CHAPTER 5
RECOMMENDED MASTER PLAN CONCEPT

The airport master plan for Paso Robles Municipal Airport (PRB) has progressed through a systematic and logical process with a goal of formulating a recommended 20-year development plan. The process began with an evaluation of existing and future operational demand, which aided in creating an assessment of future facility needs. Those needs were then used to develop alternative facility plans to meet projected needs. Each step in the planning process has included the development of draft working papers, which were presented and discussed at previous planning advisory committee (PAC) meetings and public information workshops and have been made available on the project website.

In the previous chapter, several development alternatives were analyzed to explore options for the future growth and development of PRB. The development alternatives have been refined into a single recommended concept for the master plan. This chapter describes, in narrative and graphic form, the recommended direction for the future use and development of PRB.

The recommended concept provides the ability to meet the disparate needs of various airport operators. The goal of this plan is to ensure the airport can continue (and improve) in its role of serving general aviation operators. The plan has been specifically tailored to support existing and future growth in all forms of potential aviation activity as the demand materializes.

The recommended master plan concept, as shown on **Exhibits 5A** and **5B**, presents a long-term configuration for the airport that preserves and enhances the role of the airport while meeting Federal Aviation Administration (FAA) design standards. The phased implementation of the recommended development concept will be presented in Chapter Six. The following sections describe the key details of the recommended master plan concept.

AIRFIELD PLAN

The airfield plan generally considers improvements related to the runway and taxiway system and navigational aids. The following sections provide descriptions of the airfield recommendations.

DESIGN STANDARDS

The FAA has established design criteria to define the physical dimensions of runways and taxiways, as well as the imaginary surfaces surrounding them, to enhance the safe operation of aircraft at airports. These design standards also define the separation criteria for the placement of landside facilities.

As previously discussed, the design criteria primarily center on the airport's critical design aircraft. The critical design aircraft is the most demanding aircraft (or family of aircraft) that currently conducts or is projected to conduct 500 or more operations (takeoffs and landings) per year at the airport. Factors included in airport design are an aircraft's wingspan, approach speed, and tail height, as well as the instrument approach visibility minimums for each runway. The FAA has established the runway design code (RDC) to relate these critical design aircraft factors to airfield design standards.

While airfield elements, such as safety areas, must meet design standards associated with the applicable RDC, landside elements can be designed to accommodate specific categories of aircraft. For example, an airside taxiway must meet taxiway object free area (TOFA) standards for all aircraft types that use the taxiway, while the taxilane to a T-hangar area only needs to meet width standards for smaller single- and multi-engine piston aircraft that are expected to utilize the taxilane.

The applicable RDC and critical design aircraft for each runway at PRB in the existing and ultimate conditions, as established in Chapter Two, are summarized in **Table 5A**.

TABLE 5A | Airport and Runway Classifications

	Runway 1-19		Runway 13-31	
	Existing/Future	Ultimate	Existing/Future	Ultimate
Airport Reference Code (ARC)	C-III	C-IV	B-III	C-III
Runway Design Code (RDC)	C-III-4000	C-IV-4000	B-III-5000	C-III-5000
Taxiway Design Group (TDG)	2A	2B	2A	2A
Approach Reference Code (APRC)	D/IV/4000; D/V/4000		N/A	D/IV/4000; D/V/4000
Departure Reference Code (DPRC)	D/IV; D/V		N/A	D/IV; D/V
APRC and DPRC data can be found in FAA Advisory Circular (AC) 150/5300-13B, Appendix L, Tables L-1 and L-2. N/A = not applicable				

Source: FAA AC 150/5300-13B, Airport Design

RUNWAY 1-19

Runway Designation

A runway's designation is based on its magnetic headings, which are determined by the magnetic declination for the area. An analysis of the magnetic declination at PRB determined that Runway 1-19 should be redesignated as Runway 2-20. The redesignation of Runway 1-19 to 2-20 should be coordinated with the FAA in advance and would typically be accomplished during a runway pavement maintenance project, which requires painting new markings and updating airfield signage.

Runway Dimensions

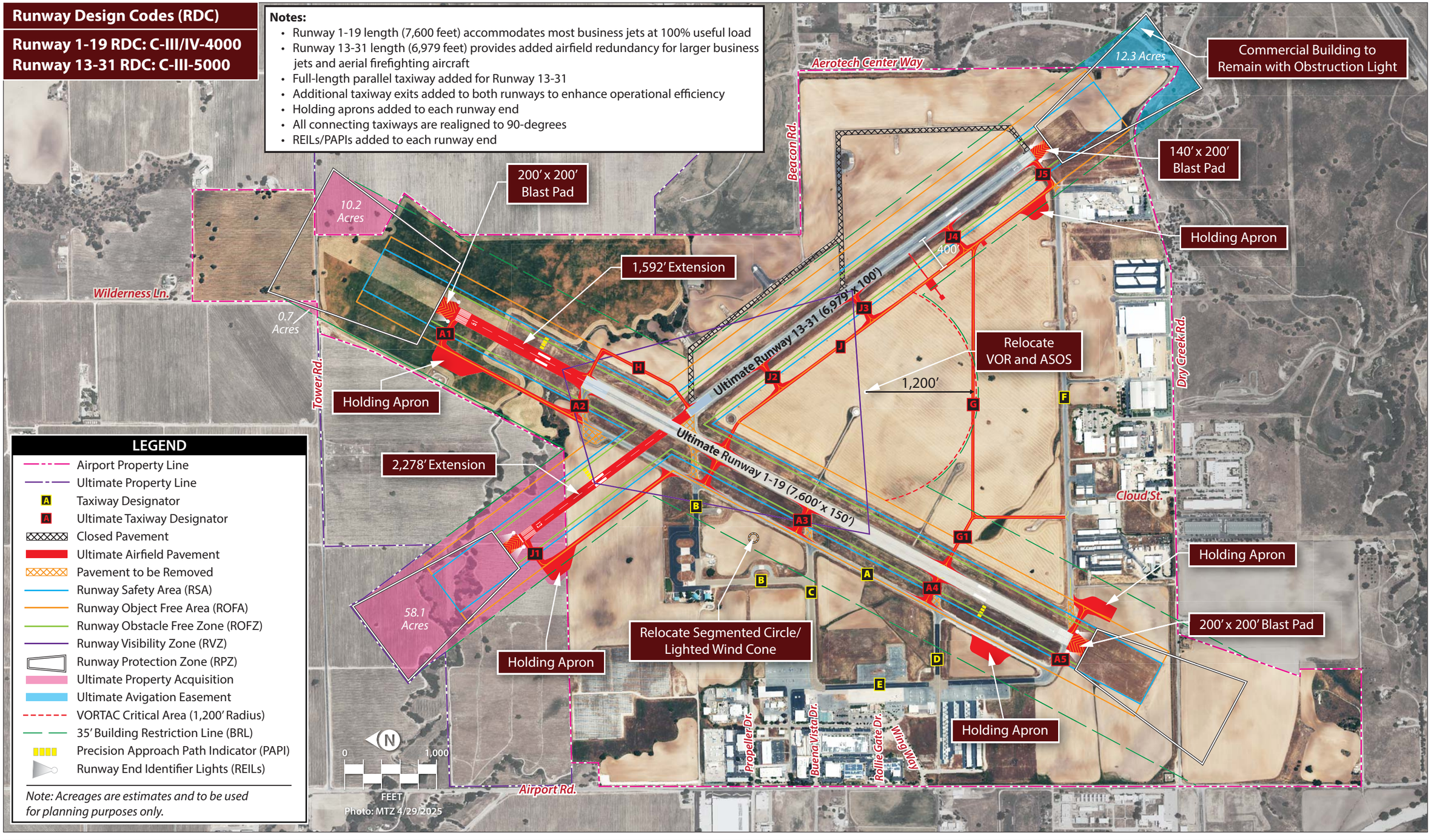
Runway 1-19 is currently 6,008 feet long and 150 feet wide. The available length is sufficient to accommodate the CAL FIRE aircraft that are currently using and are planned to use the airport in the future, including the BAe 146, Lockheed C-130, and Boeing 737; however, the airport is being used more frequently by larger and heavier business jet aircraft, such as Gulfstream and Global Express jets, which aligns with overall trends in general aviation across the country.

Runway Design Codes (RDC)

Runway 1-19 RDC: C-III/IV-4000
Runway 13-31 RDC: C-III-5000

Notes:

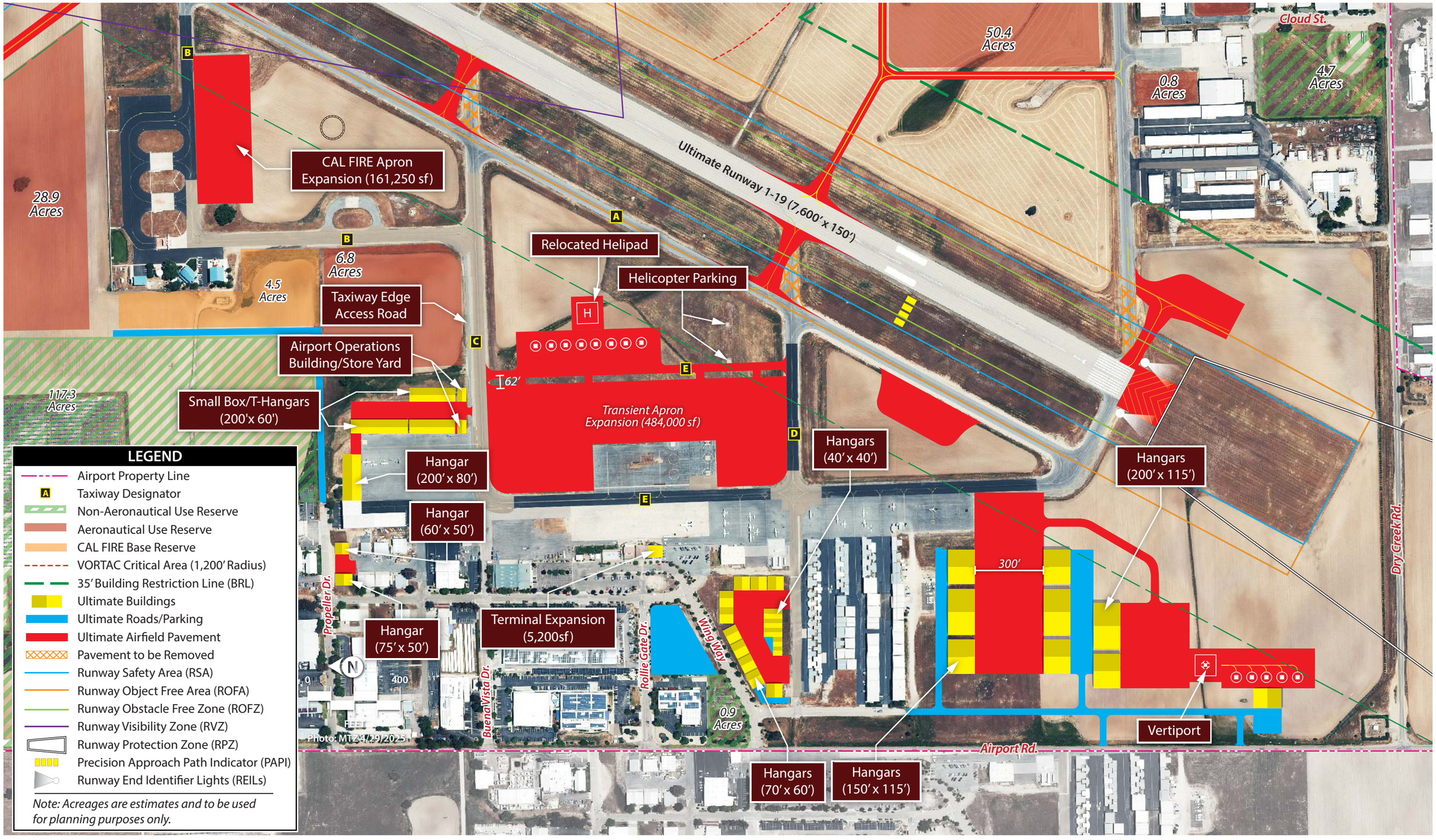
- Runway 1-19 length (7,600 feet) accommodates most business jets at 100% useful load
- Runway 13-31 length (6,979 feet) provides added airfield redundancy for larger business jets and aerial firefighting aircraft
- Full-length parallel taxiway added for Runway 13-31
- Additional taxiway exits added to both runways to enhance operational efficiency
- Holding aprons added to each runway end
- All connecting taxiways are realigned to 90-degrees
- REILs/PAPIs added to each runway end

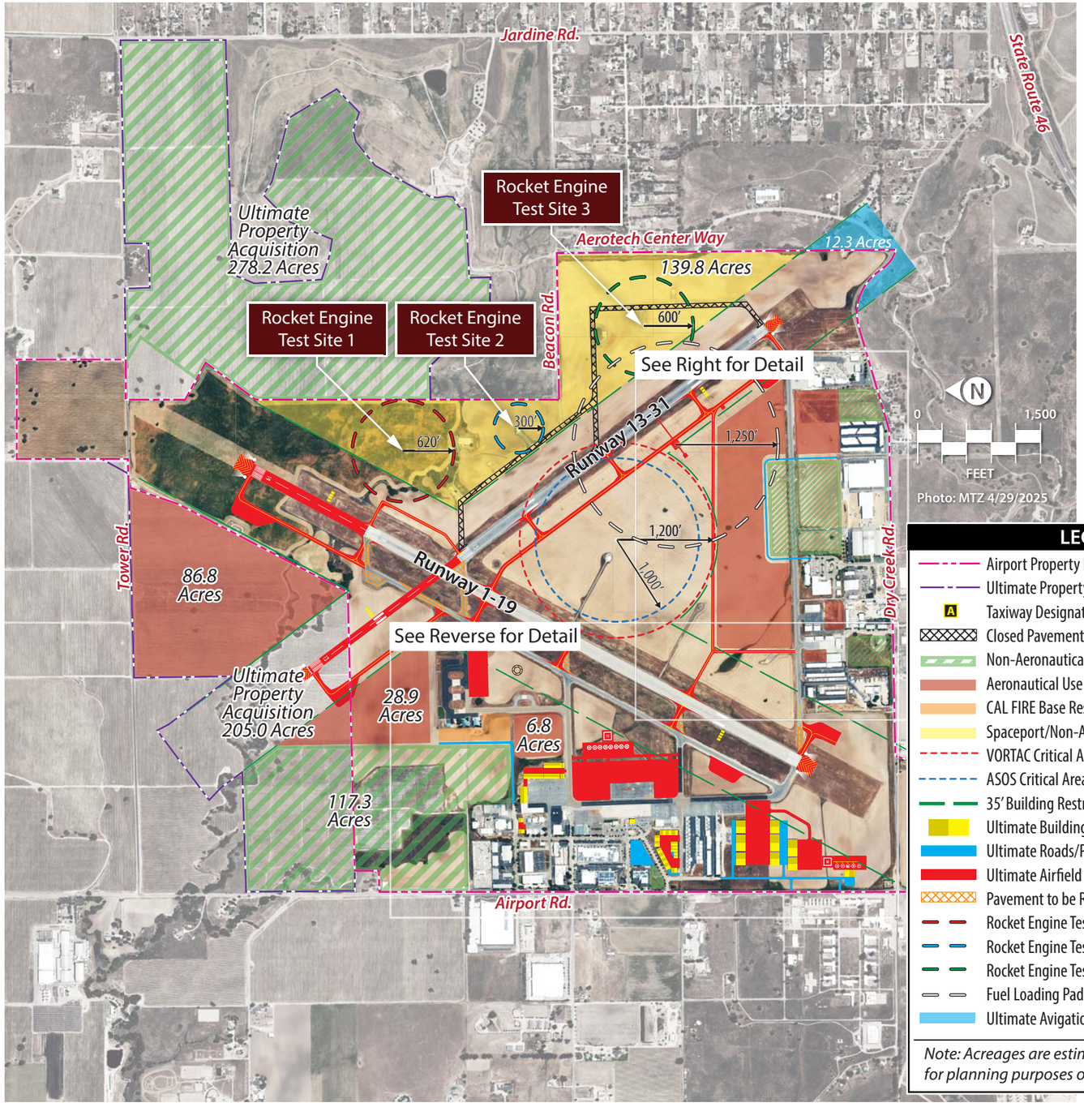


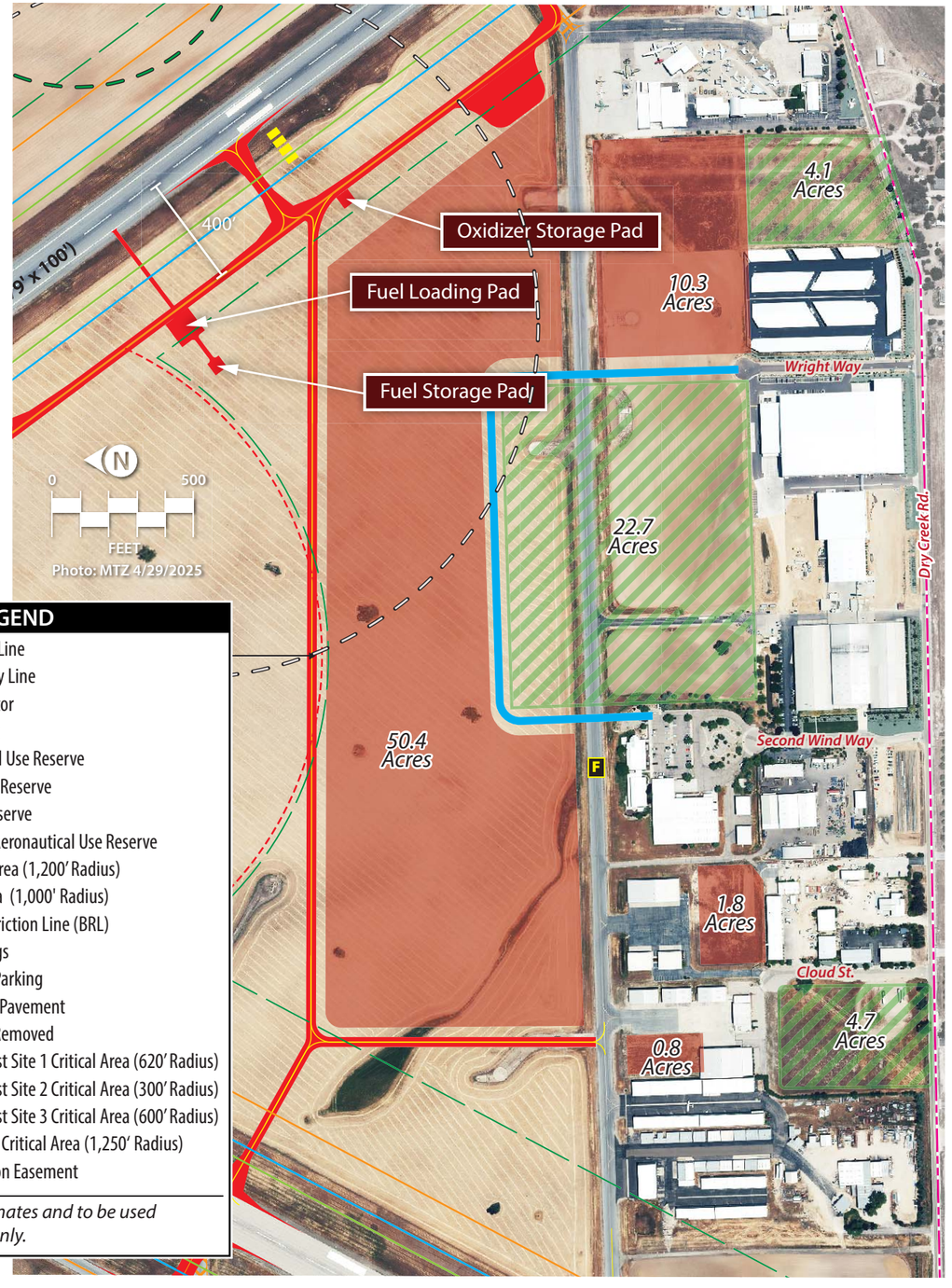
LEGEND

- Airport Property Line
- Ultimate Property Line
- Taxiway Designator
- Ultimate Taxiway Designator
- Closed Pavement
- Ultimate Airfield Pavement
- Pavement to be Removed
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Runway Visibility Zone (RVZ)
- Runway Protection Zone (RPZ)
- Ultimate Property Acquisition
- Ultimate Avigation Easement
- VORTAC Critical Area (1,200' Radius)
- 35' Building Restriction Line (BRL)
- Precision Approach Path Indicator (PAPI)
- Runway End Identifier Lights (REILs)

Note: Acreages are estimates and to be used for planning purposes only.


CAL FIRE Apron Expansion (161,250 sf)
Ultimate Runway 1-19 (7,600' x 150')
Relocated Helipad
Helicopter Parking
Taxiway Edge Access Road
Airport Operations Building/Store Yard
Small Box/T-Hangars (200'x 60')
Transient Apron Expansion (484,000 sf)
62'
Hangar (200' x 80')
Hangar (60' x 50')
Hangar (75' x 50')
Terminal Expansion (5,200sf)
Hangars (40' x 40')
Hangars (200' x 115')
Hangars (70' x 60')
Hangars (150' x 115')
300'
Vertiport
28.9 Acres
6.8 Acres
4.5 Acres
117.3 Acres
50.4 Acres
0.8 Acres
4.7 Acres
0.9 Acres
Cloud St.
Propeller Dr.
Buena Vista Dr.
Rollie Gate Dr.
Wing Way
Dry Creek Rd.
Airport Rd.
N
0
400
FEET
Photo: MTA 4/29/2025
LEGEND
Airport Property Line
Taxiway Designator
Non-Aeronautical Use Reserve
Aeronautical Use Reserve
CAL FIRE Base Reserve
VORTAC Critical Area (1,200' Radius)
35' Building Restriction Line (BRL)
Ultimate Buildings
Ultimate Roads/Parking
Ultimate Airfield Pavement
Pavement to be Removed
Runway Safety Area (RSA)
Runway Object Free Area (ROFA)
Runway Obstacle Free Zone (ROFZ)
Runway Visibility Zone (RVZ)
Runway Protection Zone (RPZ)
Precision Approach Path Indicator (PAPI)
Runway End Identifier Lights (REILs)
Note: Acreages are estimates and to be used for planning purposes only.





LEGEND

- Airport Property Line
- Ultimate Property Line
- A Taxiway Designator
- Closed Pavement
- Non-Aeronautical Use Reserve
- Aeronautical Use Reserve
- CAL FIRE Base Reserve
- Spaceport/Non-Aeronautical Use Reserve
- VORTAC Critical Area (1,200' Radius)
- ASOS Critical Area (1,000' Radius)
- 35' Building Restriction Line (BRL)
- Ultimate Buildings
- Ultimate Roads/Parking
- Ultimate Airfield Pavement
- Pavement to be Removed
- Rocket Engine Test Site 1 Critical Area (620' Radius)
- Rocket Engine Test Site 2 Critical Area (300' Radius)
- Rocket Engine Test Site 3 Critical Area (600' Radius)
- Fuel Loading Pad Critical Area (1,250' Radius)
- Ultimate Avigation Easement

Note: Acreages are estimates and to be used for planning purposes only.

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These types of business jets require additional runway length when taking off with heavier fuel and passenger loads. Providing a runway that can support business jets with higher useful loads offers several advantages to the airport, including the following:

- Access to longer routes and new markets – carrying more fuel allows aircraft to fly farther without stopping, reaching destinations that previously would have required a fueling stop
- Improved revenue potential – aircraft can buy more fuel at PRB
- Better operational flexibility – fewer situations in which operators would need to choose between taking on fewer passengers or less fuel
- Competitive advantage – an extension of the primary runway would give PRB the longest runway in the county and one of the longest in the region

For these reasons, Runway 1-19 is planned to be extended 1,592 feet northeast for an ultimate length of 7,600 feet. Connected actions include the following:

- Extension of Taxiway A to the new Runway 19 threshold
- Relocation of the four-box precision approach path indicator (PAPI-4) visual aid on Runway 19 and installation of a new PAPI-4 system for Runway 1
- Installation of a runway end identification lighting (REIL) visual aid on Runway 1
- Installation of high intensity runway lighting (HIRL) on the new runway pavement and medium intensity taxiway lighting (MITL) on the new taxiway pavement
- Extension of non-precision runway markings to the new runway pavement
- Acquisition of approximately 10.9 acres of property to protect the ultimate Runway 19 approach runway protection zone (RPZ), as well as the property within the 35-foot building restriction line (BRL)
- Addition of 200-foot by 200-foot blast pads to both ends of Runway 1-19 to meet ultimate RDC C-IV-4000 standards
- Cancellation of existing Runway 19 instrument approach procedures and commissioning of new procedures to reflect the new runway data

The runway extension is included for planning purposes only. Additional justification (such as documentation from operators that need additional runway length) and an environmental analysis will be required before the FAA commits to funding a runway extension project.

The existing runway width of 150 feet meets the ultimate RDC C-IV-4000 design standard. No change to runway width is planned.

Pavement Strength

Runway 1-19 is currently strength-rated for up to 60,000 pounds for single wheel loading (SWL) aircraft, 106,000 pounds for dual wheel loading (DWL) aircraft, and 150,000 pounds for double tandem wheel loading (DTWL) aircraft. These strengths are adequate for the general aviation and business jets that regularly use or are anticipated to use the airport in the future. CAL FIRE also confirms that these strength ratings are adequate for its planned aircraft fleet, including the C-130 and Boeing 737; therefore, no additional strength is currently recommended.

Runway Lighting/Marking/Navigational Aids

Runway 1-19 is currently equipped with HIRL and a PAPI-4 system, and REILs on Runway 19. PAPI-4s and REILs are planned to be added to Runway 1. The runway is marked with non-precision runway markings, which are sufficient for the planning period. Holding position markings associated with Runway 1-19 are established at a separation distance of 250 feet from the runway centerline, which meets current design standards. In the ultimate condition, these markings should be moved to a separation distance of 258 feet.

Runway Object Free Area (ROFA)

The segmented circle and lighted wind cone at PRB are currently situated within the Runway 1-19 and 13-31 ROFA. The plan calls for the equipment to be relocated to a site along Taxiway A where it will no longer obstruct the ROFA or the runway visibility zone (RVZ).

Runway Protection Zones (RPZs)

The existing Runway 1-19 RPZs encompass a combined 78.443 acres of airport-controlled property (Runway 1: 29.465 acres/Runway 19: 48.978 acres). In the ultimate condition, which includes an extension of the runway to the northeast, approximately 10.9 acres of the ultimate Runway 19 approach RPZ extend beyond airport property. The plan includes the acquisition of 10.9 acres of property via fee simple acquisition or avigation easement to ensure the airport sponsor can prevent or mitigate new incompatible land uses within the RPZ.

Instrument Approaches

Runway 19 is equipped with a global positioning system (GPS)-based localizer performance with vertical guidance (LPV) approach providing visibility minimums down to ¾ mile, as well as a very high frequency omnidirectional range (VOR)-based non-precision approach with visibility minimums down to one mile. An additional VOR-based approach provides circling approach capabilities to each runway end at PRB with visibility minimums down to one mile. The plan calls for a GPS-based approach to be established for Runway 1 with visibility minimums of one mile or greater to make the airport more accessible during lower-visibility weather conditions.

RUNWAY 13-31

Runway Designation

An analysis of the magnetic declination at PRB determined that the 13-31 designation for the crosswind runway should remain for the duration of the planning period.

Runway Dimensions

Runway 13-31 is currently 4,701 feet long and 100 feet wide. In addition to accommodating regular general aviation traffic at PRB, the crosswind runway is vital to CAL FIRE's wildfire responses, ensuring that firefighting aircraft can operate even during highly variable crosswind conditions. Runway usage data indicate that Runway 13-31 was used for more than 21 percent of operations in 2024 and was used on 358 days in 2024 and 351 days in 2023. The facility requirements identified a need to extend the crosswind runway to be capable of accommodating more regular operations by business jets and firefighting aircraft. The plan is to extend the runway by 2,278 feet to the northwest for an ultimate length of 6,979 feet. Connected actions include the following:

- Acquisition of approximately 58.1 acres of property to support the runway extension and protect the Runway 13 RPZ and the property within the 35-foot BRL
- Installation of a PAPI-4 system on Runway 13 and REIL visual aids on Runways 13 and 31
- Installation of MIRL on the new runway pavement
- Extension of non-precision runway markings on the new runway pavement
- Addition of 140-foot by 200-foot blast pads to both ends of Runway 13-31 to meet RDC C-III-5000 standards
- Cancellation of existing Runway 31 instrument approach procedures and commissioning of new procedures to reflect the new runway data

The extension of Runway 13-31 results in intersecting runways at PRB, causing the RVZ dimensions to increase in size. The expanded RVZ introduces the Paso Robles VORTAC as an obstruction. Because the FAA is in the process of phasing out VORTAC equipment and the runway extension is not currently fully justified, the VORTAC equipment may be decommissioned before a runway extension is completed. If the extension happens sooner, the plan identifies a site for relocation of the equipment so that it would not obstruct the RVZ.

The runway extension is included for planning purposes only. Additional justification (such as documentation from operators that need additional runway length) and an environmental analysis will be required before the FAA commits to funding a runway extension project.

The existing runway width of 100 feet meets the ultimate RDC C-III-5000 design standard. No change to runway width is planned.

Pavement Strength

Runway 13-31 is currently strength-rated for up to 30,000 pounds for SWL aircraft, 50,000 pounds for DWL aircraft, and 90,000 pounds for DTWL aircraft. These strength ratings are sufficient for the existing and future fleet mix of aircraft anticipated to use the crosswind runway. Furthermore, CAL FIRE has confirmed that the existing pavement strength ratings are sufficient to meet the needs of its aircraft; therefore, no additional strength is currently recommended.

Runway Safety Area (RSA)

Because the crosswind runway is planned to be upgraded from B-III-5000 design standards to C-III-5000 design standards in the ultimate condition, the RSA dimensions change from having a width of 300 feet to 500 feet and a length beyond the end of the runway from 600 feet to 1,000 feet. As a result of the RSA increasing in size, portions of airport property that are currently used for agricultural purposes off the end of the runway will need to be removed from agricultural use. These areas amount to approximately 4.6 acres of property southeast of the runway and approximately 2.8 acres northwest of the runway.

Runway Object Free Area (ROFA)

The segmented circle and lighted wind cone at PRB are currently situated within the Runway 1-19 and 13-31 ROFA. The plan calls for the equipment to be relocated to a site along Taxiway A where it will no longer obstruct the ROFA or the RVZ.

Runway Lighting/Marking/Navigational Aids

Runway 13-31 is currently equipped with MIRL and a PAPI-4 system on Runway 31. The runway is marked with non-precision runway markings. A PAPI-4 system is planned for Runway 13 and REILs are planned to be added to both runway ends. Holding position markings associated with Runway 13-31 are established at a separation distance of 200 feet from the runway centerline, which meets the current B-III design standard. These markings should be moved to 250 feet from the runway centerline to meet the ultimate C-III design standard.

Runway Protection Zones (RPZs)

The ultimate Runway 13-31 RPZs encompass a combined 58.93 acres of property (29.465 acres for both approach RPZs). Approximately 12.3 acres of the Runway 31 RPZ extend off airport property, encompassing a commercial building, which is planned to remain in place and is equipped with an obstruction light. The plan includes the acquisition of the 12.3 acres within the ultimate Runway 31 RPZ via avigation easement to ensure the airport sponsor can prevent or mitigate new incompatible land uses within the RPZ. As previously mentioned, as part of the extension to the runway to the northwest, approximately 58.1 acres of property are planned to be acquired to allow for the construction of the runway and protect the ultimate Runway 13 RPZ.

Instrument Approaches

Runway 31 is equipped with a GPS-based lateral navigation (LNAV) approach providing visibility minimums down to one mile, as well as a VOR-based approach providing circling approach capabilities to each runway end at PRB with visibility minimums down to one mile. The plan calls for a GPS-based approach to be established for Runway 13 with visibility minimums of one mile or greater to make the airport more accessible during lower-visibility weather conditions.

TAXIWAY IMPROVEMENTS

Taxiways A and B, which are regularly used by CAL FIRE aircraft, particularly the Lockheed C-130, are planned to meet airplane design group (ADG) IV and taxiway design group (TDG) 2B standards in the ultimate condition. Taxiway F, which is also utilized by CAL FIRE aircraft, particularly the BAe 146, is planned to meet ADG III and TDG 2A standards. Taxiways C, D, and E, which primarily serve general aviation aircraft, are planned to meet ADG II and TDG 2A standards.

Improvements related to the taxiway system at PRB are summarized as follows.

Taxiway Nomenclature

The FAA recommends using the guidelines in Engineering Brief 89, *Taxiway Nomenclature Convention*, when developing or revising airport plans, such as this master plan. Following the standards presented in the brief, the taxiway system at PRB has been given alphanumeric designations to improve the situational awareness of pilots and the safety margins at the airport. The ultimate taxiway designations are shown on **Exhibit 5A**. The taxiway designations are largely associated with applying new designations to each of the stub taxiways between Taxiway A and Runway 1-19, starting with A1 at the northeast end of the runway and progressing to A5 at the southwest end. Planned new taxiways, including a full-length parallel taxiway for Runway 13-31, are also designated using the FAA's nomenclature guidance.

Taxiway A

Taxiway A (50 feet wide) is a parallel taxiway that extends the entire length of Runway 1-19 on its west side. Taxiway A is planned to be extended northeast to coincide with the runway extension and each stub taxiway (ultimate A2, A3, and A4) is planned to be realigned at a 90-degree angle with the runway to meet FAA design standards.

Taxiway B

Taxiway B (50 feet wide) is a taxiway serving the CAL FIRE base west of Taxiway A. It also provides access from Taxiway A to the Runway 13 threshold. The alignment of Taxiway B between Taxiway A and Runway 13 creates non-standard geometry (acute-angle intersection, and spacing does not allow for a holding position between the two runways). This section of Taxiway B is planned to be removed. A new taxiway (H) is planned to be constructed to provide access to the Runway 13 threshold. Taxiway B is also planned to be strengthened to accommodate the CAL FIRE C-130 aircraft.

Taxiways C and D

No major enhancements are planned for Taxiways C and D (50 feet wide). The portion of Taxiway C that extends between Taxiway B and Taxiway A is planned to be strengthened to better support the CAL FIRE C-130 aircraft.

Taxiway E

Taxiway E (50 feet wide) is planned to be relocated east, as shown on **Exhibit 5B**, to create more space to expand the terminal's transient aircraft parking ramp.

Taxiway F

Taxiway F (50 feet wide) is planned to be rerouted where it intersects with Runway 1 to create a 90-degree intersection.

Taxiways G, H, and J

New taxiways are included as part of the plan to provide better circulation throughout the airfield. Each new taxiway is planned to be equipped with MITL and appropriate airfield signage. Taxiway G is planned to be an infield taxiway providing access between the two runways to make way for potential new aeronautical developments north of Taxiway F. Taxiway H, as mentioned earlier, is a new taxiway planned to provide access to the Runway 13 threshold to replace existing Taxiway B, which is a non-standard alignment. Taxiway J is a planned full-length parallel taxiway serving Runway 13-31. Taxiway J will have a separation distance of 400 feet from the runway centerline and includes new stub connectors to reduce runway occupancy times and enhance circulation.

Holding Aprons

New holding aprons are planned near the end of each runway to provide locations for aircraft to perform pre-flight engine tests and allow aircraft to bypass each other.

LANDSIDE CONCEPT

The primary goal of landside facility planning is to provide adequate space to meet reasonably anticipated needs of the various users while optimizing operational efficiency and land use. Achieving these goals yields a development scheme that segregates functional uses while maximizing the airport's revenue potential. The landside development plan reflects a potential build-out scenario in which depicted hangar and apron facility growth may extend beyond the forecasted 20-year need identified in the facility requirements. Planning for more capacity than the forecast shows is intentional because not every identified development site will necessarily be viable, or development may be delayed. Factors like financing and environmental constraints, regulatory changes, leasing issues, or engineering challenges can make developing on some sites impractical. Building extra capacity into the plan ensures the airport can meet demand even if certain sites are ultimately removed from the development program.

All landside development should occur only as dictated by demand. The locations and sizes of aprons and hangars proposed in the recommended plans are conceptual and may not reflect the needs of future developers and their customers. The recommended concept is strictly intended to be used as a guide for PRB staff when considering new developments.

Recommended landside developments are depicted on **Exhibit 5B**.

GENERAL AVIATION FACILITIES

Terminal and Support Facilities

General aviation terminal services are provided from the terminal building. The 8,000-square-foot (sf) terminal building serves as the base for the airport's fixed base operator (FBO), Loyd's Aviation. Approximately 4,500 sf of the terminal building is dedicated to general aviation terminal services, such as FBO office spaces, passenger waiting and a pilots' lounge, flight planning, and concessions. The remaining areas of the terminal building include the restaurant, mezzanine, patio, and administrative offices, which total approximately 3,500 sf. The facility requirements identified a need to expand the general aviation services area of the terminal building. This master plan reflects an existing plan to expand the terminal building by 5,200 sf, which will expand passenger and crew facilities to support FBO operations. This expansion will provide adequate capacity to meet long-term projected needs for general aviation terminal services. The expansion would extend the building to the south, up to the adjacent vehicle parking lot. In addition to the expansion, the entire terminal is planned to be renovated, which will include a terminal color scheme update.

The plan includes the construction of two new airport operations buildings/storage yards along Taxiway C. Each building is planned to be approximately 2,500 sf and includes paved access from the taxiway.

Aprons

PRB has apron areas that total approximately 607,000 sf of aircraft parking and circulation area. The projected apron requirements indicate additional capacity is needed, particularly within the transient apron that fronts the terminal building. The plan includes relocating Taxiway E and the helipad and helicopter parking spaces to the east and expanding the transient apron by 484,000 sf. This creates a single consolidated transient apron that can better serve general aviation users, including the larger business jets that are utilizing the airport on a more frequent basis.

The plan includes a 161,250-sf expansion of the CAL FIRE base apron located along Taxiway B. This expansion will help support the base's use of larger firefighting aircraft, including the C-130 and Boeing 737 aircraft, on a more frequent basis.

Aeronautical Use Development

Existing hangars at PRB include a variety of T-hangars, box hangars, and conventional hangars that total 388,262 sf of storage capacity. Strong demand exists for new hangars; the airport maintains a hangar waiting list and there are plans in place to develop a new hangar complex along Taxiway D, southwest of the terminal area. This complex would consist of 18 new box hangars ranging in size from 1,600 sf to 4,200 sf for a total gain of 54,800 sf in total capacity.

A new complex of small box hangars/T-hangars is planned along Taxiway C, which would provide 58,750 sf of new capacity for small aircraft operators. The south side of the terminal area is reserved for large-scale conventional hangars that might support expanded FBO services or specialty aviation service operators (SASOs). The complex includes three 23,000-sf hangars and five 17,250-sf hangars, along with taxilane/apron frontage for aircraft circulation and parking. Wing Way is planned to be extended into this area, along with new connections to Airport Road.

The depicted hangar complexes in the development concept add a total of 268,800 sf of new hangar storage capacity. In addition to the depicted hangar facilities, the plan reserves approximately 35.7 acres of property on the west side of the airport, which could include hangar facilities.

On the south side of the airport, the plan includes construction of a new taxiway network to support approximately 63.3 acres of land reserved for aeronautical development, which includes new hangars, aprons, and support facilities. A new loop road extending from Second Wind Way and Wright Way would cross Taxiway F, making a portion of the taxiway inaccessible to aircraft; however, the closure of a portion of the taxiway would not affect the airfield accessibility of any existing hangar facilities. To support development of the areas north of Taxiway F, the airport's automated surface observation system (ASOS) equipment is planned to be relocated to a site southeast of the VORTAC.

On the north side of the airfield, approximately 86.8 acres of land planned for acquisition are reserved for future aeronautical uses. Once both runways are extended, this property would have accessibility to both runways.

Fuel Storage

The existing fuel farms are planned to remain and be expanded as needed. The facility requirements analysis identified a need for additional Jet A fuel storage capacity over the course of the planning period as turbine traffic grows. Ultimately, it is up to the FBO operating at the airport, which leases all fuel storage facilities at PRB, to make the business decision about when to add more fuel storage capacity. This includes the possibility of adding fuel storage facilities on the south side of the airport to support development planned for the area. Future fuel storage capacity should also plan for unleaded aviation fuel when it becomes more widely adopted and available.

Vehicle Parking and Access Roads

Generally, new or expanded parking lots and vehicle access roads are planned with most of the new hangar developments within the terminal area. Vacant property between Wing Way and Rollie Gate Drive is planned for a vehicle parking lot expansion supporting the terminal building and neighboring businesses. On the south side of the airport, where land has been reserved for future aeronautical and non-aeronautical uses, any new development should include dedicated vehicle parking lots to support the development's user base and employees.

Propeller Drive is planned to be extended east to provide a public access road to the CAL FIRE base facilities. As previously mentioned, Wing Way is planned to be extended south to support a new FBO/SASO hangar complex, as well as a potential vertiport.

SPACEPORT

PRB is working to obtain an FAA Part 420 Spaceport License designation, which would allow it to facilitate horizontal takeoff and landing for small satellite launches. The plan reserves the east side of the airfield, which totals approximately 139.8 acres, for the development of spaceport-related facilities and infrastructure. Within this area, the airport has already constructed a rocket engine testing site (Rocket Engine Test Site #2) and plans to develop two others. The test sites include critical areas of various distances, which represent a minimum allowable distance from the sites to public facilities that must be vacated while the sites are in use. To support future rocket launches, the plan also includes the construction of a rocket fuel loading pad, fuel storage pad, and oxidizer storage pad southwest of Runway 13-31 along what would be the ultimate alignment for Taxiway J. A 1,250-foot critical area is centered on the fueling pad. Development may still occur within the critical areas, but people must be cleared while the sites are in use.

More information pertaining to the city's efforts to obtain the FAA Part 420 license is provided in Chapter Seven – Spaceport Licensing Process.

ADVANCED AIR MOBILITY

Advanced air mobility (AAM), also known as urban air mobility (UAM), is an emerging industry that involves next-generation aviation technologies designed to move people and goods more efficiently using innovative aircraft, such as electric vertical takeoff and landing (eVTOL) vehicles, autonomous drones, and hybrid systems. AAM aims to create new transportation options that reduce congestion, improve connectivity, and enhance sustainability by leveraging cleaner propulsion methods, advanced automation, and smart air traffic management systems. While still in the development stages, AAM is being implemented in various ways across the nation's airport network, including regional initiatives, such as the California Advanced Air Mobility Corridors Initiative (CAAMCI).

While still in the early development phase, AAM is a significant growth opportunity for the aviation industry and should be carefully considered for the future of PRB. This master plan has considered the potential impacts of developing a vertiport on airport property in its alternatives analysis. Based on this consideration, the recommended development plan includes reservation of a site in the southwest corner of the airport along Airport Road for the potential development of a vertiport and any supporting facilities (taxilane, apron, terminal, electrical charging infrastructure, vehicle access and parking). This site is approximately 900 feet from the extended Runway 1-19 centerline, which exceeds the minimum separation distance recommended by the FAA for airports serving heavy aircraft.

NON-AERONAUTICAL DEVELOPMENT

Airports often have property areas that are inaccessible to the airfield and offer limited utility for aviation operations. These areas are typically reserved for non-aeronautical-related uses that provide opportunities to diversify and expand revenue streams for an airport. The recommended development plan for PRB includes reservation of approximately 118.2 acres on the west side, 31.5 acres on the south side, and 278.2 acres on the northeast side for future non-aeronautical use. The land on the northeast side is planned for acquisition and could also be utilized for expansion of spaceport facilities in the future.

AIRPORT RECYCLING, REUSE, AND WASTE REDUCTION

The primary objective of this section is to provide the City of Paso Robles and its airport administration with recommendations for future improvements and processes that promote sustainable principles in addressing airport operations and aviation demand. By making sustainability a priority in the planning process and identifying best management practices, the airport can become a more environmentally friendly economic hub.

REGULATORY GUIDELINES

FAA Modernization and Reform Act of 2012

The *FAA Modernization and Reform Act of 2012* (FMRA), which amended Title 49 United States Code (USC), included several changes to the Airport Improvement Program (AIP). Two of these changes are related to recycling, reuse, and waste reduction at airports.

- Section 132(b) of the FMRA expanded the definition of airport planning to include "developing a plan for recycling and minimizing the generation or airport solid waste, consistent with applicable state and local recycling laws, including cost of a waste audit."
- Section 133 of the FMRA added a provision requiring any airport that has or plans to prepare a master plan and receives AIP funding for an eligible project to ensure the new or updated master plan addresses issues related to solid waste recycling at the airport, including the following:
    - The feasibility of solid waste recycling at the airport
    - Minimizing the generation of solid waste at the airport
    - Operation and maintenance requirements
    - A review of waste management contracts
    - The potential for cost savings or generation of income

State of California Solid Waste Management

In the State of California, California's Department of Resources Recycling and Recovery (CalRecycle) and local enforcement agencies manage the operation of solid waste facilities.[1] It is a priority of CalRecycle to mitigate the impacts of solid waste on public health and safety and the environment by enforcing compliance with state regulations through education, permitting, solid waste facility inspections, and more.

SOLID WASTE

Typically, airport sponsors have purview over waste-handling services in facilities they own and operate, such as the airport-owned hangars and maintenance facilities. Tenants of airport-owned buildings/hangars or tenants that own their own facilities are usually responsible for coordinating their own waste-handling services. While the focus of this plan is airport-operated facilities, the airport should work to incorporate facility-wide strategies that create consistency in waste disposal mechanisms.

[1] https://calrecycle.ca.gov/swfacilities/

For airports, waste can generally be divided into eight categories.[2]

- **Municipal solid waste (MSW)** is more commonly known as trash or garbage and consists of everyday items that are used and then discarded, such as product packing.

- **Construction and demolition (C&D) waste** is considered non-hazardous trash resulting from land clearing, excavation, demolition, renovation, or repair of structures, roads, and utilities, including concrete, wood, metals, drywall, carpet, plastic, pipe, cardboard, and salvaged building components. C&D waste is also generally labelled as MSW.

- **Green waste** is a form of MSW yard waste that consists of tree, shrub, and grass clippings, as well as leaves, weeds, small branches, seeds, and pods.

- **Food waste** includes unconsumed food products or waste generated and discarded during food preparation and is also considered MSW.

- **Deplaned waste** is waste removed from passenger aircraft. Deplaned waste includes bottles, cans, mixed paper (newspapers, napkins, paper towels), plastic cups, service ware, food waste, and food-soiled paper/packaging.

- **Lavatory waste** is a special waste that is emptied through a hose and pumped into a lavatory service vehicle. The waste is then transported to a triturator[3] facility for pretreatment prior to discharge in the sanitary sewage system. Chemicals in lavatory waste can present environmental and human health risks if mishandled; therefore, caution must be taken to ensure lavatory waste is not released to the public sanitary sewage system prior to pretreatment.

- **Spill clean and remediation wastes** are also special wastes and are generated during the cleanup of spills and/or the remediation of contamination from several types of sites on an airport.

- **Hazardous wastes** are governed by the *Resource Conservation and Recovery Act* (RCRA), as well as regulations for certain hazardous waste, known as universal waste, which are described in Title 40 Code of Federal Regulations (CFR) Part 237, *The Universal Waste Rule*. The following are common sources of aviation hazardous waste:

    - Solvents
    - Caustic part washes
    - Heavy metal paint waste and paint chips
    - Wastewater sludges from metal etching and electroplating
    - Unused explosives and monomers
    - Nickel cadmium batteries
    - Waste pesticides

[2] FAA, Recycling, Reuse, and Waste Reduction at Airports, April 24, 2018
[3] A triturator facility turns lavatory waste into fine particulates for further processing.

There are multiple areas where the airport potentially contributes to the waste stream, including the terminal building, on-airport tenants (FBOs/SASOs, etc.), hangars, airfields, aircraft ground support equipment, and airport construction projects. To create a comprehensive waste reduction and recycling plan for the airport, all potential inputs must be considered.

EXISTING SERVICES

The airport currently contracts with Paso Robles Waste and Recycle for waste services. Solid waste is typically collected once a week. There is currently no recycling program at the airport for general recyclable materials, such as paper, plastic, and aluminum; however, the airport provides aviation oil recycling for based tenants. This oil is collected and disposed of in a bulk tank, which is generally emptied every six months.

SOLID WASTE MANAGEMENT SYSTEM

Airports generally utilize either centralized or decentralized waste management systems. The differences between the two methods are described as follows.

- **Centralized Waste Management System |** With a centralized management system, the airport provides receptacles for the collection of waste, recyclable materials, or compostable materials and contracts for their removal by a single local provider.[4] The centralized waste management system allows for more participation from airport tenants that may not be incentivized to recycle on their own and can reduce the overall cost of service for all involved. A centralized strategy can be inefficient for some airports because it requires more effort and oversight on the part of airport management; however, the centralized system is advantageous in that it has fewer working components involved in overall management of the solid waste and recycling efforts. It also allows greater control by the airport sponsor over the type(s), placement, and maintenance of dumpsters, thereby saving and eliminating the need for tenants to have individual containers.

- **Decentralized Waste Management System |** Under a decentralized waste management system, the airport provides waste containers and contracts for the hauling of waste materials in the airport-operated species only; however, airport tenants (such as FBOs, retail shops, and others) manage the waste from their leased spaces with separate contracts, billing, and hauling schedules. A decentralized management system can increase the number of receptacles on airport property and the number of trips by a waste collection service provider if tenants' and the airport's collection schedules differ.

Solid Waste and Recycling Goals

The following recommendations are made to maximize waste reduction and introduce recycling efforts at the airport.

[4] National Academies of Sciences, Engineering, and Medicine, Airport Cooperative Research Program, Synthesis 92, Airport Waste Management and Recycling Practices, 2018

Goal 1: Reduce the Amount of Solid Waste Generated

- Create a centralized waste management system at the airport. Currently, PRB participates in a decentralized waste management system. As a result, airport tenants are responsible for overseeing their own waste management systems at the airport.
    - Considerations:
        - Any lease agreements that are up for renewal should be reviewed/revised to include language that would require tenants to enact recycling practices.
        - Implementation of incentives for tenants to either enhance existing recycling practices or join the airport's recycling program should be considered.
- Assign the responsibility of waste management to a dedicated individual or group. Having one person or a group of people oversee and manage solid waste at the airport would create efficient and cost-saving solid waste management solutions. People dedicated to this operational aspect of the airport would gain familiarity with waste processes and could help identify areas of improvement and cost-saving measures.
- Provide education for airport employees. To minimize waste within the airport, it is crucial to inform airport employees and provide them with a thorough education on waste management at both individual and group levels. As part of the onboarding process, new employees should be given the tools needed to achieve a thorough understanding of the airport's solid waste goals.
- Audit the current waste management system. The continuation of an effective program requires accurate data on current waste rates. An airport can gain insight into its waste stream in several ways, such as requesting weights from the hauler, tracking the volume, or reviewing the bills; however, managing the waste system starts with a waste audit, which is an analysis of the types of waste produced. A waste audit is the most comprehensive and intensive way to assess waste stream composition, opportunities for waste reduction, and capture of recyclables and should include the following actions:
    - Examination of records
        - Evaluate waste hauling and disposal records and contracts
        - Examine supply and equipment invoices
        - Identify other waste management costs (commodity rebates, container costs, etc.)
        - Track waste from the point of origin
        - Establish a baseline for metrics
    - Facility walkthrough conducted by the airport
    - Gather qualitative waste information to determine major waste components and waste-gathering practices
- Create a tracking and reporting system. Tracking solid waste generated will allow the airport to identify areas where a significant amount of solid waste is generated, which will help the airport estimate annual waste volumes. Understanding the cyclical nature of waste generation will allow the airport to estimate costs and identify areas of improvement.

Goal 2: Create a Recycling Management Plan at PRB

- Introduce a recycling program at the airport. To guarantee the airport reduces the amount of waste hauled to the landfill, materials that cannot be reused or avoided should be recycled, if possible. The city should review internal procedures to ensure there are no unacceptable items contaminating recycling containers or recyclables thrown in the trash.

- Reduce waste through controlled purchasing practices and the consumption of nonessential products. The airport can control the amount of waste generated by prioritizing the purchase of items or supplies that are reusable, recyclable, compostable, or made from recycled materials.

- Provide tenant education. It is crucial to encourage participation to ensure buy-in of any future recycling efforts that may be undertaken at PRB. To ensure recycling is part of the airport's everyday business, airport administration should provide training and education to support personnel, tenants, and others who conduct business at the airport. In-person meetings with airport tenants could be held to create mutual understanding of the airport's solid waste and recycling goals and how tenants play a vital role in the airport's overall success.

Goal 3: Establish Construction and Demolition Goals

- Implement construction waste requirements in contracts for construction projects. Construction contracts should highlight ways to repurpose and reuse materials/salvage and explain how recyclable materials are defined in the construction process. Additionally, these contracts should establish standards and specifications in the procurement process and contracting when starting a new construction project at PRB. Other action items to consider when drafting a contract for a construction project include preparing a construction waste management (CWM) plan, assigning a waste management coordinator, and tracking and reporting requirements under the CWM plan.

- Create a CWM plan. Have the airport and its contractors adopt a CWM plan when applicable. A typical CWM plan should encompass goals and strategies to manage a project's C&D waste. A CWM plan should also identify the types and quantities by weight for any proposed demolition, site-clearing, and/or construction waste that may be generated by the project.

The construction waste management (CWM) plan should consider the following construction and demolition debris for recycling or reuse:	
Earth, soil, dirt	Wood
Concrete reclaimed asphalt pavement	Gypsum drywall
Bricks/masonry (cinder blocks, mortar, etc.)	Plastics
Rock, stone, gravel	Plaster
Ferrous metal (iron, steel, etc.)	Paint
Nonferrous metal (aluminum, copper, etc.)	Plumbing fixtures and piping
Roofing shingles and other roof materials	Land-clearing debris
Cardboard, paper, packaging	Non-asbestos insulation
Sand	

Other items to include in a CWM plan include the following:

- Complete a materials handling estimate worksheet for all applicable project waste streams.
- Identify where recyclable materials storage and collection points will be situated.
- Create a plan to communicate recycling goals with employees and subcontractors.
- Create a waste reduction work plan to identify what materials can be salvaged or recycled, how waste is disposed of, and the method for collecting and transporting waste streams.

At the end of each project, as part of the CWM plan, documentation that includes tracking, reporting, and invoicing should be submitted to demonstrate which CWM plan goals were met.

ENVIRONMENTAL OVERVIEW

An analysis of potential environmental impacts associated with proposed airport projects is an essential consideration in the airport master plan process. The primary purpose of this discussion is to review the recommended development concept (**Exhibits 5A** and **5B**) and the airport's capital program to determine whether projects identified in the airport plan could, individually or collectively, significantly impact existing environmental resources. Information contained in this section was obtained from previous studies, field work, official internet websites, and analysis by the consultant. This section provides an overview of potential impacts to existing resources that could result from the implementation of the planned improvements outlined on the recommended development concept.

If the FAA retains approval authority over a project, then the project is typically subject to the *National Environmental Policy Act* (NEPA). For projects not categorically excluded under FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, compliance with the NEPA is generally satisfied through the preparation of an environmental assessment (EA). In instances where significant environmental impacts are expected, an environmental impact statement (EIS) may be required.

The 2024 *FAA Reauthorization Act* has also introduced a variety of updated and new environmental guidelines. The primary environmental-related updates are outlined in two sections: Section 743 and Section 783.

- Section 743 details the FAA's authority to regulate uses of airport property for projects on land acquired without federal assistance and outlines limitations imposed on non-aeronautical review. Section 743 also states that a notice of intent for proposed projects outside FAA jurisdiction should be submitted by an airport sponsor to the FAA.

- Section 783 outlines the airport capacity enhancement projects, terminal development projects, and general aviation airport improvement projects that will be subject to coordinated and expedited environmental review requirements.

The following portion of the master plan is not designed to satisfy NEPA requirements for a specific development project, but it provides a preliminary review of environmental issues that may need to be considered in more detail with the environmental review process. It is important to note that the FAA is responsible for determining the level of environmental documentation required for airport actions.

Table 5B summarizes potential environmental concerns associated with implementation of the ultimate recommended development concept for PRB. Analysis under the NEPA may require federal agencies to prepare a detailed statement for proposed "major federal actions significantly affecting the quality of the human environment," as amended by the *Fiscal Responsibility Act of 2023* (FRA), Public Law 118-5. This statement must include the following:

1. The reasonably foreseeable environmental effects of the proposed agency action
2. The reasonably foreseeable adverse environmental effects that cannot be avoided
3. A reasonable range of alternatives to the proposed agency action, including an analysis of any negative environmental impacts of not implementing the proposed agency action in the case of no-action alternative, that are technically and economically feasible and meet the purpose and need of the proposal
4. The relationship between local short-term uses of the human environment and the maintenance and enhancement of long-term productivity
5. Any irreversible and irretrievable commitments of resources that would be involved in the proposed action

TABLE 5B | Summary of Potential Environmental Concerns

AVIATION EMISSIONS AND AIR QUALITY	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the United States (U.S.) Environmental Protection Agency (EPA) under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.*
Potential Environmental Concerns	**Potential Impact.** An increase in operations could occur over the 20+ years outlined in the aviation demand forecasts as part of this airport master plan that would likely result in additional emissions. PRB is located in the western portion of San Luis Obispo County, which is in attainment for all federal criteria pollutants. For construction or operational emissions, project-specific qualitative or quantitative emissions inventories under the NEPA may be required, depending on the type of environmental review needed for specific projects.
BIOLOGICAL RESOURCES (INCLUDING FISH, WILDLIFE, AND PLANTS)	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat.* *The FAA has not established a significance threshold for non-listed species; however, factors to consider include whether an action would have the potential for:* • *Long-term or permanent loss of unlisted plant or wildlife species;* • *Adverse impacts to special status species or their habitats;* • *Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or populations; or* • *Adverse impacts on a species' reproductive rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance.*

(Continues)

TABLE 5B | Summary of Potential Environmental Concerns (continued)

Potential Environmental Concerns	Federally Protected Species **Potential Impact.** According to the USFWS *Information for Planning and Consultation* (IPaC) report, there is potential for 14 proposed threatened, threatened, or endangered species at PRB. • giant kangaroo rat (endangered) • San Joaquin kit fox (endangered) • California condor (endangered) • California Ridgway's rail (endangered) • least Bell's vireo (endangered) • yellow-billed cuckoo (threatened) • southwestern pond turtle (proposed threatened) • California red-legged frog (threatened) • western spadefoot (proposed threatened) • monarch butterfly (proposed threatened) • vernal pool fairy shrimp (threatened) • California jewelflower (endangered) • purple amole (threatened) • spreading navarretia (threatened) State Protected Species • Crotch's bumble bee (state candidate) • Swainson's hawk (state threatened) • western burrowing owl (state candidate) According to the biological resources constraints analysis conducted as part of this master plan, the airport contains suitable habitat such as grasslands, wetlands, and vernal pools that may support many of the federally protected and state-protected species listed above (see **Table 1L** in Chapter One). Furthermore, due to the presence of oak trees and annual grassland within PRB, migratory birds protected by the *Migratory Bird Treaty Act* may occur within the airport's boundaries. Proposed development projects outlined on **Exhibits 5A** and **5B** (such as the ultimate Runway 13 extension, the Runway 18 extension, the construction of a blast pad off Runway 1, and taxiway pavement associated the construction of connector Taxiways A1–A5, Taxiway H, and Taxiway B) are located in areas that contain grassland. Prior to development of these areas, coordination with the USFWS and California Department of Fish and Wildlife and compliance with the NEPA and *California Environmental Quality Act* (CEQA) may be required. Designated Critical Habitat **Potential Impact**. The entire airport overlaps with critical habitat for vernal pool fairy shrimp. Prior to the development of projects detailed on **Exhibits 5A** and **5B**, future development needs to determine if primary constituent elements (PCEs) for protected species are present within the project areas. Based on a biological resources constraints analysis conducted for a portion of the airport, the areas slated for the spaceport reserve, hangar development in the southwest portion of PRB, and the Runway 19 extension would be located in areas that contain wetlands and vernal pools. Prior to development of these areas, coordination with the USFWS and California Department of Fish and Wildlife and compliance with the NEPA and CEQA may be required. *Sources: SWCA Environmental Consultants, SWCA Project No. 84595, Biological Constraints Analysis for the Paso Robles Municipal Airport Master Plan, El Pas de Robles, San Luis Obispo County, California, prepared by Hemenez, Monica, B.S., March 2025; USFWS, IPaC (https://ipac.ecosphere.fws.gov/); USFWS, Critical Habitat for Threatened & Endangered Species*

(Continues)

TABLE 5B | Summary of Potential Environmental Concerns (continued)

COASTAL RESOURCES	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Coastal Resources. Factors to consider include whether an action would have the potential to:* • *Be inconsistent with the relevant state coastal zone management plan(s);* • *Impact a coastal barrier resources system unit;* • *Pose an impact on coral reef ecosystems;* • *Cause an unacceptable risk to human safety or property; or* • *Cause adverse impacts on the coastal environment that cannot be satisfactorily mitigated.*
Potential Environmental Concerns	**No Impact.** As mentioned in Chapter One, the airport is not located within a coastal zone, so airport development depicted in **Exhibits 5A** and **5B** would not impact coastal resources.
***DEPARTMENT OF TRANSPORTATION ACT*, SECTION 4(f)** (NOW CODIFIED IN TITLE 49 UNITED STATES CODE [USC] § 303)	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a constructive use based on an FAA determination that the aviation project would substantially impair the Section 4(f) resource. Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; and publicly or privately owned land from a historic site of national, state, or local significance. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.*
Potential Environmental Concerns	**No Impact.** There is one Section 4(f) resource within one mile of the airport: the Hunter Ranch Golf Course. The recommended development concept does not propose new airport development that would physically or constructively use this resource.
FARMLANDS	

FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The total combined score on Form AD-1006, Farmland Conversion Impact Rating, ranges between 200 and 260. Form AD-1006 is used by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) to assess impacts under the Farmland Protection Policy Act (FPPA).*
	
	The FPPA applies when airport activities meet the following conditions:
	• *Federal funds are involved;*
	• *The action involves the potential for the irreversible conversion of important farmlands to non-agricultural uses (important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land; or*
	• *None of the exemptions to the FPPA apply. These exemptions include:*
	  ○ *Land that is not considered "farmland" under the FPPA, such as land that is already developed or already irreversibly converted (these instances include when land is designated as an urban area by the U.S. Census Bureau or the existing footprint includes rights-of-way);*
	  ○ *Land that is already committed to urban development;*
	  ○ *Land that is committed to water storage;*
	  ○ *Construction of non-farm structures necessary to support farming operations; and*
	  ○ *Construction/land development for national defense purposes.*

Potential Environmental Concerns	**Potential Impact.** According to the USDA-NRCS Web Soil Survey, the majority of the airport contains soils classified as *farmland of statewide importance* and *prime farmland if irrigated* (**Exhibit 1M**). As stated in Chapter One of this master plan, the airport is located outside a designated urbanized area boundary and the California Important Farmland Finder identifies only portions of the existing runway system and hangar development to the west and south as designated urban and built-up land; therefore, portions of the airport that are not designated as urban land and contain soils identified as farmland may be protected by the FPPA. *(Continues)*

TABLE 5B | Summary of Potential Environmental Concerns (continued)

Potential Environmental Concerns (continued)	Projects such as the Runway 19 and ultimate Runway 13 extension (and associated proposed airfield pavement with these extensions) may require coordination with the USDA to assess potential impacts to soils on these project sites. Additionally**, Exhibit 5A** depicts property to be acquired within the Runway 19 RPZ and ultimate Runway 13 RPZ. This is recommended to allow the airport to have control over what land uses may be permitted within the airport's RPZs. In addition, property acquisition associated with the ultimate Runway 13 extension is proposed to accommodate the ultimate runway length. Based on a review of aerial imagery, these areas are currently farmed and inhabited by crops. An avigation easement is proposed for portions of the Runway 31 RPZ that are off airport property. The avigation easement will allow the airport to have control over what land uses may be permitted within this RPZ without the outright purchase of this land. Other proposed land acquisition includes the 278-acre parcel to the east of PRB, the 117-acre parcel to the west, and smaller parcels of land to the south for non-aeronautical reserves (**Exhibit 5B**). The parcels of land associated with land acquisition to the east and west are currently used for agricultural purposes. A spaceport/non-aeronautical reserve is proposed on the east side of the airport. This area is currently used for agricultural purposes and abuts residences across Aerotech Center Way. Further evaluation may be required regarding proposed impacts to nearby land uses prior to the development of this parcel. *Source: USDA-NRCS, Web Soil Survey (https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx), accessed February 2026*
HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention; however, factors to consider include whether an action would have the potential to:* • *Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management;* • *Involve a contaminated site;* • *Produce an appreciably different quantity or type of hazardous waste;* • *Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity;* • *Use a different method of waste collection, treatment, storage, or disposal that, as an action, would adversely impact the site, surroundings, or affected community and/or would exceed state, tribal, or local capacity; or* • *Adversely affect human health and the environment.*
Potential Environmental Concerns	**No Impact.** There are no identified brownfields or Superfund sites within a one-mile buffer of the airport; however, the airport is a formerly used defense site (FUDS) (Site J09CA1052). This site is not on the National Priorities List and there are no ongoing or pending FUDS actions on this site. Due to existing regulatory environmental management requirements regarding hazardous materials and water and stormwater management, no impacts related to ultimate airport development are anticipated. Furthermore, no long-term impacts related to solid waste disposal based on the projects outlined on **Exhibits 5A** and **5B** are expected.
HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Historical, Architectural, Archaeological, and Cultural Resources. Factors to consider include whether an action would result in a finding of adverse effect through the Section 106 process; however, an adverse effect finding does not automatically trigger the preparation of an EIS (i.e., a significant impact).*

(Continues)

TABLE 5B | Summary of Potential Environmental Concerns (continued)

Potential Environmental Concerns	**Potential Impact.** There are no listed National Register of Historic Places (NRHP) resources on or near PRB. As part of the airport master plan, an archaeological survey report was prepared for 806 acres of land on PRB, including the landside development along the western and southern boundaries of PRB and the runway environment adjacent to Runway 1-19. No previously undocumented archaeological resources were found during this survey. None of the three previously documented archaeological resources were noted within the study area during the pedestrian survey. If previously undocumented buried cultural resources are identified during ground-disturbing activities for future development on potential areas proposed for land acquisition, all work must immediately cease within 30 meters (100 feet) until a qualified archaeologist has documented the discovery and evaluated its eligibility for the NRHP, as appropriate. Work must not resume in the area without the approval of the FAA. All structures included on airport property from the 1970s and prior should be further evaluated for historic importance before being demolished or modified. *Source: 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*
LAND USE	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Land Use and there are no specific independent factors to consider. The determination that significant impacts exist is normally dependent on the significance of other impacts.*
Potential Environmental Concerns	**Potential Impact. Exhibit 5A** depicts property to be acquired within the Runway 19 RPZ and ultimate Runway 13 RPZ. This is recommended to allow the airport to have control over what land uses may be permitted within the airport's RPZs. In addition, property acquisition associated with the ultimate Runway 13 extension is proposed to accommodate the ultimate runway length. As detailed under the *Farmlands* section of this table, the land acquisitions associated with the RPZs and those slated for non-aeronautical use may alter the use of existing agricultural practices on these parcels. All other proposed projects shown on **Exhibits 5A** and **5B** would occur within the existing airport boundaries and would not directly affect off-airport land uses.
NATURAL RESOURCES AND ENERGY SUPPLY	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Natural Resources and Energy Supply; however, factors to consider include whether the action would have the potential to cause demand to exceed available or future supplies of these resources or adversely impact extant federal, tribal, state, or local resource planning already in place.*
Potential Environmental Concerns	**No Impact.** Planned development projects at the airport could increase demands on energy utilities, water supplies and treatment, and other natural resources during construction; however, significant long-term impacts are not anticipated. Should long-term impacts be a concern, coordination with local service providers is recommended.
NOISE AND NOISE-COMPATIBLE LAND USE	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The significance threshold applies to all civil aviation activities, including aircraft and airports, unmanned aircraft systems (UAS) and hubs, AAM and vertiports, and commercial space vehicles and launch and reentry sites.* *The action would result in noise exposure from impulsive noise sources (e.g., sonic booms) that meet or exceed 60 decibels (dB) CDNL (C-weighted day-night average sound level), which is equivalent to a DNL (day-night average sound level) of 65 dBA (A-weighted decibels).* *The action would increase noise by a DNL of 1.5 dB or more for a noise-sensitive area that is exposed to noise at or above the 65-dB DNL noise exposure level, or that will be exposed at or above the 65-dB DNL level due to a 1.5-dB DNL or greater increase, when compared to the no-action alternative for the same timeframe.* *(Continues)*

TABLE 5B | Summary of Potential Environmental Concerns (continued)

FAA Order 1050.1G, *Significance Threshold/ Factors to Consider* (continued)	*Another factor to consider is that special consideration should be given to the evaluation of the significance of noise impacts on noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in Title 14 CFR Part 150 are not relevant to the value, significance, and enjoyment of the area in question.*
Potential Environmental Concerns	**No Impact. Exhibit 5C** shows the existing and anticipated future noise contours for PRB. As depicted on the exhibit for existing conditions, the 65-dB community noise equivalent level (CNEL) (yellow contour) remains inside of airport property boundaries. In the future condition, the 65-dB CNEL expands to the north and northeast with a portion of the 65-dB CNEL located outside PRB near the northern and northeastern boundary; however, there are no noise-sensitive units within the 65-dB CNEL noise contour. The future development at the airport is not expected to change the overall noise environment by more than 1.5 dB; however, this should be confirmed prior to implementing runway extensions on Runway 19 and Runway 13, as depicted on **Exhibit 5A**. The closest residences are located along Dry Creek Road and Aerotech Center Way, adjacent to the southern and eastern airport property lines. There are no other noise-sensitive land uses located within one mile of the airport.
SOCIOECONOMICS AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS	
Socioeconomics	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Socioeconomics; however, factors to consider include whether an action would have the potential to:* • *Disrupt or divide the physical arrangement of an established community;* • *Cause extensive relocation when sufficient replacement housing is unavailable;* • *Cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;* • *Disrupt local traffic patterns and substantially reduce the levels of service of roads serving the airport and its surrounding communities; or* • *Produce a substantial change in the community tax base.*
Potential Environmental Concerns	**Potential Impact. Exhibit 5B** depicts hangar development in the southwestern portion of the airport; however, no long-term traffic impacts are anticipated as a result of this development, as hangars are typically low traffic generators. The acquisition of property for non-aeronautical reserves would result in the loss of agriculture practices in these areas when these parcels are developed.
Children's Health and Safety Risks	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Children's Environmental Health and Safety Risks; however, factors to consider include whether an action would have the potential to lead to a disproportionate health or safety risk to children.*
Potential Environmental Concerns	**No Impact.** No disproportionately high or adverse impacts are anticipated to affect children living near the airport because of the proposed ultimate development. The airport is in an access-controlled facility and children will not be granted access to the airfield or landside facilities without adult supervision. All construction areas should be controlled to prevent unauthorized access, as well.
VISUAL EFFECTS	
Light Emissions	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Light Emissions; however, a factor to consider is the degree to which an action would have the potential to:* • *Create annoyance or interfere with normal activities from light emissions; or* • *Affect the nature of the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.*

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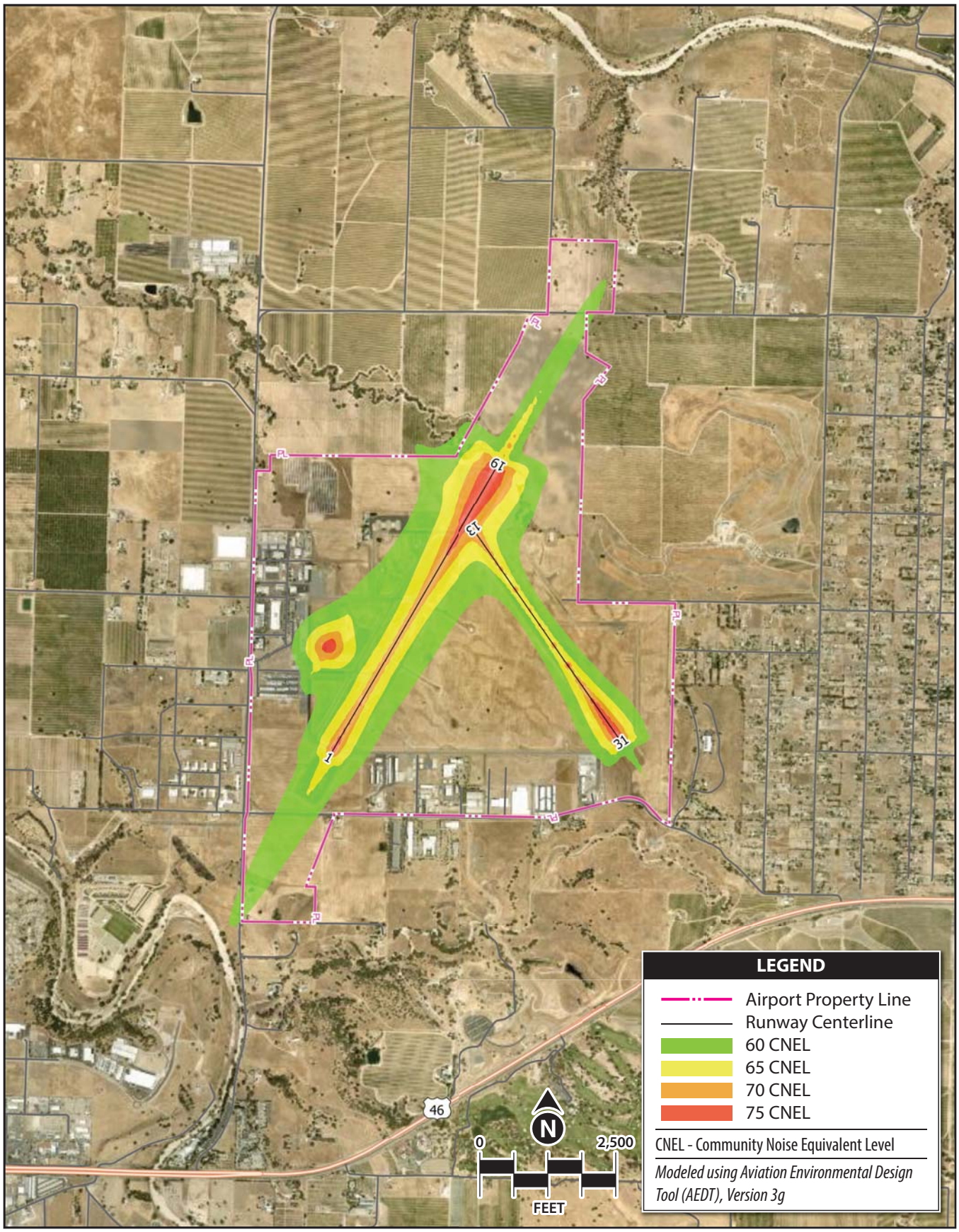
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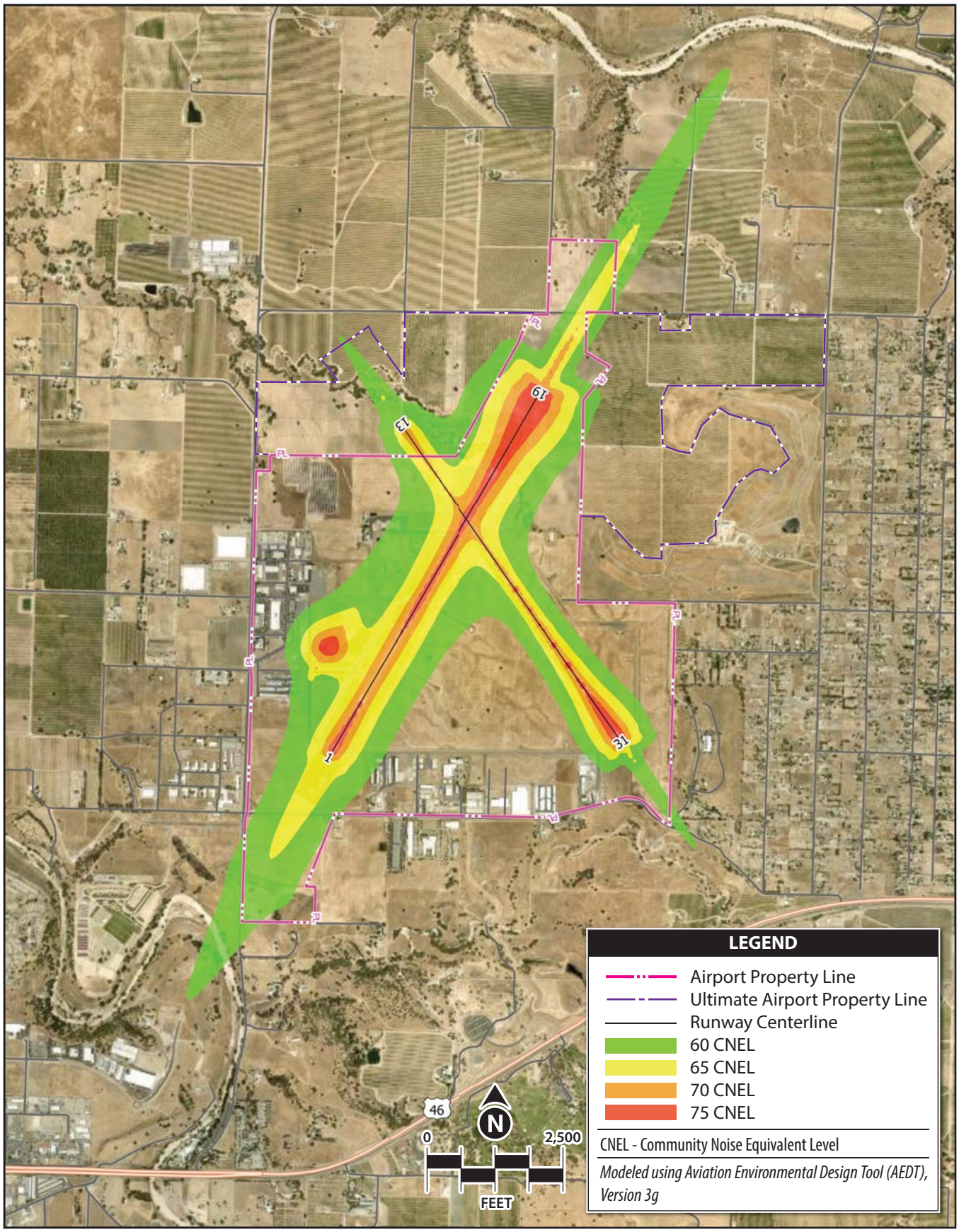
FEET
LEGEND
Airport Property Line
Runway Centerline
60 CNEL
65 CNEL
70 CNEL
75 CNEL
CNEL - Community Noise Equivalent Level
Modeled using Aviation Environmental Design Tool (AEDT), Version 3g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Airport Property Line
Ultimate Airport Property Line
Runway Centerline
60 CNEL
65 CNEL
70 CNEL
75 CNEL
CNEL - Community Noise Equivalent Level
Modeled using Aviation Environmental Design Tool (AEDT), Version 3g

TABLE 5B | Summary of Potential Environmental Concerns (continued)

Potential Environmental Concerns	**Potential Impact.** The proposed recommended development concept would include the relocation of a lighted wind cone. Construction of the proposed runway extension along Runway 19 and ultimate Runway 13 may require nighttime construction. Night lighting during construction phases within the runway environment is typically directed downward to the construction work area to prevent lighting from spilling outside the airport boundaries. Other ultimate projects, such as the proposed hangars to the west and future development that would be associated with the proposed spaceport and non-aeronautical use reserves, would include outdoor light fixtures that would be active during the operation of the new facilities. Building security lights would be directed downward and would not create glare issues for users on nearby roadways. Further evaluation may be required prior to developing within the parcel slated for the spaceport, as there is a residential neighborhood located across from the parcel along Aerotech Center Way.
Visual Resources/Visual Character	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Visual Resources/Visual Character; however, a factor to consider is the extent to which an action would have the potential to:* • *Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;* • *Contrast with the visual resources and/or visual character in the study area; or* • *Block or obstruct the views of the visual resources, including whether these resources would still be viewable from other locations.*
Potential Environmental Concerns	**No Impact.** There are no national byways, state scenic byways, or national scenic corridors near PRB. Views of the airport are accessible from surrounding roadways, such as Airport Road; however, the proposed improvements outlined on **Exhibits 5A** and **5B** are not expected to affect users of these roadways.
WATER RESOURCES	
Wetlands	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The action would:* • *Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers;* • *Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected;* • *Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public);* • *Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands;* • *Promote the development of secondary activities or services that would cause the circumstances listed above to occur; or* • *Be inconsistent with applicable state wetland strategies.*
Potential Environmental Concerns	**Potential Impact.** Based on aerial imagery, there are riverines on the northern and western sides of the airport, as depicted on **Exhibit 1N**. The proposed extension to Runway 19 and construction of a transient apron on the western side of PRB traverse these riverines. *Source: National Wetlands Inventory (https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/), accessed February 2026*

(Continues)

TABLE 5B | Summary of Potential Environmental Concerns (continued)

Floodplains	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of U.S. Department of Transportation (DOT) Order 5650.2, Floodplain Management and Protection.*
Potential Environmental Concerns	**No Impact.** Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the airport and area surrounding the airport are located in Zone X, an area of minimal flood hazard; therefore, the proposed projects shown on **Exhibits 5A** and **5B** would not encroach on a 100-year floodplain or 500-year floodplain. *Source: FEMA, Flood Insurance Rate Map (https://msc.fema.gov/portal/search?AddressQuery=paso%20robles%20municipal%20airpor), accessed February 2026*
Surface Waters	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The action would:* • *Exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or* • *Contaminate public drinking water supply such that public health may be adversely affected.* *Factors to consider include whether a project would have the potential to:* • *Adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values;* • *Adversely affect surface waters such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or* • *Present difficulties based on water quality impacts when obtaining a permit or authorization.*
Potential Environmental Concerns	**Potential Impact.** Projects depicted on **Exhibits 5A** and **5B** would increase impervious surfaces at PRB with the extension of Runway 19 and Runway 13, the construction of new taxiways and holding aprons, and the construction of additional aprons, hangars, and vehicular roads and parking. Proposed improvements at PRB that involve ground disturbance would be subject to an MS4 Phase II Stormwater Permit issued by the California State Water Resources Control Board. Furthermore, improvements outlined in **Exhibits 5A** and **5B** will require revisions to the airport's stormwater pollution prevention plan (SWPPP) to address operational and structural sources, best management practices (BMPs), and sediment and erosion control. FAA Advisory Circular (AC) 150/5370-10H, *Standards for Specifying Construction of Airports*, Item C-102, *Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, should also be implemented during construction projects at the airport.
Groundwater	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The action would:* • *Exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or* • *Contaminate public drinking water supply such that public health may be adversely affected.* *Factors to consider include whether a project would have the potential to:* • *Adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values;* • *Adversely affect surface waters such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or* • *Present difficulties based on water quality impacts when obtaining a permit or authorization.*

(Continues)

TABLE 5B | Summary of Potential Environmental Concerns (continued)

Potential Environmental Concerns	**No Impact.** The airport is located over the area identified as the Paso Robles Area Subbasin of the Salinas Groundwater Basin. This groundwater basin has been identified as critically overdrafted and an approval plan with corrected actions has been developed for this basin. According to the Paso Robles city groundwater plan, one proposed area for the Nacimiento Water Project (a corrective action project to bring water to areas of San Luis Obispo County) would focus on bringing water to users north of the airport. The proposed development on **Exhibits 5A** and **5B** is not expected to impact the proposed areas slated for this project. Based on the U.S. Geological Survey (USGS) website, there are no reported USGS stations on airport property and the airport has not been identified as a groundwater recharge zone. Additionally, the closest sole source aquifer is the Fresno County Aquifer, which is located approximately 62 miles northeast of the airport. *Sources: USGS, National Water Dashboard (https://dashboard.waterdata.usgs.gov/app/nwd/en/), accessed February 2026; U.S. Environmental Protection Agency, Sole Source Aquifers (https://experience.arcgis.com/experience/1bfab371d71e4b868fc9ae7df62a16fe), accessed February 2026*
Wild and Scenic Rivers	
FAA Order 1050.1G, *Significance Threshold/ Factors to Consider*	*The FAA has not established a significance threshold for Wild and Scenic Rivers. Factors to consider include whether an action would have an adverse impact on the values for which a river was designated (or is considered for designation) through:* • *Destroying or altering a river's free-flowing nature;* • *A direct and adverse effect on the values for which a river was designated (or is under study for designation);* • *Introducing a visual, audible, or another type of intrusion that is out of character with the river or would alter outstanding features of the river's setting;* • *Causing the river's water quality to deteriorate;* • *Allowing the transfer or sale of property interests without restrictions needed to protect the river or the river corridor; or* • *Any of the above impacts preventing a river on the Nationwide Rivers Inventory (NRI) or a Section 5(d) river that is not included in the NRI from being included in the Wild and Scenic River System or causing a downgrade in its classification (e.g., from wild to recreational).*
Potential Environmental Concerns	**No Impact.** As discussed in Chapter One, PRB is not located near a listed river on the National Wild and Scenic River System or NRI lists; therefore, projects delineated on the master plan concept would not have adverse effects on these rivers' outstanding remarkable values (i.e., scenery, geology, fish, wildlife, and history). *Sources: National Wild and Scenic Rivers System (https://rivers.gov/california); U.S. National Park Service, Nationwide Rivers Inventory (https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm)*

SUMMARY

The best way to begin implementation of the recommendations in the master plan is to first recognize that planning is a continuous process that does not end with the completion and approval of this document; rather, the ability to continuously monitor the existing and forecasted status of airport activity must be provided and maintained. The issues on which the master plan is based will remain valid for many years. The primary goal is for PRB to best serve the general aviation air transportation needs of the region while continuing to be economically self-sufficient.

The actual need for facilities is most appropriately established by activity levels at PRB, rather than by a specified date. For example, projections have been made as to when additional hangars may be needed; however, the timeframe in which the development is needed may be substantially different.

Actual demand may be slower to develop than expected or high levels of demand may establish the need to accelerate development. Although every effort has been made in this master planning process to conservatively estimate when facility development may be needed, actual aviation demand will dictate when facility improvements need to be delayed or accelerated.

The real value of a usable master plan is its ability to keep the issues and objectives in the minds of the airport's managers and decision-makers so they can better recognize changes and their effects. In addition to adjustments in aviation demand, decisions regarding when to undertake the improvements recommended in the master plan will impact the period for which the plan remains valid. The format used in this plan is intended to reduce the need for formal and costly updates by simply adjusting the timing. Updates can be performed by PRB staff, thereby improving the plan's effectiveness.

In summary, the planning process requires PRB management to consistently monitor progress in terms of aircraft operations and based aircraft. Analysis of aircraft demand is critical to the timing and need for certain airport facilities. The information obtained from continually monitoring activity will provide the data necessary to determine if the development schedule should be accelerated or decelerated.