

2022/23	**JET A**	**CalStar Jet A**	**Jet A total**	**Full Service Avgas**	**Self Service Avgas**	**Avgas total**	**Total Fuel Rev**	**Cal Star**	**Reach**	**Processing Fee**	**TOTAL**
July	10,398.00	3,785.00		881.80	1,892.40		$104,022.31	$28,488.01		-$2,781.97	$129,728.35
August	9,671.00	4,400.00		669.90	1,189.90		$91,191.16	$29,855.16		-$2,540.00	$118,506.32
September	11,275.00	4,175.00		401.10	1,337.20		$97,301.92	$28,144.05		-$2,504.29	$122,941.68
October	5,718.00	4,010.00		608.80	1,823.50		$59,496.89	$27,970.22		-$1,906.14	$85,560.97
December	2,316.00	2,280.00		474.7	848.5		$26,315.12	$14,066.09		-$866.11	$39,515.10
January	3,063.00	2,499.00		333	818		$29,751.66	$16,160.67		-$1,082.86	$44,829.47
February	1,991.00	3,340.00		279.60	1,031.66		$24,174.22	$22,656.08		-$720.31	$46,109.99
March	2,787.00	2,035.00		605.80	999.28		$30,907.78	$12,476.96		-$917.01	$42,467.73
April	1,694.00	4,065.00		657.70	2,000.80		$29,210.32	$23,959.04		-$1,683.53	$51,485.83
May	5,007.00	5,126.00		673.30	2,400.20		$54,845.42	$27,921.31		-$1,683.53	$81,083.20
June	10,058.00	4,630.00		911.30	1,585.41		$83,104.07	$25,968.64		-$2,211.74	$106,860.97
Totals	**63,978.00**	**40,345.00**	**104,323.00**	**6,497.00**	**15,926.85**	**22,423.85**	**$630,320.87**	**$257,666.23**		**-$18,897.49**	**$869,089.61**

2021/22	JET A	CalStar Jet A	Jet A total	Full Service Avgas	Self Service Avgas	Avgas total	Total Fuel Rev	Cal Star	Reach	Processing Fee	TOTAL
July	13,868.00	5,040.00		1,791.00	1,930.00		$96,222.82	$25,358.97		-$2,284.70	$119,297.09
August	17,240.00	4,525.00		1,167.00	2,084.50		$110,631.93	$22,927.79		-$2,924.62	$130,635.10
September	13,910.00	2,590.00		1,132.00	1,707.30		$91,254.33	$13,045.65		-$2,265.72	$102,034.26
October	5,899.00	3,545.00		838.60	1,496.50		$44,934.48	$17,938.15		-$1,219.29	$61,653.34
November	5,878.00	1,875.00		1,028.00	1,970.20		$48,570.35	$14,335.67		-$1,126.00	$61,780.02
December	4,050.00	2,135.00		494.9	767.8		$29,271.32	$11,355.98		-$832.69	$39,794.61
January	2,013.00	3,680.00		794	1,801.60		$25,338.77	$18,607.26		-$761.79	$43,184.24
February	2,378.00	2,770.00		927.10	1,269.90		$25,000.90	$15,507.51		-$719.76	$39,788.65
March	4,063.00	3,690.00		871.40	1,386.50		$39,111.32	$21,072.50		-$1,165.07	$59,018.75
April	2,826.00	3,765.00		539.30	874.90		$31,028.41	$27,615.46		-$975.96	$57,667.91
May	4,715.00	5,030.00		511.20	2,469.40		$54,852.32	$36,602.68		-$1,668.47	$89,786.53
June	8,856.00	4,230.00		713.20	2,798.40		$93,280.75	$31,664.69		-$2,385.82	$122,559.62
Totals	**85,696.00**	**42,875.00**	**128,571.00**	**10,807.70**	**20,557.00**	**31,364.70**	**$689,497.70**	**$256,032.31**		**-$18,329.89**	**$927,200.12**

2020/21	JET A	CalStar Jet A	Jet A total	Full Service Avgas	Self Service Avgas		Total Fuel Rev	Cal Star	Reach	Processing Fee	TOTAL
July	19,202.00	4,775.00		1,231.00	2,826.20		$101,054.54	$19,941.90		-$2,897.85	$118,098.59
August	29,466.00	3,525.00		984.00	1,750.00		$138,808.79	$14,736.16		-$4,032.03	$149,512.92
September	40,844.00	3,355.00		590.00	1,565.00		$186,159.91	$13,516.08		-$5,001.23	$194,674.76
October	20,114.00	3,900.00		1,112.00	1,882.90		$100,275.42	$15,803.95		-$2,715.03	$113,364.34
November	2,515.00	3,975.00		959.6	2,002.80		$24,278.17	$16,712.02		-$711.55	$40,278.64
December	3,717.00	2,850.00		1,153.00	1,807.80		$29,403.64	$12,116.74			$41,520.38
January	2,580.00	2,650.00		783.5	1,442.00		$20,427.62	$11,496.83		-$595.92	$31,328.53
February	1,543.00	2,738.00		805.40	1,581.30		$17,243.48	$11,934.43		-$478.67	$28,699.24
March	2,064.00	4,550.00		1,340.00	1,776.60		$27,017.98	$20,792.82		-$717.01	$47,093.79
April	8,171.00	4,935.00		1,098.00	1,138.50		$52,565.90	$23,381.27		-$1,327.66	$74,619.51
May	8,465.00	5,855.00		989.7	1,442.90		$55,095.16	$28,075.50		-$1,578.94	$81,591.72
June	10,437.00	4,530.00		1,223.00	1,395.90		$67,466.30	$21,949.70		-$1,906.90	$87,509.10
Totals	**118,438.00**	**25,030.00**	**143,468.00**	**12,269.20**	**20,611.90**	**32,881.10**	**$819,796.91**	**$210,457.40**		**-$21,962.79**	**$1,008,291.52**

2019/20	JET A	CalStar Jet A	Jet A total	Full Service Avgas	Self Service Avgas		Total Fuel Rev	Cal Star	Reach	Processing Fee	TOTAL
July	15,626.00	3,590.00		2,600.00	2,731.50		$110,300.01	$17,765.02		-$3,340.44	$124,724.59
August	18,877.00	3,890.00		1,520.00	2,503.20		$120,149.08	$19,326.01		-$3,465.93	$136,009.16
September	40,844.00	3,355.00		590.00	1,565.00		$186,159.91	$13,516.08		-$5,001.23	$194,674.76
October	25,965.00	4,460.00		1,844.00	1,809.50		$168,722.10	$22,565.27		-$4,656.52	$186,630.85
November	4,027.00	4,595.00		1,286.00	1,283.00		$37,111.27	$23,868.86		-$1,079.81	$59,900.32
Decemeber	1,187.00	2,641.00		584.1	582.8		$13,580.78	$14,837.92		-$419.29	$27,999.41
January	547	2,868.00		603.5	450.3		$9,782.31	$14,716.16		-$271.43	$24,227.04
February	2,046.00	4,585.00		1,252.00	1,954.00		$26,876.80	$23,262.50		-$797.15	$49,342.15
March	866	3,105.00		646.7	741.5		$11,728.15	$15,504.67		-$335.81	$26,897.01
April	1,629.00	4,140.00		669.5	933		$16,380.73	$18,789.92		-$438.09	$34,732.56
May	1,289.00	3,410.00		201.6	426.4		$9,627.13	$11,777.56		-$278.03	$21,126.66
June	3,494.00	4,420.00		125.2	599.9		$17,516.49	$16,809.63		-$565.69	$33,760.43
Totals	**107,073.00**	**25,399.00**	**132,472.00**	**11,922.60**	**15,580.10**	**27,502.70**	**$727,934.76**	**$212,739.60**		**-$20,649.42**	**$920,024.94**

2018/19	JET A	CalStar Jet A	Jet A total	Full Service Avgas	Self Service Avgas		Total Fuel Rev	Cal Star	Reach	Processing Fee	TOTAL
July	42,034.00	3,550.00		1,982.00	1,835.00		$240,512.25	$18,743.23		-$6,351.04	$252,904.44
August	55,722.00	3,615.00		1,294.00	1,532.60		$301,719.70	$18,889.49		-$10,749.36	$309,859.83
September	14,143.00	4,535.00		2,080.20	1,730.80		$94,604.07	$24,140.53		-$2,742.36	$116,002.24
October	7,407.00	2,960.00		2,753.20	1,773.60		$63,023.38	$12,719.78		-$1,831.36	$73,911.80
November	5,242.00	2,220.00		981.1	1,394.70		$39,707.25	$11,873.81		-$1,133.39	$50,447.67
December	781	2,975.00		1,212.30	1,215.50		$16,986.61	$15,351.14		-$465.33	$31,872.42
January	2,422.00	1,355.00		2,750.90	1,312.30		$35,412.27	$6,416.18		-$857.60	$40,970.85
February	2,938.00	1,280.00		464.2	429.1		$20,493.25	$9,022.85		-$560.91	$28,955.19
March	2,126.00	2,390.00		1,291.00	775.6		$22,909.36	$12,032.02		-$644.86	$34,296.52
April	2,536.00	4,939.00		1,564.00	2,115.00		$32,740.06	$25,345.21		-$880.09	$57,205.18
May	4,916.00	1,995.00		892.1	2,465.00		$43,232.27	$10,520.14		-$979.88	$52,772.53
June	14,204.00	1,795.00		1,832.00	2,547.70		$98,609.69	$8,708.89		-$2,414.24	$104,904.34
Totals	**127,751.00**	**21,210.00**	**148,961.00**	**19,097.00**	**19,126.90**	**38,223.90**	**$1,009,950.16**	**$173,763.27**		**-$29,610.42**	**$1,154,103.01**

2017/18	JET A	CalStar Jet A	Jet A total	Full Service Avgas	Self Service Avgas		Total Fuel Rev	Cal Star	Reach	Processing Fee	TOTAL
July	18,491.00	3,830.00		5,006.30			$111,862.73	$14,609.29		-$3,341.37	$123,130.65
August	14,160.00	2,895.00		4,442.10	734.40		$92,912.07	$11,577.98		-$2,639.62	$101,850.43
September	13,098.00	3,490.00		2,933.30	989.80		$82,743.74	$14,847.64		-$2,411.23	$95,180.15
October	31,418.00	4,228.00		2,678.40	1,037.60		$170,042.07	$18,330.54		-$4,391.86	$183,980.75
November	2,398.00	2,055.00		1,387.80	741.7		$21,942.87	$9,098.01		-$619.76	$30,421.12
December	2,697.00	3,470.00		1,368.20	1,884.00		$28,306.95	$16,732.75		-$742.56	$44,297.14
January	863	1,640.00		1,608.40	805		$15,416.91	$7,926.56		-$443.57	$22,899.90
February	2,734.00	3,530.00		1,831.10	1,889.30		$33,365.60	$17,853.96		-$1,000.16	$50,219.40
March	3,093.00	2,260.00		937.3	633.9		$24,547.20	$11,489.19		-$761.50	$35,274.89
April	3,523.00	3,620.00		985	777.1		$27,807.39	$17,693.55		-$865.02	$44,635.92
May	3,178.00	4,680.00		1,895.50	1,222.70		$34,182.88	$24,384.77		-$1,071.34	$57,496.31
June	23,695.00	4,003.00		2,446.60	1,869.90		$146,538.97	$20,925.70		-$4,264.41	$163,200.26
Totals	**83,125.00**	**21,608.00**	**104,733.00**	**19,424.50**	**6,192.50**	**25,617.00**	**$789,669.38**	**$185,469.94**		**-$22,552.40**	**$952,586.92**

2016/17	JET A	CalStar Jet A	Jet A total	Full Service Avgas	Self Service Avgas	Total Fuel Rev	Cal Star	Reach	Processing Fee	TOTAL
July	14,100.00	3,789.00		5,604.70		$95,674.93	$14,367.68		-$2,891.81	$107,150.80
August	22,626.00	3,988.00		5,706.20		$120,555.11	$14,773.33		-$3,900.16	$131,428.28
September	15,331.00	3,355.00		5,379.60		$98,333.53	$13,209.22		-$2,802.59	$108,740.16
October	3,460.00	2,530.00		2,657.10		$29,321.66	$9,310.71		-$806.88	$37,825.49
November	1,067.00	1,820.00		2,713.60		$17,483.60	$7,038.69		-$484.40	$24,037.89
December	2,919.00	2,165.00		2,186.90		$23,798.20	$8,372.95		-$745.33	$31,425.82
January	1,523.00	1,976.00		1,659.30		$15,009.35	$7,622.98		-$474.97	$22,157.36
February	1,876.00	1,200.00		1,413.20		$15,410.15	$4,629.35		-$500.67	$19,538.83
March	4,070.00	3,300.00		3,131.10		$33,616.72	$12,730.72		-$969.39	$45,378.05
April	5,700.00	2,665.00		3,832.10		$44,687.36	$10,281.05		-$1,921.26	$53,047.15
May	6,521.00	3,215.00		3,993.80		$49,353.41	$12,402.81		-$1,717.32	$60,038.90
June	9,994.00	3,230.00		4,461.50		$66,301.55	$12,460.68		-$1,989.58	$76,772.65
Totals	**61,026.00**	**19,623.00**	**80,649.00**	**25,907.40**		**$609,545.57**	**$127,200.17**		**-$19,204.36**	**$717,541.38**

2015/16	JET A	CalStar Jet A	Jet A total	Avgas	Total Fuel Rev	Cal Star	Reach	Processing Fee	TOTAL
July	20,173.00	3,770.00		5,268.80	$132,734.24	$16,376.73	$900.96	-$3,873.03	
August	28,643.00	3,310.00		5,198.90	$175,206.10	$13,461.77		-$5,300.85	
September	18,693.00	4,035.00		4,279.30	$114,379.39	$15,846.39		-$3,036.16	
October	3,844.00	2,905.00		3,444.20	$33,684.92	$11,088.52		-$994.20	
November	2,648.00	2,548.00		3,270.50	$27,803.75	$9,650.14		-$827.09	
December	1,378.00	1,560.00		1,244.40	$12,279.70	$5,882.73		-$365.43	
January	1,402.00	1,560.00		1,455.00	$13,399.14	$5,651.92		-$415.87	
February	1,883.00	2,350.00		2,706.70	$21,000.08	$8,054.57		-$621.83	
March	3,631.00	2,445.00		1,881.50	$26,013.26	$8,380.17		-$820.59	
April	2,749.00	2,135.00		3,177.60	$27,399.12	$7,317.65		-$825.19	
May	2,861.00	1,630.00		3,079.70	$26,955.21	$5,586.78		-$831.86	
June	11,015.00	3,115.00		4,169.90	$70,771.78	$11,690.21		-$2,094.29	
Totals	**98,920.00**	**31,363.00**	**130,283.00**	**39,176.50**	**$681,626.69**	**$118,987.58**	**$900.96**	**-$20,006.39**	**$781,508.84**

2014/15	JET A	CalStar Jet A	Reach Jet A	Avgas	Total Fuel Rev	Cal Star	Reach	Processing Fee	TOTAL
July	24,489.00	3,851.00		3,950.80	$176,072.32	$21,890.87			
August	51,109.00	3,270.00		4,735.70	$342,396.00	$18,491.11			
September	9,313.00	6,030.00		3,429.60	$79,138.56	$20,585.69			
October	3,966.00	3,410.00		4,381.20	$49,148.65	$23,623.31			
November	3,161.00	4,065.00		3,024.40	$36,185.91	$17,824.96			
December	2,881.00	5,132.00		2,997.90	$34,422.61	$21,299.44			
January	2,097.00	3,640.00	1,220.00	3,195.00	$29,451.51	$18,730.08	$6,263.15		
February	1,969.00	2,610.00	1,627.00	3,197.60	$24,558.26	$10,507.16	$6,537.99		
March	2,229.00	4,200.00	2,735.00	4,330.10	$30,426.19	$17,968.37	$11,728.88		
April	1,030.00	3,530.00	3,107.00	4,382.80	$25,125.28	$14,546.55	$12,773.86	-$741.09	
May	4,890.00	3,635.00	4,311.00	4,597.40	$44,545.85	$14,979.25	$17,723.86	-$1,330.17	
June	13,415.00	3,130.00	4,933.00	5,765.20	$96,233.14	$14,699.87	$22,814.92	-$2,785.99	
Totals	**120,549.00**	**46,503.00**	**17,933.00**	**47,987.70**	**$967,704.28**	**$215,146.66**	**$77,842.66**	**-$4,857.25**	**$1,255,836.35**

2013/14	JET A	CalStar Jet A	Jet A total	Avgas	Total Fuel Rev	Cal Star	TOTAL
July	11,487.00	3,980.00		4,421.10	$93,677.15	$20,288.01	
August	16,416.00	4,810.00		5,747.70	$130,383.57	$25,314.75	
September	7,428.00	4,430.00		4,221.80	$68,825.26	$25,313.72	
October	3,966.00	3,410.00		4,381.20	$49,148.65	$23,623.31	
November	3,161.00	4,065.00		3,024.40	$36,185.91	$17,824.96	
December	2,881.00	5,132.00		2,997.90	$34,422.61	$21,299.44	
January	649	5,249.00		3,348.60	$23,599.11	$26,603.02	
February	2,374.00	2,741.00		1967.6	$24,811.87	$14,359.74	
March	971	2,825.00		2,751.30	$21,512.89	$14,832.25	
April	850	4,450.00		3,006.50	$22,406.21	$24,948.53	
May	9,946.00	4,575.00		3,394.40	$79,613.99	$20,290.66	
June	11,155.00	4,980.00		3,604.10	$90,994.27	$28,265.41	
Totals	**71,284.00**	**50,647.00**	**121,931.00**	**42,866.60**	**$675,581.49**	**$262,963.80**	**$938,545.29**

2012/13	JET A	CalStar Jet A		Avgas	Total Fuel Rev	Cal Star	TOTAL
July	20,174.00	5,215.00		4,958.00	$141,711.81	$18,621.86	
August	57,719.00	5,660.00		7,197.00	$387,364.68	$18,621.86	
September	33,943.00	4,383.00		5,682.50	$234,477.89	$18,621.86	
October	7,230.00	4,803.00		3,131.60	$63,740.21	$18,621.86	
November	3,161.00	4,065.00		3,024.40	$36,185.91	$17,824.96	
December	2,881.00	5,132.00		2,997.90	$34,422.61	$21,299.44	
January	2,070.00	4,865.00		2,892.30	$29,175.63	$18,621.86	
February	578	3,258.00		4,152.10	$26,749.14	$18,621.86	
March	2,995.00	3,075.00		3,238.80	$37,275.54	$18,621.86	
April	3,482.00	5,430.00		3,477.90	$41,987.18	$18,621.86	
May	7,405.00	3,795.00		5,230.00	$74,614.99	$18,621.86	
June	10,546.00	2,885.00		4,172.80	$84,611.54	$18,621.86	
Totals	**152,184.00**	**52,566.00**	**204,750.00**	**50,155.30**	**$1,192,317.13**	**$225,343.00**	**$1,417,660.13**

2011/12	JET A	CalStar Jet A		Avgas	Total Fuel Rev	Cal Star	TOTAL
July	24,601.00	4,021.00		8,388.40	$194,171.35	$20,011.89	
August	19,282.00	4,275.00		6,965.70	$150,813.57	$20,162.25	
September	10,061.00	4,555.00		4,243.00	$82,009.94	$22,039.30	
October	3,273.00	3,535.00		4,124.50	$42,170.15	$16,592.20	
November	2,077.10	2,465.00		2,465.00	$21,226.81	$11,794.87	
December	869	3,936.00		4,220.00	$28,657.31	$18,634.44	
January	3,020.70	3,210.00		3,020.70	$22,092.95	$14,813.91	
February	2,710.10	3,982.00		2,710.10	$40,219.69	$19,206.21	
March	1,434.00	3,575.00		1,434.00	$20,594.36	$17,812.94	
April	3,239.40	2,750.00		3,239.40	$23,752.38	$13,717.39	
May	4,171.30	6,306.00		4,171.30	$41,447.18	$31,606.71	
June	7,909.70	4,621.00		7,909.70	$129,203.64	$21,569.39	
Totals	**82,648.30**	**47,231.00**	**129,879.30**	**52,891.80**	**$796,359.33**	**$227,961.50**	**$1,024,320.83**

2010/11	JET A	CalStar Jet A		Avgas	Total Fuel Rev	Cal Star	TOTAL
July	14,070.00	4,140.00		5,589.70	$94,956.56	$14,506.67	
August	15,925.00	4,740.00		5,548.10	$104,388.97	$17,204.84	
September	9,325.00	4,285.00		5,128.20	$69,762.89	$15,240.46	
October	4,680.00	3,195.00		3,953.60	$41,399.03	$11,073.69	
November	2,432.00	3,300.00		3,152.10	$27,023.56	$12,444.63	
December	1,629.00	2,150.00		927.9	$11,996.39	$8,130.44	
January	1,122.00	2,860.00		2,860.20	$19,180.76	$11,392.58	
February	1,592.00	1,626.00		2,145.50	$18,666.16	$6,478.24	
March	2,113.00	1,750.00		2,293.50	$22,332.00	$7,453.01	
April	3,047.00	3,530.00		2,799.70	$32,305.95	$16,197.40	
May	6,892.00	3,672.00		3,462.50	$62,537.51	$18,947.38	
June	12,013.00	4,379.00		7,735.80	$117,287.39	$21,607.53	
Totals	**74,840.00**	**39,627.00**	**114,467.00**	**45,596.80**	**$621,837.17**	**$160,676.87**	**$782,514.04**

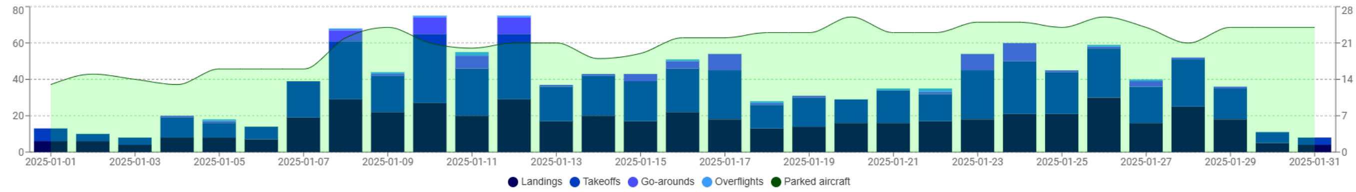
2009/10	JET A	CalStar Jet A		Avgas	Total Fuel Rev	Cal Star	TOTAL
July	14,283.00	5,623.00		6,950.20	$88,546.81	$16,266.91	
August	14,742.00	4,980.00		7,042.10	$94,634.09	$15,096.98	
September	10,061.00	4,555.00		4,243.00	$82,009.94	$22,039.30	
October	6,720.00	2,565.00		5,142.10	$53,331.10	$7,455.86	
November	1,145.00	2,150.00		3,491.60	$20,851.17	$6,891.46	
December	1,089.00	2,220.00		2,609.40	$16,619.29	$7,155.85	
January	1,122.00	2,860.00		2,860.20	$19,180.76	$11,392.58	
February	1,592.00	1,626.00		2,145.50	$18,666.16	$6,478.24	
March	1,887.00	4,435.00		3,423.90	$23,771.39	$14,217.79	
April	2,603.00	2,835.00		2,837.70	$24,668.31	$9,665.08	
May	4,239.00	4,495.00		3,651.70	$37,966.99	$16,470.54	
June	13,244.00	4,205.00		8,018.60	$100,926.38	$14,684.68	
Totals	**72,727.00**	**42,549.00**	**115,276.00**	**52,416.00**	**$581,172.39**	**$147,815.27**	**$728,987.66**

KUKI - Ukiah Municipal

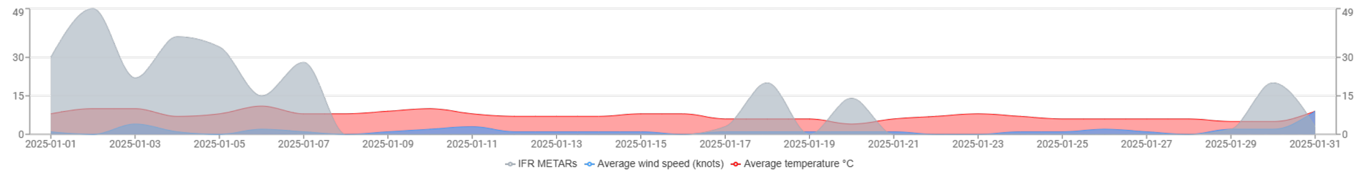
Operations Report for Jan 1, 2025 - Jan 31, 2025

Operations	Landings	Takeoffs	Go-arounds	Overflights
1,190	513	581	82	14

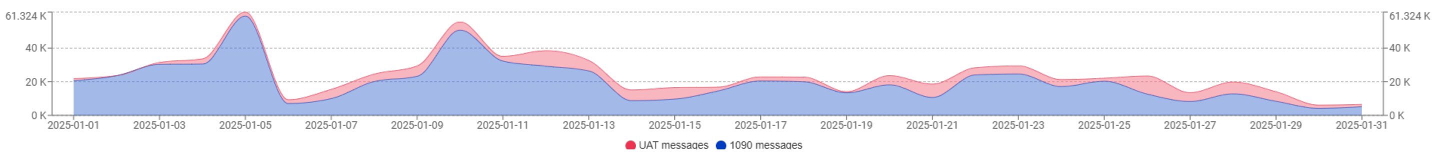
Operations by Day



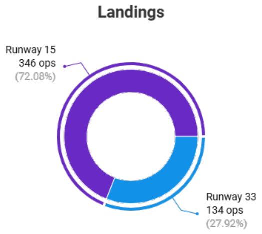
Weather Conditions

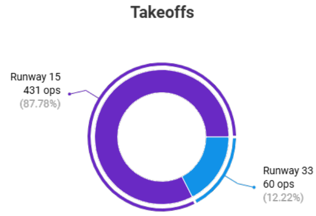


Receiver health

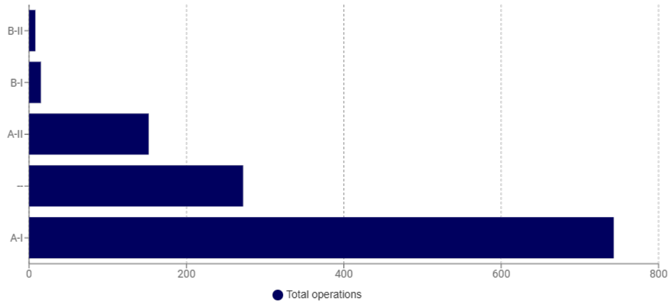


Operations by Runway

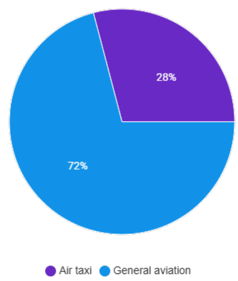




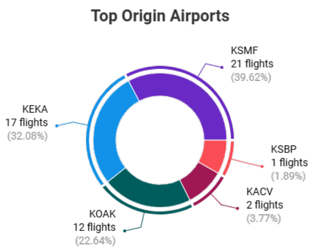
Operations by Category

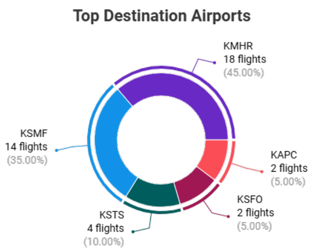


Operations by Type

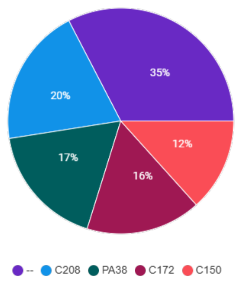


Top Airports

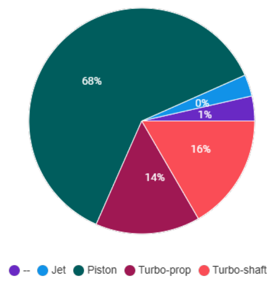




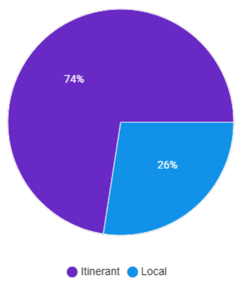
Top Aircraft Types



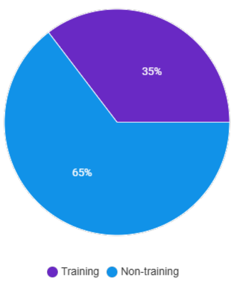
Operations by Engine Type



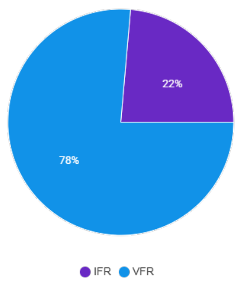
Local vs. Itinerant Flights



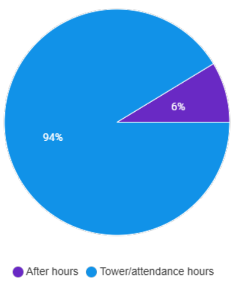
Training Operations



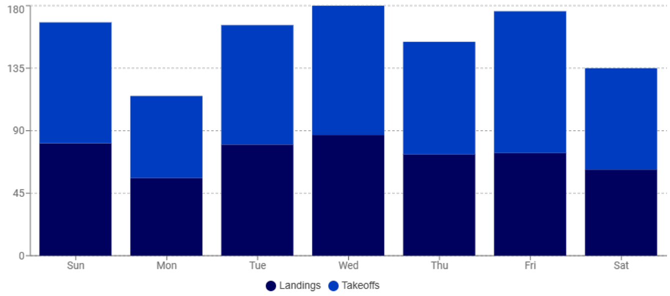
IFR vs. VFR flights



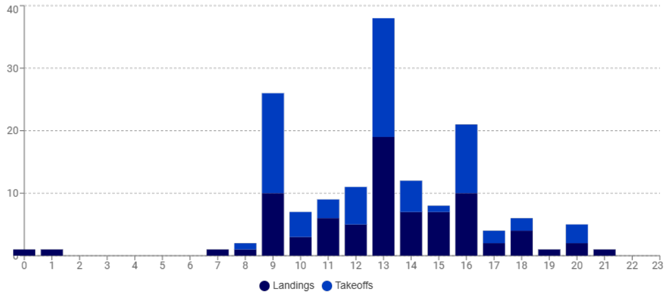
After Hours Operations



Operations by Day of Week

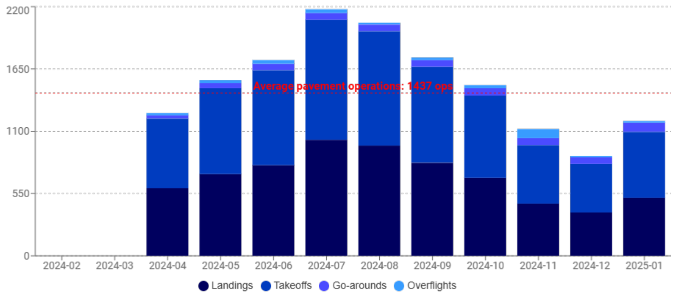


Operations by Hour



Historical Data

Landings and Takeoffs by Month



Busiest Days on Record

Rank	Date	Pavement ops	Aircraft
1	2024-07-25 (Thu)	153	28
2	2024-08-28 (Wed)	149	27
3	2024-05-10 (Fri)	123	22
4	2024-10-04 (Fri)	119	23
5	2024-07-20 (Sat)	112	33
6	2024-09-13 (Fri)	106	18
7	2024-07-30 (Tue)	102	32
8	2024-07-08 (Mon)	97	23
9	2024-08-12 (Mon)	94	21
9	2024-11-16 (Sat)	94	32

Airport Maintenance

Staff will give a verbal report

City Corporation Yard Project

Staff will give a verbal report