



# INTRODUCTION & SUMMARY

## ***ABOUT PASO ROBLES MUNICIPAL AIRPORT***

Paso Robles Municipal Airport (PRB), a 1,300-acre site located about four miles northeast of downtown Paso Robles, was originally built in 1943 as Estrella Army Airfield. Although the airport experienced limited military activity during World War II, it laid the foundation for the region's future in aviation. The airport was transferred to the City of Paso Robles in 1973, leading to significant growth in industrial and general aviation development. **Today, the airport features two runways, nearly 500,000 square feet of industrial space, and over 40 businesses, and supports 700 jobs.** PRB is considered a regional airport, according to the *National Plan of Integrated Airport Systems* (NPIAS). As such, PRB serves a vital role in accommodating all forms of general aviation traffic, including corporate aviation, flight training, emergency medical flight services, charter flights, and recreational flying, among many others. The airport serves an area of over 2,000 square miles and is home to nearly 200 based aircraft. PRB plays a key role for the California Department of Forestry, California Highway Patrol, and various general aviation, military, charter, and medical aviation operations. Paso Robles Municipal Airport is poised for continued growth and will remain a vital transportation hub for the region.

## ***WHAT IS A MASTER PLAN?***

The Federal Aviation Administration (FAA) recommends that airports update their long-term planning documents every seven to 10 years, or as necessary, to address local changes at the airport. The last master plan update for PRB was completed in 2004. The City of Paso Robles, the sponsor of the airport, has received a grant from the Federal Aviation Administration (FAA) and California Department of Transportation Division of Aeronautics (Caltrans) to update the airport master plan.

The sponsor is responsible for funding capital improvements at PRB, as well as obtaining FAA and Caltrans development grants. The master plan is intended to provide **a true vision for how PRB is developed, guidance for future development, and justification for projects** for which the airport may receive funding through an updated capital improvement program, which will demonstrate the future investments required by the City of Paso Robles, Caltrans, and the FAA.

The airport master plan follows a systematic approach outlined by the FAA to identify airport needs in advance of the actual need for improvements. This is done to ensure the city can coordinate environmental reviews, project approvals, design, financing, and construction to minimize the negative effects of maintaining and operating inadequate or insufficient facilities. An important outcome of the master plan process is a recommended development plan, which reserves sufficient areas for future facility needs. Such planning will protect development areas and ensure they will be readily available when required to meet future needs. The intended outcome of this study is a detailed on-airport land use concept that outlines specific uses for all areas of airport property and includes strategies for revenue enhancement.

**Some common questions regarding what a master plan is / is not are answered in the graphic below.**

#### AN AIRPORT MASTER PLAN IS...

-  A comprehensive, long-range study of the airport, including all air and landside components, that describes plans to meet FAA safety standards and future aviation demand.
-  Required by the FAA to be conducted every 7-10 years to ensure plans are up to date and reflect current conditions and FAA regulations. The last master plan for PRB was completed in 2004.
-  Funded 90% by the FAA's Airport Improvement Program (AIP). The remaining 10% is funded by the City of Paso Robles and Caltrans.
-  A local document that will ultimately be presented for approval from the City of Paso Robles City Council. The FAA approves only two elements of the master plan: the aviation demand forecasts and the airport layout plan (ALP) drawing set.
-  An opportunity for airport stakeholders and the public to engage with airport staff on issues related to the airport, its current and future operations, and environmental and socioeconomic impacts. Three (3) public information workshops will be conducted during the master plan process.

#### AN AIRPORT MASTER PLAN IS *NOT*...

-  A guarantee that the airport will proceed with any planned projects. Master plans are guides that help airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.
-  A guarantee that the City of Paso Robles, Caltrans, or the FAA will fund any planned projects. Project funding is considered on a case-by-case basis and requires appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.
-  Environmental clearance for specific projects. The master plan includes an environmental overview, which identifies potential environmental sensitivities per *National Environmental Policy Act of 1969* (NEPA) guidelines. Most planned projects will require a separate environmental study prior to construction. Appropriate documentation will also be prepared to satisfy California Environmental Quality Act (CEQA) requirements for master plan approval.

The preparation of this master plan is evidence that the city recognizes the importance of the airport and the associated challenges inherent in providing for its unique operating and improvement needs. The cost of maintaining an airport is an investment that yields impressive benefits to the local community. With a sound and realistic master plan, the airport can maintain its role as an important link to the regional, state, national, and global air transportation systems. Moreover, the plan will aid in supporting decisions for directing limited and valuable city resources for future airport development. Continued investment in the airport will ultimately allow the sponsor to reap the economic benefits.

## **WHO IS PREPARING THE MASTER PLAN?**

The City of Paso Robles contracted Coffman Associates, Inc. to undertake the airport master plan. Coffman Associates is an airport planning and consulting firm that specializes in master planning and environmental studies. Coffman Associates led the planning team, with support from the following firms:

- **Martinez Geospatial** – aerial photography, ground survey, and geographic information systems (GIS) products to meet FAA 5300-18B requirements for Airports GIS data submittal
- **SWCA Environmental Consultants** – biological and cultural resource studies
- **Tartaglia Engineering** – project cost estimating and engineering support

The airport master plan was prepared in accordance with FAA requirements, including Advisory Circular (AC) 150/5300-13B, *Airport Design* (as amended), and AC 150/5070-6B, *Airport Master Plans* (as amended). The plan was closely coordinated with other planning studies relevant to the area and with aviation plans developed by the FAA and Caltrans. The plan was also coordinated with the City of Paso Robles and other local and regional agencies, as appropriate.

## **STUDY GOALS, OBJECTIVES, AND ASSUMPTIONS**

The primary goal of this master plan is to provide the framework needed to guide future airport development that will satisfy aviation demand in a cost-effective way while considering potential environmental and socioeconomic impacts. Accomplishing this goal requires an evaluation of the existing airport to decide what actions should be taken to maintain a safe, adequate, and reliable facility. A long-range planning study also requires several baseline assumptions that are used throughout the analysis. Specific objectives and assumptions for this study are as follows.

### **STUDY OBJECTIVES**

#### **Aviation Demand Forecasts**

- Research factors likely to affect all air transportation demand segments at PRB over the next 20 years, including the development of forecasts of general aviation operational and basing demand.
- Determine the airport's current and future critical design aircraft per FAA AC 150/5300-17, *Critical Aircraft and Regular Use Determination*.
- Determine projected needs of airport users for the next 20 years, taking into consideration recent revisions to FAA design standards and the airport's conformance requirements (i.e., airfield geometry), instrument approaches or other new technology, aviation trends, and the impact of general aviation fleet transitions on design standards.



## **Facility Requirements**

- Analyze the airfield system to determine the existing and ultimate runway and taxiway conditions required to satisfy the airport's critical aircraft.
  - This analysis included future improvements necessary to aid in supporting forecasted demand. The analysis also considered the potential for closure and removal of any airfield pavement(s) not deemed necessary and/or justified for future capital expenditures.
- Recommend improvements that will enhance the landside area's ability to satisfy future aviation needs, taking into consideration non-aviation uses to maximize airport revenue streams.

## **Development Alternatives**

- Evaluate the highest and best uses of airport property.
- Recommend landside improvements that satisfy the anticipated operational growth, including fixed base operator (FBO) and specialty aviation service operator (SASO) operations.
- Review future use and zoning of airport property and approaches to each runway for future protection.
  - This task involved the development of new noise exposure contours.

## **Development Plan and Capital Improvement Program (CIP)**

- Establish a schedule of development priorities and a program for improvements proposed in the master plan consistent with the FAA's capital improvement program planning.
- Consider sustainability efforts, specifically waste and recycling improvements, as part of the FAA's standards.
- Consider the spaceport initiatives being prepared under a separate process (Part 420 application) in relation to existing and proposed aviation and non-aviation development potential that results from the master plan study.

## **Airport Layout Plan (ALP) Update**

- Produce accurate base maps of existing and proposed facilities, as well as updated ALP drawings consistent with FAA Standard Operating Procedures (SOPs) 2.00 and 3.00.
- Analyze all opportunities and develop strategies for incompatible land use encroachments.

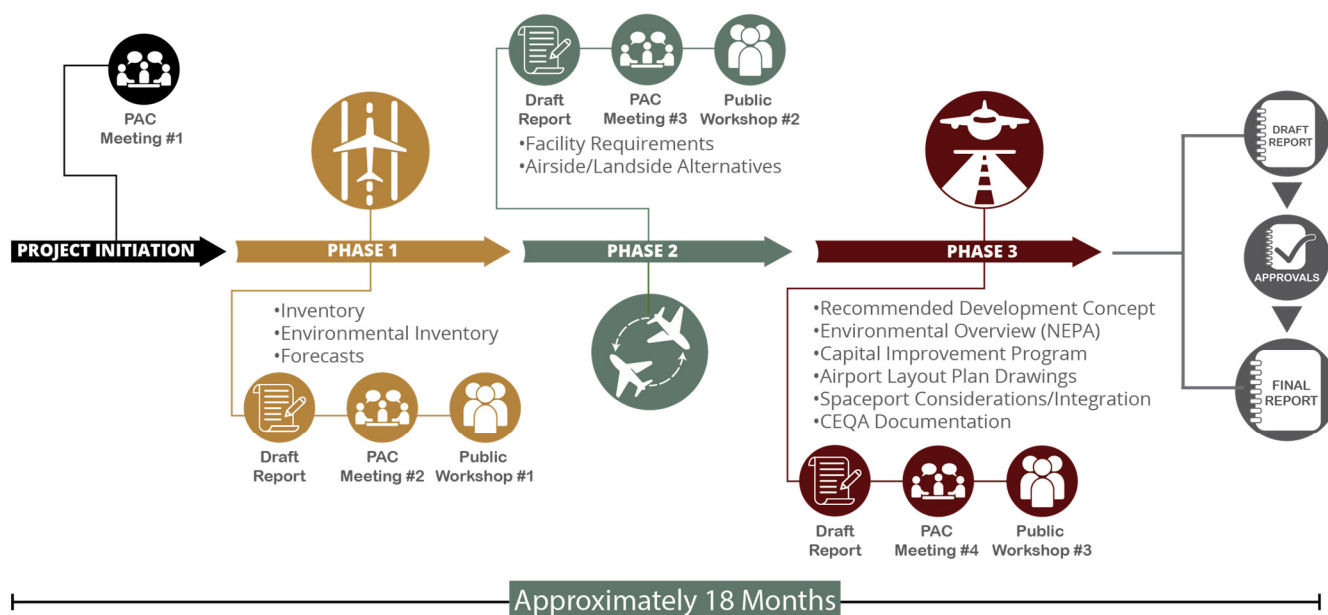
## BASELINE ASSUMPTIONS

A long-range planning study requires several baseline assumptions, which were used throughout this analysis. The baseline assumptions for this study are as follows.

- PRB will continue to accommodate general aviation tenants, as well as itinerant and local aircraft operations by air taxi, general aviation, and military operators, through the 20-year planning period.
- The aviation industry will develop through the planning period as projected by the FAA. Specifics of projected changes in national aviation industries are described in Chapter Two.
- The socioeconomic characteristics of the region will generally change as forecasted (Chapter Two).
- A federal and state airport improvement program will be in place through the planning period to assist in funding future capital development needs.

## MASTER PLAN ELEMENTS AND PROCESS

The master plan has 11 elements that are intended to assist in the evaluation of future facility needs and provide the supporting rationale for their implementation. **Figure iA** provides a graphical depiction of the process involved in the study.



*Figure iA – Project Workflow*



**Element 1 – Study Initiation and Organization** included the development of the scope of services, schedule, and study website. Study materials were assembled in a workbook format. General background information was established that included an outline of the goals and objectives to be accomplished during the master plan.

**Element 2 – Inventory of Existing Conditions** focused on collecting and assembling relevant data pertaining to the airport and the area it serves. Information regarding existing facilities and operations was collected. Local economic and demographic data were collected to define the local growth trends, and environmental information was gathered to identify potential environmental sensitivities that might affect future improvements. Planning studies with possible relevance to the master plan were also collected.

**Element 3 – Aviation Demand Forecasts** examined the potential aviation demand at PRB. The analysis utilized local socioeconomic information and national air transportation trends to quantify the levels of aviation activity that can reasonably be expected to occur at PRB over a 20-year period. An existing and ultimate critical design aircraft based on AC 150/5000-17, *Critical Aircraft and Regular Use Determination*, were established to determine future planning design standards. The results of this effort were used to determine the types and sizes of facilities that will be required to meet the projected aviation demand at the airport through the planning period. The forecasts resulted in estimates of demand for annual aircraft operations and based aircraft. This element is one of two elements that are submitted to the FAA for approval.

**Element 4 – Facility Requirements** determined the available capacities of various facilities at the airport, whether they conform with FAA standards, and what facility updates or new facilities will be needed to comply with FAA requirements and/or projected 20-year demand.

**Element 5 – Airport Development Alternatives** considered a variety of solutions to accommodate projected airside and landside facility needs through the long-term planning period. An analysis was completed to identify the strengths and weaknesses of each proposed development alternative with the intention of determining a single direction for development.

**Element 6 – Recommended Master Plan Concept** involved coordination with airport staff and the planning advisory committee to result in the selection of a recommended development concept. The airport's noise exposure and land use compatibility was also evaluated. An environmental overview identified any potential environmental concerns that must be addressed prior to the implementation of the recommended development program.

**Element 7 – Capital Financial Plan** analyzed the benefits and costs associated with the recommended plan. Specific project costs were established for the development of a capital improvement program that ensures logical staging of improvements.

**Element 8 – Airport Plans** were developed to depict the recommended development concept. The drawings meet the requirements of FAA SOP 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)* (effective October 1, 2013). The updated ALP set is included as an appendix to this study.



**Element 9 – Final Reports** produced the draft final report and ALP drawings in print and digital formats. These materials are presented to the City of Paso Robles, Caltrans, and the FAA for review and approval. Once approved, a final report is prepared and made available in print and digital formats.

**Element 10 – California Environmental Quality Act (CEQA) Documentation for Master Plan Approval** involves providing the sponsor, community, and public officials with proper guidance regarding CEQA environmental documentation for the future development as outlined in the master plan. This element will include the development of an Initial Study (if the City of Paso Robles chooses not to pursue a Categorical Exemption for adoption of the master plan) and/or the preparation of a Negative Declaration or Mitigated Negative Declaration, if appropriate.

**Element 11 – Spaceport Considerations/Integration** includes the memorialization of efforts by the City of Paso Robles, the airport, the city's economic development group, and California Polytechnic State University in the development of a proposed spaceport; however, all aspects of the spaceport licensing are being undertaken by other entities separate from this master plan through the Part 420 application process. This element evaluated the facility requirements and safety/setback standards being established for the spaceport to ensure compatibility with existing and planned aviation/non-aviation developments and operations at PRB.

## ***COORDINATION AND OUTREACH***

This study is of interest to many within the local community and region, including local citizens, local businesses, community organizations, city officials, airport users/tenants, and aviation organizations. As a component of the regional, state, and national aviation systems, PRB is of importance to both state and federal agencies responsible for overseeing the air transportation system.

To assist in the development of the master plan, a planning advisory committee (PAC) was established to act in an advisory role. PAC members met four times at designated points during the study to review study materials and provide comments to help ensure a realistic, viable plan was developed.

Draft phase reports were prepared at various milestones in the planning process. The phase report process allowed for timely input and review during each step within the master plan to ensure all issues were fully addressed as the recommended program developed.

Three open-house public information workshops were held as part of the study coordination and outreach efforts. Workshops were designed to allow all interested persons to become informed and provide input concerning the master plan process. Notices of meeting times and locations were advertised through local media outlets. All draft phase reports, meeting notices, and materials were made available to the public on a study-specific website: [PRB.airportstudy.net](http://PRB.airportstudy.net).



## ABOUT THE PASO ROBLES MUNICIPAL AIRPORT MASTER PLAN

The Paso Robles Municipal Airport (PRB), a 1,300-acre site located about four miles northeast of downtown Paso Robles, was originally built in 1943 as Estrella Army Air Field. Although it had limited military activity during World War II, it laid the foundation for the region's future in aviation. The airport was transferred to the City of Paso Robles in 1973, leading to significant growth in industrial and general aviation development. Today, the airport features two runways, nearly 500,000 square feet of industrial space, over 40 businesses and supports 700 jobs. The airport serves an area of over 2,000 square miles and is home to nearly 200 based aircraft. PRB plays a key role for the California Department of Forestry, California Highway Patrol, and various general aviation, military, charter, and medical aviation operations. The Paso Robles Municipal Airport is poised for continued growth and will remain a vital transportation hub for the region.

A Master Plan is...

A Master Plan is NOT...

*The PRB.airportstudy.net Website*

## SWOT ANALYSIS

A SWOT analysis is a strategic business planning technique used to identify **Strengths**, **Weaknesses**, **Opportunities**, and **Threats** associated with an action or plan. The SWOT analysis involves identifying an action, objective, or element, and then identifying the internal and external forces that positively and negatively impact that action, objective, or element in a given environment. A SWOT analysis was conducted at the first PAC meeting and the findings are summarized in **Table iA**.

**TABLE iA | PRB SWOT Analysis**

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Strengths</b>     | <ul style="list-style-type: none"> <li>• Gateway to the north portion of San Luis Obispo County</li> <li>• Available VORTAC on-site</li> <li>• Flight training/location allows for easy airspace use halfway between Los Angeles and San Francisco</li> <li>• Great weather compared to regional airports</li> <li>• Instrument procedures are phenomenal; no need for lower minimums</li> <li>• Heliport available and opportunity for eVTOL development</li> <li>• City has done well to protect airport airspace</li> <li>• Lots of land for development</li> </ul>                                                                                                                          |
| <b>Weaknesses</b>    | <ul style="list-style-type: none"> <li>• Small airport and aging infrastructure</li> <li>• RV storage taking up valuable real estate</li> <li>• No airfield access from east side</li> <li>• Unclear vision for airport development (winemaking/tourism/rockets/airport use)</li> <li>• Securing funding support</li> </ul>                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Opportunities</b> | <ul style="list-style-type: none"> <li>• Opportunities for more aeronautical use along Dry Creek Road</li> <li>• Through-the-fence (TTF) opportunities along Aerotech Center Way/Beacon Road</li> <li>• Unleaded fuel could expand general aviation opportunities at the airport</li> <li>• Tourism impact study found that one in five jobs in the community are related to tourism</li> <li>• The five-year economic development plan identifies the airport as a key gateway and an opportunity for revenue growth</li> <li>• The airport brings jobs to the community</li> <li>• Taking advantage of The Landing development area, which is planned for warehousing/distribution</li> </ul> |
| <b>Threats</b>       | <ul style="list-style-type: none"> <li>• Golf course converting to transit RV park</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## **SUMMARY**

Planned development at PRB is focused on accommodating projected growth in activity and meeting FAA airfield design standards. The CIP that has been developed identifies both airside (runways, taxiways, navigational aids, etc.) and landside (terminal area, aprons, hangar, access roads, vehicle parking, etc.) facility needs.

Aviation demand forecasts were prepared to plan for future demand that may occur. Because of the cyclical nature of the economy, it is virtually impossible to predict year-to-year fluctuations in activity with certainty five, 10, and 20 years into the future. The master plan is keyed realistically toward potential demand horizon levels rather than future dates in time. These planning horizons were established as levels of activity that will call for consideration of the implementation of the next step in the airport development program. By developing the airport to meet the aviation demand levels instead of specific points in time, the airport will serve as a safe and efficient aviation facility that will meet the operational demands of its users while being developed in a cost-effective manner. This program allows the City of Paso Robles to change specific developments in response to unanticipated needs or demand.

The forecasting approach utilized historical and forecasted general aviation and economic trends, resulting in modest growth projections for PRB through the planning period of the study. Several factors contribute to PRB's activity growth potential, including the following:

- Projected socioeconomic growth of San Luis Obispo County (Paso Robles metropolitan statistical area [MSA]). Population, employment, per capita personal income (PCPI) and gross regional product (GRP) indices are all projected to grow at strong rates over the next 20 years.
- PRB competes well with other regional airports with its dual-runway system, instrument approach capabilities, and available services and amenities.
- PRB is in a desirable location in the northern portion of San Luis Obispo County and is a convenient option for travelers visiting California's Central Coast.
- PRB has an advantage over other regional airports with its available capacity for new development. PRB has the ability to attract new private investments in hangars and commercial aviation businesses, which lead to higher activity levels and increased revenue generation.
- The City of Paso Robles has created the Paso Robles Space Innovation and Technology Park to enhance potential growth of the airport.
- If the airport obtains its FAA Part 420 Spaceport License designation, it could utilize its ability to facilitate horizontal takeoff and landing for small rockets to attract new development and users.
- The airport maintains an extensive hangar waiting list of 56 individuals.
- The airport is actively engaged with developers to expand available facilities to attract new users.

The aviation demand forecast is summarized in **Table iB**. The FAA issued its approval of the forecasts prepared in this master plan on February 5, 2026. The FAA forecast approval letter is included in **Appendix B** of the master plan.



**TABLE iB | Aviation Demand Planning Horizons**

|                              | Base Year<br>(2024) | Short Term<br>(1–5 Years) | Intermediate Term<br>(6–10 Years) | Long Term<br>(11–20 Years) |
|------------------------------|---------------------|---------------------------|-----------------------------------|----------------------------|
| <b>BASED AIRCRAFT</b>        |                     |                           |                                   |                            |
| Single-Engine                | 181                 | 195                       | 203                               | 235                        |
| Multi-Engine                 | 1                   | 1                         | 1                                 | 1                          |
| Turboprop                    | 4                   | 6                         | 9                                 | 15                         |
| Jet                          | 2                   | 5                         | 10                                | 20                         |
| Helicopter                   | 9                   | 11                        | 15                                | 23                         |
| Other                        | 0                   | 1                         | 1                                 | 2                          |
| <b>Total Based Aircraft:</b> | <b>197</b>          | <b>219</b>                | <b>239</b>                        | <b>296</b>                 |
| <b>ANNUAL OPERATIONS</b>     |                     |                           |                                   |                            |
| <b>Itinerant</b>             |                     |                           |                                   |                            |
| Air Carrier                  | 0                   | 0                         | 0                                 | 0                          |
| Air Taxi                     | 3,015               | 3,800                     | 4,700                             | 6,700                      |
| General Aviation             | 28,878              | 31,700                    | 34,800                            | 42,400                     |
| Military                     | 499                 | 2,500                     | 2,500                             | 2,500                      |
| <b>Subtotal Itinerant:</b>   | <b>32,392</b>       | <b>38,000</b>             | <b>42,000</b>                     | <b>51,600</b>              |
| <b>Local</b>                 |                     |                           |                                   |                            |
| General Aviation             | 15,710              | 16,600                    | 17,300                            | 22,100                     |
| Military                     | 134                 | 0                         | 0                                 | 0                          |
| <b>Subtotal Local:</b>       | <b>15,844</b>       | <b>16,600</b>             | <b>17,300</b>                     | <b>22,100</b>              |
| <b>Total Operations:</b>     | <b>48,236</b>       | <b>54,600</b>             | <b>59,300</b>                     | <b>73,700</b>              |

*Source: Coffman Associates analysis*

## AIRFIELD RECOMMENDATIONS

The recommended airport development concept includes improvements to the airfield and landside area to satisfy FAA design and safety standards and meet current and forecasted needs. Runway design standards are based on the characteristics of the critical design aircraft for the runway. Runway 1-19 is planned to an ultimate runway design code (RDC) of C-IV-4000, which accommodates most general aviation (GA) aircraft, as well as the various aircraft utilized by CAL FIRE. Runway 13-31 is planned to an RDC of C-III-5000, which accommodates regular GA traffic, as well as CAL FIRE’s wildfire responses, ensuring that firefighting aircraft can operate even during highly variable crosswind conditions.

The following summarizes the recommended airport development concept, which is depicted on **Exhibits iA** and **iB**. A more detailed discussion of the recommended development concept can be found in Chapter Five.

### Runway 1-19 (Primary Runway)

Dimensions:

- The existing runway dimensions are 6,008 feet long and 150 feet wide. The existing dimensions are sufficient for all CAL FIRE aircraft, including the BAe 146, Lockheed C-130, and Boeing 737.
- More frequent operations by larger business jets may necessitate an extension of the runway at some point in the future. For this reason, the plan includes a 1,592-foot extension of the runway



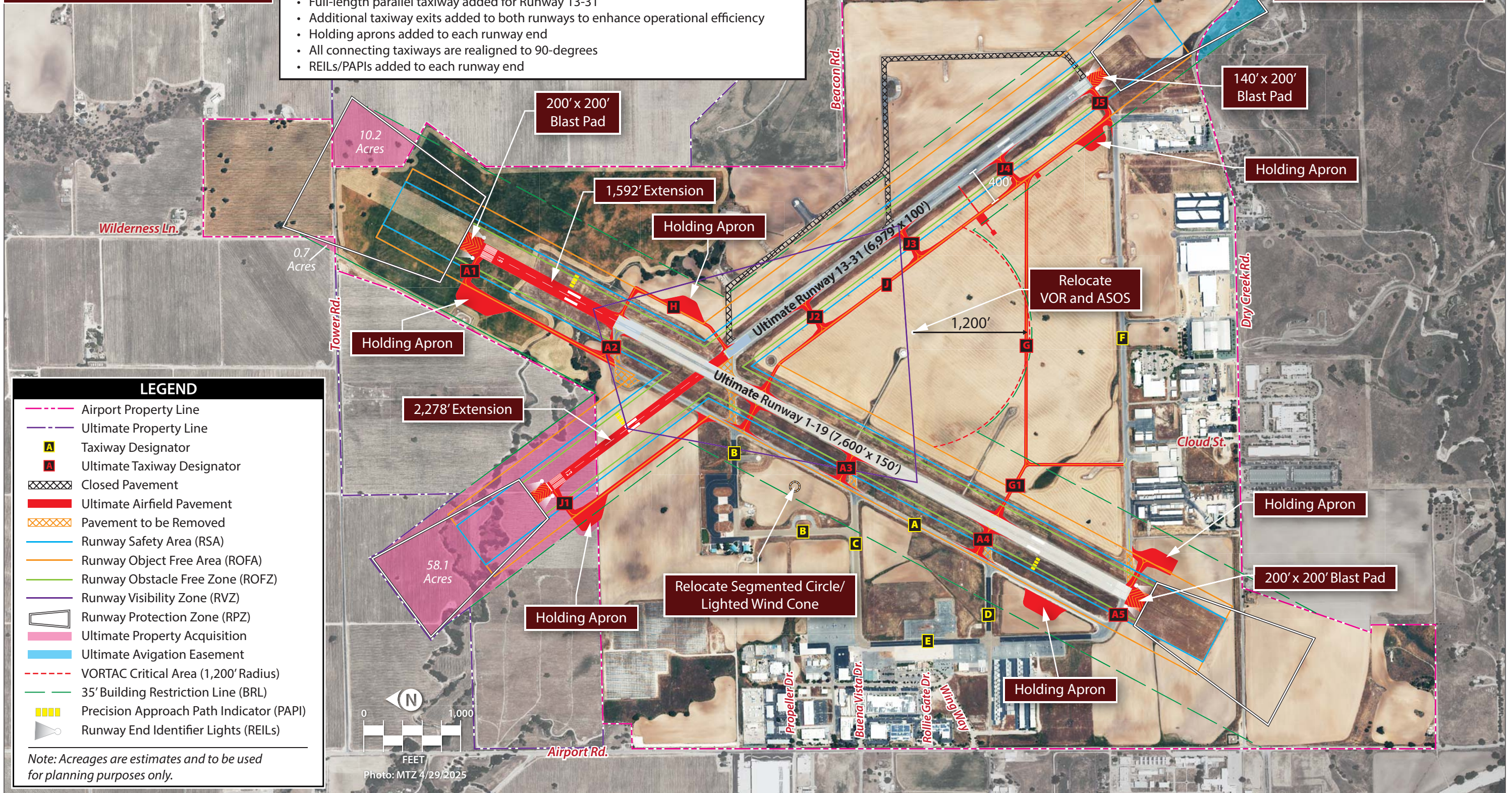
### Runway Design Codes (RDC)

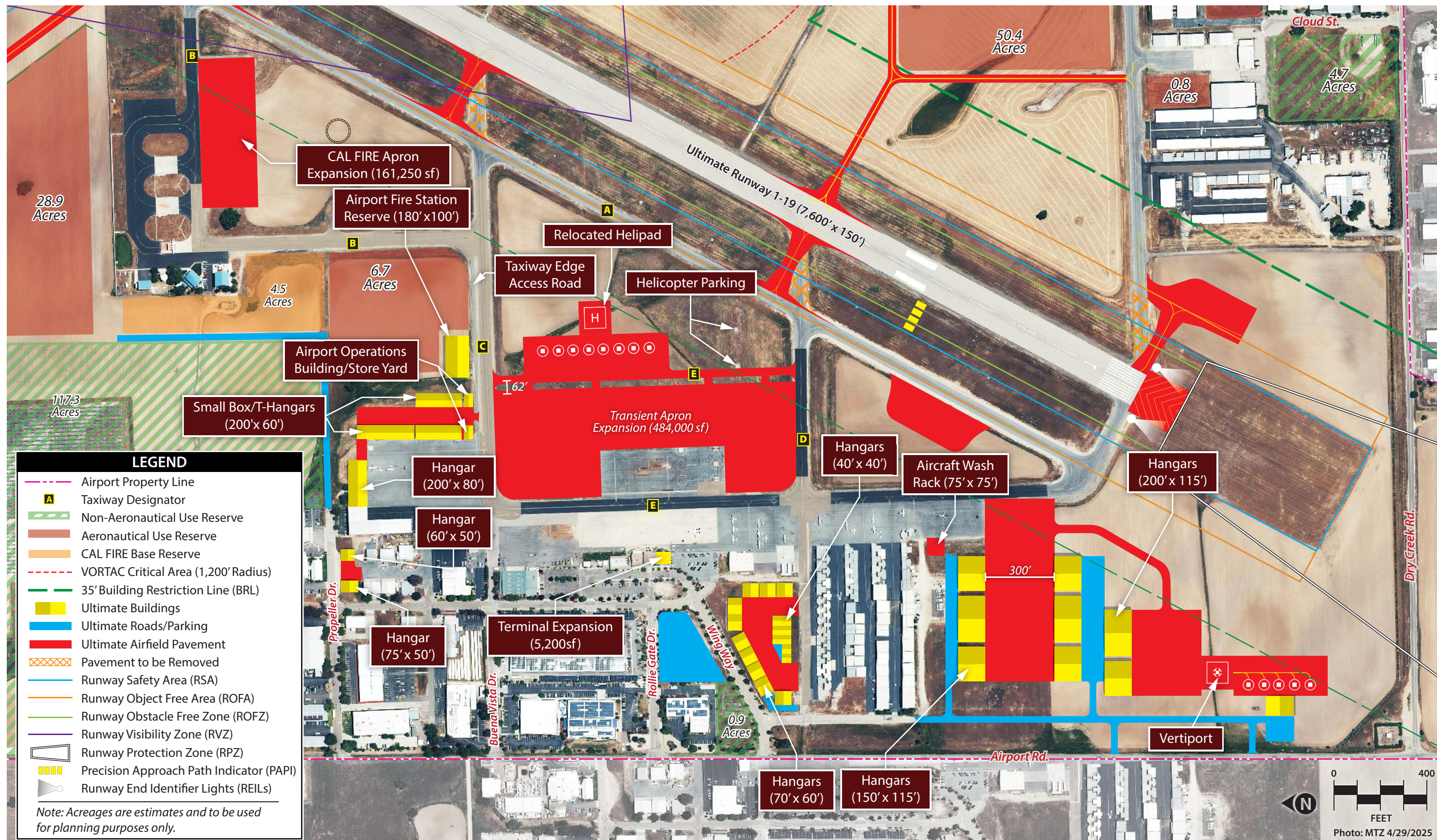
**Runway 1-19 RDC: C-III/IV-4000**

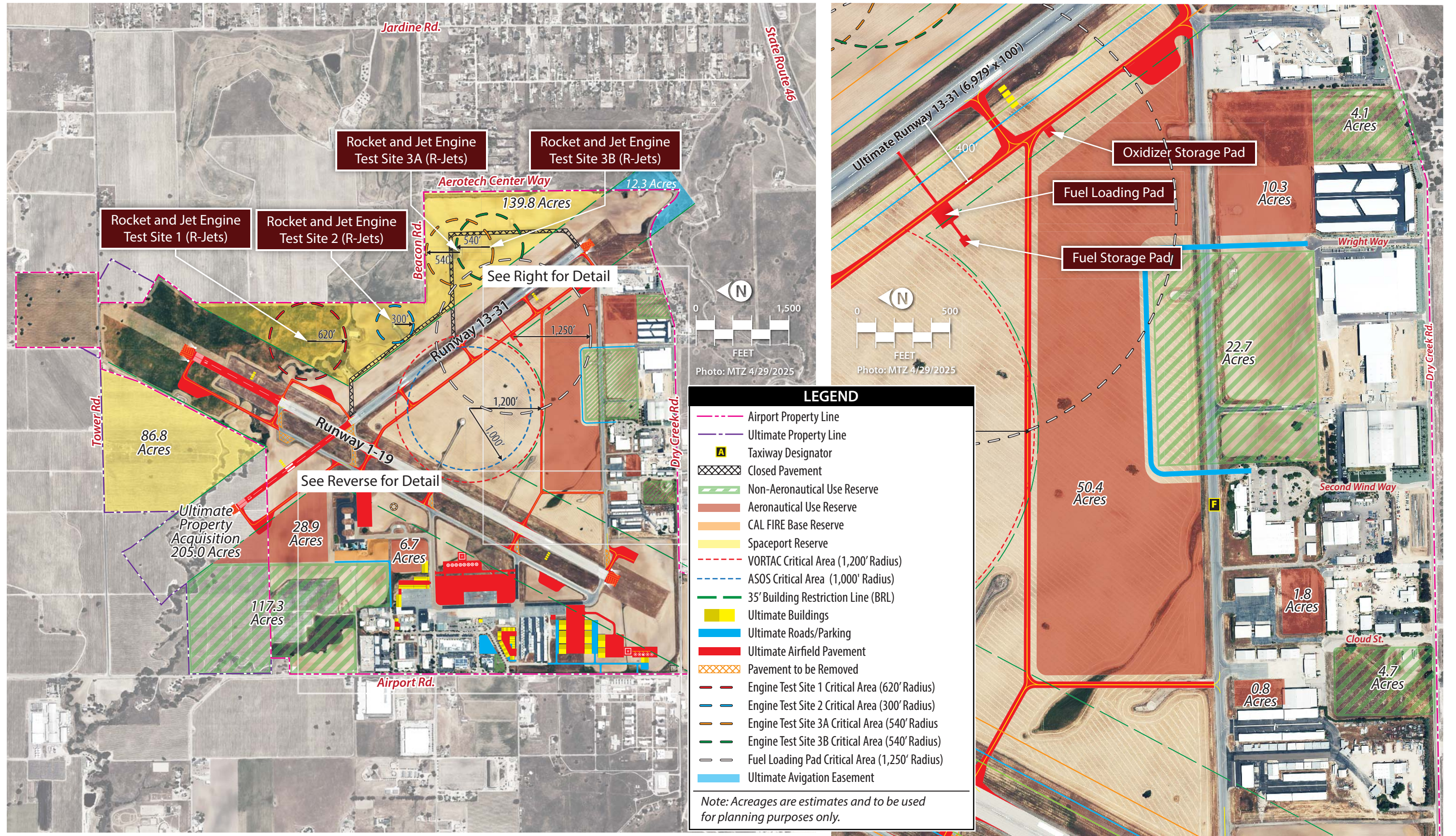
**Runway 13-31 RDC: C-III-5000**

#### 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







This page intentionally left blank

for an ultimate length of 7,600 feet. The extension will require the acquisition of approximately 10.9 acres of property to protect the ultimate runway protection zone (RPZ).

- The existing runway width of 150 feet meets design standards and is not planned to be changed.

Enhancements:

- The runway should be redesignated as Runway 2-20 due to changing magnetic declination. This can be accomplished during a runway pavement maintenance project, which requires painting new markings and updating airfield signage. The redesignation will need to be coordinated with the FAA well in advance to allow for proper updates to FAA-published materials.
- Runway end identification lighting (REIL) and a precision approach path indicator (PAPI-4) system should be installed on Runway 1 for improved pilot situational awareness.
- 200-foot by 200-foot blast pads should be added on both ends of the runway to meet design standards.
- The segmented circle and lighted wind cone should be relocated outside the runway object free area (ROFA).
- Runway 19 is equipped with a global positioning system (GPS)-based localizer performance with vertical guidance (LPV) approach, as well as a very high frequency omnidirectional range (VOR)-based approach. The plan includes the addition of a GPS approach to Runway 1 with visibility minimums of one mile or greater.

**Runway 13-31 (Crosswind Runway)**

Dimensions:

- Existing dimensions of 4,701 feet long and 100 feet wide are sufficient for most GA aircraft during periods of higher crosswind conditions.
- To accommodate more frequent business jet and CAL FIRE operations, the plan includes a 2,278-foot extension of the crosswind runway for an ultimate length of 6,979 feet. The extension will require the acquisition of approximately 58.1 acres of property.
- The existing runway width of 100 feet meets design standards and is not planned to be changed.

Enhancements:

- Lighting/approach aid upgrades include the installation of REILs on both ends to improve pilot situational awareness, as well as a PAPI-4 system on Runway 13.
- 140-foot by 200-foot blast pads should be added on both ends of the runway to meet design standards.



- Upgrading from existing B-III-5000 design standards to C-III-5000 design standards will increase the dimensions of the runway safety area (RSA), resulting in a need to remove agricultural use from the enlarged RSA. This amounts to approximately 2.8 acres northwest of the runway and 4.6 acres southeast of the runway.
- Holding position markings need to be moved from the existing 200 feet from the runway centerline to 250 feet to meet ultimate design standards.
- Approximately 12.3 acres of property within the ultimate Runway 31 RPZ are planned for an avigation easement to establish airport control over the approach surface into the runway.
- Runway 31 is equipped with a GPS-based lateral navigation (LNAV) approach. The plan includes the addition of a similar GPS approach to Runway 13 with visibility minimums of one mile or greater.

### **Taxiway Improvements**

- Taxiway designations are planned to be updated to meet FAA guidelines as outlined in Engineering Brief 89, *Taxiway Nomenclature Convention*.
- Taxiway A (50 feet wide) is a parallel taxiway that extends the entire length of Runway 1-19 on its west side. Each stub taxiway is planned to be realigned at a 90-degree angle with the runway to meet FAA design standards.
- Taxiway B (50 feet wide) is a taxiway serving the CAL FIRE base. The alignment of Taxiway B between Taxiway A and Runway 13 creates non-standard geometry. This section of Taxiway B is planned to be removed. A new taxiway (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 (50 feet wide) are planned to be strengthened to better support the CAL FIRE C-130 aircraft, as well as heavier business jets.
- Taxiway E (50 feet wide) is planned to be relocated east to create more space to expand the transient ramp adjacent to the terminal.
- Taxiway F (50 feet wide) is planned to be rerouted where it intersects with Runway 1 to create a 90-degree intersection.
- Ultimate Taxiways G, H, and J (planned to 35 feet wide) are new taxiways planned to provide better circulation throughout the airfield, especially as new landside developments occur on the south side of the airfield.
- New holding aprons are planned near the end of each runway to provide locations for aircraft to perform pre-flight engine tests and allow for 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 plans are depicted on **Exhibit iB**.

***All landside development should occur only as dictated by demand. The locations and sizes of new facilities (aprons, hangars, etc.) 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.***

### General Aviation Terminal Services and Support Facilities

The 8,000-square-foot (sf) terminal building serves as the base for the airport's FBO, Loyd's Aviation. The concept reflects an existing plan to expand the terminal building by 5,200 sf, which will expand passenger and crew facilities to support FBO operations. 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 and a new airport fire station along Taxiway C.

### Aprons

PRB has apron areas that total approximately 607,000 sf of aircraft parking and circulation area. The plan includes an expansion of 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 total 388,262 sf of storage capacity. Strong demand exists for new hangars and the airport maintains a hangar waiting list. 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 for new aeronautical development.

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.



## **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 and property along Tower Road on the north side of the airfield, which totals approximately 226.6 acres, for the development of spaceport-related facilities and infrastructure. Within these areas, the airport has already constructed a rocket engine testing site (Rocket Engine Test Site 2) and plans to develop two others. 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.

## **Fuel Storage**

Available fuel farms at PRB provide total storage capacities of 20,000 gallons of Jet A fuel and 12,000 gallons of 100LL fuel. The existing fuel farm is planned to remain and be expanded as needed. Future planning for unleaded aviation fuel should also be considered as 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. Propeller Drive is planned to be extended east to provide a public access road to the CAL FIRE base facilities. Wing Way is planned to be extended south to support a new FBO/SASO hangar complex, as well as a potential vertiport.

## **Advanced Air Mobility (AAM)**

AAM 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. The plan includes reservation of a site in the southwest corner of the airport along Airport Road for the potential development of a vertiport and supporting facilities (taxilane, apron, terminal, electrical charging infrastructure, vehicle access and parking).

## **Non-Aeronautical Development**

Designating airport land for non-aeronautical use is available only to airports that have enough land to accommodate future aeronautical development needs. Land that is inaccessible by aircraft is often considered for a non-aeronautical revenue-supporting role. The development plan for PRB includes reservation of approximately 148.8 acres of airport property for future non-aeronautical developments. Examples of compatible uses include light industrial and commercial/retail development, research facilities, laboratories, manufacturing and processing facilities, warehouses, hotels, gas stations, and other facilities that are compatible with an airport environment.



## DEVELOPMENT FUNDING

The full implementation of the master plan is likely to take more than two decades, at a cost of \$207.9 million in 2026 dollars; however, it would not be unusual for the capital plan and phasing program presented in Chapter Six to change over time due to funding limitations or changes in the aviation industry. An effort has been made to identify and prioritize all major capital projects that would require federal or state grant funding; nevertheless, the airport reviews the five-year CIP on an annual basis.

The breakdown of funding over the planning horizons is presented in **Table iC**. Approximately 76 percent of the total cost is eligible for grant funding from the FAA's Airport Improvement Program (AIP) and the California Department of Transportation Division of Aeronautics (Caltrans). The funding source for the AIP is the Aviation Trust Fund, which is funded through user fees and taxes on airline tickets, aviation fuel, and aircraft parts. New hangar construction, private parking lots, and taxiways for private developments are anticipated to be funded by private developers. A more detailed discussion of the CIP can be found in Chapter Six of this study.

With the study completed, the most important challenge is implementation. The cost of developing and maintaining aviation facilities is an investment that yields impressive benefits for the City of Paso Robles. This plan and associated development program provide the tools the City of Paso Robles will require to meet the challenges of the future.

**TABLE iC | Development Funding Summary**

| Planning Horizon                                                                                                                                                                                                             | Total Cost           | Federal <sup>1</sup> /State <sup>2</sup> Eligible | Local <sup>3</sup> Share | Spaceport <sup>4</sup> Costs |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------------------------------------------|--------------------------|------------------------------|
| Short Term                                                                                                                                                                                                                   | \$22,217,600         | \$18,560,606                                      | \$3,656,994              | \$2,233,550                  |
| Intermediate Term                                                                                                                                                                                                            | \$97,126,776         | \$74,720,198                                      | \$22,406,578             | \$130,000                    |
| Long Term                                                                                                                                                                                                                    | \$88,572,420         | \$64,727,553                                      | \$23,844,867             | \$0                          |
| <b>Total Program Costs:</b>                                                                                                                                                                                                  | <b>\$207,916,796</b> | <b>\$158,008,357</b>                              | <b>\$49,908,439</b>      | <b>\$2,363,550</b>           |
| <sup>1</sup> AIP<br><sup>2</sup> Caltrans<br><sup>3</sup> City of Paso Robles<br><sup>4</sup> Spaceport funding is not eligible for AIP or Caltrans funding and is anticipated to be funded via public/private partnerships. |                      |                                                   |                          |                              |

*Sources: Cost estimates prepared by Tartaglia; project staging prepared by Coffman Associates*