| NO. | EXISTING BUILDINGS/FACILITIES FACILITY / ELEVATION (MSL) | |
|---|---|---|
| 1 | Airline Passenger Terminal (# 481) | 71' |
| 2 | Hangar (Atlantic Aviation # 121) (TBR) | 47.2' |
| 3 | Hangar (Spitfire Aviation # 122) (TBR) | 31.2' |
| 4 | Hangar (Atlantic Aviation # 124) | 40' |
| 5 | Hangar (Port-A-Port) (TBR) | 30.1' |
| 6 | Hangars (Port-A-Port) (TBR) | 25.2' |
| 7 | Hangars (Port-A-Port) (TBR) | 25.6' |
| 8 | Hangars (Port-A-Port) (TBR) | 25' |
| 9 | Facility | 22' |
| 10 | Airport Surveillance Radar (ASR) | 30.2' |
| 11 | Anemometer | 34.8' |
| 12 | ASOS | - |
| 13 | Localizer Building | 24.0' |
| 14 | Localizer Antenna | - |
| 15 | Segmented Circle/Windsock | - |
| 16 | Glide Slope Antenna / RVR | 19.4' |
| 17 | Remote Transmitter Receiver | 26' |
| 18 | Office / Storage (# 345) | 32.2' |
| 19 | Maintenance / Office / Storage (# 306) | 28.4' |
| 20 | Maintenance / Office / Storage (# 347) | 30.6' |
| 21 | Maintenance Facility (# 349) | 22.5' |
| 22 | Maintenance Facility | 30.3' |
| 23 | Hangar | 33' |
| 24 | Sewer/Lift Station (# 319) | 25.7' |
| 25 | Self-Fueling (# 310) | 23' |

| NO. | EXISTING BUILDINGS/FACILITIES FACILITY / ELEVATION (MSL) | |
|---|---|---|
| 26 | FBO / Hangar (# 317) | 43.7' |
| 27 | Hangar (Port-A-Port) | 23.2' |
| 28 | Office (# 313) | 27' |
| 29 | Office (# 312) | 36' |
| 30 | Electrical Vault (# 602) | 28' |
| 31 | Hangar (# 307) | 52.6' |
| 32 | Fbo / Hangar (# 309) | 46.8' |
| 33 | T-Hangar (# 603) | 28.3' |
| 34 | T-Hangar (# 604) | 29.4' |
| 35 | Hangar (# 605) | 30.1' |
| 36 | Office / Storage (# 303) | 28.7' |
| 37 | Office / Storage (# 304) | 24.1' |
| 38 | Office / R&D (# 344) | 31.7' |
| 39 | Office / R&D (# 333) | 29.5' |
| 40 | Office (# 314) | 29' |
| 41 | Office / Storage (# 315) | 28.3' |
| 42 | Office / R&D (# 305) | 24.4' |
| 43 | ATCT / Arpt Beacon/TRACON (# 601) | 33' / 142.5' |
| 44 | Facility | 27.3' |
| 45 | Offices (# 311 / # 351 / # 352) | 30.1' |
| 46 | Fire Station (ARFF) (# 600) | 64' |
| 47 | Hangar (# 209 / 210) | 44.7' |
| 48 | FBO / Hangar (# 269) | 25.7' |
| 49 | Hangar (# 271) | 25' |
| 50 | Airport Storage (# 268) | 38' |

| NO. | EXISTING BUILDINGS/FACILITIES FACILITY / ELEVATION (MSL) | |
|---|---|---|
| 51 | SBA Visitors Center (#118) | 34.6' |
| 52 | Office / Industrial (# 258) | 29' |
| 53 | Hangar (# 276) | 38' |
| 54 | Hangar (# 267) | 50.7' |
| 55 | Hangar (# 283) | 29' |
| 56 | FBO / Hangar (# 257) | 32.2' |
| 57 | Building | 31.4' |
| 58 | Airport Administration Offices (# 255) | 32.7' |
| 59 | Office (#117) | 31.7' |
| 60 | Hangar (# 274 / 284 / 285) | 40' |
| 61 | FBO / Hangar (# 261) | 51.8' |
| 62 | Vacant Restaurant (# 252) | 38.5' |
| 63 | Vacant Storage (# 251) | 30.4' |
| 64 | Fuel Storage | 28.7' |
| 65 | Fuel Storage | 29' |
| 66 | Helicopter Parking | N/A |
| 67 | Aircraft Wash Rack | N/A |
| 68 | Hangar (# 244) | 76.2' |
| 69 | Office Building (# 245) | 36.5' |
| 70 | Hangar (# 249) (TBR) | 49.1' |
| 71 | Hangar (# 248) (TBR) | 40.1' |
| 72 | Twin Lake Golf (# 363 / 369) | 41.8' |
| 73 | Twin Lake Golf (# 370) | 33.6' |
| 74 | Office (# 114) | 38.8' |
| 75 | Office (# 223) | 37.5' |

| NO. | EXISTING BUILDINGS/FACILITIES FACILITY / ELEVATION (MSL) | |
|---|---|---|
| 76 | Building | 46.6' |
| 77 | Building (# 224) | 35.6' |
| 78 | Building (# 225) | 41.4' |
| 79 | Buildings (# 226) | 42.2' |
| 80 | Building (# 115) | 37' |
| 81 | Building (# 116) | 41.7' |
| 82 | Building (# 507) | 49.2' |
| 83 | Building (# 503) | 54.5' |
| 84 | Building (# 504 / 505) | 55' |
| 85 | Building (# 506) | 55.1' |
| 86 | Consolidated R-A-C Services (# 508) | 48' |
| 87 | Building | 42.5' |

* To Be Removed (TBR)

| No. | ULTIMATE BUILDINGS/FACILITIES FACILITY |
|---|---|
| 91 | NOAA ATMOSPHERIC RIVER OBSERV. |
| 92 | T-HANGAR (15 units) |
| 93 | T-HANGAR (15 units) |
| 94 | T-HANGAR (13 units) |
| 95 | T-HANGAR (13 units) |
| 96 | TERMINAL EXPANSION |
| 97 | MAINTENANCE YARD (Relocated) |
| 98 | AIRLINE LAVATORY DUMP STATION/ AIRLINE EQUIPMENT MAINTENANCE/ WASH RACK FACILITY |
| 99 | FBO LEASE AREA-1 |
| 100 | FBO LEASE AREA-2 |
| 101 | RESTAURANT/CONFERENCE CENTER |

## LEGEND

| EXISTING | ULTIMATE | DESCRIPTION |
|---|---|---|
| | SAME | ABANDONED PAVEMENT (To Be Removed) |
| | | AIRPORT PROPERTY LINE |
| | SAME | AIRPORT REFERENCE POINT (ARP) |
| | SAME | AIRPORT ROTATING BEACON |
| | SAME | BUILDING ABANDONMENT (To Be Removed) |
| | | BUILDING / MISC. FACILITIES |
| | SAME | DRAINAGE |
| | | PAVEMENT |
| | | FENCING (up to 10 AGL) |
| PAPI-4 | PAPI-4 | NAVIGATIONAL AID INSTALLATION (PAPI-4) |
| | SAME | RUNWAY THRESHOLD LIGHTS and REIL |
| 34 35 3 2 | SAME | SECTION CORNER (None Available) |
| | SAME | SEGMENTED CIRCLE/WIND INDICATOR |
| 10 | SAME | TOPOGRAPHY (NAVD 88) |
| | | HOLDING POSITION MARKING |
| | SAME | PARCELS |
| RVZ | SAME | RUNWAY VISIBILITY ZONE |
| TOFA | SAME | TAXIWAY OBJECT FREE AREA |
| TSA | SAME | TAXIWAY SAFETY AREA |
| Extd OFA | SAME | EXTENDED OBJECT FREE AREA |
| xOFZ | SAME | RUNWAY OBSTACLE FREE ZONE |
| xRSA | SAME | RUNWAY SAFETY AREA |
| xOFA | SAME | RUNWAY OBJECT FREE AREA |
| | SAME | SURVEY MONUMENT (PACS/SACS) |
| | | RUNWAY PROTECTION ZONE (RPZ) |
| BRL | SAME | BUILDING RESTRICTION LINE (BRL) |
| AS | uAS | APPROACH SURFACE |
| xTSS | uTSS | THRESHOLD SITING SURFACE |
| | SAME | ASOS |
| xLOC | SAME | LOCALIZER CRITICAL AREA |
| xGS | uGS | GLIDE SLOPE CRITICAL AREA |
| | SAME | LOCALIZER ANTENNA |
| | | GLIDE SLOPE ANTENNA |
| | SAME | MALSR APPROACH LIGHT SYSTEM |
| | SAME | PRECISION OBSTACLE FREE ZONE (POFZ) |
| | | TIE-DOWNS |
| N/A | | RUNWAY SHADE |
| | | EASEMENT |
| N/A | | ISLAND (PAVEMENT MARKING) |
| | | SHOULDERS |
| N/A | | FBO LEASE AREA-1 and AREA-2 |

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
4. NAVD 88 Datum was used for all vertical elevations and NAD 83 for all horizontal elevations.
5. See the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS for TSS Object Penetrations.
6. Proposed taxiway modifications limit direct access from apron areas to runways to reduce runway incursion potential. Taxiway modifications include: relocating the Taxiway E2 connector between the terminal apron and Taxiway E; Taxiway E3 is planned to be closed.
7. The Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria, 35 feet vertical object height. The BRL location occurs coincident with the ASR Critical Area.

DATE OF PHOTO: 6/3/2013

## EXISTING NONSTANDARD CONDITIONS

| DEVIATION DESCRIPTION | EFFECTED DESIGN STANDARD | STANDARD | ACTUAL / EXISTING | PROPOSED DISPOSITION |
|---|---|---|---|---|
| Taxiway E Holding Position Marking & Sign | Runway 15R-33L Centerline to Holdline | 125' Separation | 99.3' Separation | Request Modification to Standards |
| Taxiway E Holding Position Marking & Sign | Runway 15L-33R Centerline to Holdline | 125' Separation | 101.5' Separation | Request Modification to Standards |
| Service Road inside RSA | 240' x 150' Runway Safety Area @ Runway 33L end | 240' from Runway 33L end | 107' from Runway 33L end | Relocate Road |
| Service Road inside OFA | 240' x 250' Object Free Area @ Runway 33L end | 240' from Runway 33L end | 0' from Runway 33L end | Request Modification to Standards |
| Service Road inside OFZ | 200' x 250' Obstacle Free Zone @ Runway 33L end | 200' from Runway 33L end | 0' from Runway 33L end | Request Modification to Standards |
| Telcolotito Creek inside OFZ | 200' x 250' Obstacle Free Zone @ Runway 33L end | 200' from Runway 33L end | 0' from Runway 33L end | Request Modification to Standards |
| Service Road inside RSA | 240' x 150' Runway Safety Area @ Runway 33R end | 240' from Runway 33L end | 233' from Runway 33R end | Relocate Service Road |
| Service Road inside OFA | 240' x 250' Object Free Area @ Runway 33R end | 240' from Runway 33L end | 231' from Runway 33R end | Relocate Service Road |
| Service Road inside OFA | 1000' x 800' Object Free Area @ Runway 7 end | 1000' from Runway 7 end | 598' from Runway 7 end | Request Modification to Standards |
| Telcolotito Creek inside OFA | 1000' x 800' Object Free Area @ Runway 7 end | 1000' from Runway 7 end | 787' from Runway 7 end | Request Modification to Standards |
| Service Road inside POFZ | 200' x 800' Precision Obstacle Free Zone (**POFZ**) @ RWY 7 | 200' from Runway 7 end | 200' from Runway 7 end | Closed & Remove |
| Service Road inside OFA | 1000' x 800' Object Free Area @ Runway 25 end | 1000' from Runway 25 end | 973' from Runway 25 end | Request Modification to Standards |
| Aircrafts inside TOFA | Taxiway B Object Free Area @ Runway 33R end | 89' Twy Centerline to TOFA | Twy Centerline to objects (50') | Remove Aircrafts & Parking Positions |
| GS/RVR inside OFA | 1000' x 800' Object Free Area @ Runway 7 end | 400' from Rwy 7 Centerline | 275' from Rnwy 7 Centerline | Request Modification to Standards |

FOR APPROVAL BY:

[signature] 9-23-2024

Airport Director DATE

FAA APPROVAL STAMP

Cathryn J. Cason

Octoberr 29, 2024

| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 5 | Updated ALP, Twy B | 7/2/24 | KH | – |
| 4 | Updated ALP, App. Surfaces, South Term. Area | 10/12/18 | M&H | – |
| 3 | Master Plan Update | 1/29/15 | Coffman | – |
| 2 | Revalidated Airport Layout Plan (Approved) | 2/9/09 | M&H | FAA |
| 1 | Updated Airport Layout Plan (Approved) | 6/11/97 | M&H | FAA |

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE F.A.A. ACCEPTANCE OF THIS DOCUMENTS BY THE F.A.A. 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.

# SANTA BARBARA MUNICIPAL AIRPORT

# AIRPORT LAYOUT PLAN

Santa Barbara, California

PLANNED BY: Eric S. Pfeifer
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

October 12, 2018 SHEET 3 OF 18

Coffman Associates Airport Consultants www.coffmanassociates.com

10/10/24 - 10:23am - therrera - C:\Users\therrera\OneDrive - City of Santa Barbara (GCC)\SBA ALP-2024_Twy_Hisba_sht_3_alp_w_twy_name_change.dwg