APPENDIX A - AIRPORT INFORMATION

General Description

The Paso Robles Municipal Airport is located approximately four and one-half miles northeast of City Hall on 1,272 acres of land within corporate boundaries of the City of Paso Robles. The FAA designation for the Airport is PRB.

Air traffic control services are provided by the Oakland Air Route Traffic Control Center (ARTCC) and the Los Angeles ARTCC (for areas 5NM south of the Airport). Both centers provide radar service all the way to ground level from their radar site on Black Mountain, 22 miles to the south. There is no active air traffic control tower (ATCT) at the Airport, and it is therefore an uncontrolled airport within the airport traffic pattern. The Airport is surrounded by Class E airspace to ground level, which requires a minimum of 1,000-foot ceiling and 3 miles visibility for VFR operations.

Two runways are available for use at the Paso Robles Municipal Airport. Runway 1-19 is currently 6,009 feet in length and 150 feet in width. The rated weight-bearing capacity of this runway is 106,000 pounds for aircraft equipped with dual-wheel landing gear configuration, 150,000 pounds for dual-tandem landing gear configuration and 135,000 pounds for the single-tandem gear configuration, such as the C-130. Runway 1-19 is equipped with high intensity runway lights (HIRL) and the adjacent taxiways are also lighted.

Runway 13-31 is 4,700 feet in length and 100 feet in width. The rated weight-bearing capacity of this runway is 50,000 pounds for aircraft with dual-wheel landing gear configuration, and 90,000 pounds for dual-tandem landing gear configuration. The runway is lighted with medium intensity runway lights (MIRL).

Lighting is pilot-controlled. Precision approach path indicators (PAPI) are available for Runways 19 and 31.

Three non-precision instrument approaches for the Airport are available using the Paso Robles VORTAC: the VOR/DME or GPS for Runway 19 approach, the VOR or GPS-A approach, and VOR/DME or GPS-B approach. Each of these nonprecision instrument approaches includes a published circle-to-land procedure, as well as the straight-in VOR/DME or GPS approach to Runway 19. There are no published graphic instrument departure procedures for aircraft departing the Airport. However, there is a published obstacle clearance procedure with textual guidance for instrument flight rules (IFR) departures from each runway.

General aviation business, personal and recreational activity are accommodated at the Airport. Nonscheduled air taxi service and flight training are also provided at the Airport. A California Department of Forestry Air Attack Base is located on the Airport, and the California Highway Patrol also has aircraft based at the Airport. There is no scheduled commercial passenger service currently provided at the Paso Robles Municipal Airport.

Landside facilities at the Airport include a new 8,000 square-foot terminal building with its adjacent vehicular parking facilities and aircraft parking apron, an aircraft rescue and fire fighting station, an airport maintenance facility, approximately 135 general aviation hangars and 95 aircraft tiedown positions, one jet aircraft charter service, one fuel vendor, four maintenance facilities and one aerial cropdusting service.

Airport Characteristics of Special Significance for Land Use Compatibility Planning

Environmental Factors

- **Climate** – The Paso Robles Municipal Airport lies in the inland area of San Luis Obispo County and therefore, does not have the same climatic conditions as the coastal areas. The variation in the average daily and seasonal range of temperatures is from a low of 20 degrees Fahrenheit in the winter to a high of over 100 degrees Fahrenheit in the summer. The normal maximum temperature of the hottest month is 95 degrees Fahrenheit. The average annual rainfall ranges between 12 and 15 inches in the Paso Robles area.

  There is a low incidence of nighttime fog (IFR Weather) at the Airport throughout the year, but occurs more often in the summer months. During the periods when there is fog, it always recedes by mid-morning. Frontal storm weather passing through the area and causing IFR conditions occurs a low percentage of the time and usually only during the winter months. Visibility has a profound effect on aircraft operations and airfield capacity. When visibility is good, the spacing between aircraft can be less than when visibility is poor. Thus, when visibility is good and aircraft operate under visual flight rules (VFR) conditions, airfield capacity is greater than when visibility is poor and aircraft operate under IFR conditions.

  When the visibility is equal to or greater than 3 statute miles and the ceiling is equal to or greater than 1,000 feet, aircraft may operate under visual flight rules (VFR). When either the ceiling or the visibility falls below the specified minimum criterion, aircraft using the Airport must operate under instrument flight rules (IFR). IFR conditions are estimated to prevail at the Airport less than five percent of the time on an annual basis.

- **Prevailing Winds** – On the basis of FAA criteria for general aviation aircraft operations, a crosswind runway may be justified for FAA funding if the orientation of the primary runway results in crosswind component exceeding 12 miles or 10.5 knot per hour more than 5 percent of the time (thus providing less than 95 percent wind coverage). Based on data collected at Paso Robles Municipal Airport between 1991 and 2000, Runway 1-19, the primary use runway, provides 90.1 percent wind coverage. Runway 13-31 provides 92.6 percent wind coverage. Runway 1-19 in combination with Runway 13-31 provides 99.1 percent wind coverage for crosswinds of less than 10.5 knots. Therefore, the Airport is seldom, if ever, closed due to crosswind conditions with the availability of crosswind Runway 13-31 for those aircraft able to use the shorter Runway 13-31.

Airfield Activities

- **Flight Training** – The level of flight training at the Paso Robles Municipal Airport results in low-level, repetitive aircraft operations associated with "touch-and-go" activity. Noise and

overflight impacts are sometimes greater with this type of activity than with just departures and arrivals.

Socio-Economic Considerations

- **Airport Environment** – The Paso Robles Municipal Airport is surrounded by an area which is essentially quiet and rural in nature. Exceptions to this characterization include commercial uses along State Highway 46 to the south, some residential development east of the Airport, Business Park uses within the Airport boundary, and a correctional facility west of the Airport. In contrast, large areas of land to the north, west and east of the Airport remain open and are utilized primarily for agriculture. In these areas, the effects of aircraft noise and overflight may be expected to be magnified by the lack of significant background noise.

- **Airport Access** – Vehicular access from the south, and from the City of Paso Robles, is by way of State Highway 46, which is directly accessible from US Highway 101, to Airport Road. Access from the north is by way of Airport Road, a two-lane road. The Airport is not served by bus service from the City of Paso Robles, but Dial-a-Ride serves the Airport on request.

- **Encroachment Pressures** – The area surrounding the Paso Robles Municipal Airport is facing increasing pressure for development of open areas, particularly for residential uses. Some of the factors which may be responsible for the increasing pressure for encroachment include:

  - Relatively strong economic and population growth in the North County area
  - Pre-existing incompatible residential development in the County unincorporated area.

- **Local response to airport-related impacts** – The local community has shown, primarily as documented in public comments as part of the Airport Master Plan and aircraft noise complaints registered with the airport management, that it is relatively tolerant of aviation impacts while being sensitive to noise and overflight incompatibilities. It is appropriate that the Airport Land Use Plan reflect the sentiments of the local community in this regard.

Airport Planning Status

- **Airport Master Plan** – The Airport Master Plan for the Paso Robles Municipal Airport was prepared by Aries Consultants Ltd., in association with Tartaglia Engineering, and was adopted by the Paso Robles City Council on November 16, 2004.

- **Airport Master Plan Initial Study** – The Airport Master Plan Initial Study was adopted by the Paso Robles City Council on November 16, 2004.

Airport Noise Contours

The airport noise study completed in September, 2002 by Brown-Buntin Associates is adopted as the current basis for application of Airport Land Use Plan policies.

Airport Layout Plan

The Airport Layout Plan (Sheets 1 through 5) of the Airport Master Plan (November 16, 2004) is adopted as the Airport Layout Plan for the Airport Land Use Plan.

Anticipated Airport Expansion

The Airport Master Plan identifies a number of planned expansions, improvements and upgrades which are anticipated for the Paso Robles Municipal Airport:

Airport Property

- Acquire land in fee title and avigation easements for future Airport development and protection

Airfield Considerations

- Extend length of Runway 1-19 from 6,009 feet to 7,200 feet for landing on both Runways 1 and 19; to 7,200 feet for takeoff on Runway 19; and to 8,200 feet for takeoff on Runway 1 using FAA's declared distance concept
- Extend length of Runway 13-31 from 4,700 feet to 6,400 feet
- Preserve capability for future parallel 3,400-foot Runway 1R-19L
- Add additional parallel and exit taxiways to Runway 1-19
- Add parallel taxiway and additional exit taxiways to Runway 13-31
- Add taxiways connecting west side development to future east side development
- Install MALSR, ILS Glide Slope and Localizer on Runway 19
- Install omnidirectional approach lighting system (ODALS) on Runway 1
- Upgrade precision approach path indicators (PAPIs) on Runways 1 and 13
- Develop precision GPS-WAAS or GPS-LAAS approaches for Runways 1, 19, 13 and 31

General Aviation Considerations

- Expand general aviation, commercial aviation lease lots, hangars and tiedown areas
- Develop site for fuel farm
- Install aircraft wash rack

Terminal Area Considerations

- Preserve capability for potential scheduled commuter service
- Provide space for small package air cargo services
- Provide space for additional commercial/industrial lease sites
- Reserve sites for future air traffic control tower and new aircraft rescue and fire fighting facility

Access Considerations

- Construct additional access roads into airport for future aviation and nonaviation development
- Expand terminal area parking facilities