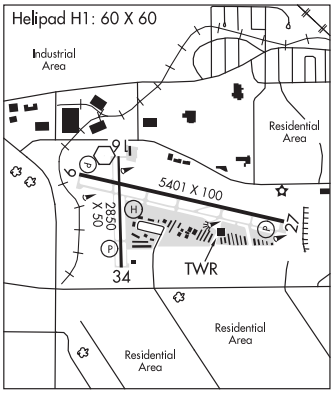
RIVERSIDE (RAL)(KRAL) 4 SW UTC–8(–7DT) N33°57.11′ W117°26.71′
819 B TPA—See Remarks NOTAM FILE RAL MON Airport
RWY 09–27: H5401X100 (ASPH) S–48, D–70, 2S–89, 2D–110 MIRL
1.1% up E
RWY 09: PAPI(P4L)—GA 3.0° TCH 41′.
RWY 27: PAPI(P4L)—GA 3.0° TCH 40′. Ground.
RWY 16–34: H2850X50 (ASPH) S–40, D–50, 2D–80 MIRL
0.8% up N
RWY 16: Rgt tfc.
RWY 34: PAPI(P2L)—GA 3.0° TCH 36′.
SERVICE: S4 **FUEL** 100LL, JET A **OX** 1, 2, 3, 4 **LGT** ACTIVATE MIRL Rwy 09–27 and Rwy 16–34, twy lgts, helipad perimeter lgts—CTAF. PAPI Rwy 09, Rwy 27, and Rwy 34 opr continuously.



AIRPORT REMARKS: Attended Mon–Fri 1500–0100Z‡, Sat–Sun 1400–0000Z‡. For fuel after hrs call 951–321–0091. Numerous power lines 1780′–2887′ N of Rwy 16 thld at or blo 80′ AGL. Rwy 27 –20 ft ditch 50 ft fm Rwy 27 thld. Rwy 27 dep: For noise mgmt, after dep turn right 10°; assume crs after rchg 2139(1500). Rwy 16–34 limited by arpt operator to 12500 lbs single wheel gear. Power plant 3000′ N of Rwy 16 thld producing thermal plume, avoidance advised. TPA—1819(1000) light acft, 2319(1500) jet and all other acft. Acft departing Rwy 09 and Rwy 27 not visible to acft at other end of rwy. S 1400′ of Rwy 34 and Twy J and S 500′ of Twy B not visible from the twr. Twy L not visible from twr. Twy E steep slope. For Noise Mgmt: Not turns bfr arpt bdry and 2139(1500). No high power eng maint runs btn 2200–0700 lcl. Turbine eng acft: Preferred rolling tkof for noise mgmt.
AIRPORT MANAGER: 951-351-6113
WEATHER DATA SOURCES: ASOS 128.8 (951) 352–4392. LAWRS.
COMMUNICATIONS: CTAF 121.0 **ATIS** 128.8 951–688–7257 **UNICOM** 122.95
Ⓡ **SOCAL APP/DEP CON** 135.4
TOWER 121.0 (1500–0400Z‡) **GND CON** 124.125
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

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AIRSPACE: CLASS D svc 1500–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (VH) (H) VORTACW 112.2 PDZ Chan 59 N33º55.10´ W117º31.80´ 050º 4.7 NM to fld. 1432/15E.
TACAN AZIMUTH unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
VOR unusable:
000º–006º byd 40 NM
007º–017º byd 40 NM blo 10,000´
007º–017º byd 48 NM
010º–015º byd 20 NM blo 10,000´
018º–024º byd 40 NM
025º–035º blo 10,700´
025º–035º byd 44 NM
036º–040º byd 40 NM
041º–051º byd 40 NM blo 25,000´
052º–065º byd 40 NM
080º–088º byd 40 NM
108º–118º byd 40 NM blo 9,000´
108º–118º byd 53 NM
119º–144º byd 40 NM blo 12,000´
119º–144º byd 85 NM
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
145º–190º byd 25 NM blo 10,000´
145º–190º byd 39 NM blo 13,500´
DME unusable:
130º–145º byd 25 NM blo 5,000´
145º–190º blo 8,000´
190º–230º blo 10,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´
VOR unusable:
190º–230º byd 28 NM blo 15,000´
190º–230º byd 40 NM
285º–300º byd 40 NM
301º–311º byd 40 NM blo 18,000´
310º–325º byd 35 NM blo 10,900´
325º–345º byd 25 NM blo 11,500´
345º–360º byd 35 NM blo 10,500´

(VL) VORW 108.6 RAL N33º57.31´ W117º26.99´ at fld. 778/14E.
VOR unusable:
017º–074º byd 40 NM
125º–150º
151º–163º byd 40 NM
170º–189º byd 25 NM
190º–265º
300º–016º byd 20 NM

ILS 110.9 I–RAL Rwy 09. Class IB. Unmonitored when ATCT closed. LOC unusable beyond 10º left of course. Autopilot coupled approaches not applicable blo 1,192´ MSL (1.2 NM fm thld).

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HELIPAD H1: H60X60 (ASPH) PERIMETER LGTS
HELIPORT REMARKS: ACTIVATE perimeter lgts Helipad H1—121.0.