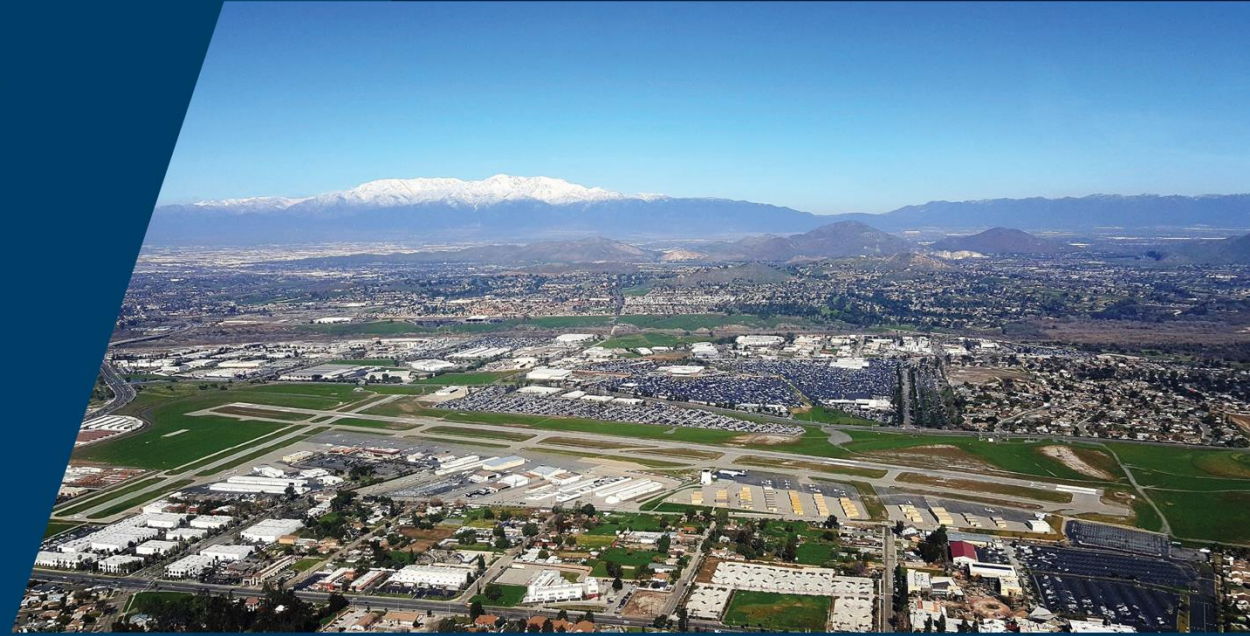


# MASTER PLAN



RIVERSIDE  
A I R P O R T

## PAC MEETING #1 AGENDA

Tuesday, November 4, 2025

1. Welcome/Introductions
2. Purpose of the Master Plan
3. National Plan of Integrated Airport Systems (NPIAS) Role
4. Airport Information
5. Master Plan Process
6. Role of the Planning Advisory Committee
7. Strengths, Weaknesses, Opportunity, & Threats (SWOT) Analysis
8. Open Discussion/Questions

## PURPOSE OF THE MASTER PLAN

- Provides a visioning document to guide the City of Riverside and other decision makers regarding the future development of the airport over the next 20 years
- Evaluates the airport aviation demand potential
- Addresses local, regional, and national changes in the aviation industry that could impact the development of the airport
- Identifies and plans for potential capital projects well in advance so proper coordination, approvals, financing, design, and construction can take place in a timely manner
- Obtains approval of new aviation demand forecasts and an updated Airport Layout Plan (ALP)
- Increases stakeholder/public awareness of the airport's goals and objectives

## THE NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS

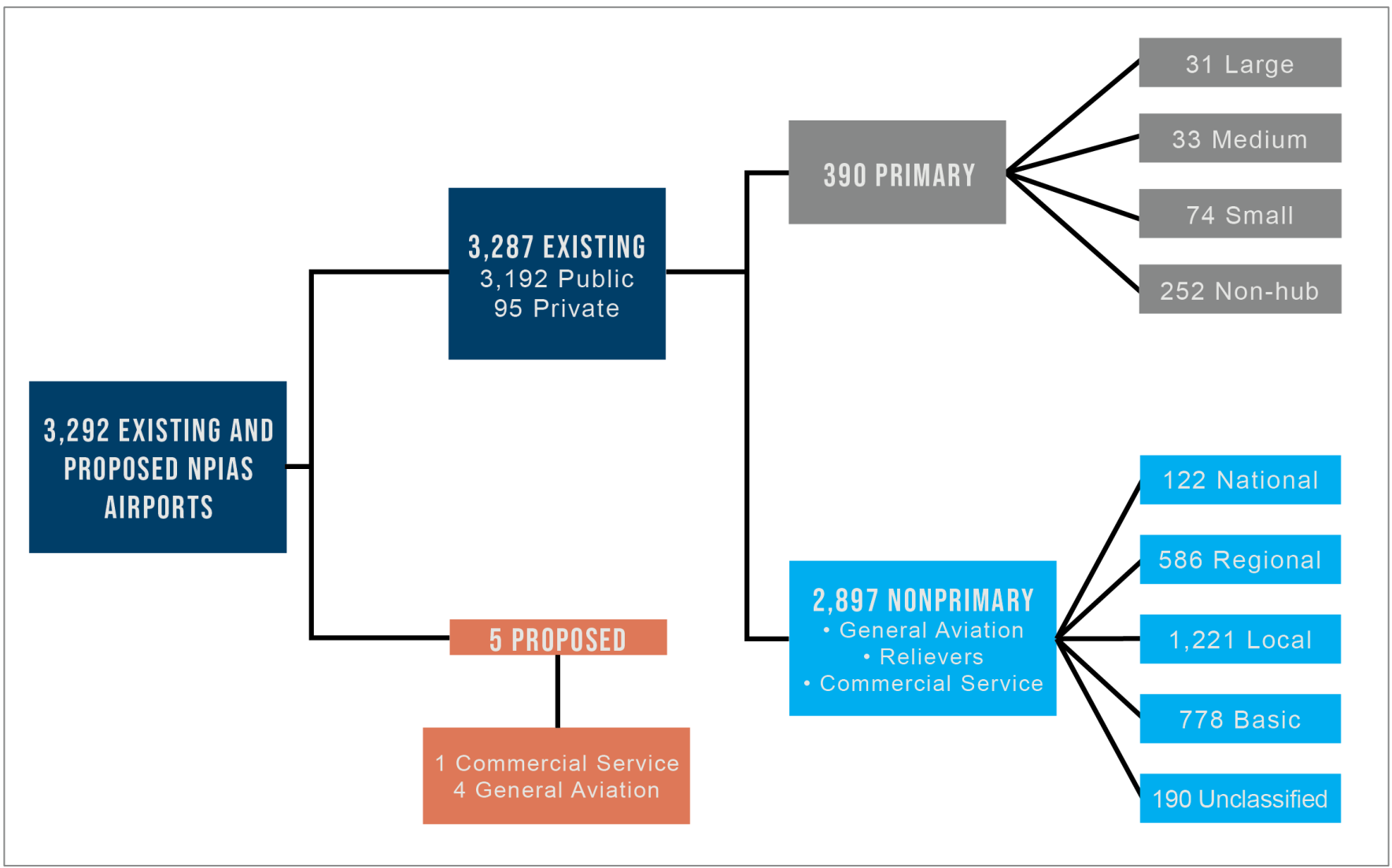
### *What is the NPIAS?*

- Identifies airports significant to air transportation and eligible to receive federal funding
- Categorizes airports by their role in the national system
- Provides a 5-year estimate of Airport Improvement Program (AIP) eligible development
- Federal Aviation Administration (FAA) reevaluates and updates every two years

### *NPIAS principles – airports should...*

- Be safe, efficient, and developed to appropriate standards
- Be flexible and expandable, able to meet increased demand and accommodate new aircraft types
- Be compatible with surrounding communities
- Be adaptable to new technology and airspace changes

### 2025-2029 NPIAS CATEGORIES AND ROLES



## 2025-2029 NPIAS CATEGORIES AND ROLES

FAA Airport Classifications		
FAA Airport Category		Regional Example
Primary Commercial Service	Large Hub	Los Angeles International Airport (LAX)
	Medium Hub	Ontario International Airport (ONT)
	Small Hub	Palm Springs International Airport (PSP)
	Non-hub	San Bernardino International Airport (SBD)
Nonprimary Commercial Service		Hawthorne Municipal Airport (HHR) (National)
Reliever		<b>Riverside Airport (RAL) (Regional)</b>
General Aviation	National	Jacqueline Cochran Regional Airport (TRM)
	Regional	Corona Municipal Airport (AJO)
	Local	Fallbrook Community Airpark (L18)
	Basic	Twentynine Palms Airport (TNP)
	Unclassified	Needles Airport (EED)

## RIVERSIDE AIRPORT'S ROLE IN THE NPIAS

### California NPIAS Airports

- **188 Total**
- 23 Commercial Service
- 165 General Aviation
  - 58 National/Regional
  - 88 Local/Basic
  - 19 Unclassified

### Riverside Airport

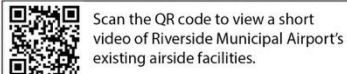
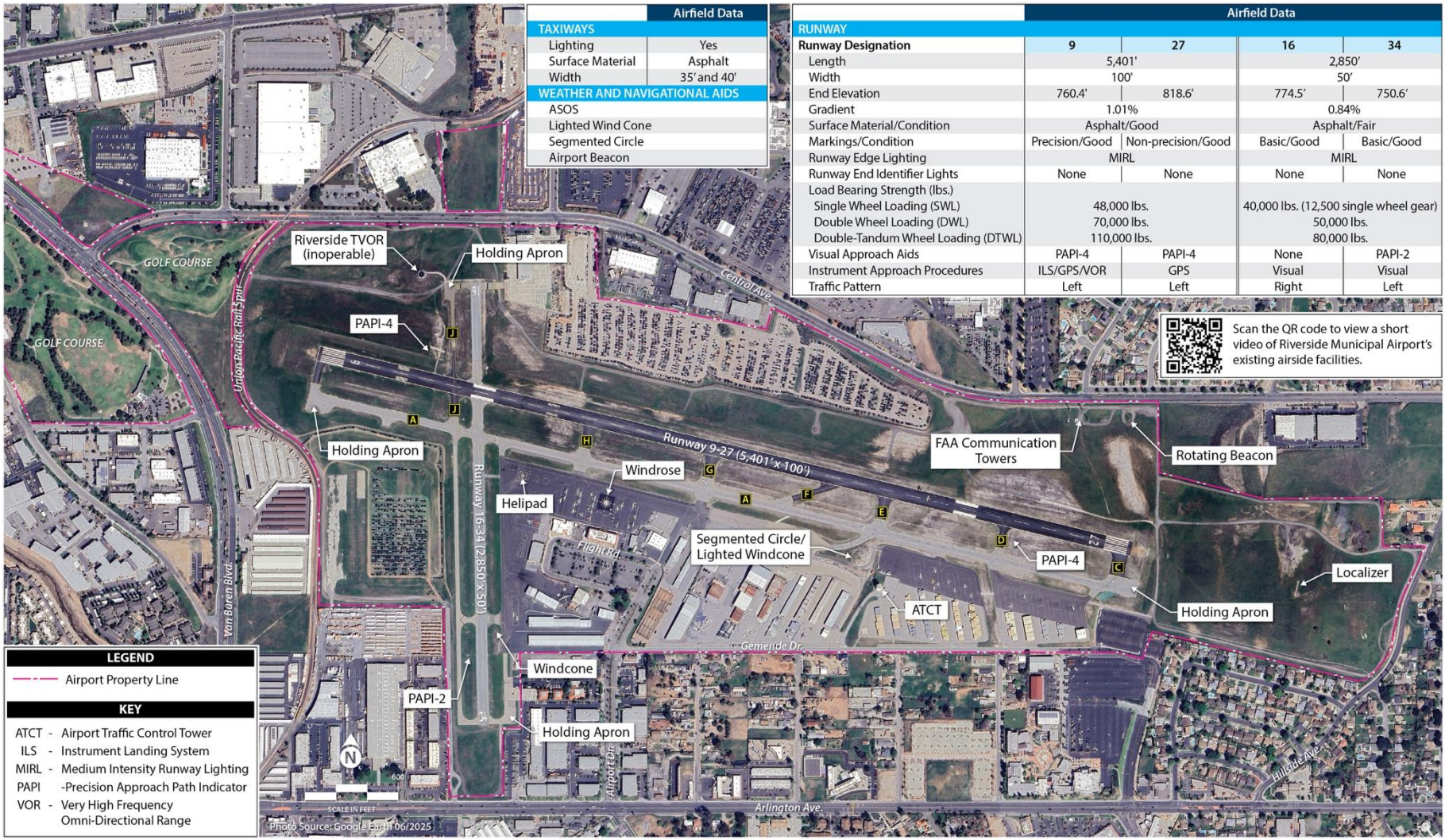
- Regional GA Reliever Airport

### Regional GA Airports...

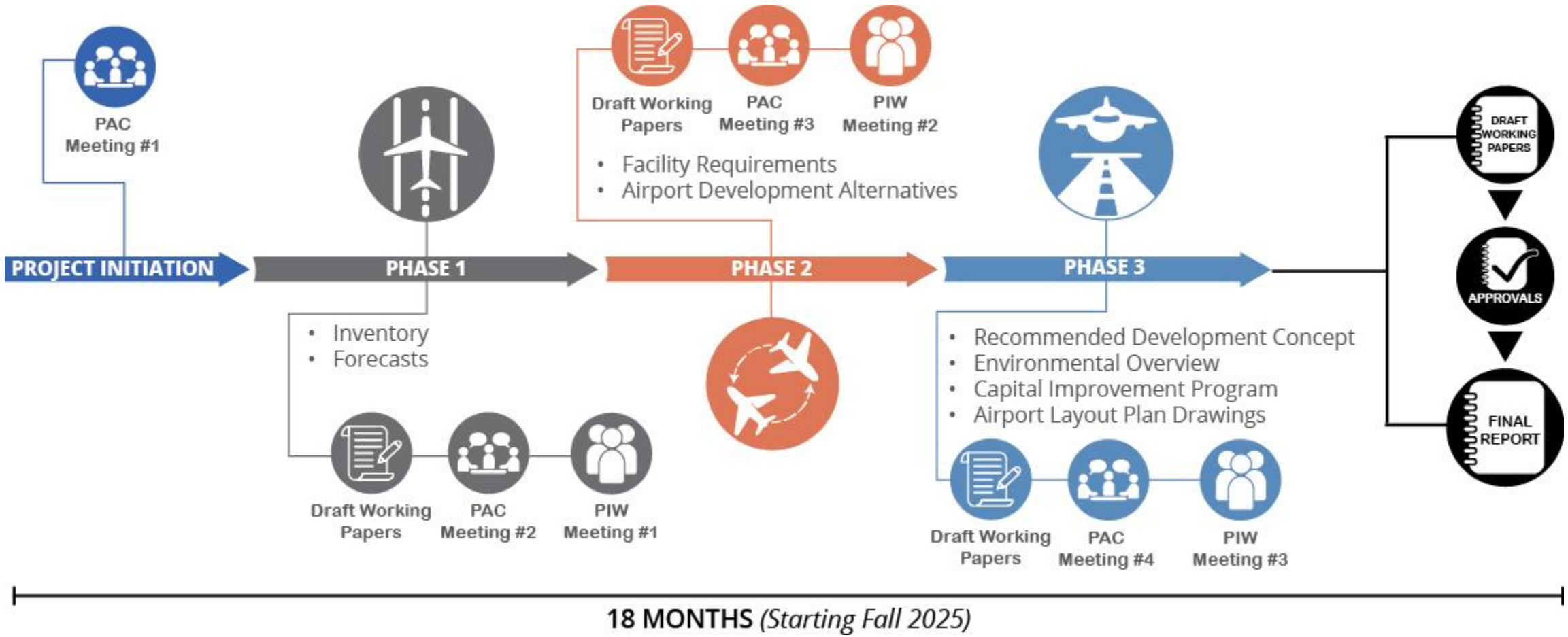
- Account for 18% of all NPIAS airports
- Located in metropolitan areas
- High levels of activity
- Average 90 based aircraft (including 3 jets)



# AIRPORT INFORMATION



# MASTER PLAN PROCESS AND ELEMENTS



## ROLE OF THE PLANNING ADVISORY COMMITTEE

- The **purpose** of the Planning Advisory Committee (PAC) is to provide the City of Riverside and the planning consultant (Coffman Associates) with input into the Airport Master Plan.
- The **members** of the PAC are intended to represent a variety of organizations and individuals with interest in the use and development of the Riverside Airport. These include governmental interests, aviation and non-aviation interests, and area economic development interests.
- The **role** of the PAC is to review elements of the study while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the Master Plan.
- The PAC is a *non-voting advisory body*. While all comments made by the PAC members will be considered by the Consultant in developing the draft and final versions of the Master Plan, the PAC will not vote to approve or disapprove elements of the study.

## EXPECTATIONS OF THE PLANNING ADVISORY COMMITTEE

- **Committee meetings** will be held periodically throughout the preparation of the Master Plan. There are four (4) meetings planned at this time. Attendance is strongly encouraged. If you are unable to attend any given meeting, please send a representative who can represent you or your organization. A series of three (3) **Public Information Workshops** will be held following PAC meetings, and members of the PAC and their organizations are invited to attend.
- During the Master Plan process, electronic working papers will be sent to PAC members approximately one week before the PAC meeting. It would be greatly appreciated if **comments** are submitted within two weeks following the meeting, although the working papers are considered draft until the end of the project, so feel free to provide comments for materials at any point prior to the final report. Comments can be submitted electronically through the project website dedicated to this study ([www.ral.airportstudy.net](http://www.ral.airportstudy.net)).
- Comments or questions regarding the PAC, meetings, or working papers should be directed to Matt Quick or Tyler Stuber with Coffman Associates at 602-993-6999 / 816-524-3500.



## NEXT STEPS

- **Phase 1 Elements** – Inventory & Forecasts
- **PAC Meeting #2** – March timeframe; draft working papers available for review approx. one week prior to meeting
- **Public Information Workshop #1** – Held same day as PAC Meeting #2; we encourage you to invite your associates and members of the public
- **Phase 2 Element** – Begin work on Facility Requirements & Airport Development Alternatives following PAC Meeting #2

# QUESTIONS?

We want to hear from you!

Direct any questions or comments after this meeting to Matt Quick or Tyler Stuber with Coffman Associates or visit the project website to submit comments online.

[ral.airportstudy.net/](http://ral.airportstudy.net/)