



RIVERSIDE

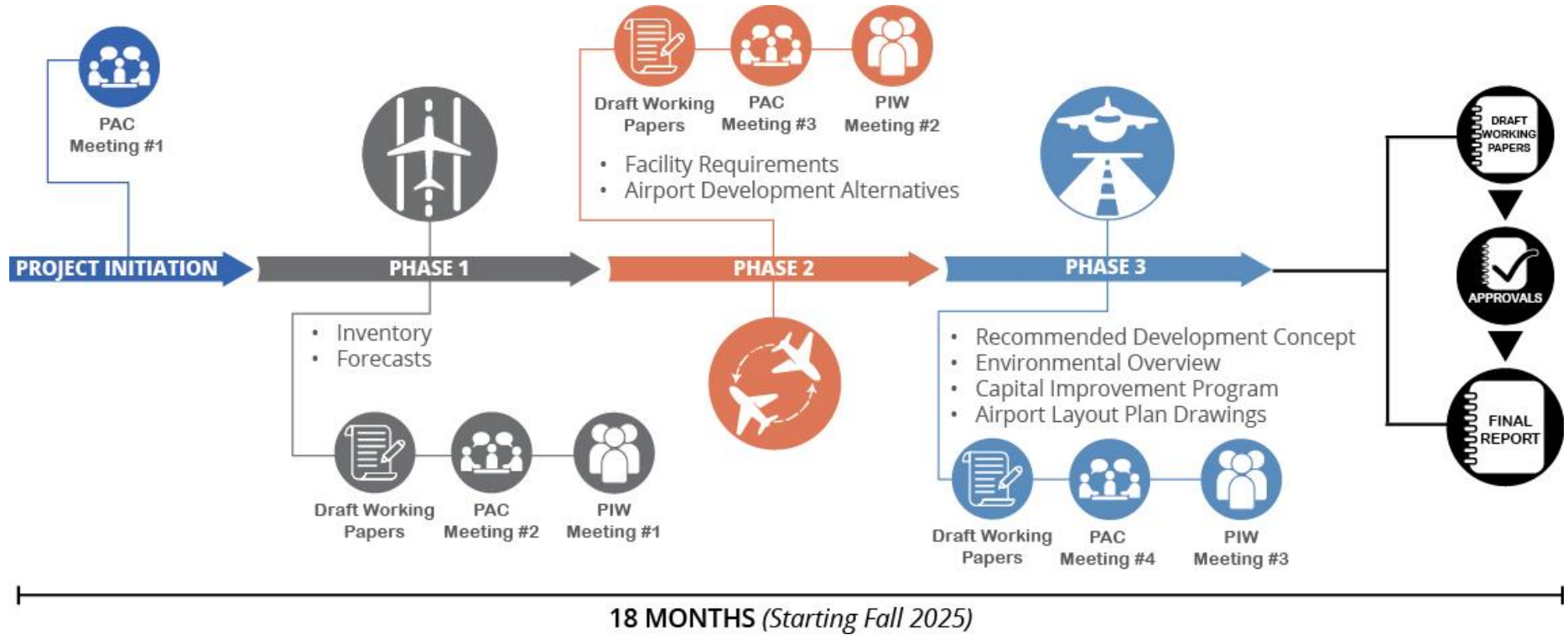
A I R P O R T

AGENDA

PAC Meeting #2 | May 21st, 2026

1. Master Plan Process
2. Chapter 1: Inventory
3. Chapter 2: Forecasts
4. Open Discussion/Questions
5. Next Steps

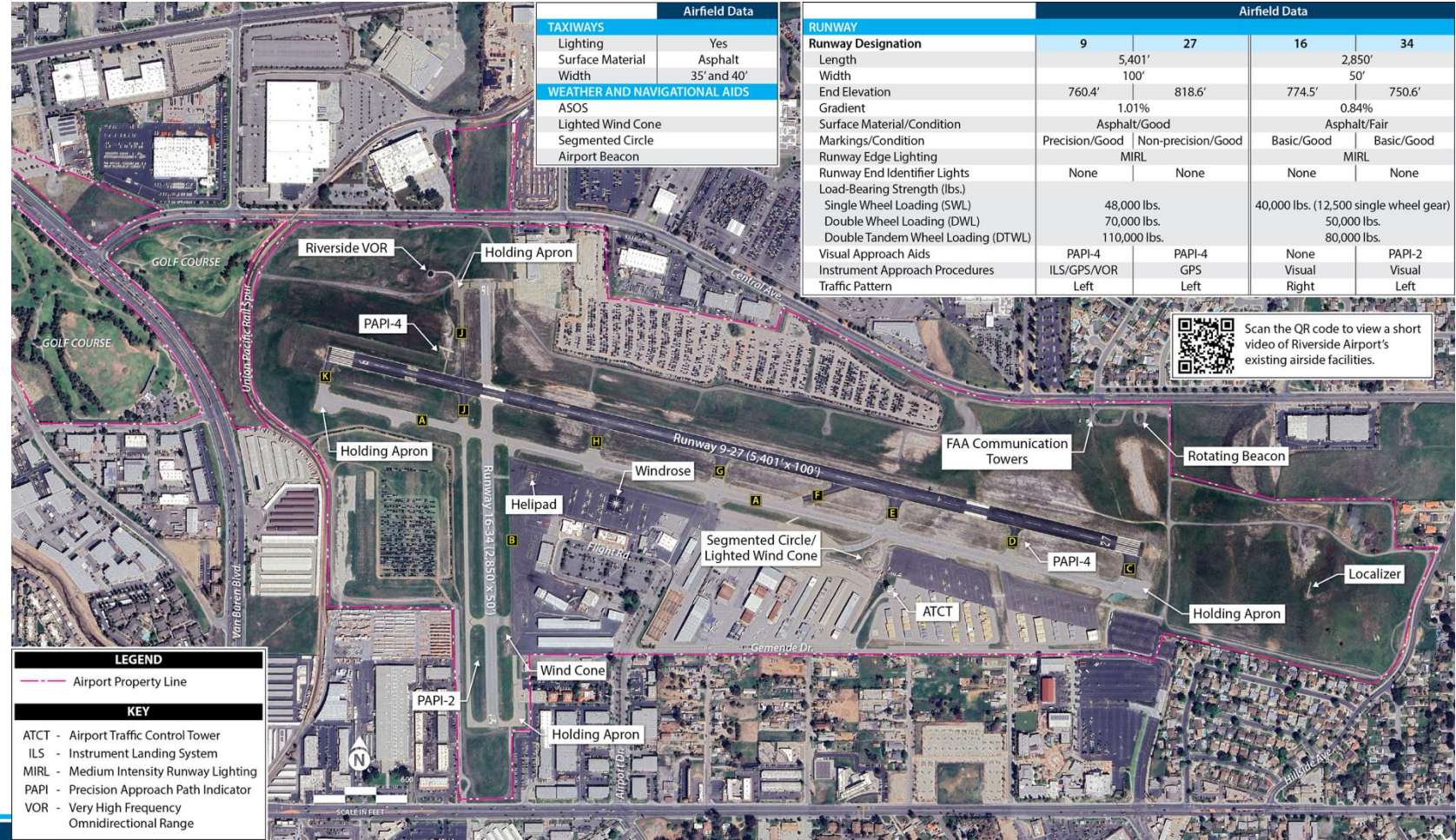
MASTER PLAN PROCESS





Chapter One INVENTORY

Exhibit 1G: Existing Airside Facilities



TAXIWAYS	
Lighting	Yes
Surface Material	Asphalt
Width	35' and 40'

WEATHER AND NAVIGATIONAL AIDS	
ASOS	
Lighted Wind Cone	
Segmented Circle	
Airport Beacon	

RUNWAY				
Runway Designation	9	27	16	34
Length	5,401'		2,850'	
Width	100'		50'	
End Elevation	760.4'	818.6'	774.5'	750.6'
Gradient	1.01%		0.84%	
Surface Material/Condition	Asphalt/Good		Asphalt/Fair	
Markings/Condition	Precision/Good	Non-precision/Good	Basic/Good	Basic/Good
Runway Edge Lighting	MIRL			
Runway End Identifier Lights	None	None	None	None
Load-Bearing Strength (lbs.)				
Single Wheel Loading (SWL)	48,000 lbs.		40,000 lbs. (12,500 single wheel gear)	
Double Wheel Loading (DWL)	70,000 lbs.		50,000 lbs.	
Double Tandem Wheel Loading (DTWL)	110,000 lbs.		80,000 lbs.	
Visual Approach Aids	PAPI-4	PAPI-4	None	PAPI-2
Instrument Approach Procedures	ILS/GPS/VOR	GPS	Visual	Visual
Traffic Pattern	Left	Left	Right	Left

Scan the QR code to view a short video of Riverside Airport's existing airside facilities.

LEGEND

--- Airport Property Line

KEY

ATCT - Airport Traffic Control Tower
 ILS - Instrument Landing System
 MIRL - Medium Intensity Runway Lighting
 PAPI - Precision Approach Path Indicator
 VOR - Very High Frequency Omnidirectional Range

SCALE IN FEET

Exhibit 1J: Pavement Conditions

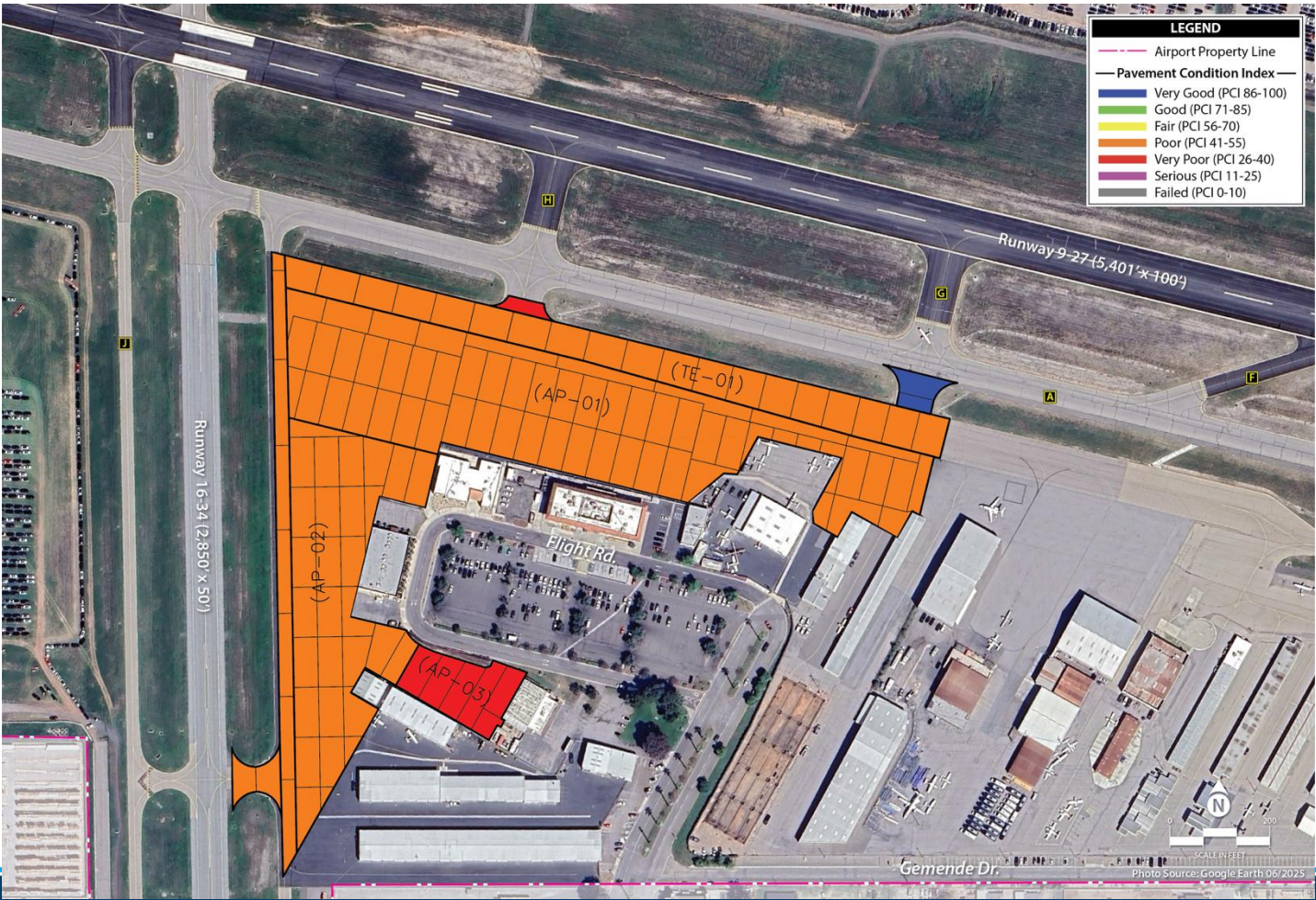
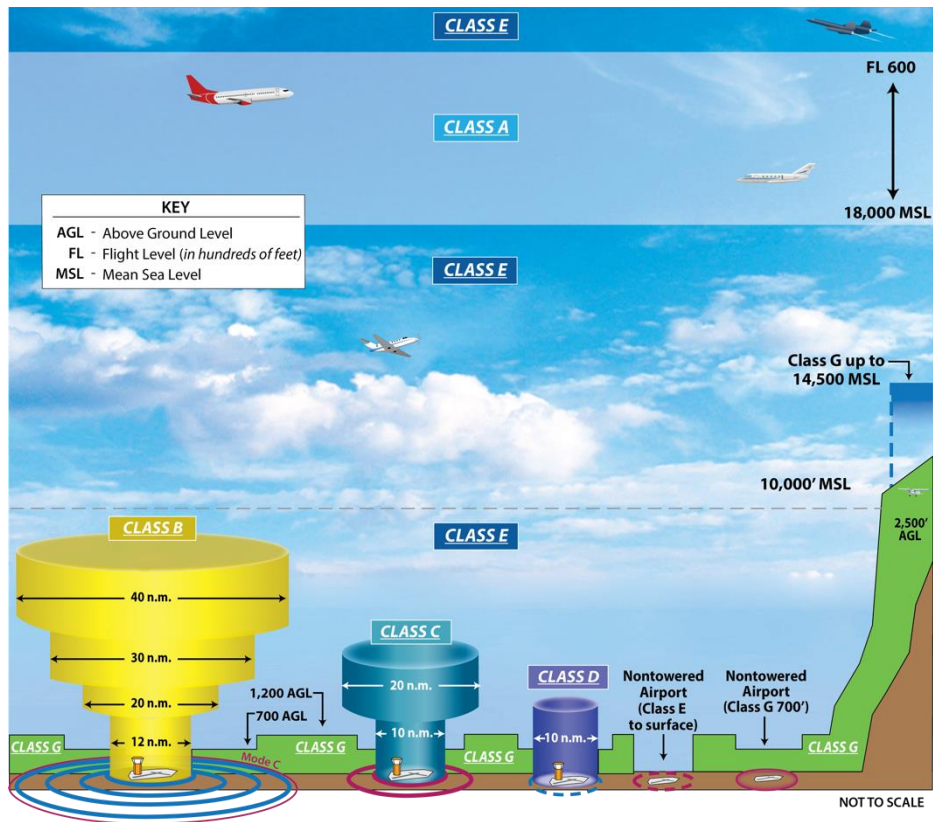


Exhibit 1K: Airspace Classifications

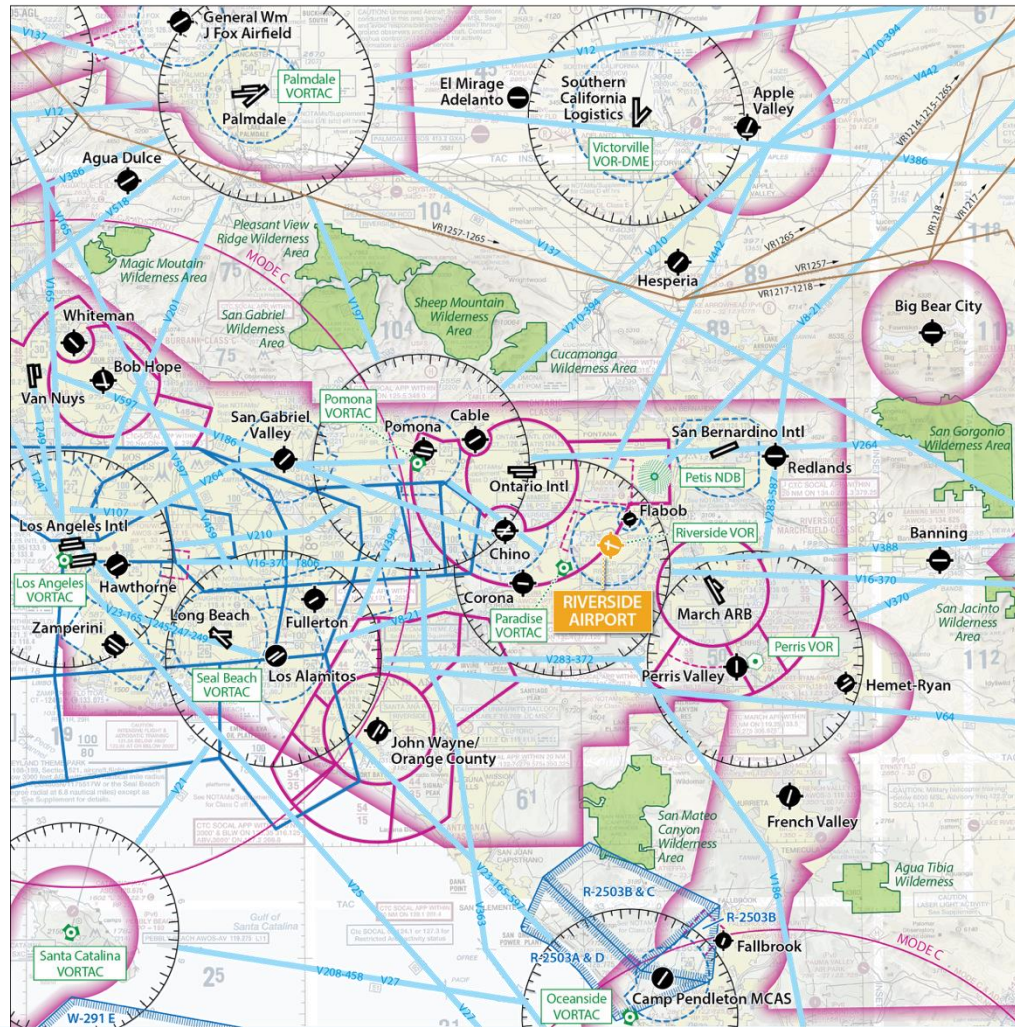


DEFINITION OF AIRSPACE CLASSIFICATIONS

- CLASS A** Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS B** Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS C** Think C - Mode C. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.
- CLASS D** Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.
- CLASS E** Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.
- CLASS G** Think G - Ground. Uncontrolled airspace. From surface to 1,200 feet AGL (in mountainous areas 2,500 feet AGL) Exceptions: near airports it lowers to 700 feet AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/15_phak_ch15.pdf

Exhibit 1L: Vicinity Airspace



LEGEND

- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- Victor Airways
- Military Training Routes
- Compass Rose
- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class E (sf) Airspace with floor 700 ft. above surface
- Prohibited, Restricted, and Warning Areas
- VORTAC
- VOR
- Non-Directional Radiobeacon (NDB)
- Wilderness Area

Source: Los Angeles Sectional Charts, US Department of Commerce, National Oceanic and Atmospheric Administration 6/12/2025

Exhibit 1M: Existing Landside Facilities

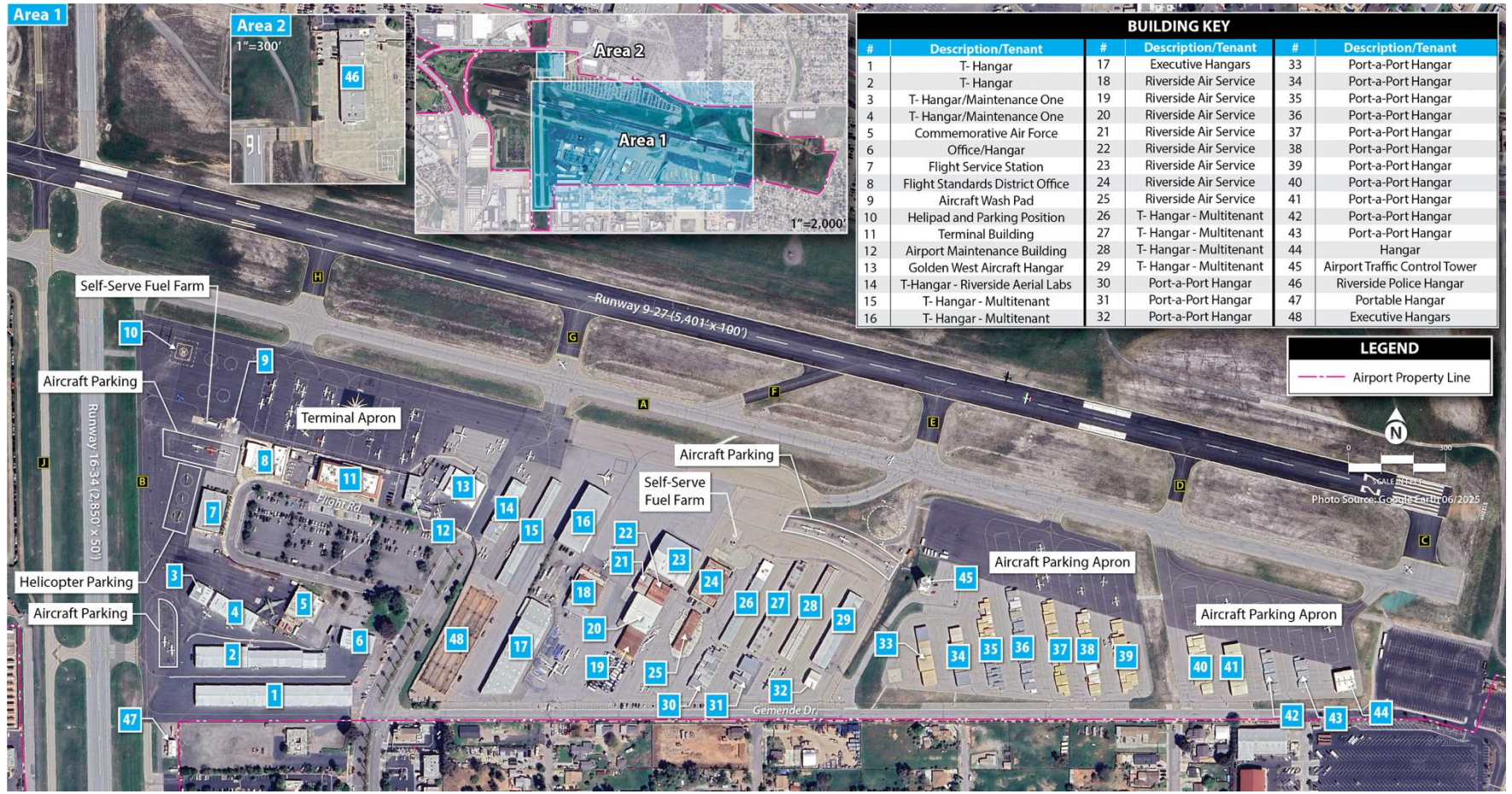
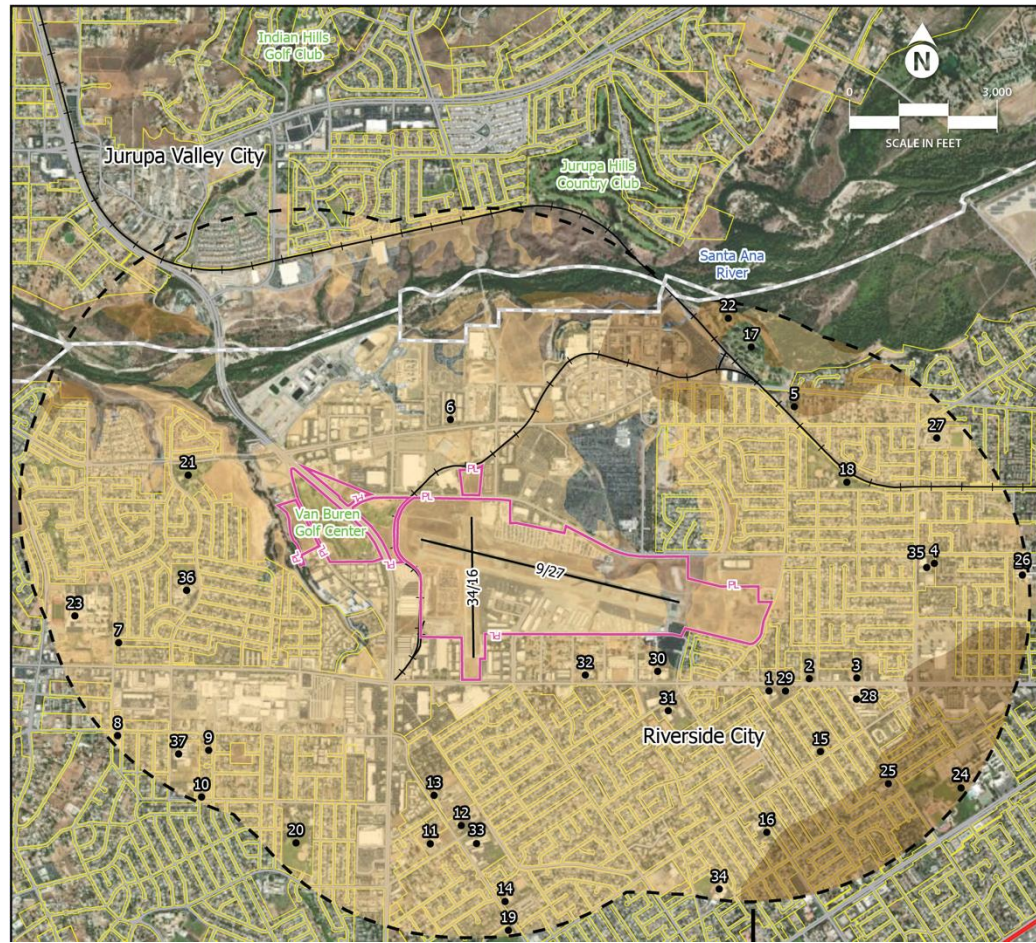


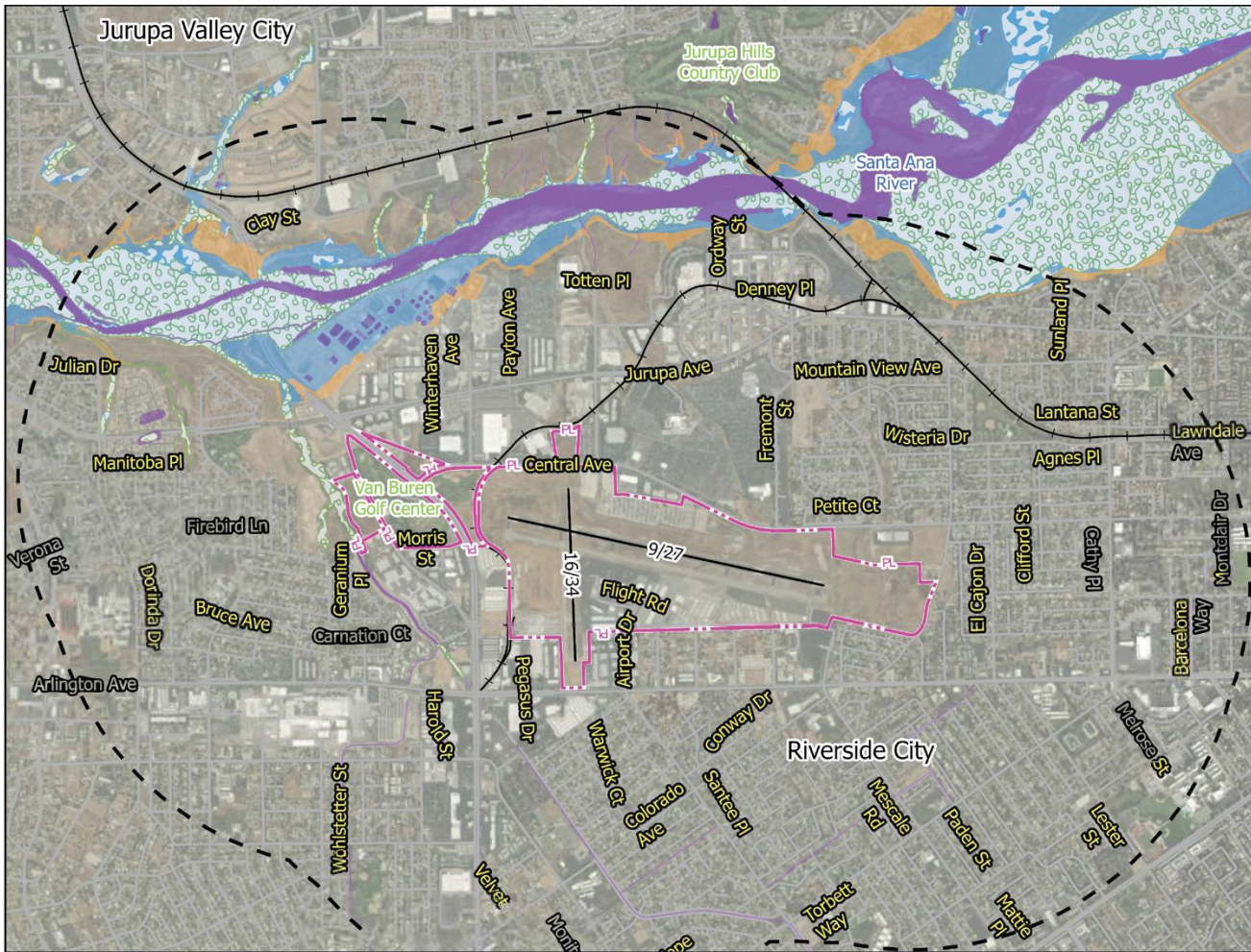
Exhibit 1N: Urban Resources



LEGEND	
	Airport Property Line
	Runway Centerline
	Airport Property Buffer (1-Mile)
	Municipal Boundaries
	Railroads
	Residential Land Use
	Noise Sensitive Points
	Highway
	Streets
	Farmland of Statewide Importance
	Prime Farmland if Irrigated

#	Noise-Sensitive Land Use	Name	#	Noise-Sensitive Land Use	Name
1	Church	Wesley United Methodist Church	18	Park	Nichols Park: Joyce Jackson Community Center
2	Church	Central Community Christian	19	Park	Don Lorenzi Park
3	Church	Arlington Avenue Church of Nazarene	20	Park	John Bryant Park
4	Church	Our Lady of Perpetual Help Church	21	Park	Rutland Park
5	Church	New Joy Baptist Church	22	Park	Riverbed Park
6	Church	Cornerstone Church	23	School	Norte Vista High School
7	Church	Crest Avenue Baptist Church	24	School	Ramona High School
8	Church	Centro Cristiano de Vida	25	School	Sierra Charter School
9	Church	International Bible Baptist Church-Riverside	26	School	Sierra Middle School
10	Church	Iglesia de Dios Pentecostal	27	School	Mountain View Elementary School
11	Church	Praise Community Fellowship	28	School	Jefferson Elementary School
12	Church	Hope Community Church	29	School	Riverside Special Education
13	Church	Faith Lutheran Church	30	School	Harvest Christian School
14	Church	The Church of Jesus Christ of Latter-day Saints	31	School	Adams Elementary School
15	Church	Bethel Chapel	32	School	Arlington Regional Learning Center
16	Church	Templo Roca Firme	33	School	Jackson Elementary School
17	Park	Martha McLean Anza Narrows Park	34	School	Monroe Elementary School
			35	School	Our Lady of Perpetual Help Catholic School
			36	School	Terrace Elementary School
			37	School	Arianza Elementary School

Exhibit 1P: Natural Resources



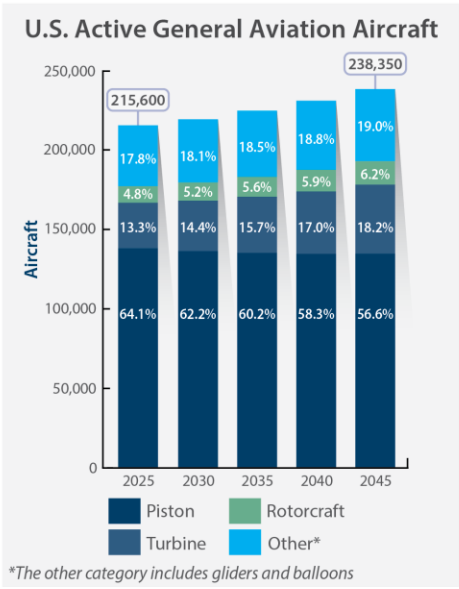
LEGEND	
	Airport Property Boundary
	Runway Centerline
	Airport Property Buffer (1-Mile)
	Municipal Boundaries
	Railroads
	100-Year Floodplain
	500-Year Floodplain
	Freshwater Emergent Wetland
	Freshwater Forested/Shrub Wetland
	Freshwater Pond/Lake
	River/Stream
	Highway
	Streets



Chapter Two

FORECASTS

Exhibit 2A: National GA Forecasts



Source: FAA Aerospace Forecasts FY2025-2045

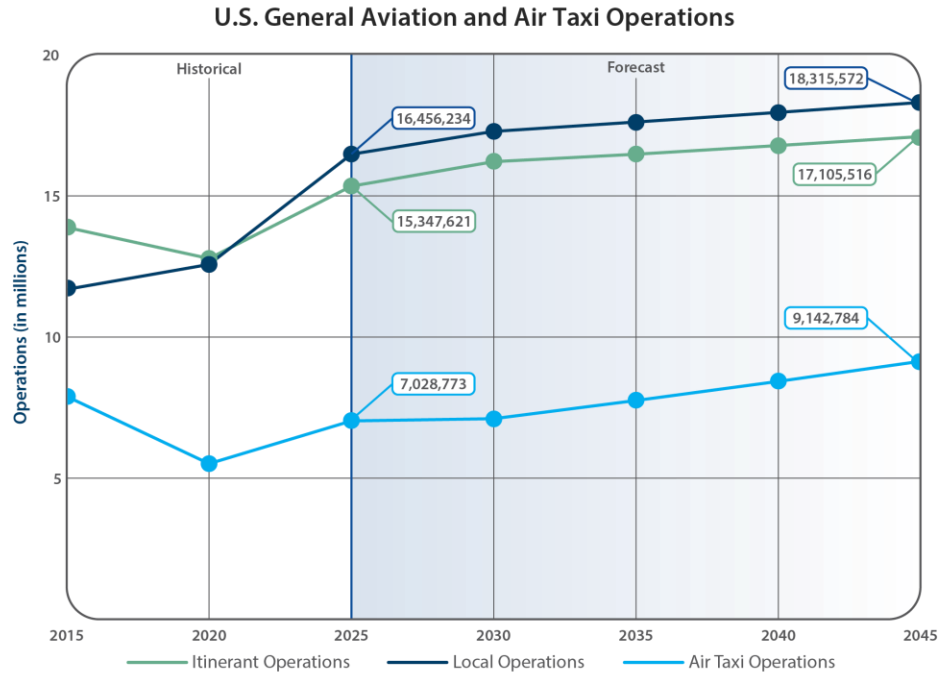
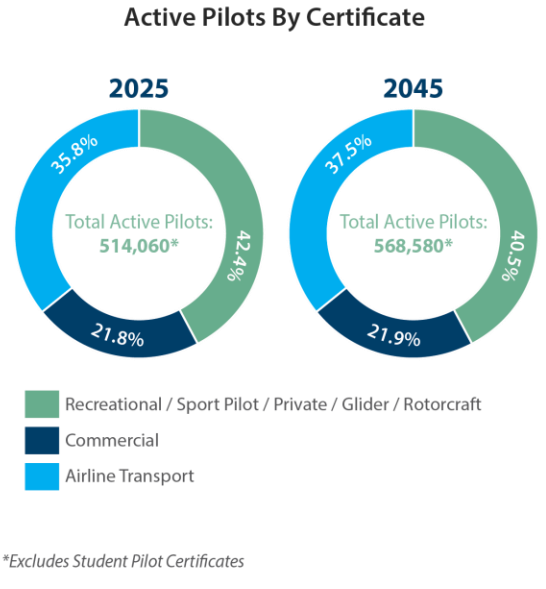
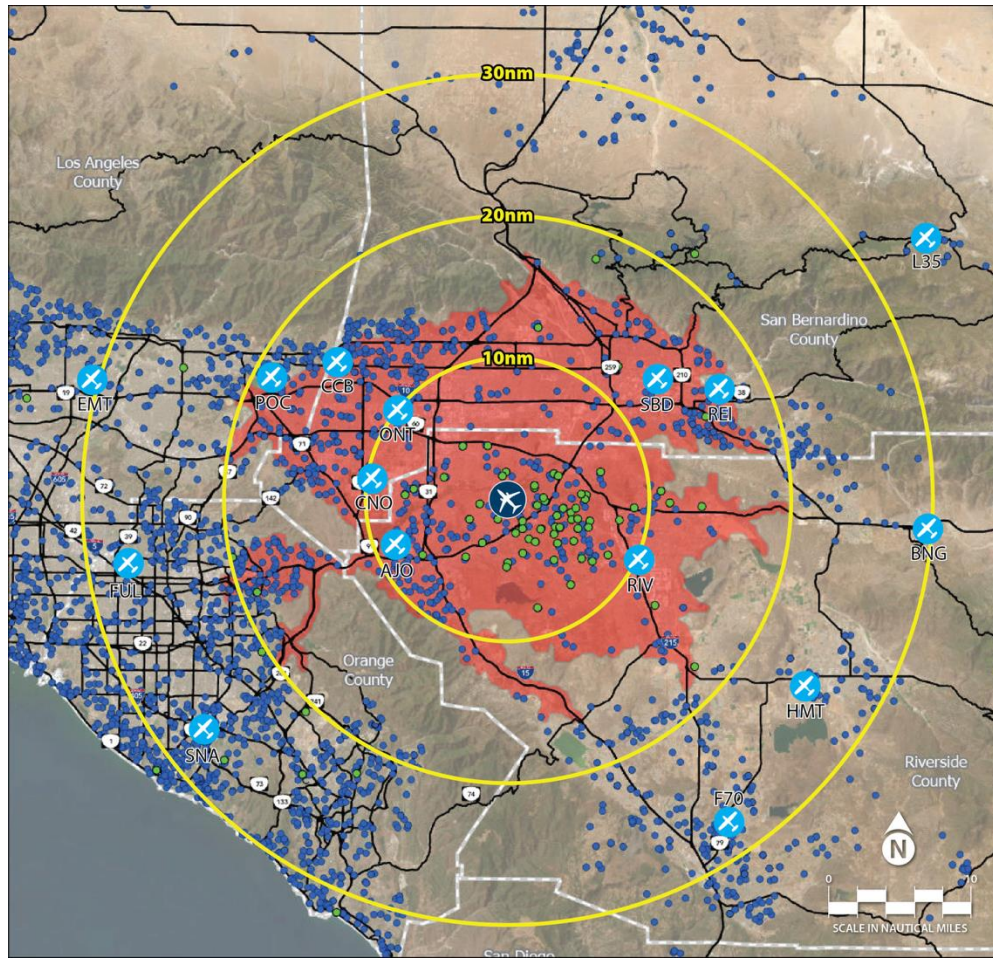


Exhibit 2B: Airport Service Area



LEGEND

- RAL Based Aircraft
- FAA Registered Aircraft
- Riverside Airport
- NPIAS Airport
- 30-Minute Drive Time
- County Boundary

FAA REGISTERED & RAL BASED AIRCRAFT		
Distance from RAL	FAA Registered	RAL Based Aircraft
0-10nm	421	92
10-20nm	1,133	12
20-30nm	1,827	8
Total	3,381	112*

*62 RAL based aircraft are registered to addresses beyond 30nm of RAL.

Source: ESRI Basemap Imagery (2024), FAA Registered Aircraft 2024 (most recent data available), RAL Based Aircraft List, Coffman Associates analysis

Table 2K: Registered Aircraft Forecast Summary

Projection	2030	2035	2045	CAGR 2025–2045
5-Year Growth Rate	1,097	1,016	872	-1.52%
20-Year Growth Rate	1,051	933	735	-2.36%
Service Area Employment Growth Rate	1,301	1,430	1,726	1.90%
Service Area GRP Growth Rate	1,349	1,538	1,998	2.65%
Constant % of CA Based Aircraft (SELECTED FORECAST)	1,232	1,281	1,389	0.80%
Increasing % of CA Based Aircraft (Mid)	1,266	1,352	1,544	1.34%
Increasing % of CA Based Aircraft (High)	1,301	1,424	1,698	1.82%
Constant Aircraft/1,000 Population	1,279	1,376	1,572	1.43%
Increasing Aircraft/1,000 Population	1,334	1,494	1,843	2.24%

Table Source: Coffman Associates Analysis

CAGR = compound annual growth rate

Exhibit 2C: Based Aircraft Forecasts

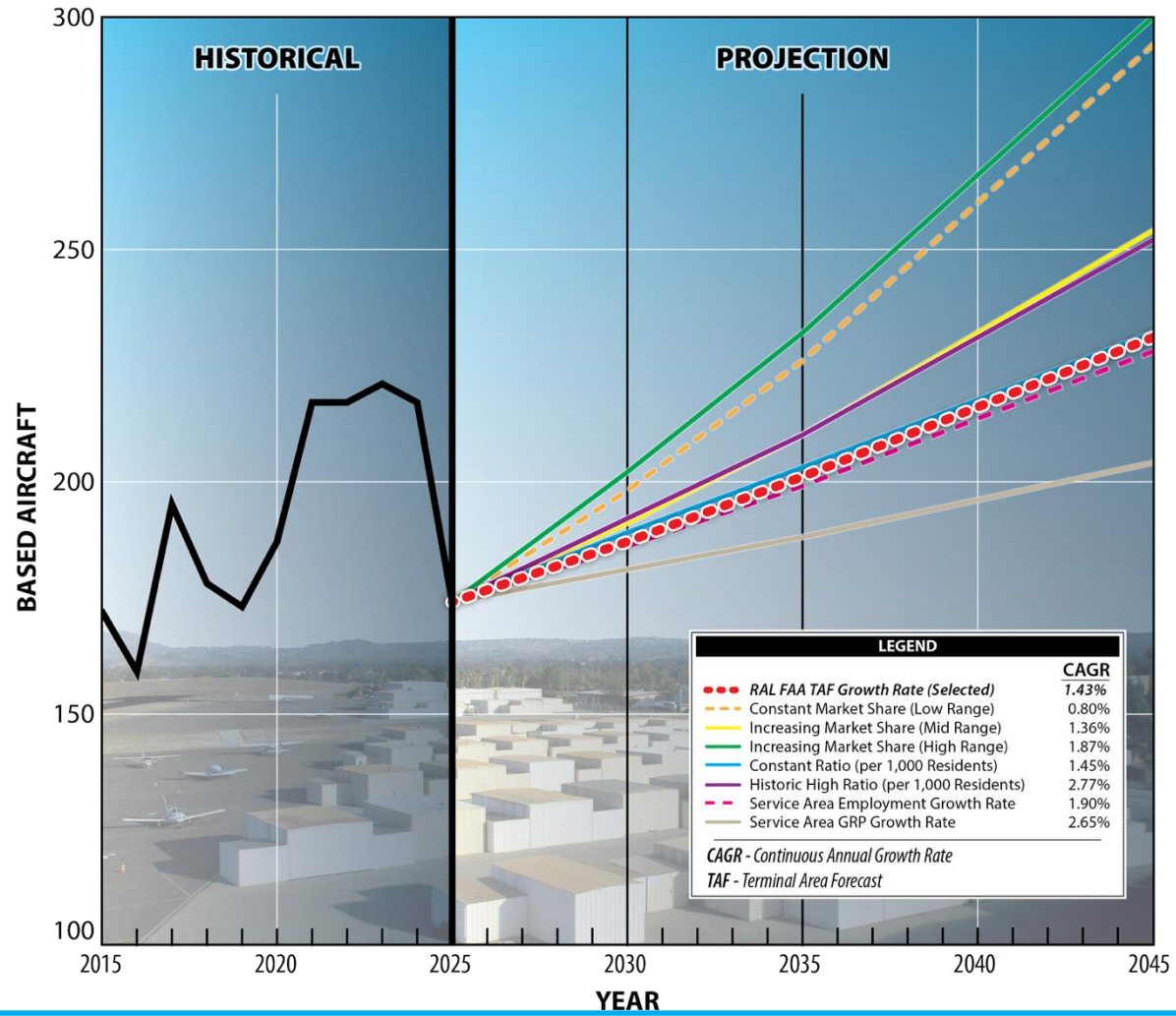


Table 2P: Historical Operations Data

Year	Itinerant: Air Carrier	Itinerant: Air Taxi	Itinerant: GA	Itinerant: Military	Itinerant: Total	Local: Civil	Local: Military	Local: Total	Total Operations
2015	0	3,431	47,335	447	51,213	58,636	96	58,732	109,945
2016	0	4,006	44,533	395	48,934	56,444	72	56,516	105,450
2017	21	3,661	44,075	488	48,245	54,203	44	54,247	102,492
2018	0	2,447	41,077	379	43,902	64,676	57	64,733	108,635
2019	0	2,330	44,207	304	46,841	75,603	253	75,856	122,697
2020	0	2,363	43,372	248	45,982	72,425	247	72,672	118,654
2021	0	2,502	44,168	499	47,169	67,158	72	67,230	114,399
2022	139	2,935	49,038	497	52,610	74,480	263	74,743	127,353
2023	1	4,159	47,460	391	52,011	78,387	84	78,472	130,483
2024	0	3,355	51,827	436	55,617	88,426	48	88,475	144,092
2025	11	3,483	48,821	471	52,787	81,358	266	81,623	134,410

Table Sources: FAA Operations and Performance Data (OPSNET); RAL Records

GA = general aviation

Exhibit 2D: General Aviation Operations Forecasts

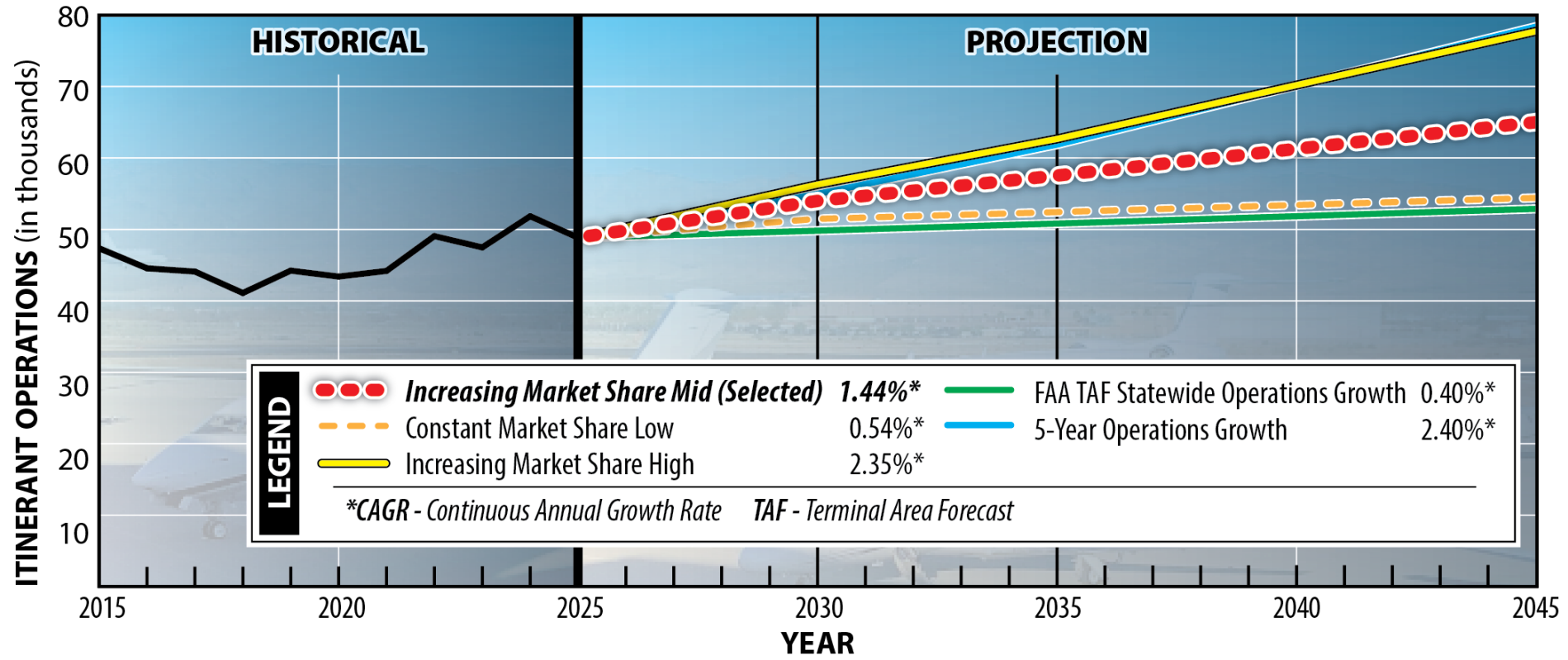


Exhibit 2D: General Aviation Operations Forecasts

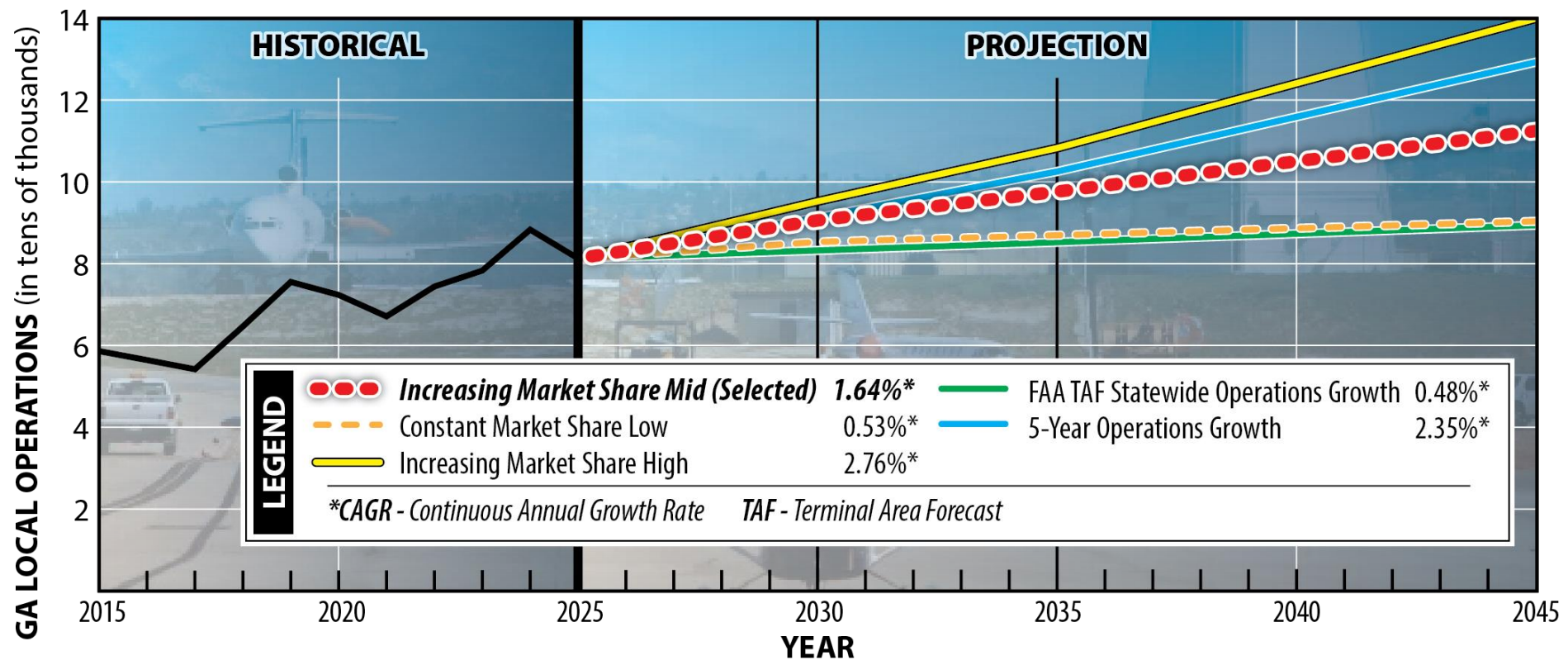


Exhibit 2D: General Aviation Operations Forecasts

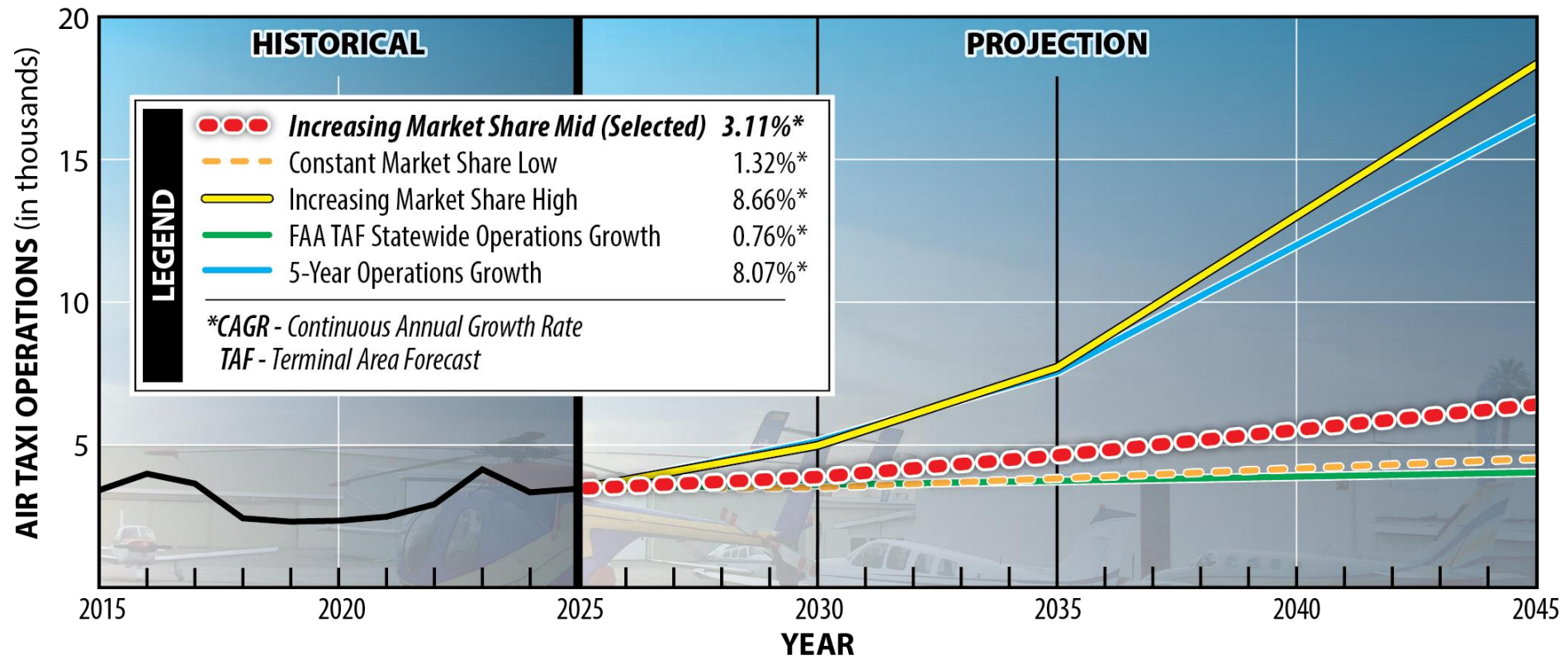


Exhibit 2E: Forecasts Summary

	Base Year	Forecast		
	2025	2030	2035	2045
AIRPORT OPERATIONS				
Itinerant				
Air Carrier	11	0	0	0
Air Taxi	3,483	3,891	4,646	6,427
General Aviation	48,821	53,974	57,524	65,001
Military	471	471	471	471
Subtotal	52,786	58,336	62,641	71,899
Local				
General Aviation	81,358	90,688	97,741	112,641
Military	266	229	229	229
Subtotal	81,624	90,917	97,970	112,870
Total Operations	134,410	149,252	160,611	184,769
PEAKING				
Peak Month	12,456	14,213	15,295	17,595
Busy Day	534	589	634	730
Design Day	415	458	493	568
Design Hour	24	27	29	33
BASED AIRCRAFT				
Single-Engine Piston	154	165	175	198
Multi-Engine Piston	11	9	7	5
Turboprop	3	5	7	10
Jet	5	7	9	13
Helicopter	1	2	3	6
Total Based Aircraft	174	187	201	231

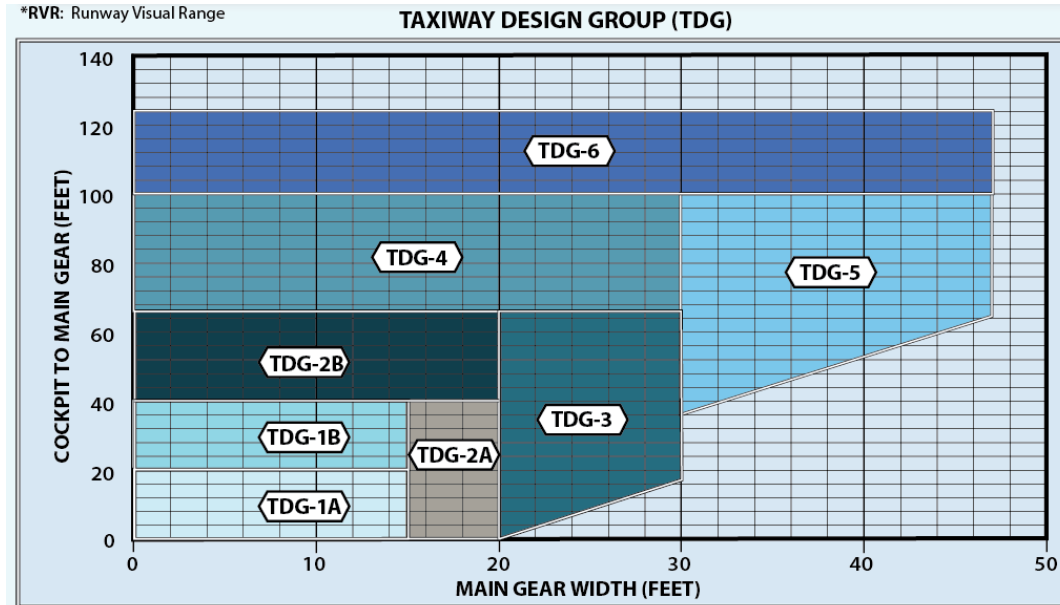
Table 2T: Forecast Comparison to the Terminal Area Forecast

Forecast Type	Forecast Comparison	Base Year: 2025	Forecast: 2030	Forecast: 2035	Forecast: 2045
Operations	Master Plan Forecast	134,410	149,252	160,611	184,769
Operations	2026 RAL TAF	130,447	132,471	134,466	138,542
Operations	% Difference	2.99%	11.91%	17.72%	28.60%
Operations	Adjusted FAA TAF	134,410	136,448	138,518	142,751
Operations	% Difference from Adjusted TAF	0.00%	8.96%	14.77%	25.66%
Based Aircraft	Master Plan Forecast	174	187	201	231
Based Aircraft	2026 RAL TAF	183	198	213	243
Based Aircraft	% Difference	5.04%	5.71%	5.80%	5.06%
Based Aircraft	Adjusted FAA TAF	174	187	201	231
Based Aircraft	% Difference from Adjusted TAF	0.00%	0.00%	0.00%	0.00%

TAF = FAA Terminal Area Forecast (February 2026)

Exhibit 2F: Aircraft Classification

AIRCRAFT APPROACH CATEGORY (AAC)		
Category	Approach Speed	
A	less than 91 knots	
B	91 knots or more but less than 121 knots	
C	121 knots or more but less than 141 knots	
D	141 knots or more but less than 166 knots	
E	166 knots or more	
AIRPLANE DESIGN GROUP (ADG)		
Group #	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20≤30	49≤79
III	30≤45	79≤118
IV	45≤60	118≤171
V	60≤66	171≤214
VI	66≤80	214≤262
VISIBILITY MINIMUMS		
RVR* (ft)	Flight Visibility Category (statute miles)	
VIS	3-mile or greater visibility minimums	
5,000	Not lower than 1-mile	
4,000	Lower than 1-mile but not lower than ¾-mile	
2,400	Lower than ¾-mile but not lower than ½-mile	
1,600	Lower than ½-mile but not lower than ¼-mile	
1,200	Lower than ¼-mile	



Source: FAA AC 150/5300-13B, Airport Design

Exhibit 2F Continued: Aircraft Reference Codes

A-I	Aircraft	TDG	B-II <i>over 12,500 lbs.</i>	Aircraft	TDG	C/D-II	Aircraft	TDG	C/D-IV	Aircraft
	<ul style="list-style-type: none"> Beech Bonanza Cessna 150, 172 Piper Comanche, Seneca 	1A 1A 1A		<ul style="list-style-type: none"> Beech Super King Air 350 Cessna Citation CJ3(525B) Cessna Citation CJ4 (525C) Cessna Citation Latitude Embraer Phenom 300 Falcon 20 Pilatus PC-24 	2A 2A 1B 1B 1B 1B 2A		<ul style="list-style-type: none"> Challenger 600/604 Cessna Citation III, VI, VII, X Embraer Legacy 135/140 Gulfstream IV (D-II) Gulfstream G280 Lear 70, 75 Falcon 50, 900, 2000 Hawker 800XP, 4000 	1B 1B 2B 2A 1B 1B 2A 1B		<ul style="list-style-type: none"> Airbus A300 Boeing 757-200 Boeing 767-300, 400 MD-11
	<ul style="list-style-type: none"> Eclipse 500 Beech Baron 55/58 Beech King Air 100 Cessna 421 Cessna Citation M2 (525) Cessna Citation 1(500) Embraer Phenom 100 	1A 1A 1A 2A 1A 1A 1A	A/B-III 	<ul style="list-style-type: none"> Bombardier Dash 8 Bombardier Global 7500 Falcon 7X, 8X 	3 2B 2A	C/D-III <i>less than 150,000 lbs.</i> 	<ul style="list-style-type: none"> Gulfstream V Gulfstream 550, 600, 650 Global 5000, 6000 	2B 2B 2B	C/D-V 	<ul style="list-style-type: none"> Airbus A330-200, 300 Airbus A340-500, 600 Boeing 747-100 - 400 Boeing 777-300 Boeing 787-8, 9
A/B-II <i>12,500 lbs. or less</i> 	<ul style="list-style-type: none"> Beech Super King Air 200 Beech King Air 90 Cessna 441 Conquest Cessna Citation CJ2 Pilatus PC-12 	2A 1A 1A 2A 2	C/D-I 	<ul style="list-style-type: none"> Lear 35, 40, 45, 55, 60XR F-16 	1B 1A	C/D-III <i>over 150,000 lbs.</i> 	<ul style="list-style-type: none"> Airbus A319, A320, A321 Boeing 737-800, 900 MD-83, 88 	3 3 4	E-I 	<ul style="list-style-type: none"> F-15

Exhibit 2G: Historical Turboprop and Jet Operations Summary

APPROACH CATEGORY

AAC	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
A	56	90	88	94	72	208	234	158	126	138
B	786	828	822	664	480	708	616	644	658	758
C	150	238	218	194	150	246	228	218	226	220
D	158	68	72	82	66	78	80	74	64	62
E	0	0	2	0	0	0	0	0	0	0
Total	1,150	1,224	1,202	1,034	768	1,240	1,158	1,094	1,074	1,178

DESIGN GROUP

ADG	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
I	254	224	158	150	118	214	114	194	276	182
II	836	864	908	772	570	886	932	782	692	868
III	56	132	128	108	80	136	112	118	106	128
IV	2	4	8	4	0	4	0	0	0	0
V	2	0	0	0	0	0	0	0	0	0
Total	1,150	1,224	1,202	1,034	768	1,240	1,158	1,094	1,074	1,178

Exhibit 2G: Historical Turboprop and Jet Operations Summary

ARC SUMMARY

ARC	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
A-I	36	38	34	34	26	84	42	40	64	40
A-II	20	52	54	60	46	124	192	118	62	98
B-I	174	146	94	92	72	100	50	142	182	114
B-II	610	680	722	570	408	602	566	502	474	644
B-III	0	0	2	0	0	2	0	0	2	0
B-IV	2	2	4	2	0	4	0	0	0	0
C-I	38	38	26	24	18	30	22	12	30	28
C-II	74	66	64	74	52	86	98	90	96	68
C-III	36	132	124	96	80	130	108	116	100	124
C-IV	0	2	4	0	0	0	0	0	0	0
C-V	2	0	0	0	0	0	0	0	0	0
D-I	6	2	2	0	2	0	0	0	0	0
D-II	132	66	68	68	64	74	76	72	60	58
D-III	20	0	2	12	0	4	4	2	4	4
D-IV	0	0	0	2	0	0	0	0	0	0
E-I	0	0	2	0	0	0	0	0	0	0
Total	1,150	1,224	1,202	1,034	768	1,240	1,158	1,094	1,074	1,178

Table 2U: Historical and Forecast Operations by ARC

Historical/ Forecast	Year	B-I	B-II	C-I	C-II	C-III	D-II	D-III
Historical	2020	72	408	18	52	80	64	0
Historical	2021	100	602	30	86	130	74	4
Historical	2022	50	566	22	98	108	76	4
Historical	2023	142	502	12	90	116	72	2
Historical	2024	182	474	30	96	100	60	4
Historical	2025	114	644	28	68	124	58	4
Historical	CAGR	9.63%	9.56%	9.24%	5.51%	9.16%	-1.95%	0.00%
Forecast	2030	106	876	27	93	205	50	9
Forecast	2035	98	1191	27	128	340	75	18
Forecast	2045	84	2203	26	243	933	100	83
Forecast	CAGR	-1.50%	6.30%	-0.50%	6.60%	10.60%	8.40%	17.50%

Table Sources: FAA TFMSC; Coffman Associates Analysis

A-I and A-II are not shown as smaller/slower aircraft are unlikely to impact critical design aircraft.
B-III, C-IV through C-V, and D-IV and above are not shown due to minimal activity at RAL.

CAGR = compound annual growth rate

Table 2W: Airport and Runway Classifications

Classification Type	Runway 9-27: Existing/Future	Runway 9-27: Ultimate	Runway 16-34: Existing/Future/Ultimate
Airport Reference Code (ARC)	B-II	C-III	B-I(S)
Runway Design Code (RDC)	B-II-4000	C-III-4000	B-I(S)-VIS
Taxiway Design Group (TDG)	2A	2B	1A
Approach Reference Code (APRC)	B/II/4000	B/II/4000	B/I(S)/4000
Departure Reference Code (DPRC)	B/II	B/II	B/I(S)

Table Source: FAA AC 150/5300-13B, Airport Design

APRC and DPRC data can be found in FAA AC 150/5300-13B, Appendix L, Tables L-1 and L-2.

N/A = not applicable

NEXT STEPS

- ▶ **Phase 2 Elements** – Facility Requirements & Airport Development Alternatives
- ▶ **PAC Meeting #3** – PAC meeting planned for Fall 2026 to review Phase 2 materials
- ▶ **Public Information Workshop #2** – Same evening as PAC meeting

WE WANT TO HEAR FROM YOU!

Direct any questions or comments after this meeting to Coffman Associates team members

Matt Quick: mquick@coffmanassociates.com

Tyler Stuber: tstuber@coffmanassociates.com

or visit the project website to submit comments online.

ral.airportstudy.net