

## Chapter 5

### AIRPORT MASTER PLAN

#### 5.1 INTRODUCTION

The 2020 Airport Master Plan Update (the Plan) for Paso Robles Municipal Airport is illustrated on [Figure 5-1](#). The Terminal Area and Access Plan is illustrated on [Figure 5-2](#). 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.

Several Airport development concepts were formulated and evaluated for review prior to the City Council's selection of the long-range 2020 Airport Master Plan Update concept presented on [Figure 5-1](#). The alternative development concepts are described and illustrated in Appendix A. Alternative concepts were prepared and reviewed with the City Council, the City and the Citizens Airport Advisory Committee representatives on January 24, 2002. Another alternative was the "No Action" alternative.

The Draft Airport Master Plan Update was discussed with the City and the Citizens Airport Advisory Committee on August 12, 2002, and at a public workshop of the City Council on August 19, 2002. The Airport Master Plan was refined based on additional input from the City at a December 16, 2002 meeting and further discussions with the City. A Draft Final Report was provided to the City in July 2003. Subsequent public meetings were held by the City Council appointed Ad-hoc Committee and the Citizens Airport Advisory Committee and Planning Commission to review the Draft Final Report. The Citizens Airport Advisory Committee recommended approval of the Airport Master Plan Update on December 10, 2003. On January 27, 2004 the Planning Commission recommended that the City Council adopt the Airport Master Plan Update. The reviews and recommendations were forwarded to the City Council for approval of the Draft Final Report on March 16, 2004.

The primary functional areas of the Plan, as illustrated on [Figure 5-1](#) are:

- Airport Property
- Airfield
- Avigation
- General Aviation
- Passenger Terminal
- Airport Access and Parking
- Airport Support
- Other Areas

General adherence to land use allocations and circulation patterns, as shown on [Figure 5-1](#), will ensure that continuing development of the Airport may take place in an orderly manner within the framework of long-range potential development.

From a physical planning standpoint, the important consideration is to reserve sufficient land now (before the surrounding land is further developed) for the development of airport facilities capable of accommodating possible long-range air traffic requirements associated with potential demand. Future community development can then be guided by the long-range air traffic potential so that, should the forecast demand become a reality, the Airport will be protected from encroachment by incompatible land uses, and the surrounding community will be protected from Airport operations. On the other hand, actual physical facilities should be constructed only as the demand arises.

The time to protect for future capabilities is now, even though some of these improvements may not be needed or financially feasible for the City to implement for many years. The Airport Master Plan is a long-range plan to be implemented in phases as the demand warrants and as funding can be arranged.

In addition to the Airport development described in this chapter, the master planning process should properly provide for the reservation of sufficient land to accommodate facilities that may be required beyond the year 2020. The purpose is to preserve the long-range development potential of the Airport, thereby guaranteeing the longevity of the Airport beyond the current planning period.

There are several reasons for planning in this manner. If air traffic demand increases more rapidly than is forecast in this report, facilities beyond those recommended herein through the year 2020 may be needed. Conversely, if air traffic demand increases more slowly than is forecast, the construction of facilities may be deferred until the demand develops.

The primary purpose of the Terminal Area and Access Plan is to ensure that the necessary land area will be reserved for future general aviation, passenger terminal complex and other facility expansion requirements. In addition, the Terminal Area and Access Plan, like the Airport Master Plan, should be sufficiently flexible to permit expansion of individual elements as exact requirements are determined without affecting the overall terminal area concept. Specific tenant and user space requests will be necessary to establish precise dimensions and design requirements for the terminal area and related facilities.

The basic elements of the Plan are described below.

## 5.2 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 (RPZ) 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.

These acquisitions will provide land within the Airport boundaries for the development of precision instrument RPZs for extended Runway 1L-19R. The City has determined that precision instrument RPZs also be provided for extended Runway 13-31 in the future to provide increased protection.

Ideally, the City should acquire all land within the RPZs for each runway end. However, in those areas beyond the ends of the runways, where land acquisition is infeasible, or not pursued by the City, aviation easements should be acquired and zoning controls that are compatible with aircraft operations over affected areas should be imposed.

The FAA recommends that control of the runway protection zone is preferably exercised through the acquisition of sufficient property interest in the runway protection zone. Most land uses are prohibited in the runway protection zone including residences and places of public assembly (e.g., churches, schools, hospitals, shopping centers and office buildings) and fuel storage. The runway protection zones should be cleared of incompatible objects and activities. At present, the City and the County have aviation easements over land outside the Airport property obtained through development projects.

## 5.3 AIRFIELD

The recommended year 2020 airfield configuration illustrated on [Figure 5-1](#) retains the two existing runways and provides for extension of both existing Runway 1-19 (which will become Runway 1L-19R) to the north and south, Runway 13-31 to the northwest and retains the three existing takeoff and landing helipads. The Plan also preserves the capability for developing a parallel Runway 1R-19L in the long-term.

Additional taxiways to provide adequate capacity to handle the forecast air traffic demand are also provided for in the Plan.

The extension of Runways 1-19 and 13-31 will provide the capability to accommodate a higher percent of the larger and heavier corporate business jet aircraft at the Airport in the future. These types of business jet aircraft provide more economic benefits to the community through the purchase of local goods and services. These types of aircraft require more fuel and carry more passengers who typically spend more dollars in the local economy. The investment on the part of the City to provide for the accommodation of an increase in the types of business jets that could use the Airport could be justified by the potential increase in the economic contribution to the community. Once the investment is made by the City to extend Runways 1-19 and 13-31, the economic benefits for the community will continue well into the future.

Extension of Runways 1-19 and 13-31 would allow aircraft to depart with heavier useful loads, i.e., passengers, cargo and fuel. More passengers or cargo can mean more efficiency for many flights. Because there is a trade-off involved between passengers, cargo and fuel, when the payload is low more fuel can mean longer flights without time-consuming stops for refueling. In strong crosswind conditions favoring Runway 13-31, an extension to 80 percent of the length of Runway 1-19 would allow a maximum gross takeoff weight essentially the same as for Runway 1-19 in a no-wind condition. When Runway 1-19 is closed or unavailable, particularly in an emergency, having another Runway 13-31 that can accommodate larger aircraft permits several benefits as it would allow aircraft destined for Runway 1-19, with low fuel, to land. Runway length required for landing is generally less than required for takeoff.

### **5.3.1 Runway 1L-19R**

This runway is planned as an 8,200-foot runway 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. The runway is recommended to be extended 1,200 feet to the north and 1,000 feet to the south. A 1,000-foot displaced landing threshold will be marked on Runway 1L. A length of 8,200 feet will be available for takeoff on Runway 1L, using FAA's declared distance concept, and 7,200 feet for takeoff on Runway 19R. A length of 7,200 feet will be available for landing in both directions. Blast pads 200 feet long and 150 feet wide are provided at each end of the extended Runway 1L-19R. Holding aprons are also provided at each end of the runway.

A 500-foot wide runway safety area (RSA), extending 1,000 feet beyond the north end of extended Runway 1L-19R and ending at the south end of the runway is provided. An 800-foot wide runway object free area (ROFA) extending 1,000 feet beyond the north end of the extended runway and ending at the south end of the runway is provided.

The existing pavement strength is adequate for the aircraft expected to use the Airport in the future, including potential commuter air carriers. However, the runway pavement would need strengthening if regularly used by heavier aircraft (e.g., C-130 and P-3) in the future.

High intensity runway lighting (HIRL) should be installed along the runway extension. Precision instrument markings should be painted on both ends of Runway 1L-19R from the future thresholds to the midpoint of the runway. Nonprecision instrument markings are painted from the threshold of Runway 1L to the midpoint of the runway. Runway aiming point markings at 1,020 feet from each threshold should be painted on the extended runway.

The existing 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 for Group IV aircraft (e.g., C-130). Medium intensity taxiway lighting (MITL) should be installed along the entire parallel taxiway and entrance and exit taxiways.

### **5.3.2 Runway 13-31**

When Runway 1-19 is extended, it will allow operations by larger and heavier corporate business jet aircraft, as well as allow greater payload and range for the larger aircraft already using the Airport. A corresponding extension of Runway 13-31 should be planned for; otherwise, the benefits of extending Runway 1-19 may be compromised if it is not available because of prevailing weather conditions and aircraft are unable to use the Airport.

Similarly, if the instrument approach capability for Runway 1-19 is improved (e.g., lower minimums and/or precision instrument approach), then the capability for establishing instrument approach procedures to Runway 13-31 should be protected. At present, Runway 13-31 has RPZs that were established under old FAA criteria that are adequate for the current criteria for visual approaches by large aircraft. The old criteria used for Runway 13-31 were for non-precision approaches for small aircraft in approach categories A and B with approach speeds of less than 121 knots. To protect for larger and faster corporate aircraft and instrument approach procedures will require application of more demanding FAA design standards than currently apply to Runway 13-31.

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.

A RSA extending 1,000 feet beyond the physical ends of extended Runway 13-31 and 500 feet wide is provided. A ROFA extending 1,000 feet beyond both ends of the runway and 800 feet wide is provided.

The existing pavement strength is adequate to accommodate the aircraft expected to regularly use the Airport. 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.

Medium intensity runway lighting (MIRL) should be installed along the runway extension. In the future, precision instrument markings should be painted from both thresholds of an extended Runway 13-31. Runway aiming point markings at 1,020 feet from each threshold should be painted on the extended runway.

A full-length parallel taxiway should be planned at 400 feet southwest of the runway centerline with at least a 50-foot width. MITL should be installed along the entire parallel taxiway and entrance and exit taxiways.

### **5.3.3 Runway 1R-19L**

The Plan preserves the capability in the long-term of developing a new parallel runway 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.

A RSA extending 240 feet beyond the physical ends of Runway 1R-19L and 120 feet wide is provided. A ROFA extending 240 feet beyond both ends of the runway and 250 feet wide is provided.

MIRL should be installed along the new Runway 1R-19L. Runway 1R-19L should have visual runway markings.

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. MITL should be installed along the entire parallel taxiway and entrance and exit taxiways.

### **5.3.4 Helipads**

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 visual flight rules (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.

### **5.3.5 Taxiways**

The Plan provides for full-length parallel taxiways to the west of the parallel Runways 1-19 and to the southwest of Runway 13-31. 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.

MITL should be installed along all the new taxiways, as well as along Taxiway F and that portion of Taxiway B that is currently unlit.

## **5.4 AVIGATION**

Avigation (air navigation) considerations in the Plan are airspace and air traffic control, approach areas and obstructions, runway protection zones, and airport navigational and landing aids.

### **5.4.1 Airspace and Air Traffic Control**

Existing airspace and air traffic control (ATC) procedures and facilities provide for safe, orderly and expeditious flow of traffic. However, a precision instrument flight rules (IFR) approach procedure to existing Runway 19, with lower minimums than presently exist, would enhance the capabilities and increase the utility of the Airport. The Plan provides for a precision IFR approach to Runway 19R. The Plan also preserves the capability for future precision instrument approach procedures to the other three runways.

The Plan provides facilities with adequate capacity to accommodate forecast demand. The Plan does not create any additional airspace interactions in relation to other airports in the area.

#### **5.4.2 Approach Areas and Obstructions**

The Plan provides for approach slope surface ratios as shown below:

<u>Runway</u>	<u>Approach Slope Surface Ratio</u>
1L	50:1
19R	50:1
13	50:1
31	50:1
1R	20:1
19L	20:1

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. Additionally, 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. However, these transmission towers may not need to be relocated or lowered because they would not penetrate a 34:1 approach surface required by United States Standard for Terminal Instrument Procedures (TERPS) for a precision approach. FAA would determine whether any action would be required. No other obstacles penetrate the approach slope surfaces shown on the Plan for all of the other runways, except for trees that may become obstructions and would need to be removed as part of any runway extension.

#### **5.4.3 Runway Protection Zones**

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. RPZs for non-precision approaches by small aircraft established under old FAA criteria that are, by current criteria, adequate for visual runway protection zones for use by large aircraft, 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 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.

It is recommended that aviation easements be obtained for those portions of the RPZs where it is not feasible for the City to pursue land acquisition. The recommended land acquisition and aviation easement program is described earlier in this chapter.

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.

#### **5.4.4 Navigational and Landing Aids**

Additional navigational landing aids and the relocation of some existing landing aids are provided for in the Plan. 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. Adequate area is available in the Plan for the critical areas associated with the instrument landing system's antennas. The localizer antenna for ILS will be located at approximately 1,000 feet beyond the stop end of Runway 19R centered on the runway centerline. The glide slope antenna for the ILS will be located at approximately 1,000 feet from the approach end of Runway 19R and approximately 500 feet to the east of the Runway 19R centerline.

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 1, 13 and 31. Precision approach path indicators (PAPI) 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.

## **5.5 GENERAL AVIATION**

The Plan retains the commercial aviation/fixed base operator (FBO) lease facilities and hangar and tiedown spaces to the west of Runway 1L-19R. Commercial aviation/FBO activities would also include development of hangars. The Plan provides about 25 acres to the southwest of Runway 1L-19R for additional commercial aviation/FBO facilities to accommodate future demand. The Plan also provides about 30 acres for commercial aviation/FBO 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/FBO north of Taxiway C (about 26 acres) and north of the California Department of Forestry (CDF) 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/FBO 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.

Based on the requirements, presented in Chapter 4, up to 180 hangar spaces (T-hangars, portable hangars, executive or conventional hangars) would 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 (as illustrated on [Figures 5-1](#) and [5-2](#)) 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 (CDF), is proposed for large aircraft parking.

The Plan retains the three existing landing and takeoff helipads, as discussed earlier in this chapter, west of Runway 1L-19R. The location of the takeoff and landing helipads will permit simultaneous VFR helicopter and fixed-wing aircraft operations on Runway 1L-19R. Helicopter parking is retained west of the main helipad.

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-ports and south of the terminal.

## **5.6 PASSENGER TERMINAL**

The passenger terminal includes the aircraft parking apron and passenger terminal building. Based on the aviation demand forecasts presented in Chapter 2, it is assumed that the Airport could eventually be served by commuter airlines using

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. It is essential that the aircraft parking apron and terminal building plans be flexible and capable of staged development to satisfy a variety of future options including the need for security screening of passengers.

### **5.6.1 Aircraft Parking Apron**

The 2020 commuter aircraft parking apron, as shown on [Figure 8](#), 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, Saab 340) type aircraft or regional jet (e.g., Bombardier CRJ200 and 700 and Embraer RJ135 and 145) type aircraft.

The aircraft parking apron assumes the use of power-in/power-out aircraft parking procedures with aircraft parked at an angle to the face of the terminal building. The Plan will accommodate other positioning of the design aircraft (such as for nose-in/push-back or power-in/reverse power-out operating procedures) within each independent aircraft parking position.

Part 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. However, this could be implemented in phases depending upon the number and size of commuter aircraft used to serve the Airport.

Space for all cargo aircraft is provided to the south of the scheduled commuter aircraft apron on the terminal aircraft parking apron.

### **5.6.2 Passenger Terminal Building**

Passengers using commuter airline aircraft would enplane and deplane at ground level. Based on the forecasts presented in Chapter 2, the new 8,000 square foot passenger terminal building could be adequate for potential demand. A new passenger terminal building with an adjacent curbside roadway and vehicular parking lot was completed in 2001. 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.

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.

## **5.7 AIRPORT ACCESS AND PARKING**

This section describes recommended airport access, parking and transit improvements.

### **5.7.1 Airport Access**

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 as shown on Figure 5-1. A new access road is planned off Airport Road to serve future commercial aviation/FBO development at the southwest corner of the Airport. A new access road north of Satellite Drive would extend into the area north of the CDF facility reserved for future development. New access roads into the proposed commercial aviation/FBO 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 Plan will provide for a perimeter roadway inside the recommended Airport property line.

### **5.7.2 Parking**

The Terminal Area and Access 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.

The actual number of parking spaces required for general aviation users will depend upon the City's policy with regard to whether aircraft owners and pilots are allowed to continue to park on the aircraft tiedown apron and in the hangars or are required to

park vehicles off the airfield. It is recommended that airport tenants be required to provide adequate parking for their employees and visitors within their respective lease plots.

### **5.7.3 Transit**

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.

## **5.8 AIRPORT SUPPORT**

The Plan provides space for additional airport support facilities. A site for an air traffic control tower (ATCT) 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.

It is proposed that the aircraft rescue and firefighting (ARFF) facility eventually be relocated adjacent to the proposed ATCT 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 tiedowns.

There is an airport maintenance facility north of the passenger terminal.

Space for a consolidated fuel farm would be 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.

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).

The scope of this 2020 Airport Master Plan Update does not provide for detailed water, sewer and drainage plans. These 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.

## **5.9 OTHER AREAS**

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.

The California Department of Forestry (CDF) is retained in its present location and they have indicated that they do not require any additional space.

The California Highway Patrol (CHP) may need to lease additional facilities in the future.

## **5.10 AIRPORT LAYOUT PLAN**

The recommended 2020 Airport Master Plan Update serves as the basis for the Airport Layout Plan. The Airport Layout Plan drawings for Paso Robles Municipal Airport, included in Appendix B, are derived from all the foregoing plans and analyses and have been submitted to the FAA for review and approval. The Airport Layout Plan will be updated over time as projects recommended in the Airport Master Plan Update are implemented.

## **5.11 INITIAL STUDY**

The Initial Study/Mitigated Negative Declaration prepared for adoption of the Airport Master Plan Update is included in Appendix C. The Initial Study/Mitigated Negative Declaration was adopted by the City Council on November 16, 2004.