

Chapter 3

EXISTING AIRPORT FACILITIES

3.1 INTRODUCTION

Paso Robles Municipal Airport is geographically located 4.3 miles northeast of the center of the City of El Paso de Robles in San Luis Obispo County. The Airport is located on about 1,277 acres of land at an elevation of 836 feet above mean sea level (MSL). The Airport is classified as a General Aviation Airport in the National Plan of Integrated Airport Systems (NPIAS). The Airport is classified as a Regional Airport in the California Aviation System Plan (CASP).

The existing facilities and conditions at the Airport that are important in the master planning process are the airfield, avigation, terminal area, general aviation, airport access and parking, airport support and utilities and other areas. Existing facilities at the Airport are shown on [Figure 3-1](#). Facilities in the terminal area are shown in more detail on [Figure 3-2](#). These figures reflect new aerial photography flown in 2002. An inventory of existing buildings, is presented in Table 3-1, and includes their ownership, usage, and square footage.

3.2 AIRFIELD

The airfield consists of two runways (1-19 and 13-31) in an "open V" configuration and various taxiways. The runways, taxiways, aircraft parking apron, pavement conditions, soils and drainage conditions, and runway markings, lighting and navigational aids on the Airport are described below.

3.2.1 Runways and Taxiways

The orientation, physical dimensions and effective gradient of the runways are as follows:

<u>Runway</u>	<u>Orientation</u>	<u>Physical Dimensions (feet)</u>	<u>Effective Gradient</u>
1-19	North-south	6,009 by 150	0.18%
13-31	Northwest-southeast	4,700 by 100	0.62%

The runway orientation for Runway 1-19 is North 30 degrees, 0 minutes, 0 seconds East, true. The runway orientation for Runway 13-31 is North 35 degrees, 0 minutes, 0 seconds, West, true.

Table 3-1

BUILDING INVENTORY
Paso Robles Municipal Airport

<u>Reference Number</u>	<u>Number of Units</u>	<u>Building Owner</u>	<u>Building Occupant</u>	<u>Building Use</u>	<u>Square Feet Per Unit</u>
1	1	City of El Paso de Robles	City of El Paso de Robles	Terminal/Restaurant/Offices	8,000
2	1	City of El Paso de Robles	City of El Paso de Robles	Fire House	2,400
3	1	City of El Paso de Robles	North American Jet Charter	Hangar	7,500
4	1	City of El Paso de Robles	FAA Airways Facility	Offices	2,400
5	1	City of El Paso de Robles	North American Jet Charter	Fixed Base Operator Hangar/Offices	18,000
6	1	City of El Paso de Robles	City of El Paso de Robles	Power Vault	200
7	1	City of El Paso de Robles	City of El Paso de Robles	Maintenance Building	400
8	1	Tim Kopak	Yesterdays Sportswear	Manufacturing	11,000
9	1	RMB & B	Speciality Silicone	Manufacturing	14,400
10	1	KMBG Ltd.	Block Graphics	Manufacturing	50,000
11	1	Don Van Steenwyk	Applied Navigation	Manufacturing	8,150
12	1	Don Van Steenwyk	Applied Navigation	Manufacturing	22,500
13	1	RMB&B	Speciality Silicone	Manufacturing	25,000
14	1	RMB&B	Speciality Silicone	Manufacturing	25,000
15	1	Ray Lochhead	Ray Lochhead	Aircraft Hangar	4,000
16	1	Ray Lochhead	Toomey Racing, USA	Machine Shop	2,400
17	1	John Moore	California Highway Patrol	Hangar/Office	10,000
18	1	Tom Leatherwood	Avlite Corporation	Hangar/Warehouse	10,000
19	1	Darrell Radford	Darrell Radford	Aircraft Hangar	2,500
20	1	Ray Lochhead	Del Rio Aviation	Maintenance	2,500
21	1	Frank Johnson	Mike Weber	Aircraft Hangar	2,501
22	1	Ray Lochhead	Vacant	Aircraft Hangar	3,600
23	1	John Hamon	John Hamon	Aircraft Hangar	3,000
24	1	Allen Yarborough	Allen Yarborough	Aircraft Hangar	5,000
25	1	George Schmutz	George Schmutz	Hangar	800
26	1	John Hamon	C&C Shutters	Manufacturing	8,400
27	1	John Hamon	Overhead Door	Manufacturing	8,750
28	1	John Hamon	Toomey Racing, USA and LHP Machine	Manufacturing	11,270
29	1	John Hamon	Vacant	Manufacturing	23,000
30	1	John Hamon	Chemron	Warehouse	8,400
31	1	John Hamon	Chemron	Warehouse	8,400

Table 3-1

BUILDING INVENTORY -- continued

<u>Reference Number</u>	<u>Number of Units</u>	<u>Building Owner</u>	<u>Building Occupant</u>	<u>Building Use</u>	<u>Square Feet Per Unit</u>
32	1	Chemron	Chemron	Warehouse	7,000
33	1	Chemron	Chemron	Maintenance	1,200
34	1	Chemron	Chemron	Warehouse	10,000
35	1	Chemron	Chemron	Office	3,000
36	70+	Kim Lilly, et al	Various	Aircraft Hangar	1,200+
37	1	California Dept. of Forestry	California Dept. of Forestry	Aircraft Hangar	7,000
38	1	California Dept. of Forestry	California Dept. of Forestry	Operations Building	6,000
39	1	California Dept. of Forestry	California Dept. of Forestry	Maintenance Shop	4,000
40	52	Louis Nunno	Various	Aircraft Hangar	2,000
41	1	Louis Nunno	Nunno Corporation	Manufacturing	12,800
42	1	Chuck Wentworth	Vacant	Aircraft Hangar	15,000
43	1	Chuck Wentworth	Antique Aero	Fixed Base Operator Hangar	7,000
44	1	Chuck Wentworth	Chuck Wentworth	Aircraft Hangar	4,900
45	1	Chuck Wentworth	Chuck Wentworth	Aircraft Hangar	4,900
46	1	Chuck Wentworth	David Paine	Aircraft Hangar	4,900
47	1	Thom Schulz	Thom Schulz	Aircraft Hangar	4,000
48	1	Thom Schulz	Don Vierra	Aircraft Hangar	4,000
49	1A	Denise Dudley/Jeff Thomas	Denise Dudley/Jeff Thomas	Aircraft Hangar	14,000
50	1	Culver Brothers	Milt Culver	Aircraft Hangar	2,500
51	1	Culver Brothers	Vacant	Warehouse	3,000
52	1	Culver Brothers	Tuit International	Manufacturing	2,500
53	1	Culver Brothers	Culver Brothers	Warehouse/Office	5,000
54	1	Culver Brothers	Motive Systems	Manufacturing	3,000
55	1	Culver Brothers	California Optics	Warehouse	3,000
56	1	John Graves	SPS	Warehouse	29,000
57	1	John Graves	John Graves	Aircraft Hangar	5,000
58	1	John Graves	Greater California Financial Services	Office	8,000
59	1A	Matt Andros	Andros Engineering	Manufacturing	5,000
60	1	Matt Andros	Andros Engineering	Manufacturing	5,000
61	1	Treana	Treana	Winery	40,000
62	1	Estrella Warbirds Museum	Estrella Warbirds Museum	Meeting Hall	5,000
63	1	Estrella Warbirds Museum	Estrella Warbirds Museum	Museum	7,500
64	1	Estrella Warbirds Museum	Estrella Warbirds Museum	Restoration Building	5,000

Source: City of El Paso de Robles

Runway 1-19 is asphalt paved and grooved, in good condition, painted with nonprecision instrument runway markings, and equipped with high intensity runway lights (HIRL). Runway 19 is equipped with runway end identifier lights (REIL). There are precision approach path indicators (PAPI) on both Runways 1 and 19.

Runway 13-31 is asphalt paved, in good condition, painted with nonprecision runway markings, and equipped with medium intensity runway lights (MIRL). There are precision approach path indicators (PAPI) on both Runways 13 and 31.

There is a 500-foot wide runway safety area along Runway 1-19 that extends 1,000 feet beyond each end of the runway. There is a 300-foot wide runway safety area along Runway 13-31 that extends 600 feet beyond each end of the runway.

The PAPIs on Runways 1 and 13 are currently NOTAMed (Notice to Airmen) out of service.

A partial parallel Taxiway A serves Runway 1-19 from the north end south to Taxiway D. There are three exit Taxiways, B, C and D from Runway 1-19 in addition to those at the ends of the runway. Taxiways C and D connect the runway directly with the terminal area. Taxiway B connects to the California Department of Forestry (CDF) lease area.

Runway 13-31 has no parallel taxiway. Taxiway F, connects the ends of Runways 1 and 31. Taxiway G, east of Runway 13-31, is abandoned and there are Xs at the three entrances to the taxiway and a portion is now used for model aircraft flying. The three exit taxiways along Runway 13-31 to Taxiway G are closed. Exit taxiways from Runway 13-31 are only available to the west at each end of the runway.

All of the entry/exit taxiways, partial parallel Taxiway A to Runway 1-19, and the other taxiways are equipped with medium intensity taxiway lights (MITL) except for Taxiways B and F.

3.2.2 Pavement Strength

According to the latest FAA Form 5010-1, *Airport Master Record*, last inspected in January 2001, the runways are of asphalt construction and Runway 1-19 is considered to be in fair condition and Runway 13-31 is considered to be in good condition. (Both runways have been overlaid since 2001.) The current estimated maximum gross weights of aircraft (runway pavement strengths), by aircraft landing gear configurations, are as follows:

Aircraft Maximum Gross Weight (pounds)

<u>Runway</u>	<u>Single-wheel</u>	<u>Dual-wheel</u>	<u>Dual-tandem</u>
1-19	60,000	106,000	150,000
13-31	30,000	50,000	90,000

The Runway 1-19 pavement strength is 135,000 pounds for single-tandem aircraft landing gear configurations, such as the C-130.

An Airport Pavement Management System (APMS) study was completed by Caltrans in June 1993. All of the pavements were rated as good, very good or excellent except for Runway 13-31 (fair); Taxiway B (fair) between Runway 1-19 and Taxiway A; and the Paso Robles Jet Center aircraft parking apron (poor). This study concluded that major repairs to Runway 13-31, and additional repairs to all of the paved areas, particularly Runway 1-19 and Taxiway F, will be necessary in the future to maintain and improve conditions for high quality pavements at the Airport.

Since that study was prepared Runway 13-31 has been overlaid and Taxiways C, D and E have been overlaid. Taxiways A, B and F have also received slurry seals. The porous friction course was removed and a 3.5-inch pavement overlay and grooving was applied to Runway 1-19 in 2002. The Paso Robles Jet Center aircraft parking apron was repaved by the tenant in 2002.

3.2.3 Drainage

A system of catch basins and pipelines provide for drainage of the original 4,700-foot runways. The extended section of Runway 1-19 to the north is paralleled on both sides by drainage ditches and subsurface perforated edge drains that flow into the natural watercourse at the north end of the runway.

3.3 AVIGATION

Avigation (air navigation) considerations include airspace and air traffic control, approach areas and obstructions, runway protection zones (formerly called clear zones), navigational and landing aids, and meteorological conditions.

Airspace within a five-mile radius of the Airport, Class E airspace, extends from the surface upward with extensions to the north, southeast, south and west of Class E airspace with a floor of 700 feet AGL. This Class E airspace, from the surface and 700 AGL upward, is to contain IFR procedures to and from the Airport within

controlled airspace. However, airspace outside of the five-mile radius and in the general area surrounding the Paso Robles Municipal Airport is Class E controlled airspace, with a floor of 1,200 feet above ground level (AGL), with Class G uncontrolled airspace below.

3.3.1 Airspace and Air Traffic Control

Figure 3-3 shows the Paso Robles Municipal Airport in relation to the major navigational aids, low altitude airways, low altitude military training routes, Military Operations Areas (MOA), Restricted Areas, IFR approaches and other airports in the area.

There are several navigational aids that provide the basis of the low altitude airway structure in the area. The closest navaid is the Paso Robles VORTAC located on the Airport. A VORTAC is the co-location of a very high frequency omnidirectional radio range and military tactical air navigational with distance measuring equipment. The other low altitude airway navaids in the area located by nautical miles (NM) and general direction are:

<u>Name</u>	<u>Relation to Paso Robles VORTAC</u>
Avenal VORTAC	32 NM East
Fellows VORTAC	51 NM Southeast
Morro Bay VORTAC	26 NM Southwest
Priest VOR	28 NM North northwest

3.3.1.1 Published IFR Procedures

There are three published IFR approaches to Paso Robles Municipal Airport. They are identified as VOR/DME or GPS RWY 19, VOR or GPS-A and VOR/DME or GPS-B to the Airport. The VOR/DME or GPS for Runway 19 is from the north and has straight-in minimums, the lowest of all three approaches. The straight-in approach to Runway 19 has ceiling minimums as low as 400 feet above ground level and one mile visibility minimums. The other two approaches are from the south with circling minimums only. The VOR/DME or GPS-B allows somewhat lower minimums than the VOR or GPS-A because of the distance measuring equipment (DME).

3.3.1.2 Air Traffic Control

Air traffic control (ATC) facilities that serve Paso Robles Municipal Airport are the Oakland Air Route Traffic Control Center (ARTCC) and the Los Angeles ARTCC (for areas 5 NM south of the Airport). The ARTCC, commonly known as center, provides

ATC for en route IFR aircraft and also provides ATC for approach and departure IFR aircraft for the Paso Robles Municipal Airport.

3.3.1.3 Airspace Usage

The use of airspace in the Paso Robles terminal area airspace is influenced by terrain. The terrain keeps minimum en route altitudes (MEA) relatively high over the mountainous areas. Terrain rises to over 4,000 feet MSL within approximately 20 NM to the northeast, and over 3,500 feet MSL within 20 NM to the southeast of Paso Robles. MEAs over Paso Robles are 4,500 to 7,000 feet MSL. There are no Victor airways extending to the west from Paso Robles primarily due to military operations and the Pacific Ocean to the west.

In addition, the terrain to the west is overlaid by a series of Military Operations Areas (MOAs). The effective altitudes are from 200, 500, 1,500, 2,000 and 3,000 feet above ground level (AGL), within 9 NM west of Paso Robles extending up to 11,000 and 15,000 feet MSL depending on the specific MOA. Civil aircraft can transit MOAs, but are warned to use extreme caution. Civil IFR aircraft can transit MOAs only when ATC can provide separation from other aircraft otherwise they are diverted around them.

The Paso Robles terminal area airspace serves a wide range of civil and military aircraft operations, both IFR and VFR. The main difference between IFR and VFR is that the pilot maintains spatial orientation of the aircraft by reference to instruments for IFR operations and by visual reference to the ground for VFR operations. VFR activity requires good visibility whereas IFR activity can be accomplished in poor visibility. Meteorological conditions that permit flight under VFR rules are prescribed in the Federal Aviation Regulations (FAR), Part 91, *General Operating and Flight Rules*, Paragraph 155, *Basic VFR Weather Minimums*, in terms of visibility and distance from clouds.

3.3.1.4 IFR Operations

The Paso Robles Municipal Airport is within the Oakland ARTCC. Centers may delegate airspace to local air traffic control (ATC) facilities for IFR approach and departure control. However, at the present time there is no local ATC facility so Oakland ARTCC provides approach and departure service to IFR aircraft in the Paso Robles area.

All IFR flights en route to and from Paso Robles pass through airspace controlled by the Oakland ARTCC or Los Angeles ARTCC to the south. The boundary is 9 miles south of the Airport. In general, IFR aircraft enter the terminal airspace at approximately 5,000 to 10,000 feet MSL.

As arriving aircraft enter Paso Robles terminal area airspace, the en route controller in the Oakland Center serves as an approach controller and has the responsibility of controlling arriving aircraft from the point of entry to the final approach course for the Airport. In the radar environment of approach control, radar vectoring of aircraft is generally used for navigation to the final approach.

Prior to entering the Paso Robles terminal airspace, ARTCC directs arriving aircraft so that the aircraft descend from the en route altitudes. The air traffic controller guides the aircraft from the arrival entry points onto a final approach course. As aircraft near the extended final approach course, they are typically descended to approximately 3,000 feet above the airport elevation. At 5 to 10 NM out, aircraft are descended to approximately 1,300 feet AGL and are then cleared for final approach to land.

3.3.1.5 VFR Operations

Unlike IFR flights, VFR flights are not controlled by the air traffic control system in the terminal area airspace at Paso Robles. Although Paso Robles does not have a control tower, Class E controlled airspace from the surface upward has been established within a radius of 5 miles around the center of the Airport. This Class E airspace from the surface upward was established to ensure that IFR procedures are contained within controlled airspace as are the Class E airspace extensions mentioned earlier. The significance of Class E airspace to VFR traffic is that basic VFR weather minimums are higher in controlled airspace than in the uncontrolled airspace surrounding the Airport.

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. For some of the traffic using this north-south corridor Paso Robles Municipal is the origin or destination airport.

Left turn rectangular VFR airport traffic patterns have been established for both Runways 1-19 and 13-31. Traffic pattern altitudes are 1,836 feet MSL for all aircraft. The helicopter traffic pattern altitude is 1,336 feet MSL to the west of the Airport.

3.3.2 Approach Areas and Obstructions

Both the FAA Form 5010-1, *Airport Master Record*, and the latest Airport Obstruction Chart, published by the National Oceanic and Atmospheric Administration (NOAA) in 1990 were reviewed to identify obstructions as defined by Federal Aviation Regulations FAR Part 77, *Objects Affecting Navigable Airspace*. FAR Part 77 established imaginary surfaces, related to airports and their runways that are used to identify obstructions.

The following tabular data shows the FAR Part 77 approach slopes, compared with existing obstacle/obstruction controlled approach slopes and other information relative to the controlling obstacle/obstructions.

Runway No.	Elev.	FAR Part 77 Slope	Actual Slope	<u>Controlling Obstacle/Obstruction</u> Location from Runway Threshold, Related to Extended Runway Centerline		
				Type	Elev.	Location
1	812	20:1	50+:1	None		
13	807	20:1	50+:1	None		
19	801	34:1	50+:1	None		
31	836	20:1	32:1	Tree	890	1,950 feet along runway centerline

3.3.3 Runway Protection Zones

The runway protection zones for Runway 1-19 are within the Airport property except for a small portion of the Runway 1 runway protection zone. The runway protection zones (RPZ) for Runway 13-31 are entirely within the Airport property except for a small portion of the Runway 31 runway protection zone.

When they were established, the runway protection zone dimensions were based on FAR Part 77 approach surface dimensions out to where the approach surface is 50 feet above the runway threshold. RPZs are no longer based on FAR Part 77 dimensions. The existing RPZs for Runway 13-31 meet the current RPZ dimensions for visual approaches by large aircraft. Because there are no current IFR approaches with straight-in minimums to the ends of Runway 13-31, the existing dimensions are adequate. Any future IFR procedures with straight-in minimums would require larger RPZs.

The runway protection zones are at ground level and the approach surface slopes are inclined planes above the ground. The following tabular data shows the type of existing runway protection zone and dimensions established for each runway approach end.

<u>Runway</u>	<u>Protection Zone</u>	<u>Length in feet</u>	<u>Inner Width in feet</u>	<u>Outer Width in feet</u>
1	Precision	2,500	1,000	1,750
19	Precision	2,500	1,000	1,750
13	Nonprecision	1,000	500	800
31	Nonprecision	1,000	500	800

3.3.4 Navigational and Landing Aids

There is a VORTAC located on the Airport. This co-located facility of a very high frequency omni-directional radio range and military tactical air navigation with distance measuring equipment is the source of information for the three instrument approaches serving the Airport.

Runway 1-19 is equipped with high intensity runway lights (HIRL) and Runway 13-31 is equipped with medium intensity runway lights (MIRL). However, the Runway 13-31 lights stay at low intensity runway lights (LIRL) until 10 P.M. and then go off. Pilot controlled lighting (PCL) is available to aircraft from 10 P.M. to sunrise by keying their transmitter. Pilots can activate the lights to MIRL on both runways after 10 P.M. and to HIRL on Runway 1-19 for morning fog conditions.

There is medium intensity taxiway lighting (MITL) on all taxiways on the west side of the Airport from the runway exits to the terminal area except for Taxiway B. Taxiway B is only lighted between the runway and parallel taxiway. Taxiway F is also not lighted. There are runway end identifier lights (REIL) on Runway 19 and precision approach path indicators (PAPI) on Runways 1, 13, 19, and 31. The PAPIs on Runways 1 and 13 are currently notamed out of service. The aircraft parking apron areas are lighted by a high-intensity flood lighting system.

The City operates the universal communications (UNICOM) equipment. There is no air traffic control tower at the Airport. The UNICOM frequency of 123.0 also serves as the common traffic advisory frequency (CTAF) for advising other traffic of aircraft location and intentions of the pilots.

The FAA Airways Facility office at the Airport maintains the VORTAC, REIL and direction finder and other nearby FAA facilities.

The Airport rotating beacon is located in the terminal area. A direction finder is located between the runways and east of the VORTAC. There is an automated surface observing system (ASOS) located east of Runway 1-19. A segmented circle and lighted wind indicator is located between the runways adjacent to the threshold of Runway 13.

3.3.5 Meteorological Conditions

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. During the periods when there is fog, it always recedes by mid-morning.

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 weather conditions of less than 3 statute miles visibility and/or 1,000 feet ceiling occurs 7.5 percent of the time. IFR conditions of visibility less than 1 mile and/or 500 feet ceiling occurs 4.0 percent of the time. IFR conditions of visibility less than 0.5 miles and/or 500 feet ceiling occurs 2.0 percent of the time. However, en route aircraft flying IFR will require that an instrument approach procedure be available in marginal VFR conditions, as well as at all times for many business operators.

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. The new wind rose will be included on the Airport Layout Plan.

3.4 PASSENGER TERMINAL

A new two-story, 8,000 square foot terminal building has recently opened. This new building will serve several purposes with space for airline ticket office/check-in counter and related functions, restaurant, public lobby airport administration, car rental counters, office and meeting space, and public restrooms. Airline service was last provided at the Airport in 1988.

The terminal area aircraft parking concrete apron measures 600 feet by 150 feet and has space for up to eight (8) commuter aircraft. The north and south ends of the apron are used as a public apron for itinerant and large aircraft parking.

3.5 GENERAL AVIATION

General aviation facilities at Paso Robles Municipal Airport include several fixed base operators providing specialized aviation services. North American Jet Charter, Inc. provides jet aircraft charter services and maintenance. North American Jet Charter, Inc. also handles the tiedowns for the City. Antique Aero Inc. provides aircraft restoration, maintenance and aircraft storage. Del Rio Aviation provides limited helicopter charter, fixed-wing and helicopter maintenance and aircraft storage.

North American Jet Charter, Inc. (Paso Robles Jet Center) provides 24-hour fueling services (100 low-lead and Jet-A).

Sinton Helicopters has two hangars on the Airport and provides a variety of contract helicopter services to the California Department of Forestry and other government agencies as well as aerial agricultural application services. They are an air taxi operator under FAR Part 135, *Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board Such Aircraft*.

The Airport has a total of 95-based aircraft tiedown spaces and a total of 135 aircraft hangar spaces. The area referred to as the north ramp has 58 tiedown spaces and two additional apron areas south of the terminal apron and west of Taxiway E have 19 and 18 tiedown spaces, respectively. There are approximately 20 tiedown spaces reserved for transient aircraft parking to the east of the terminal apron.

The City owns an 18,000 square foot hangar north of the terminal building that is leased to North American Jet Charter, Inc. for aircraft storage and maintenance and for the Paso Robles Jet Center refueling operation. The building includes a lounge, pilot facilities and office space. The City also owns a 100-foot by 75-foot aircraft hangar located to the south of the terminal building which is leased to North American Jet Charter, Inc. which

includes 2,000 square feet of office and restroom facilities. There are 92 privately-owned hangars on land leased from the City by Nunno Corporation, Port-a-Port and 15 others.

There is a helipad to the east of the terminal area, with six (6) adjacent helicopter parking pads, which is used primarily by transient helicopters. Two small pads have been constructed to the east of the main helipad and are designated as practice pads.

The military helicopters typically arrive in groups (three or more) and land and takeoff on the existing helipad and use the transient helipads. Part of the apron east of the terminal apron is sometimes used for military helicopters.

3.6 AIRPORT ACCESS AND PARKING

This section describes airport access and parking facilities.

3.6.1 Access

Access to the Airport from the City of El Paso de Robles is from State Highway 46, which is a four-lane highway towards the City. A two-lane road (Airport Road) connects to the west side of the Airport from State Highway 46. Dry Creek Road provides access to the southern part of the Airport. Beacon Road provides access to the east side of the Airport. Tower Road borders a portion of the Airport on the north side.

A new access road to the terminal area has been built to the north of Taxiway D. Access to the terminal area is also provided along Rollie Gates Drive. The Airport Industrial Park is served by Rollie Gates Drive, Buena Vista Drive and Propeller Drive off Airport Road and by Wing Way.

Dial-a-Ride will provide transit service to the Airport on request.

3.6.2 Parking

The Airport has 68 designated vehicle parking spaces in the new terminal area that has recently been constructed. The buildings in the Airport Industrial Park, on the west side of the Airport, have their own parking spaces and conform with the City of El Paso de Robles requirements of one parking space per 200 square feet of office, hangar and tiedown area and one parking space per 1,000 square feet of warehouse space.

3.7 AIRPORT SUPPORT

Airport support facilities for Paso Robles Municipal Airport include Airport administration and maintenance, the FAA Airways Facilities, aircraft rescue and firefighting (ARFF), fuel storage, drainage and utilities.

3.7.1 Airport Administration and Maintenance

The Airport administration office is located on the second floor of the new passenger terminal. Airport maintenance is housed in a small building immediately north of the terminal area, and in storage areas on the east side of the Airport.

3.7.2 FAA Facilities

The FAA Airways Facilities has offices in the building north of the new passenger terminal. They are responsible for maintaining the VORTAC on the Airport as well as other FAA facilities in Santa Barbara and San Luis Obispo Counties.

3.7.3 Aircraft Rescue and Firefighting

There is an airport aircraft rescue and firefighting (ARFF) facility to the north of the passenger terminal. The City has one vehicle designed to meet Index A standards and capable of producing 500 gallons of foam and 450 pounds of dry chemical. This vehicle also serves as the command vehicle to coordinate aircraft incidents. The firefighting equipment is manned by regular City of El Paso de Robles Fire Department units, the nearest of which is about 10 minutes away at the Main station or Sherwood station on the east side of the City. The equipment is stored in the 2,400 square foot City ARFF building.

The Airport is equipped to handle aircraft with less than 30 passengers. Prior permission to land is required for over 30 passenger aircraft to clear the apron and have the ARFF equipment in place 15 minutes ahead of the arrival to satisfy FAR Part 139, *Certification and Operations: Land Airports Serving Certain Air Carriers*, requirements.

The County and California Department of Forestry units from Meridian and Paso Robles provide backup to the City in aircraft emergencies. They are the primary response to County areas around the Airport.

3.7.4 Weather Services

There is an automated surface observing system (ASOS) located on the Airport. The sensing equipment is located east of Runway 1-19. The data processing equipment is located in the building north of the new passenger terminal. Weather information is disseminated to pilots via continuous VHF radio transmission (132.175 MHz) and dial up telephone connection (239-3593) and to the National Weather Service by long line connections.

3.7.5 Fuel Storage

Aviation fuel storage is provided underground in one location on the Airport. North American Jet Charter, Inc. has three 12,000 gallon tanks located north of the terminal area (one Jet-A fuel and two 100 low-lead fuel). Fueling services are provided by North American Jet Charter, Inc. (Paso Robles Jet Center) from a fuel island or trucks. There is also a 12,000 gallon underground tank (Jet-A fuel) for private use in the Port-A-Port lease area.

All other underground fuel storage tanks on the Airport have been removed and clearance letters of closure from the County Environmental Health Department have been obtained.

3.7.6 Utilities

Utilities for Paso Robles Municipal Airport include the existing systems for sewage, water supply, power supply, natural gas supply and telephone communications.

Electrical power supply, natural gas supply and communications systems are provided by Pacific Gas and Electric Company, The Gas Company and SBC Communications, respectively.

Water supply for the Airport is provided by the City of El Paso de Robles. The City has expanded services at the Airport with new waterlines and increased sewer capacity in recent years. Wastewater treatment for the Airport is provided by the City and the sewage treatment plant is located at the north end of the City along the Salinas River about four miles away from the Airport. Sewage is conveyed from the western portion of the Airport, along Airport Road, via a 27-inch sewer interceptor line.

Underground utilities in the Airfield area consist of airfield lighting (along the runway and taxiway edges) power and communications cables to the VORTAC in the center of the airfield and various underground drainage systems adjacent to the runways.

3.8 OTHER AREAS

The California Department of Forestry (CDF) Air Attack Base has three new buildings constructed in 2001 – an operations/administrations building, a hangar, and a maintenance shop. Outside are tanks, piping, and silos for storage and mixing of the fire retardant chemicals, and additional piping and loading equipment for the air tanker aircraft. There are three aircraft loading pads constructed in 2001.

The California Highway Patrol (CHP) has two fixed wing aircraft and one helicopter based at the Airport. The California Highway Patrol 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 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 also north of Dry Creek Road.