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.

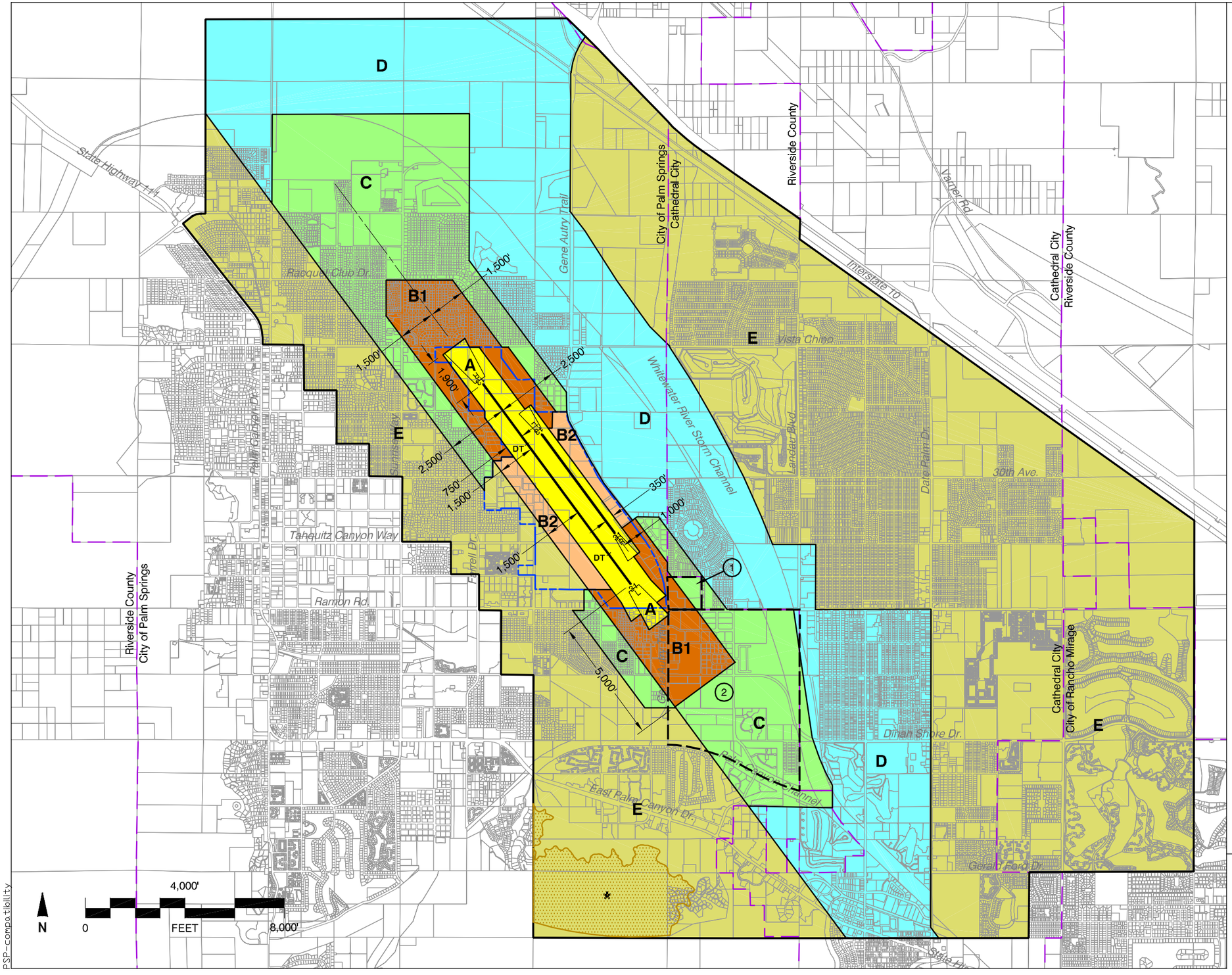
(e) The intensity bonuses for extra open land provided here are judged to represent a balance between the ALUC objective of enhancing safety in the airport environs and needs of the community for more intensive development of the area involved. The resulting intensities remain consistent with the guidelines 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.



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

PSP-compatibility

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

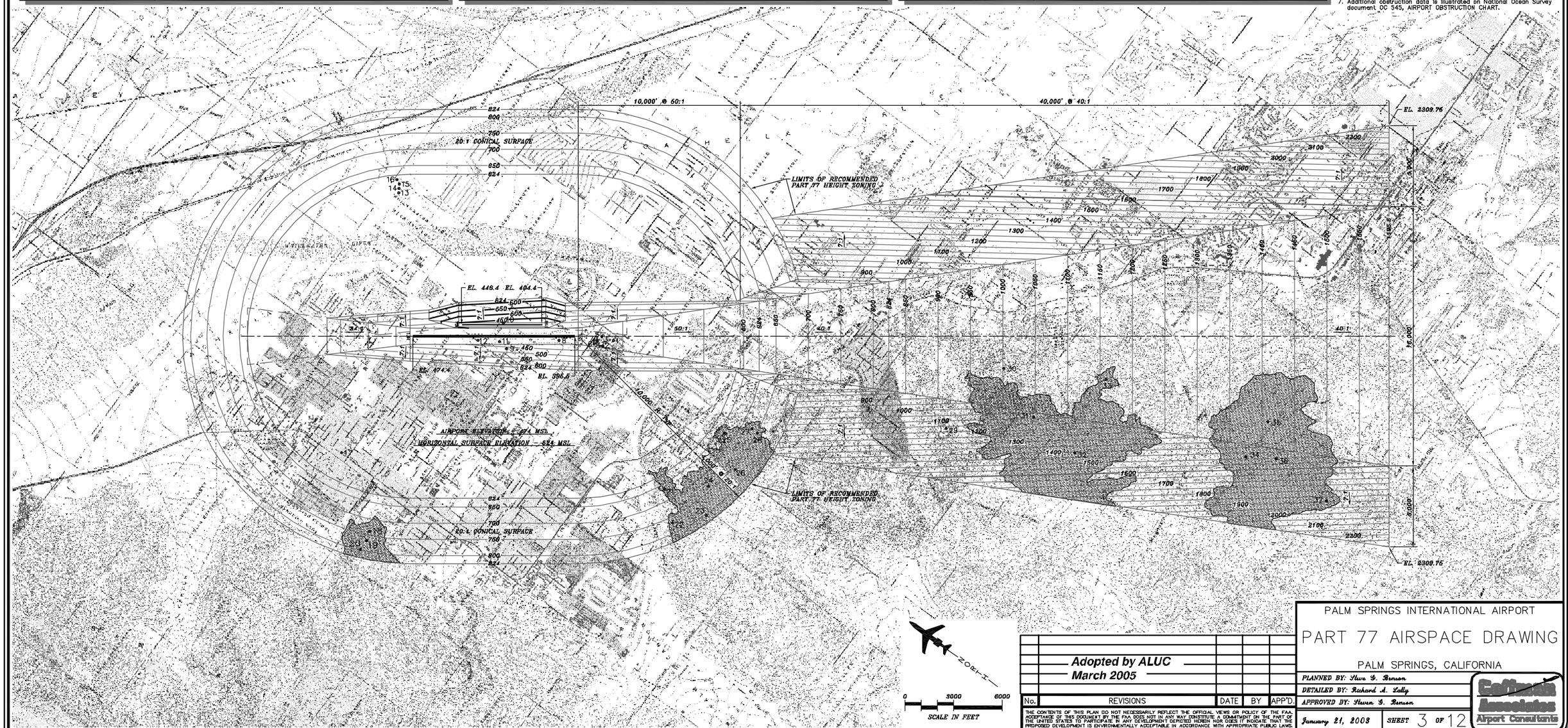
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
31. GROUND	2040	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1086	954'	REQUEST FAA AERONAUTICAL STUDY
32. GROUND	2005	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1406	599'	REQUEST FAA AERONAUTICAL 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

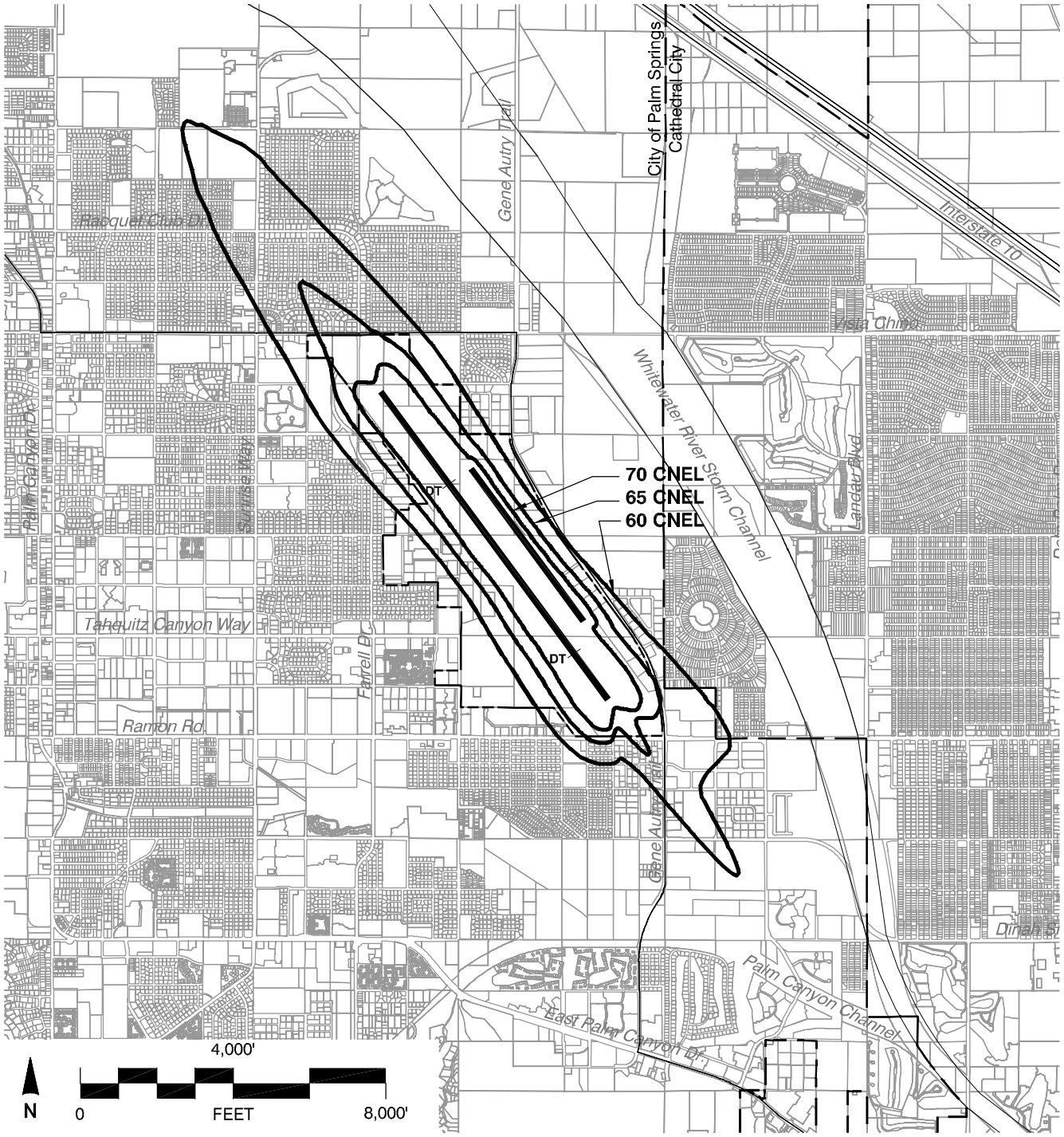
PALM SPRINGS, CALIFORNIA

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

E7

Background Data: Palm Springs International Airport and Environs

INTRODUCTION

Palm Springs International Airport, the sole air carrier airport in Riverside County, provides both scheduled airline and general aviation access to the Coachella Valley and surrounding desert region. Airlines serving the airport provide nonstop service all along the west coast, including Canada, and as far east as Chicago. In 2002, almost 1.3 million enplaning and deplaning passengers passed through the airport. Together with general aviation activity, total aircraft operations reached nearly 110,000. Some 127 general aviation aircraft are based at the airport.

A new Master Plan, adopted by the Palm Springs City Council in May 2003, envisions continued growth of the airport. Total airline passengers are projected to reach 2.7 million in 2020, over double the present passenger volume. Aircraft operations and based aircraft are both expected nearly double, reaching 170,000 and 220, respectively. To accommodate this growth, major improvements to the airline terminal and construction of new general aviation aircraft hangars are planned. Establishment of a precision instrument approach procedure from the south is proposed, but no physical changes to the runway system are included in the plan.

From a land use compatibility perspective, the projected increases in airport activity might be expected to result in greater impacts. However, airline and corporate jets are the major source of current noise impacts and these aircraft will get quieter as newer models are added to the airline and general aviation fleets. The effect on Palm Springs International Airport noise impacts is that the long-range (2022) noise contours are expected to be slightly smaller than the present contours despite the projected activity growth. The larger, current contours are therefore used for compatibility planning purposes.

Lands in the immediate vicinity of the airport are heavily urbanized. Residential uses predominate to the north and industrial uses to the south. Except for additional industrial development planned along the airport's northeast side and as infill to the south, most opportunities for new land use development are two miles or more distant.

Information about the airport and its surroundings is summarized on the following pages. Exhibits PS–1 through PS–7 focus on the airport's features, activity, and noise impacts. Current and planned land uses are described in the tables and maps presented in Exhibits PS–8 through PS–10.

GENERAL INFORMATION

- *Airport Ownership:* City of Palm Springs
- *Year Opened:* 1939
- *Property Size*
  - Fee title: 932 acres
  - Avigation easements: 16 acres
- *Airport Classification:* Primary Commercial Service
- *Airport Elevation:* 474 feet MSL

AIRPORT PLANNING DOCUMENTS

- *Airport Master Plan*
  - Adopted by City Council, May 2003
- *Airport Layout Plan Drawing*
  - Last updated, May 2003
- *FAR Part 150 Airport Noise Compatibility Program*
  - Approved by FAA, June 1994

RUNWAY/TAXIWAY DESIGN

Runway 13R-31L

- *Critical Aircraft:* DC-10, B-747
- *Airport Reference Code:* D-IV
- *Dimensions:* 10,000 ft. long, 150 ft. wide
  - Runway 13R end displaced 3,000 ft.
  - Runway 31L end displaced 1,500 ft.
- *Pavement Strength: (main landing gear configuration)*
  - 105,000 lbs (single wheel)
  - 200,000 lbs (dual wheel)
  - 330,000 lbs (dual-tandem wheel)
  - 800,000 lbs (double-dual-tandem-wheel)
- *Average Gradient:* 0.8% (rising to north)
- *Runway Lighting:* High-intensity edge lights (HIRL)
- *Primary Taxiways:* Full-length parallel on both sides

Runway 13L-31R

- *Critical Aircraft:* Medium twin
- *Airport Reference Code:* B-II
- *Dimensions:* 4,952 ft. long, 75 ft. wide
- *Pavement Strength: (main landing gear configuration)*
  - 12,500 lbs (single wheel)
  - 60,000 lbs (dual wheel)
- *Average Gradient:* 0.9% (rising to north)
- *Runway Lighting:* Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel on east side

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
  - Runways 13L, 13R: Left traffic
  - Runways 31L, 31R: Right traffic
  - Pattern Altitude: 1,000 ft. AGL small aircraft, 1,500 ft. AGL others
- Instrument Approach Procedures (lowest minimums)
  - Runway 31L VOR or GPS-B
    - Circling (1¼ mile visibility, 1,900 ft. descent height)
- *Standard Inst. Departure Procedures (initial direction)*
  - Runways 13L/R: Climbing left turn to 040°
  - Runways 31L/R: Climbing right turn
- *Visual Approach Aids*
  - Runway 13R: VASI (3.0°); REIL
  - Runway 31L: PAPI (3.0°); REIL
  - Runway 13L: PAPI (3.5°); REIL
  - Runway 31R: PAPI (3.5°); REIL
- *Operational Restrictions / Noise Abatement Procedures*
  - Calm winds: Use Runway 13
  - Noise-sensitive area all quadrants; use quiet flight procedures
  - Runways 13R, 31L thresholds displaced for noise abatement

APPROACH PROTECTION

- *Runway Protection Zones (RPZ)*
  - Rwys 13L, 31R: 1,000 ft. long; all on airport property
  - Runway 13R: 1,700 ft.; most on airport
  - Runway 31L: 1,700 ft.; ½ on airport
- *Approach Obstacles*
  - Runway 13R: None close in; distant rising terrain
  - Runway 31L: None close in; distant rising terrain

BUILDING AREA

- *Location:* South side and northwest along property line
- *Aircraft Parking Capacity*
  - Hangar spaces: 75 (includes FBO, Skywest hangars)
  - Tiedowns: 90
- *Other Major Facilities*
  - Air traffic control tower
  - Pilots lounge
- *Services*
  - 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

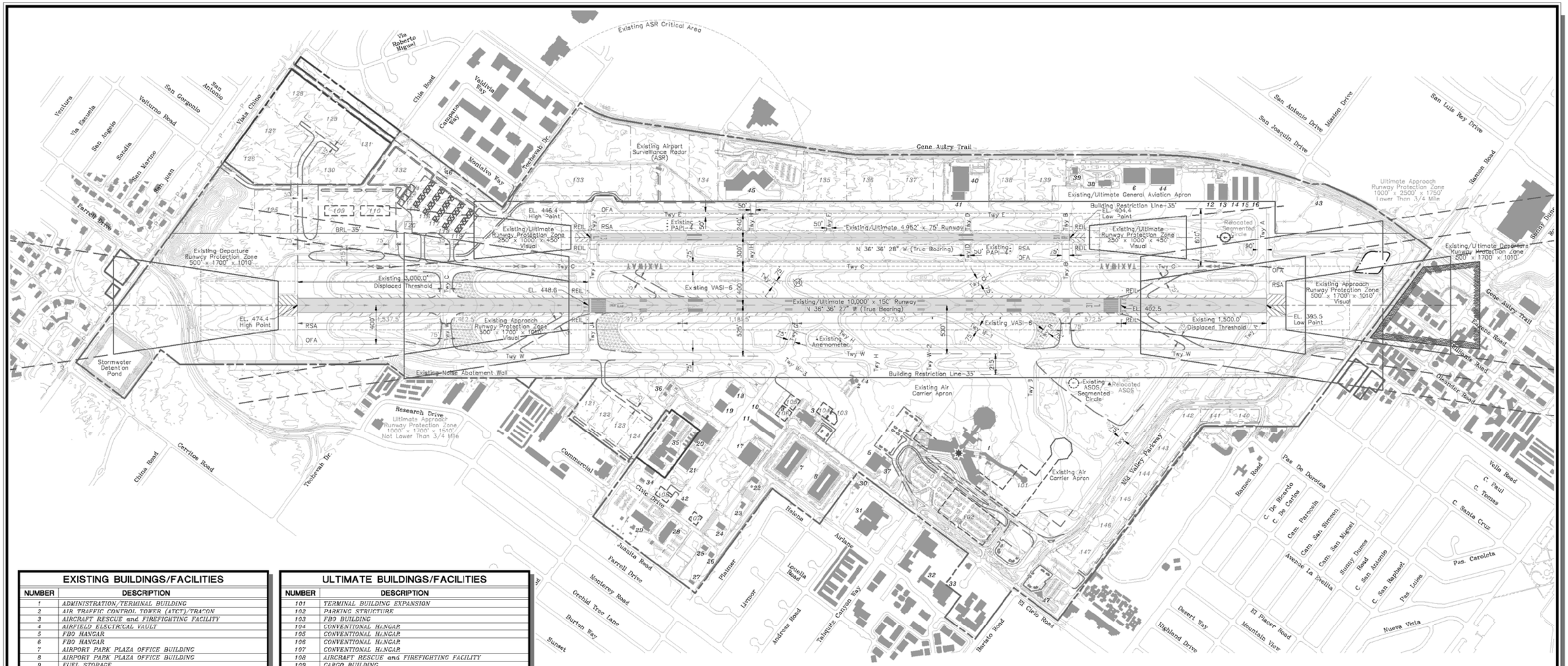
PLANNED FACILITY IMPROVEMENTS

- *Airfield*
  - Add approach light system to Runway 31L
  - Establish Rwy 31L Cat. I precision inst. approach
- *Building Area*
  - Replace air traffic control tower
  - Expand terminal apron
- *Property*
  - No planned acquisition

Exhibit PS–1

Airport Features Summary

Palm Springs International Airport



EXISTING BUILDINGS/FACILITIES

NUMBER	DESCRIPTION
1	ADMINISTRATION/TERMINAL BUILDING
2	AIR TRAFFIC CONTROL TOWER (ATCT)/TRACON
3	AIRCRAFT RESCUE and FIREFIGHTING FACILITY
4	AIRFIELD ELECTRICAL VAULT
5	FBO HANGAR
6	FBO HANGAR
7	AIRPORT PARK PLAZA OFFICE BUILDING
8	AIRPORT PARK PLAZA OFFICE BUILDING
9	FUEL STORAGE
10	T-HANGAR
11	T-HANGAR
12	T-HANGAR
13	T-HANGAR
14	T-HANGAR
15	T-HANGAR
16	T-HANGAR
17	PRIVATE HANGAR
18	PRIVATE HANGAR
19	PRIVATE HANGAR
20	VACANT HANGAR
21	STATIC CONTROLS, INC. PLANT
22	RENTAL CAR SERVICE AREA
23	RENTAL CAR SERVICE AREA
24	RENTAL CAR SERVICE AREA
25	RENTAL CAR SERVICE AREA
26	RENTAL CAR SERVICE AREA
27	RENTAL CAR SERVICE AREA
28	CITY BUILDING
29	CITY BUILDING
30	CITY BUILDING
31	CITY BUILDING
32	CITY BUILDING
33	CITY BUILDING
34	INDUSTRIAL BUILDING
35	SCHOOL DISTRICT FACILITY
36	FIRE TRAINING FACILITY
37	GENERAL AVIATION TERMINAL
38	GENERAL AVIATION TERMINAL
39	RESTAURANT/SERVICE STATION
40	SKYWEST MAINTENANCE HAGAR
41	HUSH HOUSE
42	AIRCRAFT MAINTENANCE HANGAR
43	ACCESS CONTROL REMOTE BUILDING
44	FBO HANGAR
45	MUSEUM
46	REMOTE TRANSMITTER RECEIVER (RTR)
47	?

ULTIMATE BUILDINGS/FACILITIES

NUMBER	DESCRIPTION
101	TERMINAL BUILDING EXPANSION
102	PARKING STRUCTURE
103	FBO BUILDING
104	CONVENTIONAL HANGAR
105	CONVENTIONAL HANGAR
106	CONVENTIONAL HANGAR
107	CONVENTIONAL HANGAR
108	AIRCRAFT RESCUE and FIREFIGHTING FACILITY
109	CARGO BUILDING
110	CARGO BUILDING
111	EXECUTIVE HANGAR
112	EXECUTIVE HANGAR
113	EXECUTIVE HANGAR
114	EXECUTIVE HANGAR
115	T-HANGAR (13 Unit)
116	T-HANGAR (13 Unit)
117	T-HANGAR (13 Unit)
118	T-HANGAR (13 Unit)
119	T-HANGAR (11 Unit)
120	FUEL FACILITY (Self-Service)
121	AVIATION RELATED PARCEL
122	AVIATION RELATED PARCEL
123	AVIATION RELATED PARCEL
124	AVIATION RELATED PARCEL
125	AVIATION RELATED PARCEL
126	AVIATION RELATED PARCEL
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139	AVIATION RELATED PARCEL
140	PARCEL
141	PARCEL
142	PARCEL
143	PARCEL
144	PARCEL
145	PARCEL
146	PARCEL
147	PARCEL

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location utilizes 35 foot vertical object height.

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED/REMOVED PAVEMENT
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING REMOVAL
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	VASI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY
		WIND INDICATOR (Lighted)

NORTH

Magnetic Variance
N 13° 10' E (February 2002)
Annual Rate of Change
2.48' West (February 2002)

0 500 1000
SCALE IN FEET

SUBMITTED BY: Coffman Associates ON THE DATE OF:
FOR APPROVAL BY:
City of Palm Springs, California
APPROVED BY: ON THE DATE OF:
Director of Aviation

No.	REVISIONS	DATE	BY	APP'D.

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PALM SPRINGS INTERNATIONAL AIRPORT

AIRPORT LAYOUT DRAWING

PALM SPRINGS, CALIFORNIA

PLANNED BY: Steven G. Benson
DETAILED BY: Richard A. Lilly
APPROVED BY: Steven G. Benson

April 25, 2002 SHEET 2 OF 12

Coffman Associates Airport Consultants

Exhibit PS-2

BASED AIRCRAFT

	Current [a] *2002 data*	*Future* [b] *2025*
Aircraft Type		
Single-Engine	99	152
Twin-Engine Piston	20	35
Turboprop	4	18
Turbojet	2	11
Helicopters	2	1
Total	*127*	*220*

AIRLINE ACTIVITY

	Current [a] *2002 data*	*Future* [b] *2025*
Enplaned Passengers	*642,458*	*1,350,000*
Air Carrier Operations	*35,786*	*56,460*

AIRCRAFT OPERATIONS

	Current [a] *2002 data*	*Future* [b] *2025*
Total		
Annual	109,544	170,260
Average Day	304	473
Distribution by Aircraft Type		
Single-Engine	51%	49%
Twin-Engine Piston & Turboprop	4%	5%
Business Jet	8%	11%
Helicopter	2%	3%
Airline, Jet & Turboprop	35%	32%
Distribution by Type of Operation		
Local (incl. touch-and-goes)	14%	14%
Itinerant	86%	86%

TIME OF DAY DISTRIBUTION

	Current [c]	*Future* [b]
Airline		
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%	

RUNWAY USE DISTRIBUTION

	Current [c]	*Future* [b]
General Aviation, Local		
Takeoffs & Landings		
Runway 13L	35%	no
Runway 31R	65%	change
Runway 13R	0%	
Runway 31L	0%	
General Aviation, Itinerant		
Takeoffs & Landings		
Runway 13L	17%	no
Runway 31R	32%	change
Runway 13R	18%	
Runway 31L	33%	
Business Jet & Commuter Airline		
Takeoffs & Landings		
Runway 13L	4%	no
Runway 31R	5%	change
Runway 13R	32%	
Runway 31L	60%	
Air Carrier		
Takeoffs & Landings		
Runway 13L	0%	no
Runway 31R	0%	change
Runway 13R	35%	
Runway 31L	65%	

FLIGHT TRACK USAGE [c]

Current and Future

- Approaches generally straight-in except for tough-and-go
- Departures turn eastward to avoid residential areas and San Jacinto Mountains

Notes

[a] Source: Airport management records

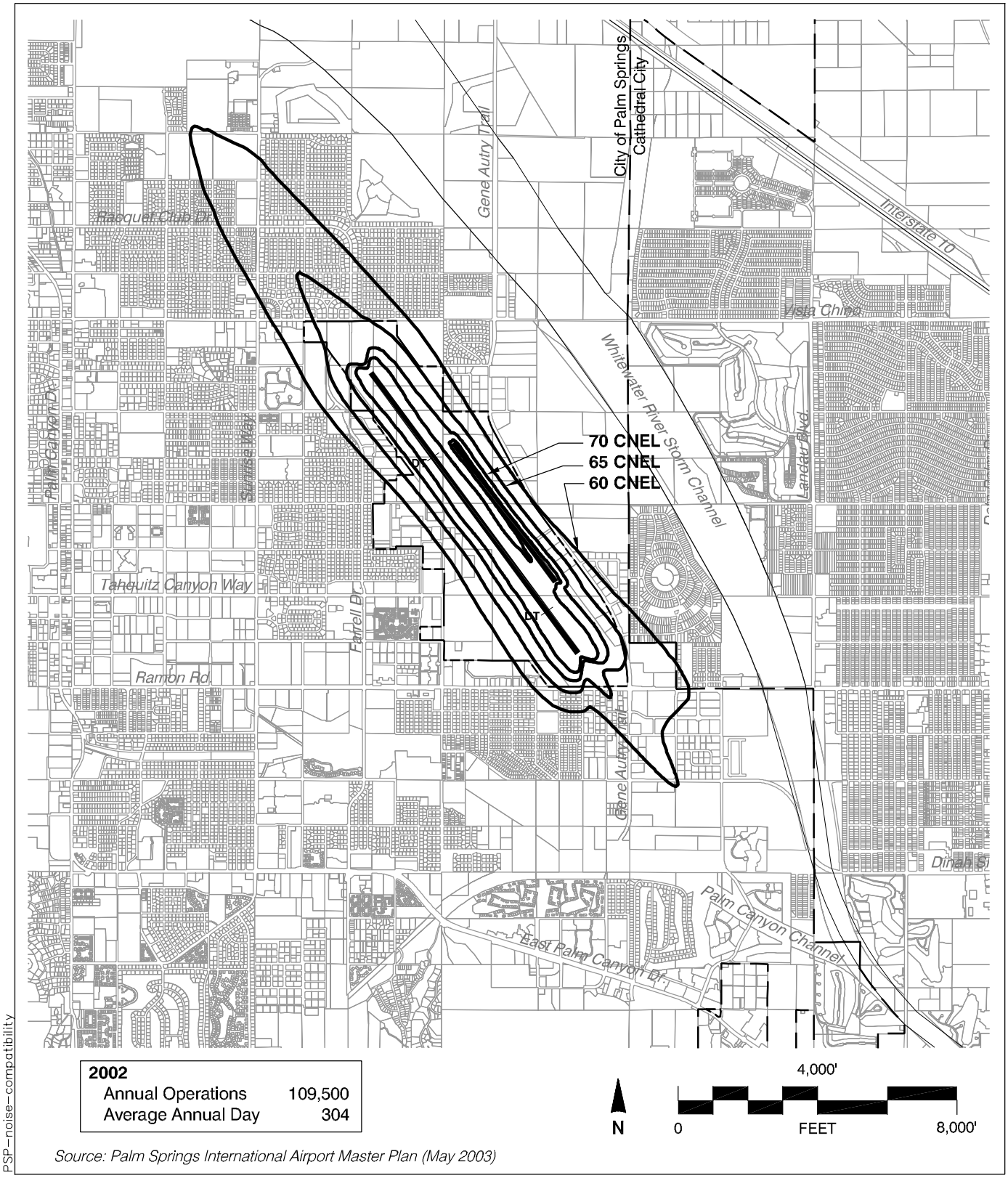
[b] Source: 2003 Airport Master Plan forecast for 2020 assumed as 2025 for compatibility planning purposes

[c] Source: 2003 Airport Master Plan estimates

Exhibit PS–3

Airport Activity Data Summary

Palm Springs International Airport



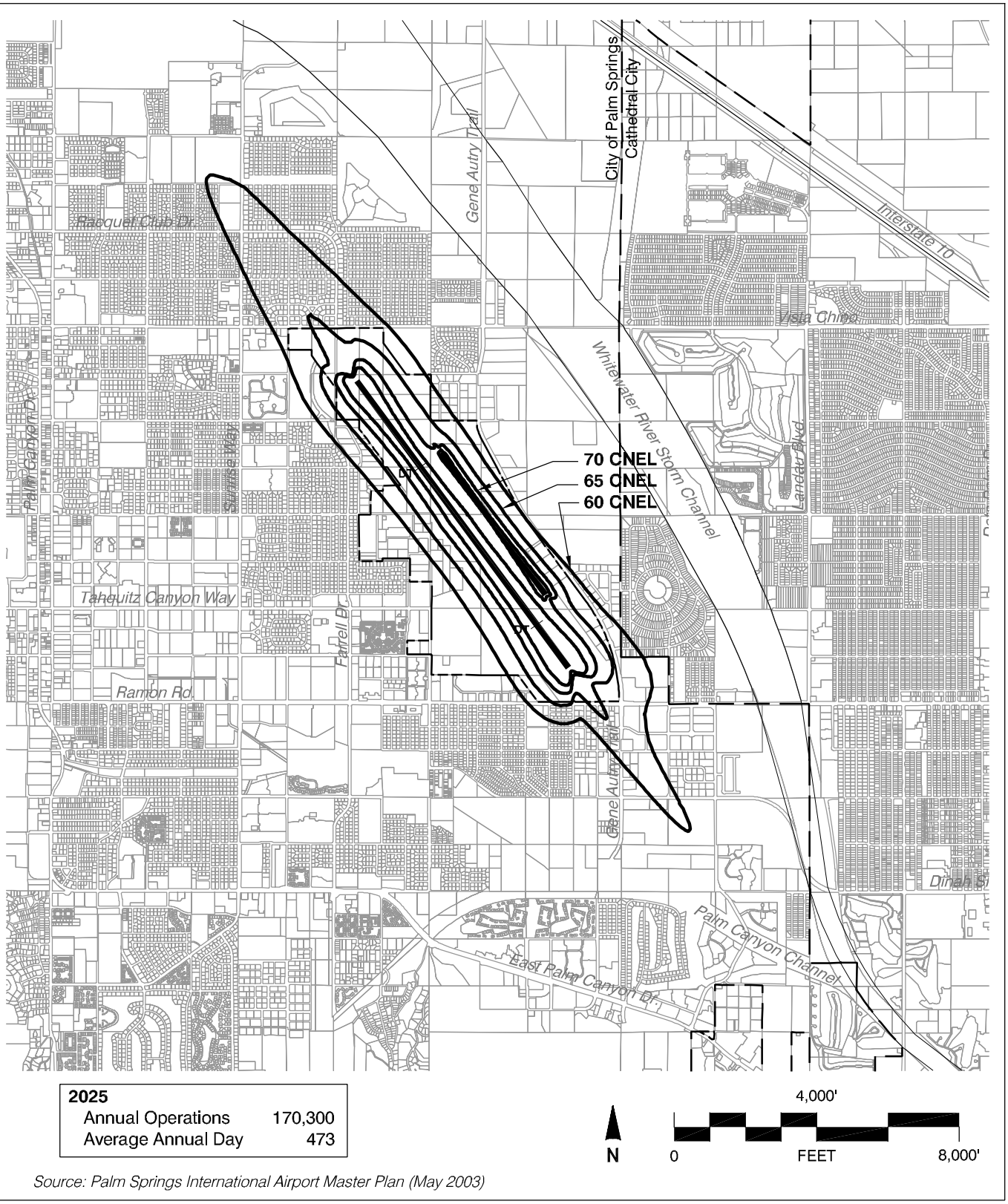
Source: Palm Springs International Airport Master Plan (May 2003)

PSP–noise–compatibility

Exhibit PS-4

Existing Noise Impacts

Palm Springs International



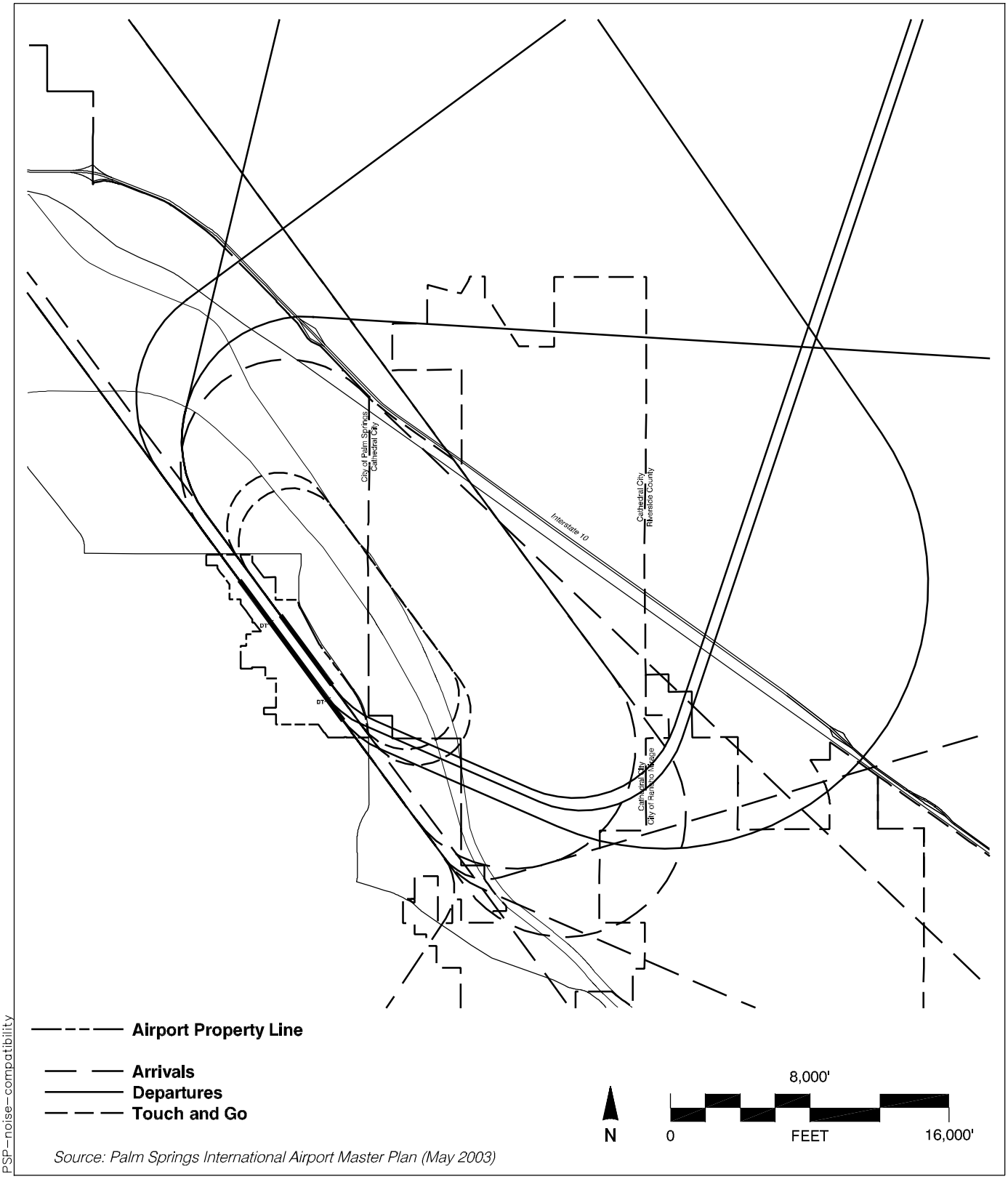
Source: Palm Springs International Airport Master Plan (May 2003)

PSP—noise—compatibility

Exhibit PS-5

Future Noise Impacts

Palm Springs International



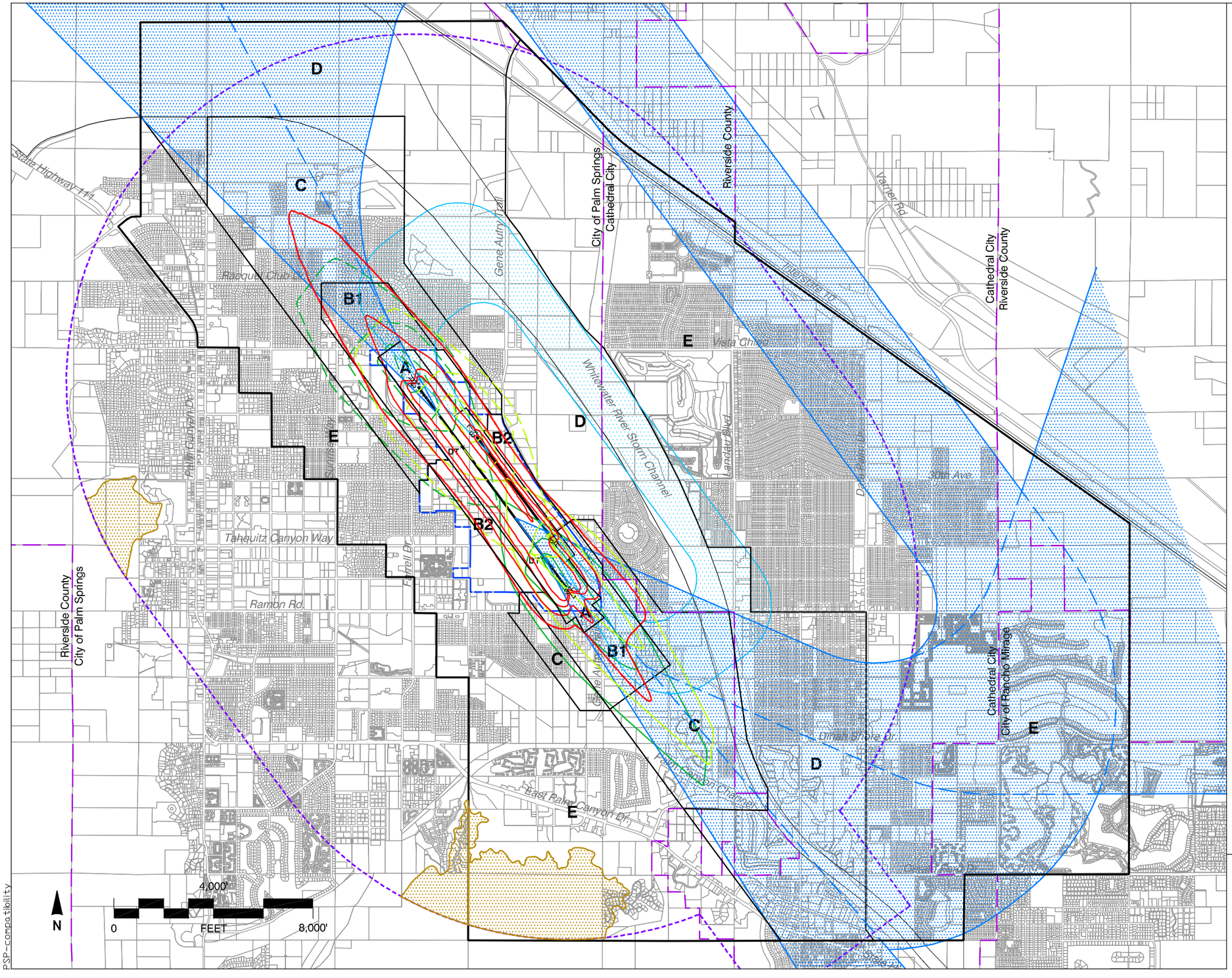
PSP–noise–compatibility

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

Exhibit PS-6

Modeled Flight Tracks

Palm Springs International Airport



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

Composite of Existing and Future Average Annual Day

55 dB CNEL Contour Not Shown

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 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

PSP-compatibility

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AIRPORT SITE

- *Location*
  - Central Riverside County
  - Eastern edge of city; 2 miles from Palm Springs central business district
- *Nearby Terrain*
  - Flat floor of Coachella Valley in immediate vicinity; airport elevation 474 ft. MSL
  - Murray Hill (elevation 2,210 ft.) 4± miles south
  - Base of San Jacinto Mountains 3 miles west; Mt. San Jacinto peak (elevation 10,804 ft.) 10± miles west

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Riverside*
  - Nearest unincorporated area 2½ miles north
- *City of Cathedral City*
  - City limits within ¼ mile east of airport and 2 miles southeast (along runway approach)
- *City of Palm Springs*
  - Airport entirely within the city limits
- *City of Rancho Mirage*
  - City limits 3± miles southeast along future precision instrument approach route

STATUS OF COMMUNITY PLANS

- *City of Cathedral City*
  - General plan adopted July 2002
- *City of Palm Springs*
  - General Plan adopted March 1993
- *City of Rancho Mirage*
  - General Plan adopted 1996

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Mostly urban uses, particularly residential, except undeveloped desert land to northeast and southeast
- *Runway Approaches*
  - Northwest (Runways 13R/L): Residential within ½ mile of Rwy 13R end (landing threshold displaced 3,000 ft.); religious facility 4,000± ft. from runway end; desert beyond 1½ mile
  - Southeast (Runways 31R/L): Generally undeveloped desert within 1½ miles, except some commercial/industrial uses within ¼ mile of Rwy 31L end (landing threshold displaced 1,500 ft.); urban residential and golf courses beyond 1½ mile
- *Traffic Patterns*
  - Northeast: Whitewater River Storm Channel (1 mile distant); residential and golf course beyond
  - No pattern on southwest

PLANNED AIRPORT AREA LAND USES

- *City of Cathedral City*
  - Southeast: Mostly existing resort/low-density residential and open space; scattered commercial uses
- *City of Palm Springs*
  - North: Industrial uses bordering airport property; existing low-density residential beyond
  - East: Industrial uses adjacent to airport
  - Southeast: Large industrial area off runway ends
  - South and West: Infill of existing urban uses
- *City of Rancho Mirage*
  - West of Hwy 111 beneath future ILS approach corridor: Infill commercial and industrial uses

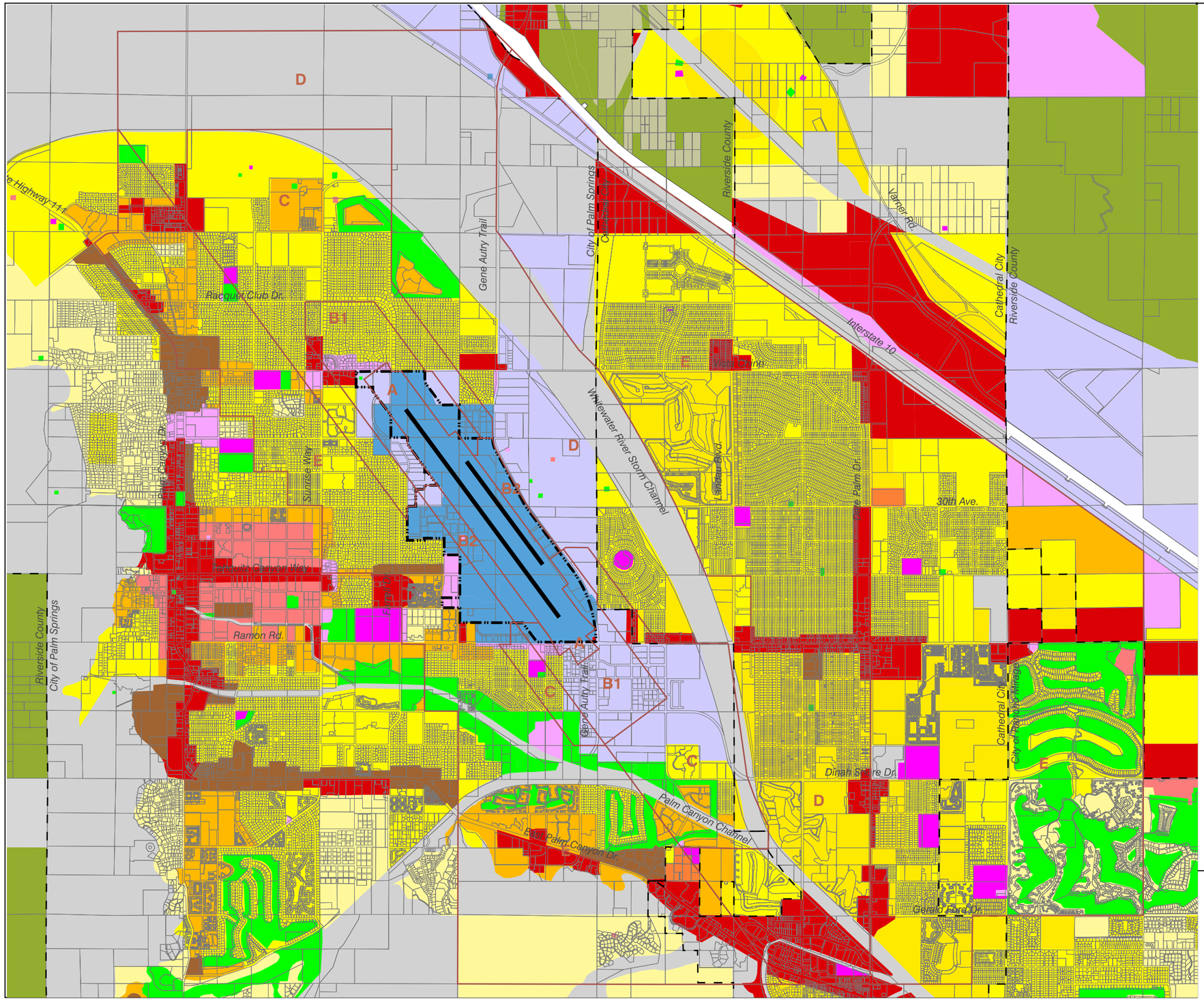
ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- *City of Cathedral City General Plan*
  - Single-family residential conditionally acceptable within 55-CNEL contour; normally unacceptable within 70-CNEL contour
  - Multi-family residences and other noise-sensitive development conditionally acceptable within 60 CNEL noise contour and normally unacceptable above 70 CNEL
- *City of Palm Springs General Plan*
  - Residential uses normally acceptable between 60 and 70 CNEL; rural/low-density residential clearly unacceptable above 70-CNEL; medium- to high-density residential normally unacceptable between 70 and 75 CNEL and clearly unacceptable above 75 CNEL
- *City of Palm Springs Zoning Codes*
  - Within Airport (A) zone, height of structures limited to 30 feet; soundproofing and avigation easement guidelines established
  - No airport-related height limit zoning
- *City of Rancho Mirage General Plan*
  - Residential and other noise-sensitive uses conditionally acceptable below 55 CNEL; generally unacceptable above 65 CNEL

Exhibit PS–8

Airport Environs Information

Palm Springs International Airport



Legend

- City Limits
- Airport Property Line
- Runway
- Compatibility Zones
- Very-High-Density Residential (>20 du/ac)
- High-Density Residential (14.1-20 du/ac)
- Medium-High-Density Residential (8.1-14.0 du/ac)
- Medium-Density Residential (5.1-8.0 du/ac)
- Low-Density Residential (2.1-5.0 du/ac)
- Very-Low-Density Residential (0.4-2.0 du/ac)
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial /Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential (2.5-10.0 ac parcels)
- Agriculture (>10.0 ac parcels)
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note: This map is combined and simplified from maps of the following sources:
Riverside County General Plan (October 2003)
City of Cathedral City General Plan (July 2002)
City of Palm Springs General Plan (March 1993)
City of Rancho Mirage (1996)

4000 0 4000 Feet

N

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibilty Plan
East County Airports Background Data

(March 2005)

Exhibit PS-9

General Plan Land Use Designations

Palm Springs International Airport Environs

CITY OF CATHEDRAL CITY:
GENERAL PLAN (2002)

Residential Land Use

- *Compatibility Zone C*
  - Residential designations with densities ranging from 2.1 to 5.0 dwelling units/acre and 5.1 to 8.0 dwelling units/acre conflict with *Zone C* compatibility criteria south-southeast of airport [C1]
- *Compatibility Zone D*
  - Residential designations with densities ranging from 2.1 to 5.0 dwelling units/acre 5.1 to 8.0 dwelling units/acre east and southeast of airport potentially conflict with the high-and-low options of *Zone D* [C2]

Other Policies

- *General Plan*
  - No acknowledgement of ALUC coordination
  - Noise policy allowing up to 70 dB CNEL for residential development conflicts with Compatibility Plan limit of 60 dB CNEL
- *Zoning Codes*
  - No airport-related height limit zoning established

Non-Residential Land Use

- *Compatibility Zone D*
  - *Zone D* intensity limits (100 people/acre) apply to areas designated as Low-Intensity Commercial/Office south-southeast of airport [C3]

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit PS–10

General Plan Consistency Review (Preliminary)

Palm Springs International Airport Environs

CITY OF PALM SPRINGS: GENERAL PLAN (1993), AND ZONING CODES

Residential Land Use

- *Compatibility Zone B1*
  - Residential development within this zone is existing and therefore not in conflict with the ALUCP
- *Compatibility Zone C*
  - Planned residential development in these areas north of airport are consistent with Policy PS.2.2 which allows residential densities of either less than 0.2 du/ac or between 3.0 and 15.0 du/ac [P1a]
  - Residential designations with densities ranging from 2.1 to 5.0 du/acre southeast of airport are consistent with Policy PS.2.2 [P1b]
- *Compatibility Zone D*
  - Planned residential development in these areas are consistent with Policy PS.2.3 which allows residential densities of either less than 0.2 du/ac or at least 3.0 du/ac [P2]
- *Compatibility Zone E*
  - No inconsistencies noted

Other Policies

- *General Plan*
  - No acknowledgment of ALUC coordination
  - Noise policy allows residential development up to 70 dB CNEL conflicts with Compatibility Plan limit of 60 dB CNEL
- *Zoning Codes*
  - No height limit zoning established

Non-Residential Land Use

- *Compatibility Zone A*
  - Light Industrial/ Warehousing designation at the northern edge of airport and Other Public/Institutional designation at the southern edge of the airport conflict with *Zone A* compatibility criteria; no structures are allowed in *Zone A* [P3]
- *Compatibility Zone B1*
  - Basic *Zone B1* intensity limits (25 people/acre) apply to areas designated as Light Industrial Warehousing at the north-western edge of the airport [P4]
  - Within the designated portion of Zone B1, Policy PS.2.4(a) permits usage intensities of 40 to 50 people per acre depending upon the amount of open land on the site. Most of the Light Industrial/Warehousing uses planned for this area are expected to be consistent with these criteria, but specific higher-intensity uses such as retail stores may not be [P5]
- *Compatibility Zone C*
  - Planned Light Industrial Warehousing on the north side of the airport are assumed to be consistent with the basic intensity limit of 75 people/acre; high-intensity uses must be prevented, however [P6]
  - Within the designated portion of Zone C, Policy PS.2.4(b) permits usage intensities of 80 to100 people per acre depending upon the amount of open land on the site. Most of the Light Industrial/Warehousing uses planned for this area are expected to be consistent with these criteria, but specific higher-intensity uses such as retail stores may not be [P7]
- *Compatibility Zone D*
  - Basic intensity limit in Zone D is 100 people/acre. Most of the Light Industrial/Warehousing uses planned for this area are expected to be consistent with these criteria, but specific higher-intensity uses such as retail stores may not be [P8]
- *Compatibility Zone E*
  - No inconsistencies noted

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit PS–10, continued

CITY OF RANCHO MIRAGE: GENERAL PLAN (1998)

Non-Residential Land Use

- *Compatibility Zone E*
  - No inconsistencies noted

Other Policies

- *General Plan*
  - No acknowledgement of ALUC coordination
  - Noise policy conditional acceptance of up to 65 dB CNEL for residential development conflicts with Compatibility Plan limit of 60 dB CNEL
- *Zoning Codes*
  - No airport-related height limit zoning established

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit PS–10, continued

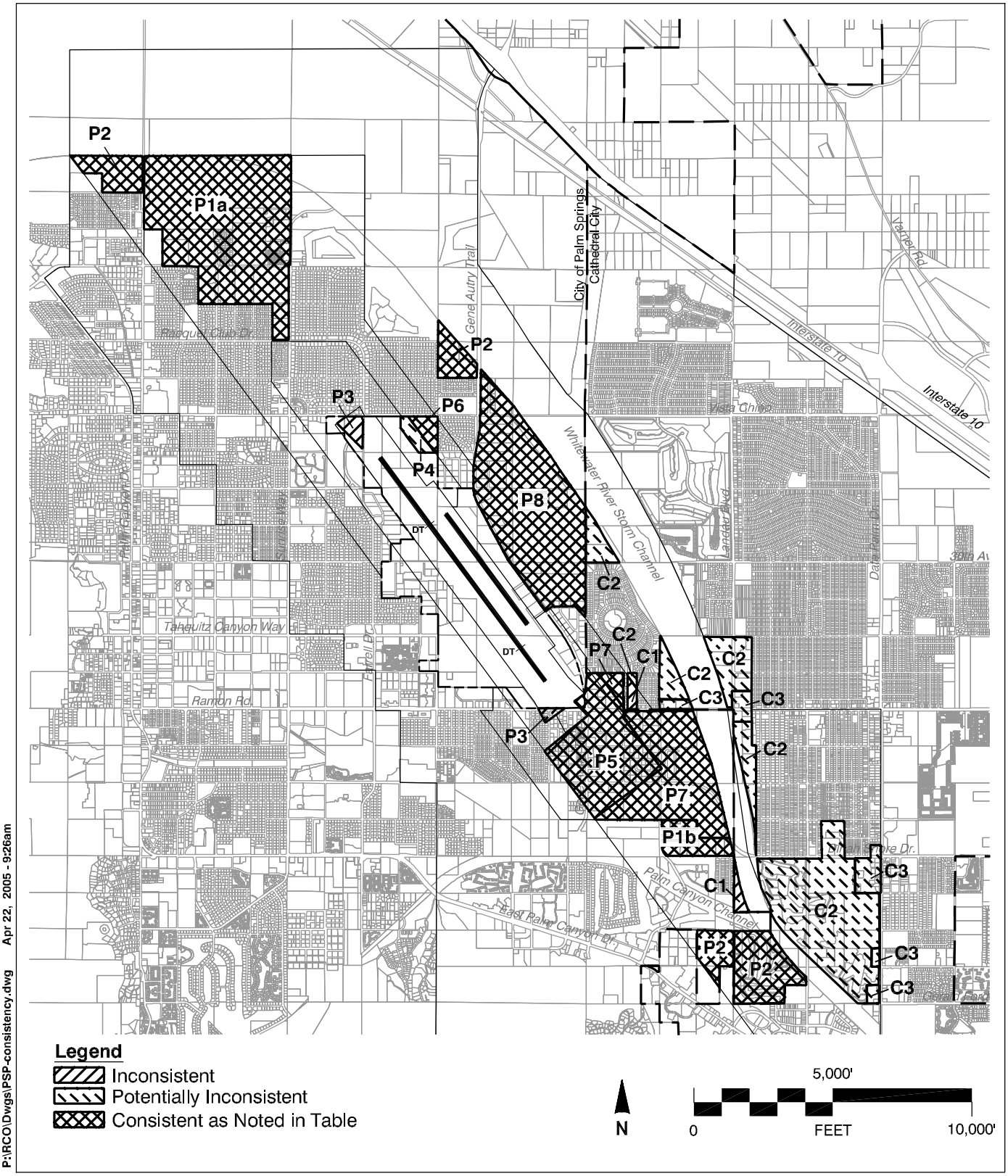


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Exhibit PS-10, continued