

Welcome to the Public Information Workshop

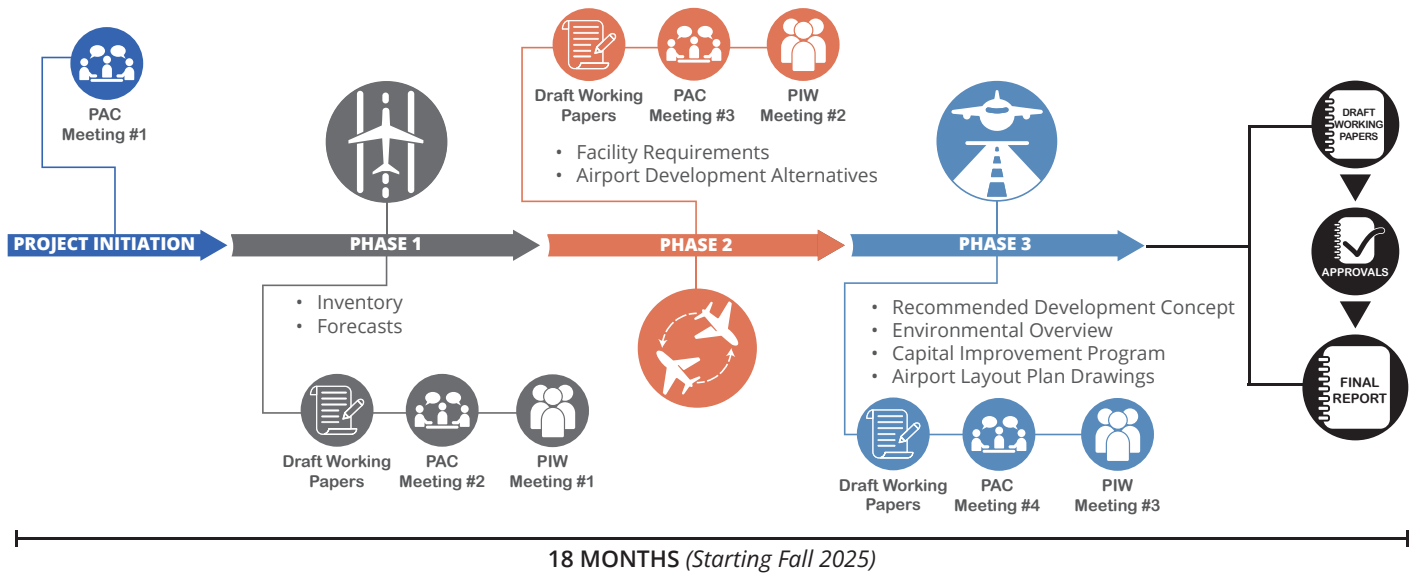
- Participate in the open house meeting format
- Visit the information stations
- Discuss study elements with the project team
- Offer your comments via comment sheets and the project website
- Obtain additional information or submit a comment from the project website:

ral.airportstudy.net

SCAN ME



Master Plan Project Workflow



What a Master Plan Is/Is Not

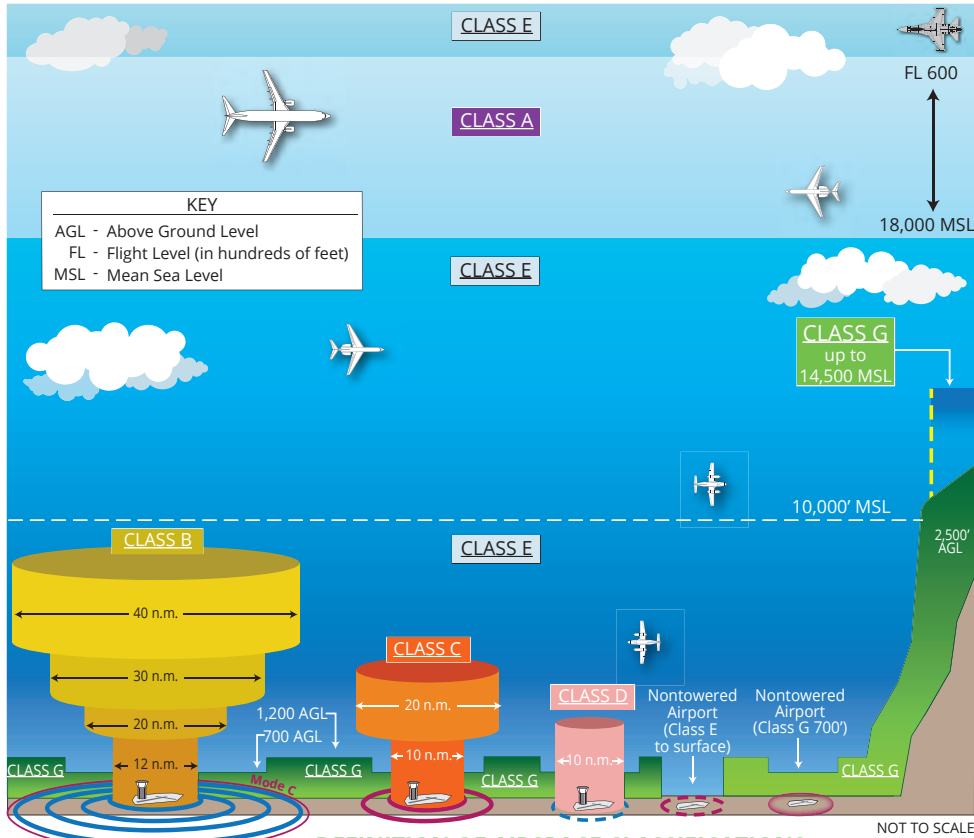
What an Airport Master Plan is:

- A comprehensive, long-range study of the airport and all air and landside components that describes plans to meet FAA safety standards and future aviation demand.
- Recommended by the FAA to be conducted every 7-10 years to ensure plans are up-to-date and reflect current conditions and FAA regulations. The last master plan for RAL was completed in 2010.
- A local document that will ultimately be presented for approval to the City of Riverside. The FAA approves the aviation demand forecasts and airport layout plan (ALP) drawing set.
- An opportunity for airport stakeholders and the general public to engage with airport staff on issues related to the airport, its current and future operations, and environmental and socioeconomic impacts. Three public information workshops will be held over the course of the master plan study.

What an Airport Master Plan is not:

- A guarantee that the airport will proceed with any planned projects. Master plans are guides that help airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.
- A guarantee that the City of Riverside, Caltrans, or the FAA will fund any planned projects. Project funding is considered on a project-by-project basis and requires appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.
- A binding or static plan. Elements of the master plan may be updated to reflect changes in aviation activity at the airport, economic conditions of the region, or the goals of the City of Riverside.
- Environmental clearance for specific projects. The master plan includes an environmental overview that identifies potential environmental sensitivities per National Environmental Policy Act of 1969 (NEPA) guidelines. Most planned projects will require a separate NEPA study (environmental impact statement/environmental assessment/categorical exclusion) prior to construction.

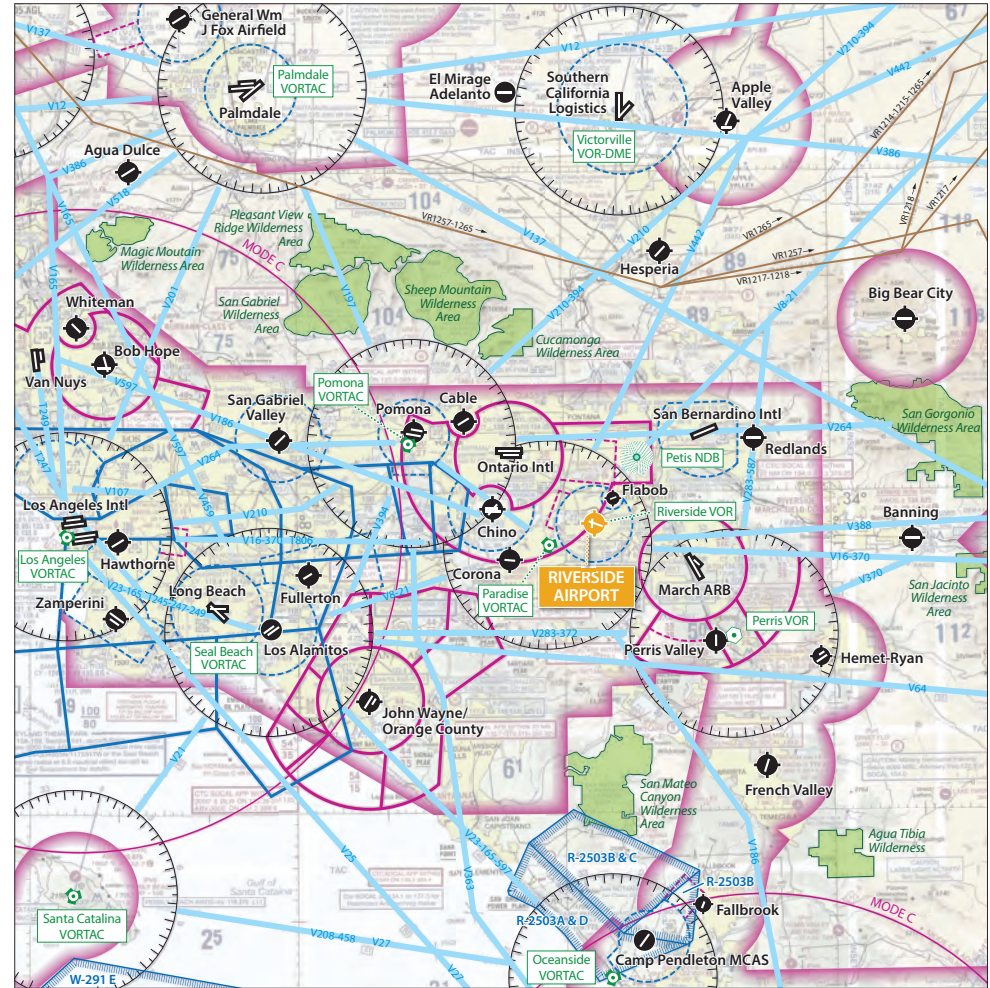
Airspace Classification



- CLASS A** Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rules (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 a 1,200' AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: Federal Aviation Administration

Vicinity Airspace

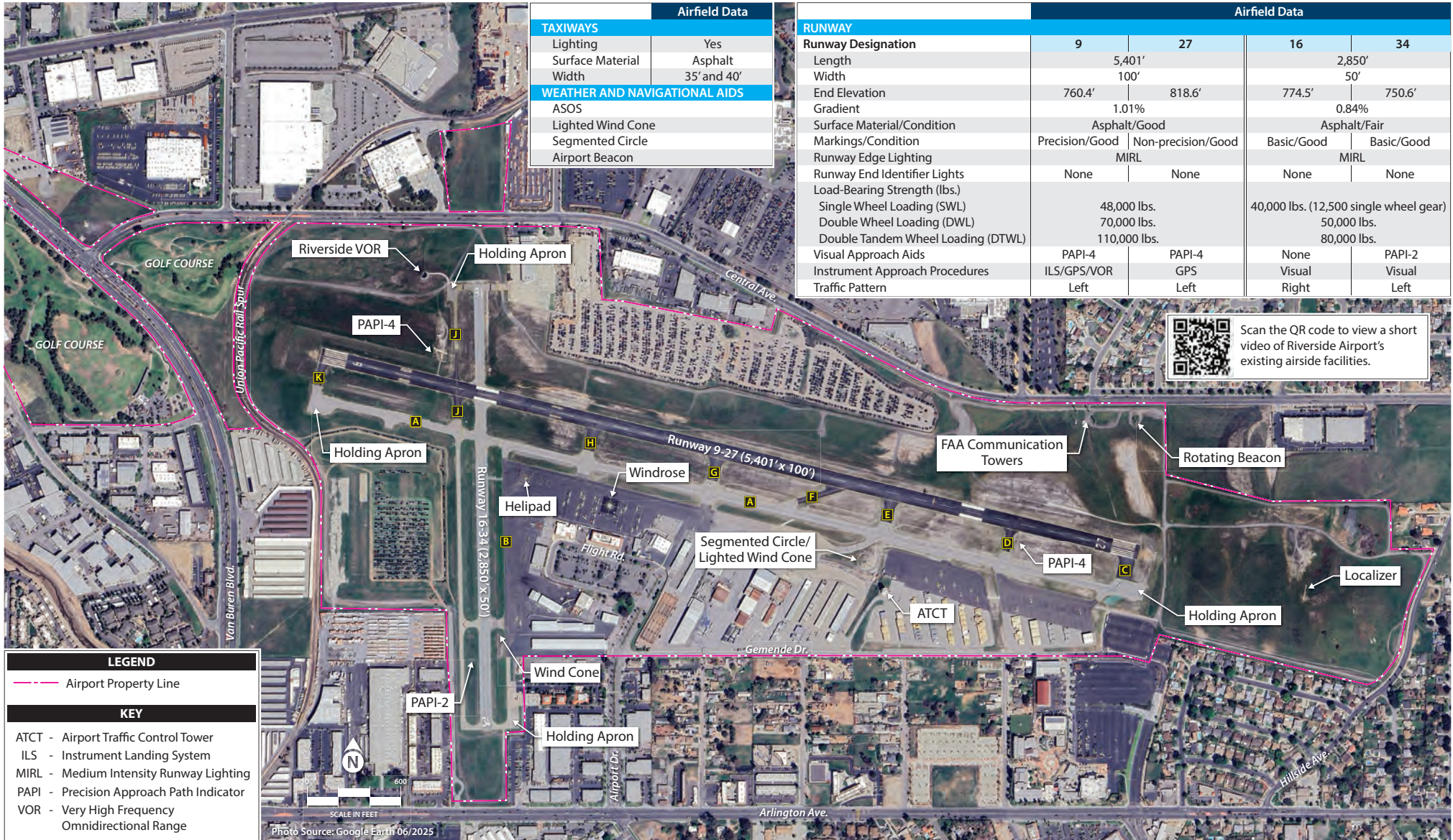


LEGEND

- 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 (sfc) 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

Existing Airside Facilities



| Airfield Data | |
|--------------------------------------|-------------|
| TAXIWAYS | |
| Lighting | Yes |
| Surface Material | Asphalt |
| Width | 35' and 40' |
| WEATHER AND NAVIGATIONAL AIDS | |
| ASOS | |
| Lighted Wind Cone | |
| Segmented Circle | |
| Airport Beacon | |

| Runway | | Airfield Data | | | |
|------------------------------------|----------------|--------------------|--|------------|--|
| 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 | | MIRL | | |
| Runway End Identifier Lights | None | None | None | None | |
| Load-Bearing Strength (lbs.) | | | 40,000 lbs. (12,500 single wheel gear) | | |
| Single Wheel Loading (SWL) | 48,000 lbs. | | 50,000 lbs. | | |
| Double Wheel Loading (DWL) | 70,000 lbs. | | 80,000 lbs. | | |
| Double Tandem Wheel Loading (DTWL) | 110,000 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

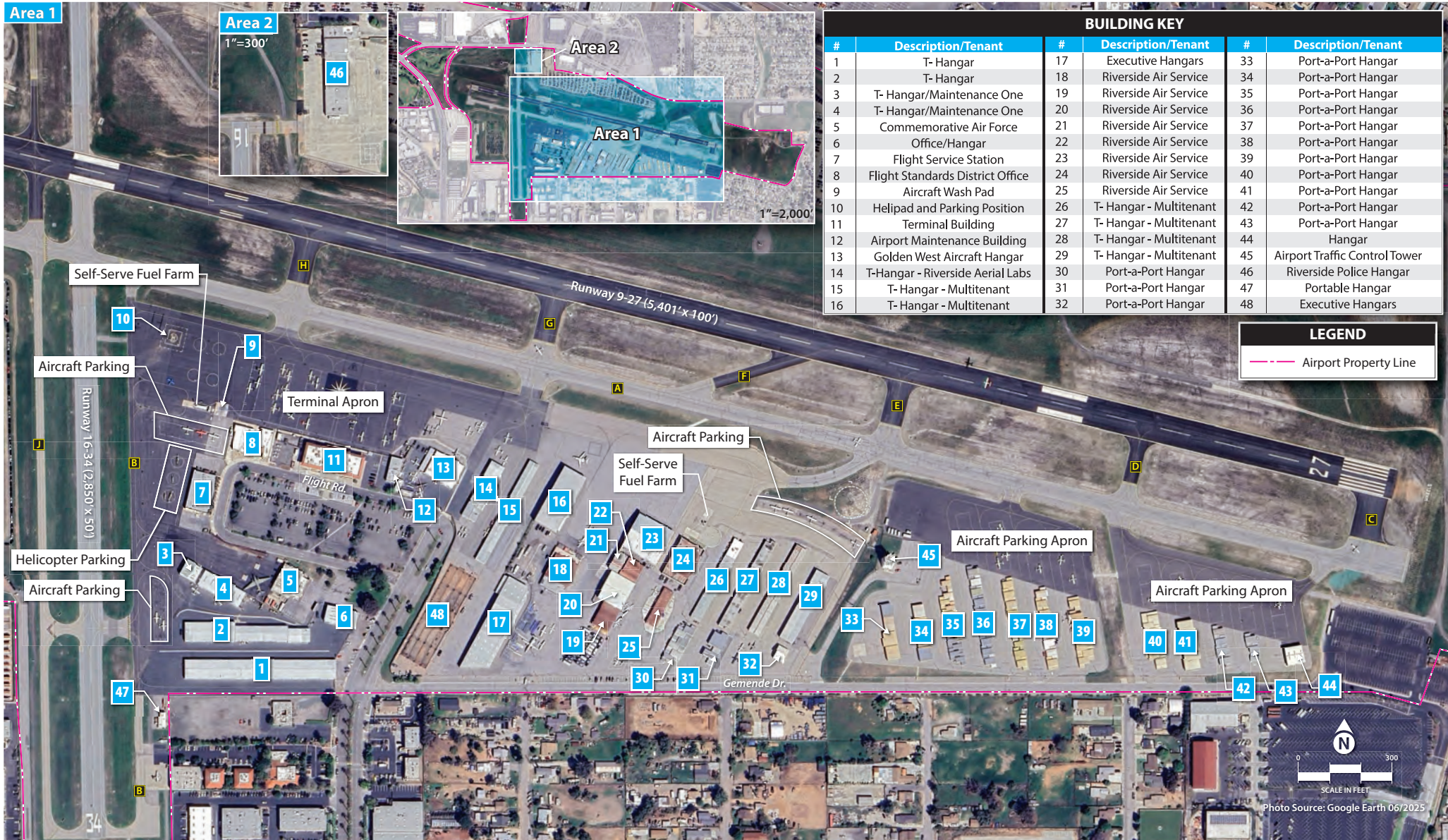
--- Airport Property Line

KEY

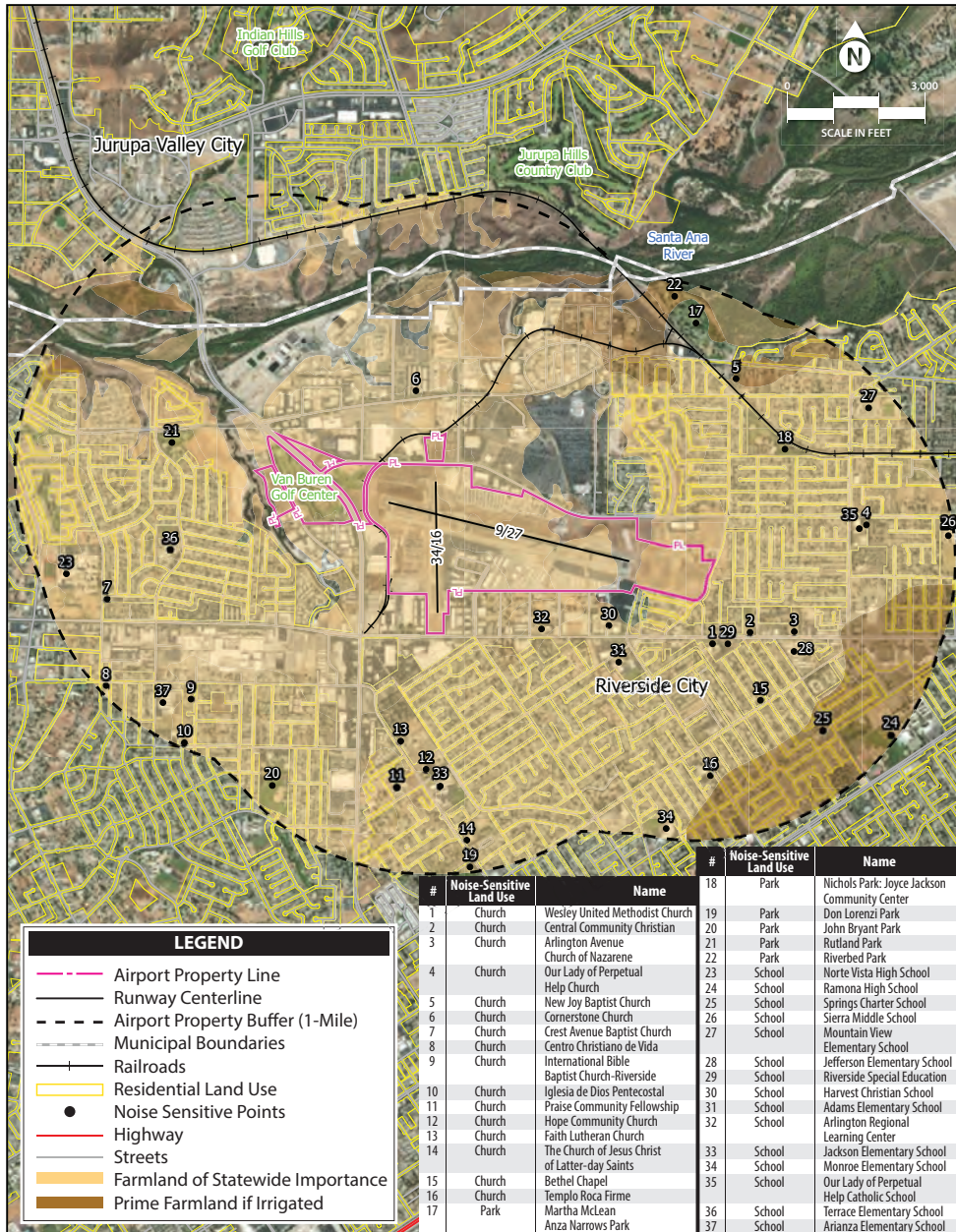
ATCT - Airport Traffic Control Tower
 ILS - Instrument Landing System
 MIRL - Medium Intensity Runway Lighting
 PAPI - Precision Approach Path Indicator
 VOR - Very High Frequency Omnidirectional Range

SCALE IN FEET
 600
 Photo Source: Google Earth 06/2025

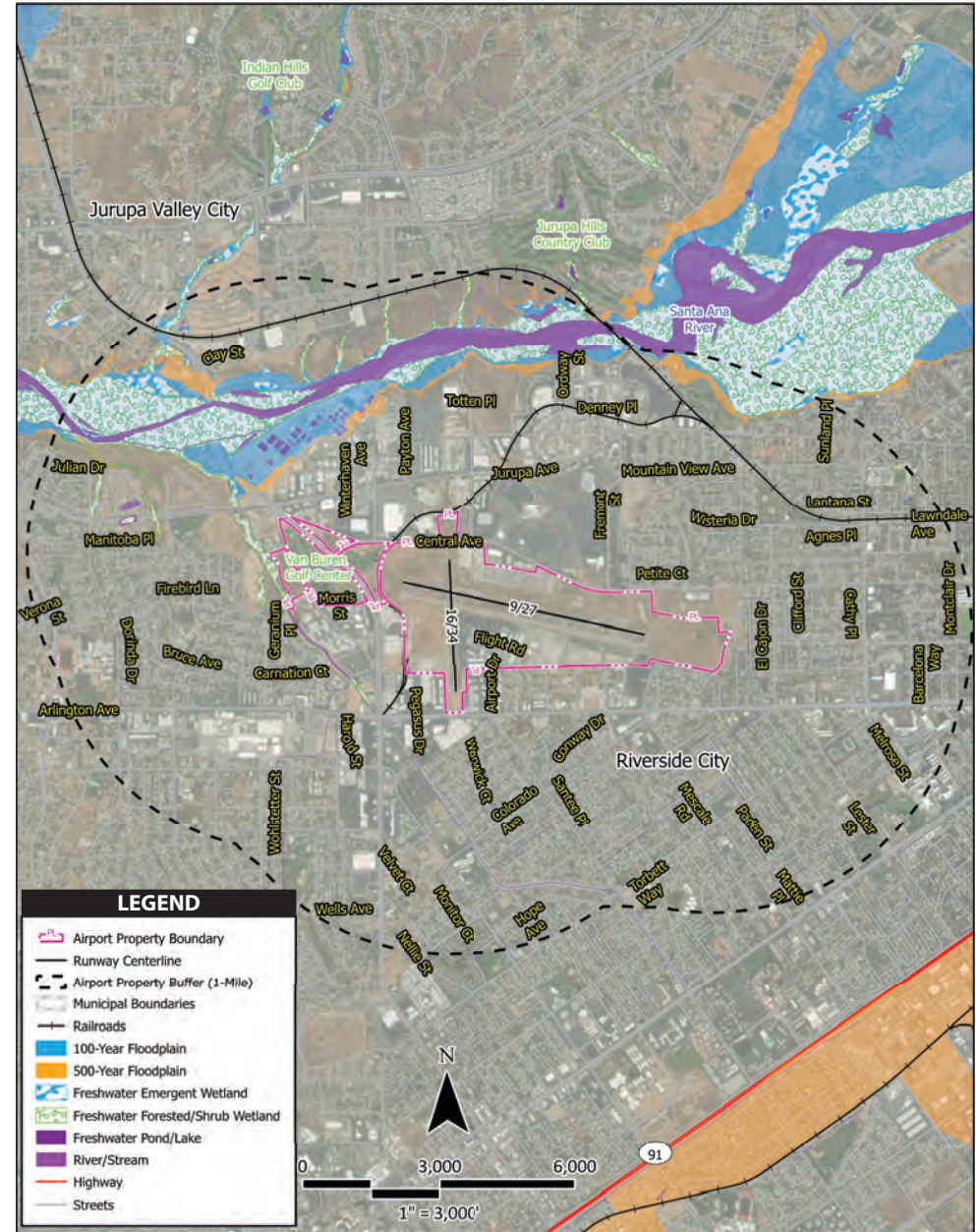
Landside Facilities



Urban Resources

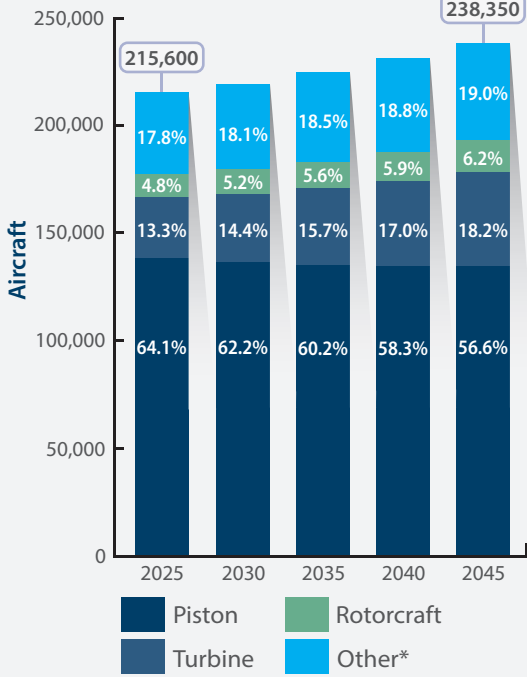


Natural Resources



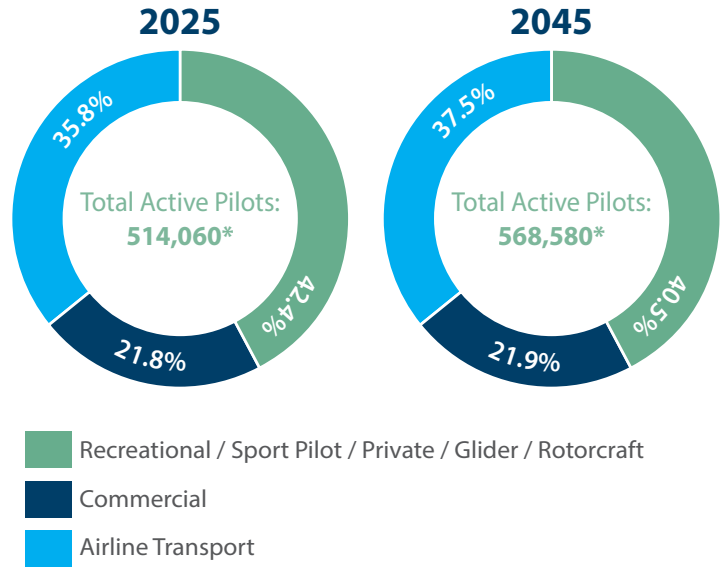
National General Aviation Forecasts

U.S. Active General Aviation Aircraft



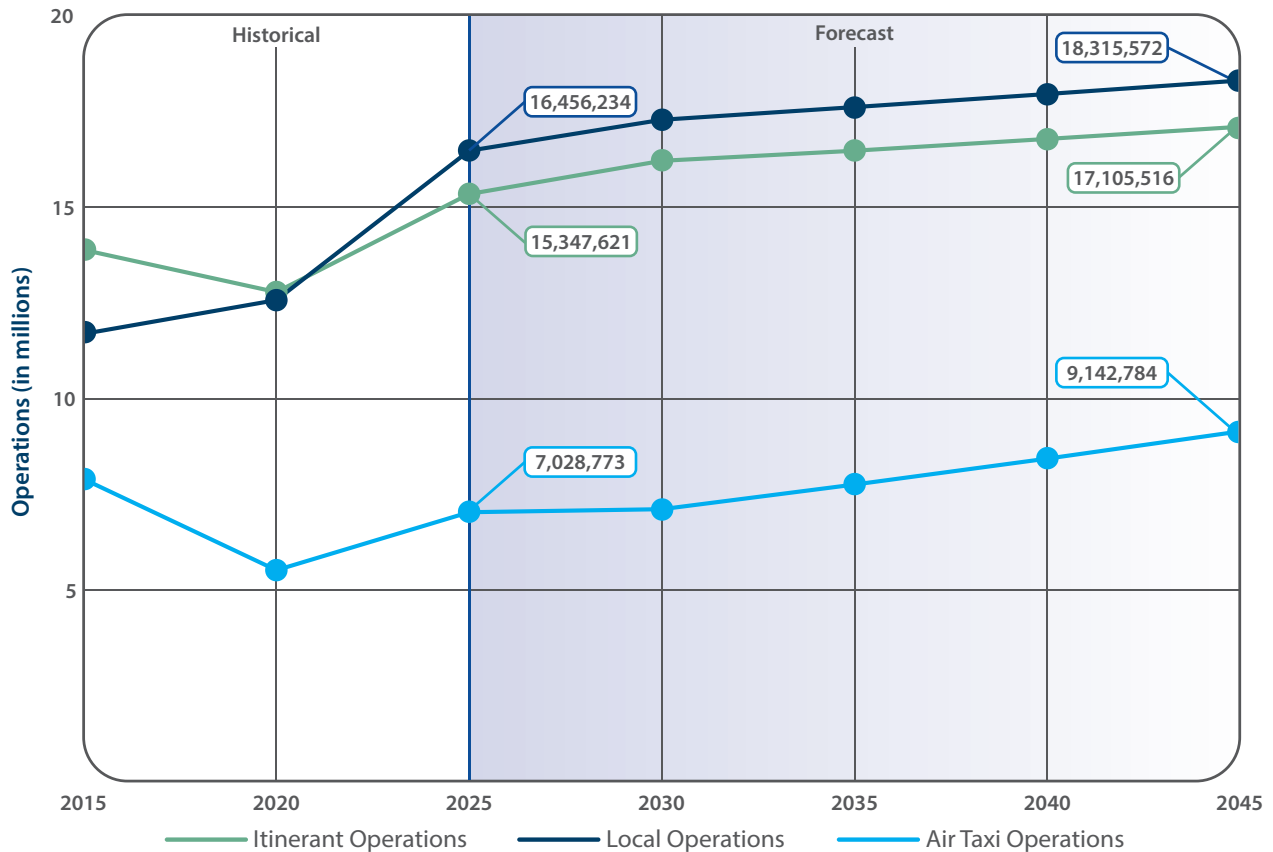
*The other category includes gliders and balloons

Active Pilots By Certificate



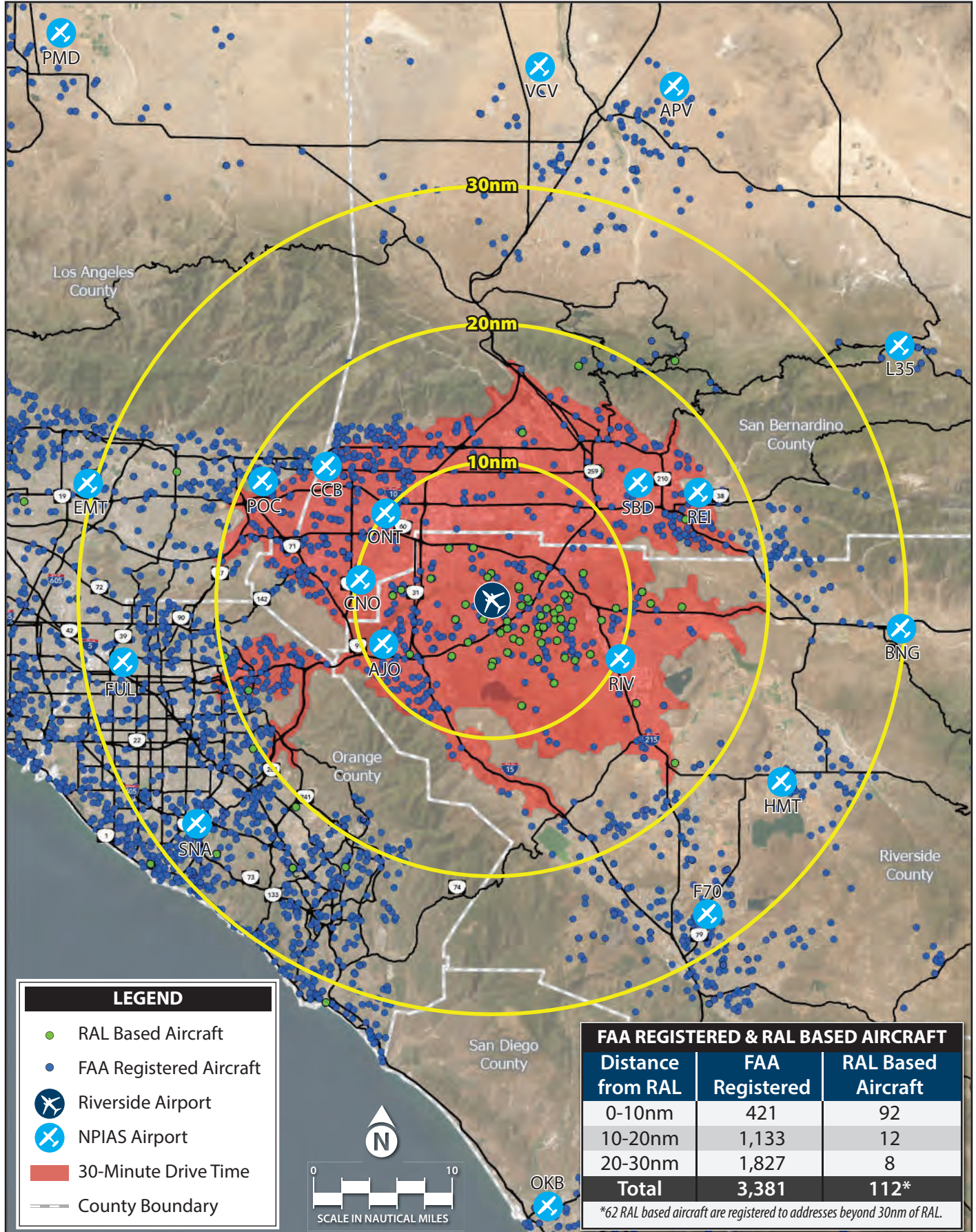
*Excludes Student Pilot Certificates

U.S. General Aviation and Air Taxi Operations



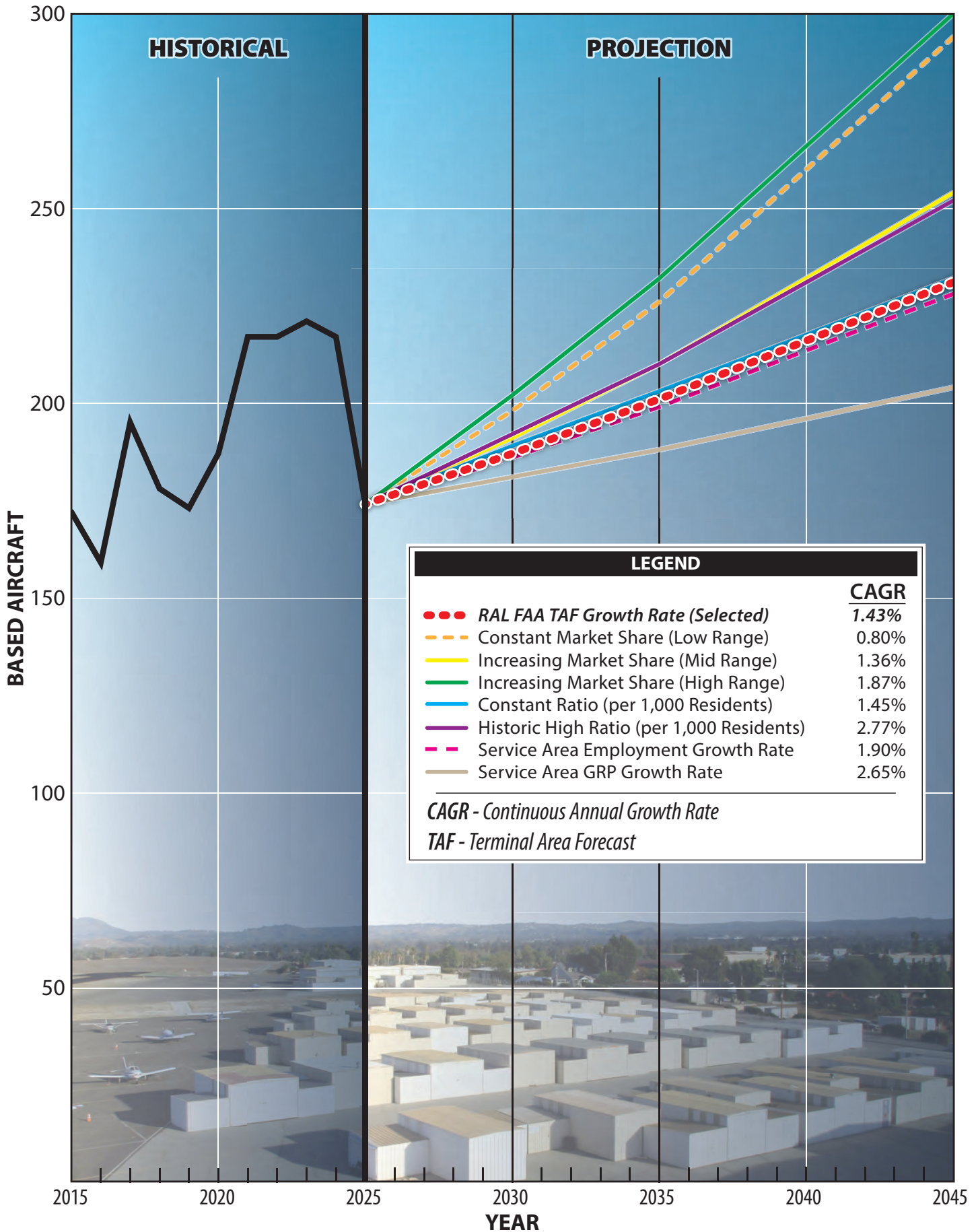
Source: FAA Aerospace Forecasts FY2025-2045

Airport Service Area

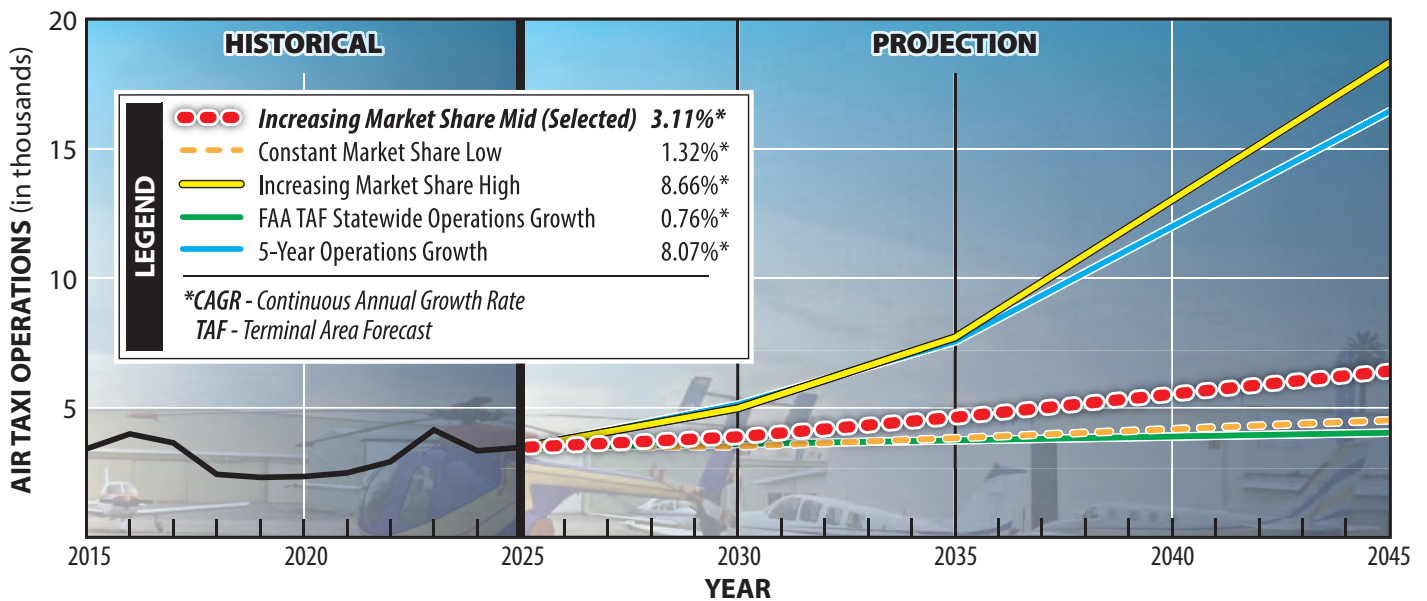
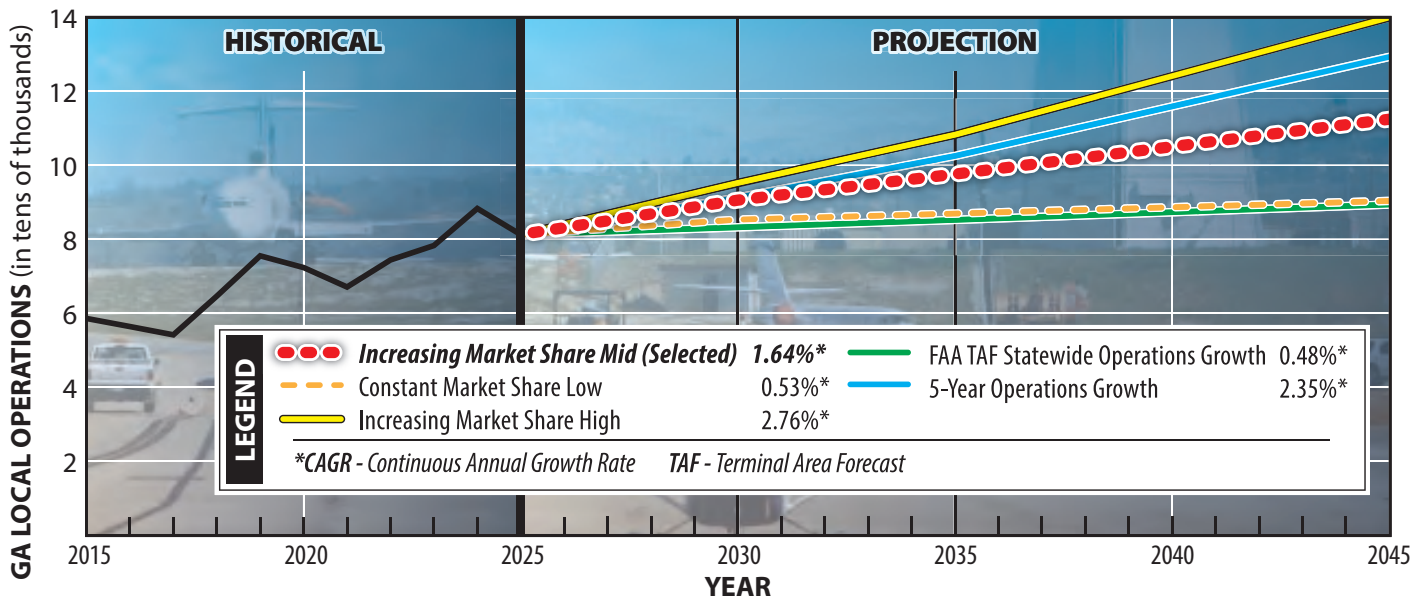
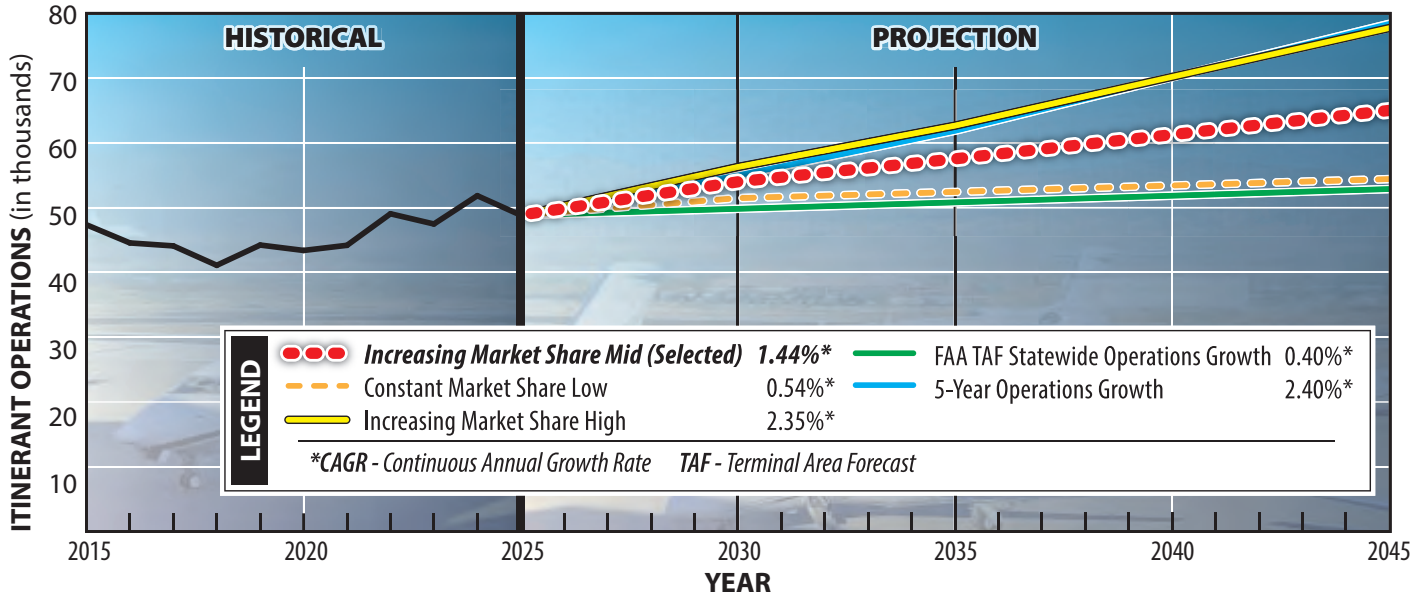


Source: ESRI Basemap Imagery (2024), FAA Registered Aircraft 2024 (most recent data available), RAL Based Aircraft List, Coffman Associates analysis

Based Aircraft Forecasts



General Aviation Operations Forecasts



Forecast 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 |



Aircraft Classification Parameters

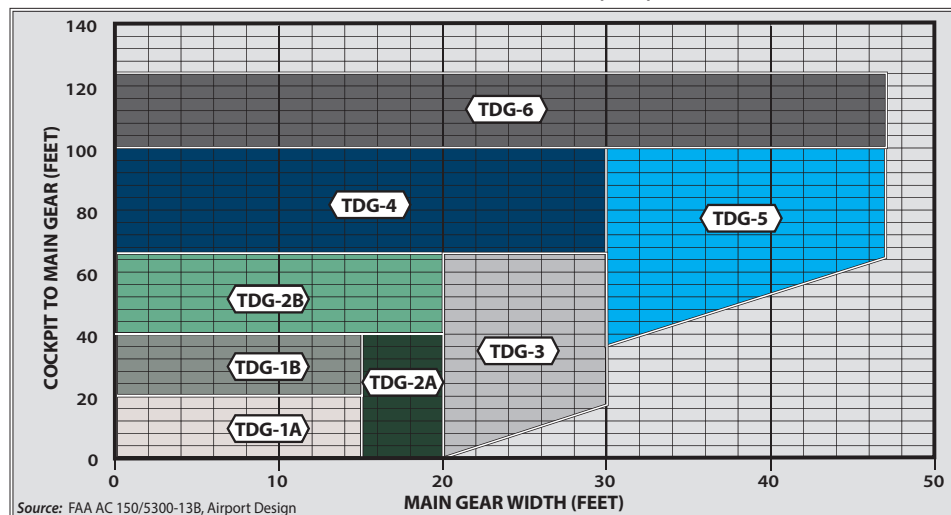
| AIRCRAFT APPROACH CATEGORY (AAC) | |
|----------------------------------|---|
| Category | Approach Speed |
| A | less than 91 knots |
| B | 91 knots or more but less than 121 knots |
| C | 121 knots or more but less than 141 knots |
| D | 141 knots or more but less than 166 knots |
| E | 166 knots 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 |

*RVR: Runway Visual Range

TAXIWAY DESIGN GROUP (TDG)



Aircraft Reference Codes

| | | | | | |
|---|---|--|---|---|--|
| A-I  | <ul style="list-style-type: none"> Beech Bonanza Cessna 150, 172 Piper Comanche, Seneca | 1A 1A 1A | C/D-II  | <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 |
| B-I  | <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 | 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 |
| 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-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 |
| B-II <i>over 12,500 lbs.</i>  | <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 | C/D-IV  | <ul style="list-style-type: none"> Airbus A300 Boeing 757-200 Boeing 767-300, 400 MD-11 | 5 4 5 6 |
| A/B-III  | <ul style="list-style-type: none"> Bombardier Dash 8 Bombardier Global 7500 Falcon 7X, 8X | 3 2B 2A | 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 | 5 6 5 6 5 |
| C/D-I  | <ul style="list-style-type: none"> Lear 35, 40, 45, 55, 60XR F-16 | 1B 1A | E-I  | <ul style="list-style-type: none"> F-15 | 1B |

Note: Aircraft pictured is identified in bold type.

Historical Turboprop and Jet Operations

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 |

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 |

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