PS. PALM SPRINGS INTERNATIONAL AIRPORT

PS.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The *Airport Master Plan* adopted by the Palm Springs City Council in 2002 is the basis for the *Compatibility Plan*.

1.2 *Airfield Configuration:* Establishment of a precision instrument approach procedure on Runway 31L is proposed, but no other runway system changes are indicated in the *Master Plan*.

1.3 *Airport Activity:* Despite a projected increase from 109,500 aircraft operations in 2002 to 170,260 in 2020, the *Master Plan* anticipates Palm Springs International Airport noise contours to slightly shrink in most locations. This impact reduction reflects the reduced single-event noise levels produced by the aircraft that will make up the future fleet mix at the airport compared to those operating there today. For the purposes of the *Compatibility Plan*, a composite of the 2002 and 2020 noise contours is used.

1.4 *Airport Influence Area:* The locations of the standard flight paths flown by aircraft approaching and departing the airport are the primary factors defining the influence area for Palm Springs International Airport. Close-in areas west of the airport are affected by sideline noise, but the more distant areas are seldom overflown and thus are excluded from the airport influence area.

PS.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 Palm Springs International Airport. For this airport, the criterion shall instead be 62 dB CNEL. This higher threshold takes into account the ambient noise conditions in the area and also the community's long-standing exposure to the noise of airline aircraft operations. 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 C Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in Zone C northwest of the airport shall either be kept to a very low density of no more than 0.2 dwelling units per acre as indicated in the table or be in the range of 3.0 to 15.0 dwelling units per acre. The choice between these two options is at the discretion of the City of Palm Springs, the only affected land use jurisdictions. (Criteria for Zone C southeast of the airport remain as indicated in Table 2A.)

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 high-density option for *Compatibility Zone D* at Palm Springs International Airport shall

allow residential densities as low as 3.0 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.

2.4 *Southeast Industrial/Commercial Area:* Within the areas designated by a (1) and a (2) on the Palm Springs International Airport Compatibility Map, the following usage intensity criteria shall apply:

(a) In *Compatibility Zone B1*:

(1) An average of up to 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.

(2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30% to at least 35%, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up 90 people per acre.

(3) If the percentage of qualifying open land on the site is increased to 40% or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up 100 people per acre.

(b) In *Compatibility Zone C*:

(1) An average of up to 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.

(2) If the percentage of qualifying open land on the site is increased from 20% to at least 25%, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up 180 people per acre.

(3) If the percentage of qualifying open land on the site is increased to 30% or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up 200 people per acre.

(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.

(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the City of Palm Springs and the project proponents and is not required by ALUC policy.

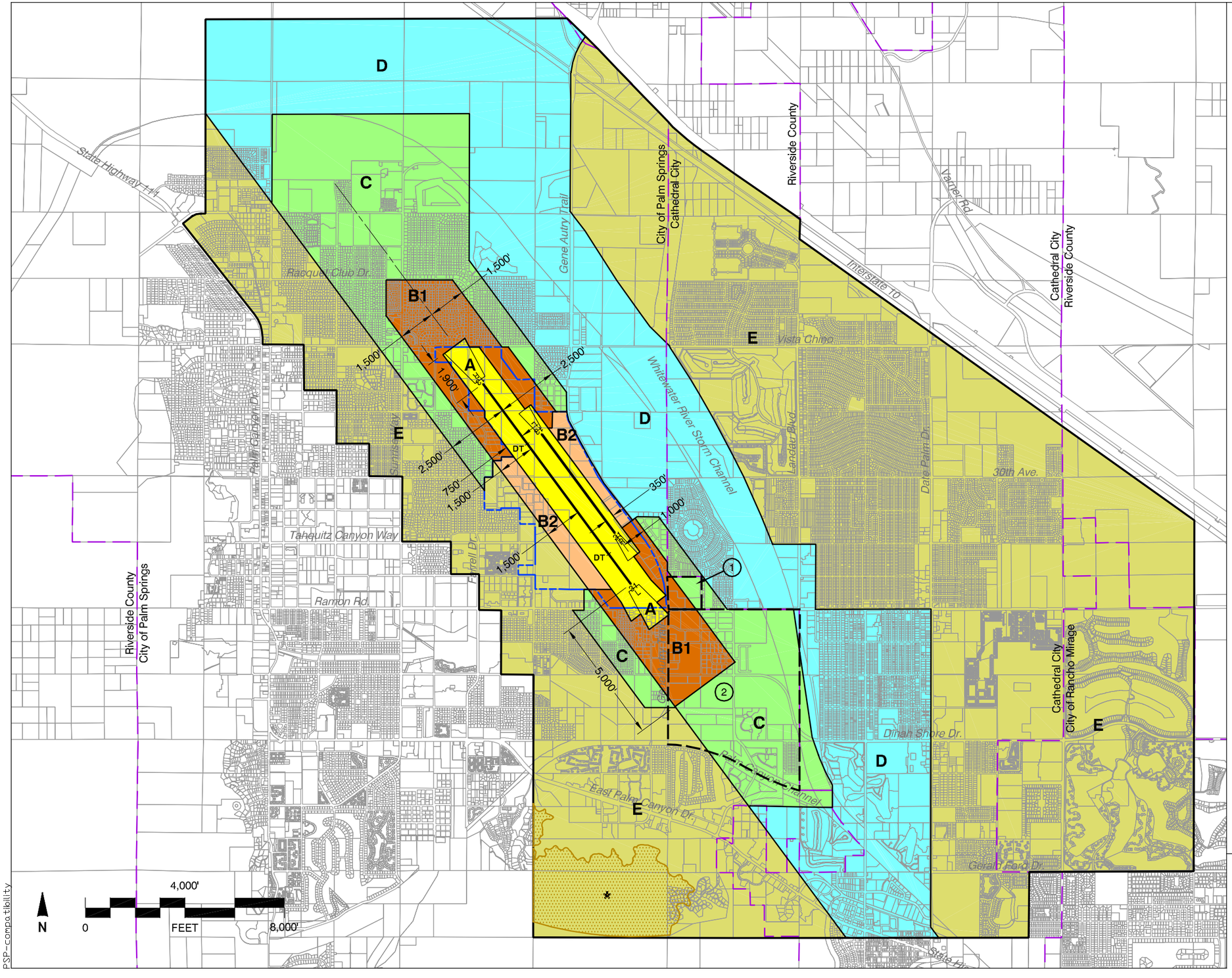
(e) The intensity bonuses for extra open land provided here are judged to represent a balance between the ALUC objective of enhancing safety in the airport environs and needs of the community for more intensive development of the area involved. The resulting intensities remain consistent with the guidelines set in the *California Airport Land Use Planning Handbook* given the character of the airport activity and the surrounding community.

2.5 *Expanded Buyer Awareness Measures:* In addition to the requirements for avigation 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 Palm Springs International 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.



PSP-compatibility

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

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

(#) See Policy PS.2.1.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted March 2005)

Map PS-1

Compatibility Map

Palm Springs International Airport

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. ANTENNA	447	RUNWAY 31L 50:1 APPROACH SURFACE	439	8'	FIX BY FUNCTIONAL PURPOSE
2. TREE	440	RUNWAY 31L 50:1 APPROACH SURFACE	426	14'	TO BE REMOVED
3. ANTENNA	440	RUNWAY 31L 50:1 APPROACH SURFACE	424	16'	FIX BY FUNCTIONAL PURPOSE
4. TREE	437	RUNWAY 31L 50:1 APPROACH SURFACE	419	18'	TO BE REMOVED
5. POLE	430	RUNWAY 31L 50:1 APPROACH SURFACE	419	11'	FIX BY FUNCTIONAL PURPOSE
6. POLE	424	RUNWAY 31L 50:1 APPROACH SURFACE	415	9'	FIX BY FUNCTIONAL PURPOSE
7. TREE	425	RUNWAY 31L 50:1 APPROACH SURFACE	415	10'	TO BE REMOVED
8. OL ON LIGHTED WINDSOCK	424	RUNWAY 13R-31L PRIMARY SURFACE	399	25'	TO REMAIN LIGHTED
9. OL ON LIGHTED WINDSOCK	502	RUNWAY 13R-31L 7:1 TRANSITIONAL SURFACE	468	34'	TO REMAIN LIGHTED
10. OL ON LIGHTED WINDSOCK	443	RUNWAY 13R-31L PRIMARY SURFACE	424	19'	TO REMAIN LIGHTED
11. OL ON LIGHTED	449	RUNWAY 13R-31L PRIMARY SURFACE	428	21'	TO REMAIN LIGHTED
12. OL ON LIGHTED WINDSOCK	464	RUNWAY 13R-31L PRIMARY SURFACE	440	24'	TO REMAIN LIGHTED
13. OL ON RADIO TOWER	753	HORIZONTAL SURFACE	624	129'	REQUEST FAA AERONAUTICAL STUDY
14. OL ON RADIO TOWER	753	HORIZONTAL SURFACE	624	129'	REQUEST FAA AERONAUTICAL STUDY
15. OL ON RADIO TOWER	753	HORIZONTAL SURFACE	624	129'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
16. OL ON RADIO TOWER	756	HORIZONTAL SURFACE	624	132'	REQUEST FAA AERONAUTICAL STUDY
17. WEATHER VANE ON CUPOLA	629	HORIZONTAL SURFACE	624	5'	REQUEST FAA AERONAUTICAL STUDY
18. GROUND	1024	CONICAL SURFACE	737	287'	REQUEST FAA AERONAUTICAL STUDY
19. GROUND	1293	CONICAL SURFACE	767	526'	REQUEST FAA AERONAUTICAL STUDY
20. GROUND	1442	CONICAL SURFACE	797	645'	REQUEST FAA AERONAUTICAL STUDY
21. BUILDING	790	CONICAL SURFACE	662	128'	REQUEST FAA AERONAUTICAL STUDY
22. GROUND	999	CONICAL SURFACE	768	231'	REQUEST FAA AERONAUTICAL STUDY
23. GROUND	1363	CONICAL SURFACE	803	560'	REQUEST FAA AERONAUTICAL STUDY
24. GROUND	1306	CONICAL SURFACE	736	570'	REQUEST FAA AERONAUTICAL STUDY
25. GROUND	778	CONICAL SURFACE	668	110'	REQUEST FAA AERONAUTICAL STUDY
26. GROUND	1100	CONICAL SURFACE	757	343'	REQUEST FAA AERONAUTICAL STUDY
27. GROUND	831	CONICAL SURFACE	730	101'	REQUEST FAA AERONAUTICAL STUDY
28. GROUND	842	CONICAL SURFACE	752	90'	REQUEST FAA AERONAUTICAL STUDY
29. GROUND	1201	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1165	36'	REQUEST FAA AERONAUTICAL STUDY
30. TREE	1069	RUNWAY 31L 40:1 APPROACH SURFACE	1001	68'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION TABLE

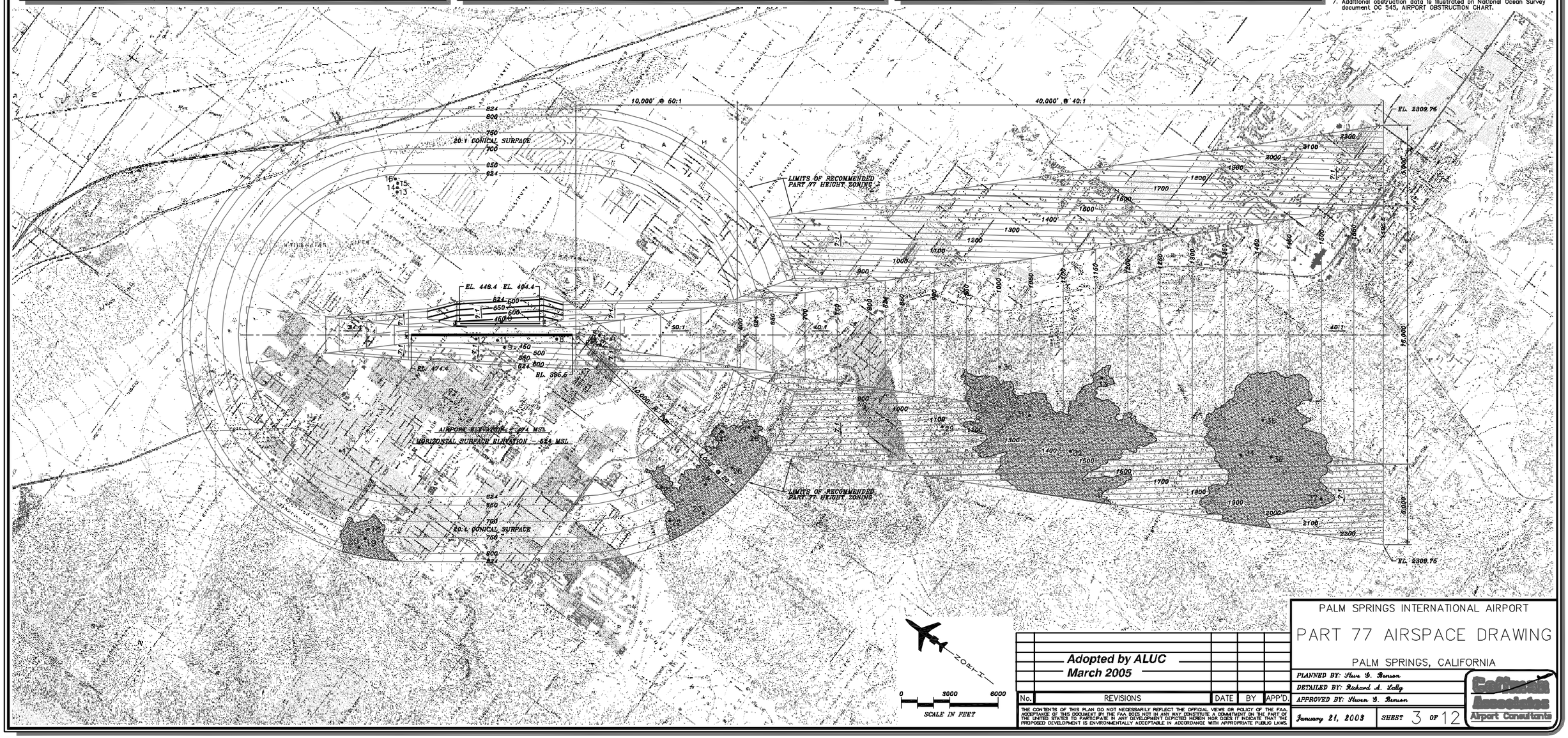
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
31. GROUND	2040	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1086	954'	REQUEST FAA AERONAUTICAL STUDY
32. GROUND	2005	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1406	599'	REQUEST FAA AERONAUTICAL STUDY
33. GROUND	1360	RUNWAY 31L 40:1 APPROACH SURFACE	1159	201'	REQUEST FAA AERONAUTICAL STUDY
34. GROUND	2004	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1482	522'	REQUEST FAA AERONAUTICAL STUDY
35. GROUND	2520	RUNWAY 31L 40:1 APPROACH SURFACE	1408	1112'	REQUEST FAA AERONAUTICAL STUDY
36. GROUND	2400	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1503	897'	REQUEST FAA AERONAUTICAL STUDY
37. GROUND	2185	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1887	278'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheet 2 of these plans.
3. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the RUNWAY APPROACH ZONES PROFILES, sheet 4 of these plans.
4. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 5, 7 and 8 of these plans.
5. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
6. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
7. Additional obstruction data is illustrated on National Ocean Survey document OC 545, AIRPORT OBSTRUCTION CHART.



Adopted by ALUC
March 2005

No.	REVISIONS	DATE	BY	APP'D.

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY 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.

PALM SPRINGS INTERNATIONAL AIRPORT

PART 77 AIRSPACE DRAWING

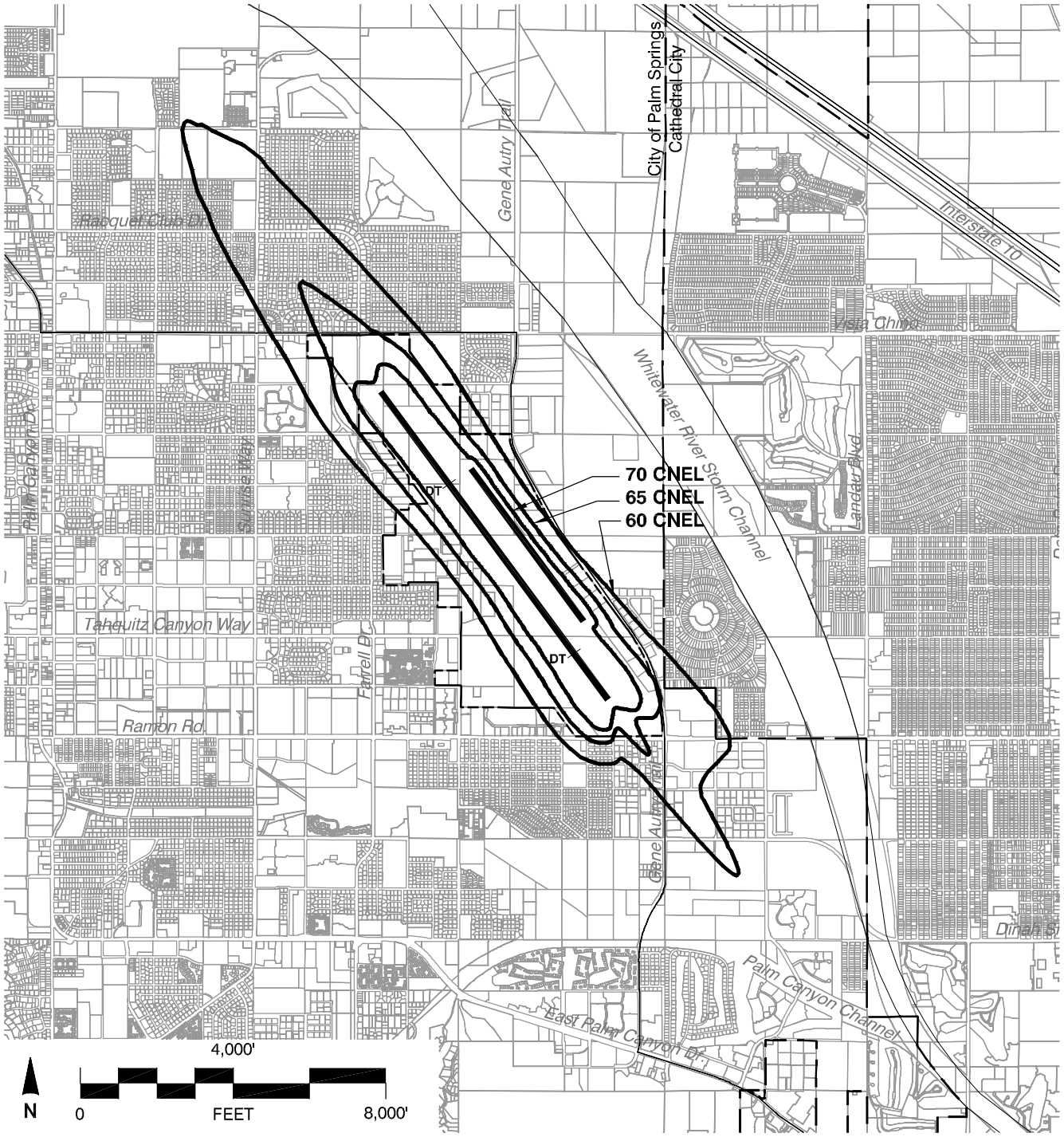
PALM SPRINGS, CALIFORNIA

PLANNED BY: Steve S. Benson
DETAILED BY: Richard A. Lolly
APPROVED BY: Steven S. Benson

January 21, 2003 | SHEET 3 OF 12

Coffman Associates
Airport Consultants

Map PS-2



2002	
Annual Operations	109,500
Average Annual Day	304

2020	
Annual Operations	170,260
Average Annual Day	473

Note:
Contours shown represent composite of 2002 and 2020 contours.

Source: Palm Springs International Airport Master Plan Study (May 2003)

PSP–noise–compatibility

Map PS-3

Noise Compatibility Contours

Palm Springs International