Diagram #1: Runway 29 Departure Guide

All Aircraft Categories / Runway 29
Diagram #2: Runway 11 Departure Guide
All Aircraft Categories   /   Runway 11

- RWY 11 DEPARTURES
- Right Crosswind
- Right Downwind
- HDG 110, delay turn until past school
- HOG 110, climb to TPA before executing turn AVOID OVER-LIGHT
- AVOID SCHOOL and residential area

Noise Sensitivity Level: HIGH

San Luis County Rgnl Airport
San Luis Obispo, California, United States

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Diagram #4: San Luis Obispo County Regional Airport
OVERVIEW

SAFETY ALWAYS SUPERSEDES NOISE ABATEMENT PROCEDURES!
San Luis Obispo County Regional Airport is surrounded by noise sensitive areas. The procedures outlined in this guide were prepared by local pilots in an effort to reduce the noise impact on our neighbors.

DEPARTURES

All Aircraft Categories / Runway 29
Left Downwind Departure: No left turns prior to reaching departure end of runway. Make maximum rate of climb. Complete left crosswind turn prior to reaching South Higuera Street.
Left Crosswind Departure: Make maximum rate of climb. Complete left turn prior to reaching South Higuera Street; or, maintain runway heading (290°) and execute turn after reaching highway 101 but prior to reaching Laguna Lake residential area; or, maintain runway heading (290°) and delay left turn until past Laguna Lake area.
Right Downwind Departure: Make maximum rate of climb. No right turns prior to reaching Tank Farm. Execute right crosswind turn prior to reaching water tank on ridge line.
Right Crosswind Departure: Make maximum rate of climb, maintain runway heading(290°), and reach highway 101 prior to executing turn.

All Aircraft Categories / Runway 11
PREFERRED DEPARTURES RUNWAY 11
Right Downwind Departure: Maintain runway heading (110°) and climb to pattern altitude prior to executing turn. AVOID OVERFLIGHT OF ELEMENTARY SCHOOL UNDER RIGHT CROSSWIND.
Right Crosswind Departures: Maintain runway heading (110°), make maximum rate of climb and delay right turn until past elementary school and residential area.

ENGINE RUNUP

LARGE TWIN PISTION, TURBO PROP AND TURBOJET ENGINE AIRCRAFT RUNUP
Due their size, these type of aircraft have a greater potential for negative impacts on aircraft operations as well as neighbors in close proximity to the Airport. Suitable locations on the airport for engine run-ups are limited in availability.

There are two locations, a primary and secondary, available for engine maintenance run-up operations.

The primary location, to be used in most circumstances, is the northwest end of taxiway A adjacent to the approach end of runway 11. The aircraft should be facing the southeast to allow prop wash/jet blast to be directed to the northwest, away from other aircraft and structures. This location allows for a maximum separation from residential areas around the airport resulting in reduced impact from noise and fumes.

The secondary location is the run-up area for runway 29 at the southeast end of Taxiway A. Airport Management must give approval prior to conducting engine maintenance at this location.

FLIGHT TRAINING

TOUCH AND GOES
Minimize power/RPM and avoid engine power setting changes on base to final.

AVOID OVERFLIGHT OF ELEMENTARY SCHOOL.

When Tower is in operation, consider varying left and right traffic for runway 11-29, or use of runway 7-25 when winds permit, to avoid repetitive overflight of same area.

Runway 29 - No turns before reaching departure end of runway, make crosswind turns over the tank farm area and maintain pattern altitude on downwind.

Runway 11 - Maintain runway heading; reach pattern altitude prior to turning right crosswind.

HELICOPTER OPERATIONS

Aircraft Category HELI / All Runways

HELICOPTER LANDING
To minimize blowing grass and other FOD, landing and hover operations must occur on or over paved areas only. Unpaved areas should be avoided unless an emergency exists.

Landing and low approach over the parallel taxiway “A” between taxiway “G” and the runway 29 run-up area is prohibited. Helicopters may be advised to approach and land directly on the East parking ramp and/or R.O.N. apron. Over flight of parked aircraft and buildings should be avoided.

If a direct approach to the apron is not feasible, aircraft must approach and land/hover taxi on the runway and then proceed to parking over a paved surface.
HELICOPTER TAKEOFF

Takeoff operations must occur on or over paved movement areas only. To minimize blowing grass and other FOD, hovering over or taking off from unpaved areas should be avoided unless an emergency exists.

HELICOPTER TRAINING

Helicopter operations will be conducted in designated areas only and shall avoid residential overflight.

Pattern Work

Due to the noise characteristics of helicopters, and sensitivity of the community, helicopters performing pattern work such as touch and go or auto rotation operations should be directed to operate in the pre-designated helicopter training pattern. This is either right hand pattern for runway 29 or left hand pattern for runway 11. Every effort must be taken to avoid residential over flight while in this pattern. Helicopters should stay south of Tank Farm Road and West of Broad Street until reaching an area abeam the Airport fire station before heading east.

Hover Practice

Hover operations should only be performed when departing or approaching a designated parking area. Hover training may be performed over runway 7/25. When using runway 7/25, hover operations should be concentrated as close to the 25 end of the runway as possible provided it does not interfere with other aircraft operations on the airport.

HELICOPTER PARKING

Based Aircraft

Helicopters based at SBP may be directed to hover taxi to and from an open ramp space nearest to their hangar or assigned tie down. Helicopters must not hover close to or in between buildings or other fixed structures. Main rotor blade tips should be no closer than 50 feet from any structures while in motion.

Transient Aircraft

Helicopters not based at SBP should be directed to park on the R.O.N. apron. Given the size of the apron, this area can accommodate multiple aircraft. In the event the R.O.N. apron does not have sufficient room, additional parking may be available between the fire station and Coastal Air Maintenance. Parking at the base of the air traffic control tower should be the last resort for this type of use. Overnight parking at the base of the tower must be coordinated with Airport Management. Helicopters may hover taxi to the San Luis Jet Center parking apron on the East side of the Air Traffic Control Tower provided a marshaller is present and there is sufficient room between the ATCT and any aircraft parked to the East of the tower so as not to create an unsafe condition.

Medical Aircraft

Emergency medical aircraft arrivals and departures can be frequent and unexpected. Ambulance units meeting the aircraft will typically arrive and depart through the gate near the fire station. However, access may also be obtained through the pedestrian gate from the rental car parking lot. Depending on the level of urgency, and at the pilot's discretion, the aircraft may be parked at the base of the air traffic control tower or on or near the R.O.N. apron.

NBAA PROCEDURES

Our airport recommends use of NBAA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

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ABOUT AIRCRAFT CATEGORIES

A  B  C  D  E  HELI
< 91 kts  91-120 kts  121-140 kts  141-165 kts  >165 kts  Helicopters


\[ V_{REF} = 1.3 \times V_{SO} \]

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NOISE ABATEMENT PROCEDURES by Whispertrack

San Luis County Rgnl Airport
San Luis Obispo, California, United States

Noise Sensitivity Level: HIGH

NBAA Approach-and-Landing Procedure (VFR and IFR)

Landing gear retracted, minimum approach flaps and minimum maneuvering airspeed for configuration

Landing gear extension at the FAF (IMC) or not more than 4 miles from runway threshold (VMC)

Final Approach Fix or not more than 4 miles from RW threshold

Final flap configuration delayed at pilot's discretion, but must achieve a stabilized approach no lower than 500 feet (VMC) or 1,000 feet (IMC) to enhance noise abatement.

Use Minimum reverse thrust, consistent with safety

Runway Threshold

Note: Aircraft should meet stabilized approach criteria no lower than 1,000' (IMC) or 500' (VMC).

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NBAA Noise Abatement Departure Procedure With High-Density Airport Option

At 1,000 feet AAE, begin acceleration to final segment speed ($V_{RP}$ or $V_{AP}$) and retract flaps. Reduce to a quiet climb power setting while maintaining a rate of climb necessary to comply with IFR departure procedure, otherwise a maximum of 1,000 FPM, at an airspeed not to exceed 190 KIAS until reaching 3,000 feet AAE. If ATC requires level off prior to reaching NAAP termination height, power must be reduced so as not to exceed 190 KIAS.

Maximum practical rate of climb not to exceed $V_{2}$-20 (max pitch attitude 20°) to 1,000 feet AAE (800 ft. AAE at high density airports) in takeoff configuration at takeoff thrust.

At High Traffic Density airports begin acceleration to final segment speed ($V_{RP}$ or $V_{AP}$) and retract flaps at 800 feet AAE. Follow procedure climb and airspeed limits until 1,500 feet AAE.

Above 3,000 feet AAE (1,500 feet AAE at high traffic density airports) resume normal climb schedule with gradual application of climb power.

3,000' or 1,500' at High Traffic Density Airports

800' - 1,000'

Notes: No configuration changes below 400 ft. (except landing gear retraction). Ensure compliance with applicable IFR climb and airspeed requirements. For a takeoff with an initial assigned altitudes within 1,500' of the airport elevation (AAE), pilots may elect to climb at $V_{2}$-20 in the takeoff configuration until necessary for level-off at the assigned altitude. This recommended procedure is not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation. Ensure compliance with applicable IFR climb and airspeed requirements and ATC instructions.

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