

INTRODUCTION AND SUMMARY

1.1 INTRODUCTION

In 2001, the City of Paso Robles initiated an Airport Master Plan Update for the Paso Robles Municipal Airport under a grant from the Federal Aviation Administration's (FAA) Airport Improvement Program. The overall objective of the planning study is to prepare an Airport Master Plan Update that meets the goals and requirements of the City and the FAA. The long-range plan was prepared to guide development at the Airport in order to maintain the Airport as a valued transportation facility for both the City and those parts of the surrounding area for which the Airport is the most convenient aviation facility.

Paso Robles Municipal Airport (referred to as the "Airport" throughout this report) is geographically located in the north central portion of San Luis Obispo County, California, approximately 4-1/2 miles northeast of the center of the City of El Paso de Robles. Access to the Airport is provided via U.S. Highway 101, State Highway 46 and Airport Road. The Airport is classified as a General Aviation Airport in the National Plan of Integrated Airport Systems and as a Regional Airport in the California Aviation System Plan. The location of the Airport with respect to nearby communities and other airports in the area is illustrated on Figure 1-1.

The Airport Master Plan Update was performed by Aries Consultants Ltd. of Morgan Hill, California, in association with Tartaglia Engineering of Atascadero, California. The study was coordinated with the City, Federal Aviation Administration, Airport Advisory Committee, and Federal, State and local organizations.

1.2 HISTORY OF THE AIRPORT

Construction of the Airport was completed on April 8, 1943. The Airport was transferred from the Department of the Navy to the U. S. Army Air Corps and renamed Estrella Army Airfield.

On August 29, 1947, the War Assets Administration of the United States, acting under the Surplus Property Act of 1944, as amended, transferred Estrella Army Airfield under a Quitclaim Deed to the County of San Luis Obispo. The conveyance included 966.88 acres together with the buildings, structures and improvements thereon.

The Quitclaim Deed stipulates that all property transferred shall be used for public airport purposes without unjust discrimination and without granting any exclusive right for use of the Airport. The Quitclaim Deed also stipulated that the landing area

shall be maintained in good and serviceable condition and all structures, improvements, facilities and equipment shall be maintained for the remainder of their estimated life.

On August 5, 1948, a second Quitclaim Deed conveyed an additional 90.04 acres of land to the County as part of the Airport property. Under County ownership, Runway 1-19 was extended to 6,009 feet, a terminal building was constructed, a new south apron was built and some T-hangars were constructed.

The City of Paso Robles annexed the Airport property to the City and on May 7, 1973 assumed the operation, management, and control and administration of the Airport subject to all obligations, conditions, reservations and restrictions set forth in the Quitclaim Deeds from the United States of America. Under City ownership the name was changed to the Paso Robles Municipal Airport.

Since 1973 the Airport has been expanded through the acquisition of an additional 220 acres for runway protection zone areas. The Airport property now includes 1,277 acres. New taxiways and new aircraft tiedown aprons have been constructed. The runways and taxiways have been resurfaced, and runway and taxiway lighting systems have been installed or the original systems upgraded. The Aircraft Rescue and Firefighting (ARFF) station was built and a volunteer ARFF team established. Those areas determined excess to forecast aviation requirements were identified and an Airport Industrial Park was initiated. A two-story 8,000 square foot terminal building was recently constructed.

Paso Robles was served by commercial air carriers (Hughes Air West and their predecessors) to 1974. Since 1974 several commuter airlines (Swift Aire, Eagle Airlines, Golden Carriage Air and Skywest) have provided passenger service until 1988 when service was last terminated. The Airport serves as a support facility for the California Department of Forestry Air Attack Base as part of their Statewide fire suppression program, the California Highway Patrol and three local military installations (Camp Roberts, Fort Hunter-Liggett and Camp San Luis).

1.3 VISION STATEMENT

The City adopted the Airport Vision Statement for the Airport in May 2000. The Airport Vision is a broad statement of the City that describes the overall future role of the Airport and its operations.

The Paso Robles Municipal Airport is a Regional Airport supporting and promoting economic development and growth in tourism through service to both general aviation and regular commercial air service.

The Regional Airport will serve California's central coast with facilities for landing, takeoff, taxiing, parking, and other aircraft operations, as well as services to support the carriage of persons, property, cargo and mail by aircraft. Specifically, it will provide facilities and services to general aviation users (including operators of executive or business aircraft) and serve as a way port for aircraft requiring fuels and services while passing through the region. It will continue as a regional center for governmental aviation (such as the California Highway Patrol and California Department of Forestry Fire Service) and provide facilities and services to/for commercial aviation (including commuter, passenger, and cargo airlines) serving Northern California, Southern California, Arizona, and Nevada.

1.4 AIRPORT MASTER PLAN UPDATE FINDINGS AND RECOMMENDATIONS

The Airport Master Plan Update (the Plan) integrates long-term airfield and terminal area requirements with current and forecast aviation needs and airport access and parking needs. It represents a guide for airport development through the year 2020 planning period and indicates possible developments beyond the year 2020 for which land should be reserved at this time. The principal findings and recommendations of the Plan are summarized below.

1.4.1 Aviation Demand Forecasts

- The FAA forecasts general aviation and air taxi aircraft Nationwide to increase by an estimated 25,000 aircraft over the short-term 12-year period (through 2012), an average annual increase of 1.0 percent.
- The California Aviation System Plan predicts that based aircraft within the Central Coast Region will increase at an average annual growth rate of 2.0 percent through 2020, and annual general aviation operations will increase at an average annual growth rate of 1.6 percent.
- The number of based aircraft at the Paso Robles Municipal Airport is forecast to increase from 150 in 2000 to 220 by 2020, an average annual increase of 1.9 percent.
- The number of annual aircraft operations at the Paso Robles Municipal Airport is forecast to increase from an estimated 31,600 annual operations in 2000 to 57,200 annual operations by 2020, an average annual increase of 3.0 percent.

- Long-range aviation activity forecasts through 2050 were also prepared for the Airport. Based aircraft are forecast to total 390 aircraft by 2050. Annual aircraft operations are forecast to total 139,300 operations by 2050.

1.4.2 Potential Demand for Commuter Airline Service

- The Paso Robles Municipal Airport has been provided with passenger service by a variety of air carrier and commuter airlines since the 1940s with the most recent commuter airline service provided by Skywest Airlines from April 1987 to March 1988.
- The San Luis Obispo Council of Governments and the City of Paso Robles prepared the *North County Air Service Market Analysis* that examined if a market currently exists for new commercial passenger services at the Paso Robles Municipal Airport. The study determined that, while the air travel market is growing, new commercial passenger services at the Paso Robles Municipal Airport are unlikely in the near future, given the current market size and the current air service provided at the San Luis Obispo Regional Airport.

1.4.3 Potential Demand for Small Package/Air Cargo Service

- Operations by air cargo/small package/mail service could be initiated directly to the Paso Robles Municipal Airport as businesses and industries develop in the area along with an attendant increase in population and employment.
- However, the Airport is not located within a geographic area with a high concentration of population and employment base required to attract the attention of larger, all cargo air carriers.

1.4.4 Airport Property

- It is recommended that the City acquire certain lands outside the present Airport property line for future Airport development and protection as follows:
 - Acquire about 3 acres to the north and 26 acres to the south of Tower Road for extension and runway protection zone for Runway 19R.
 - Acquire about 95 acres south of Tower Road and east of Airport Road for the extension and runway protection zone for Runway 13.
 - Acquire about 4 acres west of Airport Road for Runway 1L runway protection zone.

- Acquire about 45 acres to the southeast for Runway 31 runway protection zone. Relocate 10 houses and two commercial structures in runway protection zone.

1.4.5 Airfield

- Runway 1-19 is asphalt paved and grooved, in good condition, painted with nonprecision instrument runway markings, and equipped with high intensity runway lights. Runway 19 is equipped with runway end identifier lights. The Plan provides for Runway 1L-19R to be extended by 1,200 feet to the north and 1,000 feet to the south to a length of 8,200 feet with a width of 150 feet to handle business jet, commuter aircraft and large propeller aircraft expected to use the Airport during the planning period. High intensity runway lighting should be installed along the runway extension. Precision instrument markings should be painted on Runway 19R from the future threshold to the midpoint of the runway. The runway pavement would need strengthening if it is to be used regularly by heavier aircraft (e.g., C-130 and P-3) in the future.
- The parallel Taxiway A for Runway 1L-19R is extended to both the north and south on the Plan. The new taxiways associated with the runway extension should be at least 50 feet in width. Taxiways A, B and C should ultimately be widened to 75 feet. Medium intensity taxiway lighting should be installed along the entire parallel taxiway and entrance and exit taxiways.
- Runway 13-31 is asphalt paved and grooved, in good condition, painted with nonprecision runway markings, and equipped with medium intensity runway lights. The Plan provides for Runway 13-31 to be extended to the northwest to a length of 6,400 feet at its present width of 100 feet. Blast pads 200 feet long and 140 feet wide are provided at each end of the extended runway. Holding aprons are also provided at each end of the runway. Medium intensity runway lighting should be installed along the runway extension. The runway pavement would need additional strengthening if it is to be used regularly by heavier aircraft (e.g., C-130 and P-3) in the future.
- A full-length parallel taxiway should be planned at 400 feet southwest of the Runway 13-31 centerline with at least a 50-foot width. Medium intensity taxiway lights should be installed along the entire parallel taxiway and entrance and exit taxiways.
- The Plan preserves the capability in the long-term of developing a new parallel Runway 1R-19L to be 3,400 feet long and 60 feet wide, with a centerline-to-centerline separation from Runway 1L-19R of 700 feet to the east. This will permit simultaneous operations on the parallel runways during visual flight rules

(VFR) conditions by both single-engine and light twin-engine aircraft of less than 12,500 pounds, as well as some large aircraft simultaneously with large aircraft on the longer runway. Medium intensity runway lights should be installed along the new Runway 1R-19L.

- A full-length parallel taxiway, with entrance and exit taxiways, is provided at least 150 feet and preferably 240 feet centerline-to-centerline from Runway 1R-19L and extends south to Taxiway F. The taxiways associated with the new runway should be at least 25 feet and preferably 35 feet in width. Medium intensity taxiway lights should be installed along the entire parallel taxiway and entrance and exit taxiways.
- The Plan retains the three helipads, with two to be used primarily for training, located east of the main helipad. The main helipad and one training helipad are separated from Runway 1L-19R by at least 700 feet to the west, and this allows simultaneous VFR operations with fixed-wing aircraft. The second training helipad is separated from the first training helipad by 200 feet to the east. Because all helipads are separated by at least 200 feet, simultaneous VFR helicopter operations can also be conducted.
- Other new portions of the planned taxiway system include extension of Taxiways C and D to the east of Runway 1-19 to connect to the parallel taxiway for Runway 13-31. A new taxiway is provided off Taxiway E to serve future development at the southwest corner of the Airport. A new taxiway is provided off the parallel taxiway for an extended Runway 13-31 to serve future development at the northwest end of the Airport. Portions of closed Taxiways B and G are to be rebuilt to connect to the future end of Runway 19L and to serve new development east of Runway 13-31, respectively. The north/south portion of Taxiway B, north of Taxiway C, is to be closed. Medium intensity taxiway lights should be installed along all the new taxiways, as well as along Taxiway F and that portion of Taxiway B that is currently unlit.

1.4.6 Avigation

- The Paso Robles Municipal Airport is near one of the busiest VFR corridors in the world along the San Joaquin Valley with a secondary VFR flyway of considerable air traffic passing through and around the Paso Robles terminal area airspace. A significant portion of the air traffic between the Los Angeles and San Francisco Bay areas traverses the Paso Robles terminal airspace.

- The use of airspace in the Paso Robles terminal area airspace is influenced by terrain that keeps minimum en route altitudes relatively high over the mountainous areas. In addition, the terrain to the west is overlaid by a series of Military Operations Areas.
- 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. There is a low incidence of nighttime fog at the Airport. During the periods when there is fog, it always recedes by mid-morning.
- There are three published instrument flight rule (IFR) approaches to Paso Robles Municipal Airport. Air traffic control facilities that serve the Airport are the Oakland and Los Angeles Air Route Traffic Control Centers. The Air Route Traffic Control Centers provide air traffic control for en route IFR aircraft and also provide air traffic control for approach and departure IFR aircraft for the Paso Robles Municipal Airport.
- The Plan provides for a precision IFR approach to Runway 19R with lower minimums than presently exist to enhance the capabilities and increase the utility of the Airport. At the request of the City, the Plan also preserves the capability for future precision instrument approach procedures to the other three runways.
- A tree at 1,950 feet from the threshold of Runway 31 penetrates a future 50:1 approach surface by 19 feet. This tree should be topped or removed.
- A pole at 2,000 feet from the threshold of Runway 31 would penetrate a future 50:1 approach surface by 8 feet. This pole is on the extended runway centerline and would have to be lowered or relocated if practicable.
- Two electric transmission towers, at approximately 11,000 feet from the threshold of Runway 31, would penetrate a future 40:1 approach surface, beyond the 50:1 approach surface, by 4 and 25 feet, respectively. The FAA would determine whether any action would be required.
- A precision instrument runway protection zone exists for Runway 19R that should be relocated with the runway extension to the northeast. A precision instrument runway protection zone presently exists for Runway 1L and should be retained. Visual runway protection zones exist for each end of Runway 13-31 and should initially be enlarged for aircraft in approach categories C and D. The City has determined that ultimately the runway protection zones for Runway 13-31 should

be upgraded to precision instrument runway protection zones in the future to provide increased protection and this is shown on the Plan. Visual runway protection zones for small aircraft are planned for both ends of a future Runway 1R-19L.

- The building restriction line is retained at 750 feet for Runway 1L-19R and widened to 750 feet for Runway 13-31. The building restriction lines have no penetrations.
- The building restriction line is recommended to be at 370 feet on the east side of a future parallel Runway 1R-19L.
- The Plan provides for the installation of a complete Category I instrument landing system (ILS), or differential global positioning system (DGPS), for precision instrument approaches from the northeast to land on Runway 19R.
- The Plan provides for a medium intensity approach lighting system with runway alignment indicator lights (MALSR) to be installed in conjunction with the ILS/DGPS at the approach end of Runway 19R. Additionally, the Plan preserves the potential for omnidirectional approach lighting system (ODALS) to be installed at the approach end of Runway 1L. These approach lighting systems are to facilitate instrument approaches to these runways; MALSR for precision instrument approaches to Runway 19R and ODALS for nonprecision instrument approaches to Runway 1L.
- The existing precision approach path indicators (PAPI) equipment for Runways 1L and 13 should be returned to service or replaced. The existing PAPI equipment for Runways 13 and 19R should be relocated at the time these runways are extended. Additionally, runway end identifier lights (REIL) are provided for in the Plan for Runways 1L, 13 and 31. PAPIs are planned for both ends of a future Runway 1R-19L.
- The VORTAC is located 400 feet from the centerline of the proposed parallel Runway 1R-19L. Based on preliminary discussions with FAA, it may be possible to obtain a waiver to the recommended 500-foot separation criteria. Therefore, the VORTAC has been retained in its present location, subject to more detailed analysis by FAA, prior to construction of a parallel runway. In the future, it may be desirable to relocate the automated surface observing system (ASOS), for example, adjacent to a future glide slope facility for an instrument landing system on Runway 19R.

- The wind indicator and segmented circle are to be relocated from near the approach end of Runway 13 prior to development of a parallel taxiway for Runway 13-31 or a new parallel Runway 1L-19R.

1.4.7 Passenger Terminal

- The new 8,000 square foot passenger terminal building could be adequate for potential demand. The building provides some space for passenger ticketing and check-in, baggage handling, airline offices, departure and waiting lounges, concessions (restaurant, rental cars), restrooms as well as airport administration and other offices. Depending upon the type of airline service provided (e.g., aircraft seating capacity), it may be necessary to expand the passenger terminal building. In addition, given the increased security provisions of the Transportation Security Administration for passenger and baggage screening and handling, an additional 5,000 to 7,000 square feet should be planned for to adequately accommodate passenger services.
- The 2020 commuter aircraft parking apron can accommodate up to two power-in/power-out commuter-type aircraft parking positions (up to 60,000 square feet or about 400 feet by 150 feet) for turboprop (e.g., DeHavilland DHC-8, Embraer Brasilia and Saab 340) type aircraft or regional jet (e.g., Bombardier CRJ200 and 700 and Embraer RJ135 and 145) type aircraft.
- A portion of the existing passenger terminal aircraft parking apron is currently used for up to 20 transient general aviation spaces. These spaces would have to be relocated elsewhere on the Airport if scheduled commuter service is reintroduced.
- Space for all cargo aircraft is provided to the south of the scheduled commuter aircraft apron on the terminal aircraft parking apron. In the future, some air cargo could be accommodated as belly cargo on passenger aircraft if scheduled service is reintroduced. Therefore, the Plan provides for the handling of some cargo through the passenger terminal building.
- Space is also reserved for a consolidated area for small package/air cargo including a cargo building, aircraft parking apron and truck and vehicular parking area. This would be located in the terminal area adjacent to, and south of, the passenger terminal.

1.4.8 General Aviation

- The Airport has a total of 95-based aircraft tiedown spaces and a total of 135 aircraft hangar spaces. There are approximately 20 tiedown spaces reserved for transient aircraft parking to the east of the terminal apron.

- The Plan retains the commercial aviation/fixed base operator lease facilities and hangar and tiedown spaces to the west of Runway 1L-19R. The Plan also provides about 25 acres to the southwest of Runway 1L-19R for additional commercial aviation/fixed base operator facilities to accommodate future demand.
- The Plan also provides about 30 acres for commercial aviation/fixed base operator and other aviation-related activities on the south side of the Airport between Taxiway F and Dry Creek Road. The Plan reserves additional space for commercial aviation/fixed base operator north of Taxiway C (about 26 acres) and north of the California Department of Forestry facility (about 12 acres). For the long-term, additional space is also reserved east of Runway 13-31 (about 20 acres) for future commercial aviation development.
- The Plan also reserves about 40 acres between the runways and Taxiway F for future commercial aviation/fixed base operator development. This would require controlled access (gates and fencing) along either Taxiway F or the future access road to avoid runway incursion problems. The area available for development should be outside the required clear areas around the VORTAC and ASOS. The space available may increase in the future if the VORTAC is phased out by FAA and if the ASOS is relocated as noted earlier.
- Up to 180 hangar spaces (T-hangars, portable hangars, executive or conventional hangars) will be needed by 2020. Additional hangars could be developed in the future commercial aviation areas north of Dry Creek Road, north of Taxiway C and to the southwest of Runway 1L-19R. Individual executive-type hangars could be developed as well as rows of T-hangars or additional commercial aviation/fixed base operator lease lots could be developed in these areas.
- It is recommended that the hangars be consolidated in a few general areas on the Airport in the long-term. One is the present area southwest of the terminal area and the other could be a new area in the southern part of the Airport, south of Taxiway F, that could be developed on an as-required basis. Space is also provided east of Runway 13-31 for future hangar development or relocation of existing hangars.
- The Plan should provide tiedown space for over 40 based aircraft. These spaces are provided in the present general aviation areas to the east, south and north of the present terminal area. If necessary, additional space for tiedowns could be provided to the north and east between the terminal area and Runway 1L-19R.
- Apron space is needed for at least 40 itinerant aircraft through 2020. Tiedown space for itinerant aircraft is currently provided east of the passenger terminal. Alternate space for itinerant aircraft parking positions will have to be provided if

part of this area is ever vacated for commuter air carrier operations in the future. Itinerant parking should continue to be provided in close proximity to the terminal area. This may require relocation of some based aircraft tiedowns. The area immediately east of the present terminal area is shown for future long-range itinerant aircraft parking, together with a new apron to the east and north.

- It is recommended that in the future a new apron area for the larger general aviation and military aircraft be developed, for example on the west side of Runway 1L-19R, but closer to the airfield than present apron areas to minimize the interaction between large and small aircraft (less than 12,500 pounds maximum gross take-off weight) to the greatest extent possible, including taxiing and parking interactions. The area between Taxiways A, B and C, near the California Department of Forestry, is proposed for large aircraft parking.
- Space should be reserved for an aircraft wash rack in the future general aviation area to the south as this area is developed as well as on the west side of the Airport. A site for an aircraft wash rack is identified on the aircraft parking apron east of the port-a-ports and south of the terminal.

1.4.9 Airport Access and Parking

- The existing access roadways off Airport Road are adequate to serve the passenger terminal and general aviation activity on the west side of the Airport. An improved airport access road is recommended along Satellite Drive to serve the new development area to the northwest. A new access road is planned off Airport Road to serve future commercial aviation/fixed base operator development at the southwest corner of the Airport. A new access road north of Satellite Drive would extend into the area north of the California Department of Forestry facility reserved for future development. New access roads into the proposed commercial aviation/fixed base operator area on the south side would be provided off Dry Creek Road at Cirrus Way and Stratus Lane.
- A new access road is proposed north of Dry Creek Road, as an extension of Aerotech Center Way, to serve the area reserved for future development on the east side of the Airport.
- The Airport has 68 designated vehicle parking spaces in the new terminal area. The Plan provides space for over 100 close-in parking spaces within the new and expanded terminal area shown on the Plan for public, rental car and employee parking. Additional parking spaces would be located to the west of the present terminal parking area if and when required.

- Dial-a-Ride will provide transit service to the Airport on request. Eventually, the Airport will require transit service for both aviation (passenger and employee), and nonaviation (commercial and industrial) activity. Appropriate facilities; e.g., bus turnouts and shelters, will be provided at select locations on the Airport.

1.4.10 Airport Support

- A site for an air traffic control tower is reserved west of Runway 1R-19L and north of Taxiway C. This is in the area selected for a control tower several years ago. However, it should be noted that FAA has the responsibility for selection of the site.
- There is an airport aircraft rescue and firefighting (ARFF) facility to the north of the passenger terminal. The firefighting equipment is manned by regular City of El Paso de Robles Fire Department units. It is proposed that the ARFF facility eventually be relocated adjacent to the proposed air traffic control tower site.
- It is recommended that the City acquire a new on-airport firefighting vehicle to satisfy Index B ARFF requirements as soon as the demand warrants. Index B ARFF equipment would satisfy the requirement to accommodate those types of aircraft used by charter and government agencies that currently use the Airport. The existing ARFF facility lot would be converted for additional transient aircraft tie-downs.
- Aviation fuel storage includes three 12,000-gallon tanks located north of the terminal area and one 12,000-gallon underground tank for private use in a leased area. Space for a consolidated fuel farm is reserved on the west side of the Airport south of Taxiway D.
- Security fencing will be required around the passenger terminal when scheduled service is reintroduced. In addition, the perimeter fencing will require realignment and extension as additional airport property is acquired and replacement in other areas.
- Detailed water, sewer and drainage plans should be developed in the near future consistent with the development of the runway extensions, runway safety areas, parallel runway, associated taxiways, general aviation, commercial aviation, passenger terminal, and non-aviation commercial/industrial development areas recommended in the Plan.
- Landscaping should be planted to improve the visual appearance of the Airport and to screen and/or separate different land uses (e.g., along Airport Road near the entrance to the Airport).

1.4.11 Other Areas

- The California Department of Forestry Air Attack Base has three new buildings constructed in 2001 – an operations/administrations building and a hangar. There are three aircraft loading pads also constructed in 2001. The California Department of Forestry facility is retained in its present location and they have indicated that they do not require any additional space.
- The California Highway Patrol has two fixed wing aircraft and one helicopter based at the Airport and leases a hangar north of the terminal. This facility is for air operations for their Coastal Division and provides air support for an area from Salinas to Ventura. The California Highway Patrol (CHP) may need to lease additional facilities in the future.
- The Airport Industrial Park continues to develop with over 30 businesses located on the Airport with about 700 employees. The commercial/industrial lease sites are located east of Airport Road in the terminal area and north of Dry Creek Road.
- Additional space for the Airport Industrial Park is reserved on the west and south sides of the Airport for expansion of non-aviation commercial and industrial development. The commercial/industrial areas could be expanded along both Airport Road and Dry Creek Road.

1.5 PHASED DEVELOPMENT AND CAPITAL IMPROVEMENT PROGRAM

A three-phase prioritized Capital Improvement Program has been developed as a guide for future development to meet estimated short-range (Phase I, 2003 through 2007), intermediate-range (Phase II, 2008 through 2012), and long-range (Phase III, 2013 through 2020) Airport requirements. Phasing of the program reflects an assessment of the (1) relative priorities of various proposed projects, and (2) the approximate timing of the anticipated requirements.

The Airport Master Plan Update incorporated the recommendations of the *North Area Conceptual Development Plan* (Development Plan) prepared by the City into the Airport planning process. The preliminary cost estimates prepared for the Phase I implementation of the Development Plan were updated to include the additional requirements for implementation of the Airport Master Plan Update.

Phase I projects are considered to be the highest priority items and should be implemented as soon as practicable to meet the Phase I forecast requirements for facilities and to preserve the capability for future Airport expansion. Phase I projects include:

Airport Master Plan Update

Land Acquisition

29 acres to the northeast for Runway 19 protection zone
4 acres to the southeast for Runway 1 protection zone

Airfield

Extend Taxiway A 1,400 feet to the southwest
Extend Taxiway C 1,300 feet to the east
Partial parallel taxiway for Runway 13-31
Rebuild Taxiway G east of Runway 13-31

Navigational Aids

Medium Intensity Taxiway Lights on extended Taxiway A
Medium Intensity Taxiway Lights on extended Taxiway C
Medium Intensity Taxiway Lights on partial parallel taxiway for
Runway 13-31
Medium Intensity Taxiway Lights on Taxiway F

Terminal Area

Aircraft wash rack
Extend Propeller Drive east to Taxiway B
Extend Wing Way to south, including utilities
New hangars (20)
New Cirrus Way and Stratus Lane access roads off Dry Creek Road to
Taxiway F
Extend Aerotech Way onto east side of Airport

Infrastructure

Realign and add new perimeter fencing along new property line

North Area Conceptual Development Plan

Extend Wing Way north to Satellite Drive, including storm drain
Construct Satellite Drive
Construct new road into Northwest Development Area

Phase I of the Capital Improvement Program identifies \$12.9 million in development projects at the Airport. Of the Phase I projects totaling \$12.9 million, projects totaling \$3.8 million will not be eligible for Federal Aviation Administration (FAA) Airport Improvement Program grants. Phase I projects eligible for FAA Airport Improvement Program grants total \$9.1 million.

Of the total \$9.1 million, FAA grants fund 95 percent of the total project; Caltrans grants fund 5 percent of the total FAA grant (4.75 percent of the total project); and the City's requirement for local match for these grant funds totals 0.25 percent, or an estimated total \$156,006 for Phase I projects. Phase I projects not eligible for FAA Airport Improvement Program grants total \$3.8 million primarily for infrastructure development of the northwest non-aviation commercial/industrial area of the Airport, recommended in the *North Area Conceptual Development Plan*, totaling \$3.1 million.

Beyond Phase I, it is assumed that development of the Airport will proceed according to the priorities proposed in the recommended Capital Improvement Program. It is also assumed that the implementation of the Phase II and Phase III projects will be arranged as the demands for facilities occur, and the City identifies the financial resources to implement the recommended projects through FAA Airport Improvement Program grants, State grants and loans and the financial capability of the City to provide the local matching share of project funding.

It should be recognized that the financial feasibility of projects in Phase II and Phase III of the Capital Improvement Program will be linked to the overall management of the Airport in the short-term, the provisions of existing leases and agreements in effect, funding levels and participation rates of Federal and State grant programs and the periodic review by the City of its lease policies and rates and charges policies.

1.6 FINANCIAL FEASIBILITY ANALYSIS

The financial feasibility analysis summarized the annual historical operating results of the Paso Robles Municipal Airport Enterprise Fund to provide a basis for assessing the ability of the Enterprise Fund to meet the requirements for funding future capital projects from operating sources.

- An estimated \$1.4 million will be available from the Airport Enterprise Fund to fund the initial phase of the Capital Improvement Program. The estimated \$1.4 million will be sufficient to construct the aircraft wash rack and provide the City's share of matching Federal grants estimated to be \$294,406 through 2007. Surplus revenues will not be sufficient to fund the remaining \$3.1 million required to initiate development of the Northwest area of the Airport for nonaviation commercial/industrial development. Additional contributions from the City will be required totaling about \$502,000 on an annual basis to fund the total short-term airport development projects through 2007.
- The funding of the Phase I Capital Improvement Program will also be based on the City receiving FAA Airport Improvement Program grants for 95 percent of FAA

eligible projects totaling about \$2.1 million on an annual basis through 2007 and assumes that Caltrans grants will be available for 5 percent of the 95 percent total FAA grants through the same time period.

- The Paso Robles Municipal Airport is eligible for FAA Airport Improvement Program grants as a general aviation airport at the current level of 95 percent of the total project. The City's current (2005-2010) Airport Capital Improvement Plan submitted to the FAA includes \$6.5 million of capital improvement projects for the Airport.
- The Airport is eligible for FAA Airport Improvement Program general aviation entitlement funds totaling \$150,000 on an annual basis. General aviation entitlement funds provide the City the ability to prioritize use of these funds with a greater focus on the needs of the Airport and the Community and eliminate the need to compete for general aviation discretionary funds for projects that may not have a high priority for FAA Airport Improvement Program funding.
- The Paso Robles Municipal Airport has received FAA grant awards beginning in 1977 with the most recent grant award of \$59,540 received in 2004 to replace the aircraft rescue and fire fighting equipment. Grants totaling \$8.6 million have been awarded for projects at the Airport since 1977 averaging \$321,000 annually.
- Phase I of the recommended Capital Improvement Program will require an estimated \$2.1 million in FAA grants on an annual basis over the initial four-year program. It may be unrealistic to plan for this amount in FAA grants as Airport Improvement Program funds are expended to meet the security and other requirements of the Transportation Security Administration.
- The State of California provides four financial assistance programs. The first is the Department of Transportation, Division of Aeronautics annual grant of \$10,000; the second allows the California Transportation Commission to allocate funds to match Federal Airport Improvement Program grants for airport and aviation purposes; the third is the acquisition and development grants administered by the State Transportation Improvement Program; and the fourth is the Airport Loan Program.
- The State provides annual non-matching \$10,000 grants to airports that have not been designated as a "reliever" or "commercial service" airport by the FAA that may be used for both capital improvements and maintenance and operations. The annual grant may be accumulated for up to five years, or a maximum of \$50,000, and used as matching funds for an FAA Airport Improvement Program grant.

- State funds can be allocated by the California Transportation Commission to match an FAA Airport Improvement Program grant once an airport sponsor has accepted the Airport Improvement Program grant from the FAA. The State match is available to airports that have been designated as a general aviation or reliever airport by the FAA. Only those projects that are included in the State's Capital Improvement Program are eligible to receive matching grants. The State match will be an amount equal to 5 percent of the 95 percent FAA Airport Improvement Program grant.
- Any publicly-owned, public-use airport may apply for a State acquisition and development grant through a structured approval process. Grant projects are evaluated and prioritized by an evaluation matrix and an airport rating form with runway maintenance projects receiving the highest priority for funding. An Airport's request may range from a minimum of \$10,000 to a maximum of \$500,000 per fiscal year.
- The State Airport Loan Program provides financial assistance in the form of loans, repayable over a period not to exceed 25 years. The interest rate is based on the most recent issue of State of California bonds sold prior to the issuance of a loan agreement. Loans can be obtained for matching funds (i.e., a FAA Airport Improvement Program grant) and for revenue-generating facilities (i.e., hangars and fuel facilities).
- The City receives the \$10,000 annual grant and the 5 percent matching share of FAA Airport Improvement Program grants from Caltrans.
- Caltrans Division of Aeronautics funds were reduced in 2002 and 2003 to help reduce the Statewide budget deficit. It is not known at this time when, and to what extent, monies will be available to fund the Caltrans Division of Aeronautics Programs.
- Financing airport improvements by direct appropriation from the City's general fund may be the most realistic method of financing development not eligible for FAA Airport Improvement Program grants or for matching the 0.25 percent City requirement for grants as such financing may eliminate any interest payments. For airport capital improvements, general fund appropriations would be made through the regular budgeting process or as a special budget item on an as-required basis.
- General fund appropriations can be justified by the City on the basis that the Airport provides certain direct economic and social benefits to the Community and local

taxpayers as well as the possessory interest, personal property and other tax increments generated by airport tenants and users.

- The City provided General Fund monies totaling close to \$5 million for development projects at the Airport in 2000. These projects included \$2.7 million for design and construction of the new Airport terminal-office building, acquisition of the Aero Services lease agreement, and acquisition of and tenant improvements for the Kyodo facility.
- An estimated \$3.1 million of Phase I of the Capital Improvement Program will be required primarily for infrastructure projects to develop the Northwest nonaviation commercial/industrial properties on the Airport, as presented earlier. The City will determine when development of these additional properties is desirable in order to augment other commercial/industrial properties within the City.
- The importance of the Airport to local economic development is enhanced with active involvement on the part of both public officials and the private business community. The City may require that all exclusive-use facilities such as hangars, fueling facilities, tiedowns, fixed base operations, and other commercial aviation facilities be provided and financed by the tenant. The City would receive ground rental while the leaseholder would receive the gross revenues and be responsible for the operational expenses and debt service obligation. Private financing places the burden of financing on the tenant while increasing the value of the Airport, which will, in turn, add to its economic attractiveness.

1.7 ECONOMIC LAND USE PLAN

The Economic Land Use Plan incorporates the different elements prepared as part of the 2020 Airport Master Plan Update and other planning documents prepared by the City of Paso Robles into a single comprehensive Economic Land Use Plan for the future management and development of the Paso Robles Municipal Airport.

1.7.1 Existing Airport Facilities and Services

Of the estimated 200 acres currently available for lease on the Airport, approximately 150 acres (75 percent) are either leased or optioned under existing lease agreements.

Airport Property

- Only about 38 acres are currently available for long-term aviation and commercial/industrial uses – 20 acres for aviation use and 18 acres for commercial/industrial.

- At full buildout of the Plan, there will be an estimated 400 acres of property either leased or available for lease on the Airport.

Leases and Agreements

The existing leases and agreements for Airport property are long-term leases and, with few exceptions, the ultimate lease commitment extends beyond the 2020 planning period.

- The City entered into two major lease agreements for Airport property in 2000 that have increased the employment base in the City which in turn have added to the sales and property tax base. In particular, significant personal property taxes have been returned to the Airport Enterprise Fund as a result of personal property taxes on based aircraft. An incentive period covering the initial seven years of the leases, through December 1, 2007, was granted to the lessee during which time certain fees for use of the Airport were waived.

It should be noted that, while the financial analysis presented in Chapter 7 of the Plan did not extend beyond the initial five-year (through 2007) development period, additional revenues will be received from these leases (beginning in 2008) at the end of the incentive period, and these revenues will be significant.

Rates and Charges

An analysis of current rates and charges at those airports considered to be competing or comparable airports was performed to assess the reasonableness of the rates and charges at the Paso Robles Municipal Airport.

- Rates and charges for real property, ground leases for hangars and tiedown spaces, and fueling at the Airport are considered within an acceptable range when compared to the other airports.
- A methodology for establishing rates and charges in the future for the terminal building, airfield use, and ground rates has been prepared for the City.
- A method for appraising the current fair market value of Airport property is recommended to provide the City with a basis to assess the cost-benefit of funding future improvements, e.g., water, sewer, roads, etc., into new areas for aviation and commercial/industrial areas.

New Business Analysis

The overall business issues challenging the Paso Robles Municipal Airport will be the attraction of additional airport users and new commercial/industrial development to the Airport within a changing business environment.

Available Resources

The Plan envisions an ultimate airport of over 1,400 acres of which approximately 400 acres are either presently leased or will be available for future revenue generation.

- The 400 acres of potential revenue-producing land will be of great significance to the future and economic development of the Paso Robles Municipal Airport and the City of Paso Robles.

Aviation Related Businesses

Over 40 general aviation products and services that are typically located on, or available at, other airports were compared to the products and services available at the Paso Robles Municipal Airport.

- The Airport currently offers a limited number of these products and services.
- The City will pursue attracting a full-service fixed base operator; specialty services including aircraft cleaning, aircraft interior restoration; avionics sales and services; upholstery shop, and propeller services; and the potential for an aircraft painting and refinishing shop.
- The City will pursue a flight training school for individuals wanting to learn to fly or upgrade their skills. The potential for attracting a flight training center for a major air carrier should be researched.
- The City will research the potential for attracting business/corporate aviation including corporations, private individuals and those aircraft that are fractionally owned and managed by fractional and/or management ownership companies and currently represent the fastest growing segment of the aviation industry.

Commercial/Industrial Businesses

The potential for future development of the commercial/industrial properties on the Airport, and elsewhere in the City, will initially be assessed based on the operating cost factors, operating condition factors, and quality of life factors.

- The City will research those characteristics of the local business environment that are advantageous in the potential for attracting commercial/industrial development and use those characteristics to offset factors that may otherwise discourage industry to establishing locally.
- A 2002 survey of available industrial lots within the City and immediate vicinity estimated that between 70 and 100 acres of property, off the Airport, are currently available for acquisition for development.
- The leasing of Airport properties for commercial/industrial development may have an advantage as properties can be developed on an “as-required” basis, e.g., 5-, 10- 20-acres rather than acquisition of property that has a parcel definition.

1.7.2 Land Development Program

The ultimate Airport property will contain over 1,400 acres compared to the present 1,277 acres for future airport protection and aviation needs. Of the total 1,400 acres, over 400 acres are either presently leased or will be available for potential revenue generation from aviation and commercial/industrial sources.

- Leasing of these lands will increase the productivity of the land, the taxable value of the leased land, buildings or other possessory interest, and will offer opportunities for increased employment.
- The Plan designates land areas to be reserved for various types of aviation-related and commercial/industrial uses. The Capital Improvement Program provides for the orderly development of aviation and commercial/industrial uses.
- The City will actively pursue land acquisition in the vicinity of the Airport as soon as practicable to provide for the future protection and development of the Airport properties.

1.7.3 Revenue-Producing Facilities

Revenues from hangar leases provide a significant source of revenue for many general aviation airports in California and other locations.

- The City will consider assuming the role of developer on the Airport by initiating construction of 20 hangars in the initial phase of development. An amortization schedule was prepared illustrating the financial results of a \$600,000 investment by the City through a low-interest loan from Caltrans under the State’s revolving loan program for revenue-producing facilities on airports.

- The benefits of the City developing the hangars would be economies of scale in building all of the hangars at one time and the hangars could be designed to accommodate different types of aircraft, e.g., the business/corporate type aircraft that represent the fastest growing segment of general aviation as well as smaller aircraft.

1.7.4 Market Research and Promotion

The marketing and promotion of commercial/industrial development within the City is primarily through a cooperative effort and communication between the City, the Chamber of Commerce, and other interested parties in the Community.

- City staff will keep fully apprised of available Airport properties, not only for commercial/industrial sites, but also for aviation-related sites so that these available sites can be evaluated and marketed within the full range of available properties within the City and surrounding areas.
- There are only about 20 acres reserved for aviation development and 18 acres reserved for commercial/industrial development currently available on the Airport.
- The City will determine when the funding for development of additional Airport properties is warranted within the overall needs and requirements of other City services and facilities.
- Once the determination is made to further develop aviation and commercial/industrial properties on the Airport, an aggressive and organized marketing and promotional program will be initiated by the City.

1.7.5 Other Requirements

There are several other requirements the City could consider to promote and facilitate the future development of the Airport.

- The City will develop and maintain a web site for the Airport; alternatively, the Airport could be a specific site under an overall web site for the City of Paso Robles. It is critical that a web site be developed for the Airport so as not to eliminate the Airport, or the City, from further consideration as a potential place of doing business.
- Lease Policy Guidelines will be prepared to state the policies of the City in negotiating new or renegotiating existing leases and agreements for use of the Airport.
- Property Development Standards will be prepared for the aviation-related properties on the Airport and for development of the commercial/industrial areas. Development

standards ensure that the requirements for each type of tenant will be compatible with all other land uses on the Airport by performance, appearance and general operating characteristics.

- The City has prepared several elements of an Airport Lease Package, and the various planning efforts will be incorporated into a single document available to all those with an interest in the Airport and its future development. The Airport Lease Package will be made available to any existing or potential new airport tenants. An Airport Lease Package should include an introduction, lease application process, leasing guidelines, Federal Aviation Administration lease provisions, minimum standards, insurance requirements, the Airport Rules and Regulations, a standard tiedown permit, and the rates and charges for various uses of the Airport.