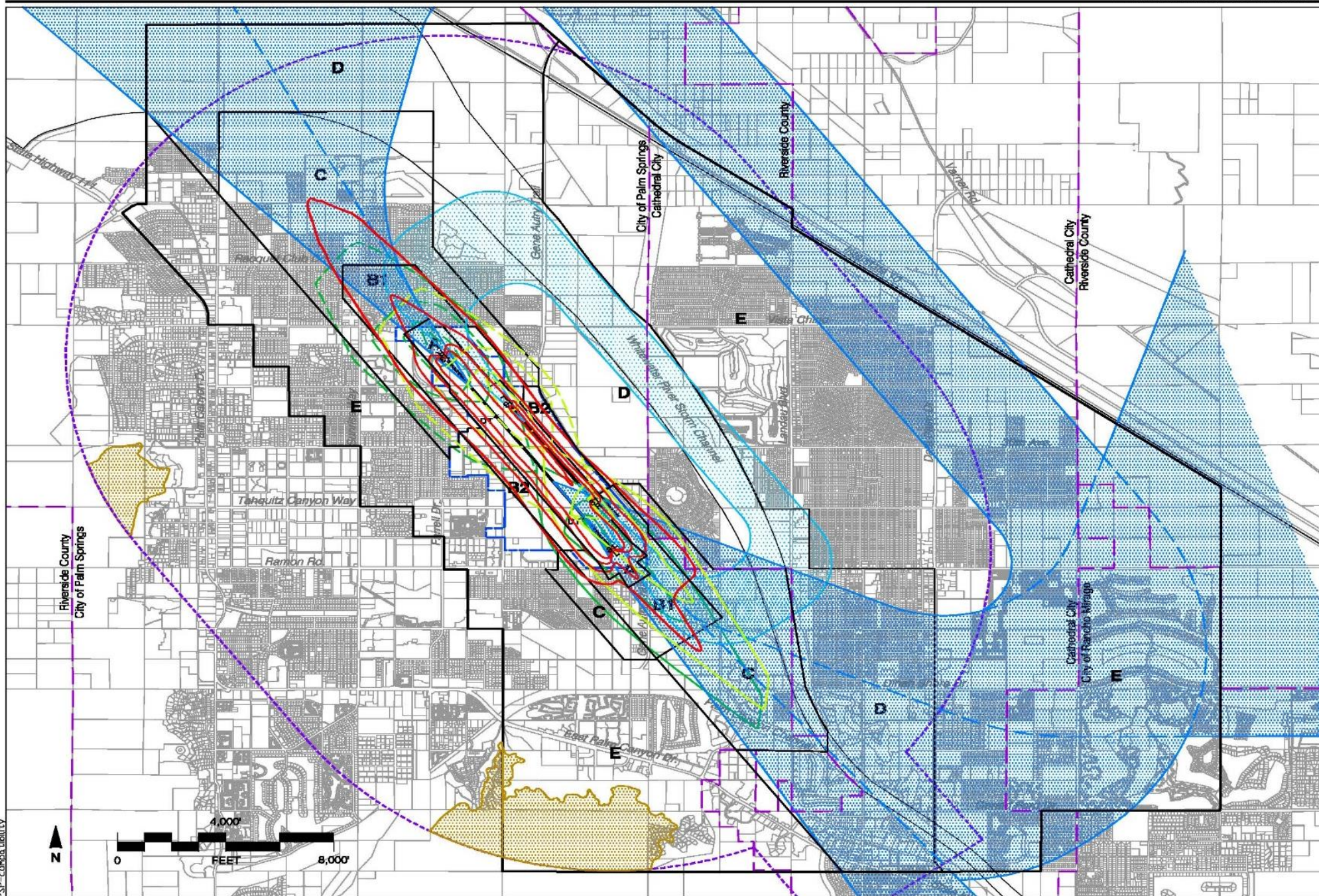


FIND YOUR NEIGHBORHOOD ON THIS MAP



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 75 dB CNEL
- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL Contour Not Shown

Composite of Existing and Future Average Annual Day

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours* (Shown only for Takeoffs to the Northwest)
- Aircraft Approach Accident Risk Intensity Contours* (Shown only for Landings from the Southeast; shifted 1,500 feet to reflect displaced threshold on primary runway)
- FAR Part 77 Conical Surface Limits
- Terrain Penetration 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
East County Airports Background Data
(March 2005)**

Exhibit PS-7

**Compatibility Factors Map
Palm Springs International Airport**

ESP-compos.tibality

<p>GENERAL INFORMATION</p> <ul style="list-style-type: none"> › <i>Airport Ownership:</i> City of Palm Springs › <i>Year Opened:</i> 1939 › <i>Property Size</i> <ul style="list-style-type: none"> › Fee title: 932 acres › Avigation easements: 16 acres › <i>Airport Classification:</i> Primary Commercial Service › <i>Airport Elevation:</i> 474 feet MSL 	<p>AIRPORT PLANNING DOCUMENTS</p> <ul style="list-style-type: none"> › <i>Airport Master Plan</i> <ul style="list-style-type: none"> › Adopted by City Council, May 2003 › <i>Airport Layout Plan Drawing</i> <ul style="list-style-type: none"> › Last updated, May 2003 › <i>FAR Part 150 Airport Noise Compatibility Program</i> <ul style="list-style-type: none"> › Approved by FAA, June 1994
<p>RUNWAY/TAXIWAY DESIGN</p> <p>Runway 13R-31L</p> <ul style="list-style-type: none"> › <i>Critical Aircraft:</i> DC-10, B-747 › <i>Airport Reference Code:</i> D-IV › <i>Dimensions:</i> 10,000 ft. long, 150 ft. wide <ul style="list-style-type: none"> › Runway 13R end displaced 3,000 ft. › Runway 31L end displaced 1,500 ft. › <i>Pavement Strength: (main landing gear configuration)</i> <ul style="list-style-type: none"> › 105,000 lbs (single wheel) › 200,000 lbs (dual wheel) › 330,000 lbs (dual-tandem wheel) › 800,000 lbs (double-dual-tandem-wheel) › <i>Average Gradient:</i> 0.8% (rising to north) › <i>Runway Lighting:</i> High-intensity edge lights (HIRL) › <i>Primary Taxiways:</i> Full-length parallel on both sides <p>Runway 13L-31R</p> <ul style="list-style-type: none"> › <i>Critical Aircraft:</i> Medium twin › <i>Airport Reference Code:</i> B-II › <i>Dimensions:</i> 4,952 ft. long, 75 ft. wide › <i>Pavement Strength: (main landing gear configuration)</i> <ul style="list-style-type: none"> › 12,500 lbs (single wheel) › 60,000 lbs (dual wheel) › <i>Average Gradient:</i> 0.9% (rising to north) › <i>Runway Lighting:</i> Medium-intensity edge lights (MIRL) › <i>Primary Taxiways:</i> Full-length parallel on east side 	<p>TRAFFIC PATTERNS AND APPROACH PROCEDURES</p> <ul style="list-style-type: none"> › <i>Airplane Traffic Patterns</i> <ul style="list-style-type: none"> › Runways 13L, 13R: Left traffic › Runways 31L, 31R: Right traffic › <i>Pattern Altitude:</i> 1,000 ft. AGL small aircraft, 1,500 ft. AGL others › <i>Instrument Approach Procedures (lowest minimums)</i> <ul style="list-style-type: none"> › Runway 31L VOR or GPS-B <ul style="list-style-type: none"> › Circling (1¼ mile visibility, 1,900 ft. descent height) › <i>Standard Inst. Departure Procedures (initial direction)</i> <ul style="list-style-type: none"> › Runways 13L/R: Climbing left turn to 040° › Runways 31L/R: Climbing right turn › <i>Visual Approach Aids</i> <ul style="list-style-type: none"> › Runway 13R: VASI (3.0°); REIL › Runway 31L: PAPI (3.0°); REIL › Runway 13L: PAPI (3.5°); REIL › Runway 31R: PAPI (3.5°); REIL › <i>Operational Restrictions / Noise Abatement Procedures</i> <ul style="list-style-type: none"> › Calm winds: Use Runway 13 › Noise-sensitive area all quadrants; use quiet flight procedures › Runways 13R, 31L thresholds displaced for noise abatement
<p>BUILDING AREA</p> <ul style="list-style-type: none"> › <i>Location:</i> South side and northwest along property line › <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> › Hangar spaces: 75 (includes FBO, Skywest hangars) › Tiedowns: 90 › <i>Other Major Facilities</i> <ul style="list-style-type: none"> › Air traffic control tower › Pilots lounge › <i>Services</i> <ul style="list-style-type: none"> › Fuel: 100LL, Jet A (via truck, 6:00 a.m. to 10:00 p.m.) › Commercial airline service › Other: Aircraft rental & instruction; aircraft maintenance & modification; sightseeing tours 	<p>PLANNED FACILITY IMPROVEMENTS</p> <ul style="list-style-type: none"> › <i>Airfield</i> <ul style="list-style-type: none"> › Add approach light system to Runway 31L › Establish Rwy 31L Cat. I precision inst. approach › <i>Building Area</i> <ul style="list-style-type: none"> › Replace air traffic control tower › Expand terminal apron › <i>Property</i> <ul style="list-style-type: none"> › No planned acquisition

Exhibit PS-1

Airport Features Summary
Palm Springs International Airport

<p>BASED AIRCRAFT</p> <table border="1"> <thead> <tr> <th>Aircraft Type</th> <th>Current^a 2002 data</th> <th>Future^b 2025</th> </tr> </thead> <tbody> <tr><td>Single-Engine</td><td>99</td><td>152</td></tr> <tr><td>Twin-Engine Piston</td><td>20</td><td>35</td></tr> <tr><td>Turboprop</td><td>4</td><td>18</td></tr> <tr><td>Turbojet</td><td>2</td><td>11</td></tr> <tr><td>Helicopters</td><td>2</td><td>1</td></tr> <tr><td>Total</td><td>127</td><td>220</td></tr> </tbody> </table>	Aircraft Type	Current ^a 2002 data	Future ^b 2025	Single-Engine	99	152	Twin-Engine Piston	20	35	Turboprop	4	18	Turbojet	2	11	Helicopters	2	1	Total	127	220	<p>TIME OF DAY DISTRIBUTION</p> <table border="1"> <thead> <tr> <th>Airline</th> <th>Current^c</th> <th>Future^b</th> </tr> </thead> <tbody> <tr><td>Day</td><td>77%</td><td>76%</td></tr> <tr><td>Evening</td><td>14%</td><td>19%</td></tr> <tr><td>Night</td><td>9%</td><td>5%</td></tr> <tr><td>Other Airplanes</td><td></td><td></td></tr> <tr><td>Day</td><td>78%</td><td>no</td></tr> <tr><td>Evening</td><td>15%</td><td>change</td></tr> <tr><td>Night</td><td>7%</td><td></td></tr> <tr><td>Helicopters</td><td></td><td></td></tr> <tr><td>Day</td><td>81%</td><td>no</td></tr> <tr><td>Evening</td><td>15%</td><td>change</td></tr> <tr><td>Night</td><td>4%</td><td></td></tr> </tbody> </table>	Airline	Current ^c	Future ^b	Day	77%	76%	Evening	14%	19%	Night	9%	5%	Other Airplanes			Day	78%	no	Evening	15%	change	Night	7%		Helicopters			Day	81%	no	Evening	15%	change	Night	4%																												
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<p>Notes</p> <p>^a Source: Airport management records</p> <p>^b Source: 2003 Airport Master Plan forecast for 2020 assumed as 2025 for compatibility planning purposes</p> <p>^c Source: 2003 Airport Master Plan estimates</p>																																																																																					

Exhibit PS-3

Airport Activity Data Summary
Palm Springs International Airport

Presence of Aircraft Overflight: Palm Springs International Airport

EXPANDED BUYER AWARENESS MEASURES

As stipulated in the Riverside County Airport Land Use Compatibility Plan (ALUCP) for Palm Springs International Airport, any new single-family or multi-family residential development within the Palm Springs International Airport Influence Area (except those portions in Compatibility Zone E) 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

