

DC. DESERT CENTER AIRPORT

DC.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* No master plan has been prepared for this airport. The basis of the Compatibility Plan is the airport layout plan completed in 1992.
- 1.2 *Airfield Configuration:* The Compatibility Map for Desert Center Airport assumes no changes to the existing airfield configuration.
- 1.3 *Airport Activity:* Activity levels are assumed to remain minimal—no more than 2,300 annually in 20 years.
- 1.4 *Airport Influence Area:* Because the airport activity level is very low, the outer edge of the FAR Part 77 horizontal surface serves to define the airport influence area boundary.






DC.2 Additional Compatibility Policies

- 2.1 None.



Legend

Compatibility Zones

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

Boundary Lines

-  Airport Property Line

Note

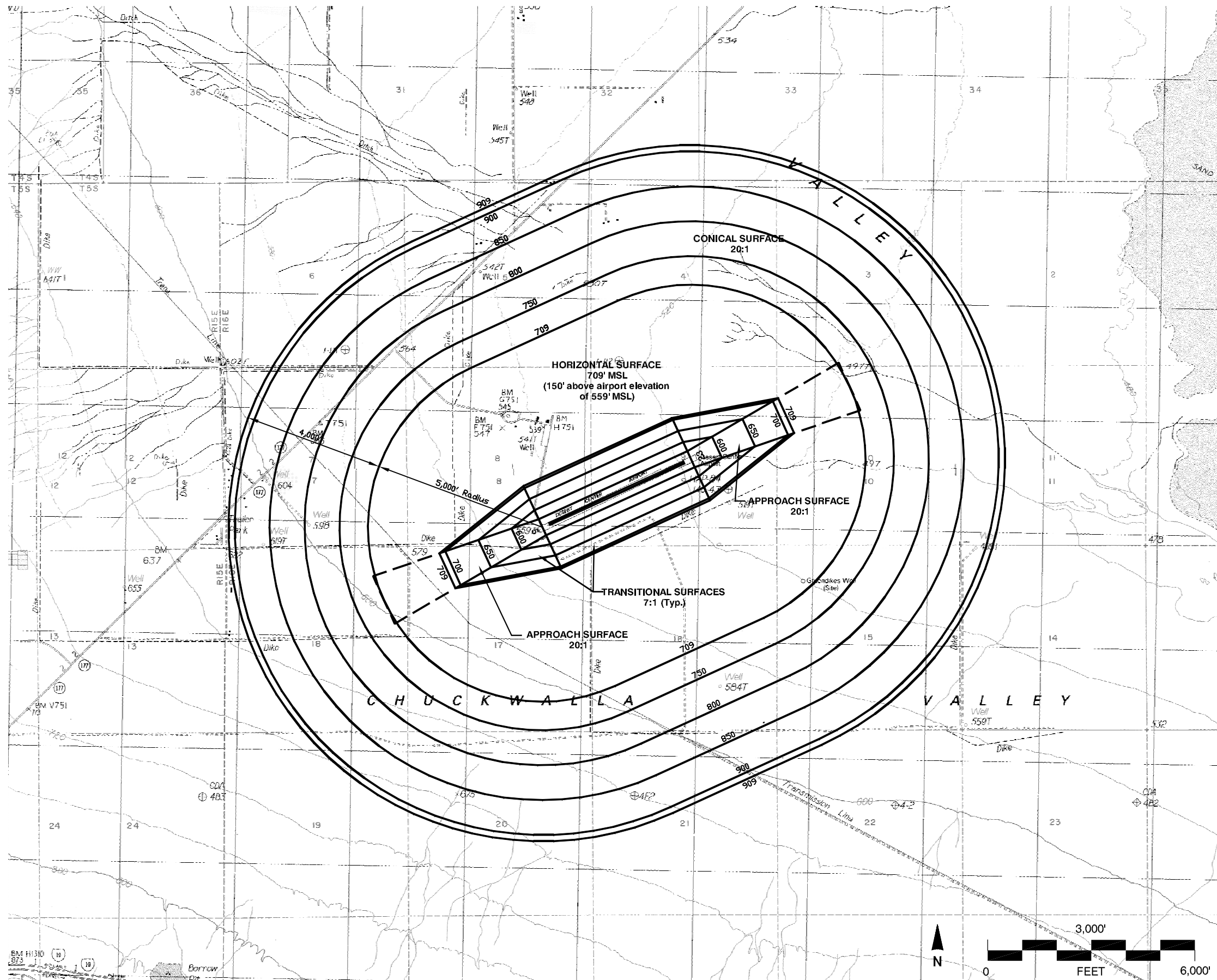
Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
 Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted October 2004)

Map DC-1

Compatibility Map
 Desert Center Airport



Note:
No ground penetrations of
depicted FAR Part 77
surfaces.

Riverside County
Airport Land Use Commission
**Riverside County
Airport Land Use Compatibility Plan
Policy Document**
(Adopted October 2004)

Map DC-2

Airspace Plan
Desert Center Airport



DCN-compatibility

Map DC-3

Noise Compatibility Contours

Desert Center Airport