

RI. RIVERSIDE MUNICIPAL AIRPORT

RI.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The most recent airport master plan was adopted by the City of Riverside in November 1999. The airport layout plan drawing was subsequently updated in January 2001.
- 1.2 *Airfield Configuration:* The *Airport Master Plan* proposes an easterly 750-foot extension of Runway 9-27. Establishment of a straight-in nonprecision instrument approach to Runway 27 also is contemplated. The compatibility map for Riverside Municipal Airport takes into account the traffic patterns associated with both the existing and future runway ends and approach types.
- 1.3 *Airport Activity:* For the purposes of the *Compatibility Plan*, the *Master Plan* forecasts have been extended to a level anticipated to have a time horizon of 20+ years. Specifically, a projection of 220,000 annual operations, almost double the current level, is assumed. Essentially all of this growth is expected to be in operations by turboprop aircraft, business jets, and helicopters; single-engine airplane activity is projected to remain roughly constant.
- 1.4 *Airport Influence Area:* The instrument approach route and typical extent of the airport traffic pattern define the of the airport influence area boundary for Riverside Municipal Airport. To the east and west, this boundary mostly coincides with the outer edge of the airport's FAR Part 77 conical surface. A westward extension encompasses locations where aircraft on a precision instrument approach are lower than 1,000 feet above the airport elevation.

RI.2 Additional Compatibility Policies

- 2.1 *Noise Exposure in Residential Areas:* The limit of 60 dB CNEL set by Countywide Policy 4.1.4 as the maximum noise exposure considered normally acceptable for new residential land uses shall not be applied to the environs of Riverside Municipal Airport. For this airport, the criterion shall instead be 65 dB CNEL. This higher threshold recognizes that ambient noise conditions in the area are relatively high because of other major noise sources, particularly railroads and freeways. Dwellings may require incorporation of special noise level reduction measures into their design to ensure that the interior noise limit of 45 dB CNEL (Countywide Policy 4.1.6) is not exceeded.
- 2.2 *Zone B2 Building Height:* Notwithstanding the limitation of two aboveground habitable floors indicated in Table 2A of Chapter 2, any nonresidential building in Compatibility Zone B2 at Riverside Municipal Airport may have up to three aboveground habitable floors provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with Federal Aviation Regulations Part 77.
- 2.3 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the residential

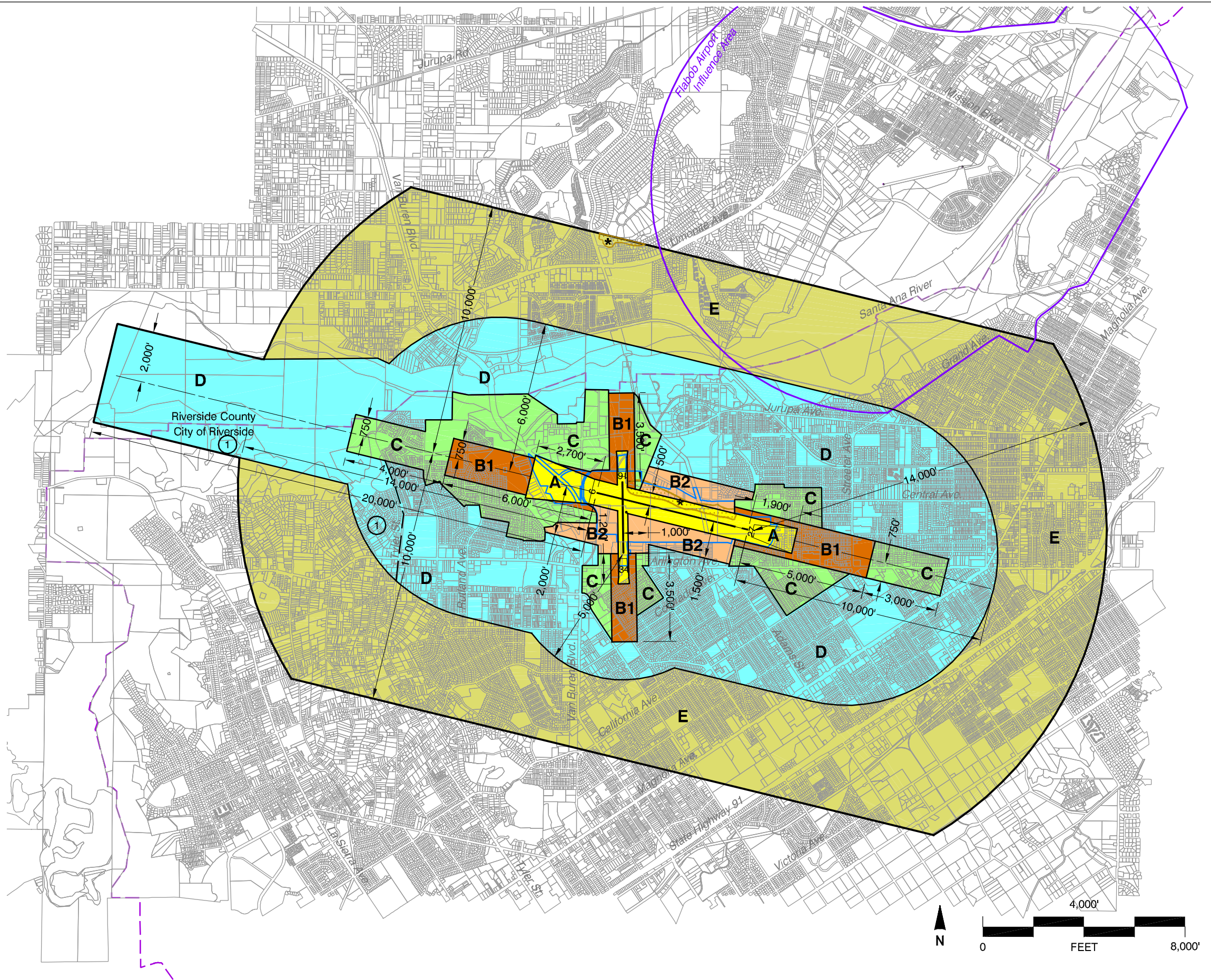
density criteria for that portion of *Compatibility Zone D* at Riverside Municipal Airport lying within the boundary of the City of Riverside shall be as follows:

- (a) For all of the zone within the City of Riverside except west of Tyler Street, allow residential densities as low as 4.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this plan) residential development in nearby areas of the community. It is further noted that the intent of this policy and the high-density option for *Zone D* is not to encourage residential development densities higher than currently planned for the airport environs, only to enable the density of future development to be similar to what now is common in the area.
- (b) For the area within the City of Riverside west of Tyler Street—designated with a (1) on Map RI-1—no restrictions on residential densities shall apply.

2.4 *Expanded Buyer Awareness Measures:* In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, any new single-family or multi-family residential development proposed for construction anywhere within the Riverside Municipal Airport influence area, except for *Compatibility Zone E*, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

- (a) During initial sales of properties within newly created subdivisions, large airport-related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.
- (b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described (a large-scale illustration of Exhibit RI-7, Compatibility Factors, will suffice).

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Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits

Note

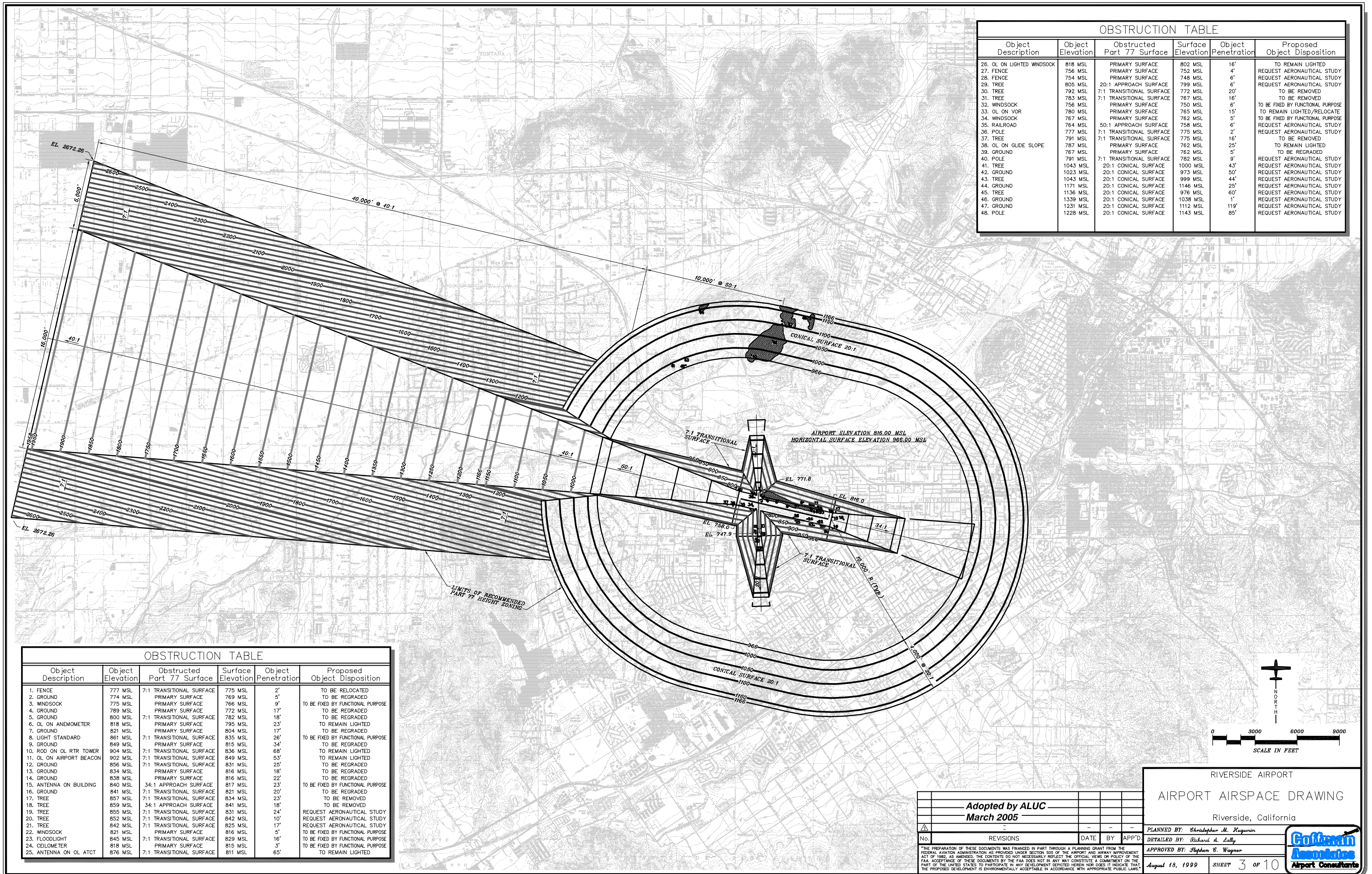
Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted March 2005)

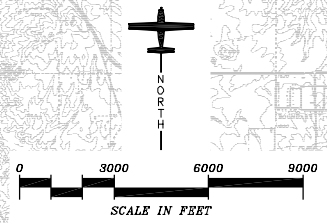
Map RI-1

Compatibility Map
Riverside Municipal Airport



OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
26. OL ON LIGHTED WINDSOCK	818 MSL	PRIMARY SURFACE	802 MSL	16'	TO REMAIN LIGHTED
27. FENCE	756 MSL	PRIMARY SURFACE	752 MSL	4'	REQUEST AERONAUTICAL STUDY
28. FENCE	754 MSL	PRIMARY SURFACE	748 MSL	6'	REQUEST AERONAUTICAL STUDY
29. TREE	805 MSL	20:1 APPROACH SURFACE	799 MSL	6'	REQUEST AERONAUTICAL STUDY
30. TREE	792 MSL	7:1 TRANSITIONAL SURFACE	772 MSL	20'	TO BE REMOVED
31. TREE	783 MSL	7:1 TRANSITIONAL SURFACE	767 MSL	16'	TO BE REMOVED
32. WINDSOCK	756 MSL	PRIMARY SURFACE	750 MSL	6'	TO BE FIXED BY FUNCTIONAL PURPOSE
33. OL ON VOR	780 MSL	PRIMARY SURFACE	765 MSL	15'	TO REMAIN LIGHTED/RELOCATE
34. WINDSOCK	767 MSL	PRIMARY SURFACE	762 MSL	5'	TO BE FIXED BY FUNCTIONAL PURPOSE
35. RAILROAD	764 MSL	50:1 APPROACH SURFACE	758 MSL	6'	REQUEST AERONAUTICAL STUDY
36. POLE	777 MSL	7:1 TRANSITIONAL SURFACE	775 MSL	2'	REQUEST AERONAUTICAL STUDY
37. TREE	791 MSL	7:1 TRANSITIONAL SURFACE	775 MSL	16'	TO BE REMOVED
38. OL ON GLIDE SLOPE	787 MSL	PRIMARY SURFACE	762 MSL	25'	TO REMAIN LIGHTED
39. GROUND	767 MSL	PRIMARY SURFACE	762 MSL	5'	TO BE REGRADED
40. POLE	791 MSL	7:1 TRANSITIONAL SURFACE	782 MSL	9'	REQUEST AERONAUTICAL STUDY
41. TREE	1043 MSL	20:1 CONICAL SURFACE	1000 MSL	43'	REQUEST AERONAUTICAL STUDY
42. GROUND	1023 MSL	20:1 CONICAL SURFACE	973 MSL	50'	REQUEST AERONAUTICAL STUDY
43. TREE	1043 MSL	20:1 CONICAL SURFACE	999 MSL	44'	REQUEST AERONAUTICAL STUDY
44. GROUND	1171 MSL	20:1 CONICAL SURFACE	1146 MSL	25'	REQUEST AERONAUTICAL STUDY
45. TREE	1136 MSL	20:1 CONICAL SURFACE	976 MSL	60'	REQUEST AERONAUTICAL STUDY
46. GROUND	1339 MSL	20:1 CONICAL SURFACE	1038 MSL	1'	REQUEST AERONAUTICAL STUDY
47. GROUND	1231 MSL	20:1 CONICAL SURFACE	1112 MSL	119'	REQUEST AERONAUTICAL STUDY
48. POLE	1228 MSL	20:1 CONICAL SURFACE	1143 MSL	85'	REQUEST AERONAUTICAL STUDY

OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. FENCE	777 MSL	7:1 TRANSITIONAL SURFACE	775 MSL	2'	TO BE RELOCATED
2. GROUND	774 MSL	PRIMARY SURFACE	769 MSL	5'	TO BE REGRADED
3. WINDSOCK	775 MSL	PRIMARY SURFACE	766 MSL	9'	TO BE FIXED BY FUNCTIONAL PURPOSE
4. GROUND	789 MSL	PRIMARY SURFACE	772 MSL	17'	TO BE REGRADED
5. GROUND	800 MSL	7:1 TRANSITIONAL SURFACE	782 MSL	18'	TO BE REGRADED
6. OL ON ANEMOMETER	818 MSL	PRIMARY SURFACE	795 MSL	23'	TO REMAIN LIGHTED
7. GROUND	821 MSL	PRIMARY SURFACE	804 MSL	17'	TO BE REGRADED
8. LIGHT STANDARD	861 MSL	7:1 TRANSITIONAL SURFACE	835 MSL	26'	TO BE FIXED BY FUNCTIONAL PURPOSE
9. GROUND	849 MSL	PRIMARY SURFACE	815 MSL	34'	TO BE REGRADED
10. ROD ON OL RTR TOWER	904 MSL	7:1 TRANSITIONAL SURFACE	836 MSL	68'	TO REMAIN LIGHTED
11. OL ON AIRPORT BEACON	902 MSL	7:1 TRANSITIONAL SURFACE	849 MSL	53'	TO REMAIN LIGHTED
12. GROUND	856 MSL	7:1 TRANSITIONAL SURFACE	831 MSL	25'	TO BE REGRADED
13. GROUND	834 MSL	PRIMARY SURFACE	816 MSL	18'	TO BE REGRADED
14. GROUND	838 MSL	PRIMARY SURFACE	816 MSL	22'	TO BE REGRADED
15. ANTENNA ON BUILDING	840 MSL	34:1 APPROACH SURFACE	817 MSL	23'	TO BE FIXED BY FUNCTIONAL PURPOSE
16. GROUND	841 MSL	7:1 TRANSITIONAL SURFACE	821 MSL	20'	TO BE REGRADED
17. TREE	857 MSL	7:1 TRANSITIONAL SURFACE	834 MSL	23'	TO BE REMOVED
18. TREE	859 MSL	34:1 APPROACH SURFACE	841 MSL	18'	TO BE REMOVED
19. TREE	855 MSL	7:1 TRANSITIONAL SURFACE	831 MSL	24'	REQUEST AERONAUTICAL STUDY
20. TREE	852 MSL	7:1 TRANSITIONAL SURFACE	842 MSL	10'	REQUEST AERONAUTICAL STUDY
21. TREE	842 MSL	7:1 TRANSITIONAL SURFACE	825 MSL	17'	REQUEST AERONAUTICAL STUDY
22. WINDSOCK	821 MSL	PRIMARY SURFACE	816 MSL	5'	TO BE FIXED BY FUNCTIONAL PURPOSE
23. FLOODLIGHT	845 MSL	7:1 TRANSITIONAL SURFACE	829 MSL	16'	TO BE FIXED BY FUNCTIONAL PURPOSE
24. CEILOMETER	818 MSL	PRIMARY SURFACE	815 MSL	3'	TO BE FIXED BY FUNCTIONAL PURPOSE
25. ANTENNA ON OL ATCT	876 MSL	7:1 TRANSITIONAL SURFACE	811 MSL	65'	TO REMAIN LIGHTED



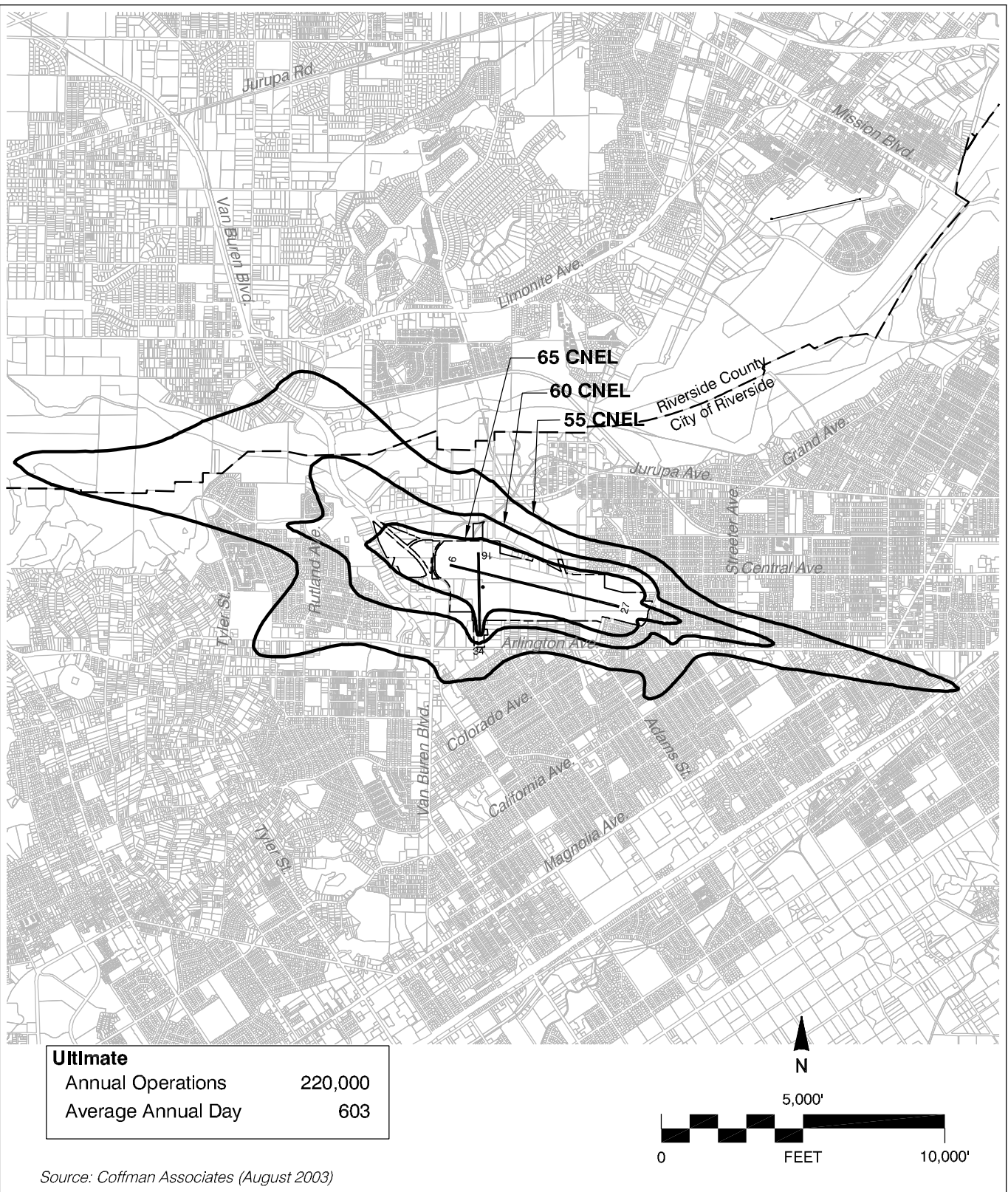
Adopted by ALUC			
March 2005			
No.	REVISIONS	DATE	BY APP'D

RIVERSIDE AIRPORT
 AIRPORT AIRSPACE DRAWING
 Riverside, California

PLANNED BY: Christopher M. Huguenin
 DETAILED BY: Richard A. Lally
 APPROVED BY: Stephen E. Wagner

August 18, 1999 SHEET 3 OF 10

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY MANNER 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.



RAL-noise-compatibility

Map RI-3

Noise Compatibility Contours

Riverside Municipal Airport

Background Data: Riverside Municipal Airport and Environs

INTRODUCTION

Owned and operated by the City of Riverside, Riverside Municipal Airport is situated inside the western portion of the city limits. The airport occupies some 441 acres on the flat lands of the Santa Ana River plain. It has two intersecting runways—the primary runway running roughly east/west and a shorter, crosswind runway aligned north/south. A precision instrument approach procedure is established from the west, although most of the aircraft operations are in the opposite direction. An air traffic control tower serves the airport. Exhibit RI-1 lists other major features of the airport. From a land use compatibility standpoint, the most significant improvement planned for the airport is a 750-foot easterly extension of the runway. Establishment of a nonprecision instrument approach procedure from the east also is planned. These modifications are reflected on the airport layout plan approved by the city in 2001 (Exhibit RI-2).

Updated airport activity forecasts prepared for the city anticipate some 160,000 annual operations in 2025 compared to just over 110,000 in 2002/03 (Exhibit RI-3). Beyond this time frame, the already evident trend toward more use of the airport by turboprop aircraft, business jets, and helicopters is expected to be much stronger. A corresponding “ultimate” forecast of 220,000 annual operations (included in Exhibit RI-3) reflects this trend. The noise impacts associated with each of these activity levels are depicted in Exhibits RI-4, RI-5, and RI-6. Because the noisiest aircraft will be eliminated from the fleet over time, the future noise impact area is about the same as at present even with the projected activity increases. However, the substantially higher jet aircraft activity indicated in the ultimate forecast results in the ultimate noise contours being significantly larger than the other two contour sets. The ultimate activity levels and noise impact area is used as the basis for the Riverside Municipal Airport compatibility map included in Volume 1. These noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit RI-7.

The surrounding area is heavily urbanized, especially to the east and south. Much of this development is not in conformance with either the former or new compatibility criteria. The opportunities for additional development in the airport environs are limited, however. Most such development can occur only as either infill or redevelopment. Information regarding local land uses and land use compatibility policies of the City of Riverside and Riverside County is summarized in Exhibit RI-8 and current general plan designations of the two jurisdictions are mapped in Exhibit RI-9. The final exhibit (RI-10) contains a preliminary assessment of inconsistencies between the city and county general plans and the *Compatibility Plan*.

GENERAL INFORMATION

- ▶ *Airport Ownership:* City of Riverside
- ▶ *Year Opened:* c. 1930
- ▶ *Property Size*
 - ▶ Fee Title: 441 acres
 - ▶ Avigation Easements: Required for all development in airport influence area; acreage uncertain
- ▶ *Airport Classification:* General Aviation
- ▶ *Airport Elevation:* 818 feet MSL

AIRPORT PLANNING DOCUMENTS

- ▶ *Airport Master Plan*
 - ▶ Adopted by Riverside City Council, November 1999
- ▶ *Airport Layout Plan Drawing*
 - ▶ Last updated January 2001
- ▶ *FAR Part 150 Airport Noise Compatibility Program*
 - ▶ Approved by FAA, March 1995

RUNWAY/TAXIWAY DESIGN

Runway 9-27

- ▶ *Critical Aircraft:* Small business jet
- ▶ *Airport Reference Code:* B-II
- ▶ *Dimensions:* 5,401 ft. long, 100 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
 - ▶ 48,000 lbs (single wheel)
 - ▶ 70,000 lbs (dual wheel)
 - ▶ 110,000 lbs (dual-tandem wheel)
- ▶ *Average Gradient:* 1.1% (rising to east)
- ▶ *Runway Lighting*
 - ▶ Medium-intensity edge lights (MIRL)
 - ▶ Runway 9: Approach lights (MALSR)
 - ▶ Runway 27: Runway End Identifier Lights (REILs)
- ▶ *Primary Taxiways:* Full-length parallel on south

Runway 16-34

- ▶ *Critical Aircraft:* Single-engine, piston
- ▶ *Airport Reference Code:* B-I
- ▶ *Dimensions:* 2,851 ft. long, 48 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
 - ▶ 40,000 lbs (single wheel)
 - ▶ 50,000 lbs (dual wheel)
 - ▶ 80,000 lbs (dual-tandem wheel)
- ▶ *Average Gradient:* 0.8% (rising to north)
- ▶ *Runway Lighting*
 - ▶ Medium-intensity edge lights (MIRL)
- ▶ *Primary Taxiways:* Full-length parallel taxiway on west

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ▶ *Airplane Traffic Patterns*
 - ▶ Runways 9, 27, 34: Left traffic
 - ▶ Runway 16: Right traffic
 - ▶ Pattern altitude: 1,000 ft. AGL light aircraft; 1,500 ft. AGL jets and others
- ▶ *Instrument Approach Procedures (lowest minimums)*
 - ▶ Runway 9 ILS:
 - Straight-in (½-mile visibility; 200 ft. descent height)
 - Circling (1-mile visibility, 442 ft. descent height); no circling north of Runway 9-27
 - ▶ Runway 9 VOR or GPS
 - Straight-in (½-mile visibility; 466 ft. descent height)
 - Circling (1-mile visibility, 442 ft. descent height)
 - ▶ Two additional procedures provide circling only
- ▶ *Standard Inst. Departure Procedures:* None
- ▶ *Visual Approach Aids*
 - ▶ Airport: Rotating beacon
 - ▶ Runway 27: Visual Approach Slope Indicator (3.0°)
 - ▶ Runway 34: Precision Approach Slope Indicator
- ▶ *Operational Restrictions / Noise Abatement Procedures*
 - ▶ Runway 16-34 usage limited to 12,500-lb aircraft

APPROACH PROTECTION

- ▶ *Runway Protection Zones (RPZs)*
 - ▶ Runway 9: 2,500 ft. long; >¾ on airport or road r.o.w.
 - ▶ Runway 27: 1,000 ft. long; all on airport property
 - ▶ Runway 16: 1,000 ft. long; ¾ on airport property
 - ▶ Runway 34: 1,000-ft. long; <¼ on airport property
- ▶ *Approach Obstacles:* None

BUILDING AREA

- ▶ *Location:* Southeast quadrant of airport
- ▶ *Aircraft Parking Capacity*
 - ▶ Hangar spaces: 137 indiv. units; add'l in large hangars
 - ▶ Tiedowns: Uncertain
- ▶ *Other Major Facilities*
 - ▶ Air traffic control tower
 - ▶ Lighted helipad southeast of runway intersection
 - ▶ Terminal building with pilots' lounge, restaurant
- ▶ *Services*
 - ▶ Fuel: Jet A, 100LL (by truck)
 - ▶ Other: Aircraft rental & charter; flight instruction

PLANNED FACILITY IMPROVEMENTS

- ▶ *Airfield*
 - ▶ Extend Rwy 9-27 eastward to 6,153 ft. length
 - ▶ Establish Rwy 27 straight-in nonprecision approach
- ▶ *Building Area*
 - ▶ Increase based aircraft parking
- ▶ *Property*
 - ▶ None

Exhibit RI-1

Airport Features Summary

Riverside Municipal Airport

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, sheets 6, 7 and 8 of these plans.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING, sheet 2 of these plans.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING, sheet 9 of these plans.
4. Existing fence line along existing property line, except where shown.
5. Existing facilities digitized from Aerial Photography, Inland Aerial Surveys, November 1998.

MODIFICATIONS FROM FAA AIRPORT DESIGN STANDARDS			
STANDARD MODIFIED	DESCRIPTION	AIRSPACE CASE NUMBER	APPROVAL DATE
Runway Safety Area	Runway 9 RSA	02-AWP-150-NAR	

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Runway 9, Runway Safety Area	AC 150, §309-13	1,000'	475'	Request Modification From FAA Airport Design Standards
Runway 9-27 Taxiway "A" Separation	AC 150, §309-13	400'	270'	Request Modification From FAA Airport Design Standards
Runway 16-34 Pavement Width	AC 150, §309-13	60'	45'	Increase Pavement Width

ULTIMATE BUILDINGS/FACILITIES	
NO.	DESCRIPTION
101	HANGAR
102	HANGAR
103	HANGAR
104	T-HANGAR
105	FUEL STORAGE
106	PIB HANGAR
107	HANGARS
108	BASE TRACKS
109	AIRCRAFT RESCUE and FIREFIGHTING (ARFF)

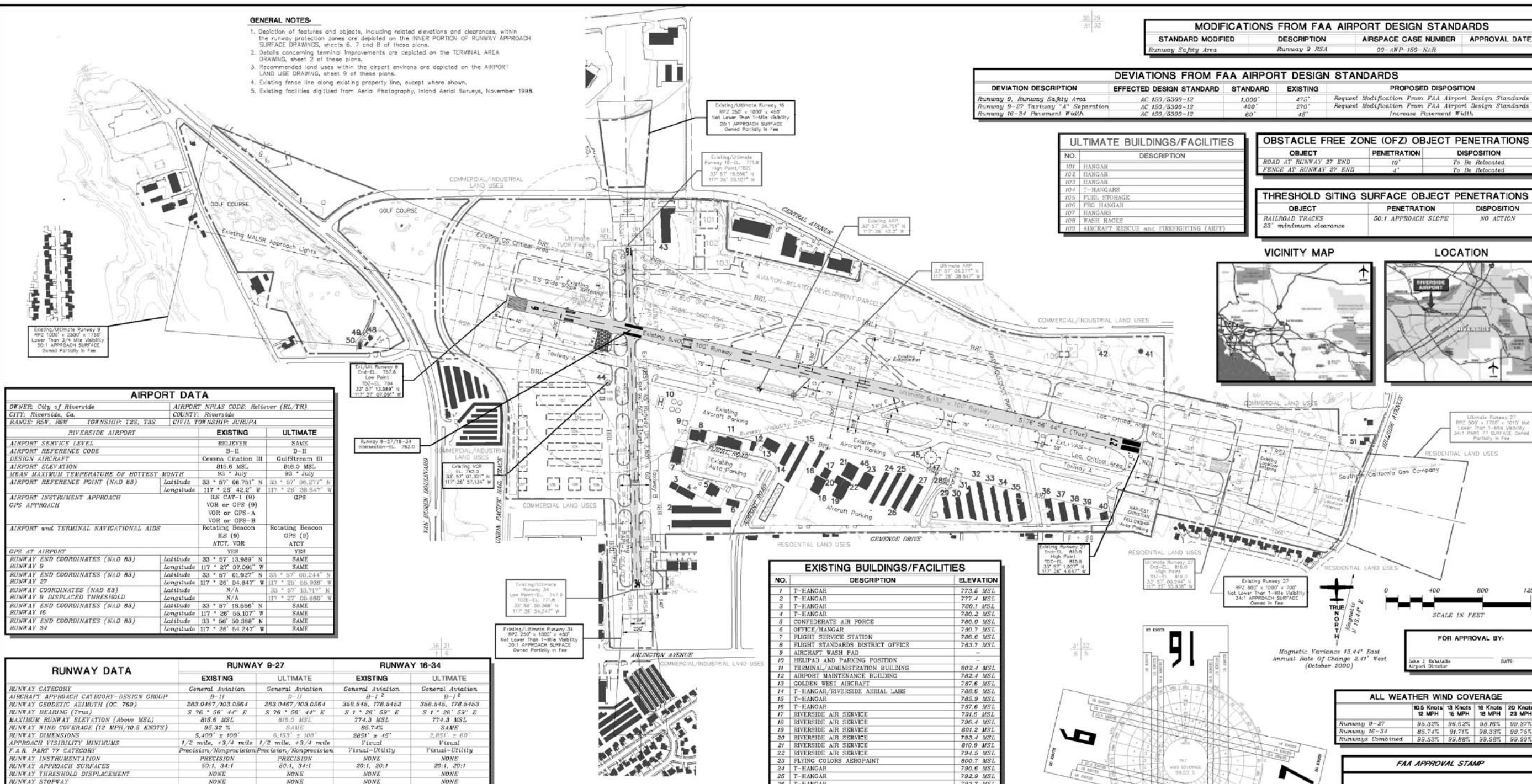
OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
ROAD AT RUNWAY 27 END	10'	To Be Relocated
FENCE AT RUNWAY 27 END	4'	To Be Relocated

THRESHOLD SITING SURFACE OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
RAILROAD TRACKS	50:1 APPROACH SLOPE	NO ACTION
	25' minimum clearance	

VICINITY MAP



LOCATION



AIRPORT DATA	
OWNER: City of Riverside	AIRPORT NPIAS CODE: Rsvier (RL/TR)
CITY: Riverside, Ca	COUNTY: Riverside
RANGE: R59, R69	TOWNSHIP: T38, T39
	CIVIL TOWNSHIP: JURIPA
RIVERSIDE AIRPORT	
AIRPORT SERVICE LEVEL	RELIEVER D-II
AIRPORT REFERENCE CODE	D-II
DESIGN AIRCRAFT	Cessna Citation III GulfStream III
AIRPORT ELEVATION	815.6 MSL 816.9 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	93 ° July 93 ° July
AIRPORT REFERENCE POINT (NAD 83)	Latitude 33° 57' 06.761" N Longitude 117° 26' 42.2" W
AIRPORT INSTRUMENT APPROACH	ILS CAT-I (4)
GPS APPROACH	VOR or GPS (9)
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Rotating Beacon Rotating Beacon ILS (9) ATCT, VOR GRS (9) ATCT
GPS AT AIRPORT	YES
RUNWAY END COORDINATES (NAD 83)	Latitude 33° 57' 13.989" N Longitude 117° 27' 07.091" W
RUNWAY 9	
RUNWAY END COORDINATES (NAD 83)	Latitude 33° 57' 01.927" N Longitude 117° 26' 04.847" W
RUNWAY 27	
RUNWAY END COORDINATES (NAD 83)	Latitude 33° 57' 13.989" N Longitude 117° 26' 04.847" W
RUNWAY 16	
RUNWAY END COORDINATES (NAD 83)	Latitude 33° 57' 18.556" N Longitude 117° 26' 55.107" W
RUNWAY 34	
RUNWAY END COORDINATES (NAD 83)	Latitude 33° 56' 50.388" N Longitude 117° 26' 54.247" W

RUNWAY DATA	RUNWAY 9-27		RUNWAY 16-34	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY CATEGORY	General Aviation	General Aviation	General Aviation	General Aviation
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II	D-II	B-1 ²	B-1 ²
RUNWAY GEODETIC AZIMUTH (OC 769)	203.0467/103.0564	203.0467/103.0564	358.545, 178.5453	358.545, 178.5453
RUNWAY BEARING (True)	S 76° 56' 44" E	S 76° 56' 44" E	S 1° 26' 59" E	S 1° 26' 59" E
MAXIMUM RUNWAY ELEVATION (Above MSL)	815.6 MSL	816.9 MSL	774.3 MSL	774.3 MSL
RUNWAY WIND COVERAGE (12 MPH/10.5 KNOTS)	95.32%	95.41%	86.74%	86.74%
RUNWAY DIMENSIONS	5,400' ± 100'	6,153' ± 100'	2851' ± 45'	2,851' ± 60'
APPROACH VISIBILITY MINIMUMS	1/2 mile, +3/4 mile	1/2 mile, +3/4 mile	Visual	Visual
F.A.R. PART 77 CATEGORY	Precision/Nonprecision	Precision/Nonprecision	Visual-Utility	Visual-Utility
RUNWAY INSTRUMENTATION	PRECISION	PRECISION	NONE	NONE
RUNWAY APPROACH SURFACES	50:1, 34:1	50:1, 34:1	20:1, 20:1	20:1, 20:1
RUNWAY THRESHOLD DISPLACEMENT	NONE	NONE	NONE	NONE
RUNWAY STOPWAY	NONE	NONE	NONE	NONE
RUNWAY SAFETY AREA (RSA)	5,930' ± 300'	7,628' ± 500'	3,331' ± 120'	3,331' ± 120'
RUNWAY SAFETY AREA (RSA) BEYOND RWY END	382' / 148'	475' / 100'	240'	240'
RUNWAY OBSTACLE FREE ZONE (OFZ)	5,736' ± 353'	6,553' ± 400'	3,251' ± 250'	3,251' ± 250'
RUNWAY OBJECT FREE AREA (OFA)	5,930' ± 300'	7,630' ± 600'	3,331' ± 250'	3,331' ± 250'
RUNWAY OBJECT FREE AREA BEYOND RWY END	382' / 100'	377' / 100'	240'	240'
RUNWAY SURFACE MATERIAL	Asphalt	Asphalt	Asphalt	Asphalt
RUNWAY PAVEMENT SURFACE TREATMENT	NONE	NONE	NONE	NONE
RUNWAY PAVEMENT STRENGTH (in thousand lbs./ft.²)	40(S), 70(D)	40(S), 70(D)	40(S), 50(D)	40(S), 50(D)
RUNWAY EFFECTIVE GRADE	1.07%	0.95%	0.84%	0.84%
RUNWAY TOUCHDOWN ZONE ELEVATION	794.0 MSL, 815.6 MSL, 794.0 MSL, 815.6 MSL	None	None	None
RUNWAY MARKING	Precision/Nonprecision	Precision/Nonprecision	Basic/Visual	Basic/Visual
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL
TAXIWAY MARKING	Centerline	Centerline	Centerline	Centerline
TAXIWAY SURFACE MATERIAL	Asphalt	Asphalt	Asphalt	Asphalt
TAXIWAY WIDTH	Varies (35' to 75')	35'	25'	25'
TAXIWAY SAFETY AREA WIDTH		79'	49'	49'
TAXIWAY OBJECT FREE AREA WIDTH	131'	131'	89'	89'
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	ILS/LOC (9)	VOR or GPS (9)		
RUNWAY VISUAL NAVIGATIONAL AIDS	FAPI-4 (27)	FAPI-1 (9), FAPI-1 (27)	FAPI-2 (34)	FAPI-2
	REIL (27)	REIL (27)		REIL
	MALSR (9)	MALSR (9)		None

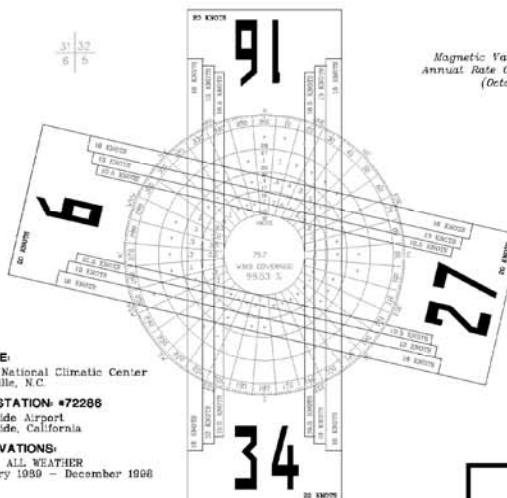
LEGEND		DESCRIPTION
EXISTING	ULTIMATE	AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		PAVEMENT (To Be Removed)
		BUILDING (To Be Removed)
		BUILDING CONSTRUCTION
		WATER LINE
		BUILDING RESTRICTION LINE (BRL)
		SECTION CORNER
		FACILITY CONSTRUCTION
		FENCING
		RUNWAY EDGE LIGHTS
		VISUAL GLIDESLOPE INDICATOR (VGI)
		RUNWAY THRESHOLD LIGHTS and REIL
		PARCELS
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY
		WIND INDICATOR (Lighted)
		DIRT ROAD
		CAS LINES
		PARCELS
		HELIPAD

EXISTING BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEVATION
1	T-HANGAR	773.5 MSL
2	T-HANGAR	777.4 MSL
3	T-HANGAR	780.1 MSL
4	T-HANGAR	780.2 MSL
5	CONFEDERATE AIR FORCE	780.0 MSL
6	OFFICE/HANGAR	780.7 MSL
7	FLIGHT SERVICE STATION	786.6 MSL
8	FLIGHT STANDARDS DISTRICT OFFICE	783.7 MSL
9	AIRCRAFT WASH PAD	-
10	HELIPAD AND PARKING POSITION	-
11	TERMINAL ADMINISTRATION BUILDING	602.4 MSL
12	AIRPORT MAINTENANCE BUILDING	782.4 MSL
13	GOLDEN WEST AIRCRAFT	787.6 MSL
14	T-HANGAR/RIVERSIDE AIRLANS	788.6 MSL
15	T-HANGAR	785.9 MSL
16	T-HANGAR	787.6 MSL
17	RIVERSIDE AIR SERVICE	791.5 MSL
18	RIVERSIDE AIR SERVICE	796.4 MSL
19	RIVERSIDE AIR SERVICE	801.2 MSL
20	RIVERSIDE AIR SERVICE	783.4 MSL
21	RIVERSIDE AIR SERVICE	810.9 MSL
22	RIVERSIDE AIR SERVICE	794.5 MSL
23	FLYING COLORS AIRBORNE	800.7 MSL
24	T-HANGAR	790.6 MSL
25	T-HANGAR	792.9 MSL
26	T-HANGAR	793.7 MSL
27	T-HANGAR	801.9 MSL
28	AIRPORT TRAFFIC CONTROL TOWER (ATCT)	876.6 MSL
29	PORT-A-PORT HANGARS	818.8 MSL
30	PORT-A-PORT HANGARS	821.8 MSL
31	PORT-A-PORT HANGARS	815.5 MSL
32	PORT-A-PORT HANGARS	817.7 MSL
33	PORT-A-PORT HANGARS	817.4 MSL
34	PORT-A-PORT HANGARS	817.1 MSL
35	PORT-A-PORT HANGARS	818.8 MSL
36	PORT-A-PORT HANGARS	823.9 MSL
37	PORT-A-PORT HANGARS	830.7 MSL
38	PORT-A-PORT HANGARS	823.5 MSL
39	PORT-A-PORT HANGARS	823.3 MSL
40	HANGARS	833.7 MSL
41	AIRPORT ROTATING BEACON	902.0 MSL
42	RTR TOWERS	904.0 MSL
43	RIVERSIDE POLICE	797.5 MSL
44	RIVERSIDE TOWER (To Be Re-coiled)	780.0 MSL
45	SEGMENTED CIRCLE/LIGHTED WIND CONE	818 MSL
46	FUEL STORAGE	-
47	ELECTRICAL VAULT	-
48	GOLF CLUB HOUSE	788.6 MSL
49	GOLF CLUB HOUSE	788.0 MSL
50	GOLF CLUB HOUSE	791.9 MSL
51	SINGLE FAMILY RESIDENCE	-

SOURCE:
NOAA National Climatic Center
Asheville, N.C.

DATA STATION #72286
Riverside Airport
Riverside, California

OBSERVATIONS:
40294 ALL WEATHER
January 1999 - December 1998



ALL WEATHER WIND COVERAGE				
	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 9-27	95.32%	95.62%	98.15%	99.37%
Runway 16-34	85.74%	91.71%	98.33%	99.75%
Runways Combined	89.53%	95.88%	99.98%	99.99%

FAA APPROVAL STAMP

RIVERSIDE AIRPORT
AIRPORT LAYOUT PLAN

Riverside, California

PLANNED BY: Christopher H. Kuyper
DETAILED BY: Larry B. Johnson
APPROVED BY: Stephen G. Wagner

January 10, 2001 SHEET 1 OF 10

Coffman Associates
Airport Consultants

BASED AIRCRAFT				TIME OF DAY DISTRIBUTION ^c		
	Current ^a 2002 data	Future ^a 2025	Ultimate		Current	Future & Ultimate
<i>Aircraft Type</i>				<i>Single-Engine</i>		
Single-Engine	205	250		Day	80%	no change
Twin-Engine Piston & Turboprop	24	100	data not available	Evening	18%	
Business Jets	1	50		Night	2%	
Helicopters / Others	10	50		<i>Other Aircraft</i>		
<i>Total</i>	<i>240</i>	<i>450</i>		Day	90%	no change
				Evening	9%	change
				Night	1%	

AIRCRAFT OPERATIONS				RUNWAY USE DISTRIBUTION ^c		
	Current ^a 2002 data	Future ^a 2025	Ultimate ^c		Current	Future & Ultimate
<i>Total</i>				<i>Business Jets & Turbo Props</i>		
Annual	114,100 ^b	160,800	220,000	Day/Evening/Night		
Average Day	312	441	603	Takeoffs		
<i>Distribution by Aircraft Type</i>				Runway 9	10%	10%
Single-Engine	84%	62%	41%	Runway 27	90%	90%
Twin-Engine Piston	10%	8%	5%	Runway 16	0%	0%
Twin-Engine, Turboprop	2%	11%	23%	Runway 34	0%	0%
Business Jet	1%	17%	20%	Landings		
Helicopters / Other	3%	2%	11%	Runway 9	10%	50%
				Runway 27	90%	50%
<i>Distribution by Type of Operation ^c</i>				Runway 16	0%	0%
Local (incl. touch-and-goes)				Runway 34	0%	0%
Single-Engine			45%	<i>Other Airplanes – Day/Evening/Night</i>		
Twin-Engine Piston			20%	Takeoffs & Landings		
Helicopter			45%	Runway 9	9%	no change
All Others			0%	Runway 27	88%	
<i>Total</i>	<i>43%</i>	<i>45%</i>	<i>24%</i>	Runway 16	1%	
Itinerant				Runway 34	2%	
Single-Engine			55%			
Twin-Engine Piston			80%			
Helicopter			55%			
All Others			100%			
<i>Total</i>	<i>57%</i>	<i>55%</i>	<i>76%</i>			

FLIGHT TRACK USAGE

Data summary not available

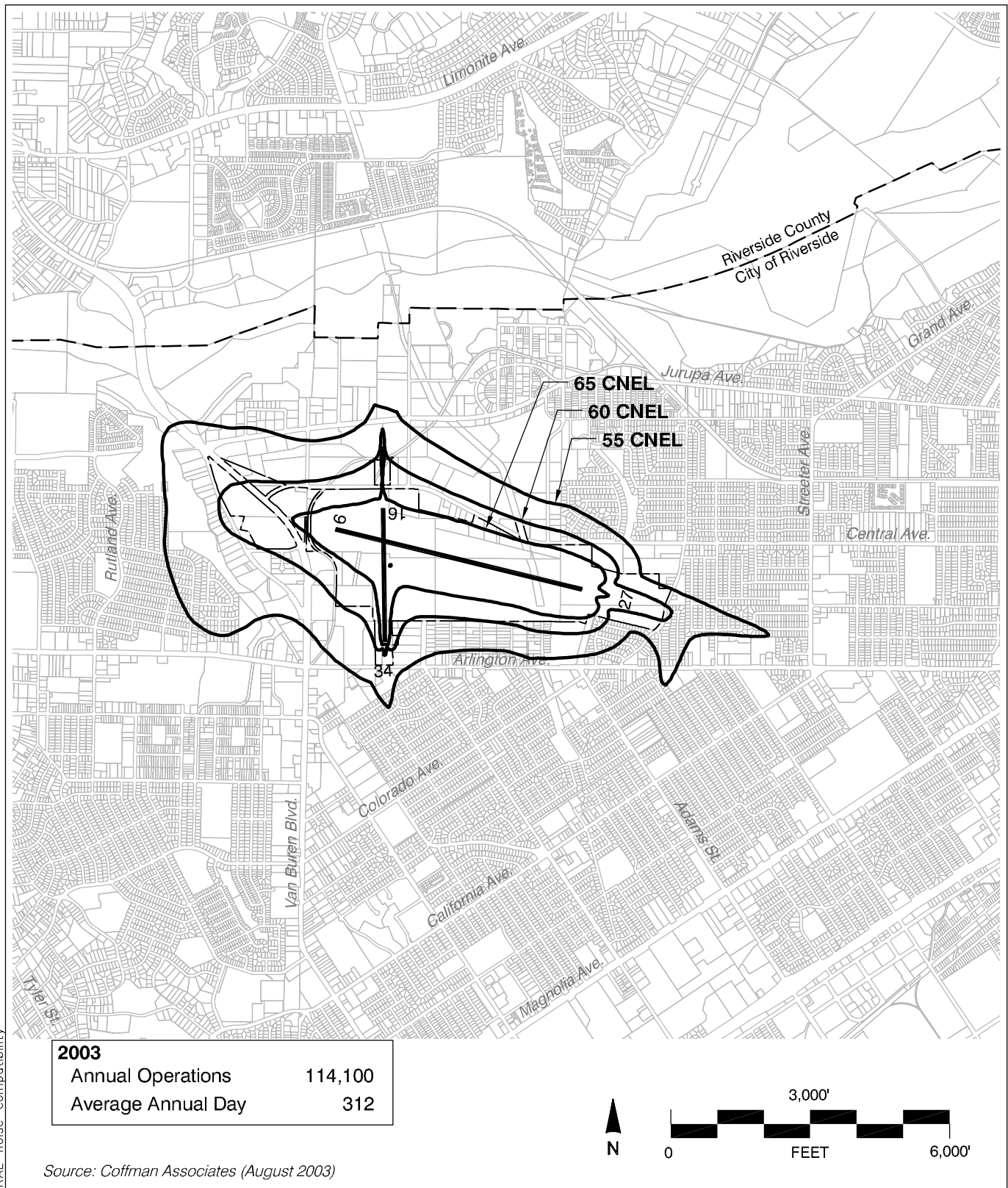
Notes

- ^a Source: *Riverside Municipal Airport Forecast Update (2002)*
- ^b Source: Air Traffic Control (ATC) tower counts plus estimated night operations
- ^c Source: Estimated/projected for compatibility planning purposes based on discussion with Airport Manager (February 2004)

Exhibit RI-3

Airport Activity Data Summary

Riverside Municipal Airport

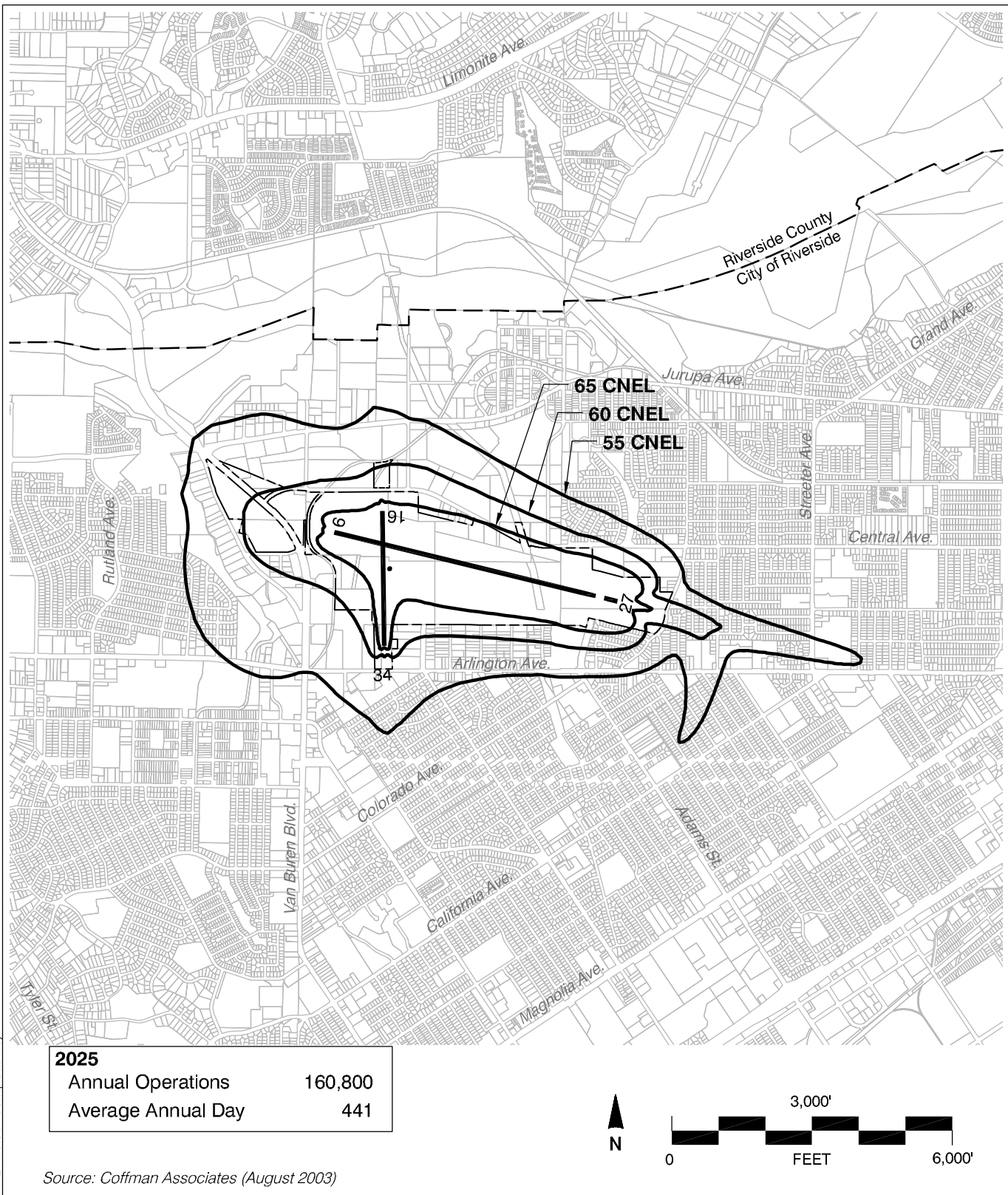


RAL-noise-compatibility

Exhibit RI-4

Existing Noise Impacts

Riverside Municipal Airport

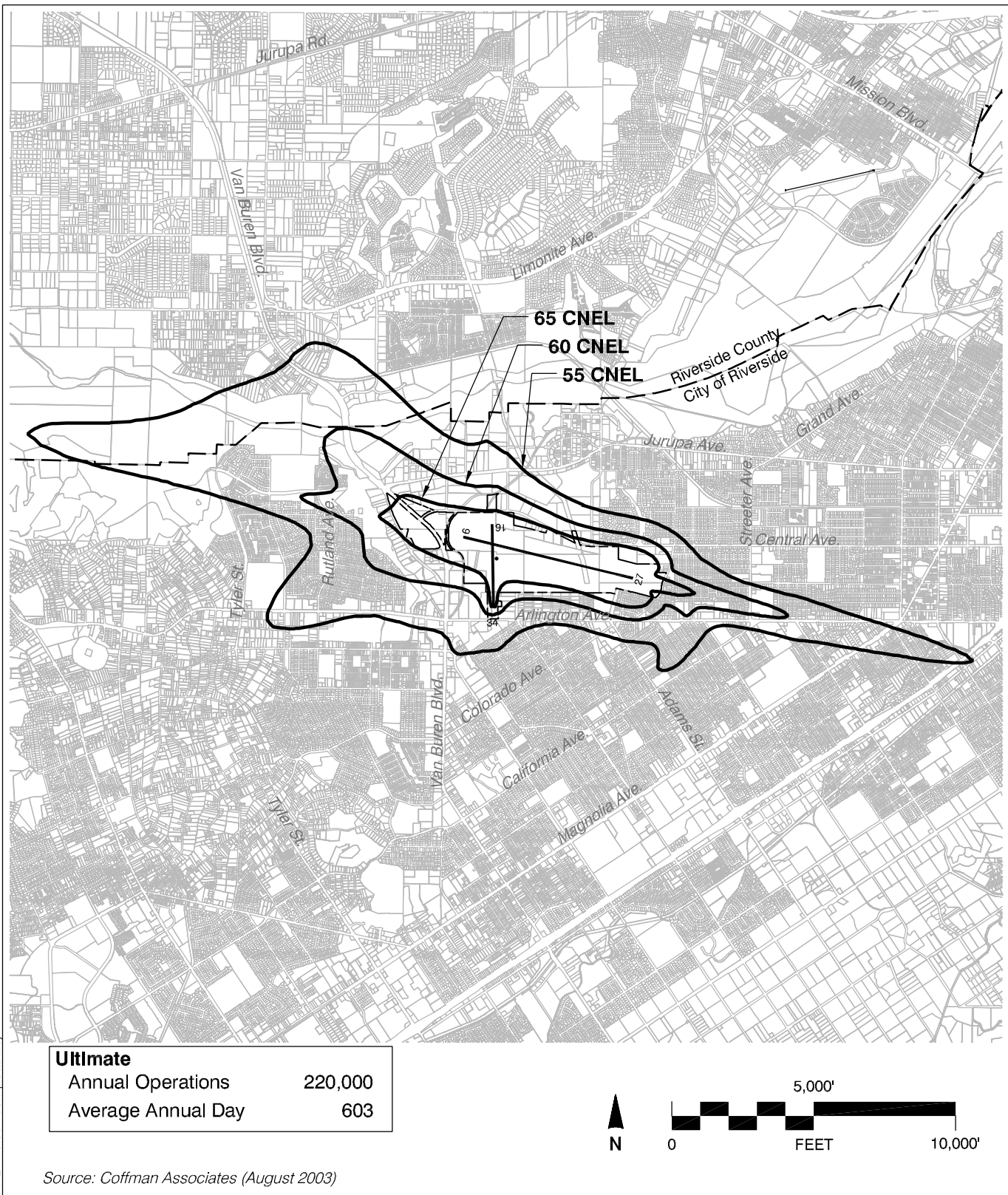


RAL-noise-compatibility

Source: Coffman Associates (August 2003)

Exhibit RI-5

Future Noise Impacts Riverside Municipal Airport

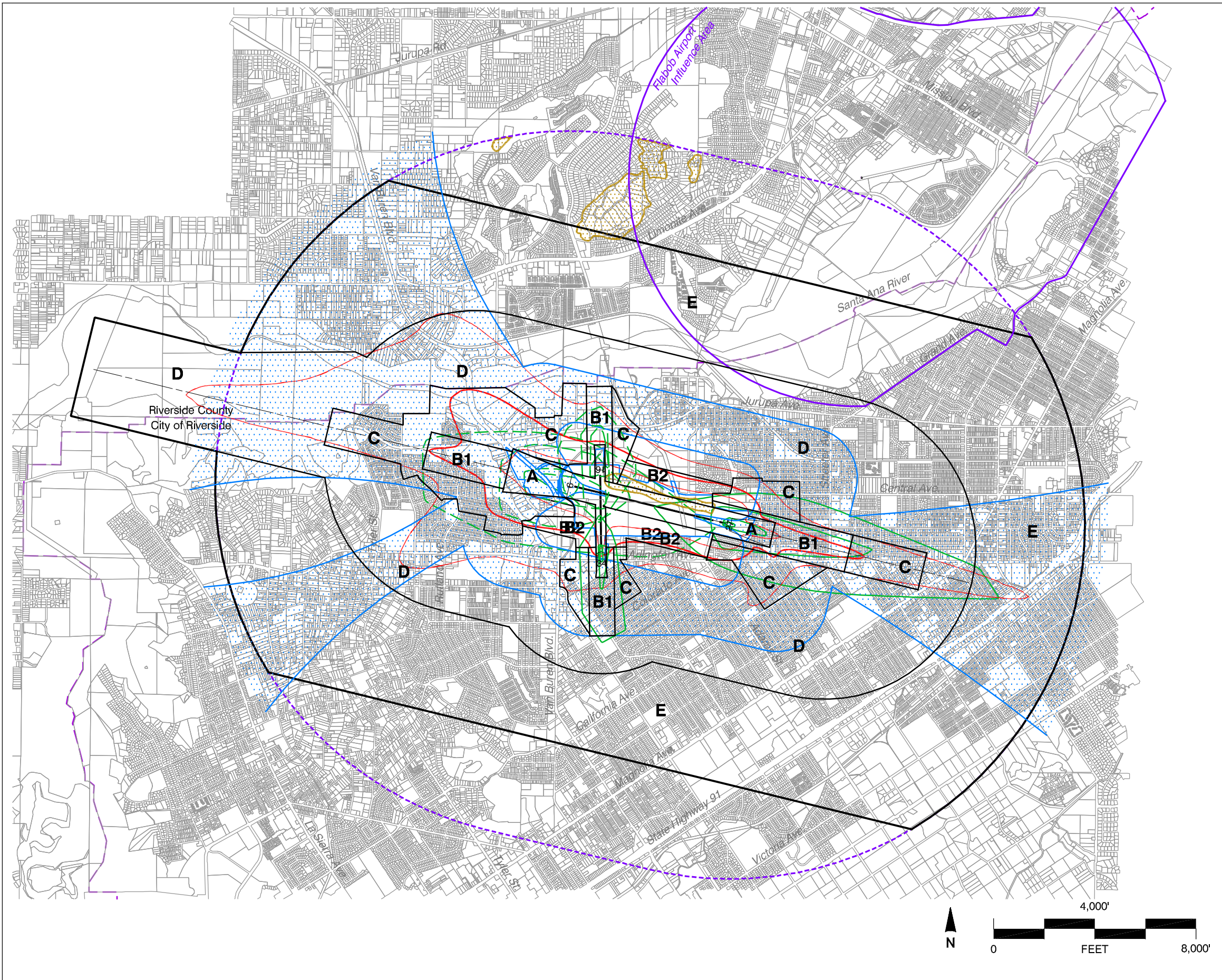


RAL-noise-compatibility

Source: Coffman Associates (August 2003)

Exhibit RI-6

Ultimate Noise Impacts
Riverside Municipal Airport



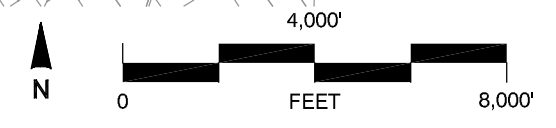
- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
 - ▭ Zone A
 - ▭ Zone B1
 - ▭ Zone B2
 - ▭ Zone C
 - ▭ Zone D
 - ▭ Zone E
- Noise and Overflight Compatibility Factors**
- 65 dB CNEL
 - 60 dB CNEL
 - 55 dB CNEL
- } Ultimate
- ▭ General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)
- Safety and Airspace Compatibility Factors**
- Aircraft Departure Accident Risk Intensity Contours* (Shown Only for Takeoffs to the West and North)
 - Aircraft Approach Accident Risk Intensity Contours* (Shown Only for Landings from the East and South)
 - FAR Part 77 Conical Surface Limits
 - ▭ FAR Part 77 Terrain Penetration
- Boundary Lines**
- Airport Property Line
 - City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20 % increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
 (March 2005)

Exhibit RI-7

Compatibility Factors Map
Riverside Municipal Airport



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AIRPORT SITE

- ▶ *Location*
 - › Western Riverside County
 - › Three miles west of Riverside city center
- ▶ *Nearby Terrain*
 - › Generally level terrain in immediate area
 - › Santa Ana River 1.0 mile north.
 - › Nearby high points include Twin Buttes 3 mi. southwest and Mt. Rubidoux (elev. 1,339 ft.) 4 mi. northeast

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *County of Riverside*
 - › Unincorporated area north of Santa Ana River
- ▶ *City of Riverside*
 - › Airport property and lands east, west, and south in city limits

STATUS OF COMMUNITY PLANS

- ▶ *Riverside County*
 - › General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- ▶ *City of Riverside*
 - › General Plan adopted September 1993

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - › Highly urbanized in all directions
- ▶ *Runway Approaches*
 - › West (Runway 9): Union Pacific rail line (600 ft. from runway end); Van Buren Blvd. (0.2 mi.); Sky Links Golf Course west of road; residential area (1.0 mile)
 - › East (Runway 27): Residential and commercial/business uses (0.4 mi. from runway end); continuous urban beyond
 - › North (Runway 16): Central Ave. (400 ft.); industrial area north of road; Santa Ana River (1.0 mi.)
 - › South (Runway 34): Arlington Ave. (500 ft.); mini storage south of road; residential area (0.2 miles)

PLANNED AIRPORT AREA LAND USES

- ▶ *Riverside County*
 - › North: Open space and industrial uses.
- ▶ *City of Riverside*
 - › North: Industrial uses
 - › East: Residential and commercial/business uses
 - › South: Industrial and commercial uses immediately south of the Airport. These areas are bordered by residential areas.
 - › West: Industrial and manufacturing uses bordering the airport. Open space and residential uses are located beyond these areas.

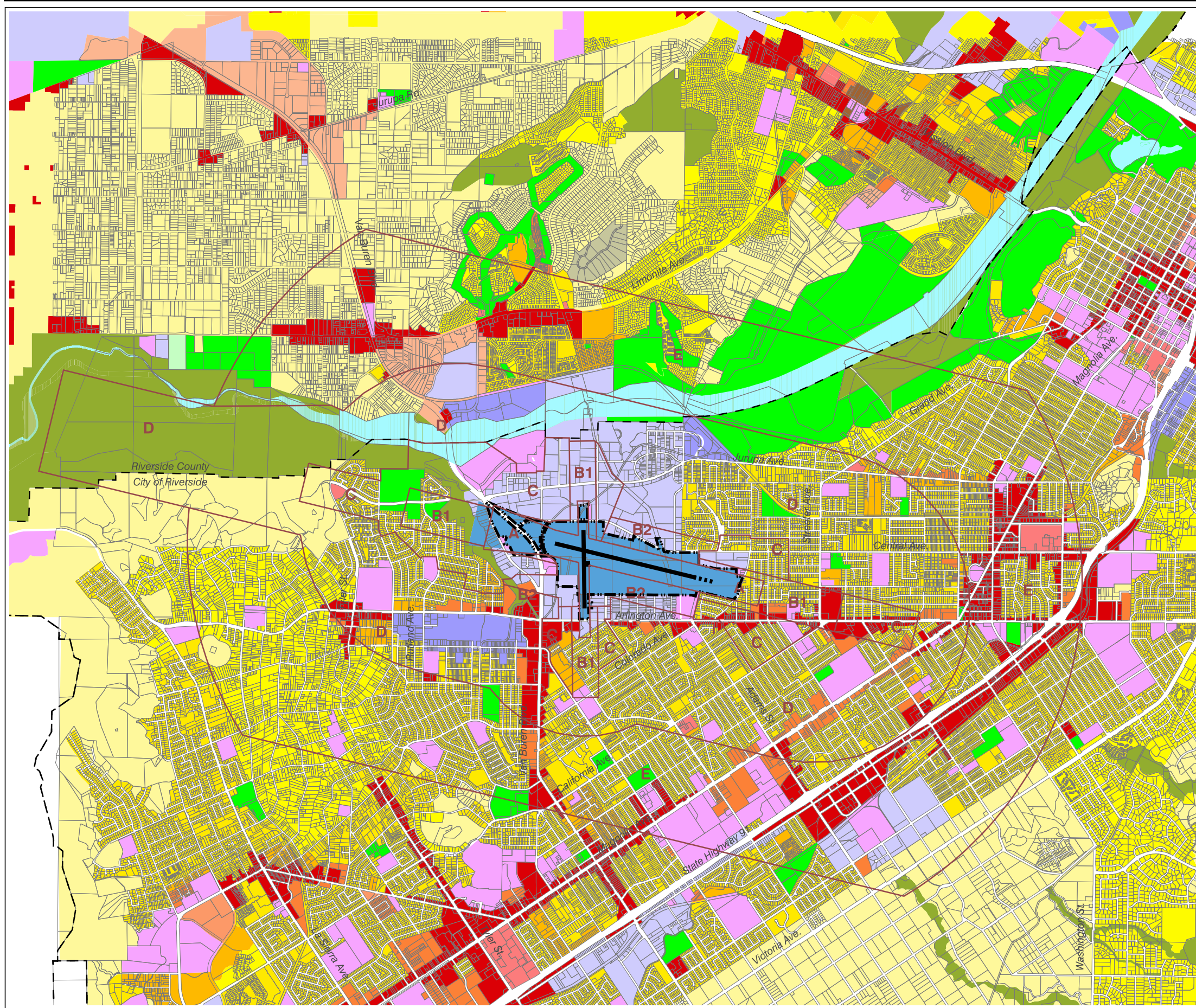
ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- ▶ *Riverside County General Plan*
 - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
 - › Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
 - › Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
 - › Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- ▶ *City of Riverside General Plan (1993)*
 - › Residential development deemed conditionally acceptable in 60–70 CNEL range; normally unacceptable at 70–75 CNEL; clearly unacceptable above 75 CNEL
 - › Transportation Element Policy T 3.8 states that city “should limit building heights and land use intensities beneath airport approach and departure paths to protect public safety”
- ▶ *City of Riverside Zoning Codes*
 - › Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airport
 - › No FAR Part 77 height limit zoning

Exhibit RI-8

Airport Environs Information

Riverside Municipal Airport



Legend

- City Limit
- Airport Property Line
- Runway
- Compatibility Zones**
- Very-High-Density Residential (>20 du/ac)
- High-Density Residential (14.1-20 du/ac)
- Medium-High-Density Residential (8.1-14.0 du/ac)
- Medium-Density Residential (5.1-8.0 du/ac)
- Low-Density Residential (2.1-5.0 du/ac)
- Very-Low-Density Residential (0.4-2.0 du/ac)
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial /Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential (2.5-10.0 ac parcels)
- Agriculture (>10.0 ac parcels)
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note:
 This map is combined and simplified from the maps in the following sources:
 Riverside County General Plan (October 2003)
 City of Riverside General Plan (September 1993)



Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
(March 2005)

Exhibit RI-9

General Plan Land Use Designations
Riverside Municipal Airport Environs

**COUNTY OF RIVERSIDE:
GENERAL PLAN (2003) AND JURUPA AREA PLAN**

Non-Residential Land Use

- ▶ *Compatibility Zone D*
 - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to the areas designated as Heavy Industrial, Light Industrial/Warehousing, and Office/Business Park north of the airport [R1]
-

Other Policies

- ▶ *General Plan*
 - › Acknowledgement of ALUC policies—no conflict
 - › Established ALUC 60 dB CNEL noise contour policy for new residential development—no conflict
- ▶ *Zoning Codes*
 - No height limit zoning established

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit RI-10

General Plan Consistency Review (Preliminary)
Riverside Municipal Airport Environs

**CITY OF RIVERSIDE:
GENERAL PLAN (1993), AND ZONING CODES**

Residential Land Use

- ▶ *Compatibility Zone C*
 - › Residential designations with densities ranging from 0.4 to 2.0 dwelling units/acre west of the airport [CIR1] conflict with *Zone C* compatibility criteria
- ▶ *Compatibility Zone D*
 - › In accordance with Policy RI.2.3(a), residential densities are unrestricted in this portion of *Zone D* [CIR2]

Other Policies

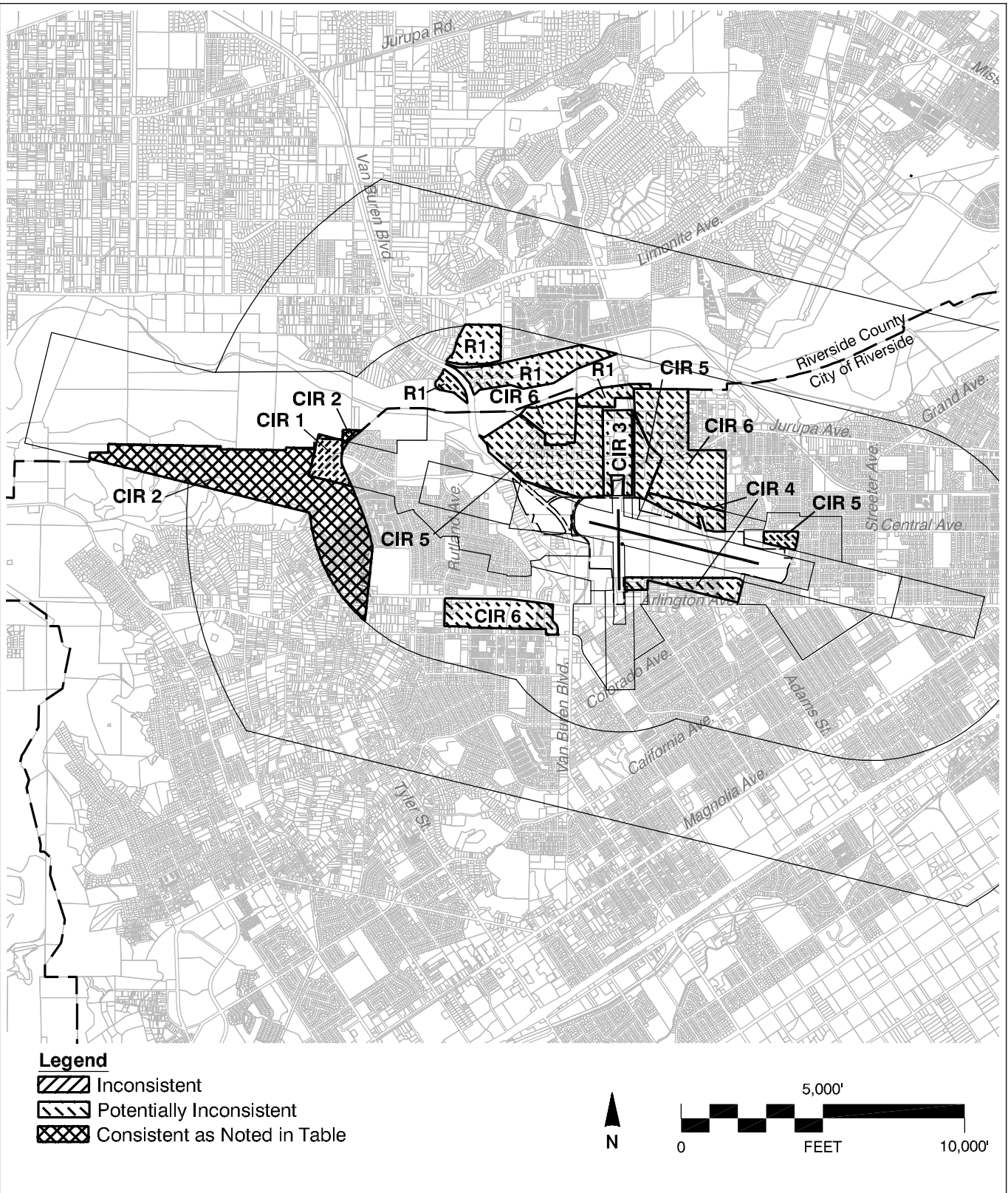
- ▶ *General Plan*
 - › No acknowledgment of ALUC coordination
 - › Noise policy conditionally allows residential development up to 70 dB CNEL conflicts with Compatibility Plan limit of 60 dB CNEL
- ▶ *Zoning Codes*
 - › Height limit zoning not established

Non-Residential Land Use

- ▶ *Compatibility Zone B1*
 - › Potential Conflict: *Zone B1* intensity limits (25 people/acre) apply to the area designated as Heavy Industrial north of the airport [CIR3]
- ▶ *Compatibility Zone B2*
 - › Potential Conflict: *Zone B2* Intensity limits (100 people/acre) apply to the areas designated as Light Industrial/Warehousing north, Light Industrial/Warehousing and Public/Institutional south of the airport [CIR4]
- ▶ *Compatibility Zone C*
 - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to the areas designated as Other Public/Institutional and Light Industrial/Warehousing north of airport and Light Industrial east of the airport [CIR5]
- ▶ *Compatibility Zone D*
 - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to the areas designated as Light Industrial and Other Public/Institutional north of airport and Heavy Industrial/Warehousing south of the airport [CIR6]

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit RI-10, continued



P:\RCCO\DWG\IPAL-consistency.dwg Apr 22, 2005 - 9:24am

Exhibit RI-10, continued