



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

San Francisco Airports District Office
2999 Oak Creek Rd., Suite 200
Walnut Creek, CA 94597

February 5, 2026

Mr. Mark Scandalis
Airport Manager
Paso Robles Municipal Airport
4912 Wing Way
Paso Robles, CA 93446

SENT VIA E-MAIL

Dear Mr. Scandalis,

RE: FAA Review Comments for Paso Robles Municipal Airport (PRB) ALP Aviation Activity
Forecast; AIP Grant/Project 3-06-0184-033-2024

The San Francisco Airports District Office (SFO-ADO) has completed the review of the Aviation Activity Forecasts for the Paso Robles Municipal Airport (PRB) Airport Layout Plan (ALP) submitted February 4, 2026. The SFO-ADO review comments are as follows:

- The Federal Aviation Administration (FAA) generally concurs with the forecast approach and methodology for the baseline scenario through the mid-term (thru 2034) plan period presented in the PRB Aviation Activity Forecasts Chapter 2, submitted February 4, 2026, in support of the PRB ALP in the Master Plan Narrative document.
- FAA concurs in general with the forecast levels and growth rates for the based aircraft and total annual operations, as presented in - *Paso Robles Municipal Airport - Airport Master Plan - Forecasts - Chapter 2 - Exhibit 2E – Forecast Summary* – submitted to FAA February 4, 2026. The subject aviation activity forecast was found to be generally consistent with the generally accepted forecast methodology and uses and is supported by current data.
- Current FAA Traffic Flow Management System Count (TFMSC) data supports the *BAe 146 aircraft*, as the most recorded and thereby the *designated existing and future critical aircraft for Runway 1/19 is the BAe 146*. FAA concurs that the Runway Design Code (RDC) for *Runway 1/19 is C-III-4000* and a Taxiway Design Group (TDG) of 2A for both existing and future (through 2034). The FAA recognizes the RDC for *Crosswind Runway 13/31 for existing and future as B-III-5000*.

The approval of this forecast does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the PRB Master Plan or shown on the ALP. FAA approval of the baseline scenario through the mid-term (thru 2034) in this forecast does not constitute justification for future projects. Justification for future projects will

be made based on activity levels at the time the project is requested for development, in accordance with criteria in FAA Orders 5090.5 and 5100.38. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects. Further, the approved forecast may be subject to additional analyses if the fundamental rationale of the forecast or the critical aircraft changes materially.

We look forward to working with you to help advance the Paso Robles (PRB) ALP and ALP Master Plan Narrative Report that this PRB Aviation Activity Forecast supports.

If you have any questions, please contact me at 925-546-6439.

Regards,

JOANNE
MANSON

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MANSON
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Joanne Manson, AICP
FAA Community Airport Planner