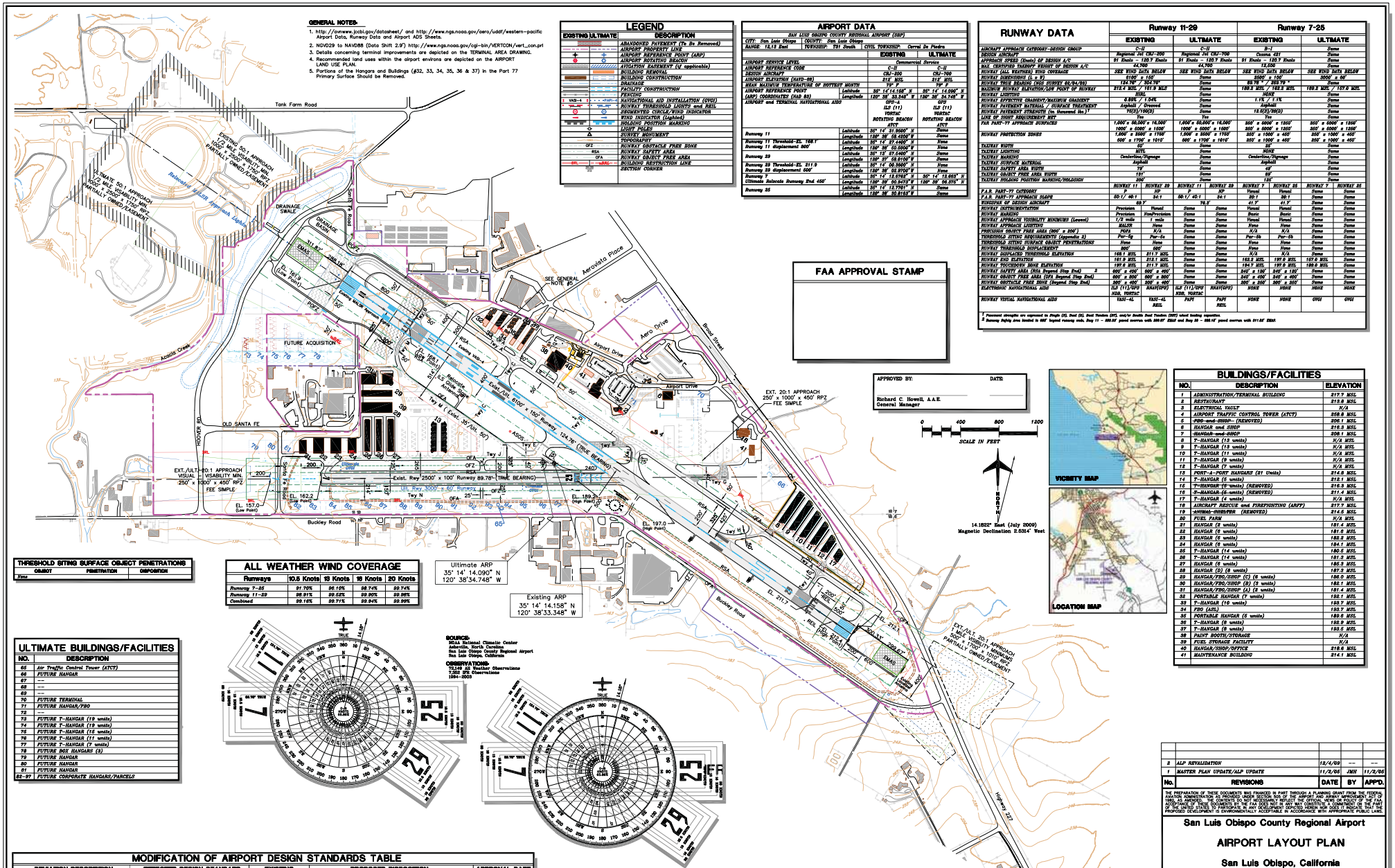
GENERAL NOTES:
1. http://ownwww.jcbi.gov/datasheet/ and http://www.ngs.noaa.gov/aero/uddf/western-pacific Airport Data, Runway Data and Airport ADS Sheets.
2. NGVD29 to NAVD88 (Data Shift 2.9') http://www.ngs.noaa.gov/cgi-bin/VERTCON/vert_con.prl
3. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
4. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
5. Portions of the Hangars and Buildings (#32, 33, 34, 35, 36 & 37) in the Port 77 Primary Surface Should be Removed.
LEGEND
EXISTING ULTIMATE
DESCRIPTION
ABANDONED PAVEMENT (To Be Removed)
AIRPORT PROPERTY LINE
AIRPORT REFERENCE POINT (ARP)
AIRPORT ROTATING BEACON
AVIGATION EASEMENT (if applicable)
BUILDING REMOVAL
BUILDING CONSTRUCTION
DRAINAGE
FACILITY CONSTRUCTION
FENCING
NAVIGATIONAL AID INSTALLATION (GVGI)
RUNWAY THRESHOLD LIGHTS and REIL
SEGMENTED CIRCLE/WIND INDICATOR
WIND INDICATOR (Lighted)
HOLDING POSITION MARKING
LIGHT POLES
SURVEY MONUMENT
TOPOGRAPHY
RUNWAY OBSTACLE FREE ZONE
RUNWAY SAFETY AREA
RUNWAY OBJECT FREE AREA
BUILDING RESTRICTION LINE
SECTION CORNER
AIRPORT DATA
SAN LUIS OBISPO COUNTY REGIONAL AIRPORT (SBP)
CITY: San Luis Obispo COUNTY: San Luis Obispo
RANGE: 12E/13 East TOWNSHIP: 29 South CIVIL TOWNSHIP: Cerro De Pledras
EXISTING ULTIMATE
AIRPORT SERVICE LEVEL Commercial Service
AIRPORT REFERENCE CODE C-II C-II
DESIGN AIRCRAFT CRJ-200 CRJ-700
AIRPORT ELEVATION (NAVD-88) 212' MSL 212' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH 79° F 79° F
AIRPORT REFERENCE POINT Latitude 35° 14' 14.086" N 35° 14' 14.086" N
(ARP) COORDINATES (NAD 83) Longitude 120° 38' 53.548" W 120° 38' 34.748" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS GPD-4 ILS (11) VORTAC ROTATING BEACON ATCT GPS ILS (11) VORTAC ROTATING BEACON ATCT
Runway 11 Latitude 35° 14' 31.5900" N Same
Longitude 120° 38' 58.4300" W Same
Runway 11 Threshold-EL 168.1 Latitude 35° 14' 27.4400" N None
Runway 11 displacement 800' Longitude 120° 38' 00.6000" W None
Runway 29 Latitude 35° 13' 57.6400" N Same
Longitude 120° 37' 58.0100" W Same
Runway 29 Threshold-EL 211.9 Latitude 35° 14' 00.3600" N None
Runway 29 displacement 600' Longitude 120° 38' 58.8700" W None
Runway 7 Latitude 35° 14' 12.6792" N 35° 14' 13.663" N
Ultimate Relocate Runway End 450' Longitude 120° 39' 00.9473" W 120° 39' 06.375" W
Runway 25 Latitude 35° 14' 12.7791" N Same
Longitude 120° 38' 30.8163" W Same
RUNWAY DATA
Runway 11-29 Runway 7-25
EXISTING ULTIMATE EXISTING ULTIMATE
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP C-II B-I Same
DESIGN AIRCRAFT Regional Jet CRJ-200 Regional Jet CRJ-700 Cessna 421 Same
APPROACH SPEED (Knots) OF DESIGN A/C 91 Knots - 120.7 Knots 91 Knots - 120.7 Knots Same
MAX. CERTIFIED TAKEOFF WEIGHT OF DESIGN A/C 44,700 44,700 12,500 Same
RUNWAY (ALL WEATHER) WIND COVERAGE SEE WIND DATA BELOW SEE WIND DATA BELOW SEE WIND DATA BELOW SEE WIND DATA BELOW
RUNWAY DIMENSIONS (L x W) 5100' x 150' Same 3599' x 100' 3000' x 60'
RUNWAY TRUE BEARING (NGS SURVEY 02/04/03) 124.76° / 304.76° 89.78° / 269.78° Same
MAXIMUM RUNWAY ELEVATION/LOW POINT OF RUNWAY 212.4' MSL / 161.9' MLS Same 189.3' MSL / 162.3' MSL 189.3' MSL / 157.6' MSL
RUNWAY LIGHTING MIRL Same NONE Same
RUNWAY EFFECTIVE GRADIENT/MAXIMUM GRADIENT 0.99% / 1.54% Same 1.1% / 1.1% Same
RUNWAY PAVEMENT MATERIAL / SURFACE TREATMENT Asphalt / Grooved Same Asphalt Same
RUNWAY PAVEMENT STRENGTH (in thousand lbs.) 76(D)/190(D) Same 12.5(S)/30(D) Same
LINE OF SIGHT REQUIREMENT MET Yes Same Yes Same
FAR PART-77 APPROACH SURFACES 1,000' x 50,000' x 10,000' 1,000' x 50,000' x 16,000' 350' x 5000' x 1250' 350' x 5000' x 1250'
1000' x 5000' x 1500' 1000' x 5000' x 1000' 350' x 5000' x 1250' 350' x 5000' x 1250'
1,000' x 5000' x 1760' 1,000' x 5000' x 1760' 350' x 1000' x 400' 350' x 1000' x 400'
500' x 1750' x 1011' 500' x 1750' x 1011' 350' x 1000' x 400' 350' x 1000' x 400'
RUNWAY PROTECTION ZONES
TAXIWAY WIDTH 50' Same 25' Same
TAXIWAY LIGHTING MITL Same NONE Same
TAXIWAY MARKING Centerline/Signage Same Centerline/Signage Same
TAXIWAY SURFACE MATERIAL Asphalt Same Asphalt Same
TAXIWAY SAFETY AREA WIDTH 79' Same 49' Same
TAXIWAY OBJECT FREE AREA WIDTH 131' Same 89' Same
TAXIWAY HOLDING POSITION MARKING/INCLUSION 200' 125'
RUNWAY 11 RUNWAY 29 RUNWAY 11 RUNWAY 29 RUNWAY 7 RUNWAY 25 RUNWAY 7 RUNWAY 25
F.A.R. PART-77 CATEGORY B NP B NP Visual Visual Same Same
F.A.R. PART-77 APPROACH SLOPE 50:1 / 40:1 34:1 50:1 / 40:1 34:1 20:1 20:1 Same Same
WINGSPAN OF DESIGN AIRCRAFT 69.7' 78.8' 41.7' 41.7' Same Same
RUNWAY INSTRUMENTATION Precision Visual Same Same Visual Visual Same Same
RUNWAY MARKING Precision Non-Precision Same Same Basic Basic Same Same
RUNWAY APPROACH VISIBILITY MINIMUMS (Lowest) 1/2 mile 1 mile Same Same Visual Visual Same Same
RUNWAY APPROACH LIGHTING MALSR None Same Same None None Same Same
PRECISION OBJECT FREE AREA (500' x 200') POFA N/A Same Same N/A N/A Same Same
THRESHOLD SITING REQUIREMENTS (Appendix 2) Par-5a Par-5a Same Same Par-5b Par-5b Same Same
THRESHOLD SITING SURFACE OBJECT PENETRATIONS None None Same Same None None Same Same
RUNWAY THRESHOLD DISPLACEMENT 800' 600' Same Same None None Same Same
RUNWAY DISPLACED THRESHOLD ELEVATION 168.1' MSL 211.7' MSL Same Same N/A N/A Same Same
RUNWAY END ELEVATION 161.9' MSL 212.1' MSL Same Same 162.3' MSL 197.0' MSL 157.6' MSL Same
RUNWAY TOUCHDOWN ZONE ELEVATION 197.5' MSL 211.7' MSL Same Same 194.7' MSL 197.0' MSL 189.3' MSL Same
RUNWAY SAFETY AREA (RSA Beyond Stop End) 3 600' x 400' 600' x 400' Same Same 240' x 120' 240' x 120' Same Same
RUNWAY OBJECT FREE AREA (OFA Beyond Stop End) 800' x 800' 800' x 800' Same Same 240' x 400' 240' x 400' Same Same
RUNWAY OBSTACLE FREE ZONE (Beyond Stop End) 200' x 400' 200' x 400' Same Same 200' x 200' 200' x 200' Same Same
ELECTRONIC NAVIGATIONAL AIDS ILS (11)/GPD RNAV(GPS) ILS (11)/GPD RNAV(GPS) NONE NONE NONE NONE
NDB, TOWTAC NDB, TOWTAC
RUNWAY VISUAL NAVIGATIONAL AIDS VASI-4L VASI-4L REIL PAPI PAPI REIL NONE NONE GVGI GVGI
1 Pavement strengths are expressed in Single (S), Dual (D), Dual Tandem (DT), and/or Double Dual Tandem (DDT) wheel loading capacities.
2 Runway Safety Area limited to 600' beyond runway ends. Rwy 11 - 300.33' paved overrun with 300.07' EMAS and Rwy 30 - 295.16' paved overrun with 311.84' EMAS.
FAA APPROVAL STAMP
APPROVED BY: DATE:
Richard C. Howell, A.A.E.
General Manager
SCALE IN FEET 0 400 800 1200
14.1822° East (July 2009)
Magnetic Declination 2.6314° West
VICINITY MAP
LOCATION MAP
BUILDINGS/FACILITIES
NO. DESCRIPTION ELEVATION
1 ADMINISTRATION/TERMINAL BUILDING 217.7 MSL
2 RESTAURANT 217.8 MSL
3 ELECTRICAL VAULT N/A
4 AIRPORT TRAFFIC CONTROL TOWER (ATCT) 258.8 MSL
5 PBO-and-SHOP- (REMOVED) 206.1 MSL
6 HANGAR and SHOP 216.3 MSL
7 HANGAR-and-SHOP 208.1 MSL
8 T-HANGAR (13 units) N/A MSL
9 T-HANGAR (13 units) N/A MSL
10 T-HANGAR (11 units) N/A MSL
11 T-HANGAR (9 units) N/A MSL
12 T-HANGAR (7 units) N/A MSL
13 PORT-A-PORT HANGARS (21 Units) 214.6 MSL
14 T-HANGAR (5 units) 215.1 MSL
15 T-HANGAR (9 units) (REMOVED) 216.3 MSL
16 T-HANGAR (6 units) (REMOVED) 211.4 MSL
17 T-HANGAR (4 units) N/A MSL
18 AIRCRAFT RESCUE and FIREFIGHTING (ARFF) 217.7 MSL
19 ANIMAL SHELTER (REMOVED) 214.6 MSL
20 FUEL FARM N/A MSL
21 HANGAR (2 units) 181.4 MSL
22 HANGAR (6 units) 181.6 MSL
23 HANGAR (6 units) 183.8 MSL
24 HANGAR (6 units) 184.1 MSL
25 T-HANGAR (14 units) 180.6 MSL
26 T-HANGAR (14 units) 181.5 MSL
27 HANGAR (6 units) 186.3 MSL
28 HANGAR (D) (8 units) 187.3 MSL
29 HANGAR/FBO/SHOP (C) (6 units) 186.0 MSL
30 HANGAR/FBO/SHOP (B) (3 units) 182.1 MSL
31 HANGAR/FBO/SHOP (A) (2 units) 181.4 MSL
32 PORTABLE HANGAR (7 units) 182.1 MSL
33 T-HANGAR (10 units) 193.7 MSL
34 FBO (ASL) 193.7 MSL
35 PORTABLE HANGAR (5 units) 189.8 MSL
36 T-HANGAR (8 units) 192.9 MSL
37 T-HANGAR (8 units) 193.5 MSL
38 PAINT BOOTH/STORAGE N/A
39 FUEL STORAGE FACILITY N/A
40 HANGAR/SHOP/OFFICE 219.6 MSL
41 MAINTENANCE BUILDING 214.1 MSL
THRESHOLD SITING SURFACE OBJECT PENETRATIONS
OBJECT PENETRATION DISPOSITION
None
ALL WEATHER WIND COVERAGE
Runways 10.5 Knots 13 Knots 16 Knots 20 Knots
Runway 7-25 97.70% 98.10% 98.74% 99.74%
Runway 11-29 99.01% 99.52% 99.90% 99.98%
Combined 99.16% 99.71% 99.94% 99.99%
Ultimate ARP 35° 14' 14.090" N 120° 38'34.748" W
Existing ARP 35° 14' 14.158" N 120° 38'33.348" W
SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
San Luis Obispo County Regional Airport
San Luis Obispo, California
OBSERVATIONS:
72,149 All Weather Observations
7,352 IFR Observations
1984-2003
ULTIMATE BUILDINGS/FACILITIES
NO. DESCRIPTION
65 Air Traffic Control Tower (ATCT)
66 FUTURE HANGAR
67 ---
68 ---
69 ---
70 FUTURE TERMINAL
71 FUTURE HANGAR/FBO
72 ---
73 FUTURE T-HANGAR (19 units)
74 FUTURE T-HANGAR (19 units)
75 FUTURE T-HANGAR (16 units)
76 FUTURE T-HANGAR (11 units)
77 FUTURE T-HANGAR (7 units)
78 FUTURE BOX HANGARS (5)
79 FUTURE HANGAR
80 FUTURE HANGAR
81 FUTURE HANGAR
82-97 FUTURE CORPORATE HANGARS/PARCELS
IFR WIND COVERAGE
Runways 10.5 Knots 13 Knots 16 Knots 20 Knots
Runway 7-25 97.89% 98.35% 99.66% 99.95%
Runway 11-29 99.19% 99.63% 99.89% 99.95%
Combined 99.36% 99.76% 99.90% 99.95%
MODIFICATION OF AIRPORT DESIGN STANDARDS TABLE
DEVIATION DESCRIPTION EFFECTED DESIGN STANDARD EXISTING PROPOSED DISPOSITION APPROVAL DATE
Runway (11-29)-Taxiway Separation 400' Per Design Group C-II Precision 330.6'(1)/325' Requested Modification of Airport Design Standards (12/15/2004) 11/02/2005
Runway (11-29) Object Free Area Length 1000' Per Design Group C-II Precision 600' Requested Modification of Airport Design Standards (12/15/2004) 11/02/2005
Runway (11-29) Object Free Area width 800' Per Design Group C-II Precision 741' Requested Modification of Airport Design Standards (12/15/2004) 11/02/2005
Runway (11-29) to Aircraft Parking 600' Per Design Group C-II Precision 383.6'(1)/290.6' Requested Modification of Airport Design Standards (12/15/2004) 11/02/2005
(1) At Existing Terminal Only.
2 ALP REVALIDATION 12/4/09 --- ---
1 MASTER PLAN UPDATE/ALP UPDATE 11/2/05 JMH 11/2/05
No. REVISIONS DATE BY APP'D.
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.
San Luis Obispo County Regional Airport
AIRPORT LAYOUT PLAN
San Luis Obispo, California
PLANNED BY: Stephen C. Wagner
DETAILED BY: Larry Burnell Johnson/Maggie Brown
APPROVED BY: James M. Harris, P.E.
February 23, 2010 SHEET 1 OF 13
Coffman Associates
Airport Consultants
www.coffmanassociates.com