

From: [Keith Eyler](#)
To: [Nathan Perez](#)
Subject: Perris Airport Logistics center NOP
Date: Wednesday, November 1, 2023 11:14:26 AM

Dear Mr. Nathan Perez,

I'm writing in regards to the proposed logistics center EIR / NOP planned right on top of the Perris Valley Airport.

In the NOP the airport was sighted for use of "Recreation flights." That was statement was only vaguely correct. The airport is one of the largest skydiving facilities in the world. Many civilian and foreign military groups use Skydive Perris for it's year round weather, open space and instructional facilities to accommodate such specialized groups (think Navy Seals). These groups bring year round tax income to the local community as demonstrated back in the 70s and 80s with the use of \$2 bills as change at the airport. Two dollar bills showed up in force around the local community, to the point local merchants began to ask Perris to not use them as change.

I've been flying for and skydiving at the Perris Airport for over 15 years. The proposed building height of some 53' above the runway surface in such close proximity to the runway and skydiver landing area will create a hazard to aerial navigation for aircraft and skydivers under inflatable airfoils (rule of thumb in the skydivers information manual in 10-20 times the height downwind). The downwind effects of a large tip up style building being proposed will create a turbulence zone more than half the length of the runway will create a landing and departure hazard up to 2000' downwind which covers the runway and skydiver landing facilities. This is already apparent with the much shorter steel and agricultural building west of Skydive Perris (250' to the runway centerline). It's location creates a turbulent zone in the center of the runway that also effects our grass landing are for skydivers with any type of typical west winds.

The result, the airport will be turbulent to skydivers and aircraft. An increase in aircraft landing accidents will occur, skydives will suffer injuries and possible death due to collapsing canopies in turbulent air. The parking area located next to the east side of the runway will create a hazard for any skydiver not able to currently make it back to the main landing area.

What to do with the land? Building near airports is tricky. The light industrial space could be better utilized with smaller structures. Single story style self storage, RV storage, a golf course or driving range, a paintball park etc. Business or buildings that are much shorter and do not create a hazard or the consideration to change the land to designated agriculture use. As an example use the recent construction of tip up buildings near the runways at March Air Reserve base. The same large buildings are located some 1800 feet from their runway. The buildings at Perris would be 1/4 that distance.

Perris Valley airport has been in existence for over 90 years, Skydive Perris has been the owner operator for over 47 years. Large tip up buildings with no planned tenants or long allegiants to the city could be built elsewhere within city limits keeping the small rail town of Perris on the map for years to come.

Thank you,

Keith Eyler

Skydive Perris Pilot and Skydiver.