


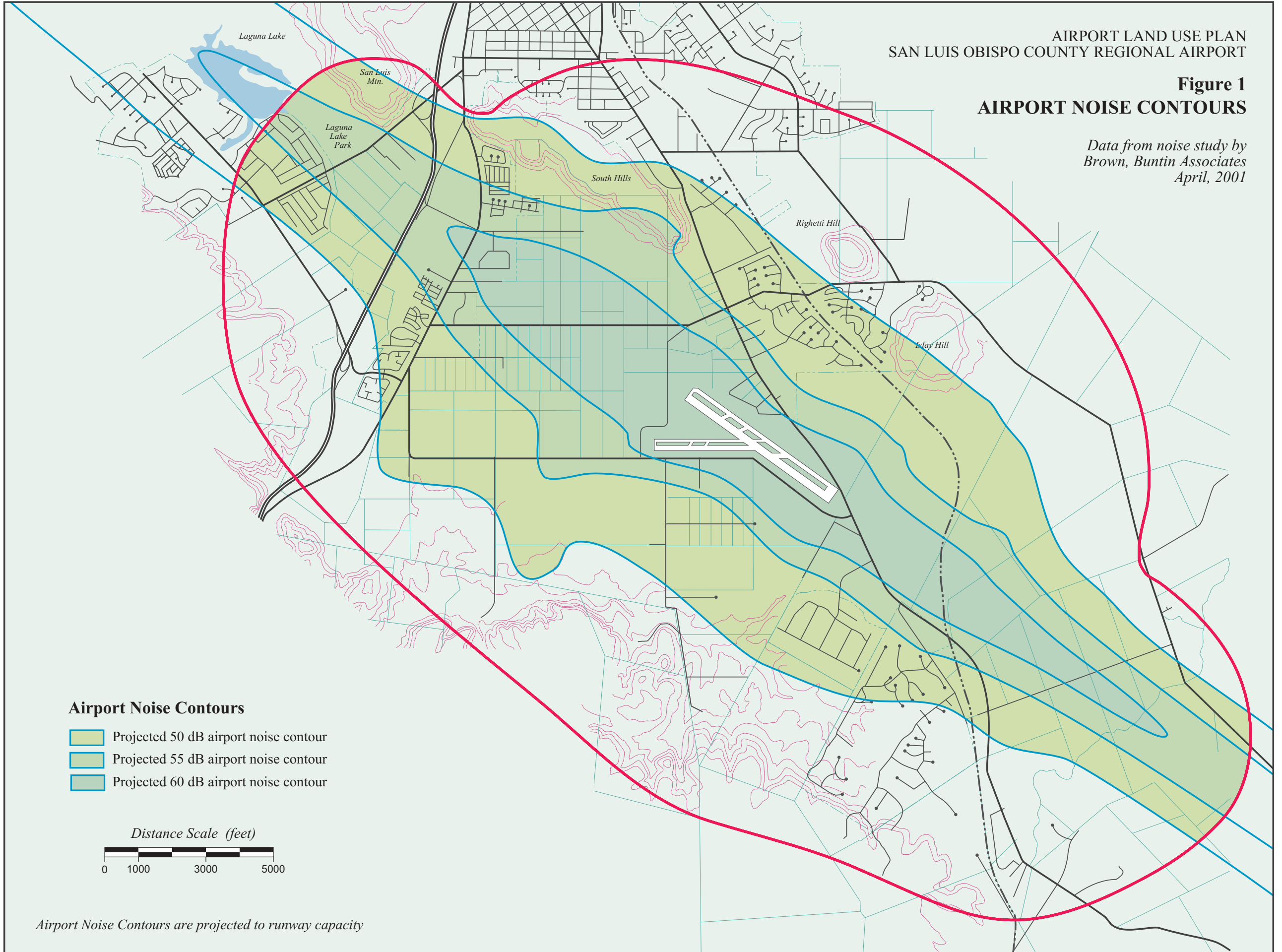
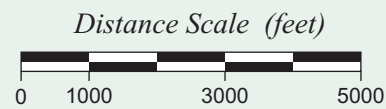


**Figure 1
AIRPORT NOISE CONTOURS**

*Data from noise study by
Brown, Buntin Associates
April, 2001*

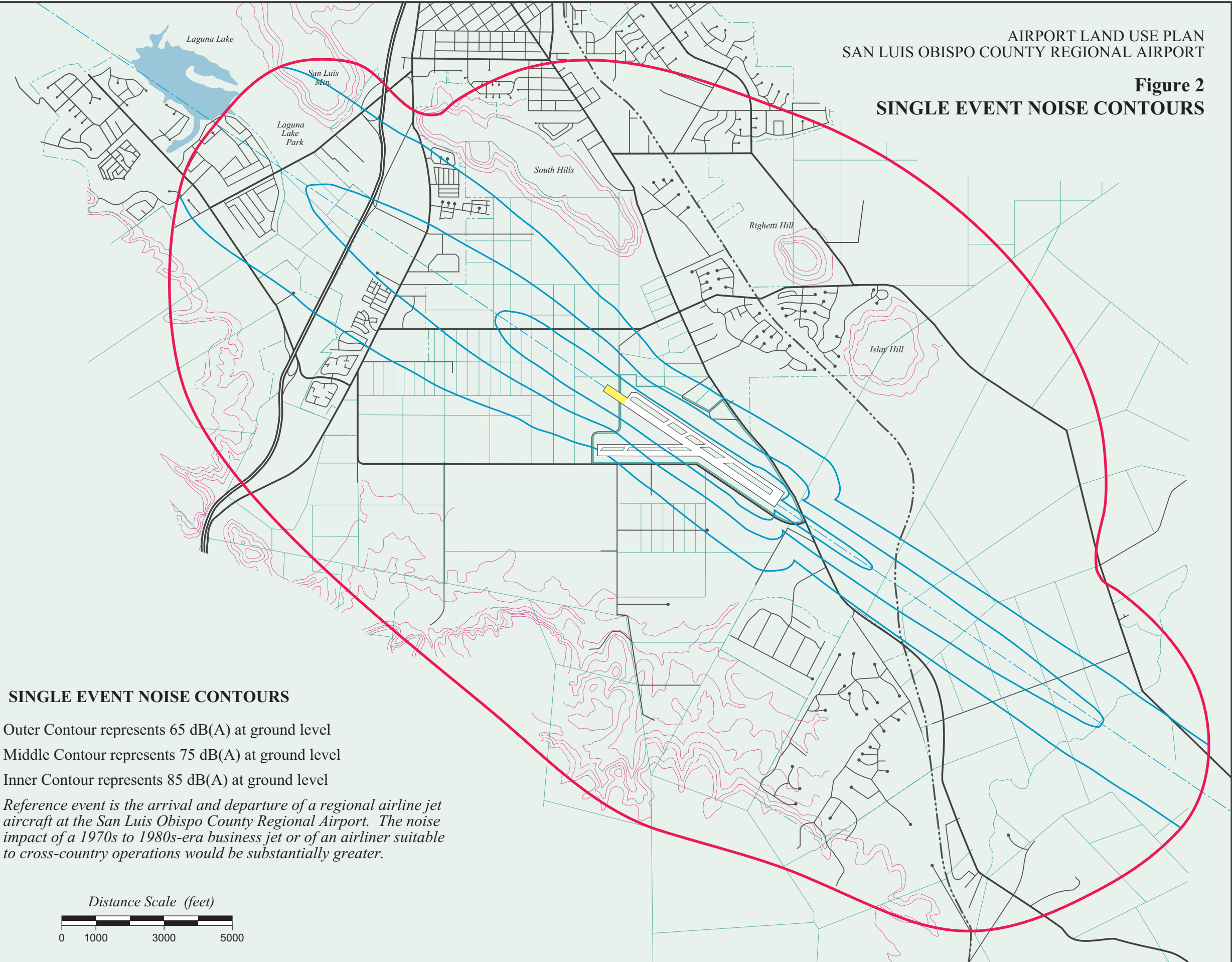
Airport Noise Contours

-  Projected 50 dB airport noise contour
-  Projected 55 dB airport noise contour
-  Projected 60 dB airport noise contour



Airport Noise Contours are projected to runway capacity

**Figure 2
SINGLE EVENT NOISE CONTOURS**



SINGLE EVENT NOISE CONTOURS

Outer Contour represents 65 dB(A) at ground level

Middle Contour represents 75 dB(A) at ground level

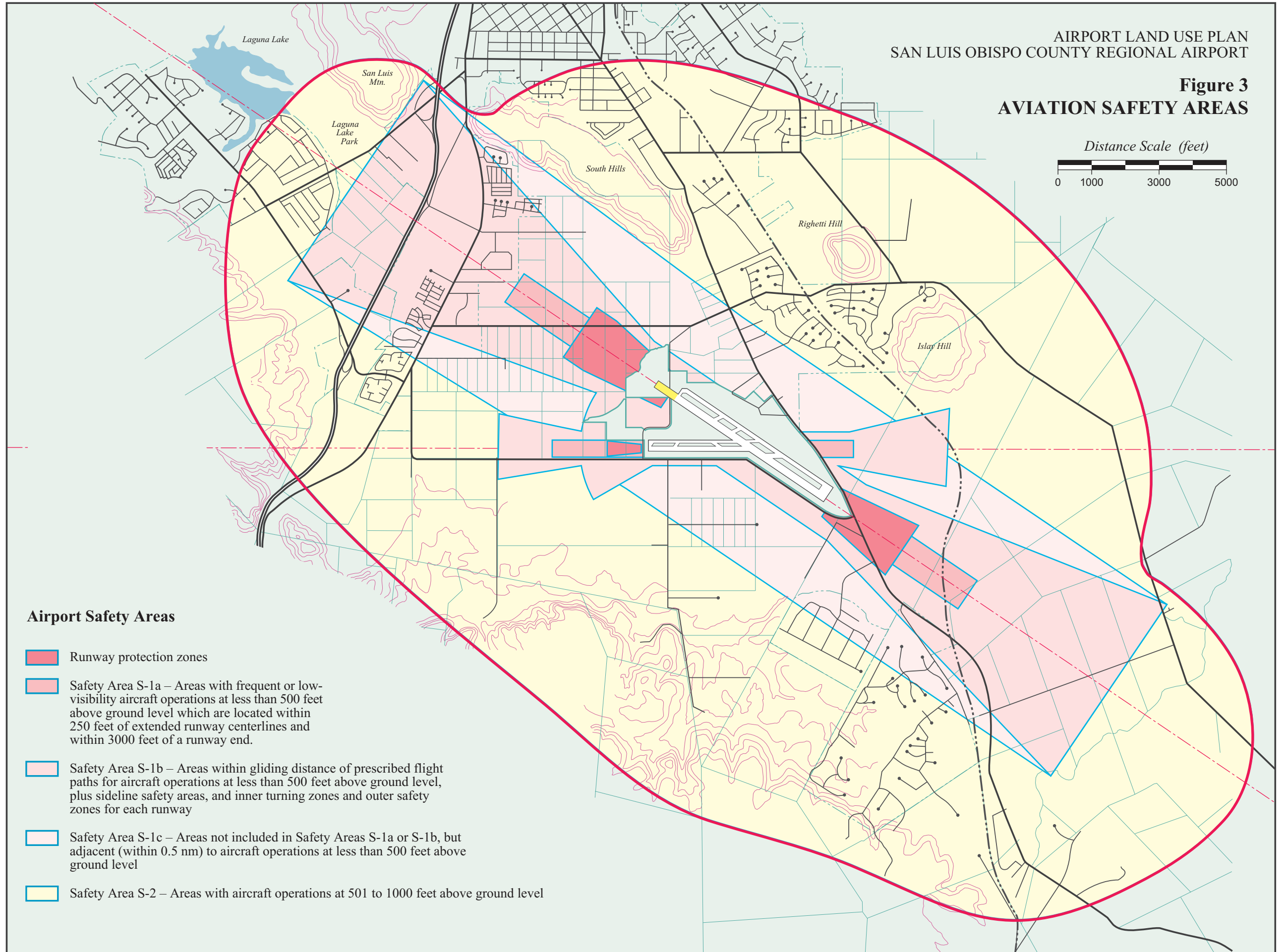
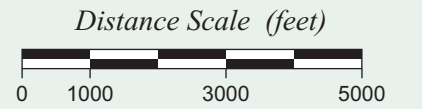
Inner Contour represents 85 dB(A) at ground level

Reference event is the arrival and departure of a regional airline jet aircraft at the San Luis Obispo County Regional Airport. The noise impact of a 1970s to 1980s-era business jet or of an airliner suitable to cross-country operations would be substantially greater.






Distance Scale (feet)



**Figure 3
AVIATION SAFETY AREAS**



Airport Safety Areas

-  Runway protection zones
-  Safety Area S-1a – Areas with frequent or low-visibility aircraft operations at less than 500 feet above ground level which are located within 250 feet of extended runway centerlines and within 3000 feet of a runway end.
-  Safety Area S-1b – Areas within gliding distance of prescribed flight paths for aircraft operations at less than 500 feet above ground level, plus sideline safety areas, and inner turning zones and outer safety zones for each runway
-  Safety Area S-1c – Areas not included in Safety Areas S-1a or S-1b, but adjacent (within 0.5 nm) to aircraft operations at less than 500 feet above ground level
-  Safety Area S-2 – Areas with aircraft operations at 501 to 1000 feet above ground level

**Figure 9
AIRPORT IMAGINARY SURFACES
and EXISTING OBSTRUCTIONS**



Airport Imaginary Surfaces

- Primary surfaces
- Transitional surfaces
- Horizontal surface
- Conical surface
- Approach surfaces
- Extended runway centerlines
- Obstructions by elevated terrain
- Man-made obstructions

Relationships of Transitional Surfaces

- | | |
|------------------------------------|----------------------------------|
| ① To Primary Surface, Runway 11-29 | ④ To Approach Surface, Runway 29 |
| ② To Primary Surface, Runway 7-25 | ⑤ To Approach Surface, Runway 25 |
| ③ To Approach Surface, Runway 11 | ⑥ To Approach Surface, Runway 7 |

**Figure 10
AIRCRAFT FLIGHT PATHS**
Graphic Representation Only

