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San luis obispo county regional airport code

San Luis Obispo County Regional Airport/McChesney Field(ATA: SBP)CAO: KSBPFAA LID: SBPSummaryAirport typePublicOperatorSan Luis Obispo CountyLocationSan Luis Obispo, CaliforniaElevation AMSL212 ft / 64.5 mCoordinates35°14'13N 120°38'31W﻿ / ﻿35.23694°N 120.64194°W﻿ / 35.23694; -120.64194Coordinates: 35°14'13N 120°38'31W﻿ / ﻿35.23694; -120.64194Websitewww.sloairport.comMapKSBPLocationRunways Direction length Surface ft m 11/29 6,100 1859 Asphalt 7/25 2500 762 Asphalt Statistics (2014)Airline passengers407,646Plane operations74,729Freight (U.S.)1,425Source:San Luis Obispo County Regional Airport Statistics Reports[1] San Luis Obispo County Regional Airport (ATA: SBP, ICAO: KSBP, FAA LID: SBP), McChesney Field is a civilian airport near San Luis Obispo, California, United States of America. Four passenger airlines serve the airport with flights to nine cities: Dallas-Fort Worth, Denver, Las Vegas, Los Angeles, Phoenix, Portland, San Diego, San Francisco and Seattle. The airport was founded in 1939 and used by the U.S. military from 1939 to 1945. History In 1933 Pacific Seaboard Air Lines' single engine Bellanca CH-300s flew twice a day in each direction: Los Angeles - Santa Barbara - Santa Maria - San Luis Obispo - Paso Robles - Monterey - Salinas - San Jose - San Francisco. [2] Pacific Seaboard later moved its operations to the eastern U.S., was renamed Chicago and Southern Air Lines, and became a large domestic and international airline that in 1953 was acquired and merged into Delta Air Lines. [3] [the necessary full quote] Earl Thomson, along with his brothers-in-law, William Chris and David Hoover, spoke to district officials by letting them land at the airport. Until April 1939 it was opened with a hangar of 88 by 100-foot (27-30 m) hangar and dusty. [citation needed] During World War II, the federal government took over the airport: From 1938 to 1941, the U.S. Army Air Corps and the California National Guard used 218 acres as an aerial observation training center. In 1940, the War Department added hard surface runways and lights, barracks, hangars and mechanical shops. [4] Between 1940 and 1941, 183 private pilots and 20 advanced students were trained here, albeit a federally sponsored civilian pilot training programme for armed services leaflets. [citation needed] In 1943, the Navy began using the airport as a training center for the Pacific fleet. [4] The federal government turned the airport back into the county in 1946. [quote needed] Southwest Airways began passenger flights with Douglas DC-3s this year. [citation needed] Southwest flights to San Luis Obispo ended in 1956 when the airline moved to Paso Robles Municipal Airport in northern San Luis Obispo county due to a 4,000-ft runway in San Luis Obispo being too short for aircraft such as Martin 4-0-4 and Fairchild Fairchild Pacific Air Lines, Air West and Hughes Airwest, successors to Southwest Airways, listed San Luis Obispo in their schedules but in fact served Paso Robles with the F-27s until 1974. [5] [6] In 1947 county supervisors contracted for another hangar, ramp, and finally an office building. Supervisors appointed Chris Hoover as a full-time airport manager in 1953. [quote needed] San Luis Obispo Airport did not carry scheduled air travel from 1956 to 1969, when local companies Swift Aire Lines began regular flights with Piper Navajos. Swift Aire headquarters was in San Luis Obispo; it eventually operated fokker F27 Friendship bought new ones from Fokker as well as Nord 262s and de Havilland Herons. [citation needed] In 1975, after completing the Paso Robles service the year before, Hughes Airwest operated McDonnell Douglas DC-9-30s at nearby Santa Maria Public Airport to serve the San Luis Obispo area; these nonstops to Los Angeles and San Francisco soon ended. [7] Following swift aire's demise in 1981 following a merger with Golden Gate Airlines, Wings West Airlines established its headquarters in San Luis Obispo and flew several turboprop types through a common code agreement as an independent carrier and then as American Eagle on behalf of American Airlines. Projects flew Wings West to San Luis Obispo including British Aerospace BAe Jetstream 31 and Jetstream 32, The Beechcraft C99, Fairchild Swearingen Metroliner (Metro II models) and Saab 340. [quote needed] The 1987 San Luis Obispo County Regional Airport was dedicated as McChesney Field, in honor of Leroy E. McChesney for his leadership and dedication to aviation. McChesney has lived in the county since the 1920s and has been a pilot since 1949. He was a longtime member of the California Air Board, a member of the California Air Board and a grand marshal of the first Airports Day in 1984. In 1988, the Control Tower of the Federal Aviation Administration (FAA) and SkyWest Airlines, WestAir operating as United Express and Wings West (later merged into American Eagle) flew suburban turboprop aircraft, WestAir operated the Embraer EMB-110 Bandeirante and later the BAe Jetstream on 31 December 1988. Several other suburban airlines serve San Luis Obispo with turboprop flights to Los Angeles (LAX), including SkyWest's Delta Connection service with Fairchild Swearingen Metroliners (Models Metro II and Metro III) and Embraer EMB-120 Brasilas, Imperial Airlines with Embraer EMB-110 Bandeirantes, Mesa Airlines flying as United Express with Beechcraft 1900Cs and USAir Express operated by Trans States Airlines with BAe Jetstream 32s.[8] Since 1996, only American Eagle and United Express have remained. , Delta Connection and US Air Express, which left the year before, America West Express (Mesa Airlines) began flying de Havilland Canada DHC-8 Dash 8s to Phoenix in April 1999. Over a number of years, to Las Vegas, and became the first airline to operate jets to the airport with the CRJ-200. The Las Vegas route was launched shortly after the US Airways/America West merger. In 2007 Delta Connection (Skywest) returned to San Luis Obispo, flying the CRJ-200 to Salt Lake City. The route ended in 2008. American Eagle left the airport in November 2008 when they retired their Saab 340s as part of a 12% reduction in service, and closed their base at the airport. On August 27, 2008, US Airways Express flew Mesa Airlines to announce the expansion of services in San Luis Obispo. Beginning October 2, 2008, Bombardier Canadair Regional Jet 900 (CRJ-900) replaced the smaller CRJ-200 on Phoenix flights with 36 more seats on these twice-daily flights, and continues today as an American Eagle service. [9] SkyWest (United Express) now has Canadair CRJ-200s on most nonstops to Los Angeles, San Francisco and Denver, but turns into a larger ERJ-175 for one daily flight each to Los Angeles and San Francisco, and all flights to Denver. Allegiant Air considered the airport for the daily nonstop McDonnell Douglas MD-80 to Las Vegas, but the short runway at the time on SBP resulted in their services being operated from Santa Maria Airport. [10] In January 2009 a charter Alaska Airlines Boeing 737-400 arrived at SBP from Chico and was the largest aircraft ever to land in San Luis. The flight was carrying 125 members of the San Francisco Symphony arriving for a performance at the Cal Poly Performing Arts Center. [11] From April 1 to 4, 2009 charter[ed] Alaska Airlines Boeing 737-700s, Frontier Airlines Airbus A319s, and Southwest Airlines Boeing 737s arrived in San Luis Obispo County carrying Oregon National Guard military units. The A319 was the largest plane to ever land in San Luis Obispo. [12] There are currently no military charter operations in San Luis Obispo; however, C-130 Hercules aircraft stop occasionally at the airport. Allegiant Airlines provides charter flights from the airport for the Cal Poly football team. In October 2015, the ground was smashed at the new passenger terminal; the growth of the regional population and tourism was expected to attract more services to the airport. On April 13, 2017, Alaska Airlines (Horizon Air) launched daily Embraer ERJ-175 jet service to Seattle. On December 13, 2018, American Airlines announced daily flights to Dallas/Fort Worth that began April 2, 2019. The flights use American Eagle CRJ-700s and Embraer E-175s. On June 26, 2019, Contour Airlines announced flights to Las Vegas that began on October 17, 2019 with the Embraer ERJ-135s. On September 4, 2019, Alaska Airlines announced daily flights with the ERJ-175 to Portland, Oregon (from June 18, 2020) and San Diego (from January 7, 2020). [13] Environmental contamination In 2015, the airport was suspected of a possible source of trichloroethylene, or TCE, in nearby water wells. However, an investigation[14] ordered by the Central Coast Regional Water Quality Control Board[15] and carried out by a third-party engineering firm found that the airport was not a source of contamination. Water board officials oversaw the county's field investigation activities. An estimated 48 residents have already filed lawsuits against the county for negligence, though an investigation has concluded that San Luis Obispo Regional Airport was not the source. In 2019, the Central Coast Regional Water Quality Control Board confirmed that the field of TCE contamination in the Buckley Road area came from 4665 Thread Lane, located across Buckley Road from the airport. [16] Equipment The airport covers 340 acres (138 ha) and has two runways: 11/29: 6100 x 150 ft (1859 x 46 m): asphalt 7/25: 2500 x 100 ft (762 x 30 m): Asphalt The new passenger terminal replaced the older one, smaller facility towards the northern end of the airport. On October 8, 2015, a groundbreaking ceremony was held that opened on October 1[17] The new terminal offers modern check-in counters and security clearance, a pet relief area in the central courtyard, a post-security food stand, multiple gates with waiting rooms, and two all-glass jet bridges in addition to ground gates. Artwork in the lobby includes tail sections and an engine from a Boeing 747. The airport is designed to accommodate up to 1.2 million passengers a year, well above the 450,000 seen at the airport at the time of construction. [18] The airport also has the Spirit of San Luis Restaurant, in its original terminal since the 1950s. It has outdoor seating for patrons to watch planes take off and land, and is popular with private pilots to fly for lunch. The 1980s built terminal covers 16,000 square feet, and sits empty with no current redevelopment plans. There are many parking spaces for general aviation aircraft, and more FBOs, including Air San Luis and ACI Jet Center, as well as aircraft rental and flight schools. [19] Airlines and Destinations AirlinesDestinationsRefs Alaska AirlinesPortland (OR) (beginning March 18, 2021), San Diego (suspended), Seattle/Tacoma [20] American Eagle Dallas/Fort Worth, Phoenix–Sky Harbor United ExpressDenver, Los Angeles, San Francisco Destinations map San Luis ObispoSeattle/TacomaDallas/Fort WorthLos AngelesPhoenix–Sky HarborDenverSan FranciscoPortland (OR) San Diego Destinations map San Luis Obispo County Regional Airport Red = Year-round Destination Blue = Future Destination 1 7. [21] These flights are now operated as American Eagle mesa Airlines with all flights to Phoenix featuring Canadair CRJ-900 and CRJ-700 regional American Eagle hotel offers four flights a day between San Luis Obispo Airport and Phoenix. [22] On April 7, 2015, SkyWest Airlines operating as United Express began flying Canadair CRJ-200s on all flights to Los Angeles and San Francisco, replacing the Embraer EMB-120 Brasilas before moving type to retirement, so all scheduled passenger airline flights in San Luis Obispo are now operated with regional jets for the first time. [23] [necessary full quote] Daily flights to Denver, as well as two flights to Los Angeles and one flight to San Francisco, will be operated with Embraer 175s launched on April 9, 2018, promising greater comfort and greater capacity. [24] Alaska Airlines announced a new nonstop service between Seattle and San Luis Obispo that began on April 13, 2017 and was originally flown by SkyWest Airlines with Embraer 175s.[25] Alaska Airlines subsidiary Horizon Air took over this code share service on June 9, 2017. In September 2019, the airline announced plans to fly nonstop to San Diego, which began on January 7, 2020 but is currently suspended due to COVID-19, and to Portland, OR beginning March 18, 2021. [26] Delta briefly operated the CRJ-200 between San Luis Obispo and Salt Lake City International Airport between 2007 and 2008, until the delay of flights due to the recession. [27] When upgrading the terminal, it is now theoretically possible to operate major aircraft to the airport, such as the Airbus A319 or Boeing 717, which would allow flights with a higher capacity to destinations such as Denver, Phoenix or Seattle, or longer flights to destinations such as Houston or Chicago, but the runway is not long enough for these aircraft in MTOW. Top destinations Busiest domestic routes from SBP(March 2019 – February 2020)[28] Rank City Passengers Carriers 1Phoenix–Sky Harbor, Arizona 77,850 American 2 San Francisco, California 57,840 United 3 Los Angeles, California 45,680 United 4 Denver, Colorado 41,740 United 5 Dallas/Fort Worth, Texas 25,320 American 6 Seattle/Tacoma, Washington 24,550 Alaska 7 San Diego, California 2,670 Alaska 8 Las Vegas, Nevada 1,210 Contour Annual traffic Annual passenger traffic at SBP(enplaned + deplaned)1998 through 2019[29] Year Passengers Change 1998 298,279 - 1999 310,571 4.12% 2000 311,041 0.15% 2001 310,076 0.31% 2002 307,132 0.95% 2003 295,076 3.93% 2004 321,278 8.88% 2005 358,428 11.6% 2006 354,998 0.96% 2007 368,423 3.78% 2008 312,172 15.3% 2009 241,061 22.8% 2010 264,732 9.82% 2011 272,420 2.90% 2012 259,505 4.74% 2013 272,268 4.92% 2014 302,652 11.2% 2015 292,462 3.37% 2016 330,231 12.9% 2017 407,646 23.4% 2018 485,911 19.2% 2019 544,575 12.1% Cargo Airline Destination Ameriflight Burbank , Santa Barbara FedEx Feeder operated by West Air Ontario Ameriflight for UPS West Air Inc. for FedEx Express Fixed-base operators ACI Jet [30] offers a complete aircraft management program that eliminates involved in owning their own aircraft. Air San Luis[31] is a local Cessna parts dealer and maintenance store.