Hollister Municipal Airport

INVENTORY

The initial step in the preparation of the airport master plan for Hollister Municipal Airport is the collection of information pertaining to the airport and the area it serves. The information summarized in this chapter will be used in subsequent analyses in this study and includes:

- Physical inventories and descriptions of the facilities and services currently provided at the airport, including the regional airspace, air traffic control, and aircraft operating procedures.
- Background information pertaining to the City of Hollister and regional area, including descriptions of the regional climate, surface transportation systems, the Hollister Municipal Airport's role in the regional, state, and aviation systems, and development that has taken place recently at the airport.
- Population and other significant socioeconomic data which can provide an indication of future trends that could influence aviation activity at the airport.
- A review of existing local and regional plans and studies to determine their potential influence on the development and implementation of the airport master plan.

The information in this chapter was obtained from several sources, including on-site inspections, interviews with City staff and airport tenants, airport records, related studies, the Federal Aviation Administration (FAA), and a number of internet sites.

HOLLISTER

A complete listing of the data sources is provided at the end of this chapter.

HISTORICAL PERSPECTIVE

Hollister Municipal Airport began as a private grass airstrip in 1912 when it served as host to aviators Frank Bryant and Roy Francis, who performed an air show on May 18 and 19. The airstrip became known as Turner Field in the mid-20s after the property was acquired by Everett Turner, who ran the local crop dusting service. The year 1932 brought the first annual Hollister Air Race and the first parachute jump, and in 1936 a special airmail delivery service was introduced.

In 1941, the Navy purchased the property and the airfield became Navy Air Auxiliary Station (N.A.A.S.) Hollister. At its peak operation, N.A.A.S. Hollister housed 200-300 Navy personnel undergoing advanced weapons training and military operations/attack procedures prior to entering the war zone. N.A.A.S. Hollister operated as a military base until June 1946 when civilian activity was allowed. Eighteen months later, on December 9, 1947, the facilities were turned over to the City of Hollister through a quitclaim deed.

RECENT DEVELOPMENT HISTORY

In cooperation with the FAA and State, the City of Hollister has made continual improvements to Hollister Municipal Airport. **Table 1A** summarizes the major improvement projects at the Airport since 1989. Since 1989, almost 10 million dollars have been invested by the FAA at Hollister Municipal Airport through the Federal Airport Improvement Program (AIP).

AIRPORT ADMINISTRATION

Hollister Municipal Airport is owned by the City of Hollister. The airport is under the direction of the City Manager. The Airport Manager is responsible for the operation, maintenance, and management of the airport.

A five-member Airport Advisory Commission provides recommendations on the policies and long-range plans for the Hollister Municipal Airport to the City Council. At least three members are required to be residents of the City of Hollister and all members must be residents of San Benito County. The members are appointed by the Mayor with the approval of the City Council. Appointments are for a two-year time period, with staggered terms of office to ensure that no more than two-thirds of the terms expire in any one-year period.

TABLE 1A
Recent Development History/Federal Grant History

Grant Year	Project Description	Federal Grant
1989	Overlay Runway 24, Reconstruct Taxiways	$472,200
1991	Overlay Runway 31, Seal Runway 24	$672,200
1996	Extend Runway 31, Purchase 22 Acres	$6,062,800
2000	Taxiway Extension To Runway 31, Reconstruct Taxiway To Runway 24	$1,220,000
2001	Purchase Aviation Easement and Install AWOS, Airport Beacon, and Security Fence	$1,381,000

Source: City of Hollister

AWOS – Automated Weather Observation System

AIRPORT FACILITIES

Airport facilities can be functionally classified into two broad categories: airside and landside. The airside category includes those facilities directly associated with aircraft operations. The landside category includes those facilities necessary to provide a safe transition from surface to air transportation and support aircraft servicing, storage, maintenance, and operational safety.

AIRSIDE FACILITIES

Airside facilities include runways, taxiways, airfield lighting, and navigational aids. Airside facilities are identified on **Exhibit 1A. Table 1B** summarizes airside facility data.

Runways

The existing runway configuration at Hollister Municipal Airport includes two intersecting runways (Runway 6-24 and Runway 13-31). Runway 13-31, the longest runway, is 6,350 feet long, 100 feet wide, and is oriented in a northwest-southeast manner. Runway 6-24 is 3,150 feet long, 100 feet wide, and oriented in a northeast-southwest manner. A 750-foot lead-in taxiway is located behind the Runway 6 landing threshold. A 450-foot lead-in taxiway is located behind the Runway 24. This pavement cannot be used for landings. Since it is not designated as part of the runway, it should not be used for departure. The Runway 6 and Runway 24 thresholds have been located to provide sufficient landing clearance over obstacles within the approach surface. A hill is located west of the Runway 24 end, while San Felipe Road is an obstruction to Runway 24 without the threshold in its existing location. A 1,170-foot lead-in taxiway is located behind the Runway 31 end.

TABLE 1B
Airside Facility Data
Hollister Municipal Airport

	Runway 6-24		Runway 13-31	
Length (ft.)	3,150		6,350	
Width (ft.)	100		100	
Surface Material	Asphalt		Asphalt	
Load Bearing Strength				
Single Wheel	30,000		30,000	
Double Wheel	45,000		45,000	
Instrument Approach Procedures	None		GPS (31)	
Approach Aids	**Rwy 6**	**Rwy 24**	**Rwy 13**	**Rwy 31**
Global Positioning System (GPS)	No	No	No	Yes
Visual Approach Slope Indicators (VASI)	No	Yes	No	No
Precision Approach Path Indicators (PAPI)	No	No	Yes	Yes
Runway End Identifier Lights (REILs)	No	Yes	Yes	Yes
Pavement Edge Lighting	Medium Intensity Runway Lighting Taxiway Retro-Reflective Delineators		Medium Intensity Runway Lighting Taxiway Retro-Reflective Delineators	
Pavement Markings	Basic		Nonprecision	
Elevation	230 feet Mean Sea Level (MSL)			
Fixed Wing Aircraft Traffic Pattern	Left			
Helicopter Traffic Pattern	Right			

Source: November 2002 Airport/Facility Directory
GPS- Global Positioning System

Both runways are constructed of asphalt. The load bearing strengths are the same for both runways: 30,000 SWL and 45,000 DWL. Single wheel loading (SWL) refers to the design of certain aircraft landing gear which has a single wheel on each main landing gear strut. Dual wheel loading (DWL) refers to the design of certain aircraft landing gears which have two wheels on each main landing gear strut.

Taxiways

The taxiway system at Hollister Municipal Airport is identified on **Exhibit 1A**. Both runways are equipped with full-length parallel taxiways. Taxiway A is a full-length parallel taxiway providing access to both ends of Runway 13-31. Taxiway A is 50 feet wide and is located 300 feet from the Runway 13-31 centerline. Taxiways B, D, F, and H connect Taxiway A to Runway 13-31, and serve as runway entrance and exit points. Each taxiway is 50 feet wide.

01MP12-1A-12/11/03

Hollister Municipal Airport

Exhibit 1A
AIRSIDE FACILITIES

Taxiway C is a full length parallel taxiway extending between each end of Runway 6-24. Taxiway C is 50 feet wide and is located 250 feet from the Runway 6-24 centerline. Taxiway I and Taxiway J connect Taxiway C to Runway 6-24. Each taxiway is 50 feet wide.

Airfield Lighting

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. A variety of lighting systems are installed at the airport for this purpose. These lighting systems, categorized by function, are summarized as follows.

Identification Lighting: The location of an airport at night is universally identified by a rotating beacon. A rotating beacon projects two beams of light, one white and one green, 180 degrees apart. The rotating beacon at Hollister Municipal Airport is located in the southeast portion of the airfield, adjacent to the main power vault as shown on **Exhibit 1A**.

Pavement Edge Lighting: Pavement edge lighting utilizes light fixtures placed near the edge of the pavement to define the lateral limits of the pavement. This lighting is essential for safe operations during night and/or times of low visibility in order to maintain safe and efficient access to and from the runway and aircraft parking areas. Both runways at Hollister Municipal Airport are equipped with medium intensity runway lighting (MIRL). All taxiways are equipped with retro-reflector markers. Each runway end is equipped with threshold lights, which identify the landing threshold. Runway threshold lights utilize specially designed lens which are red on one side and green on the other. The red portion is visible during departure while the green portion is visible during approach.

Visual Approach Lighting: The approach and landing phase of all flights at Hollister Municipal Airport is conducted visually by the pilot. A number of landing aids have been installed at the airport to assist pilots in determining the correct descent path to the runway end during landing. A visual approach slope indicator (VASI) is available at the Runway 24 end. A precision approach path indicator (PAPI) is available at the Runway 13 and Runway 31 ends. While different in configuration, the VASI and PAPI are similar in use. Each system consists of a series of lights, located at various distances from the runway threshold, which when interpreted by the pilot, give him or her an indication of being above, below, or on the designated descent path to the runway end.

Runway End Identification Lighting: Runway end identification lights (REILs) provide rapid and positive identification of the approach end of the runway. The REIL system consists of two synchronized flashing lights, located laterally on each side of the runway threshold, facing the approaching aircraft. REILs are installed on both ends of Runway 13-31 and to Runway 24.

Airfield Signs: Airfield identification signs assist pilots in identifying their location on the airport and direct them to their desired location. Lighted air-

field signs are located at aircraft hold positions, at taxiway intersections, and at the intersection of the connecting taxiways and runways.

Pilot-Controlled Lighting: Airfield lighting systems can be controlled through a pilot-controlled lighting system (PCL). A PCL allows pilots to turn on/or increase the intensity of the airfield lighting systems from the aircraft with the use of the aircraft's radio transmitter. The MIRL to each runway, REILs, PAPIs, and VASIs are connected to the PCL system at Hollister Municipal Airport.

Pavement Markings

Pavement markings aid in the movement of aircraft along airport surfaces and identify closed or hazardous areas on the airport. The non-precision markings on Runway 13-31 identify the runway centerline, threshold, designation, pavement edge, and aircraft holding positions. The basic markings on Runway 6-24 identify the runway centerline, designation, and aircraft holding positions.

Taxiway and apron taxilane centerline markings are provided to assist aircraft using these airport surfaces. Centerline markings assist pilots in maintaining proper clearance from pavement edges and objects near the taxilane/taxiway edges. Pavement markings also identify aircraft parking positions.

Weather Reporting

Hollister Municipal Airport is not currently equipped with automated weather reporting. However, the City has a federal grant to install an automated weather observation system (AWOS). The AWOS will provide automated aviation weather observations 24 hours a day. The system updates weather observations every minute, continuously reporting significant weather changes as they occur. The AWOS system reports cloud ceiling, visibility, temperature, dew point, wind direction, wind speed, altimeter setting (barometric pressure), and density altitude (airfield elevation corrected for temperature).

Hollister Municipal Airport is equipped with a lighted wind cone, tetrahedron, and segmented circle. The wind cone provides wind direction and speed information to pilots. The tetrahedron is a device that is used as a landing direction indicator. The small end of the tetrahedron points in the direction of landing. The segmented circle provides aircraft traffic pattern information. The lighted wind cone and segmented circle are located northwest of the runway intersection, while the tetrahedron is located southwest of the runway intersection.

Enroute Navigation And Airspace

Navigational aids are electronic devices that transmit radio frequencies, which pilots of properly equipped air-

craft translate into point-by-point guidance and position information. For pilots flying to and from Hollister Municipal Airport, the global positioning system (GPS), very high frequency omnidirectional range (VOR), and LORAN-C navigational aids are available for use.

The global positioning system (GPS) was initially developed by the United States Department of Defense for military navigation around the world. Increasingly, GPS has been utilized more in civilian uses. GPS uses satellites placed in orbit around the globe to transmit electronic signals, which pilots of properly equipped aircraft use to determine altitude, speed, and navigational information. The FAA is proceeding with a program to make satellite navigation the primary navigation system across the country; however, most existing navigational aids will be retained for redundancy and security.

The VOR, in general, provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility to provide distance as well as direction information to the pilot. Military tactical air navigation aids (TACANs) are commonly combined to form a VORTAC. A VORTAC provides distance and direction information to civil and military pilots. The Salinas VORTAC, San Jose VOR/DME, Panoche VORTAC, and Priest VOR can be used by pilots when navigating to or from Hollister Municipal Airport. These facilities are identified on **Exhibit 1B**.

Loran-C is a ground-based enroute navigational aid which utilizes a system of transmitters located in various locations across the continental United States. Loran-C is similar to GPS as pilots are not required to navigate using a specific facility. With a properly equipped aircraft, pilots can navigate to any airport in the United States using Loran-C.

Instrument Approach Procedures

Instrument approach procedures are a series of predetermined maneuvers established by the FAA, using electronic navigational aids, that assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. There is currently one published instrument approach to Hollister Municipal Airport. The GPS approach to Runway 31 is a non-precision instrument approach that provides course guidance information to the pilot.

The capability of an instrument approach is defined by the visibility and cloud ceiling minimums associated with the approach. Visibility minimums define the horizontal distance that the pilot must be able to see in order to complete the approach. Cloud ceilings define the lowest level a cloud layer (defined in feet above the ground) can be situated for the pilot to complete the approach. If the observed visibility or cloud ceilings are below the minimums prescribed for the approach, the pilot cannot com-

plete the instrument approach. The minimum visibility and cloud ceiling requirements vary according to the approach speed of the aircraft. The Runway 31 GPS approach provides for straight-in landings when the visibility is restricted to one mile and cloud ceilings are at least 600 feet above the ground for aircraft with approach speeds less than 120 knots. In aircraft with approach speeds between 121 and 140 knots, the cloud ceilings remain the same, while the visibility minimums increase to one and one-half miles. When a local altimeter setting is not available, the cloud ceiling minimums increase to 700 feet for aircraft with approach speeds less than 120 knots. For aircraft with approach speeds between 121 and 140 knots, the cloud ceiling increases to 700 feet while the visibility minimums increase to two miles.

The Runway 31 GPS approach also provides a circling option. The circling option allows pilots to land on any runway end at the airport after following the approach procedure. The circling minimums are the same as the straight-in approach procedure if the local altimeter setting is available. When this is not available, the cloud ceilings increase to 800 feet for aircraft with approach speeds less than 121 knots. For aircraft with approach speeds between 121 and 140 knots, the cloud ceilings increase to 800 feet, while the visibility minimums increase to two miles. The installation of the AWOS should eliminate the disparity in approach minimums as it will provide local altimeter settings continuously.

Local Operating Procedures

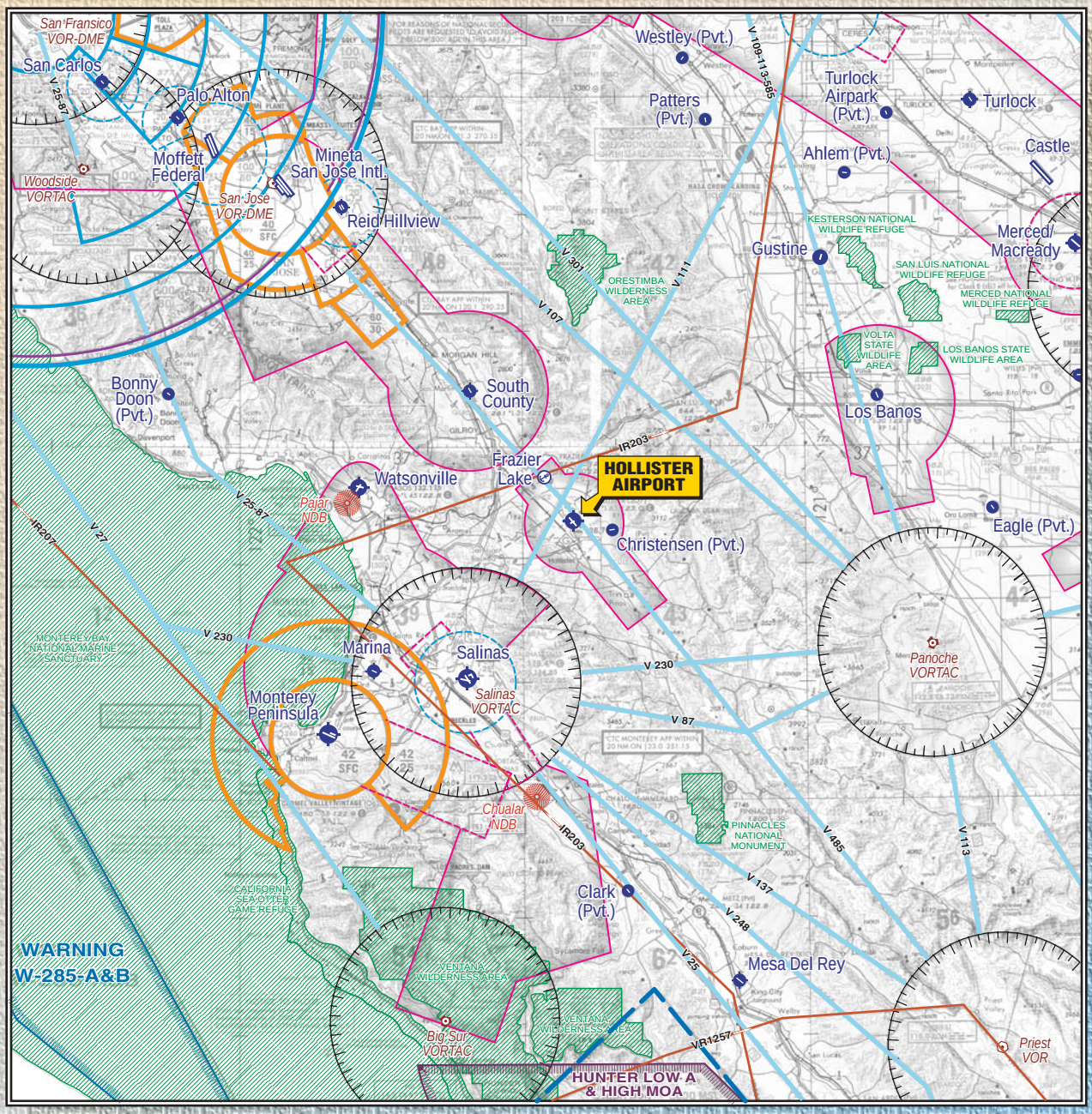
Hollister Municipal Airport is located at 230 feet mean sea level (MSL). A left-hand traffic pattern has been established for all runways. In this manner, aircraft approach the desired runway end, following a series of left-hand turns. The traffic pattern altitude (TPA) is 1,030 feet MSL (800 feet AGL) for fixed-wing aircraft. The helicopter TPA is 750 feet MSL (500 feet AGL). Helicopters are requested to use a right traffic pattern.

Vicinity Airspace

The *Federal Aviation Administration Act of 1958* established the FAA as the responsible agency for the control and use of navigable airspace within the United States. In response to this legislative directive, the FAA has established the National Airspace System (NAS) to protect persons and property on the ground and to provide for a safe and efficient airspace environment for civil, commercial, and military aviation. The NAS consists of U.S. airspace, air navigation facilities, airports and landing areas, aeronautical charts, regulations and procedures, technical information and services, personnel and material. The system also includes components shared jointly with the military. Airspace in the vicinity is depicted in **Exhibit 1B.**

The U.S. airspace structure provides two basic categories of airspace, controlled and uncontrolled, and identifies them as Classes A, B, C, D, E, and

01MP12-1B-12/12/03



LEGEND

- Airport with other than hard-surfaced runways
- Seaplane Base
- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- Non-Directional Radiobeacon (NDB)
- VORTAC
- VHF Omni Range (VOR)
- VOR-DME
- Compass Rose
- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class E Airspace with floor 700 ft. above surface
- Differentiates Floors of Class E Airspace greater than 700 ft. above surface
- Victor Airways
- Military Training Routes
- Mode C
- MOA - Military Operations Area
- Prohibited, Restricted, Warning and Alert Areas
- Wilderness Areas

Source: San Francisco Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration 9/5/02

Hollister Municipal Airport

Exhibit 1B
VICINITY AIRSPACE AND AIRPORTS

G. Class A airspace is controlled airspace and includes all airspace from 18,000 feet mean sea level (MSL) to Flight Level 600 (approximately 60,000 feet MSL). Class B airspace is controlled airspace surrounding high capacity commercial service airports (e.g., San Francisco International Airport). Class C airspace is controlled airspace surrounding lower activity commercial service (e.g., Monterey Peninsula Airport) and some military airports. Class D airspace is controlled airspace surrounding airports with an airport traffic control tower (e.g., Salinas Municipal Airport). All aircraft operating within Classes A, B, C, and D airspace must be in contact with the air traffic control facility responsible for that particular airspace. Class E is controlled airspace that encompasses all instrument approach procedures and low altitude federal airways. Only aircraft conducting instrument flights are required to be in contact with air traffic control when operating in Class E airspace. Aircraft conducting visual flights in Class E airspace are not required to be in radio communications with air traffic control facilities; however, visual flight can only be conducted if minimum visibility and cloud ceilings exist. Class G airspace is uncontrolled airspace that does not require contact with an air traffic control facility.

Hollister Municipal Airport is located in Class E airspace, with a floor 700 feet above surface. The Class E airspace around Hollister Municipal Airport extends outward at a radius of approximately five nautical miles. The Class E airspace extends an additional seven nautical miles southeast of the airport to encompass the Runway 31 GPS approach procedure. The Class E airspace also extends outward approximately two nautical miles to the northwest.

For aircraft arriving or departing the regional area using VOR facilities, a system of Federal Airways, referred to as Victor Airways, has been established. Victor Airways are corridors of airspace eight miles wide that extend upward from 1,200 feet AGL to 18,000 feet MSL and extend between VOR navigational facilities. Victor Airways are shown with solid blue lines on **Exhibit 1B**. V485 crosses Hollister Municipal Airport, extending between the Priest VOR to the southeast and San Jose VOR/DME to the northwest. V111 extends north of the airport, and emanates from the Salinas VORTAC.

Military training routes in the vicinity of Hollister Municipal Airport are identified on **Exhibit 1B**. Military jets travel these routes above 10,000 feet MSL at speeds in excess of 250 knots.

While not considered part of the U.S. airspace structure, the boundaries of National Park Service areas and U.S. Forest and Primitive areas are noted on aeronautical charts. While aircraft operations are not specifically restricted over these areas, aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface. **Exhibit 1B** depicts the boundaries of these areas near Hollister Municipal Airport.

Air Traffic Control

Hollister Municipal Airport does not have an airport traffic control tower (ATCT); therefore, no formal air traffic services are available. Aircraft operating in the vicinity of the airport are not required to file any type of flight plan or contact any air traffic control facility unless they are entering airspace where contact is mandatory or have filed an instrument flight plan. Air traffic advisories and certain weather information can be obtained using the common traffic advisory frequency (CTAF) channel 123.0 MHz, also known as UNICOM.

The Oakland Flight Service Station (FSS) provides pilots with weather information and flight planning processing. NorCal Approach Control provides enroute air traffic control functions and controls all aircraft using the Runway 31 GPS approach.

LANDSIDE FACILITIES

Landside facilities are the ground-based facilities that support the aircraft and pilot/passenger handling functions. These facilities typically include a terminal building, aircraft storage/maintenance hangars, aircraft parking aprons, and support facilities such as fuel storage, automobile parking, roadway access, and aircraft rescue and firefighting. Landside facilities are identified on **Exhibit 1C.**

Apron

The main apron area at Hollister Municipal Airport is located southeast of the Runway 13-31/Runway 6-24 intersection. This main apron area encompasses approximately 42,800 square yards including space for aircraft parking and taxilane access to hangar facilities. The main apron provides approximately 120 tiedown spaces.

Aircraft Hangars

There are 17 separate hangar buildings at Hollister Municipal Airport, totaling approximately 153,100 square feet. Hangar facilities are located adjacent to the main hangar (east hangar area) as well as near the Runway 6 end (west hangar area). Hangar space at Hollister Municipal Airport is comprised of conventional (clear span) hangars and T-hangars. Conventional hangars provide a large, open space free from roof support structures which typically have the capability to accommodate several aircraft simultaneously. T-hangars provide for separate hangar facilities within a larger continuous facility.

Conventional hangar space at Hollister Municipal Airport totals approximately 71,500 square feet within six facilities located along the eastern edge of the main apron area. This includes hangar space devoted to the aviation college, aircraft maintenance,

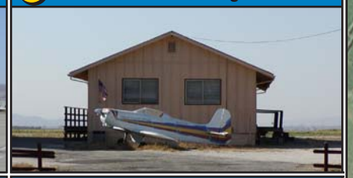
01MP12-1C-12/11/03

Fuel Storage/Dispensing

Airport Maintenance

1 Gavilan College

2 Gavilan College



3 Gavilan College

4 Gavilan College

5 Electrical Vault and Rotating Beacon

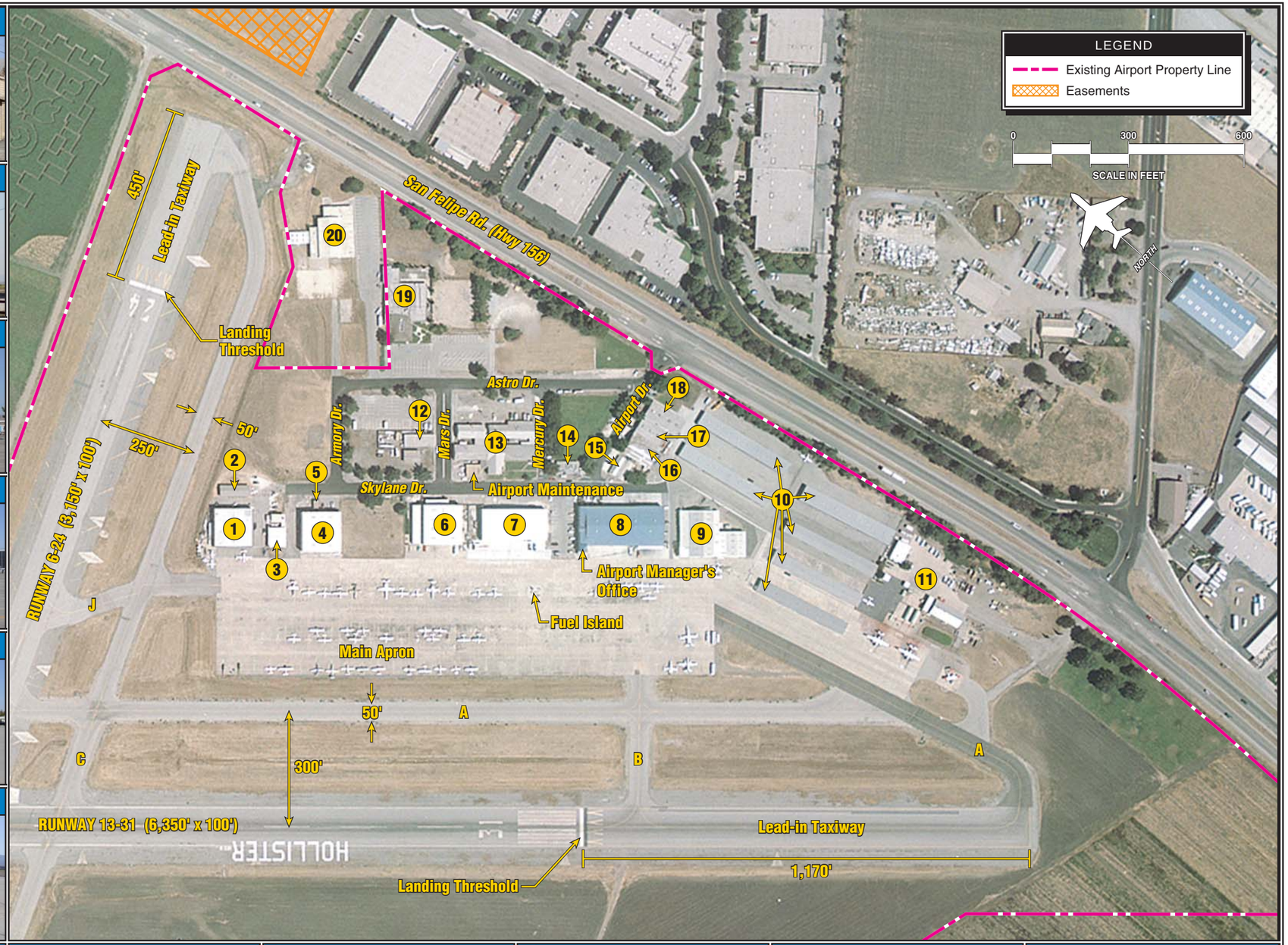
6 Aircraft Maintenance

7 Aircraft Storage/Maintenance

8 Aircraft Storage/Maintenance

9 Aircraft Storage

10 T-Hangar Facilities



11 California Dept. of Forestry

13 Office/Storage

14 Restaurant

15 Storage Buildings

16 Aircraft Maintenance
17 18 Office/Storage

19 Hollister Elks Lodge

20 Former National Guard Facility (Vacant)

Hollister Municipal Airport

Exhibit 1C
LANDSIDE FACILITIES

fixed base operator (FBO) services, and aircraft storage. There are nine separate T-hangar buildings on the airport, providing approximately 81,600 square feet of space and 75 separate hangar spaces. Three of these facilities are located southwest of the Runway 6 end.

Other Buildings

A number of original N.A.A.S. Hollister buildings still remain at Hollister Municipal Airport. These include Buildings 15 (19,116 s.f.), 18 (2,500 s.f.), 19 (4,800 s.f.), 20 (3,243 s.f.), and 21 (4,606 s.f.). All buildings are one-story and wood-framed and are currently used by various aviation-related and non-aviation related businesses. An architectural and structural assessment was completed in July 1999 for Buildings 15, 19, 20, and 21. This study found the buildings to be in generally sound condition, with the exception of non-conventional lateral load resisting systems and a reduced load carrying capacity. The buildings show significant deterioration to the exterior as well as some interior damage. These buildings are likely to contain lead and asbestos. The assessment also noted concerns relating to compliance with building codes and disabled person accessibility requirements. One of the original buildings, Building 25, was lost to fire in 2002. Building 18 is a former military building and is used for general storage by a private tenant.

The Elks Lodge is located on the east side of the airport, near San Felipe Road. This is the former N.A.A.S. Hollister enlisted club. The building is owned by the City and leased by the Elks Lodge. This building encompasses approximately 15,500 square feet.

In addition to its hangar facilities, Gavilan College has a 2,250 square-foot classroom facility and 2,250 square-foot aviation shop with attached noise suppression equipment for engine testing. The on-airport restaurant is located east of the main apron area in a 1,650 square-foot building.

General Aviation Services

Gavilan Aviation provides the traditional FBO services at Hollister Municipal Air-port. Gavilan Aviation provides aircraft refueling, line services flight training, aircraft rentals, sightseeing tours/rides, aircraft maintenance, aircraft parts, aviation accessories, aircraft sales/leasing/brokerage, pilot supplies, and courtesy transportation.

Adventure Center Skydiving provides skydiving services. While Adventure Center Skydiving facilities are located on the airport, and aircraft takeoff and land at Hollister Municipal Airport, there is not a parachutist landing area on the airport. The parachutist landing area is located on private property near the town of Tres Pinos.

Soar Hollister provides glider training, rentals, and sightseeing. Soar Hollister is located off airport property north of Runway 6-24. Runway 24 is generally used for glider operations, however, any runway may be used depending on wind direction and when

practicing crosswind or downwind landings.

OK Turbines provides aircraft turbine jet engine repair and parts. Air-Fab provides aircraft restoration services. C&M Helicopters provides aerial crop dusting services. Gavilan College provides aviation maintenance training. Vintage Wings and Wheels provides aircraft maintenance, modifications, parts, and accessories.

Other Airport Tenants

The following businesses and organizations are located at Hollister Municipal Airport.

- Hollister Elks Lodge
- Airborne
- Ding-A-Ling Café
- Steve Eggleston
- Hollister Elks Building
- P.L. Enterprises
- Ramstad Enterprises
- Specialty Distributors
- Tri Systems
- Weath-Aero, Inc.

California Department of Forestry (CDF)

The California Department of Forestry (CDF) currently operates an Air Attack Base from facilities located east of Runway 13-31. The CDF utilizes S-2 Trackers, a former Navy aircraft. The S-2 is a twin-engine, piston-powered aircraft. The CDF has expressed interest in moving west of Runway 13-31, as depicted on **Exhibit 1A**. The proposed facility would be accessible via Aerostar Way, through the adjacent industrial park.

Aircraft Rescue and Firefighting (ARFF)

There is no designated aircraft rescue and firefighting (ARFF) facility at Hollister Municipal Airport. The closest fire department to the Airport is located in downtown Hollister, approximately four miles south of the Airport.

Fuel Storage and Dispensing

Fuel storage at Hollister Municipal Airport is located underground on the main apron as shown on **Exhibit 1B**. Fuel storage totals 20,000 gallons, evenly split between 100LL and Jet-A fuel. Fuel is dispensed through the fixed fuel island and mobile fuel trucks.

Utilities

Water, sanitary sewer, and electrical utilities are available at the airport. Natural gas and electric utilities are supplied by PG&E. Water and sanitary sewer service is provided by the City of Hollister. The airport's primary electrical vault is located east of Runway 13-31 near the rotating beacon.

Fencing

The airport perimeter and apron areas are equipped with a mix of barbed-wire and chain-link fencing. Neither

the entire airport perimeter nor apron area is completed fenced. Vehicle access to the apron area is not restricted, for the most part, by fencing or gates.

COMMUNITY PROFILE

This section brings together individual studies and data to provide an understanding of the characteristics of the local area. Within this section is a historical summary of the local population, a description of the ground access system near the airport, existing and planned land uses, a summary of aviation systems planning applicable to Hollister Municipal Airport, regional airports, and the local climate.

REGIONAL SETTING, ACCESS AND TRANSPORTATION

As depicted on **Exhibit 1D**, Hollister Municipal Airport is located in the north central portion of San Benito County, in the northern limits of the City of Hollister. Santa Clara County borders San Benito County to the north, while Monterey County borders San Benito County to the west.

State Highways 25 and 156 converge in the City of Hollister and provide primary highway access for the area. The airport site is located between both highways. Highway 25 (Bolsa Road) is located west of the airport, while Highway 156 (San Felipe Road) is located on the east side of the airport. Airport facilities on the east side of the airport are accessed via Highway 156. Flynn Road extends between Highway 25 and Highway 156. The City of Hollister is located approximately 40 miles east of Monterey, 93 miles southeast of San Francisco, 151 miles south of Sacramento, and 304 miles north of Los Angeles.

REGIONAL AIRPORTS

A review of public use airports within 30 nautical miles of Hollister Municipal Airport has been made to identify and distinguish the type of air service provided in the area surrounding the airport. These airports were previously illustrated on **Exhibit 1B**. Information pertaining to each airport was obtained from FAA records.

Frazier Lake Airpark Airport is located approximately 4.5 nautical miles northwest of Hollister Municipal Airport and is privately-owned. Two runways are available for use at the airport, one waterway which is 3,000 feet long and a turf runway that is 2,500 feet long. The airport does not have an airport traffic control tower. There are no published instrument approach procedures. Approximately 90 aircraft are based at the airport. Tiedowns are the only service available at the airport.

South County Airport of Santa Clara County is located approximately 14 nautical miles northwest of Hollister Municipal Airport. There is one 3,100-foot runway available for use. The airport does not have an airport traffic control tower. There is one published instrument approach. Approximately 70 aircraft are based on the airport and a full range of general aviation services are provided.

Salinas Municipal Airport is located approximately 17 nautical miles southwest of Hollister Municipal Airport. Three runways are available for use at the airport, the longest being 6,000 feet long. There is an operating airport traffic control tower. There are five published instrument approaches. Approximately 224 aircraft are based at the airport and a full range of general aviation services are available.

Watsonville Municipal Airport is located approximately 18 nautical miles northwest of Hollister Municipal Airport. There are two runways available for use at the airport, the longest being 4,501 feet long. There is no airport traffic control tower. There are three published instrument approaches. Approximately 331 aircraft are based at the airport and a full range of general aviation services are available.

Marina Municipal Airport is located approximately 21 nautical miles southwest of Hollister Municipal Airport. There is one 3,000-foot runway available for use at the airport. There is no airport traffic control tower. There are four published instrument approaches available at the airport. Approximately 65 aircraft are based at the airport. Services available include fuel, flight instruction, skydiving, and major airframe and power plant services.

Monterey Peninsula Airport is located approximately 28 nautical miles southwest of Hollister Municipal Airport. There are two runways available for use at this airport, the longest being 7,598 feet long. There is no airport traffic control tower. There are seven published instrument approaches available at the airport. Approximately 169 aircraft are based at the airport and a full range of general aviation services are available.

Los Banos Municipal Airport is located approximately 28 nautical miles northeast of Hollister Municipal Airport. There is one 3,005-foot runway available for use. There is no airport traffic control tower. There are two published instrument approaches. Approximately 24 aircraft are based at the airport. Services include fuel and aircraft maintenance, minor airframe service, and major power plant service.

THE AIRPORT'S SYSTEM ROLE

Airport planning exists on many levels: local, regional, and national. Each level has a different emphasis and purpose. An airport master plan is the primary local airport planning document. The previous master plan for Hollister Municipal Airport was completed in 1985. Principal recommendations of the master plan included land acquisition, extension of Runway13-31 to the northwest, construction of new terminal areas including access roads, utilities, and T-hangars.

At the national level, Hollister Municipal Airport is designated within the FAA's *National Plan of Integrated Airport Systems* (NPIAS). Inclusion within the NPIAS allows the airport to

01MP12-1D-3/4/03

Hollister Municipal Airport

Exhibit 1D
LOCATION MAP

be eligible for Federal Airport Improvement Program (AIP) funding. Hollister Municipal Airport is classified as a general aviation airport in the NPIAS. A total of 3,489 airports across the country are included in the NPIAS. This includes 2,558 existing general aviation airports and 111 proposed general aviation airports. Hollister Municipal Airport is one of 175 general aviation airports in the State of California that are included in the NPIAS.

At the state level, Hollister Municipal Airport is included as a general aviation airport in the *California State Aviation System Plan (SASP)*. The purpose of the SASP is to ensure that the state has an adequate and efficient system of airports to serve its aviation needs well into the future. The SASP defines the specific role of each airport in the state's aviation system and establishes funding needs.

AREA LAND USE

As evident from the aerial photograph on **Exhibit 1A**, the land uses surrounding the airport are varied and include open space, agricultural uses, and industrial/commercial development. The areas north of Runway 6-24 (on the north, east, and west sides of the airport) are currently in agricultural or open space uses. Light industrial uses are located east of San Felipe Road. The Air Park Business Center is a 100-acre master-planned industrial park that is developing southwest of the airport in the area between the airport boundary and Flynn Road.

As detailed in the *1995 Hollister General Plan*, the land uses for the area adjoining the Airport are planned for industrial and public/industrial uses and is shown on **Exhibit 1E**. Agricultural uses are planned within the broader approach paths for Runway 6 and Runway 13. The area northeast of the runway intersection is planned for commercial, industrial, and public airport uses. A portion of the land northwest of the runway intersection is planned for industrial uses along the airport boundary and agricultural uses to Bolsa Road. A combination of industrial, public, and agricultural uses are designated for the area north of Flynn Road to the Airport boundary. Proposed land uses within the *Northeast Hollister Area Plan* include: general commercial, administrative/professional office, low density residential, open space/parks, and public/institutional uses.

The City of Hollister completed the annexation of 208 acres of land along the northeastern airport boundary for the development of the Hollister Airport Terminal Business Park. The Hollister Airport Terminal Business Park could include as much as 1,215,324 square feet of building space for light industrial northeast of the New Airport Parkway, 784,080 square feet of additional corporate aircraft hangars, a museum, hotel, fixed base operator (FBO), and other airport service buildings, and the expansion of airport tiedowns and aprons. Similar to the Air Park Business Center, the Hollister Airport Terminal Business Park is planned to have direct airport access for businesses that would require access to the runways and taxi-

ways. A depiction of the business park is shown on **Exhibit 1F**.

In October 2001, a Comprehensive Land Use Plan (CLUP) was prepared for Hollister Municipal Airport. The CLUP seeks to protect the public from the adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to keep aircraft operational areas free from obstructions or activities that may impact aircraft navigation. The Hollister Municipal Airport CLUP is administered by the San Benito County Airport Land Use Commission, which is made of member communities of the San Benito County Council of Governments.

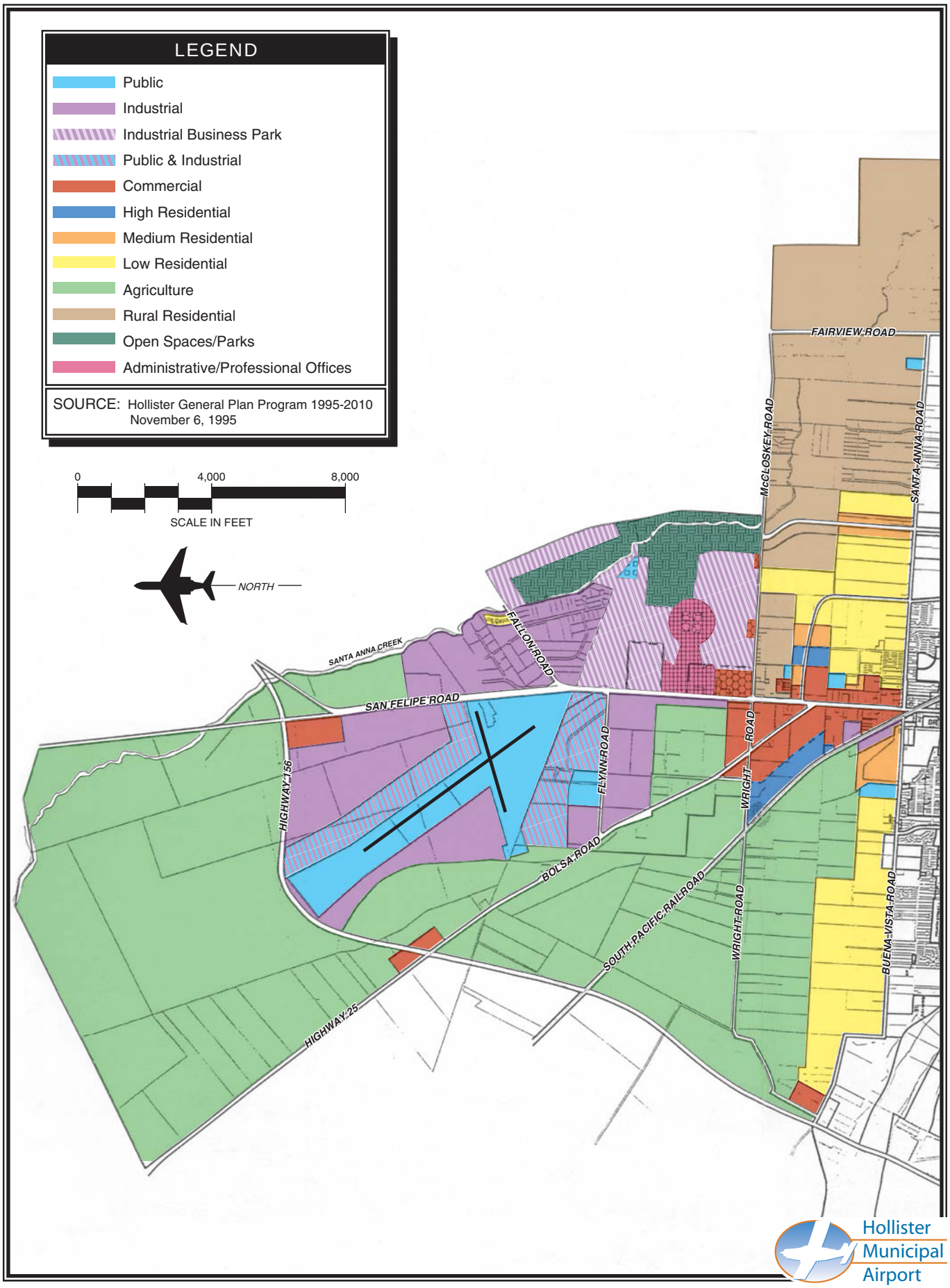
Both the City of Hollister and San Benito County have implemented zoning regulations to regulate the height of structures and objects of natural growth and the uses of airspace in the vicinity of the Airport. San Benito County Ordinance No. 231 and City of Hollister Ordinance No. 433 are based on an Airport Zoning Map prepared by the California Department of Transportation (CALTRANS) in 1962. San Benito County Ordinance No. 523, *Airport Safety Overlay Zone*, was approved in 1987 to establish development policies in areas adjacent to the Airport for the purpose of assuring land use compatibility and safety of persons and property on the ground.

CITY CODE

Two Chapters of the City of Hollister Code apply to the Hollister Municipal Airport. Chapter 13.28, *Hollister Municipal Airport Access Permits*, grants access rights to the airport from properties located adjacent to the airport-through the granting of an access permit. The Council sets yearly annual fees and usage fees for each access permit. Commonly known within the aviation industry as "through-the-fence" access, Chapter 13.23.40 grants access rights for specific sites and limited time periods as determined for each separate permit. Chapter 13.28.070 limits access rights to parcels with aeronautical or aeronautical-related uses. Aeronautical uses specifically allowed include: aircraft manufacturing, aircraft parts manufacturing, wholesale aircraft and parts distributing, aircraft parking, and storage solely for aircraft used for these allowable uses. Land uses which provide aeronautical services to the general public are not allowed. This includes, but is not limited to, sales promotions of aircraft, sale of aircraft to the public, aircraft maintenance, aircraft parts rebuilding, aircraft electronic sales and services, aircraft pilot or navigational schools, aircraft fuel or lubricant sales, aircraft agricultural services, aircraft parking, including storage or hangar facilities, and any other activity which promotes or engages on-site public participation in an aircraft-related activity. The Planning Advisory Committee (PAC) has suggested that Chapter 13.28 be amended to allow the uses proposed by the Air Park Business Center and Hollister Airport Terminal Business Park.

Chapter 13.24 is the *Hollister Municipal Airport Use and Operation Regulations*. This Chapter of the City Code is intended to provide for reasonable, safe, economic, and efficient use of the

01MP12-1E-4/17/03



Hollister Municipal Airport

Exhibit 1E
GENERAL PLAN

airport as a public transportation facility and as a base for aviation and aviation-related operations, and to protect the municipal environment from unwanted and inappropriate aviation uses.

DEVELOPMENT MORATORIUM

The City of Hollister, through Ordinance No. 974, and the California Regional Water Quality Control Board, through Cease and Desist Order No. R3-2002-0105, have imposed a moratorium on new development in the City. The moratorium suspends the issuance of new building permits for construction in the City including: construction of new commercial, residential, or industrial buildings which require connection to the City sewer system, construction of new dwelling units, or building additions that include installation of a new plumbing fixture unit. This moratorium is in effect until the City of Hollister can make improvements to the wastewater treatment and disposal facilities.

CLIMATE

Weather conditions are important to the planning and development of an airport. Temperature is an important factor in determining runway length requirements, while wind direction and speed are used to determine optimum runway orientation. The need for navigational aids and lighting is determined by the percentage of time that visibility is impaired due to cloud coverage or other conditions.

Climate in the Hollister area is typically warm and sunny. July through September is the warmest period with the maximum temperature reaching 81 to 83 degrees Fahrenheit. December and January is the coolest period with lows in the mid–30s. The region averages 13.52 inches of precipitation a year, with relatively rain free summer months. The majority of the rainfall occurs in December and January. **Table 1C** summarizes climatic data for Hollister, California.

POPULATION

Population is an important demographic element to consider when planning for future needs of the airport. Historical population data for the City of Hollister and San Benito County is presented in **Table 1D.** As shown in the table, the City of Hollister has grown 5.9 percent since 1990, growing from 19,318 in 1990 to 34,413 in 2000. San Benito County has grown at a lesser rate of 3.8 percent since 1990, adding 16,900 residents.

SUMMARY

The information which has been provided on the preceding pages provides a foundation upon which the remaining elements of the planning process will be constructed. Information on current facilities and activities will provide (with additional data collection and analysis) for the development of aviation demand forecasts, demand/capacity analyses, and facility needs assessments. This information will, in turn, provide guidance for the

assessment of potential changes to aviation facilities or procedures necessary to meet goals for long-term facility improvements.

TABLE 1C
Climatological Summary

	Monthly Averages		Precipitation
Month	**Maximum (F)**	**Minimum (F)**	**Mean (inches)**
January	60.5	36.2	2.67
February	64.1	39.6	2.40
March	67.0	40.6	2.01
April	71.0	43.1	1.23
May	74.2	46.3	0.27
June	78.9	49.6	0.07
July	81.9	51.3	0.03
August	82.1	51.1	0.03
September	83.2	50.4	0.16
October	77.7	46.0	0.54
November	68.4	40.1	1.56
December	61.5	37.0	2.56
Annual	72.6	44.3	13.52

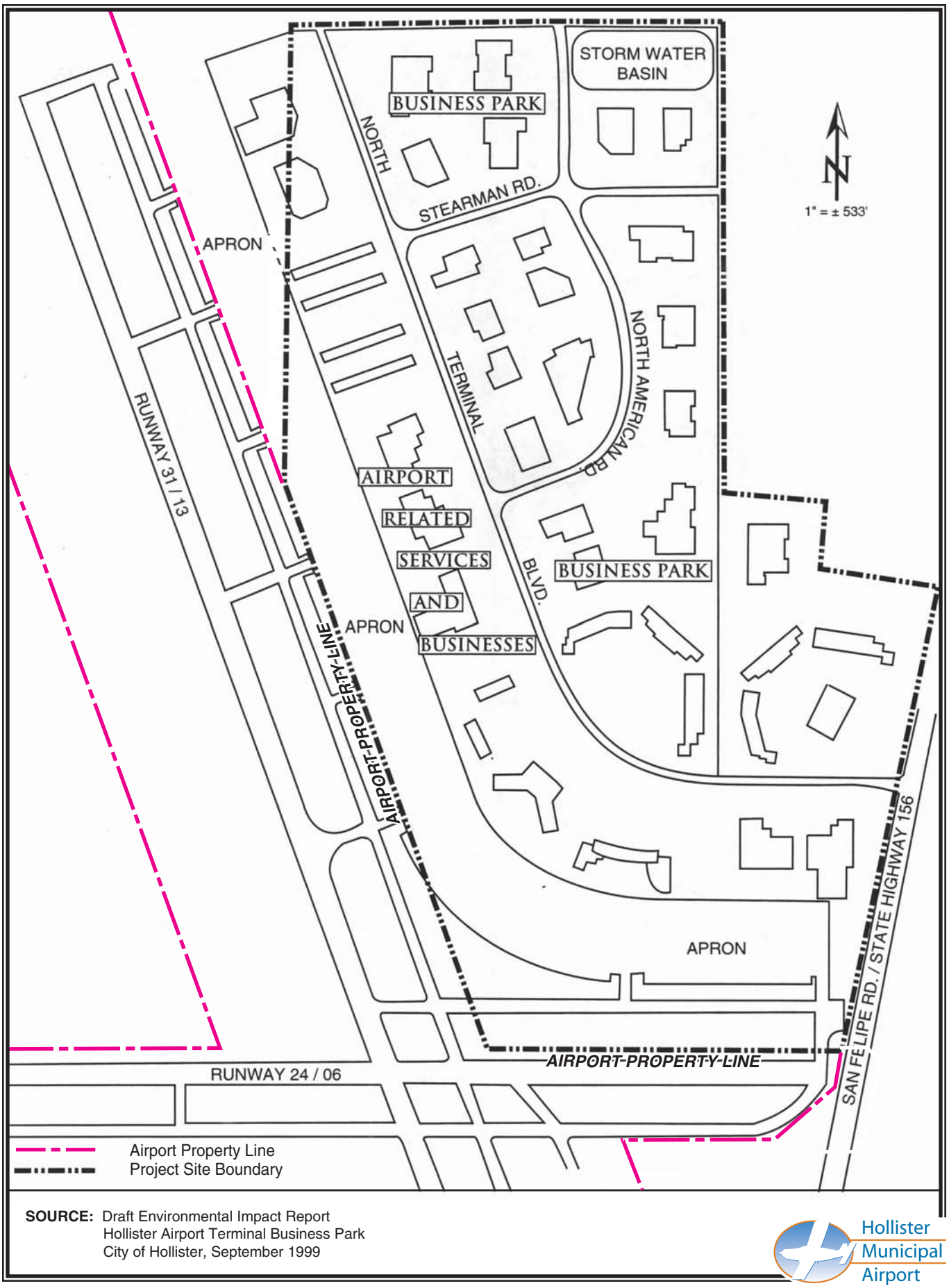
Source: Western Regional Climate Center

TABLE 1D
Historical Population

Year	City of Hollister	San Benito County
1990	19,318	36,900
1991	20,150	37,900
1992	21,300	39,850
1993	22,700	41,050
1994	24,000	42,300
1995	25,650	44,350
1996	27,400	46,050
1997	29,300	48,450
1998	31,200	50,200
1999	32,850	52,200
2000	34,413	53,234
2001	35,094	54,430
2002	36,338	55,921
Average Annual Growth 1990-2002	5.4%	3.6%

Source: California Department of Finance Demographic Research Unit

01MP12-1F-3/4/03



SOURCE: Draft Environmental Impact Report
Hollister Airport Terminal Business Park
City of Hollister, September 1999

Hollister Municipal Airport

Exhibit 1F
HOLLISTER AIRPORT
TERMINAL BUSINESS PARK

DOCUMENT SOURCES

A variety of sources were used in the inventory of existing facilities. The following listing presents a partial list of reference documents. The list does not reflect some information collected by airport staff or through interviews with airport personnel.

Hollister Municipal Airport Master Plan, January 1986, Waddell Engineering Corporation.

From Grass Strip to Airport: A History of the Hollister Municipal Airport, September 2001, Harriet Brin.

Hollister Airport Terminal Business Park: Draft Environmental Impact Report, September 1999, prepared for the City of Hollister by David J. Powers & Associates, Inc.

Hollister Municipal Airport Building Assessment, July 1999, Hemingway/Stock Architects.

Hollister General Plan 1995-2010, November 1995, Duncan & Jones.

Hollister Municipal Airport Comprehensive Land Use Plan, October 2001, Aries Consultants LTD.

Sectional Aeronautical Charts, U.S. Department of Commerce, National Oceanic and Atmospheric Administration, current edition.

U.S. Terminal Procedures, Southwest U.S., U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office, current edition.

Airport Facility Directory, Southwest U.S., U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office, current edition.

The following Internet web pages were also visited for information during the preparation of this chapter:

www.airnav.com
www.faa.org
www.ambag.org
www.census.gov
www.dof.ca.gov
www.wrcc.edu