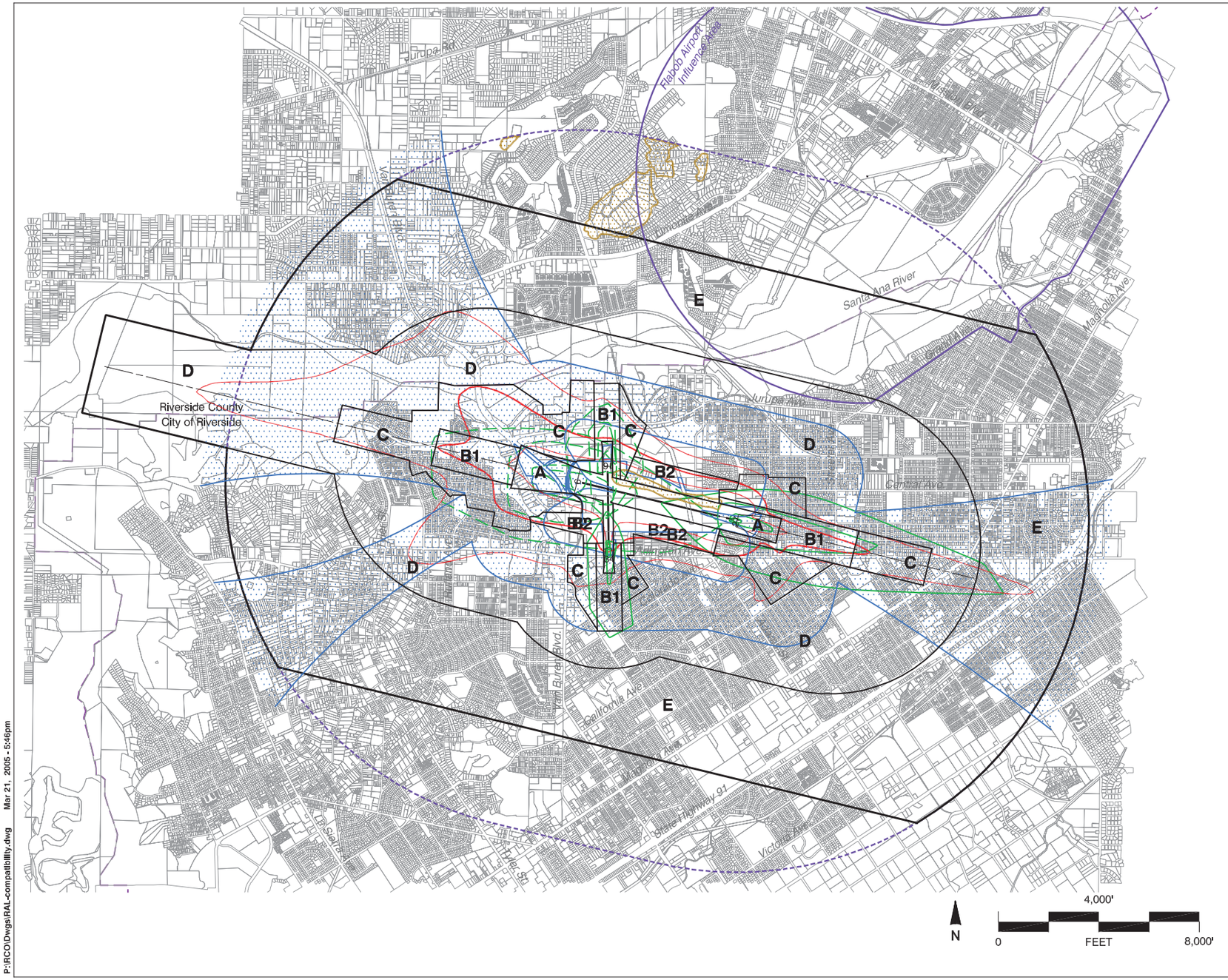
Find your Neighborhood on this Map



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL

} Ultimate

- 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 West and North)
- Aircraft Approach Accident Risk Intensity Contours * (Shown Only for Landings from the East and South)
- FAR Part 77 Conical Surface Limits
- FAR Part 77 Terrain Penetration

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

(March 2005)

Exhibit RI-7

Compatibility Factors Map

Riverside Municipal Airport

P:\RCO\Dwgs\RAL-compatibility.dwg Mar 21, 2005 - 5:46pm

General Information

- *Airport Ownership:* City of Riverside
- *Year Opened:* c. 1930
- *Property Size*
  - Fee Title: 441 acres
  - Avigation Easements: Required for all development in airport influence area; acreage uncertain
- *Airport Classification:* General Aviation
- *Airport Elevation:* 818 feet MSL

Airport Planning Documents

- *Airport Master Plan*
  - Adopted by Riverside City Council, November 1999
- *Airport Layout Plan Drawing*
  - Last updated January 2001
- *FAR Part 150 Airport Noise Compatibility Program*
  - Approved by FAA, March 1995

Runway/Taxiway Design

Runway 9-27

- *Critical Aircraft:* Small business jet
- *Airport Reference Code:* B-II
- *Dimensions:* 5,401 ft. long, 100 ft. wide
- Pavement Strength (main landing gear configuration)
  - 48,000 lbs (single wheel)
  - 70,000 lbs (dual wheel)
  - 110,000 lbs (dual-tandem wheel)
- *Average Gradient:* 1.1% (rising to east)
- *Runway Lighting*
  - Medium-intensity edge lights (MIRL)
  - Runway 9: Approach lights (MALSR)
  - Runway 27: Runway End Identifier Lights (REILs)
- *Primary Taxiways:* Full-length parallel on south

Runway 16-34

- *Critical Aircraft:* Single-engine, piston
- *Airport Reference Code:* B-I
- *Dimensions:* 2,851 ft. long, 48 ft. wide
- *Pavement Strength (main landing gear configuration)*
  - 40,000 lbs (single wheel)
  - 50,000 lbs (dual wheel)
  - 80,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.8% (rising to north)
- *Runway Lighting*
  - Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel taxiway on west

Traffic Patterns and Approach Procedures

- *Airplane Traffic Patterns*
  - Runways 9, 27, 34: Left traffic
  - Runway 16: Right traffic
  - Pattern altitude: 1,000 ft. AGL light aircraft; 1,500 ft. AGL jets and others
- *Instrument Approach Procedures (lowest minimums)*
  - Runway 9 ILS:
    - Straight-in (½-mile- visibility; 200 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height); no circling north of Runway 9-27
  - Runway 9 VOR or GPS
    - Straight-in (½-mile visibility; 466 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height)
  - Two additional procedures provide circling only
- *Standard Inst. Departure Procedures:* None
- *Visual Approach Aids*
  - Airport: Rotating beacon
  - Runway 27: Visual Approach Slope Indicator (3.0°)
  - Runway 34: Precision Approach Slope Indicator
- *Operational Restrictions / Noise Abatement Procedures*
  - Runway 16-34 usage limited to 12,500-lb aircraft

Approach Protection

- *Runway Protection Zones (RPZs)*
  - Runway 9: 2,500 ft. long; >¾ on airport or road r.o.w.
  - Runway 27: 1,000 ft. long; all on airport property
  - Runway 16: 1,000 ft. long; ¾ on airport property
  - Runway 34: 1,000-ft. long; <¼ on airport property
- *Approach Obstacles:* None

Building Area

- *Location:* Southeast quadrant of airport
- *Aircraft Parking Capacity*
  - Hangar spaces: 137 indiv. units; add'l in large hangars
  - Tiedowns: Uncertain
- *Other Major Facilities*
  - Air traffic control tower
  - Lighted helipad southeast of runway intersection
  - Terminal building with pilots' lounge, restaurant
- *Services*
  - Fuel: Jet A, 100LL (by truck)
  - Other: Aircraft rental & charter; flight instruction

Planned Facility Improvements

- *Airfield*
  - Extend Rwy 9-27 eastward to 6,153 ft. length
  - Establish Rwy 27 straight-in nonprecision approach
- *Building Area*
  - Increase based aircraft parking
- *Property*
  - None

Exhibit RI-1

Airport Features Summary

Riverside Municipal Airport

Based Aircraft

	Current [a] 2002 data	Future [a] 2025	Ultimate
Aircraft Type			
Single-Engine	205	250	
Twin-Engine Piston & Turboprop	24	100	data not available
Business Jets	1	50	
Helicopters / Others	10	50	
Total	*240*	*450*	

Aircraft Operations

	Current [a] 2002 data	Future [a] 2025	Ultimate [c]
Total			
Annual	114,100 [b]	160,800	220,000
Average Day	312	441	603
Distribution by Aircraft Type			
Single-Engine	84%	62%	41%
Twin-Engine Piston	10%	8%	5%
Twin-Engine, Turboprop	2%	11%	23%
Business Jet	1%	17%	20%
Helicopters / Other	3%	2%	11%
Distribution by Type of Operation [c]			
Local (incl. touch-and-goes)			
Single-Engine			45%
Twin-Engine Piston			20%
Helicopter			45%
All Others			0%
Total	43%	45%	24%
Itinerant			
Single-Engine			55%
Twin-Engine Piston			80%
Helicopter			55%
All Others			100%
Total	57%	55%	76%

Time of Day Distribution [c]

	Current	Future & Ultimate
Single-Engine		
Day	80%	no
Evening	18%	change
Night	2%	
Other Aircraft		
Day	90%	no
Evening	9%	change
Night	1%	

Runway Use Distribution [c]

	Current	Future & Ultimate
Business Jets & Turbo Props		
Day/Evening/Night		
Takeoffs		
Runway 9	10%	10%
Runway 27	90%	90%
Runway 16	0%	0%
Runway 34	0%	0%
Landings		
Runway 9	10%	50%
Runway 27	90%	50%
Runway 16	0%	0%
Runway 34	0%	0%
Other Airplanes – Day/Evening/Night		
Takeoffs & Landings		
Runway 9	9%	no
Runway 27	88%	change
Runway 16	1%	
Runway 34	2%	

Flight Track Usage

Data summary not available

Notes

[a] Source: *Riverside Municipal Airport Forecast Update* (2002)

[b] Source: Air Traffic Control (ATC) tower counts plus estimated night operations

[c] Source: Estimated/projected for compatibility planning purposes based on discussion with Airport Manager (February 2004)

Exhibit RI-3

Airport Activity Data Summary

Riverside Municipal Airport

Presence of Aircraft Overflight: Riverside Municipal Airport

EXPANDED BUYER AWARENESS MEASURES

As stipulated in the Riverside County Airport Land Use Compatibility Plan (ALUCP) for Riverside Municipal Airport, any new single-family or multi-family residential development within the Riverside Municipal Airport Influence Area (except 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