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

Distance Scale (feet)
0 1000 3000 5000

Airport Noise Contours are projected to runway capacity
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.
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
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
2. To Primary Surface, Runway 7-25
3. To Approach Surface, Runway 11
4. To Approach Surface, Runway 29
5. To Approach Surface, Runway 25
6. To Approach Surface, Runway 7
“Closed Traffic” Patterns

1 Left Closed Traffic, Runway 29
2 Right Closed Traffic, Runway 11

VFR Flight Paths

3 Straight-In Arrival, Runway 29
4 Left Downwind Departure, Runway 29
5 Right 45 Arrival, Runway 29
6 Left Downwind Arrival, Runway 29
7 Straight-Out Departure, Runway 29
8 Right Crosswind Departure, Runway 29 (standard)
9 Right Downwind Departure, Runway 11
10 Right Downwind Departure, Runway 29 (standard)
11 Left Crosswind Departure, Runway 29 (standard)
12 Left 45 Arrival, Runway 29
13 Right Crosswind Departure, Runway 29 (noise abatement)
14 Left Crosswind Departure, Runway 29 (noise abatement)

IFR Flight Paths

15 ILS, Runway 11
16 RNAV (GPS), Runway 11
17 RNAV (GPS), Runway 29
18 VOR or GPS-A
19 Obstacle Departure, Runway 11

Dashed lines indicate IFR Missed Approach Procedures
Fig. 11: ALLOWABLE LAND USES: Margarita Area

- Specific Plan Area Boundaries
- Airport Land Use Planning Areas
- Airport Noise Contours
- CALTRANS Safety Zones
- Low Density Residential
- Medium Density Residential
- Medium-Density Residential (Single-Family Dwellings Only)
- Medium-High Density Residential
- High-Density Mixed Use
- Athletic Fields
- Other Open Space
- Special Use
- Business Park
- Neighborhood Commercial

Emergency Landing Sites
1. Aircraft on straight-out departure, Rwy. 29
2. Aircraft on right crosswind or right downwind departure, Rwy. 29

Number of dwelling units within 55-dB CNEL Airport Noise Contour not to exceed 580

Land use density in Business Park not to exceed 40 persons per acre