
Background Data: Perris Valley Airport and Environs

INTRODUCTION

Privately owned Perris Valley Airport is a major skydiving center known nationally and internationally. The airport serves both as the departure point for jump aircraft and as the landing spot for skydivers. Aircraft as large as a specially configured DC-9 serve as jump planes. A high volume of ultralight aircraft operations also takes place there. Beyond these functions, Perris Valley Airport has minimal other activity and only limited parking or services for other private aircraft. Nevertheless, for State Airport Permit purposes, the airport is a public-use facility.

Now situated within the Perris city limits, Perris Valley Airport's history dates to at least the World War II era when it served as an alternate landing strip for gliders. Skydiving activity began in the early 1960s. The airport has a single paved, unlighted runway, oriented north-northwest/south-southeast (designated Runway 15-33) and presently published as being 5,100 feet long. Ultralights use a separate turf strip in the southwestern corner of the property. Skydivers land in a turf area east of the runway. The property consists of approximately 82 acres with an additional 18 acres, encompassing the north end of the runway, leased from the adjacent property owner.

In conjunction with preparation of this *Compatibility Plan*, several issues with the existing runway configuration have been identified and a solution proposed. The northerly (Runway 15) runway protection zone (RPZ) extends onto property that the airport does not control. To avoid precluding all development of this property, the City of Perris has requested that the RPZ be shifted onto airport-controlled property. So as not to eliminate all use of the north end of the runway, establishment of declared distances and modification of the Runway 15 displaced threshold location is recommended. Additionally, to provide 240 feet of runway safety area and object free area at the runway ends, as dictated by Federal Aviation Administration standards, a slight shift of each runway end is recommended. The net effect will be reduction of the published runway length to approximately 4,840 feet with 3,850 feet available for landings from the north. Although used as the basis for the *Compatibility Plan*, these modifications are subject to acceptance by the airport owners and approval by the California Division of Aeronautics through amendment of the State Airport Permit.

Total current aircraft operations are estimated at 34,000 as of 2009. Airport management expects this number to increase over time and is projected at 52,000 annual operations for compatibility planning purposes. Prevailing winds favor aircraft operations from south to north; however, many takeoffs are

made toward the south for both operational convenience and noise abatement reasons. Because of the approach course to nearby March Air Reserve Base to the east, most aircraft approach and depart via the west.

Nearby land uses vary from agricultural to urban. To the south and east are agricultural lands within the flood plain of the San Jacinto River. To the west is mostly industrial. Residential and commercial areas within central Perris lie within a couple of blocks of the runway end to the north and northwest. Also, residential areas within the newly incorporated City of Menifee are only a mile south of the runway.

The Perris General Plan anticipates extensive additional development surrounding the airport. Concurrently with the preparation of this *Perris Valley Airport Compatibility Plan*, the City of Perris has been preparing a Downtown Specific Plan covering over one square mile immediately north of the airport. Intensive commercial and mixed use development is planned for this area. Close coordination between city and ALUC staffs has enabled substantial consistency between the two plans. The ALUC reviewed the draft Specific Plan in June 2010 and found it to be consistent with the anticipated *Compatibility Plan*. Additionally, a separate specific plan is expected to be prepared for the lands south and east of the airport. Proposals have been brought forward in recent years to develop residential uses in this presently agricultural area.

Exhibits PV-1 through PV-3 on the following pages provides tabular and diagrammatic summaries of information about Perris Valley Airport and its activity levels. The airport diagram in Exhibit PV-2 shows both the existing and proposed runway configurations. Current and projected noise contours are depicted in Exhibits PV-4 and PV-5, respectively. Factors contributing to the compatibility zone boundaries delineated in the Perris Valley Compatibility Map are shown in Exhibit PV-6. Information about the land uses in the Perris Valley Airport environs is summarized in the table and map presented in Exhibits PV-7 through PV-9.

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
 - Flights to/from east controlled by March Air Reserve Base or must remain below March 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: 150± including ultralight spaces
- Services
 - Fuel: 100LL/Jet A (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

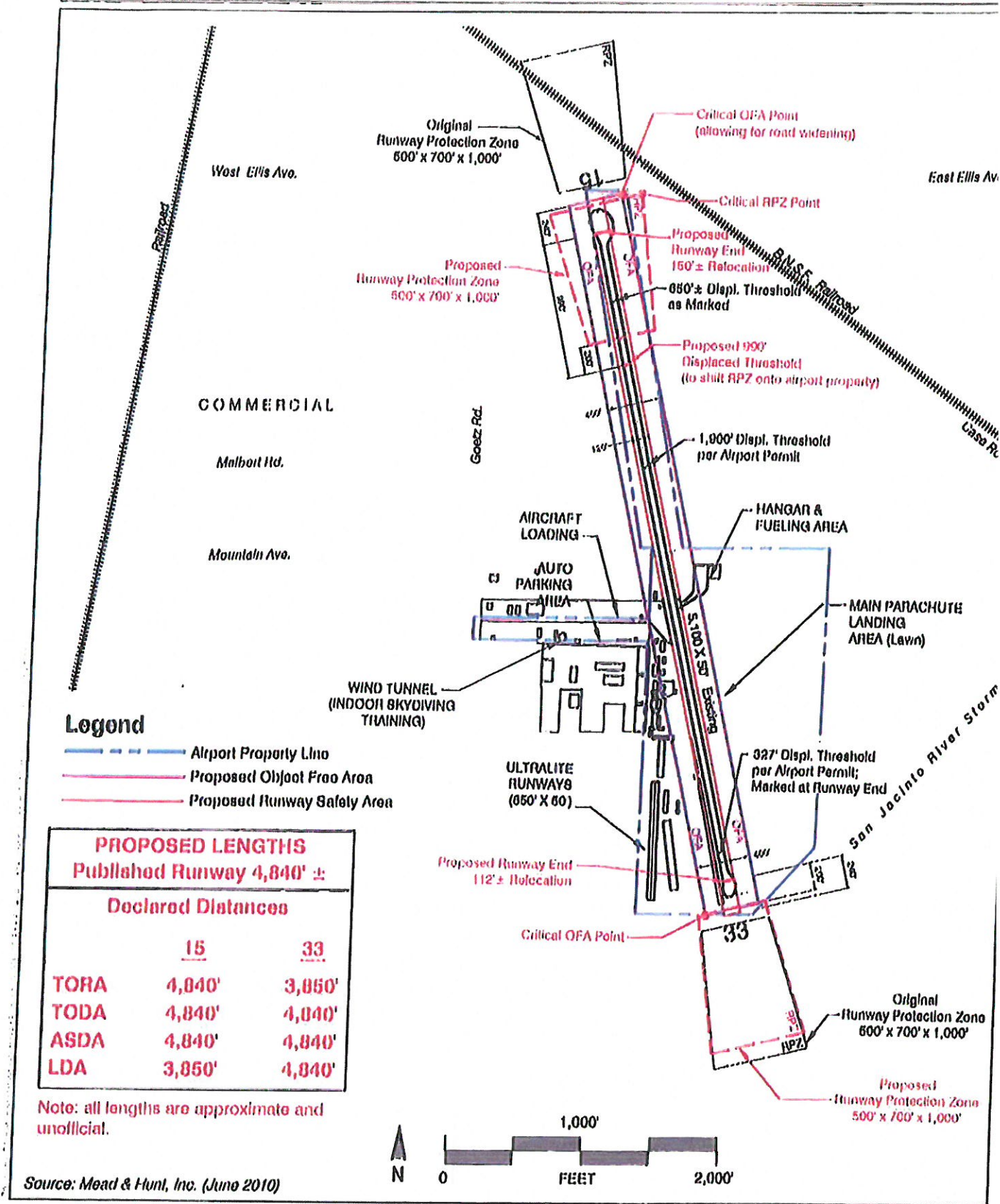


Exhibit PV-2

Airport Diagram

Perris Valley Airport

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION ^d		
Aircraft Type	Current ^a 2009 data	Future ^b Ultimate		Current	Future
Single-Engine	10	12	All Aircraft		
Twin-Engine Piston & Turboprop	6	8	Day (7am-7pm)	95%	no
Business Jet	1	1	Evening (7pm-10pm)	4%	change
Helicopter	1	2	Night (10pm-7am)	1%	
Ultralights	130	130			
Total	148	153			
AIRCRAFT OPERATIONS			RUNWAY USE DISTRIBUTION ^d		
	Current 2009 data	Future Ultimate		Current	Future
Total			DC-9 and Helicopters		
Annual	34,000 ^c	52,000 ^b	Day/Evening/Night		
Average Day	94	141	Takeoffs		
Distribution by Aircraft Type ^d			Runway 15	20%	no
Single-Engine	8%	8%	Runway 33	80%	change
Twin-Engine Piston & Turboprop	80%	80%	All Other Aircraft		
Business Jet	1%	1%	Day/Evening/Night		
Helicopter	1%	1%	Takeoffs		
Ultralights	10%	10%	Runway 15	30%	no
Distribution by Type of Operation ^d			Runway 15 Midfield	30%	change
Local	80%	80%	Runway 33	40%	
(incl. touch-and-goes and skydiving activity)			All Aircraft		
Itinerant	20%	20%	Day/Evening/Night		
(incl. by both based and transient aircraft)			Landings		
			Runway 15	30%	no
			Runway 33	70%	change
			FLIGHT TRACK USAGE ^c		
			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		
			➤ Most aircraft make left turn to depart; aircraft turning right must remain below or be cleared through March ARB airspace to east		

Notes^a Source: Airport records^b Source: Mead Hunt; projected for compatibility planning purposes; time frame is 20+ years (excludes ultralights)^c Source: Airport Operator, June 2008 and May 2010 (excludes ultralights)^d 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

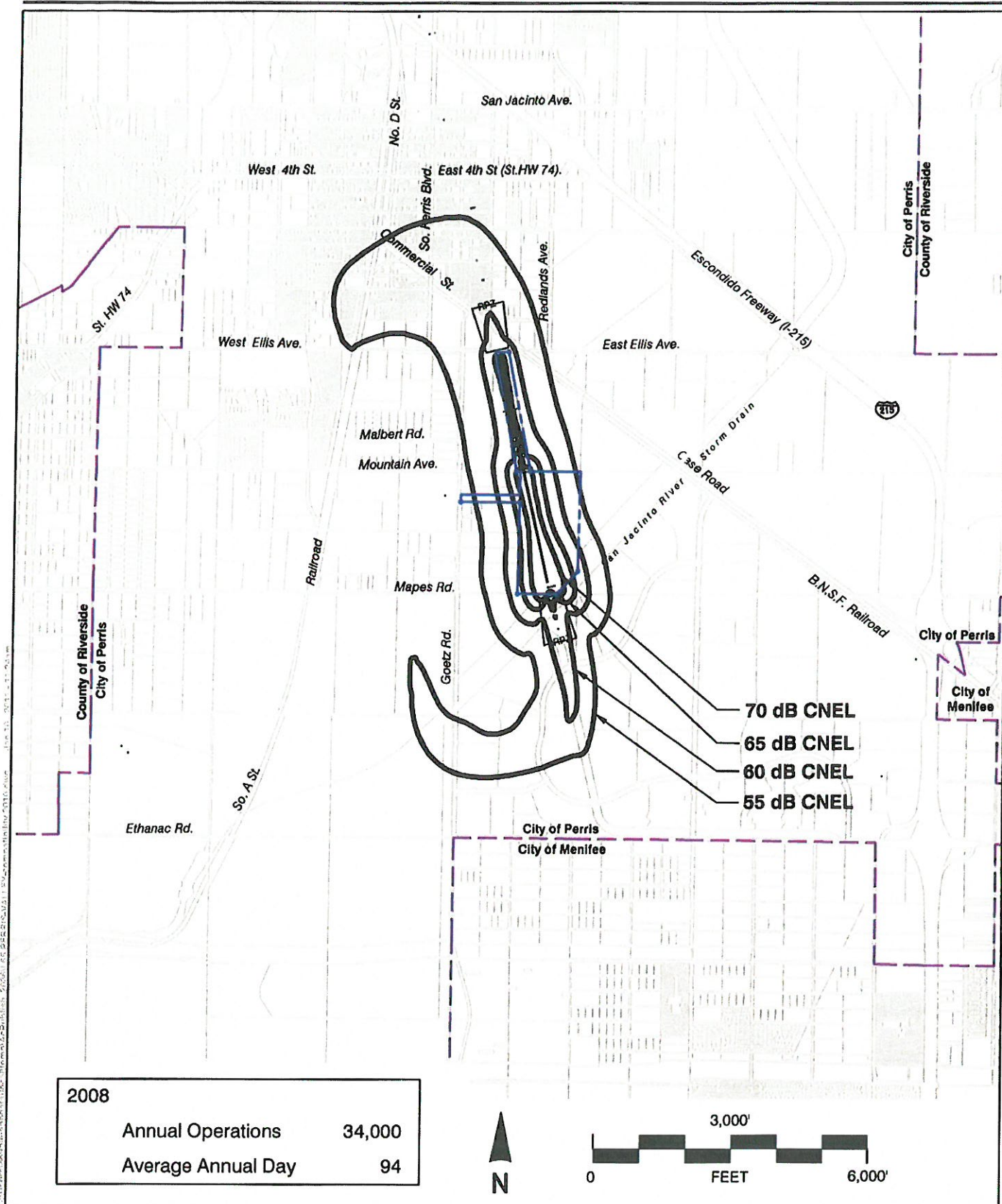
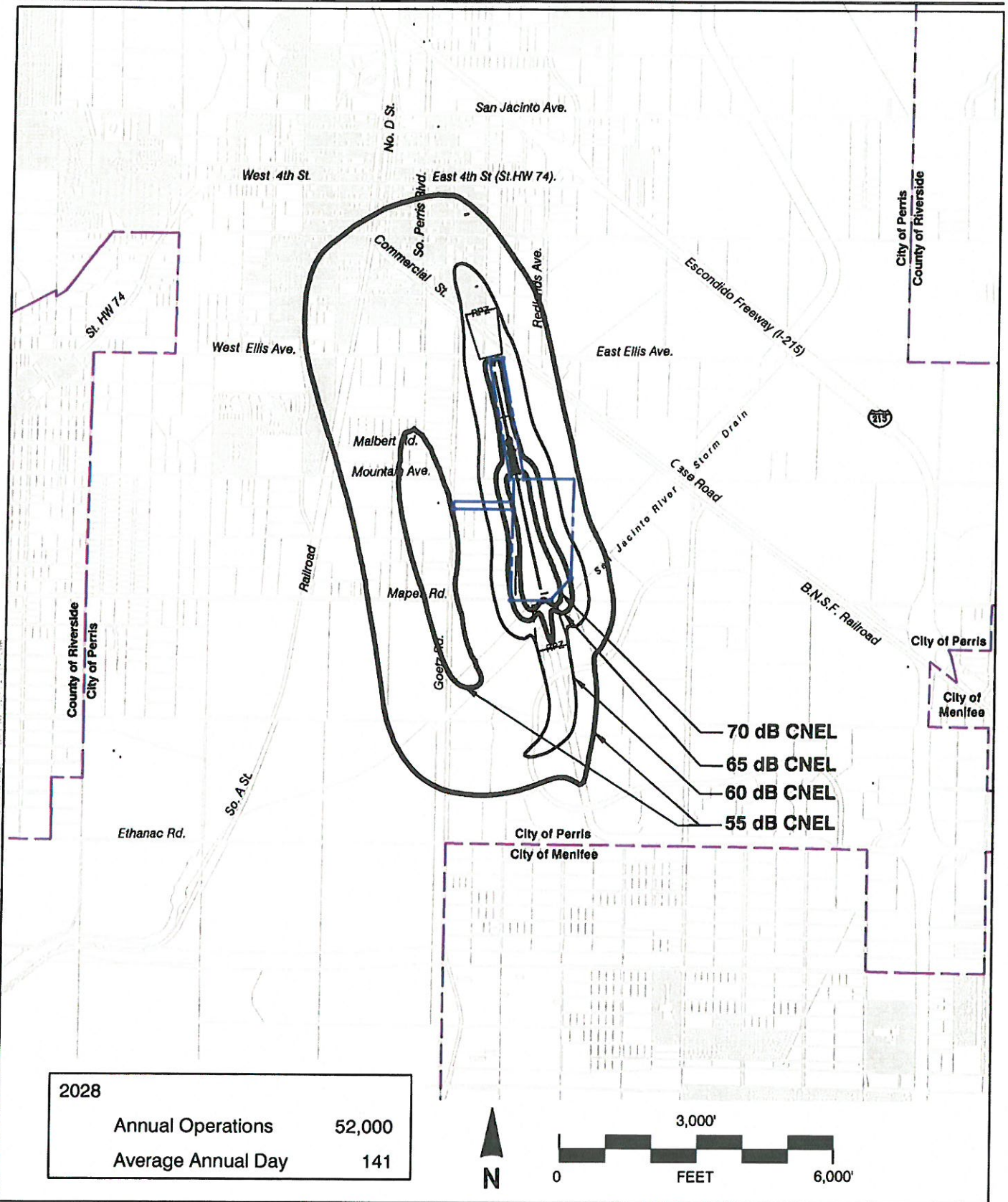


Exhibit PV-4

Existing Noise Impacts

Perris Valley Airport

W8-6



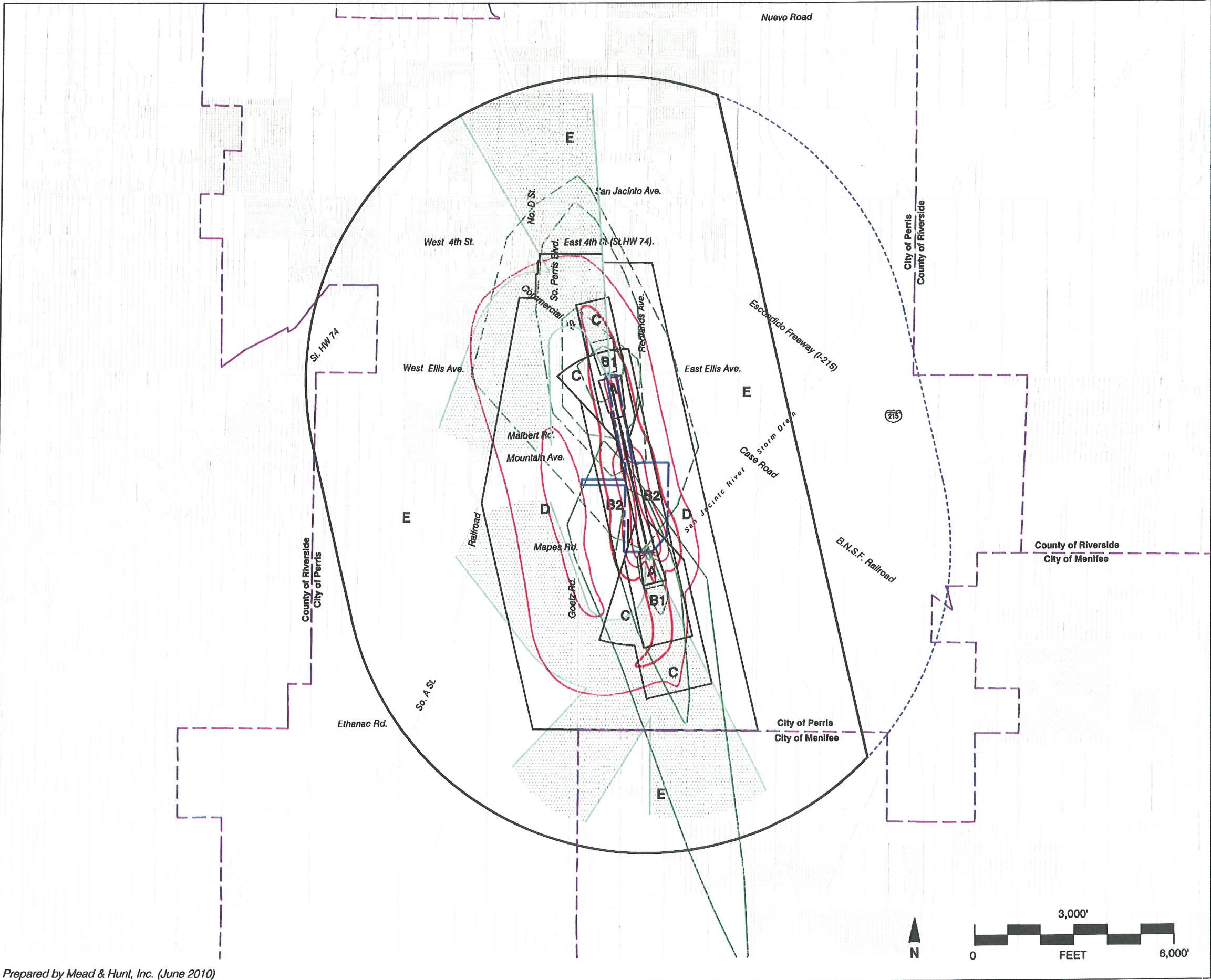
Source: Mead & Hunt, Inc. (June 2010)

Exhibit PV-5

Ultimate Noise Impacts

Perris Valley Airport

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Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL
- Future Average
- Annual Day

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 North)
- Aircraft Approach Accident Risk Intensity Contours *
(Shown Only for Landings from the South)
- FAR Part 77 Conical Surface Limits
No Terrain Penetrations of FAR Part 77 Surfaces

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
(July 2010 Draft)

Exhibit PV-6

Compatibility Factors
Perris Valley Airport

AIRPORT SITE

- **Location**
 - Western Riverside County
 - 1 miles southeast of Perris Central Business District
- **Nearby Terrain**
 - Airport site generally level
 - San Jacinto River adjacent to south end of runway
 - Nearby high points: unnamed hill, near Quail Valley, 2½ miles south-southwest. (Elevation 2,260 ± ft.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- **City of Perris**
 - Airport entirely within incorporated Perris city limits
- **County of Riverside**
 - Riverside County within 2 miles west and east of runway
- **City of Menifee**
 - 1 mile south of airport

STATUS OF COMMUNITY PLANS

- **City of Perris**
 - General Plan, adopted April 2005
 - Downtown Specific Plan, reviewed by ALUC June 2010; city adoption pending
- **Riverside County**
 - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- **City of Menifee**
 - City incorporated in 2008. County General Plan currently in effect

EXISTING AIRPORT AREA LAND USES

- **General Character**
 - Mixed uses of industrial, residential, and rural
 - Central Perris to north
 - Orange Empire Railway Museum on west
- **Runway Approaches**
 - North (Runway 15): Road at runway end; undeveloped parcel north of road; BNSF rail line 700 feet from runway end; urban residential beyond ½ mile; I-215 1+ miles from runway
 - South (Runway 33): San Jacinto River channel at runway end; undeveloped within 1 mile; residential beyond 1 mile
- **Traffic Patterns**
 - West: Mixture of subdivisions and undeveloped land

PLANNED AIRPORT AREA LAND USES

- **City of Perris**
 - Increased intensely development within square mile area of Downtown Specific Plan north of airport
 - Office and light industrial nearest to runway end; commercial focus (mostly 3-story limit) in central business district to northwest; additional residential elsewhere
 - Potential residential development south of airport
- **Riverside County**
 - Mostly continuation of existing development pattern
 - Park and open space lands along river
 - Potential additional industrial uses along I-215.
- **City of Menifee**
 - To be determined

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

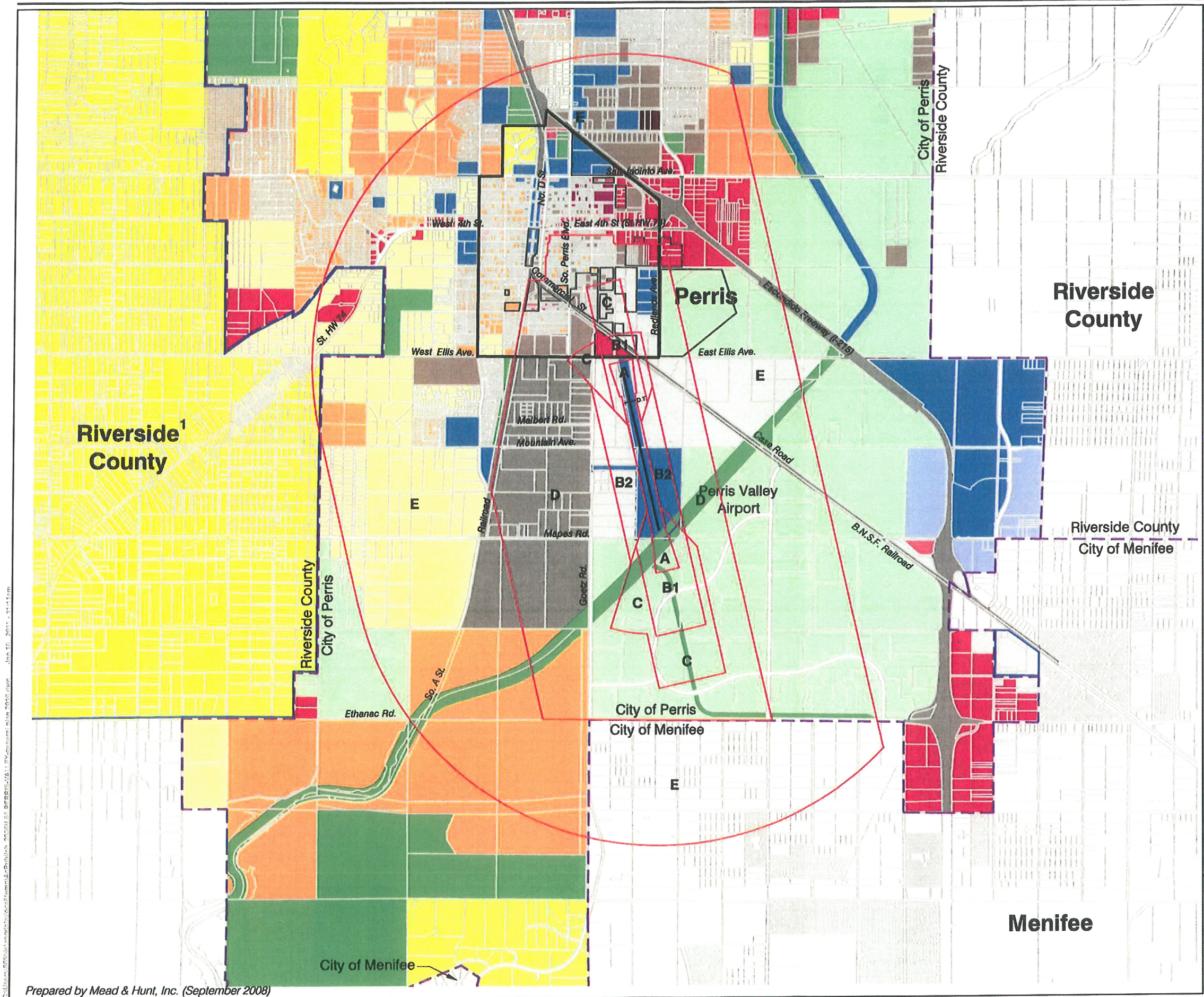
- **Riverside County General Plan**
 - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
 - Safety compatibility zones and criteria from previous compatibility plan incorporated into 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 Perris General Plan**
 - Residential development considered conditionally acceptable in the 60-70 CNEL range; normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
- **City of Perris Zoning Codes**
 - No FAR Part 77 height limit zoning
- **City of Menifee**
 - None yet established

Exhibit PV-7

Airport Environs Information

Perris Valley Airport

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Legend

Boundary Lines

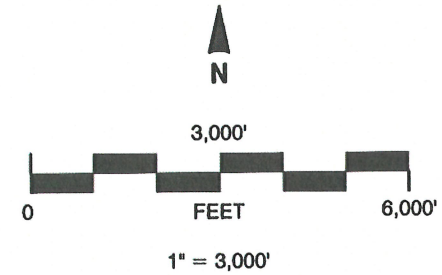
- City Limit Line
- City of Perris Sphere of Influence¹
- Downtown specific Plan
- Airport Property Line
- Runway
- Compatibility Zones

City of Perris Land Use Designations²

- Single Family Residential, 20,000 sq. ft. Lot
- Single Family Residential, 10,000 sq. ft. Lot
- Single Family Residential, 8,400 sq. ft. Lot
- Single Family Residential, 7,200 sq. ft. Lot
- Single Family Residential, 6,000 sq. ft. Lot
- Multiple Family Residential, 14 dwelling units per acre
- Multiple Family Residential, 22 dwelling units per acre
- Neighborhood Commercial/Urban Residential
- Neighborhood Commercial
- Community Commercial
- Professional Office
- Business Park
- Light Industrial
- General Industrial
- Specific Plan
- Parks/Recreational/Open Space
- Public/Semi-Public Facilities/Utilities

¹ A Sphere of Influence (SOI) is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. The County of Riverside has land use authority over City Sphere areas, but typically must include the City in making land use decisions within the Sphere. -- (Source: City of Perris General Plan, 2005)

² Source: ?



**Perris Valley Airport
Land Use Compatibility Plan
(July 2010 Draft)**

Exhibit PV-8

**General Plan Land Use Designations
City of Perris**

Perris Valley Airport

