



**GENERAL INFORMATION**

- › Airport Ownership: Private
- › Year Opened: 1942
- › Property Size
  - › Fee title: 82 acres
  - › Lease: 18 acres
- › Airport Classification: General Aviation
- › Airport Elevation: 1,413 feet MSL

**AIRPORT PLANNING DOCUMENTS**

- › Airport Master Plan
  - › None
- › Airport Layout Plan Drawing
  - › None
  - › Airport Diagram 2010 submitted to California Division of Aeronautics for approval as basis for compatibility planning [pending]

**RUNWAY/TAXIWAY DESIGN**

**Runway 15-33**

- › Critical Aircraft: DC-9-21
- › Airport Reference Code: B-I (small airplanes)
- › Dimensions: 5,100 ft. long, 50 ft. wide
  - › Runway 15 displaced threshold
    - Published as 1,900 ft.
    - Marked at 650 ft.
  - › Runway 33 displaced threshold
    - Published as 144 ft.
    - Marked at runway end
- › Pavement Strength (main landing gear configuration)
  - › 8,000 lbs. (single-wheel)
- › Average Gradient: 0.5% (rising to north)
- › Runway Lighting: none
- › Primary Taxiways: none

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

- › Airplane Traffic Patterns
  - › Runway 15: Right traffic
  - › Runway 33: Left traffic
  - › Pattern altitude: 1,000 ft. AGL (2,413 ft. MSL)
- › Instrument Approach and Departure Procedures
  - › None
- › Visual Approach Aids
  - › None
- › Operational Restrictions / Noise Abatement Procedures
  - › Runway 15 departures: Avoid residential area to northeast
  - › Flights to/from east controlled by March Air Reserve Base airspace

**APPROACH PROTECTION**

- › Runway Protection Zones (RPZ)
  - › Runway 15: 1,000 ft. long (0% on airport property)
  - › Runway 33: 1,000 ft. long (0% on airport property)
- › Approach Obstacles
  - › Runway 15: 30 ft. trees, 150 ft. from runway
  - › Runway 33: none

**BUILDING AREA**

- › Location: Most facilities west of runway
- › Aircraft Parking Capacity
  - › Hangar space: 10,000 sq. ft.
  - › Tie downs: 24
- › Services
  - › Fuel: 100LL/80 (available during regular business hours) Emergency only
  - › Other: ultralight flight instruction, aircraft rental and sales
  - › Skydiving
- › Other Major Facilities
  - › Indoor skydiving training facility

**PLANNED FACILITY IMPROVEMENTS**

- › Airfield
  - › Recommended runway length reduction to approximately 4,840 feet to provide standard 240 feet of runway safety area and object free area length at each end
  - › Recommended Runway 15 RPZ shift onto airport-controlled property; Runway 15 displaced threshold to become approximately 990 feet; with establishment of declared distances full pavement length remains usable for takeoffs on Runway 15
- › Building Area
  - › Increase aircraft hangar space to 20,000 sq. ft.
- › Property
  - › None

Exhibit PV-1

**Airport Features Summary**  
Perris Valley Airport

**BASED AIRCRAFT**

Aircraft Type	Current <sup>a</sup> 2009 data	Future <sup>b</sup> Ultimate
Single-Engine	10	12
Twin-Engine Piston & Turboprop	6	8
Business Jet	1	1
Helicopter	1	2
Ultralights	130	130
Total	148	153

**AIRCRAFT OPERATIONS**

	Current 2009 data	Future Ultimate
Total		
Annual	34,000 <sup>c</sup>	52,000 <sup>b</sup>
Average Day	94	141

**Distribution by Aircraft Type<sup>d</sup>**

Single-Engine	8%	8%
Twin-Engine Piston & Turboprop	80%	80%
Business Jet	1%	1%
Helicopter	1%	1%
Ultralights	10%	10%

**Distribution by Type of Operation<sup>d</sup>**

Local (incl. touch-and-goes and skydiving activity)	80%	80%
Itinerant	20%	20%

**TIME OF DAY DISTRIBUTION<sup>d</sup>**

All Aircraft	Current	Future
Day (7am-7pm)	98%	no change
Evening (7pm-10pm)	2%	no change
Night (10pm-7am)	0%	no change

**RUNWAY USE DISTRIBUTION<sup>d</sup>**

DC-9 and Helicopters Day/Evening/Night Takeoffs	Current	Future
Runway 15	20%	no change
Runway 33	80%	no change

**All Other Aircraft Day/Evening/Night Takeoffs**

Runway 15	30%	no change
Runway 15 Midfield	30%	change
Runway 33	40%	no change

**All Aircraft Day/Evening/Night Landings**

Runway 15	30%	no change
Runway 33	70%	change

**FLIGHT TRACK USAGE<sup>e</sup>**

**Current and Future**

- › Approaches, Runway 15
  - › Primarily right traffic
- › Departures, Runway 15
  - › Aircraft turn to west
- › Approaches, Runway 33
  - › Aircraft enter left-traffic pattern from north
- › Departures, Runway 33
  - › Unless cleared through March ARB airspace to east, aircraft make left turn to depart

**Notes**

- <sup>a</sup> Source: Airport records
- <sup>b</sup> Source: Mead Hunt; projected for compatibility planning purposes; time frame is 20+ years (excludes ultralights)
- <sup>c</sup> Source: Airport Operator, June 2008 and May 2010 (excludes ultralights)
- <sup>d</sup> Airport operates with arrivals from south (Runway 33) and departures toward south (Runway 15) for convenience and noise abatement to the extent that winds allow; prevailing winds dictate use of Runway 33 in late afternoon; data estimated by airport staff

Exhibit PV-3

**Airport Activity Data Summary**  
Perris Valley Airport

## Presence of Aircraft Overflight: Perris Valley Airport

### EXPANDED BUYER AWARENESS MEASURES

As stipulated in the Riverside County Airport Land Use Compatibility Plan (ALUCP) for Perris Valley Airport, any new single-family or multi-family residential development within the Perris Valley Airport Influence Area (except those portions in Compatibility Zone E located southerly of Ellis Avenue) shall be provided measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

This brochure provides buyers or renters with information showing the locations of aircraft flight patterns, frequency of overflights, typical altitudes of the aircraft, and range of noise levels that can be expected from individual aircraft overflight.



For more information contact us:  
**Airport Land Use Commission**  
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