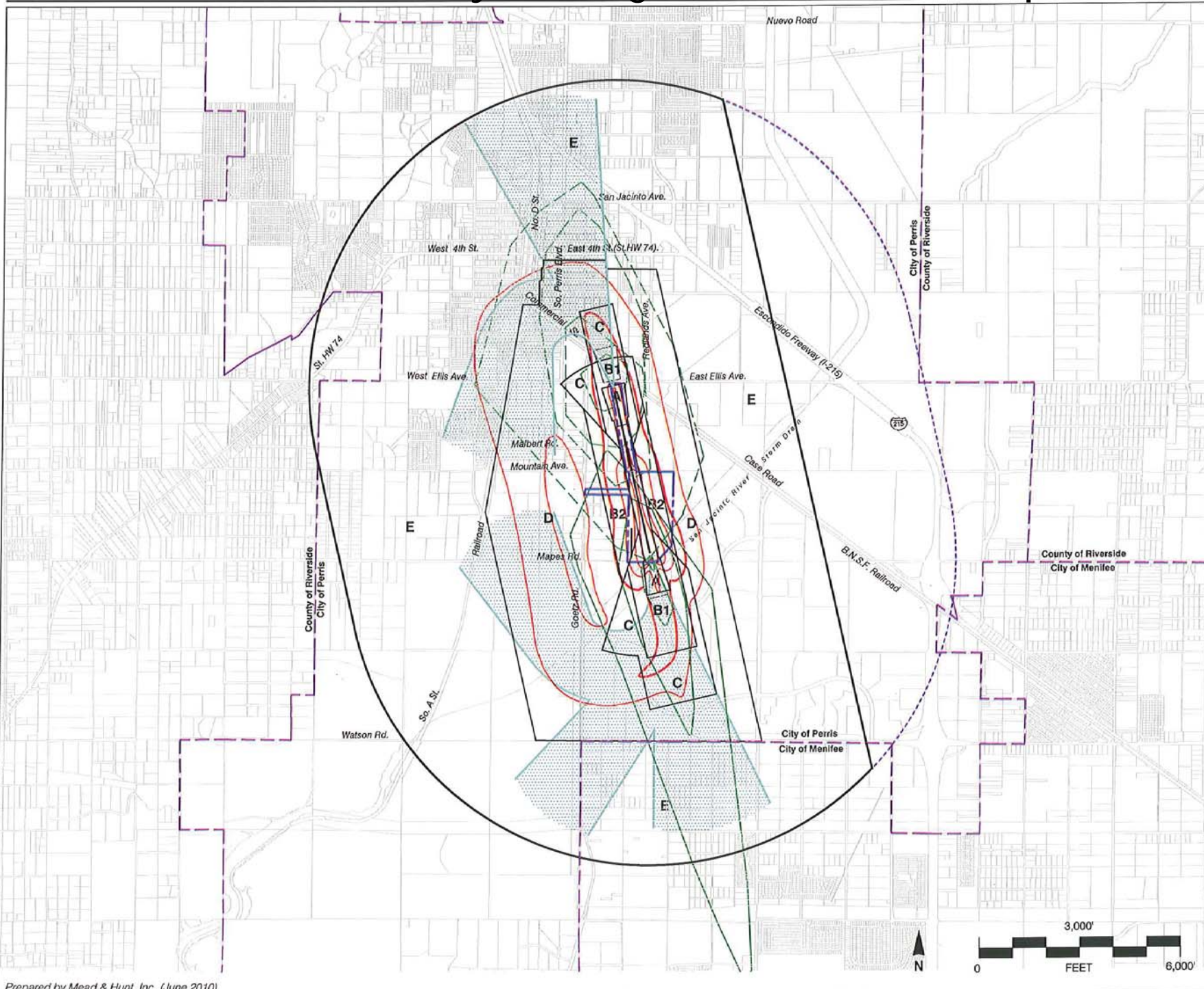


Find your Neighborhood on this Map



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

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

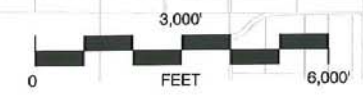
- Airport Property Line
- City Limits

* 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



Prepared by Mead & Hunt, Inc. (June 2010)

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 ^a 2009 data	Future ^b 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 ^c	52,000 ^b
Average Day	94	141

Distribution by Aircraft Type^d

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^d

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

TIME OF DAY DISTRIBUTION^d

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^d

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^e

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

- ^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

**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
(951) 955-5132
www.rcaluc.org

