CHAPTER 1
INVENTORY

The inventory of existing conditions is the initial step in the preparation of the *Paso Robles Municipal Airport Master Plan*. The inventory serves as an overview of the airport's physical and operational features, including facilities, users, and activity levels, as well as specific information related to the airspace, air traffic activity, and role of the airport. Finally, a summary of socioeconomic characteristics and a review of existing environmental conditions on and adjacent to the airport are thoroughly detailed, which will provide further input into the study process.

Information provided in this chapter serves as the baseline for the remainder of the master plan, which is compiled using a wide variety of resources, including: applicable planning documents and financial reports; on-site visits; interviews with airport staff, tenants, and users; aerial and ground photography; federal, state, and local publications; and project record drawings.

AIRPORT SETTING

LOCATION

The City of Paso Robles is located in San Luis Obispo County on the central coast of California and is defined by its rich agricultural heritage, particularly viticulture. The region is known for its extensive wine production. The local economy is driven by agriculture, with vineyards, olive orchards, and other farming operations serving as major economic contributors. The wine industry alone generates significant revenue through tourism, hospitality, and related services. In addition to viticulture, the area's agribusiness includes cattle ranching, almond farming, and the production of various fruits and vegetables. Paso Robles' economy has experienced diversification in recent years, including a growing presence of high-tech, manufacturing, and green energy companies that complement the region's agricultural base.

The city is situated at the junction of U.S. Route 101 and State Route 46, which are key thoroughfares that link Paso Robles to major metropolitan areas. U.S. Route 101 runs north-south along the California coastline, providing direct access to the cities of San Francisco to the north and Los Angeles to the south. State Route 46, which intersects with U.S. Route 101, offers an east-west corridor that connects Paso Robles to the San Joaquin Valley and farther inland areas of California.

Paso Robles is located approximately 30 miles inland from the Pacific Ocean, which makes it an accessible hub for visitors and commuters from larger cities. The city is about 200 miles south of San Francisco, 200 miles north of Los Angeles, and 100 miles west of the Central Valley's major urban centers, such as Fresno and Bakersfield. Additionally, Paso Robles is within a 40-minute drive to San Luis Obispo, the county seat. Paso Robles is comprised of approximately 19.2 square miles with urbanized areas concentrated along U.S. Route 101 and State Route 46. The city has a current population estimate of 31,134.[1]

Airport Welcome Signage

Paso Robles is included in the San Luis Obispo-Paso Robles Metropolitan Statistical Area (MSA), which encompasses all of San Luis Obispo County. Major employers within the local area include J. Lohr Vineyards & Wines, Justin Winery, Firestone Walker Brewing Company, Cal Coast Machinery (agriculture equipment), A.M. Sun Solar (solar energy), DELMIAWorks (software), and MGE Underground, Inc. (utility infrastructure). Cuesta College is an accredited post-secondary school that offers 84 associate's degree programs with three campuses throughout the county, including its North Campus, which is located in Paso Robles.

Paso Robles Municipal Airport (PRB) is located approximately four miles northeast from the central business district and is situated on approximately 1,300 acres at an elevation of 838.7 feet above mean sea level (MSL). Vehicle access to the airport is gained via Airport Road, a two-lane north/south road extending from State Route 46 to the south of the airport. The terminal is accessed from Airport Road via Rollie Gates Drive. **Exhibit 1A** depicts the regional setting.

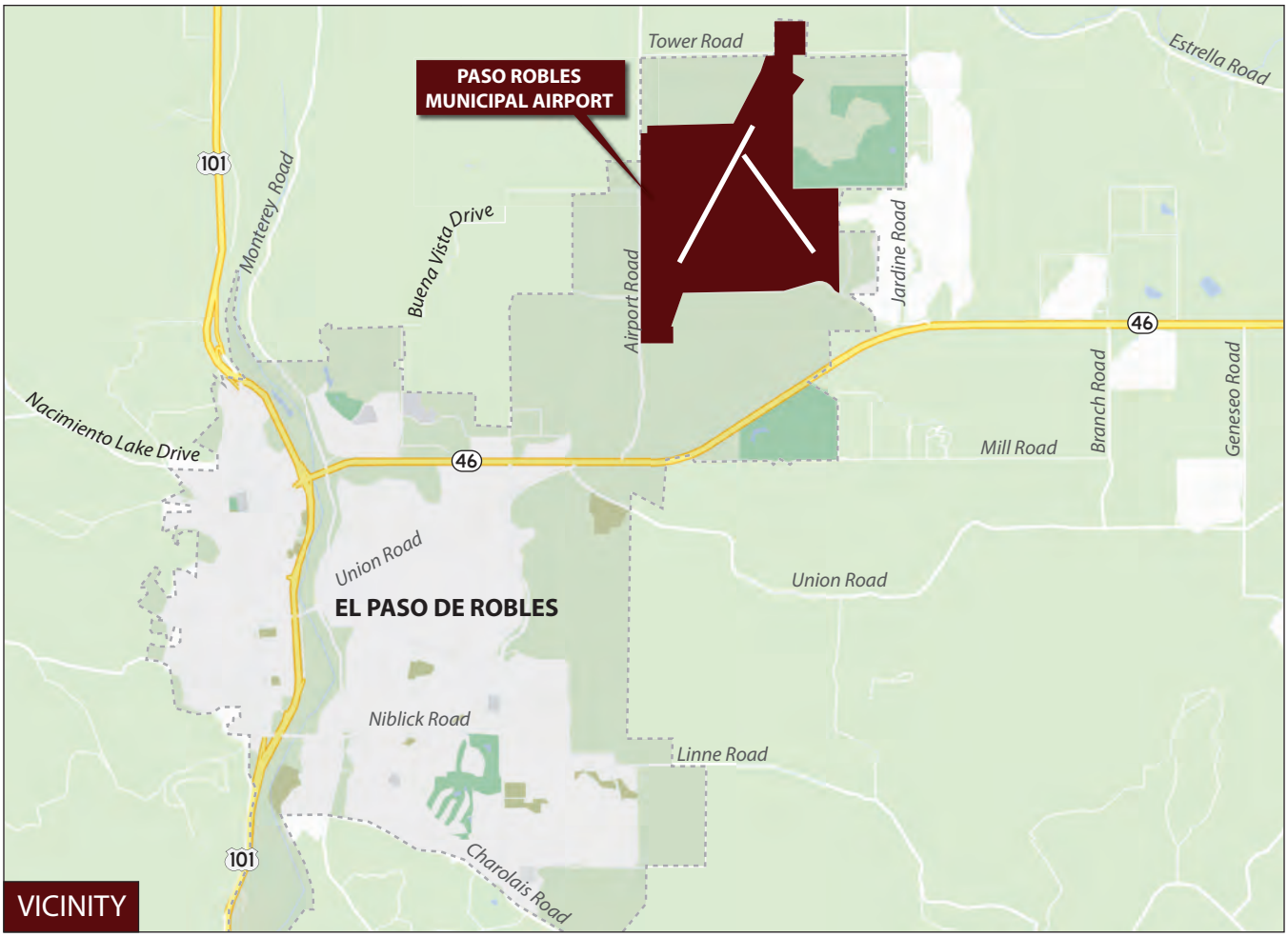
PASO ROBLES SPACE INNOVATION AND TECHNOLOGY PARK

The City of Paso Robles has created an enterprising mixed-use community to emphasize the potential of establishing an FAA-licensed spaceport at PRB. The resulting Paso Robles Space Innovation and Technology Park (PRSITP) is planned to serve as a gateway to connect Paso Robles with California Polytechnic University, San Luis Obispo, which is a leading aerospace university, and the Cuesta College North Campus with a spaceport capable of accommodating horizontal launches to deliver small satellite systems to space on a commercial platform. PRSITP developments include commercial and industrial spaces to serve as resources for entrepreneurs. Currently planned projects include The Landing, which features public green spaces, retail shops, eateries, wineries, tech and light industrial spaces, and state-of-the-art warehousing facilities. The Paso Commons master-planned industrial campus encompasses 22 acres of the PRSITP and includes wine industry storage and production, headquarters for industrial companies, high-tech manufacturing/research and development, and e-commerce businesses. The extent of the PRSITP is depicted on **Exhibit 1B**.

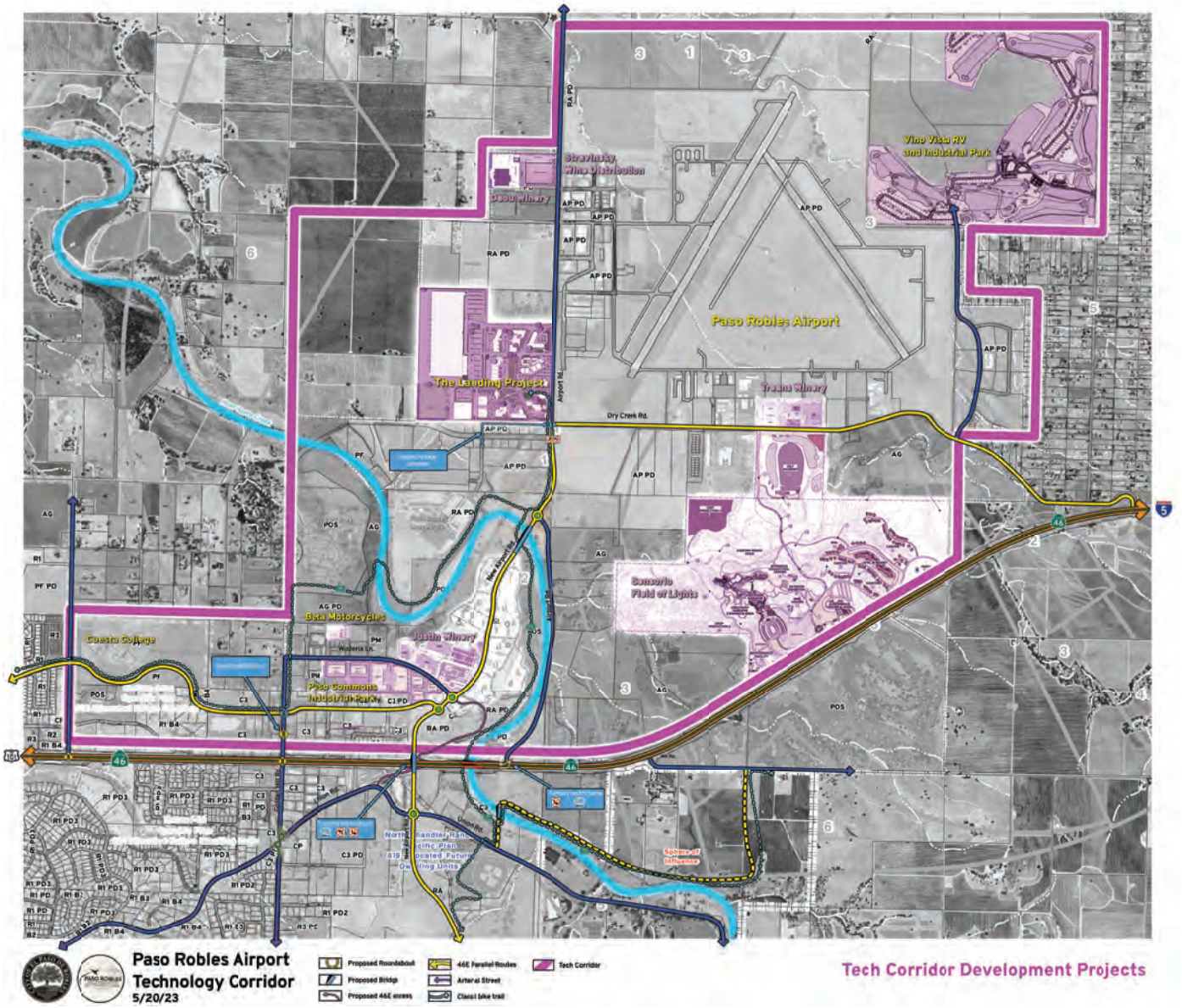
[1] Data sourced from U.S. Census Bureau website at https://www.census.gov/quickfacts/elpasoderoblespasoroblescitycalifornia.

CALIFORNIA

LOCATION



VICINITY



Source: City of Paso Robles

CLIMATE

Climate and local weather conditions are important considerations in the master planning process, as they can significantly impact an airport's operations. For example, high temperatures and humidity can increase runway length requirements for some aircraft, prevailing winds dictate primary runway orientation, and cloud cover percentages and frequency of inclement weather can determine the need for navigational aids and lighting. Knowledge of these weather conditions during the planning process allows the airport to prepare for improvements that may be needed on the airfield.

Paso Robles experiences hot summers with an average high temperature of 94.0 degrees Fahrenheit (°F) in August. Winters are generally mild; December is the coldest month with an average low temperature of 33.4°F. According to the Köppen Climate Classification System, Paso Robles is within a semi-arid (steppe) climate, which is characterized by high summer temperatures that regularly exceed 90°F. Winters are generally mild with highs in the low to mid-60s. Precipitation is concentrated in the winter months, albeit in generally low amounts; January averages the most rain at 2.74 inches. **Exhibit 1C** summarizes weather and wind patterns at the airport.

Table 1A indicates that visual meteorological conditions (VMC) occur 93.55 percent of the time at PRB. When under VMC, pilots can operate using visual flight rules (VFR) and are responsible for maintaining proper separation from objects and other aircraft. Instrument meteorological conditions (IMC) account for all weather conditions less than VMC that still allow for aircraft to safely operate under instrument flight rules (IFR). Under IFR, pilots rely on instruments in their aircraft to accomplish navigation. IMC occur 2.80 percent of the time at PRB. Less than IMC, or poor visibility conditions (PVC), are present 3.65 percent of the time. Under IMC and PVC, the airport is only accessible by utilizing published precision instrument approach procedures. For comparison, data for regional airports, including Salinas Municipal Airport (SNS), Santa Maria Public Airport (SMX), and San Luis Obispo County Regional Airport (SBP), are included in the table. The data show that PRB experiences higher percentages of VMC weather compared to the regional airports.

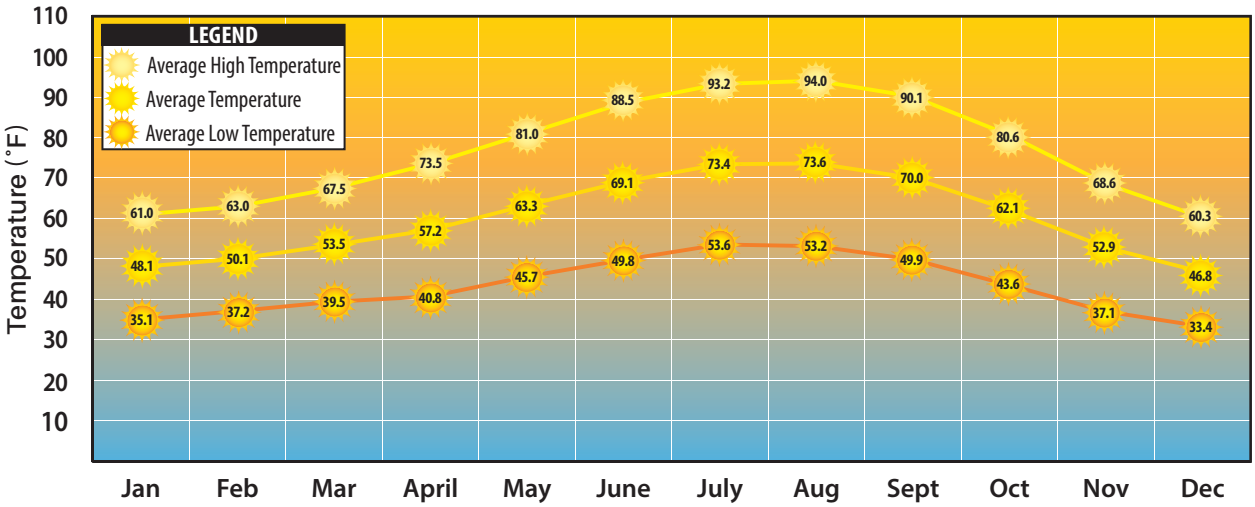
TABLE 1A | Weather Conditions

Condition	Cloud Ceiling	Visibility	Percent of Total			
			PRB	SNS	SMX	SBP
VMC	≥ 1,000' AGL	≥ 3 statute miles	93.55%	85.39%	80.98%	86.58%
IMC	≥ 500' AGL and < 1,000' AGL	≥ 1 to < 3 statute miles	2.80%	8.96%	7.97%	7.16%
PVC	< 500' AGL	< 1 statute mile	3.65%	5.66%	11.05%	6.26%

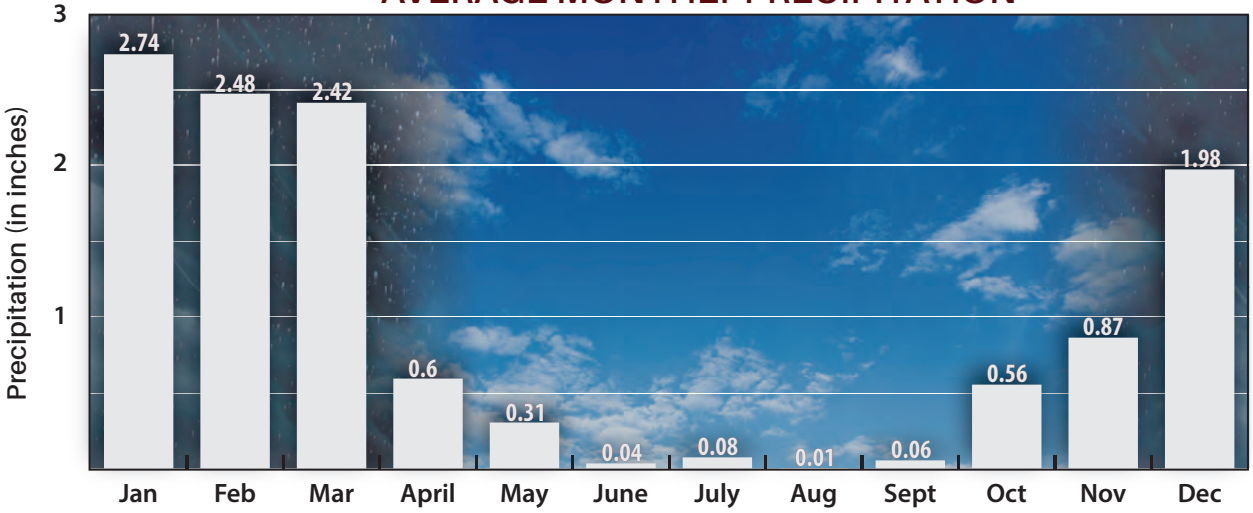
AGL= above ground level
IMC= instrument meteorological conditions
PRB = Paso Robles Municipal Airport
PVC= poor visibility conditions
SBP = San Luis Obispo County Regional Airport
SMX = Santa Maria Public Airport
SNS = Salinas Municipal Airport
VMC= visual meteorological conditions

Source: Paso Robles Municipal Airport, 104,427 observations from 1/1/2014 through 12/31/2023

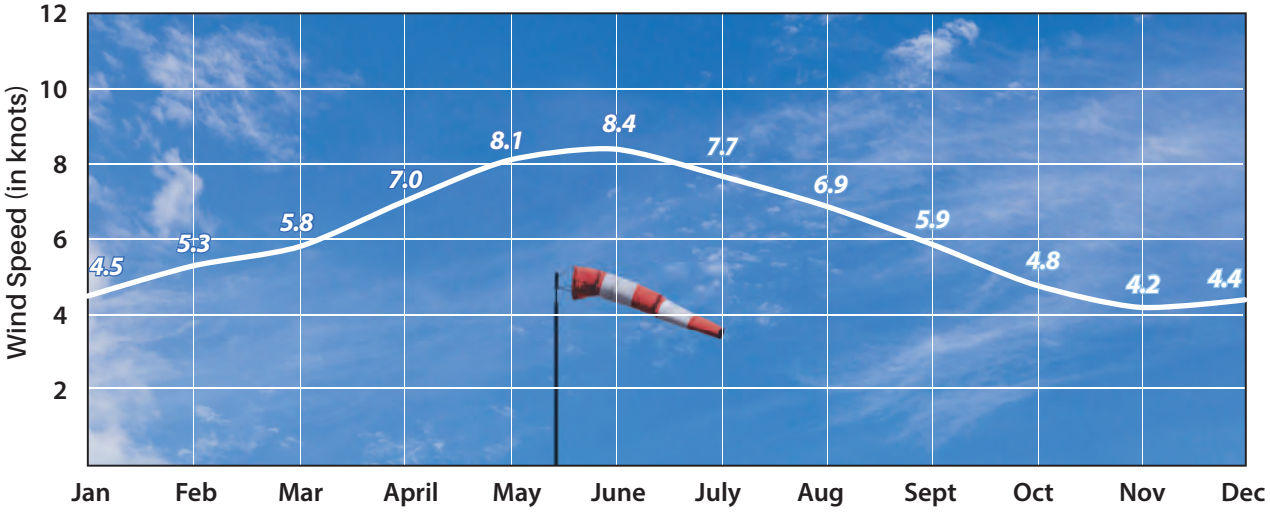
AVERAGE MONTHLY TEMPERATURES



AVERAGE MONTHLY PRECIPITATION



AVERAGE MONTHLY WIND DATA



AIRPORT HISTORY

The following is a brief description of the history of PRB. Sources for this information are noted in the following footnotes: [2,3,4,5,6]

Origins as Estrella Army Airfield (1942–1944)

In September 1942, the U.S. Army acquired 1,249 acres near the Estrella River for a new airfield. Construction was completed in just over six months, and Estrella Army Airfield was operational by April 1943. The facility featured two 4,700-foot runways in a "V" formation, an operations building, and a three-bay fire station. It primarily served as a training base for night flights and housed over 1,500 military personnel combined with Sherwood Field, the U.S. Navy auxiliary airfield southeast of Paso Robles. Notably, the base hosted early jet aircraft, including the Bell P-59, the first military jets produced in the U.S., which were used in experimental training to combat the German V-2 rocket.

Historic Photos of Paso Robles Municipal Airport

Transition to Civilian Use (1944–1973)

On October 15, 1944, the airfield was inactivated and transferred to San Luis Obispo County for public use. Between 1949 and 1952, the county extended Runway 1-19 to 6,008 feet, installed high-intensity lighting, and constructed a large hangar, 10 T-hangars, and a terminal building. Commercial airline service began with Southwest Airways in 1956, which later became Pacific Air Lines, and subsequently Air West and Hughes Airwest. In May 1973, the County of San Luis Obispo sold the airport to the City of Paso Robles for $1. The city subdivided unused land into 81 parcels for commercial development. The city formed an all-volunteer Fire, Crash, and Rescue Department to serve the airport and the surrounding area. The city took over the water wells and the sewer treatment plant from the State of California to serve both the airport and the California Youth Authority.

[2] Camille DeVaul, The Paso Robles Press, Paso Robles Municipal Airport: 50 Years of Opportunity, September 16, 2023
[3] Estrella Warbirds Museum website (https://www.ewarbirds.org/museum/estrellafield.shtml)
[4] Business Review Magazine, Paso Robles Municipal Airport – Serving a Variety of Users, February 19, 2019
[5] City of Paso Robles website (https://www.prcity.com/349/History)
[6] KSBY website (https://www.ksby.com/news/local-news/paso-robles-municipal-airport-celebrated-its-50th-anniversary)

Airport Growth and Spaceport License Aspirations (1973–Present)

In September 1973, the airport hosted its first annual Paso Robles Airport Day and Airshow, which drew a crowd of 3,000. Passenger services continued at PRB until 1974, after which various commuter airlines operated intermittently at the airport. By 1976, Swift Aire Lines was the sole airline serving the airport. At that time, the airport had four businesses that employed 22 people. Skywest Airlines was the last commercial airline to serve PRB and operated from April 1987 to March 1988.

In 2023, the airport celebrated its 50th anniversary under city ownership. The event featured a showcase of aircraft, including firefighting and military planes, and discussions regarding future projects, such as obtaining an FAA Part 420 Spaceport License designation. If approved, PRB would become the thirteenth FAA-licensed spaceport in the United States, facilitating horizontal takeoff and landing for small satellite launches.

Today, PRB sits on 1,300 acres and has two paved asphalt runways. Runway 1-19, the primary runway, measures 6,008 feet long and 150 feet wide and can accommodate larger jet traffic. Secondary Runway 13-31 measures 4,701 feet long and 100 feet wide and accommodates smaller general aviation aircraft. The airport hosts almost 200 based aircraft and experienced over 48,000 operations in 2024.

AIRPORT ADMINISTRATION

The airport is owned and operated by the City of Paso Robles. The airport is operated within the city's Department of Public Works with policy decisions and direction provided by City Council. Day-to-day management of the airport is overseen by an Airport Manager who reports to the Public Works Director. Three airport employees perform day-to-day maintenance of the airport. The city's adopted fiscal year (FY) 2024-2025 capital budget report includes budgeting for up to five full-time airport employees, including an airport operations technician position, which is currently vacant. An Airport Enterprise fund, which is supported by revenues generated at the airport, is used to manage airport finances. Technical advice and review are provided by an appointed seven-member Airport Commission. Each Airport Commissioner serves a three-year term with a three-term limit. The Department of Public Works organizational chart, which identifies airport staff, is shown in **Figure 1A**.

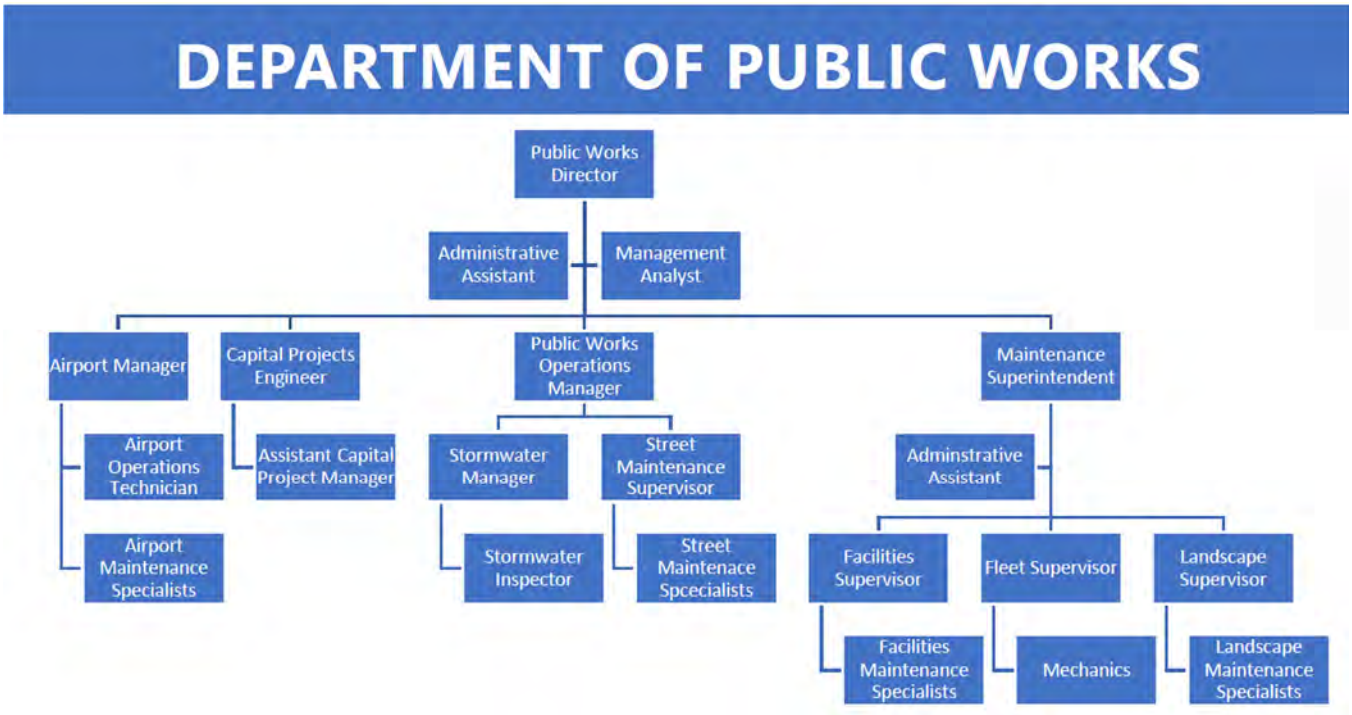


Figure 1A – Department of Public Works Organizational Chart

AIRPORT SYSTEM PLANNING ROLE

Airport planning occurs on multiple levels: national, state, and local. Each level has a different emphasis and purpose. On the national level, PRB is included in the *National Plan of Integrated Airport Systems* (NPIAS). On the state level, the airport is included in the *California Aviation System Plan* (CASP 2020), which was adopted by the California Transportation Commission on August 18, 2021. The local planning document is the *Paso Robles Municipal Airport Master Plan Update*, which was previously updated and approved in 2004.

FEDERAL AIRPORT PLANNING

The NPIAS identifies nearly 3,310 existing and proposed airports that are included in the national airport system, the roles they currently serve, and the amounts and types of airport development eligible for federal funding under the Airport Improvement Program (AIP) over the next five years. The NPIAS contains all commercial service airports, all reliever airports, and select publicly owned general aviation airports.

PRB is classified in the NPIAS as a general aviation (GA) airport (one of 127 in the State of California), meaning it must meet certain criteria to be viewed by the federal government as an asset to the air transportation system. GA airports are designated by the Federal Aviation Administration (FAA) to provide GA access to the overall community. Within the GA designation, there are four different airport categories: national, regional, local, and basic. PRB is classified within the regional category (one of 22 in the State of California). Regional airports are critical components of the national airport system, as they provide areas with relatively large populations with access to regional and interstate markets and experience high levels of activity, including some jet and multi-engine propeller aircraft operations. Regional airports average 90 total based aircraft, including three jets.

STATE AIRPORT PLANNING

PRB is included in the CASP 2020,[7] which states:

> "*Aviation as a modal component within the CTP 2050 [California Transportation Plan 2050] provides vital support for the integrated movement of goods and people in California. To continue to contribute to the economy and the social wellbeing of California, aviation activities and facilities need strong and consistent planning, policy, and funding support. The vision of CASP 2020 is for aviation in California to be supported successfully through elements that will maintain its value to the State*."

Within the CASP 2020, PRB is classified as a regional airport, meaning it accommodates a wide variety of GA activities with international ranges and is located in a population center.

LOCAL AIRPORT PLANNING

The airport master plan is the primary local planning document that provides a 20-year airport development vision based on aviation demand forecasts. Given the inevitable uncertainties as a master plan ages, the FAA recommends that airports update their master plans every seven to 10 years, or as necessary to address any significant changes. PRB's master plan was last updated in 2004; major recommendations from this plan are depicted on **Exhibit 1D** and include the following:

- Extension of Runway 1-19 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 jets, commuter aircraft, and large propeller aircraft
- Planned extension of Runway 13-31 to the northwest to a length of 6,400 feet
- Construction of a full-length parallel taxiway 400 feet southwest of Runway 13-31
- A new parallel Runway 1R-19L to be 3,400 feet long and 60 feet wide to permit simultaneous operations on the parallel runways
- Extensions of Taxiways C and D to the east of Runway 1-19 to connect to the parallel taxiway for Runway 13-31
    - New taxiways off Taxiway E were planned to serve future development at the southwest corner of the airport. A new taxiway was planned off the parallel taxiway for an extended Runway 13-31 to serve future development at the northwest end of the airport.
- Planning for a precision approach to Runway 19R and preservation of the capability for future precision instrument approach procedures to the other three runway ends

[7] Caltrans, CASP 2020 (https://dot.ca.gov/programs/aeronautics/california-aviation-system-plan)

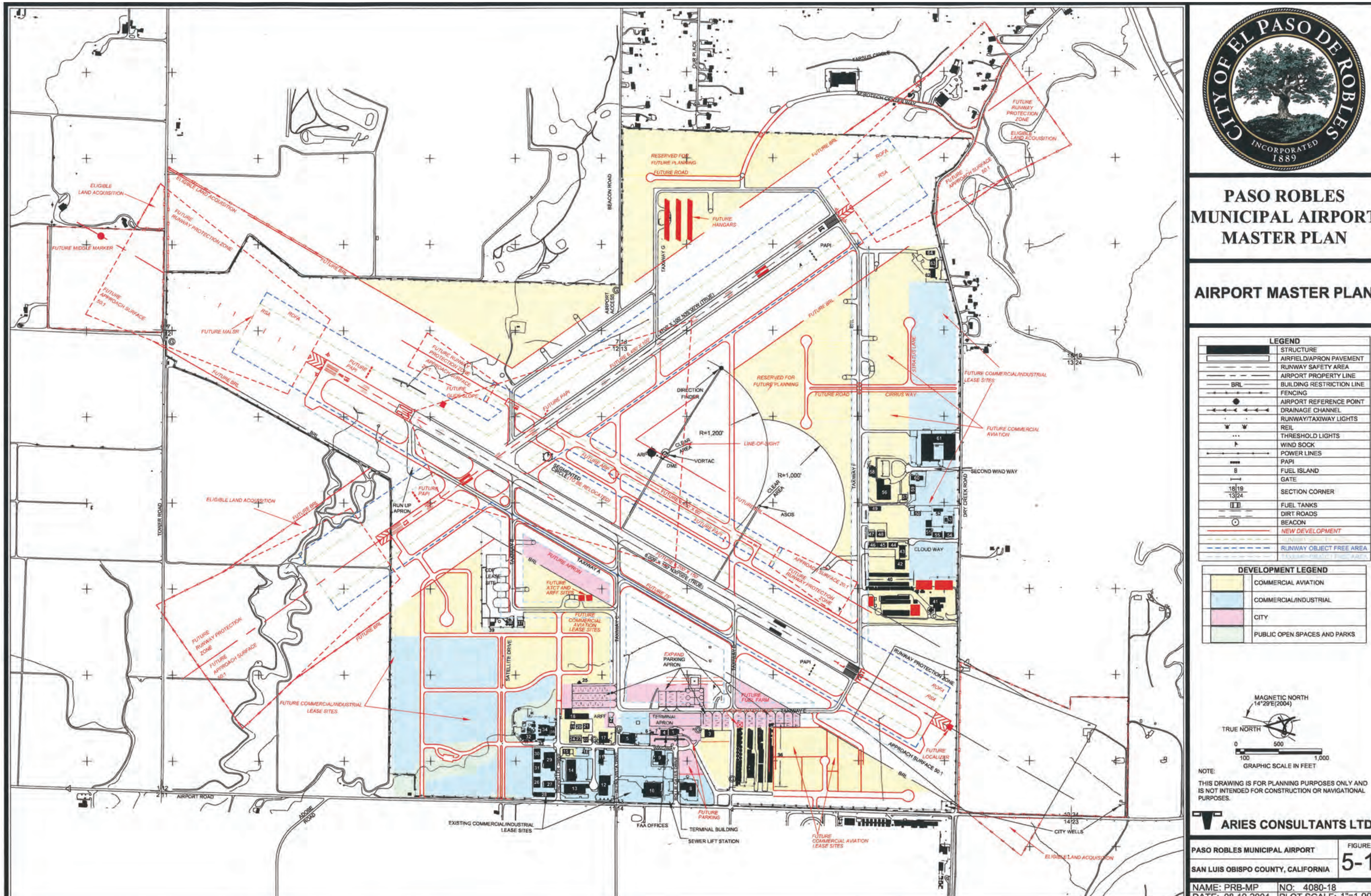


Exhibit 1D
2004 AIRPORT MASTER PLAN RECOMMENDATIONS

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- Development of an 8,000-square-foot (sf) passenger terminal building to accommodate scheduled airline service
- Reservation of space for a dedicated all-cargo cargo facility, aircraft parking apron, and truck and vehicular parking area
- Identification of hangar development areas to accommodate a projected need of up to 180 hangar spaces
- Reservation of space west of Runway 1R-19L and north of Taxiway C for the construction of an airport traffic control tower (ATCT)
- Acquisition of properties totaling approximately 173 acres to accommodate runway extensions and establish control over various safety areas

More recently, the airport has updated its airport layout plan (ALP) drawing set, which is the blueprint for future development at the airport. The current ALP for PRB is from December 2019 and carries forward several recommendations from the 2004 master plan, including extensions to both runways; however, the proposed third runway and other taxiway extensions were eliminated from the plan. The current ALP is depicted on **Exhibit 1E**.

CAPITAL IMPROVEMENT HISTORY

To assist in ongoing capital improvements, the FAA provides funding (both entitlement and discretionary funding) to PRB through the Airport Improvement Program (AIP) and various other supplemental funding sources (the *Coronavirus Aid, Relief, and Economic Security Act of 2020* [CARES], *Coronavirus Response and Relief Supplemental Appropriation Act of 2020* [CRRSA], *American Rescue Plan Act of 2021* [ARPA], and *Infrastructure Investment and Jobs Act of 2021* [IIJA]). **Table 1B** summarizes federal grant data of airport capital improvement, maintenance, and planning projects that were undertaken at PRB between fiscal years 2005 and 2024 and were funded via federal sources. During this period, the airport has been awarded almost $7.3 million dollars in federal grants.

TABLE 1B | Federal Grant History

Fiscal Year	Project Description	AIG	CARES General	COVID-19 Relief General	AIP Discretionary	AIP Entitlement	Grand Total
2005	Rehabilitate Taxiway	–	–	–	$110,860	$252,800	$363,660
2009	Extend Taxiway	–	–	–	–	$893,186	$893,186
2011	Rehabilitate Runway	–	–	–	–	$403,142	$403,142
2013	Rehabilitate Taxiway	–	–	–	–	$140,122	$140,122
2014	Rehabilitate Taxiway	–	–	–	–	$1,203,222	$1,203,222
2015	Rehabilitate Taxiway	–	–	–	–	$124,708	$124,708
2016	Rehabilitate Taxiway	–	–	–	–	$1,744,197	$1,744,197
2020	CARES Act Funds	–	$69,000	–	–	–	$69,000
2021	CRRSA Act Funds	–	–	$23,000	–	–	$23,000
2021	General ARPA	–	–	$59,000	–	–	$59,000
2021	Install Airfield Guidance Signs	–	–	–	–	$250,000	$250,000
2021	Reconstruct Apron Lighting	–	–	–	–	$250,000	$250,000

(Continues)

TABLE 1B | Federal Grant History (continued)

Fiscal Year	Project Description	AIG	CARES General	COVID-19 Relief General	AIP Discretionary	AIP Entitlement	Grand Total
2021	Reconstruct Taxiway Lighting	–	–	–	–	$585,175	$585,175
2023	Conduct or Update Miscellaneous Study	–	–	–	–	$120,600	$120,600
2023	Seal Runway Pavement Surface/Pavement Joints	$534,649	–	–	–	–	$534,649
2024	Update Airport Master Plan	–	–	–	–	$530,610	$530,610
	Totals:	**$534,649**	**$69,000**	**$82,000**	**$110,860**	**$6,497,762**	**$7,294,271**

AIG = Airport Infrastructure Grants via the *Infrastructure Investment and Jobs Act of 2021* (IIJA)
AIP = Airport Improvement Program
ARPA = *American Rescue Plan Act of 2021*
CARES = *Coronavirus Aid, Relief, and Economic Security Act of 2020*
CRRSA = *Coronavirus Response and Relief Supplemental Appropriation Act of 2020*

Source: FAA, AIP Grant Histories

AERONAUTICAL ACTIVITY

At airports that primarily serve general aviation activity, the numbers of based aircraft and operations (takeoffs and landings) are key aeronautical activity measures. These indicators will be used in subsequent analyses in this master plan to project future aeronautical activity and determine future facility requirements.

OPERATIONS

As a non-towered airport, PRB does not have accurate historical counts of aircraft operations; however, the emergence of Automatic Dependent Surveillance-Broadcast (ADS-B) technology has created the opportunity to acquire operational data at non-towered airports. ADS-B is a surveillance technology that enables aircraft to determine their precise positions via satellite navigation and periodically broadcast this information. ADS-B provides real-time data to air traffic control and other aircraft, enhancing situational awareness and safety. The FAA has mandated that, as of January 1, 2020, all aircraft operating in most controlled airspace in the United States must be equipped with ADS-B Out capabilities. This requirement is part of a broader effort to modernize the air traffic management system and improve the accuracy and efficiency of aircraft tracking.

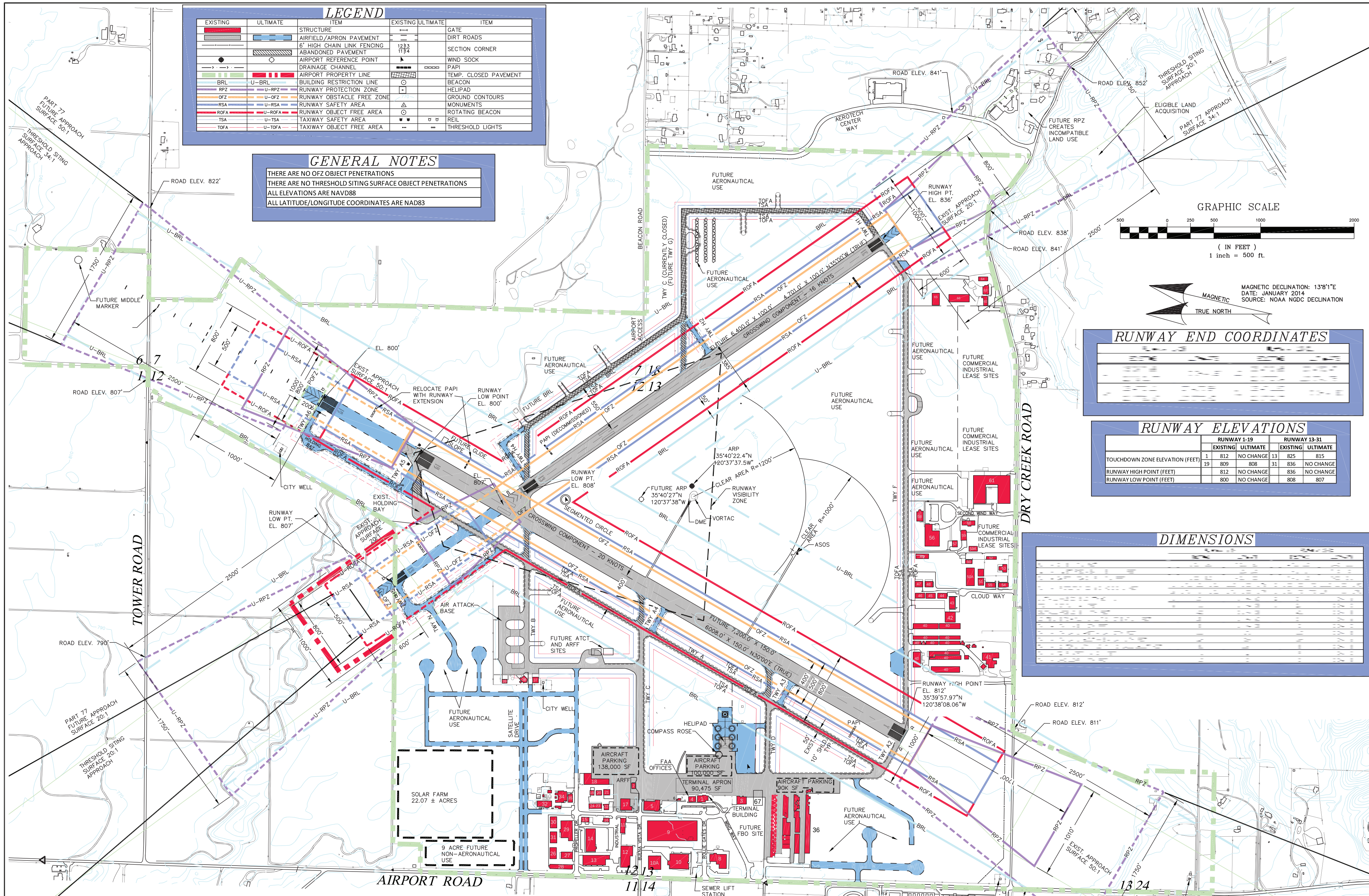
PRB has contracted with 1200.aero, an air traffic management system, to provide operational data utilizing ADS-B technology. 1200.aero began providing operational data to PRB starting in August 2022. A summary of operations by month is provided in **Table 1C**. These data establish that 48,228 total operations (takeoffs and landings) occurred at PRB in calendar year 2024. October was the peak month for operations between 2022 and 2024; however, March has experienced the most operations so far in 2025.

TABLE 1C | Operations History

Month	Total Operations (Takeoffs and Landings)			
	2022	2023	2024	2025
January	N/A	2,469	3,162	3,090
February	N/A	2,819	2,826	2,871
March	N/A	2,975	3,998	**3,104**
April	N/A	3,833	3,915	2,902
May	N/A	3,726	4,314	N/A
June	N/A	3,922	4,579	N/A
July	N/A	4,017	4,268	N/A
August	1,533	3,863	4,897	N/A
September	3,098	4,057	4,525	N/A
October	**4,054**	**4,152**	**5,362**	N/A
November	3,455	3,530	3,391	N/A
December	2,529	2,818	2,999	N/A
Total:	**14,669**	**42,181**	**48,236**	**11,793**

Boldface indicates annual peak month.
N/A = not available

Source: 1200.aero, data available between August 19, 2022, and April 22, 2025



RUNWAY ELEVATIONS

	RUNWAY 1-19			RUNWAY 13-31		
		EXISTING	ULTIMATE		EXISTING	ULTIMATE
TOUCHDOWN ZONE ELEVATION (FEET)	1	812	NO CHANGE	13	825	815
	19	809	808	31	836	NO CHANGE
RUNWAY HIGH POINT (FEET)		812	NO CHANGE		836	NO CHANGE
RUNWAY LOW POINT (FEET)		800	NO CHANGE		808	807

BUILDING/FACILITIES TABLE

No.	DESCRIPTION	USE	TOP ELEV. (FT)	No.	DESCRIPTION	USE	TOP ELEV. (FT)	No.	DESCRIPTION	USE	TOP ELEV. (FT)
1	TERMINAL	AVIATION DEVELOPMENT	835	14	BUILDING	REVENUE SUPPORT	835	28	BUILDING	REVENUE SUPPORT	835
2	FIRE HOUSE	AVIATION DEVELOPMENT	835	15	BUILDING	REVENUE SUPPORT	835	29	BUILDING	REVENUE SUPPORT	825
3	STORAGE	AVIATION DEVELOPMENT	835	16	BUILDING	REVENUE SUPPORT	835	30	BUILDING	REVENUE SUPPORT	825
4	OFFICE	AVIATION DEVELOPMENT	835	17	HANGAR	AVIATION DEVELOPMENT	835	31	WAREHOUSE	REVENUE SUPPORT	825
5	AIRCRAFT	AVIATION DEVELOPMENT	835	18	HANGAR	AVIATION DEVELOPMENT	835	32	WAREHOUSE	REVENUE SUPPORT	825
6	POWER VAULT	AVIATION DEVELOPMENT	835	19	HANGAR	AVIATION DEVELOPMENT	835	33	WAREHOUSE	REVENUE SUPPORT	825
7	EQUIP. STORAGE	AVIATION DEVELOPMENT	835	20	HANGAR	AVIATION DEVELOPMENT	835	34	MAINTENANCE	REVENUE SUPPORT	825
8	BUILDING	REVENUE SUPPORT	835	21	MAINTENANCE	AVIATION DEVELOPMENT	835	35	WAREHOUSE	REVENUE SUPPORT	825
9	BUILDING	REVENUE SUPPORT	835	22	HANGAR	AVIATION DEVELOPMENT	835	36	HANGAR	AVIATION DEVELOPMENT	835
10	BUILDING	REVENUE SUPPORT	835	23	HANGAR	AVIATION DEVELOPMENT	835	37	HANGAR	AVIATION DEVELOPMENT	835
10A	BUILDING	REVENUE SUPPORT	835	24	HANGAR	AVIATION DEVELOPMENT	835	38	OPERATIONS	AVIATION DEVELOPMENT	835
11	BUILDING	REVENUE SUPPORT	835	25	HANGAR	AVIATION DEVELOPMENT	835	39	MAINTENANCE	AVIATION DEVELOPMENT	835
12	BUILDING	REVENUE SUPPORT	835	26	HANGAR	AVIATION DEVELOPMENT	835	40	HANGAR	AVIATION DEVELOPMENT	840
13	BUILDING	REVENUE SUPPORT	835	27	BUILDING	REVENUE SUPPORT	835	41	BUILDING	REVENUE SUPPORT	840

No.	DESCRIPTION	USE	TOP ELEV. (FT)	No.	DESCRIPTION	USE	TOP ELEV. (FT)
42	HANGAR	AVIATION DEVELOPMENT	840	55	BUILDING	REVENUE SUPPORT	845
43	HANGAR	AVIATION DEVELOPMENT	840	56	BUILDING	REVENUE SUPPORT	845
44	HANGAR	AVIATION DEVELOPMENT	840	57	HANGAR	AVIATION DEVELOPMENT	845
45	HANGAR	AVIATION DEVELOPMENT	840	58	OFFICE	REVENUE SUPPORT	845
46	HANGAR	AVIATION DEVELOPMENT	840	59	BUILDING	REVENUE SUPPORT	845
47	HANGAR	AVIATION DEVELOPMENT	840	59A	BUILDING	REVENUE SUPPORT	845
48	HANGAR	AVIATION DEVELOPMENT	840	60	BUILDING	REVENUE SUPPORT	845
49	HANGAR	AVIATION DEVELOPMENT	845	61	WINERY	REVENUE SUPPORT	845
50	HANGAR	AVIATION DEVELOPMENT	845	62	MEETING HALL	REVENUE SUPPORT	855
50A	HANGAR	AVIATION DEVELOPMENT	845	63	MUSEUM	REVENUE SUPPORT	855
51	WAREHOUSE	REVENUE SUPPORT	845	64	MUSEUM	REVENUE SUPPORT	855
52	BUILDING	REVENUE SUPPORT	845	65	MUSEUM	REVENUE SUPPORT	855
53	OFFICE	REVENUE SUPPORT	845	66	MUSEUM	REVENUE SUPPORT	855
54	BUILDING	REVENUE SUPPORT	845	67	FUEL FARM	AVIATION DEVELOPMENT	830

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Understanding runway utilization is an important component of calculating airfield capacity and delay, as well as in the consideration of instrument approach procedures. Runway usage data are summarized in **Table 1D**. As shown, Runway 19 is used the most frequently, averaging 72.3 percent of total operations at PRB.

TABLE 1D | Runway Usage Percentages

Year	1	13	19	31
2022	10.1%	4.1%	75.2%	10.6%
2023	8.9%	4.0%	72.1%	15.1%
2024	6.7%	4.0%	72.7%	16.5%
2025	9.5%	5.8%	69.4%	15.4%

Source: 1200.aero, data available between August 19, 2022, and April 22, 2025

Touch and go (T&G) operations are characterized by flight training maneuvers in which an aircraft lands on a runway and immediately takes off without coming to a full stop. This type of operation allows student pilots to practice multiple takeoffs and landings in a short amount of time. **Table 1E** summarizes operational data at PRB, showing that T&G operations average 28.7 percent of total operations at PRB.

TABLE 1E | Touch and Go (T&G) Operations

Year	T&G	Total Operations	% T&G
2022	3,568	14,669	24.3%
2023	8,587	42,181	20.4%
2024	16,174	48,236	33.5%
2025	4,394	11,967	36.7%

Source: 1200.aero, data available between August 19, 2022, and April 22, 2025

Aircraft are classified based on operational and physical characteristics represented by the aircraft approach category (AAC) and airplane design group (ADG). The AAC, represented by a letter (A through E), generally refers to an aircraft's approach speed in landing configuration, while the ADG, represented by a Roman numeral (I through VI), relates to aircraft wingspan or tail height. For example, the A-I category is represented by small aircraft, such as the Cessna 172, the B-II category represents most small to mid-sized business jets, including the Cessna Citation II, and the D-II/D-III category represents the largest/fastest business jets, including the Gulfstream GIV and GV. **Table 1F** summarizes PRB operational data by the various airport reference codes (ARCs), showing most operations are within the A-I, A-II, B-I, and B-II categories, which is typical for a general aviation airport.

TABLE 1F | Operations by Aircraft Reference Code (ARC)

ARC	Example Aircraft	2022	2023	2024	2025
A-I	Cessna 172	11,185	30,560	36,459	9,293
A-II	Pilatus PC-12	304	725	907	300
A-III	DC-3	6	15	9	–
B-I	Cessna 425	306	1,055	1,114	253
B-II	Cessna Citation II	658	2,549	2,962	417
B-III	Global Express	25	32	44	2
C-I	Learjet 45	19	68	89	10
C-II	Challenger 300	87	195	311	91
C-III	DC-9	–	32	110	2
C-IV	C-130/A400M	–	204	235	–
C-V	Airbus A350	–	–	102	–
D-I	Learjet 35	2	8	2	–
D-II	Gulfstream GIV	8	28	20	16
D-III	Gulfstream GV	12	9	8	2

Note: Military operations do not always use ADS-B and the number of operations by military aircraft is higher than the data show across all years.

Source: 1200.aero, data available between August 19, 2022, and April 22, 2025

BASED AIRCRAFT

Identifying the current number of based aircraft is important to master plan analysis but can be challenging because of the transient nature of aircraft storage. The airport maintains a record of aircraft based on the airport. As of 2024, there were 227 based aircraft within the airport's records; however, according to the FAA's validation process, only 197 of those aircraft have been validated as being based at PRB. This means 30 of the 227 aircraft in PRB's based aircraft inventory are already validated at other airports, are not operational or airworthy, or do not have current registrations with the FAA. For the purposes of the master plan and forecasting of aviation demand, only FAA-validated aircraft will be used as the baseline count. The 197 validated based aircraft include 181 single-engine piston aircraft, one multi-engine aircraft (DC-3), four turboprop aircraft, two jets (Phenom 100 and Citation V), and nine helicopters.

AIRSIDE FACILITIES

Airside facilities include runways, taxiways, airfield lighting, and navigational aids. These facilities are identified on **Exhibit 1F** and descriptions of each are included in the following sections. Runway 1-19 is the primary runway and Runway 13-31 serves as a secondary runway. Information pertaining to each runway is included as follows and summarized on the exhibit.

PRB Airfield

TAXIWAY DATA		
Designation	**Width**	**Lighting**
A	50'	MITL
B	50'	MITL between Runway 1-19 and Taxiway A; None west of Taxiway A
C	50'	MITL
D	50'	MITL
E	50'	MITL
F	50'	Edge Reflectors

WEATHER AND NAVIGATIONAL AIDS
Automated Surface Observation System (ASOS)
Lighted Wind Cone
Airport Beacon

NOTES
MITL = Medium Intensity Taxiway Lights
GPS = Global Positioning System
HIRL = High Intensity Runway Lighting
LNAV = Lateral Navigation
LPV = Localizer Performance with Vertical Guidance
MIRL = Medium Intensity Runway Lighting
PAPI = Precision Approach Path Indicator
REIL = Runway End Identifier Lights
VOR = Very High Frequency Omnidirectional Range

RUNWAY DATA				
Runway Designation	**1**	**19**	**13**	**31**
Length	6,008'		4,701'	
Width	150'		100'	
End Elevation	814.5'	803.4'	810.0'	838.7'
Gradient	0.18%		0.61%	
Surface Material	Asphalt/Grooved		Asphalt	
Markings	Non-precision		Non-precision	
Lighting	HIRL		MIRL	
Load Bearing Strength - Single Wheel	60,000 lbs		30,000 lbs	
Load Bearing Strength - Double Wheel	106,000 lbs		50,000 lbs	
Load Bearing Strength - Double Tandem	150,000 lbs		90,000 lbs	
Visual Approach Aids	None	PAPI-4 (left) REILs	None	PAPI-4 (left)
Instrument Approach Procedures	Circling Only	LPV GPS; VOR	Circling Only	LNAV GPS
Traffic Pattern	Left	Left	Left	Left

LEGEND
- Airport Property Line
- A Taxiway Designator
- Closed Pavement

N
0 1000
FEET

Photo: Google Earth 5/2024

Calabaza Way
Wilderness Ln.
Tower Rd.
Aerotech Center Way
Beacon Rd.
Dry Creek Rd.
Cloud St.
Propeller Dr.
Buena Vista Dr.
Rollie Gate Dr.
Wing Way
Airport Rd.
Airport Rd.
Dry Creek Rd.

Rocket Engine Testing Site
PAPI-4
PAPI-4
Runway 13-31 (4,701' x 100')
Lighted Wind Cone and Segmented Circle
VORTAC
Blast Pad (200'x100')
Blast Pad (187'x100')
400'
Holding Bay
Runway 1-19 (6,008' x 150')
ASOS
Helipad
Solar Farm
Airport Beacon

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RUNWAYS

Primary Runway 1-19

Runway 1-19 is 6,008 feet long and 150 feet wide and is oriented northeast-southwest. The runway surface is constructed of grooved asphalt. The runway has no threshold displacements and no published declared distances. As a result, the full pavement length is usable in all operational situations (takeoff and landing). The runway is marked with non-precision markings, which include the runway designation, threshold stripes, and centerline, as well as aiming points located approximately 1,020 feet from the ends of the runway. The runway slopes down from the southwest to northeast with an elevation change of 11.1 feet, resulting in a runway gradient of 0.18 percent. The runway edges are equipped with high intensity runway lighting (HIRL) to provide illumination at night and/or during poor meteorological conditions. Both runway ends utilize a standard left-hand traffic pattern.

Runway 1-19 has a pavement strength rating of 60,000 pounds single wheel loading (SWL), which refers to the design of certain aircraft landing gear with a single-wheel main landing gear strut. The runway pavement strength increases to 106,000 pounds dual wheel loading (DWL) and 150,000 pounds double tandem wheel loading (DTWL).

Runway 1
(Source: Google Earth, image date December 2020)

Runway 19
(Source: Google Earth, image date December 2020)

Runway 13-31

Runway 13-31 is 4,701 feet long and 100 feet wide, oriented northwest-southeast, and constructed of asphalt. While the runway does not intersect with Runway 1-19, the northwest end of the runway is located approximately 150 feet short of Runway 1-19. The runway pavement has a strength rating of 30,000 pounds SWL, 50,000 pounds DWL, and 90,000 pounds DTWL. The runway has non-precision markings, which include the runway designation, threshold stripes, and aiming points located approximately 1,020 feet from the runway ends. In addition, the runway is equipped with edge markings. The runway slopes down from the southeast to northwest with an elevation change of 28.7 feet from end to end, resulting in a gradient of 0.61 percent. A standard left-hand traffic pattern is applied to each runway end. The runway is equipped with medium intensity runway edge lights (MIRL).

Runway 13
(Source: Google Earth, image date December 2020)

Runway 31
(Source: Google Earth, image date December 2020)

Crosswind Coverage

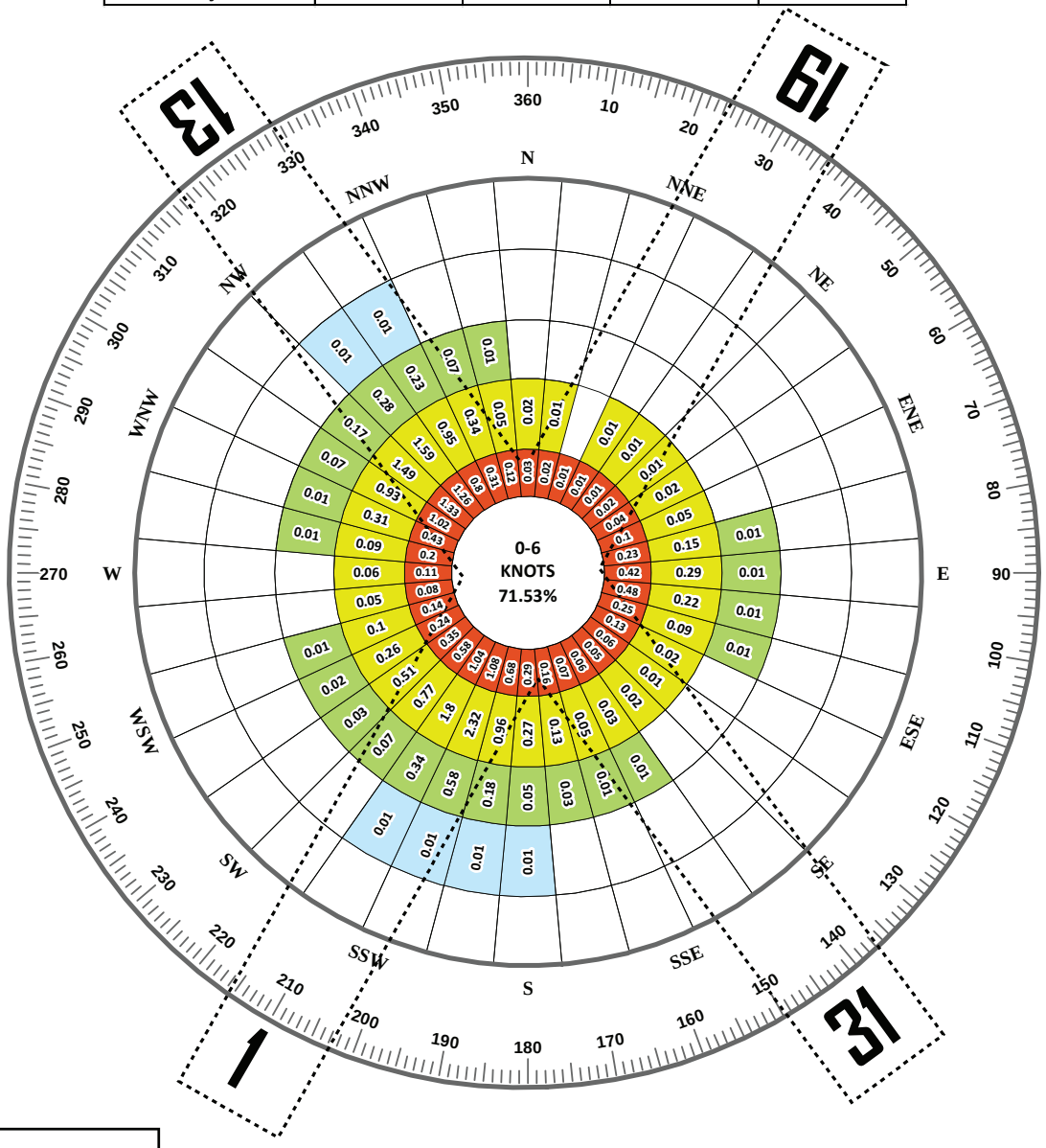
Prevailing winds are winds that blow predominantly in a given direction. At an airport, the direction of prevailing winds determines the desired alignment, configuration, and usage of a runway. Aircraft can only tolerate limited crosswinds, which are components of wind that blow perpendicular to the runway centerline. Ideally, runways are configured to allow aircraft to take off and land into the wind 100 percent of the time. Because winds change direction, FAA planning standards indicate that an airport's primary runway should be capable of operating under allowable wind conditions at least 95 percent of the time. If a runway does not meet this 95 percent coverage, FAA funding assistance for the development of a crosswind runway may be advisable.

The 95 percent wind coverage is computed on the basis of the crosswind component not exceeding 10.5 knots (12 miles per hour [mph]) for ARC A-I and B-I; 13 knots (15 mph) for ARC A-II and B-II; 16 knots (18 mph) for ARC A-III, B-III, and C-I through D-II; and 20 knots (23 mph) for ARC C-III through D-IV.

Exhibit 1G presents the all-weather wind rose for the airport. Wind data for the previous 10 years were obtained from the on-airport automated surface observing system (ASOS) and have been analyzed to identify wind coverage provided by the existing runway orientations. At PRB, the orientation of the two runways provides 99.50 percent coverage for the 10.5-knot component, 99.93 percent coverage for the 13-knot component, and 99.99 percent and 100.00 percent coverage for the 16-knot and 20-knot components. The IFR wind rose (presented on the reverse side of **Exhibit 1G**) shows greater than 99.9 percent coverage in all crosswind components for the runways; thus, the current runway orientation at PRB provides adequate wind coverage for all-weather and IFR conditions.

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 1-19	93.16%	96.05%	99.13%	99.90%
Runway 13-31	93.01%	96.48%	99.19%	99.95%
All Runways	99.50%	99.93%	99.99%	100.00%

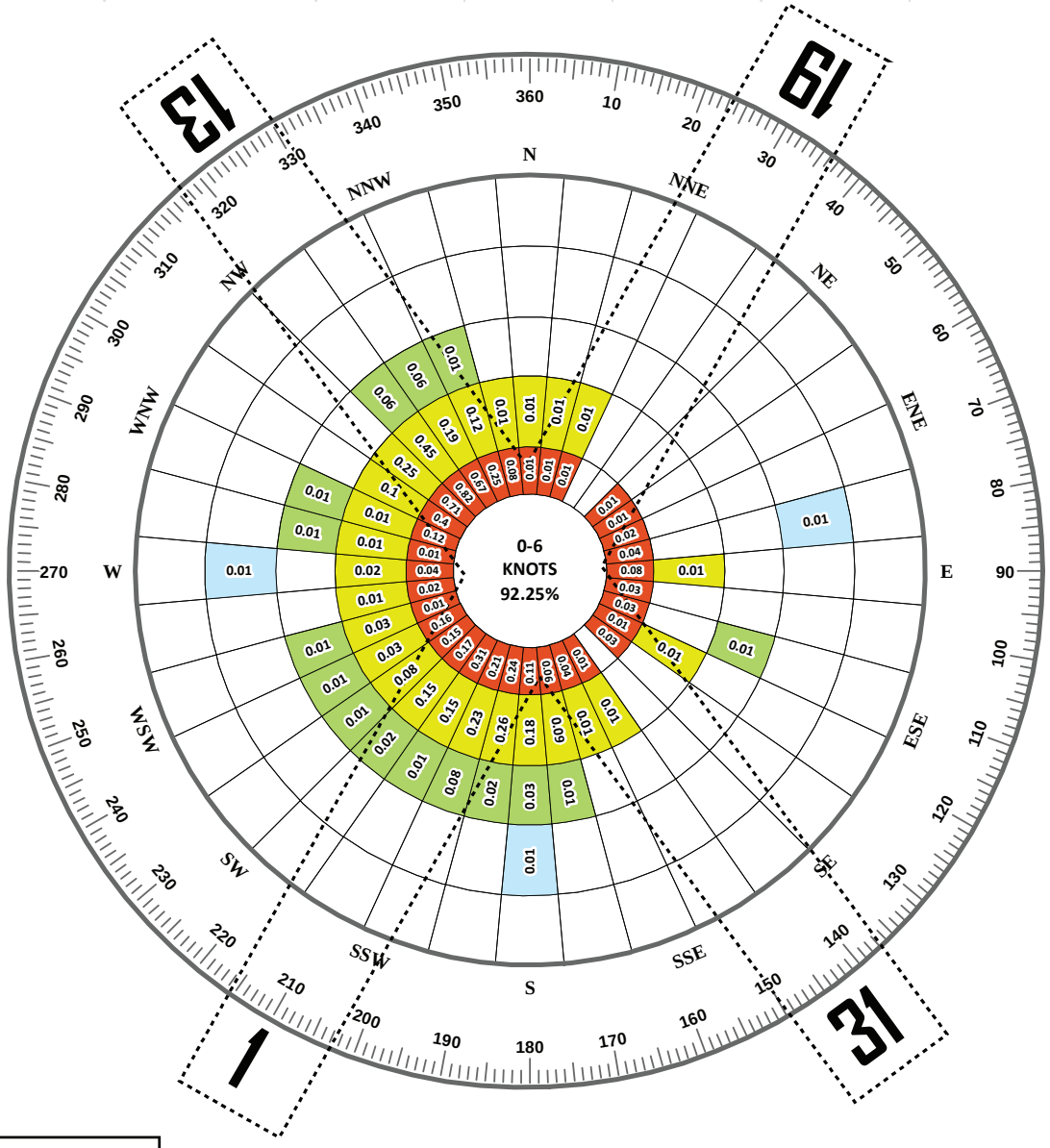


SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Paso Robles Municipal Airport
Paso Robles, California

OBSERVATIONS:
99,009 All Weather Observations
Jan. 1, 2014 - Dec, 31 2023

IFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 1-19	98.75%	99.30%	99.84%	99.98%
Runway 13-31	99.06%	99.52%	99.87%	99.98%
All Runways	99.91%	99.97%	99.99%	99.99%

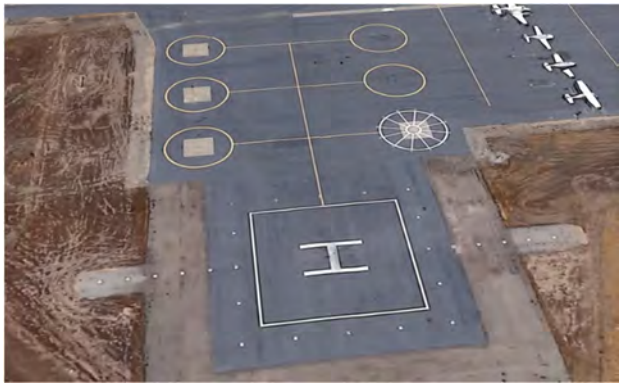


SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Paso Robles Municipal Airport
Paso Robles, California

OBSERVATIONS:
13,858 All Weather Observations
Jan. 1, 2014 - Dec, 31 2023

HELIPAD

PRB has a helipad, which is located east of the main terminal apron and west of Taxiway A. The helipad measures 100 feet by 100 feet and is constructed of asphalt. Five dedicated helicopter parking spaces are connected to the helipad, along with a compass rose. A compass rose is a circular marking that displays the 360 degrees of a compass. In the case of PRB, the markings are in 30-degree increments for the purpose of helping calibrate aircraft compasses.



Helipad
(Source: Google Earth, image date December 2020)

TAXIWAYS

A taxiway is a defined path established for the taxiing of aircraft from one part of an airport to another. The taxiway system at PRB consists of parallel, connector, and entrance/exit taxiways that are constructed of asphalt. All taxiways at PRB are 50 feet wide and have yellow centerline markings. Most taxiways are equipped with blue medium intensity taxiway edge lights (MITL), with the exception of Taxiway B west of Taxiway A leading to the CAL FIRE facilities and Taxiway F, which are not equipped with MITL. Instead, Taxiway F is equipped with edge reflectors.

Taxiway A is a full-length parallel taxiway that provides access to both ends of Runway 1-19. Taxiway A is located 400 feet west of the runway, centerline to centerline. Five entrance/exit taxiways connect Taxiway A to the runway. Taxiway B and Taxiway F provide access to both ends of Runway 13-31.

Taxiway A

Taxiway F

Table 1G summarizes details for each taxiway at PRB.

TABLE 1G | Taxiway Characteristics

Designation	Width (feet)	Description
A	50	Full-length parallel serving Runway 1-19
B	50	Connecting taxiway that provides access from CAL FIRE facilities to Taxiway A and the Runway 13 threshold
C	50	Connecting taxiway from the north side of the terminal area to Taxiway A
D	50	Connecting taxiway from the south side of the terminal area to Taxiway A
E	50	Connecting taxiway that extends along the edge of the terminal apron to the south end of Taxiway A
F	50	Connecting taxiway that extends along the south end of the airfield and connects the Runway 1 threshold with the Runway 31 threshold

Source: Coffman Associates analysis

TAXILANES

A taxilane is a defined path designed for low speed and precise maneuvering of aircraft. Taxilanes provide access from a taxiway to aircraft parking positions, hangars, and other terminal areas. PRB has several taxilanes throughout the landside areas that measure between 60 and 80 feet wide. The width of each taxilane varies based on aircraft design and usage.

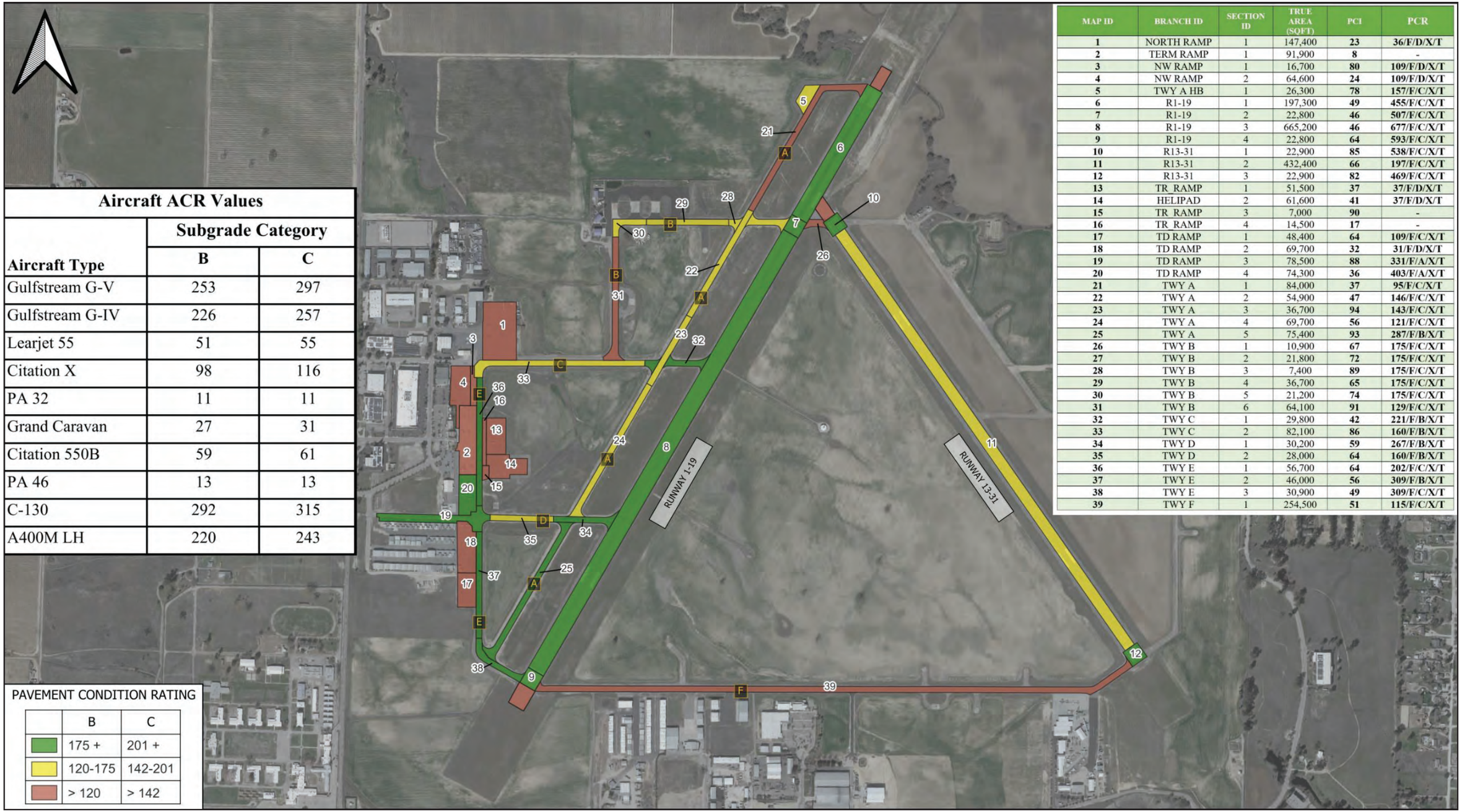
Taxilanes
(Source: Google Earth, image date December 2020)

PAVEMENT CONDITION

Tartaglia Engineering conducted a survey of PRB operational pavements in April 2023 as part of a pavement management program. The inspection evaluated a total pavement area of 3,197,200 square feet of PRB airfield pavement to provide a pavement condition index (PCI) rating. PCI ratings are determined through visual assessments, in accordance with FAA Advisory Circular (AC) 150/5380-6, and range from 0 (failed) to 100 (excellent). The purpose of the report is to provide the airport sponsor with pavement condition information to guide pavement maintenance schedules and ensure airfield surfaces are preserved in good working order.

The results of the 2023 PCI survey are depicted on **Exhibit 1H** along with each pavement section's pavement classification rating (PCR). The PCR is a numerical value that represents the load-bearing capacity of the pavement.

Runway 1-19 pavement included four different pavement sections with PCI ratings ranging between 46 and 64, which indicate poor to fair conditions. Runway 13-31 included three pavement sections with PCI ratings between 66 and 85, which are within the satisfactory to fair condition range. The pavement management program conclusions were that the existing airfield pavement at PRB is fair with a wide range of recommended maintenance and rehabilitation needs in the near term. The terminal ramp pavement is failed and parallel Taxiway A north of Taxiway B has insufficient strength for the larger aircraft that use the airfield. Projects to rectify the terminal ramp and Taxiway A pavement sections are underway. Runway 1-19 underwent crack fill repairs in 2024.



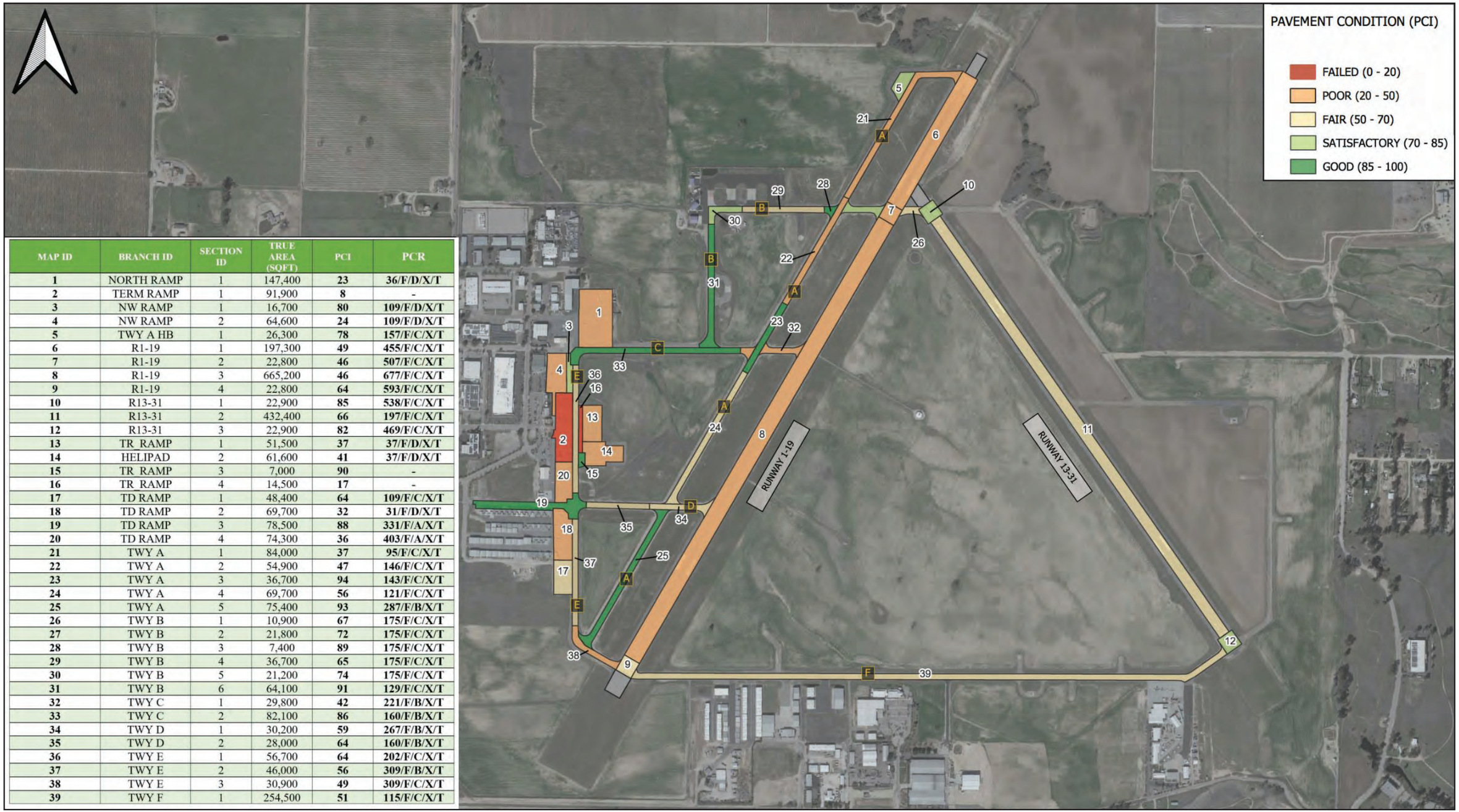
Aircraft ACR Values

Aircraft Type	Subgrade Category	
	B	C
Gulfstream G-V	253	297
Gulfstream G-IV	226	257
Learjet 55	51	55
Citation X	98	116
PA 32	11	11
Grand Caravan	27	31
Citation 550B	59	61
PA 46	13	13
C-130	292	315
A400M LH	220	243

MAP ID	BRANCH ID	SECTION ID	TRUE AREA (SQFT)	PCI	PCR
1	NORTH RAMP	1	147,400	23	36/F/D/X/T
2	TERM RAMP	1	91,900	8	-
3	NW RAMP	1	16,700	80	109/F/D/X/T
4	NW RAMP	2	64,600	24	109/F/D/X/T
5	TWY A HB	1	26,300	78	157/F/C/X/T
6	R1-19	1	197,300	49	455/F/C/X/T
7	R1-19	2	22,800	46	507/F/C/X/T
8	R1-19	3	665,200	46	677/F/C/X/T
9	R1-19	4	22,800	64	593/F/C/X/T
10	R13-31	1	22,900	85	538/F/C/X/T
11	R13-31	2	432,400	66	197/F/C/X/T
12	R13-31	3	22,900	82	469/F/C/X/T
13	TR_RAMP	1	51,500	37	37/F/D/X/T
14	HELIPAD	2	61,600	41	37/F/D/X/T
15	TR_RAMP	3	7,000	90	-
16	TR_RAMP	4	14,500	17	-
17	TD RAMP	1	48,400	64	109/F/C/X/T
18	TD RAMP	2	69,700	32	31/F/D/X/T
19	TD RAMP	3	78,500	88	331/F/A/X/T
20	TD RAMP	4	74,300	36	403/F/A/X/T
21	TWY A	1	84,000	37	95/F/C/X/T
22	TWY A	2	54,900	47	146/F/C/X/T
23	TWY A	3	36,700	94	143/F/C/X/T
24	TWY A	4	69,700	56	121/F/C/X/T
25	TWY A	5	75,400	93	287/F/B/X/T
26	TWY B	1	10,900	67	175/F/C/X/T
27	TWY B	2	21,800	72	175/F/C/X/T
28	TWY B	3	7,400	89	175/F/C/X/T
29	TWY B	4	36,700	65	175/F/C/X/T
30	TWY B	5	21,200	74	175/F/C/X/T
31	TWY B	6	64,100	91	129/F/C/X/T
32	TWY C	1	29,800	42	221/F/B/X/T
33	TWY C	2	82,100	86	160/F/B/X/T
34	TWY D	1	30,200	59	267/F/B/X/T
35	TWY D	2	28,000	64	160/F/B/X/T
36	TWY E	1	56,700	64	202/F/C/X/T
37	TWY E	2	46,000	56	309/F/B/X/T
38	TWY E	3	30,900	49	309/F/C/X/T
39	TWY F	1	254,500	51	115/F/C/X/T

Source: 2024 Pavement Management Program, Tartaglia Engineering

MAP ID	BRANCH ID	SECTION ID	TRUE AREA (SQFT)	PCI	PCR
1	NORTH RAMP	1	147,400	23	36/F/D/X/T
2	TERM RAMP	1	91,900	8	-
3	NW RAMP	1	16,700	80	109/F/D/X/T
4	NW RAMP	2	64,600	24	109/F/D/X/T
5	TWY A HB	1	26,300	78	157/F/C/X/T
6	R1-19	1	197,300	49	455/F/C/X/T
7	R1-19	2	22,800	46	507/F/C/X/T
8	R1-19	3	665,200	46	677/F/C/X/T
9	R1-19	4	22,800	64	593/F/C/X/T
10	R13-31	1	22,900	85	538/F/C/X/T
11	R13-31	2	432,400	66	197/F/C/X/T
12	R13-31	3	22,900	82	469/F/C/X/T
13	TR_RAMP	1	51,500	37	37/F/D/X/T
14	HELIPAD	2	61,600	41	37/F/D/X/T
15	TR_RAMP	3	7,000	90	-
16	TR_RAMP	4	14,500	17	-
17	TD RAMP	1	48,400	64	109/F/C/X/T
18	TD RAMP	2	69,700	32	31/F/D/X/T
19	TD RAMP	3	78,500	88	331/F/A/X/T
20	TD RAMP	4	74,300	36	403/F/A/X/T
21	TWY A	1	84,000	37	95/F/C/X/T
22	TWY A	2	54,900	47	146/F/C/X/T
23	TWY A	3	36,700	94	143/F/C/X/T
24	TWY A	4	69,700	56	121/F/C/X/T
25	TWY A	5	75,400	93	287/F/B/X/T
26	TWY B	1	10,900	67	175/F/C/X/T
27	TWY B	2	21,800	72	175/F/C/X/T
28	TWY B	3	7,400	89	175/F/C/X/T
29	TWY B	4	36,700	65	175/F/C/X/T
30	TWY B	5	21,200	74	175/F/C/X/T
31	TWY B	6	64,100	91	129/F/C/X/T
32	TWY C	1	29,800	42	221/F/B/X/T
33	TWY C	2	82,100	86	160/F/B/X/T
34	TWY D	1	30,200	59	267/F/B/X/T
35	TWY D	2	28,000	64	160/F/B/X/T
36	TWY E	1	56,700	64	202/F/C/X/T
37	TWY E	2	46,000	56	309/F/B/X/T
38	TWY E	3	30,900	49	309/F/C/X/T
39	TWY F	1	254,500	51	115/F/C/X/T



Source: 2024 Pavement Management Program, Tartaglia Engineering

AIRFIELD LIGHTING, SIGNAGE, AND MARKING

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. Various lighting systems are installed at the airport for this purpose. These lighting systems, categorized by function, are summarized in the following section.

Airport Identification Lighting

The location of the airport is universally identified by a rotating beacon at night. The rotating beacon projects two beams of light, one white and one green, 180 degrees apart. The beacon operates from sunset to sunrise and is located north of the terminal building.

Airport Rotating Beacon and Mobile Refueling Trucks

Pavement Edge Lighting

Pavement edge lighting defines the lateral limits of the pavement to ensure safe operations during the night and/or low-visibility times. This maintains safe and efficient access to and from the runway and aircraft parking areas.

As previously stated, Runway 1-19 is equipped with HIRL and Runway 13-31 is equipped with MIRL. Each runway end is equipped with threshold lights that emit green light outward from the runway and red light toward the runway. Green lights indicate the landing threshold for arriving aircraft, while red lights indicate the end of the runway for departing aircraft. Most of the taxiway system at PRB is equipped with elevated blue MITL, with the exceptions of Taxiway B west of Taxiway A and Taxiway F, which is equipped with edge reflectors.

Medium Intensity Taxiway Light (MITL)

Visual Approach Aids

Visual glideslope approach aids provide visual cues to pilots, alerting them as to whether they are on the correct glide path to landing. Runways 19 and 31 are outfitted with four-light precision approach path indicator (PAPI) lights with 3.00-degree standard glide paths. Pilots interpret the system of red and white lights, which gives an indication of a pilot's position above, below, or on the designated descent path to the runway.

Runway end identification lights (REILs) provide a visual identification of the runway end for landing aircraft. The REILs consist of two synchronized flashing lights which are located laterally on each side of the runway end, facing the approaching aircraft. These flashing lights can be seen during the day or night for up to 20 miles, depending on visibility conditions. Runway 13 is equipped with REILs.

Precision Approach Path Indicator (PAPI-4)

Runway End Identifier Light (REIL)

Airfield Signage

Airfield identification signs assist pilots in identifying runways, taxiway routes, and critical areas. The airfield at PRB is equipped with lighted location, directional, and mandatory instruction signs. Runway 1-19 is equipped with distance remaining signage.

Location Signage

Directional Signage

Distance Remaining Signage and Wind Cone

Location Signage

Pavement Markings

Pavement markings aid in the safe and efficient movement of aircraft along airport surfaces and identify closed or hazardous areas on the airport. PRB provides and maintains marking systems in accordance with FAA AC 150/5340-1M, *Standards for Airport Marking*, and AC 150/5300-13B, *Airport Design*.

As previously detailed, Runway 1-19 and 13-31 have non-precision instrument markings, including runway designation, threshold stripes, and aiming points located approximately 1,020 feet from the runway ends. In addition, Runway 13-31 is equipped with edge markings. Runway and taxiway markings at the airport indicate holding positions and centerlines. Taxiway markings include centerlines, as well as leadoff lines on normally used exits.

After-Hours Lighting

After 10:00 p.m., pilots can utilize the common traffic advisory frequency (CTAF) to activate the HIRL, MIRL, and PAPIs, as well as the heliport's perimeter lights.

HOLDING BAY

A holding bay is a designated area on the airfield that is typically located at the end of a taxiway near a runway end. Pilots typically utilize holding bays to conduct final pre-flight checks prior to takeoff. PRB has one holding bay on the airfield, located at the north end of Taxiway A near the Runway 19 threshold.

WEATHER AND COMMUNICATION AIDS

Automated Surface Observing System (ASOS)

PRB is equipped with an ASOS, which provides aviation weather observations 24 hours per day. The system updates weather observations every minute, continuously reporting significant weather changes as they occur. Pilots can obtain the weather information via frequency 120.125 megahertz (MHz) or by calling (805) 239-3593. The ASOS reports cloud ceiling visibility, temperature, dew point, wind direction and speed, altimeter setting (barometric pressure), and density altitude (airfield elevation adjusted for temperature). The ASOS equipment is in the mid-field area of the airport, approximately 1,100 feet east of the Runway 1-19 centerline.

Wind Cone and Segmented Circle

PRB has a lighted wind cone and segmented circle, which are located mid-field, south of the Runway 13 threshold. The wind cone informs pilots of wind direction and speed, while the segmented circle indicates aircraft traffic pattern information.

Wind Cone

Common Traffic Advisory Frequency (CTAF)/ Universal Communications (UNICOM)

The CTAF/UNICOM (123.0 MHz) is used by pilots in the vicinity of the airport to communicate with each other about approaches to or departures from the airport and coordinate ground handling services with fixed base operators (FBOs).

AREA AIRSPACE AND AIR TRAFFIC CONTROL

The *Federal Aviation Act of 1958* established the FAA as the responsible agency for the control and use of navigable airspace within the United States. The FAA established the National Airspace System (NAS) to protect persons and property on the ground and establish a safe and efficient airspace environment for civil, commercial, and military aviation. The NAS covers the common network of U.S. airspace, including air navigation facilities; airports and landing areas; aeronautical charts; associated rules, regulations, and procedures; technical information; and personnel and material. The system also includes components shared jointly with the military.

AIRSPACE STRUCTURE

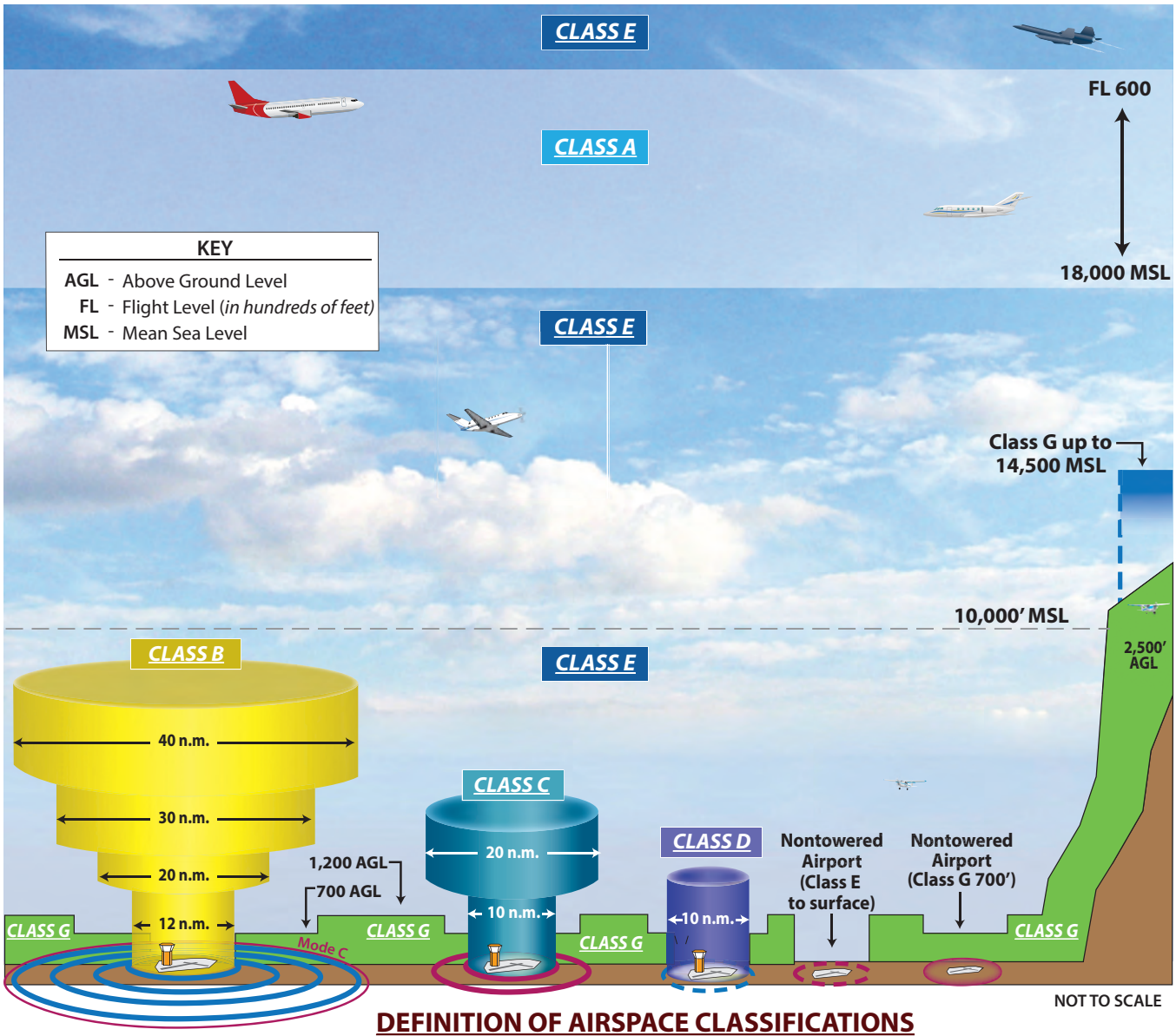
Airspace within the United States is broadly classified as either controlled or uncontrolled. The difference between controlled and uncontrolled airspace relates primarily to requirements for pilot qualifications, ground-to-air communications, navigation and air traffic services, and weather conditions. Six classes of airspace have been designated in the United States, as shown on **Exhibit 1J**. Airspace designated as Class A, B, C, D, or E is considered controlled airspace. Aircraft operating within controlled airspace are subject to varying requirements for positive air traffic control.

Class A | Class A is controlled airspace and includes all airspace from 18,000 feet MSL to flight level 600 (approximately 60,000 feet MSL). This airspace is designated in FAR Part 71.193 for positive control of aircraft. The positive control area (PCA) allows only flights governed under IFR operations. An aircraft must have special radio and navigational equipment, and the pilot must obtain clearance from an air traffic control (ATC) facility to enter Class A airspace. Additionally, the pilot must possess an instrument rating to operate in Class A airspace.

Class B | Class B is controlled airspace surrounding high-activity commercial service airports. Class B airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace required for high-performance passenger-carrying aircraft at major airports. To fly within Class B airspace, an aircraft must be equipped with special radio and navigation equipment and must obtain clearance from air traffic control. A pilot is required to have at least a private pilot certificate or be a student pilot who has met the requirements of Federal Aviation Regulation (FAR) Part 61.95, which requires special ground and flight training for Class B airspace. Aircraft are also required to utilize Mode C transponders within a 30-nautical-mile (nm) range of the center of the Class B airspace. A Mode C transponder allows air traffic control to track the location and altitude of the aircraft. The nearest Class B airspace to PRB surrounds Los Angeles International Airport (LAX), which is approximately 133 nm to the southeast.

Class C | Class C is controlled airspace surrounding lower-activity commercial service and some military airports. The FAA has established Class C airspace at 120 airports around the country as a means of regulating air traffic in these areas. Class C airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace required for high-performance passenger-carrying aircraft at major airports. To operate inside Class C airspace, an aircraft must be equipped with a two-way radio and an encoding transponder, and the pilot must have established communication with ATC. The nearest Class C airspace airports are Fresno Yosemite International Airport (FAT), Monterey Regional Airport (MRY), and Santa Barbara Airport (SBA); each is located approximately 80 nm from PRB.

Class D | Class D is controlled airspace surrounding most airports with operating ATCTs that are not classified under B or C airspace designations. Class D airspace typically constitutes a cylinder with a horizontal radius of four or five nm from the airport, extending from the surface up to a designated vertical limit, which is typically set at approximately 2,500 feet above the airport elevation. If an airport has an instrument approach or departure, the Class D airspace sometimes extends along the approach or departure path. The nearest Class D airport is San Luis Obispo County Regional Airport (SBP), which is located 26.1 nm south of PRB.



DEFINITION OF AIRSPACE CLASSIFICATIONS

CLASS A Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.

CLASS B Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.

CLASS C Think C - Mode C. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.

CLASS D Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.

CLASS E Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.

CLASS G Think G - Ground. Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/15_phak_ch15.pdf

Class E | Class E is controlled airspace surrounding an airport that encompasses all instrument approach procedures and low-altitude federal airways. Only aircraft conducting instrument flights are required to be in contact with the appropriate ATC facility when operating in Class E airspace. While aircraft conducting visual flights in Class E airspace are not required to be in radio contact with ATC facilities, visual flight can only be conducted if minimum visibility and cloud ceilings exist.

As shown on **Exhibit 1K**, PRB is a Class E airspace airport. The airspace floor starts at the surface and extends up to Class A airspace at 18,000 feet MSL. PRB Class E airspace is centered on the airport with a radius of six nm. Class E airspace with a floor of 700 feet AGL extends out along the extended runway centerlines to accommodate the instrument approach procedures.

Class G | Class G is uncontrolled airspace that is typically found in rural areas and does not require communication with an ATC facility. Class G airspace lies between the surface and the overlying Class E airspace (700 to 1,200 feet AGL). While aircraft may technically operate within Class G airspace without any contact with ATC, it is unlikely that many aircraft will operate this low to the ground. Furthermore, FAR Part 91.119, *Minimum Safe Altitudes*, specifies minimum altitudes for flight.

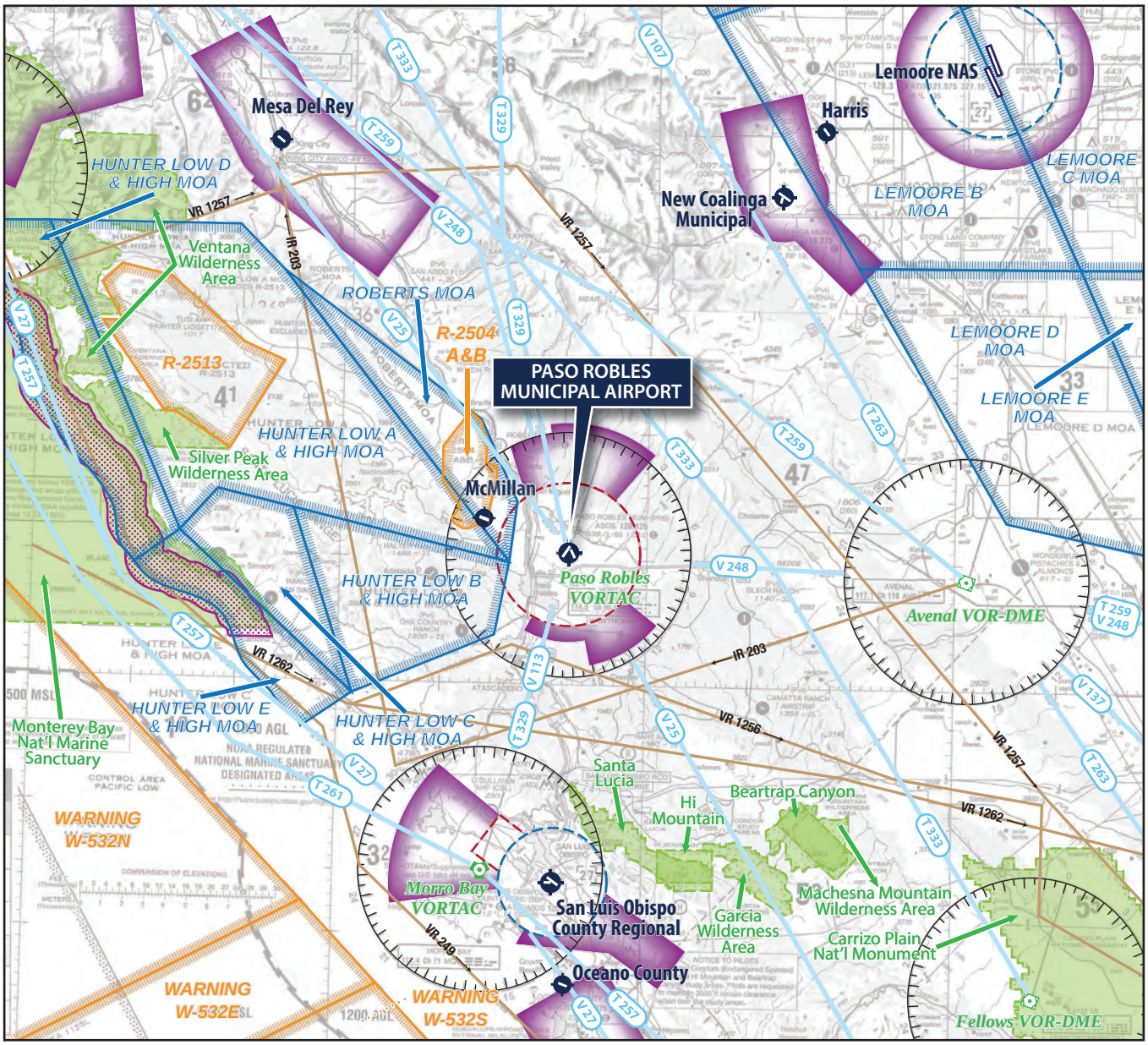
SPECIAL USE AIRSPACE

Special use airspace is defined as airspace in which activities must be confined because of their nature, or in which limitations are imposed on aircraft not taking part in those activities. Special use airspace identifies for other users the areas in which these non-standard operations may be occurring by outlining active times and/or altitudes to provide separation information for the areas. Most special use airspace is designated on FAA aeronautical charts. The special use airspace in the vicinity of PRB is depicted on **Exhibit 1K**.

Victor Airways | Victor airways are a system of federal airways established for aircraft arriving or departing a regional area and navigating by using very high frequency omnidirectional range (VOR) facilities. Victor airways are corridors of airspace eight miles wide that extend upward from 12,000 feet AGL to 18,000 feet MSL and extend between VOR facilities. The Victor airways in the regional area are identified with blue lines marked with a "V" preceding a designation number on **Exhibit 1K**.

Military Operations Areas | A military operations area (MOA) is an area of airspace designated for military training use. An MOA is not restricted airspace; however, pilots who use this airspace should be on alert for the possibility of military traffic. A pilot may need to be aware that military aircraft can be present in high concentrations, conducting aerobatic maneuvers and possibly operating at high speeds and/or at lower elevations. The Hunter Low A/B, Hunter High, and Roberts MOAs converge at a point located approximately five nm west of PRB. The Hunter Low MOA is a 15-nm-long, low-altitude Class G airspace corridor utilized for unmanned aircraft system (UAS) missions between Fort Hunter-Liggett and Camp Roberts.[8] The Hunter High MOA has an operational altitude of 11,000 feet and is used intermittently. The Roberts MOA operational altitude is from 500 feet AGL up to 15,000 feet. Each of these MOAs is used intermittently by Notice to Air Missions (NOTAM) and the controlling agency for each MOA is the Oakland Air Route Traffic Control Center (ARTCC).

[8] Naval Postgraduate School, Office of Research & Innovation, Hunter Low MOA Corridor (COA) (https://nps.edu/web/research/hunter-low)



LEGEND

- Airport with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'.
- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Compass Rose
- VORTAC
- VOR DME
- Nature Preserve
- NOAA Regulation: No Flight Operations Below 1000' AGL
- Class D Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
- Class E Airspace (SFC)
- Victor Airways
- Military Training Route
- Warning and Restricted Areas
- Military Operations Area (MOA)

Source:

Los Angeles and San Francisco Sectional Charts, US Department of Commerce | National Oceanic and Atmospheric Administration | July 11, 2024

Restricted Airspace | Restricted airspace is an area (volume) of airspace, typically used by the military, in which the local controlling authorities have determined that air traffic must be restricted (if not continually prohibited) for safety or security concerns. Restricted airspace is depicted on aeronautical charts with the letter "R" followed by a serial number. Restricted areas denote the existence of unusual and often invisible hazards to aircraft, such as artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the penetrating aircraft and its occupants. Restricted airspace zones may not always be active; in such cases, schedules of local dates and times that specify when the zone is active are typically available to aviators. At other times, the airspace is subject to normal operation for the applicable airspace class. R2504 A&B, located approximately 7.3 nm to the northeast, is the nearest restricted airspace to PRB. The operational altitude for R2504A is from the surface up to but not including 6,000 feet MSL. R2504B has operational altitudes between 6,000 feet MSL to 15,000 feet MSL. Both restricted areas are active daily from 6:00 a.m. to 12:00 a.m. and are controlled by the Oakland ARTCC.

Warning Areas | Warning areas are depicted on aeronautical charts to inform non-participating pilots of special use airspace that extends from three nm outward from the coast of the United States. These areas extend over international waters and are not under domestic airspace jurisdiction but are still monitored by appropriate military or civilian air traffic control agencies. These areas are often associated with military training operations. Warning areas W-532N, W-532E, and W-532S are located off the coast to the west of PRB.

Military Training Routes (MTRs) | MTRs are designated airspace established for use by high-performance military aircraft to train below 10,000 feet AGL and at speeds exceeding 250 knots. There are visual (VR) and instrument (IR) designated MTRs; MTRs with no segment above 1,500 feet AGL are designated with VR or IR followed by a four-digit number. MTRs with one or more segments above 1,500 feet AGL are identified by the route designation followed by a three-digit number. The arrows on the route show the direction of travel. MTRs in the vicinity of PRB are depicted on **Exhibit 1K** using brown lines with their identifying number(s).

AIRSPACE CONTROL

The FAA has established 21 ARTCCs throughout the continental United States to control aircraft operating under IFR within controlled airspace and while en route. An ARTCC assigns specific routes and altitudes along federal airways to maintain separation and orderly traffic flow. The Oakland ARTCC controls IFR air traffic en route to and from PRB.

Flight Service Station (FSS)

A flight service station is an air traffic facility that provides pilot briefings, flight plan processing, in-flight radio communications, search and rescue (SAR) services, and assistance to lost aircraft in emergency situations. FSS facilities also relay ATC clearances, process NOTAMs, broadcast aviation meteorological and aeronautical information, and notify Customs and Border Protection of trans-border flights. The Hawthorne Flight Service Station is the nearest FSS to PRB.

NAVIGATIONAL AIDS

Navigational aids are electronic devices that transmit radio frequencies, which pilots of properly equipped aircraft can translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft flying to/from PRB include a VOR facility and global positioning system (GPS).

Paso Robles VORTAC

The VOR provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Distance measuring equipment (DME) is frequently combined with VOR (VOR-DME) to provide distance, as well as direction, information to pilots. Military tactical air navigation aids (TACANs) and civil VORs are commonly combined to form VORTACs. A VORTAC provides distance and direction information to both civil and military pilots. The Paso Robles VORTAC is located on the airport at mid-field, approximately 1,100 feet east of Runway 1-19.

GPS was initially developed by the United States Department of Defense for military navigation around the world; however, GPS is now used extensively for a wide variety of civilian uses, including civil aircraft navigation. GPS uses satellites placed in orbit around the earth to transmit electronic radio signals, which pilots of properly equipped aircraft can use to determine altitude, speed, and other navigational information. This provides more freedom in flight planning and allows for more direct routing to destinations. GPS provides en-route navigation and non-precision and approach with vertical guidance instrument area navigation approaches to Runways 19 and 31 at PRB.

FLIGHT PROCEDURES

Flight procedures are a set of predetermined maneuvers established by the FAA that use electronic or visual navigational aids to assist pilots in locating, landing at, or departing from an airport. Flight procedures at PRB include instrument approach procedures and departure procedures.

Instrument Approach Procedures

Instrument approach procedures assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. They are categorized as precision, approach with vertical guidance (APV), or non-precision.

Precision instrument approaches provide an exact course alignment and vertical descent path for an aircraft on final approach to a runway with a height above touchdown (HAT) lower than 250 feet and visibility lower than ¾ mile. Examples of precision approaches include an ILS and ground-based augmentation system (GBAS) landing system (GLS). Precision approaches are not available at PRB.

APVs also provide course alignment and vertical descent path guidance but have HATs of 200 feet or more and visibility minimums of ½ mile or greater. Examples include vertical navigation (VNAV), localizer performance with vertical guidance (LPV), and area navigation (RNAV)/required navigation performance (RNP). Runway 19 is equipped with LPV and VNAV instrument approach procedures.

Non-precision instrument approach aids provide only course alignment information with no vertical component. Non-precision approaches have HATs of 250 feet or more and visibility minimums of ½ mile or greater. Examples include VOR, RNAV, lateral navigation (LNAV), localizer performance (LP), and localizer (LOC) approaches. Runways 19 and 31 are equipped with LNAV approaches and Runway 19 is equipped with a VOR approach. A VOR-B approach procedure provides circling-only capabilities to each runway end.

Instrument approach minimums are published for different aircraft categories. An instrument approach minimum is comprised of a minimum decision altitude and required visibility. (Aircraft categories are described in greater detail in Chapter 2.) According to FAR 91.175, a pilot must be able to make a safe landing and have the runway in sight, and the visibility requirement must be met. There are no cloud ceiling requirements; the decision altitude is the point at which the pilot must meet all three criteria for landing, otherwise the pilot cannot land using the published instrument approach.

There are currently four published instrument approach procedures at PRB, as detailed in **Table 1H**.

TABLE 1H | Instrument Approach Procedures

Category	Minimums by Aircraft Approach Category (Example: 250' – ¾ = 250' decision altitude and ¾-mile visibility minimums)			
	A	B	C	D
RNAV GPS Approach – Runway 19				
LPV DA	250' – ¾			
LNAV/VNAV DA	297' – ⅞			
LNAV MDA	488' – 1		488' – 1⅛	
Circling	461' – 1	541' – 1	601' – 1¾	861' – 2¾
RNAV GPS Approach – Runway 31				
LNAV MDA	561' – 1		561' – 1⅛	
Circling	561' – 1		601' – 1¾	861' – 2¾
VOR Approach – Runway 19				
Straight In – 19	648' – 1		N/A	
Circling	621' – 1		621' – 1⅛	861' – 2¾
VOR-B				
Circling	721' – 1		721' – 2	881' – 3
N/A = not available				

Source: FAA Instrument Flight Procedures Gateway, procedures valid from April 17, 2025, through May 15, 2025

Departure Procedures

A departure procedure is a preplanned procedure for pilots to follow during departure in IFR conditions. These charted routes provide for obstacle clearance and a transition from the terminal area to the appropriate en-route structure. There are two published departure procedures at PRB: Braly One and Jedgi Two.

RUNWAY USE AND TRAFFIC PATTERNS

The traffic pattern at the airport is maintained to provide the safest and most effective use of the airspace. At PRB, each runway has a left-hand traffic pattern, which means aircraft make left turns when in the pattern for landing.

PRB does not have aircraft restrictions, curfews, or a mandatory noise abatement program, as these programs would violate the *Federal Airport Noise and Capacity Act of 1990* (ANCA). Federal law requires the airport to remain open 24 hours a day, seven days a week, and accept all civilian and military aircraft that can be safely accommodated.

REGIONAL AIRPORTS

A review of other public-use airports with at least one paved runway within a 50-nm radius of PRB was conducted to identify and distinguish the types of air service provided in the region. It is important to consider the capabilities and limitations of these airports when planning for future changes or improvements to PRB. **Table 1J** provides basic information on these airports. It should be noted that only public-use airports with at least 4,000 feet of runway length have been included in the comparison.

TABLE 1J | Regional Airports Within 50 Nautical Miles of Paso Robles Municipal Airport

Airport	nm/Direction from PRB[1]	FAA Service Level[2]	Towered[1]	Based Aircraft[3]	2024 Annual Operations[4]	Longest Runway[1]	Visibility Minimum[1]
Paso Robles Municipal Airport (PRB)	**–**	**GA Regional**	**No**	**198**	**48,236**	**6,008'**	**¾-mile**
San Luis Obispo County Regional Airport (SBP)	26.1 S	Primary	Yes	327	74,001	6,101'	½-mile
New Coalinga Municipal Airport (C80)	33.5 NNE	GA Basic	No	8	2,400	5,000'	1-mile
Mesa Del Rey Airport (KIC)	41.1 NW	GA Basic	No	10	7,862	4,479'	1-mile
Santa Maria Public Airport (SMX)	47.1 S	Primary	Yes	214	29,153	8,004'	½-mile

GA = general aviation
nm = nautical mile

Sources: [1]Airnav.com; [2]FAA, National Plan of Integrated Airports System (NPIAS); [3]FAA, Terminal Area Forecast or National Based Aircraft Inventory Program; [4]FAA, OPSNET for towered airports or the Terminal Area Forecast for non-towered airports

LANDSIDE FACILITIES

Landside facilities are those that support the aircraft and pilot/passenger-handling functions, as well as other non-aeronautical facilities that typically provide a revenue stream to the airport. These facilities include the general aviation facilities, automobile parking, and other non-aeronautical businesses located at the airport. All landside facilities at PRB are identified on **Exhibit 1L**.

Terminal Building Entrance

TERMINAL BUILDING

The airport terminal was constructed in 2000 and encompasses approximately 8,000 square feet (sf) of total building space. The building was designed by 19six Architects and the first floor includes a 1,200-sf restaurant and 500-sf patio area, a 1,300-sf general lobby, and 1,000 sf of office space, which is currently leased by the airport's FBO, Loyd's Aviation. The second floor offers a secondary lobby,

Terminal Viewed from Airside

a 700-sf mezzanine, a 300-sf conference room, and 800 sf for administrative offices. The terminal building is located on the west side of the airfield with direct access to the main terminal apron. Road access to the terminal is via Rollie Gates Drive, which intersects with Airport Road.

The airport is in the beginning stages of designing terminal renovations that include a terminal color scheme update and a 5,200-sf expansion to the south to add additional passenger and crew facilities to support FBO operations.

Terminal Lobby

AIRPORT TENANTS

Fixed Base Operator (FBO)

FBOs are airport service centers that are responsible for aircraft services, such as passenger handling, aircraft fueling, parking, maintenance, aircraft towing and storage, and other related services. PRB currently has one full-service FBO: Loyd's Aviation. Loyd's Aviation operates out of the terminal building.

Loyd's Aviation Maintenance Hangar

Specialty Aviation Service Operators (SASOs) and Other Tenants

Several SASOs and other aeronautical businesses are located at the airport, including air charter operators, flight schools, and aircraft maintenance providers. Non-aeronautical areas of the airport include over 760,000 sf of industrial building space supporting various enterprises, including manufacturing, winemaking, warehousing, and logistics. **Exhibit 1L** includes information about the operating businesses and various aeronautical and non-aeronautical tenants located on the airport.

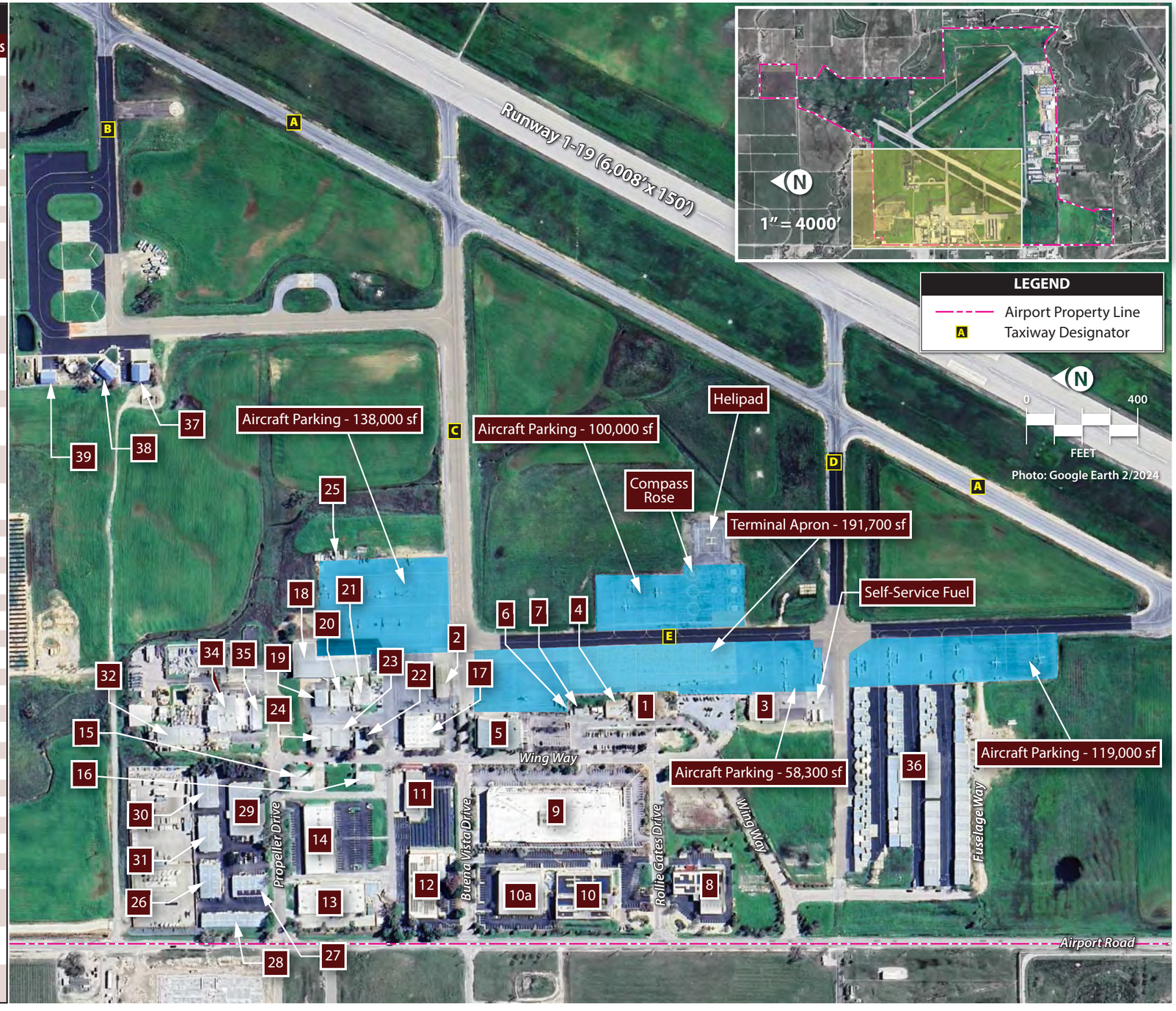
California Department of Forestry and Fire Protection (CAL FIRE)

The California Department of Forestry and Fire Protection (CAL FIRE) operates an Air Attack Base at PRB, serving as a hub for wildfire suppression across San Luis Obispo, Kern, and Monterey Counties and covering over 5.8 million acres of wildland in Central California. The base hosts a fleet that includes two Grumman S-2 air tankers and a North American OV-10 Bronco observation aircraft. The base is equipped with three retardant loading pits and 12 aircraft parking spaces that can support "hot reloading," which allows aircraft to be refueled and reloaded while their engines remain running. Existing facilities include a 7,000-sf hangar, a 6,000-sf operations facility, and a 4,000-sf maintenance shop.

CAL FIRE Base

FACILITY KEY

#	Description/Tenant	Owner	Uses	Area (sf)	Units
1	Terminal	City	GA Services/Restaurant/Offices	8,000	1
2	Airport Fire Station and Airport Maintenance Shop	City	Fire Station and Maintenance Shop	2,400	1
3	HeliComm Avionics Hangar	City	Hangar	7,500	1
4	FAA Airways Facility	City	Office	2,400	1
5	Loyd's Aircraft Maintenance	City	Hangar/Offices	18,000	1
6	Airfield Lighting Vault	City	Utilities	200	1
7	Maintenance Building	City	Storage	400	1
8	Aero Adventures	Private	Commercial/Industrial	11,000	1
9	Trelleborg	Private	Commercial/Industrial	84,300	1
10	KMBG/Scientific Drilling/ Applied Technologies	Private	Commercial/Industrial	50,000	1
10a	KMBG/Scientific Drilling/ Applied Technologies	Private	Commercial/Industrial	21,500	1
11	KMBG/Scientific Drilling/ Applied Technologies	Private	Commercial/Industrial	8,150	1
12	KMBG/Scientific Drilling/ Applied Technologies	Private	Commercial/Industrial	22,500	1
13	SiMEDEx, Inc.	Private	Commercial/Industrial	25,000	1
14	KMBG/Scientific Drilling/ Applied Technologies	Private	Commercial/Industrial	25,000	1
15	KMBG/Scientific Drilling/ Applied Technologies	Private	Commercial/Industrial	4,000	1
16	KMBG/Scientific Drilling/ Applied Technologies	Private	Commercial/Industrial	2,400	1
17	California Highway Patrol	Private	Hangar	10,000	1
18	Private Hangar	Private	Hangar	20,600	1
19	Private Hangar	Private	Hangar	1,900	1
20	Del Rio Aviation	Private	Hangar	3,000	1
21	Del Rio Aviation	Private	Hangar	3,400	1
22	Del Rio Aviation	Private	Hangar	2,800	1
23	Private Hangar	Private	Hangar	3,000	1
24	Balloons Over Paso	Private	Hangar	3,800	1
25	Private Hangar	Private	Hangar	800	1
26	Hamon Industrial Park	Private	Commercial/Industrial	8,400	1
27	Hamon Industrial Park	Private	Commercial/Industrial	8,750	1
28	Hamon Industrial Park	Private	Commercial/Industrial	11,270	1
29	Hamon Industrial Park	Private	Commercial/Industrial	23,000	1
30	Hamon Industrial Park	Private	Commercial/Industrial	8,400	1
31	Hamon Industrial Park	Private	Commercial/Industrial	8,400	1
32	Coast Southwest	Private	Commercial/Industrial	7,000	1
33	Coast Southwest	Private	Commercial/Industrial	1,200	1
34	Coast Southwest	Private	Commercial/Industrial	10,000	1
35	Coast Southwest	Private	Commercial/Industrial	3,000	1
36	Private Hangars	Private	Box Hangars and Detached T-Hangars	134,595	80
37	CalFire	California Department of Forestry	Hangar	7,000	1
38	CalFire	California Department of Forestry	Operations	6,000	1
39	CalFire	California Department of Forestry	Maintenance Shop	4,000	1



FACILITY KEY

#	Description/Tenant	Owner	Uses	Area (sf)	Units
40	Private Hangars	Private	Box Hangars and Detached T-Hangars	99,067	51
41	Nunno Corporation	Private	Commercial/Industrial	12,800	1
42	Private Hangar	Private	Hangar	15,000	1
43	Antique Aero	Private	Hangar	7,000	1
44	Antique Aero	Private	Hangar	4,900	1
45	Antique Aero	Private	Hangar	4,900	1
46	Antique Aero	Private	Hangar	4,900	1
47	Private Hangar	Private	Hangar	4,000	1
48	Private Hangar	Private	Hangar	4,000	1
49	Private Hangar	Private	Hangar	14,000	1
50	Culver Brothers	Private	Commercial/Industrial	2,500	1
51	Culver Brothers	Private	Commercial/Industrial	3,000	1
52	Culver Brothers	Private	Commercial/Industrial	2,500	1
53	Culver Brothers	Private	Commercial/Industrial	5,000	1
54	Culver Brothers	Private	Commercial/Industrial	3,000	1
55	Culver Brothers	Private	Commercial/Industrial	3,000	1
56	G3 Second Wind	Private	Commercial/Industrial	29,000	1
57	Private Hangar	Private	Hangar	3,400	1
58	Greater California Financial/ City of Paso Robles	Private	Offices	16,000	1
59	Andros Engineering	Private	Commercial/Industrial	23,000	1
60	Andros Engineering	Private	Commercial/Industrial	6,000	1
61	Hope Family Wines	Private	Commercial/Industrial	116,700	1
62	Estrella Warbirds Museum	Private	Museum	5,000	1
63	Estrella Warbirds Museum	Private	Museum	7,500	1
64	Estrella Warbirds Museum	Private	Museum	5,000	1
65	Estrella Warbirds Museum	Private	Museum	16,300	1
66	Estrella Warbirds Museum	Private	Museum	22,100	1
67	Estrella Warbirds Museum	Private	Museum	5,500	1
68	Estrella Warbirds Museum	Private	Museum	2,100	1
69	Estrella Warbirds Museum	Private	Museum	2,000	1
70	Estrella Warbirds Museum	Private	Museum	750	1
71	Estrella Warbirds Museum	Private	Museum	750	1
72	Hope Family Wines	Private	Commercial/Industrial	47,800	1
73	Hope Family Wines	Private	Commercial/Industrial	142,200	1
74	Elite RV & Boat Storage	Private	Storage	116,900	10
75	Private Hangar	Private	Hangar	3,400	1
76	Andros Engineering	Private	Commercial/Industrial	4,100	1
77	Andros Engineering	Private	Commercial/Industrial	2,400	1
78	Culver Brothers	Private	Commercial/Industrial	4,500	1
79	Culver Brothers	Private	Commercial/Industrial	11,300	1
80	Private Hangar	Private	Hangar	7,300	1

LEGEND
- Airport Property Line
- A Taxiway Designator

N
0 400
FEET

Photo: Google Earth 2/2024

Runway 1-19 (6,008' x 150')
Runway 13-31 (4,701' x 100')
Cloud Street
Second Wind Way
Dry Creek Road
Dry Creek Road

The PRB CAL FIRE base plans to construct a new 4,500-sf barracks facility adjacent to its existing structures. This facility will provide permanent accommodation for firefighters and staff. In 2026, CAL FIRE plans to base C-130 tankers at PRB for nine to 10 months of the year. A new vehicle access road is also under development to extend Propeller Drive east before turning north to provide public access to the CAL FIRE base facilities.

Rocket Engine Testing

The airport has partnered with Stellar Explorations, Inc., which is a locally based small spacecraft propulsion technology company, to establish a rocket engine testing site at PRB. The site is located on previously abandoned taxiway pavement on the east side of the airfield. Recycled road materials were used to rebuild an access road to the site. The site is available to engineering firms developing small-scale space technology.

Rocket Engine Testing Site

AIRCRAFT HANGAR FACILITIES

Existing hangar facilities at PRB consist primarily of conventional-style hangars, which are used by the FBO and SASOs and are designed to accommodate multiple large aircraft, and box hangars and detached T-hangars used to store individual aircraft. Conventional hangars typically offer more than 10,000 sf of storage space, box hangars usually range from 2,500 sf to 10,000 sf, and detached T-hangar units range from 650 to 1,500 sf. Hangars at PRB are identified on **Exhibit 1L**. In total, PRB has 154 individual hangar units, totaling 388,262 sf of aircraft storage hangar capacity.

Detached T-Hangars

Private Hangar Complex

Site plans have been developed for a new hangar development on four acres of airport property located south of the terminal, bordered by Wing Way on the north and west and Taxiway D to the south. The site plan includes the construction of 18 new box hangar structures ranging in size from 1,600 sf to 4,200 sf, which would add 54,800 sf of new hangar capacity.

Box Hangars

California Highway Patrol Hangar

AIRCRAFT PARKING APRONS

Aircraft aprons are pavement areas that are sufficiently removed from aircraft taxiways and movement areas to facilitate the safe and efficient transition of passengers from the airside elements (runways and taxiways) to the landside elements. Aprons provide access to the terminal facility, FBO/SASOs, and hangars and provide for short-term and long-term aircraft parking. PRB has five apron areas, which offer approximately 607,000 sf of combined apron space. The five apron areas at PRB are identified on **Exhibit 1L**. The terminal apron, which comprises approximately 191,700 sf, is the main area for transient aircraft parking at the terminal and neighboring SASO facilities. A portion of the terminal apron is planned to undergo a rehabilitation project during the summer of 2025. Additional aircraft parking areas located in the vicinity of the terminal and other major hangar complexes provide approximately 113 marked aircraft parking positions, including seven total helicopter parking spaces. Each apron is accessible from the airfield via Taxiways E, C, and D.

VEHICLE PARKING

Vehicle parking spaces supporting the terminal building at PRB consist of a lot located immediately west of the building and within the Wing Way loop road that includes 46 individual spaces, including three accessible parking spaces. An additional lot located south of the terminal includes 30 individual spaces. An additional 18 spaces, including one accessible parking space, are located on each side of Wing Way along the terminal curb. The terminal has 94 total individual spaces, including four accessible parking spaces serving the terminal building. Additional vehicle parking capacity is provided at the various SASO non-aeronautical tenant facilities throughout the airport.

Wing Way Terminal Frontage

SUPPORT FACILITIES

AIRCRAFT RESCUE AND FIREFIGHTING (ARFF) SERVICES

Unstaffed Fire Station

Paso Robles Municipal Airport is not currently a Part 139 certificated airport, so it is not required to have on-site ARFF facilities/equipment; however, PRB has an unstaffed fire station dedicated to handling airport-related emergencies, which operates out of a 2,400-sf facility located north of the terminal apron. Paso Robles Fire Station 3 is the nearest manned fire station and is located at 2924 Union Road, approximately 2.7 miles south of the airport.

FUEL STORAGE

Fuel Storage Facilities

Aviation fuel services at PRB are offered by Loyd's Aviation, which leases two fuel storage tanks on the airport, including one 12,000-gallon aboveground tank for 100LL AvGas fuel and one 20,000-gallon aboveground tank for Jet A fuel. Both tanks are owned by the city. Historical fuel flowage records indicate the airport averages approximately 149,000 gallons of annual 100LL flowage and 495,000 gallons of annual Jet A flowage (excluding 2021, which was largely affected by the COVID-19 pandemic). Fuel flowage history is provided in **Table 1K**. Jet A fuel flowage has increased significantly in recent years; almost 888,000 gallons were sold in 2024, which is an all-time high that exceeds 2023 flowage by almost seven percent.

TABLE 1K | Fuel Flowage History

Year	100LL (gallons)	Annual % Change	Jet A (gallons)	Annual % Change
2010	128,372	NA	273,542	NA
2011	129,866	1.2%	310,850	13.6%
2012	138,795	6.9%	307,381	-1.1%
2013	174,738	25.9%	457,841	48.9%
2014	184,159	5.4%	283,556	-38.1%
2015	160,932	-12.6%	494,625	74.4%
2016	188,680	17.2%	643,516	30.1%
2017	143,866	-23.8%	482,909	-25.0%
2018	130,437	-9.3%	478,070	-1.0%
2019	136,343	4.5%	402,662	-15.8%
2020	139,556	2.4%	556,181	38.1%
2021	72,769	-47.9%	226,939	-59.2%
2022	146,411	101.2%	523,255	130.6%
2023	129,299	-11.7%	829,964	58.6%
2024	158,398	22.9%	887,279	6.9%

N/A = not applicable

Source: PRB records

AIRPORT MAINTENANCE FACILITIES

The airport has a 400-sf airport maintenance facility, which is located north of the terminal building and houses various equipment used in the regular maintenance of the airfield and airport facilities.

Airport Maintenance Facility

Runway Sweeper

PERIMETER ACCESS ROAD AND FENCING

Ground vehicles authorized by the airport to operate within safety areas are limited to vehicles that are necessary for airport operations. These include airport maintenance vehicles, police patrol vehicles, CAL FIRE vehicles, aircraft fuel and service vehicles, and others authorized by the airport, such as FBO vehicles, construction vehicles, FAA vehicles, and airport operations staff vehicles.

Security Signage and Perimeter Fencing

The airport does not have a dedicated perimeter service road. Airport staff utilize the system of active and closed taxiways to move around the airport for its regular activities.

The perimeter of the airport is enclosed with security fencing. In the terminal area, the airfield is separated from public access by a six-foot wrought iron fence and concrete wall with glass top. Automated vehicle access gates are located at various locations along the perimeter security fencing and are accessed via electronic keypads.

Electronic Access Gates

ENVIRONMENTAL INVENTORY

The purpose of the following environmental inventory is to identify potential environmental sensitivities that should be considered when planning future improvements at the airport. Research was performed for each of the 14 environmental impact categories within FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*:

- Air quality
- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- *Department of Transportation Act*, Section 4(f)
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and noise-compatible land use
- Socioeconomics, environmental justice,[9] and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

AIR QUALITY

The concentration of various pollutants in the atmosphere defines the local air quality. The significance of a pollutant's concentration is determined by comparing it to the state and federal air quality standards. In 1971, the U.S. Environmental Protection Agency (EPA) established standards that specify the maximum permissible short-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for criteria pollutants: ozone (O_3), carbon monoxide (CO), sulfur dioxide (NO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). Based on federal air quality standards, a specific geographic area can be classified as an attainment, maintenance, or nonattainment area for each pollutant. The threshold for nonattainment designation varies by pollutant.

PRB is in San Luis Obispo County, which is in nonattainment for the federal eight-hour ozone standard (2008 and 2015) by a marginal concentration in the eastern part of San Luis Obispo County, as of December 31, 2024;[10] however, this federal nonattainment area would not traverse airport boundaries, as PRB is in the western part of San Luis Obispo County.

[9] This category is no longer evaluated in NEPA documents due to the revoking of Executive Orders 12898 and 14096.

[10] U.S. EPA, Green Book, California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, data current as of December 31, 2024

In addition to federal clean air standards, California has its own set of air quality standards, known as the California Ambient Air Quality Standards (CAAQS). The following pollutants have established CAAQS criteria: $PM_{2.5}$, O_3, NO_2, sulfate (SO_4^{2-}), CO, sulfur dioxide (SO_2), visibility reducing particles, Pb, hydrogen sulfide (H_2S), and vinyl chloride. Based on the CAAQS, San Luis Obispo County, is in nonattainment for O_3, and PM_{10}.

The airport is in the San Luis Obispo County Air Pollution Control District (APCD). The APCD regulates standards and issues permits to ensure construction projects within San Luis Obispo County meet state and federal clean air standards.[11]

BIOLOGICAL RESOURCES

Biological resources include the various types of plants and animals that are present in an area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants and animals. In addition to developed airport facilities, PRB is comprised of ruderal areas, annual grassland, individual oak trees, and seasonal wetlands (including vernal pools).[12]

The U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements of the federal *Endangered Species Act* (ESA), specifically Section 7, which sets forth requirements for a consultation to determine if a proposed project may affect a federally endangered or threatened species. If an agency determines that an action may affect a federally protected species, Section 7(a)(2) requires the agency to consult with the USFWS on any action that is likely to jeopardize the continued existence of the proposed species or result in the destruction or adverse modification of proposed critical habitat. Significant impacts occur when a proposed action could jeopardize the continued existence of a protected species or result in the destruction or adverse modification of federally designated critical habitat in the area. The USFWS Information for Planning and Consultation (IPaC) resource list describes species and habitats protected under the ESA within the vicinity of the airport (**Table 1L**).

Section 3 of the ESA is used to protect federally designated critical habitat areas. Designated critical habitat areas are geographically defined and have been determined to be essential to the recovery of specific species. The physical and biological features (i.e., topographic features characterized by mounds, swales, and depressions) were previously identified within airport property; as a result, the airport overlaps critical habitat for the vernal pool fairy shrimp.

The federal *Migratory Bird Treaty Act* (MBTA) protects migratory birds and their eggs, nests, and feathers. Potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other federal agencies. Habitat for migratory birds may occur if bushes or other types of ground nesting substrate are present. The typical breeding season for migratory birds that could be present is from February 1 to September 15.

[11] SLO County Air Pollution Control District (https://www.slocleanair.org/rules-regulations/permit-info.php), accessed April 2025

[12] SWCA Environmental Consultants, SWCA Project No. 84595, Biological Resources Constraints Analysis for the Paso Robles Municipal Airport Master Plan, El Paso de Robles, San Luis Obispo County, California, prepared by Hemenez, Monica, B.S., March 2025

TABLE 1L | Species Protected Under ESA Section 7 with Potential to Occur at the Airport

Common Name (*Scientific Name*)	Federal Status*	Habitat and Range	Potential for Occurrence
MAMMALS			
giant kangaroo rat (*Dipodomys ingens*)	Endangered	This species prefers grasslands on gentle slopes with sandy soils but has also been observed in a variety of shrub communities with steeper slopes.	**Unlikely to occur.** The airport does not contain suitable habitat to support this species.
San Joaquin kit fox (*Vulpes macrotis mutica*)	Endangered	The San Joaquin kit fox inhabits the desert and grasslands of California's San Joaquin Valley. This species prefers areas that contain minimal shrubs and grasses.	**May occur.** The airport contains grasslands that may support this species.
BIRDS			
California condor (*Gymnogyps californianus*)	Endangered	California condors have been observed in a variety of habitats for foraging, roosting, and nesting. Condors typically roost in large trees or snags, or on rocky outcrops and cliffs. Foraging habitat includes open grasslands, oak savanna foothills, and beaches near coastal mountains. Nests are situated in caves and ledges of rocky terrain.	**Unlikely to occur.** The airport does not contain suitable habitat to support this species.
California Ridgway's rail (*Rallus obsoletus obsoletus*)	Endangered	California Ridgway's rail is found in dense vegetation and salt and brackish water marshes. This species is typically found in salt marshes dominated by pickleweed (*Salicornia virginica*) and Pacific cordgrass (*Spartina foliosa*). Foraging habitat consists of networks of small tidal sloughs.	**Unlikely to occur.** The airport does not contain suitable habitat to support this species.
least Bell's vireo (*Vireo bellii pusillus*)	Endangered	The least Bell's vireo occupies a variety of habitats, including mesquite scrub with arroyos, palm groves, and hedgerows adjacent to agricultural and residential areas.	**Unlikely to occur.** The airport does not contain suitable nesting habitat to support this species.
yellow-billed cuckoo (*Coccyzus americanus*)	Threatened	This species is found in wooded habitats that provide dense cover and area near water (i.e., woodlands with low and scrubby vegetation, overgrown orchards, abandoned farmland, and dense thickets near streams and marshes).	**Unlikely to occur.** The airport does not contain suitable habitat to support this species.
REPTILES			
southwestern pond turtle (*Actinemys pallida*)	Proposed Threatened	This turtle inhabits streams, ponds, lakes, and permanent and ephemeral wetlands. Terrestrial habitats are required for nesting.	**Unlikely to occur.** Based on the BCA, the airport does not contain suitable habitat to support this species.
Amphibians			
California red-legged frog (*Rana draytonii*)	Threatened	The California red-legged frog occurs in various habitats during its life cycle. Breeding areas include lagoons, streams, and ponds, including siltation and irrigation ponds. This species prefers aquatic habitats with little or no flow, the presence of surface water till (early June), and waters that contain sturdy underwater supports, such as cattails (*Typha* spp.). Large densities of this species are associated with dense stands of overhanging willows and intermixed fringe of sturdy emergent vegetation.	**Unlikely to occur.** Based on the BCA, the airport does not contain suitable habitat to support this species.
western spadefoot (*Spea hammondii*)	Proposed Threatened	The western spadefoot inhabits open areas that have sandy or gravelly soils in mixed woodlands, grasslands, floodplains, and mountains. This species breeds in ephemeral pools.	**May occur.** Western spadefoots have been observed within a 0.2-mile range of the airport just north of Dry Creek Road and there is suitable vernal pool habitat within the airport that would support the presence of western spadefoot.
INSECTS			
monarch butterfly (*Danaus plexippus*)	Proposed Threatened	The monarch butterfly is a migratory species found in a variety of habitats; it requires milkweed (*Asclepias* spp.) for breeding. In the southwestern United States, migrating monarch butterflies often occur near water sources (e.g., rivers, creeks, riparian corridors, roadside ditches, and irrigated gardens).	**May occur.** PRB is surrounded by agricultural fields that could provide habitat for foraging, and milkweed is present in portions of the airport; however, this species does not overwinter at PRB.

(Continues on next page)

TABLE 1L | Species Protected Under ESA Section 7 with Potential to Occur at the Airport (continued)

Common Name (*Scientific Name*)	Federal Status*	Habitat and Range	Potential for Occurrence
CRUSTACEANS			
vernal pool fairy shrimp (*Branchinecta lynchi*)	Threatened	This species lives in a variety of vernal pool habitats. Vernal pool fairy shrimp can also be found in a variety of habitats, including grassland (land where dominant plant forms are grasses and forbs), rural (environments influenced by humans in a less substantial way than cities; includes agriculture, silviculture, aquaculture, etc.), and wetland (marshes or swamps covered with shallow water or soil saturated with moisture) environments.	**May occur.** Vernal pool fairy shrimp have been observed within 0.2 miles of the airport. Additionally, suitable vernal pool habitats are present within airport property.
FLOWERING PLANTS			
California jewelflower (*Caulanthus californicus*)	Endangered	This species is found in the following counties: Fresno, Kern, Kings, San Luis Obispo, and Santa Barbara. It grows in non-native grassland, upper Sonoran Subshrub Scrub, and Cismontane Juniper Woodland at elevations ranging from 200 to 3,300 feet. This plant thrives in sub-alkaline soils and is typically found in thick and dense herbaceous cover.	**Unlikely to occur.** The airport does not contain suitable habitat to support this species.
purple amole (*Chlorogalum purpureum*)	Threatened	The purple amole is a bulbous perennial that grows on sites that contain thin and rocky to gravelly clay soils of open sites in oak savanna, grasslands, and chaparral.	**Unlikely to occur.** The airport does not contain suitable habitat to support this species.
spreading navarretia (*Navarretia fossalis*)	Threatened	This annual herb occurs in chenopod scrub, marshes and swamps, playas, and vernal pools at elevations of 100-2,150 feet above mean sea level.	**May occur.** This species has been observed growing in proximity to the airport and the seasonal wetlands present on airport property may provide suitable habitat.

***USFWS Status Definitions:**

- Endangered = an animal or plant species that is in danger of extinction throughout all or a significant portion of its range
- Threatened = an animal or plant species that is likely to become endangered within the foreseeable future throughout all or a significant portion of its range
- Proposed Threatened = an animal or plant species that is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and has been proposed to be listed as threatened; proposed threatened species are not protected by the take prohibitions of Section 9 of the ESA

Sources: SWCA Environmental Consultants, SWCA Project No. 84595, Biological Resources Constraints Analysis for the Paso Robles Municipal Airport Master Plan, El Paso de Robles, San Luis Obispo County, California, prepared by Hemenez, Monica, B.S., March 2025; USFWS, IPaC (https://ipac.ecosphere.fws.gov/)

As part of this master plan study, a Biological Resources Constraints Analysis (BCA) was prepared to identify the presence of potential biological resources within airport property that may constrain the development of projects from the airport master plan. Plant and wildlife species that are protected under the federal ESA and *California Endangered Species Act* (CESA) or afforded consideration under the *California Environmental Quality Act* (CEQA) were evaluated for this study. This BCA focused on approximately 804 acres of developed and undeveloped land within PRB, encompassing the airport terminal, airport hangars, aircraft movement areas (AMAs), parking lots, roads, and agricultural areas of the airport. An online literature review and online resources were used to collect data from past biological reports at PRB. No new field surveys were conducted for this BCA.

In addition to the federal species listed in **Table 1L**, the BCA reported the following species listed or eligible for CESA listing have been identified with the potential to occur on and/or near airport property:

- Crotch's bumble bee (*Bombus crotchii*) – state candidate
- Swainson's hawk (*Buteo swainsoni*) – state threatened
- western burrowing owl (*Athene cunicularia*) – state candidate

The BCA also identified the potential for nine special status plants (including the spreading navarretia mentioned in **Table 1L**) associated with vernal pools, wetlands, riparian areas, and other mesic habitats to grow within airport boundaries. These species are ranked by the California Native Plant Society (i.e., California Rare Plant Ranks [CRPR]). Those listed as CRPR 1B or 2 are rare, threatened, or endangered in California; those with a CRPR 4 ranking are on a watch list of plants of limited distribution.

- Salinas milk-vetch (*Astragalus macrodon*) – CRPR 4.3
- San Luis Obispo owl's clover (*Castilleja densiflora* var. *obispoensis*) – CRPR 1B.2
- small-flowered morning glory (*Convolvulus simulans*) – CRPR 4.2
- hogwallow starfish (*Hesperevax caulescens*) – CRPR 4.2
- Santa Lucia dwarf rush (*Juncus luciensis*) – CRPR 1B.2
- Ferris' goldfields (*Lasthenia ferrisiae*) – CRPR 1B.2
- shining navarretia (*Navarretia nigelliformis*) – CRPR 1B.2
- prostrate vernal pool navarretia (*Navarretia prostrata*) – CRPR 1B.1

The BCA also identified California Natural Diversity Database (CNDDB)-designated Sensitive Natural Communities that overlapped places within the 804-acre BCA study area. As mentioned earlier in this section, physical and biological features of habitat for the vernal pool fairy shrimp have been identified within the study area. The study area for this BCA also traverses a county-designated three to one mitigation area for the San Joaquin kit fox (SJKF).

Other sensitive natural communities of note include seasonal wetlands and drainage that may be considered jurisdictional features by the U.S Army Corps of Engineers (USACE), Regional Water Quality Control Boards (RWQCBs), and California Department of Fish and Wildlife (CDFW).[13] These seasonal wetlands may provide suitable habitat for vernal pool fairy shrimp, as this species has been found within seasonal wetlands immediately southeast of the BCA study area. A formal habitat assessment for vernal pool fairy shrimp and suitable habitat features should be completed prior to the development of any proposed master plan projects. If a project would impact seasonal wetlands or other suitable habitat for vernal pool fairy shrimp, a federal ESA Section 7 consultation should be coordinated and completed.

As indicated above, the airport traverses a county-designated SJKF area that historically and currently provides marginally suitable habitat and foraging opportunities for the SJKF. Mitigation measures developed between the USFWS and CDFW outline what strategies should be implemented to avoid take and reduce impacts to SJKF habitat to an insignificant level; however, the county's three to one mitigation area also traverses the city's urban reserve line, and coordination between the airport, city, and county may be necessary to determine if mitigation improvements are deemed necessary.

Oak trees have also been identified within the BCA study area and are afforded protection under the city's *Oak Tree Preservation Ordinance*, as outlined in Chapter 10.01 of the city code of ordinances.

[13] This assumption was made due to other delineations of aquatic features conducted within the study area for previous projects at PRB.

CLIMATE

Increasing concentrations of greenhouse gases (GHGs) can affect global climate by trapping heat in the earth's atmosphere. Scientific measurements have shown that the earth's climate is warming with concurrent impacts, including warmer air temperatures, rising sea levels, increased storm activity, and greater intensity in precipitation events. Climate change is a global phenomenon that can also have local impacts. GHGs, such as water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and O_3, are both naturally occurring and anthropogenic (human-made). Research has established a direct correlation between fuel combustion and GHG emissions. GHGs from anthropogenic sources include CO_2, CH_4, N_2O, hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). CO_2 is the most important anthropogenic GHG because it is a long-lived gas that remains in the atmosphere for up to 100 years.

The U.S. EPA's *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2021* shows a two percent decrease in total U.S. GHG emission from 1990 to 2021, down from a high of 15.8 percent above 1990 levels in 2007. During 2020 through 2021, the U.S. experienced an increase in economic activity driven by businesses and persons rebounding after the COVID-19 pandemic. This resulted in an increase in total U.S. GHG emissions, of which CO_2 emissions accounted for the majority.

In 2021, the transportation sector and power generation accounted for 79.3 percent of total CO_2 emissions; however, the overall aviation industry has shown a decrease in CO_2 emissions by 18 percent between 1990 and 2021.[14] Commercial aircraft emissions have vastly fluctuated over the past 30 years, with a 27 percent increase between 1990 and 2007, a two percent decrease from 2007 to 2019, and a 33 percent decrease from 2019 to 2020, followed by a 23 percent increase from 2020 to 2021. This represents an overall eight percent difference between 1990 and 2021 commercial aircraft emissions. Between 1990 and 2021, emissions from military aircraft decreased by 65 percent.

GHG emissions at PRB occur from the combustion of jet fuel and aviation gasoline consumed by general aviation and miscellaneous ground service equipment, such as fuel trucks. The City of Paso Robles has a *Climate Action Plan* (CAP) that outlines goals to reduce city government and community-wide GHG emissions.[15] Section 3.8 of the CAP documents the emissions from aircraft takeoffs and landings.

Information regarding the climate for the airport and surrounding environments, including wind, temperature, and precipitation, is included earlier in this airport master plan.

[14] U.S. EPA, Inventory of U.S. Greenhouse Gases, Chapter 3, Energy (https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2021); includes consumption of jet fuel and aviation gasoline but does not include emissions from international aviation, i.e., international bunker fuels (https://unfccc.int/topics/mitigation/workstreams/emissions-from-international-transport-bunker-fuels)

[15] Adaptation Clearinghouse, City of Paso Robles, California Climate Action Plan (https://www.adaptationclearinghouse.org/resources/city-of-paso-robles-california-climate-action-plan.html), accessed April 2025

COASTAL RESOURCES

Federal activities that involve or affect coastal resources are governed by the *Coastal Barriers Resource Act*, the *Coastal Management Act*, and Executive Order (E.O.) 13089, *Coral Reef Protection*.

The airport is not located within a coastal zone. The closest National Marine Sanctuary is the Monterey Bay National Marine Sanctuary, which is located 27 miles west of the airport.

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F)

Section 4(f) of the *Department of Transportation Act*, which was recodified and renumbered as Section 303(c) of Title 49 United States Code, provides that the Secretary of Transportation will not approve any program or project that requires the use of publicly or privately owned historic sites, public parks or recreation areas, or waterfowl and wildlife refuges of national, state, regional, or local importance unless there is no feasible and prudent alternative to the use of such land and the project includes all possible planning to minimize harm resulting from the use.

Table 1M and **Exhibit 1M** identify potential Section 4(f) resources within one mile of the airport.

TABLE 1M| U.S. Dept. of Transportation Section 4(f) Resources Within One Mile of the Vicinity of the Airport

Potential Resource	Location	Distance from Airport (miles)	Direction from Airport
Public Recreational Facilities			
Hunter Ranch Golf Course	4041 CA-46	0.75 miles	South

Source: Google Earth Aerial Imagery, January 2023; U.S. Department of the Interior, National Park Service, National Register of Historic Places (https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466)

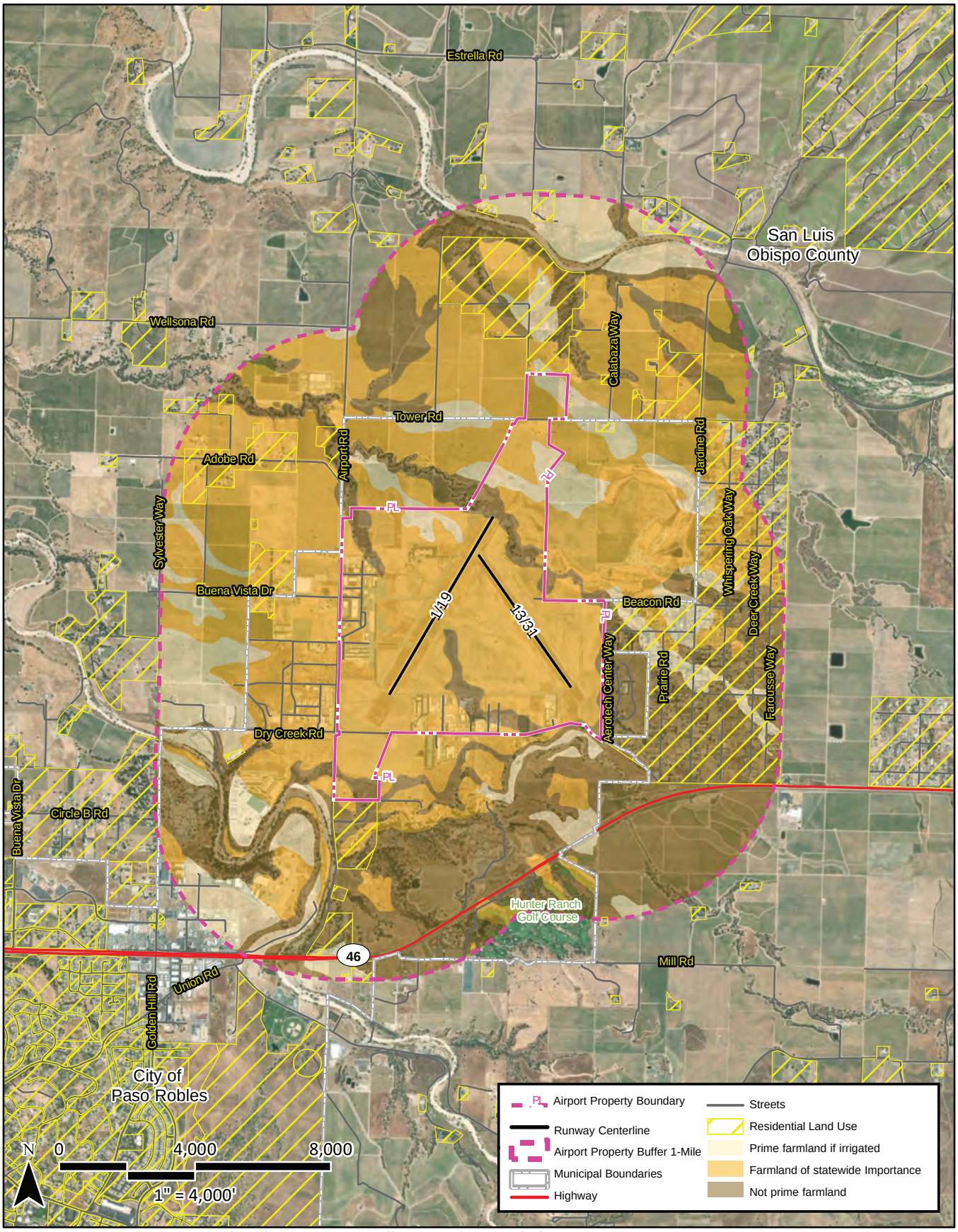
There are no National Register of Historic Places (NRHP)-listed resources within one mile of the airport.

There are no waterfowl and wildlife refuges located within one mile of the airport. The nearest wilderness and national recreation areas are listed below.

- Nearest wilderness area: Santa Lucia Wilderness, located 20 miles from the airport
- Nearest national recreation area: Santa Monica Mountains national recreation area, located 135 miles from the airport

FARMLANDS

Under the *Farmland Protection Policy Act* (FPPA), federal agencies are directed to identify and consider the adverse effects of federal programs on the preservation of farmland, consider appropriate alternative actions that could lessen adverse effects, and ensure such federal programs are compatible with state or local government programs and policies to protect farmland, to the extent practicable. The FPPA guidelines were developed by the U.S. Department of Agriculture (USDA) and apply to farmland classified as prime, unique, or of state or local importance, as determined by the appropriate government agency with concurrence by the Secretary of Agriculture.



Source: ESRI Basemap Imagery (2023), FEMA, NWI, Coffman Asociates Analysis

The USDA Natural Resources Conservation Service (NRCS) Web Soil Survey shows the types of soils on the airport, as well as their farmland classifications. The airport contains soils that are classified as the following ratings (as depicted in **Table 1N** and on **Exhibit 1M**):

- Not prime farmland
- Farmland of statewide importance
- Prime farmland if irrigated

PRB is located outside a designated urbanized area boundary.[16] Furthermore, based on the California Department of Conservation's *California Important Farmland Finder* website, only portions of the airport that include the existing runway system and hangar development to the west and south are designated as urban and built-up land; therefore, any portion of the airport not designated as urban land that also contains soils designated as farmland may be protected under the FPPA.

Additionally, as mentioned under the *Biological Resources* section, PRB is partially comprised of ruderal communities with dry-farmed agricultural fields on parcels at the airport.

TABLE 1N | Farmland Classification: Summary by Map Unit – San Luis Obispo County, California, Paso Robles Area (CA664)

Web Soil Survey Symbol	Soil Type	Farmland Rating
102	Arbuckle-Positas complex, 9 to 15 percent slopes	Not prime farmland
104	Arbuckle-Positas complex, 30 to 50 percent slopes	Not prime farmland
105	Arbuckle-Positas complex, 50 to 75 percent slopes	Not prime farmland
106	Arbuckle-San Ysidro complex, 2 to 9 percent slopes	Farmland of statewide importance
133	Cropley clay, 2 to 9 percent slopes, MLRA 14	Prime farmland if irrigated
174	Mocho clay loam, 2 to 9 percent slopes, MLRA 14	Prime farmland if irrigated
188	Rincon clay loam, 2 to 9 percent slopes, MLRA 14	Prime farmland if irrigated
196	San Ysidro sandy loam, 2 to 9 percent slopes	Not prime farmland
197	San Ysidro loam, 0 to 2 percent slopes, MLRA 14	Farmland of statewide importance

Source: USDA-NRCS, Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx), accessed February 2025

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Hazardous Materials

Federal, state, and local laws regulate hazardous materials use, storage, transportation, and disposal. Disrupting sites that contain hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources.

The two statutes of most importance to airport projects are the *Resource Conservation Recovery Act* (RCRA), as amended by the *Federal Facilities Compliance Act of 1992*, and the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA), as amended (also known as Superfund). The RCRA governs the generation, treatment, storage, and disposal of hazardous waste. The CERCLA provides for the cleanup of any release of a hazardous substance that may endanger public health or the environment. These laws may extend to past and future landowners of properties that contain these materials. Locations identified as Superfund sites are listed on the National Priorities List (NPL).

[16] NEPAssist (https://nepassisttool.epa.gov/nepassist/nepamap.aspx), accessed February 2025

The California Department of Toxic Substances Control (DTSC) EnviroStor website identifies one Formerly Used Defense Site (FUDS) associated with previous military use of the airport (Paso Robles Municipal Airport [J09CA0354] [71000020]). The site is not on the NPL (i.e., it has not been classified as a Superfund).

Based on the NEPAssist website, the airport does not contain any areas listed as active Superfund or brownfield sites.

Solid Waste

Existing solid waste in the Paso Robles area is generally collected and disposed of via the Paso Robles Landfill. This landfill accepts municipal solid waste, commercial haulers, segregated recyclable organics, tires, and specialty waste (e.g., appliances with freon, railroad ties/telephone poles, oversize items, tree stumps, dirt/sod, etc.).[17] As of April 2025, this landfill has the remaining capacity to hold 4,218,305 tons of waste. It is estimated to cease operation on October 1, 2051.[18]

Pollution Prevention

Procedures to address chemical or fuel spills are outlined in PRB's storm water pollution prevention program (SWPPP). Additionally, the airport's fuel farms are required to maintain a spill prevention, control, and countermeasure (SPCC) plan.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act of 1966* (NHPA), as amended, the *Archaeological and Historic Preservation Act of 1974* (AHPA), the *Archaeological Resources Protection Act* (ARPA), and the *Native American Graves Protection and Repatriation Act of 1990* (NAGPRA). The *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historic, architectural, archaeological, and cultural resources. Impacts may occur when a proposed project causes an adverse effect on a resource that has been identified (or is identified after being unearthed during construction) as having historic, architectural, archaeological, or cultural significance.

According to the National Register of Historic Places (NRHP), there are no NRHP-resources listed on the airport.[19] Based on a review of historic aerials, there may be a historic-age hangar (i.e., 50 years or older) located on the western side of the airport, southeast of Rollie Gates Drive.

[17] Paso Robles, California, Departments, Utilities, Trash and Recycling, Landfill (https://www.prcity.com/485/Landfill), accessed February 2025
[18] CalRecycle, Solid Waste Information System (SWIS), City of Paso Robles Landfill (40-AA-0001), SWIS Facility/Site Activity Details (https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1506?siteID=3168), accessed April 2025
[19] NRHP (https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466), accessed March 2025

According to an archaeological survey report for Paso Robles Municipal Airport,[20] the pedestrian survey conducted in January 2025 did not identify any previously undocumented archaeological resources within the study area, which encompassed 806 acres of land within PRB, including the landside development along the western and southern boundaries of PRB and the runway environment surrounding Runway 1-19. The following areas within PRB were excluded from the archaeological survey report:

- Runway safety areas surrounding Runway 1-19
- Runway 13-31
- Land east of Runway 13-31
- Land to the north of Runway 19
- The parcel of airport-owned land to the north of Tower Road

In October 2024, a record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* (SLF) was conducted and resulted in negative findings.

The nearest federally recognized tribal reservation to the airport is the Santa Rosa Rancheria Reservation, which is located 63 miles northeast of the airport.

LAND USE

Land use regulations near airports are achieved through local government codes, city policies, and plans that include airport district and planning areas. Regulations are used to avoid land use compatibility conflict around airports.

The airport and surrounding environs are within the jurisdiction of San Luis Obispo County and the City of Paso Robles. Land uses surrounding the airport include a mixture of agricultural, industrial, and residential. The closest residential land uses are located along Aerotech Center Way adjacent to PRB's eastern property line and residential houses situated along Dry Creek Road near PRB's southern property line. These land uses are important to consider in regard to noise and light sensitivity. Based on the City of Paso Robles' 2018 zoning map, the airport is zoned as "AP: Airport," while property to the north and south are zoned for agricultural uses. Land uses west of PRB are zoned for public facilities, industrial, and residential agriculture. East of the airport lie residential land uses; however, this area is not zoned on the city's zoning map, as it is outside city limits.[21] According to San Luis Obispo County's *Land Use View and Zoning Mapping Tool*, the area immediately to the east of the airport has been designated for residential suburban land uses and the remaining areas of county-owned land surrounding PRB boundaries have been identified as agricultural land.[22]

[20] SWCA Environmental Consultants, SWCA Project No. 84595, Archaeological Survey Report for the Paso Robles Municipal Airport Master Plan Project, Paso Robles, San Luis Obispo County, California, prepared by Bird, Morgan, B.A., April 2025

[21] Paso Robles, California, Community Development, Planning, Zoning (https://www.prcity.com/280/Zoning), accessed February 2025

[22] County of San Luis Obispo, Department of Planning and Building, Land Use View (https://gis.slocounty.ca.gov/Html5Viewer/Index.html?configBase=/Geocortex/Essentials/REST/sites/PL_LandUseView/viewers/PL_LandUseView/virtualdirectory/Resources/Config/Default&layertheme=13), accessed April 2025

NATURAL RESOURCES AND ENERGY SUPPLY

Natural resources and energy supply provide an evaluation of a project's consumption of natural resources. It is the policy of FAA Order 1053.1C, *Energy and Water Management Program for FAA Buildings and Facilities*, to encourage the development of facilities that exemplify the highest standards of design, including principles of sustainability.

The California Environmental Protection Agency (CalEPA) was formally established on July 17, 1991. CalEPA was created to preserve, conserve, and enhance the environment and ensure public health, environmental quality, and economic vitality. Continuing its initial mission, CalEPA acts as a regulatory body that monitors the state's natural resources. CalEPA consists of the California Air Resources Board (CARB), the Department of Pesticide Regulation (DPR), CalRecycle, the Department of Toxic Substances Control (DTSC), the Office of Environmental Health Hazard Assessment (OEHHA), and the State Water Resources Control Board (SWRCB).[23]

The City of Paso Robles relies on a combination of surface water supplies and groundwater. Approximately 50 percent of the city's water is supplied by wells located along the Salinas River corridor. Water from the Nacimiento Water Project and groundwater from the Paso Robles Groundwater Basin are used to supplement water in the Salinas River Wells.[24]

NOISE AND NOISE-COMPATIBLE LAND USE

Federal land use compatibility guidelines are established under Title 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. According to 14 CFR Part 150, residential land and schools are noise-sensitive land uses that are not considered compatible with a 65-decibel (dB) day-night average sound level (Ldn or DNL). Other noise-sensitive land uses (such as religious facilities, hospitals, or nursing homes), if located within a 65-dB DNL contour, are generally compatible when an interior noise level reduction of 25 dB is incorporated into the design and construction of such structures. Special consideration should also be given to noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in 14 CFR Part 150 do not account for the value, significance, and enjoyment of the areas in question.[25]

In California, community noise equivalent level (CNEL) is used in place of DNL. DNL accounts for the increased sensitivity to noise at night (10:00 p.m. to 7:00 a.m.), whereas CNEL also accounts for increased sensitivity during the evening hours (7:00 p.m. to 10:00 p.m.).

The closest residential areas are situated along Dry Creek Road and Aerotech Center Way, respectively adjacent to the southern and eastern airport property lines. No religious facilities, hospitals, schools, or nursing homes have been identified within one mile of the airport.

[23] California Environmental Protection Agency (CalEPA) (https://calepa.ca.gov/about/), accessed January 2025

[24] Paso Robles, Utilities, Water, About Our Water (https://www.prcity.com/424/About-Our-Water#:~:text=Water%20Sources,along%20the%20Salinas%20River%20corridor.), accessed February 2025

[25] Title 49 U.S. Code § 47141, Compatible Land Use Planning and Projects by State and Local Governments

SOCIOECONOMICS AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics

Socioeconomics is an umbrella term used to describe aspects of a project that are social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment, such as population, employment, housing, and public services, might be affected by the proposed action or alternative(s).

Children's Environmental Health and Safety

Per E.O. 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, federal agencies are directed to make it a high priority to identify and assess environmental health and safety risks that may disproportionately impact children. Such risks include those attributable to products or substances a child is likely to encounter or ingest (air, food, and water, including drinking water) or to which they may be exposed.

Residential areas are situated along the eastern and southern airport property boundaries.

VISUAL EFFECTS

Visual effects broadly concern the extent to which a proposed action or alternative(s) would either (1) produce light emissions that create an annoyance or interfere with activities or (2) contrast with or detract from the visual resources and/or visual character of the existing environment. Each jurisdiction will typically address outdoor lighting, scenic vistas, and scenic corridors in its zoning ordinances and general plan.

Light Emissions

These impacts typically relate to the extent to which any light or glare results from a source that could create an annoyance for people or interfere with normal activities. Generally, local jurisdictions will include ordinances in local codes that address outdoor illumination to reduce the impact of light on surrounding properties.

Airfield lighting at the airport includes high-intensity runway edge lights (HIRL) along Runway 1-19 and medium-intensity runway edge lights (MIRL) along Runway 13-31. Navigation lights include a rotating beacon, which emits white and green light, and four-light precision approach path indicator (PAPI-4) lights on Runways 19 and 31. (For further information, see *Airfield Lighting, Signage, and Marking* section earlier in this chapter.) Landside outdoor lighting includes building and parking lot security lighting.

The airport is surrounded by land uses (such as residential neighborhoods) that would be sensitive to light pollution. The closest residential neighborhood is situated along Aerotech Center Way adjacent to the eastern property line and scattered residential houses are located along Dry Creek Road next to the southern property line.

Visual Resources and Visual Character

Visual resources include buildings, sites, traditional cultural properties, and other natural or human-made landscape features that are visually important or have unique characteristics. Visual resources may include structures or objects that obscure or block other landscape features. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the proposed action or alternative(s).

Visual character refers to the overall visual makeup of the existing environment where a proposed action or its alternative(s) would be located. For example, areas near densely populated areas generally have a visual character that could be defined as urban, whereas less developed areas could have visual characters defined by surrounding landscape features (such as open grass fields, forests, mountains, deserts, etc.).

PRB is located outside a designated urban area with agricultural fields located to the north, west, and east. Visually, the airport is characterized by airport development, industrial land uses to the west and south, residential land uses to the east and south, and agricultural land uses to the north and west. Views of the airport are accessible from surrounding roadways; long-range views of the airport are not readily available from off airport property due to the relatively flat topography of the airport environs.

The California Department of Transportation (Caltrans) manages the state Scenic Highway Program.[26] According to the Scenic Highway Program, the development of scenic highways is not only to add to the pleasure of residents in California but should further encourage the growth of recreational and tourist industries. Existing legislation provides Caltrans with full possession and control of all state highways. A county highway was later added to the Scenic Highway Program in Section 154 of the *Streets and Highways Code*.

Currently, San Luis Obispo County contains two officially designated county scenic highways; however, neither of these routes (Interlake Road from Jolon Road in Lockwood to the San Luis Obispo County Line and Interlake Road from Nacimiento Drive from the Monterey County Line to Chimney Rock Road in San Luis Obispo County) are near the airport.[27]

WATER RESOURCES

Wetlands

The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including wetlands with continuous surface connections to traditional navigable waters, under Section 404 of the *Clean Water Act* (CWA). Wetlands are defined in E.O. 11990, *Protection of Wetlands*, and can include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows,

[26] Caltrans, California State Scenic Highways (https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways), accessed February 2025

[27] Caltrans, California State Scenic Highway System Map (https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa), accessed February 2025

mudflats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: the soil is inundated or saturated to the surface at some time during the growing season (hydrology), has a population of plants that are able to tolerate various degrees of flooding or frequent saturation (hydrophytes), and is saturated enough to develop anaerobic (absent of air or oxygen) conditions during the growing season (hydric).

The USFWS manages the National Wetlands Inventory (NWI), which identifies surface waters and wetlands in the nation at a macro level based on aerial photography.[28] Based on the NWI and Google Earth aerial maps, there are riverines that traverse the northern end of PRB (**Exhibit 1N**). These riverines appear to connect to Salinas River and may fall under Section 404 of the CWA (as currently implemented by the U.S. Army Corps of Engineers) as a jurisdictional water.

Additionally, seasonal wetlands and drainages have been documented within the airport that contain features that would be considered jurisdictional and would also likely be considered sensitive natural communities (SNCs) by the State of California (**Exhibit 1P**).[29]

Floodplains

E.O. 11988, *Floodplain Management*, directs federal agencies to take action to reduce the risk of flood loss; minimize the impacts of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by the floodplains. U.S. Department of Transportation (DOT) Order 5650.2, *Floodplain Management and Protection*, implements the guidelines contained in E.O. 11988.

A review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels 06079C0425G and 06079C0392H indicates that no 100-year or 500-year floodplains are located within the boundaries of PRB (**Exhibit 1N**).

Surface Waters

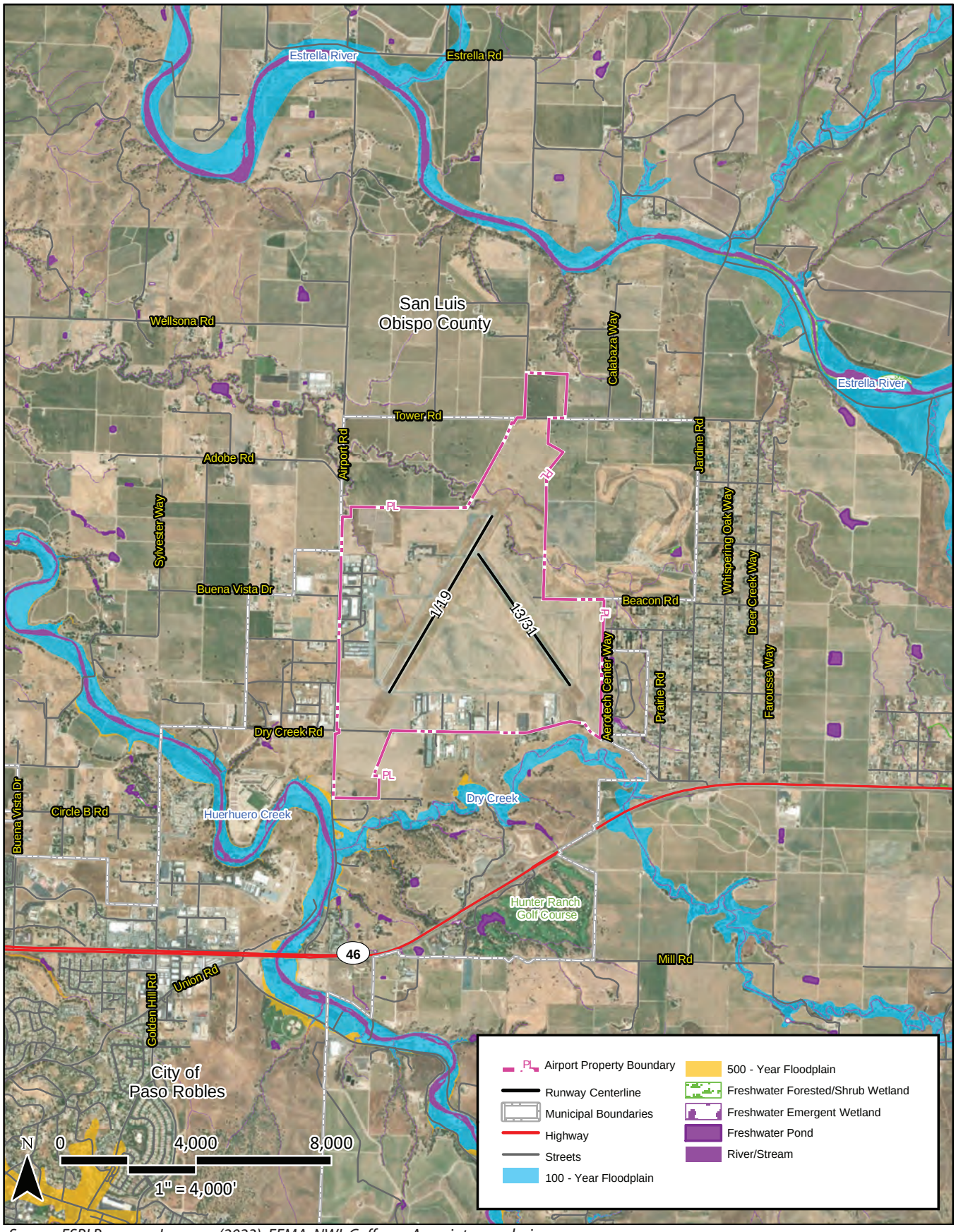
The CWA establishes water quality standards, controls discharges, develops waste treatment management plans and practices, prevents or minimizes the loss of wetlands, and regulates other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum, products, solvents, etc. Additionally, U.S. Congress has mandated the NPDES under the CWA.

The airport is located within two watersheds: Bridge Canyon-Salinas River and Lower Huerhuero Creek. No known impaired waterbodies are located within these watersheds.[30]

[28] USFWS, National Wetlands Inventory (https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/)

[29] SWCA Environmental Consultants, SWCA Project No. 84595, Biological Resources Constraints Analysis for the Paso Robles Municipal Airport Master Plan, El Paso de Robles, San Luis Obispo County, California, prepared by Hemenez, Monica, B.S., March 2025

[30] U.S. EPA, How's My Waterway (https://mywaterway.epa.gov/community/180600050407/overview), accessed February 2025



Source: ESRI Basemap Imagery (2023), FEMA, NWI, Coffman Associates analysis

Source: SWCA Environmental Consultants, prepared by Hemenez Monica, B.S., Biological Resources Constraints Analysis for the Paso Robles Municipal Airport Master Plan, El Paso de Robles, San Luis Obispo County, California, SWCA Project No. 84595, March 2025

Groundwater

Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term *aquifer* is used to describe the geologic layers that store or transmit groundwater, such as wells, springs, and other water sources. Examples of direct impacts to groundwater could include withdrawal of groundwater for operational purposes or reduction of infiltration or recharge area due to new impervious surfaces.[31]

The airport is in the Paso Robles Area Subbasin of the Salinas Groundwater Basin (also known as the Paso Robles Groundwater Basin). The California Department of Water Resources (CDWR) has identified this groundwater basin as critically overdrafted. An approval plan with recommended corrective actions has been developed for the Paso Robles groundwater basin to remain in approval status as required by the *Sustainable Groundwater Management Act*.[32]

The U.S. EPA's Sole Source Aquifer (SSA) program was established under Section 1424(e) of the *Safe Drinking Water Act* (SDWA). Since 1977, the SSA program has been used by communities to help prevent contamination of groundwater from federally funded projects and has increased public awareness of the vulnerability of groundwater resources.

According to the U.S. EPA *Sole Source Aquifers for Drinking Water* website, no sole source aquifers are located with airport boundaries. The closest sole source aquifer to PRB is the Fresno County SSA, which is located 62 miles northeast of the airport.

Wild and Scenic Rivers

The *National Wild and Scenic Rivers Act* was established to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

The Nationwide Rivers Inventory (NRI) is a list of over 3,400 rivers or river segments that appear to meet the minimum *Wild and Scenic Rivers Act* eligibility requirements based on their free-flowing status and resource values. The development of the NRI resulted from Section 5(d)(1) in the *Wild and Scenic Rivers Act*, which directs agencies to consider potential wild and scenic rivers in the comprehensive planning process.

The closest designated National Wild and Scenic River identified is the Sisquoc River, which is located 65 miles south of PRB.[33] The nearest NRI feature is Sespe Creek, which is located 98 miles south of PRB.[34]

[31] United States Geological Survey, What is Groundwater? (https://www.usgs.gov/faqs/what-groundwater#:~:text=Groundwater%20is%20water%20that%20exists,does%20not%20form%20underground%20rivers.), accessed February 2025

[32] California Department of Water Resources, California Advances Groundwater Sustainability with Release of Decisions for Management Plans in Critically Overdrafted Basins (https://water.ca.gov/News/News-Releases/2023/March-23/California-Advances-Groundwater-Sustainability-with-Release-of-Decisions-for-Management-Plans), accessed February 2025

[33] National Wild and Scenic Rivers System (https://www.rivers.gov/california), accessed February 2025

[34] Nationwide Rivers Inventory (https://experience.arcgis.com/experience/2b84b8786f5a4dea83c28debbe018be9), accessed February 2025