

# **AIRPORT RULES AND REGULATIONS**



# **RIVERSIDE AIRPORT**

**Riverside, California**

**Gateway Airport to Southern California**

**CITY OF RIVERSIDE**

**RIVERSIDE AIRPORT  
RIVERSIDE, CALIFORNIA**

**AIRPORT RULES AND REGULATIONS**

**PURPOSE**

These Airport Rules and Regulations have been adopted by the City of Riverside Airport Department and approved by the City Council.

The provisions of this document are applicable to and intended for the safe, orderly, and efficient operation of Riverside Airport.

**SCOPE**

All employees, tenants, customers, users, and visitors of the Airport shall be governed by these rules. Administration of the terms of the rules shall be under the authority, responsibility, and control of the Airport Director as directed by the City Council. Policy-making activities of these rules reside with the City Council. The Airport Department shall be responsible for the safe operation of Riverside Airport.

When an emergency exists at the Airport, the Airport Director or designated representative is empowered to restrict or suspend any or all flight operations when required in the interest of the public's safety and take action as necessary to protect people, property, and assets and promote a safe operating environment.

Should any part of these rules conflict with federal, state, or local government law or ordinance, then such federal, state, or local government authority takes precedence.

These rules shall in no way supercede or abrogate regulations set forth in FAA CFR (Code of Federal Regulations) 14, Aeronautics and Space. If any provision of these rules is held invalid, the remainder of the rules shall be valid. Future amendments, additions, deletions, or corrections to these rules will be incorporated into the document as required and directed by City Council.

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**CHAPTER I**

**GENERAL INFORMATION**

**Federal Aviation Administration Control Tower and Flight Service Station  
and Airport Radio Frequencies & Telephone:**

Tower

Local Control 121.0 Transmit and receive

Ground Control 121.7 Transmit and receive

ATIS 128.8 Aircraft receive

UHF 257.8 Transmit and receive

Flight Service Station

AFSS - RAL	122.05	Transmit and receive
AFSS - RAL	123.65	Transmit and receive
AFSS - RAL	122.10	Receive only *
TVOR - RAL	112.4	Aircraft receive *

Airport

ILS	110.9	No voice
UNICOM	122.95	Transmit and receive

\* Aircraft transmit on 122.1 - receive on TVOR 112.4

Telephone numbers:

Riverside Tower	(951) 687-2114
Riverside FSS	(951) 351-4141
Riverside ATIS	(951) 688-7257
Riverside FSDO	(951) 276-6701
Fuel, Jet/100LL	(951) 689-1160 24 Hrs.*

\* On call after business hours.

## CHAPTER II

### AIRPORT NOISE ABATEMENT PROCEDURES

**SECTION A. GENERAL PROCEDURES.** While operating under Visual Flight Rules, unless considered unsafe or otherwise instructed by the ATCT, pilots are requested to observe the following:

- (1) Approaches to Runway 27: Pilots are encouraged to refer to the diagram depicting entry and departure patterns for all aircraft at Riverside Airport.
- (2) Aircraft executing a VFR missed approach are requested not to descend below 1200 MSL.
- (3) Maintain published recommended pattern altitudes as long as practical.
- (4) Do not descend below visual approach slope indicator during final approach.
- (5) Practice single-engine departure procedures with twin-engine aircraft should be kept to a minimum.
- (6) Missed approach throttle setting should be minimized, consistent with safety.
- (7) Establish minimum throttle settings as soon as possible after takeoff consistent with safety.
- (8) Except as directed by the tower, no turns should be made after takeoff until past the Airport boundary.
- (9) VFR aircraft departing Runway 27, straight out or with a right turn to any heading are requested to: "turn at least ten (10) degrees right." Avoid overflying homes approximately one mile west of the Airport.
- (10) VFR aircraft departing Runway 27, remaining in left traffic or departing the pattern with a left turn to any heading are requested to: "start their turn prior to the housing area located approximately one mile west of the Airport." Avoid overflying the homes in this area to the extent practicable.

- (11) VFR departures from Runway 9, climb runway heading to at least **1500** mean sea level (MSL) prior to first turn.

**SECTION B. FLIGHT RESTRICTIONS OVER SCHOOLS.** Schools within the Airport traffic area have requested aircraft be diverted around their locations during special school ceremonies or events. Aircraft should avoid over flying schools.

**SECTION C. TRAFFIC PATTERN ESTABLISHED.** The established traffic pattern for the Airport is a left-hand pattern except for Runway 16 which shall be a right-hand pattern. The traffic pattern altitude for conventional aircraft is eighteen hundred (1800) feet above mean sea level (MSL), twenty-three hundred (2300) feet MSL for jet aircraft, and thirteen hundred (1300) feet MSL for helicopters. Aircraft should enter the traffic pattern at a 45 degree angle to the downwind leg from straight and level flight.

**SECTION D. PISTON, TURBO-PROP AND JET AIRCRAFT RUNUP AREAS.** For noise abatement purposes: all turbo-prop and jet aircraft are requested to perform any required pre-flight checks or delays in their start up area. The Airport Director may make exceptions to and/or change the location for safety and/or to further abate noise.

- (1) Pre-flight runups by piston-engine aircraft: aircraft departing on Runway 27 shall do pre-flight runups on the Runway 27 holding apron. Pilots shall orient their aircraft to a heading of 360, or 270 degrees magnetic while doing runups, wind permitting.
- (2) Turbo-prop and Jet Aircraft departing Runway 27 are requested to plan their actions so as to remain in the holding area for as brief a time as possible. These aircraft should obtain their in-flight clearances at their starting point and not at the runway end or runup apron.
- (3) All aircraft engine maintenance/testing and maintenance runups will be conducted at the holding apron adjacent to the Runway 16 threshold, or in areas designated by the Airport Director, and from 7:00 a.m. to 7:00 p.m. except as approved by the Airport Director.

**SECTION E.** All helicopters operations at the Airport are requested to comply with the following:

- (1) Approaches and Departures. All helicopters arriving or departing the Airport will normally operate to/from the Airport helipad located 200 yards north-west of the Terminal Building, at the intersection of Taxiways A and B. Arrivals and departures to/from the helipad are requested to follow the routes shown on the enclosed (helicopter) map until clear of the Airport Traffic Area.
- (2) Practice Pattern Work. Practice takeoffs and landings shall be conducted on Runway 16 north of Runway 9/27. Traffic pattern will be right, when Runway 27 is in use and left, when Runway 9 is in use, within the area shown on the map. Please remain west of the Auto Auction building at all times, and avoid the housing area to the east.

ORDINANCE NO. 5661

AN ORDINANCE OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING IN ITS ENTIRETY TITLE 12 OF THE RIVERSIDE MUNICIPAL CODE RELATING TO OPERATIONS AT THE RIVERSIDE AIRPORT.

**“TITLE 12”**

**AIRPORT, AIRCRAFT AND MOTOR VEHICLE**

**Chapters:**

- 12.04 Airport Regulations
- 12.08 Aircraft Regulations
- 12.12 Fees
- 12,14 Airport Influence Area
- 12.16 Enforcement Authority

**CHAPTER 12.04**

**AIRPORT REGULATIONS**

**Sections:**

- 12.04.010 Rules and regulations adopted - Airport Director Defined.
- 12.04.020 Purposes of airport.
- 12.04.030 When open for public use.
- 12.04.040 Flying model aircraft, kites, moored balloons, model rockets, and ultralights at airport.
- 12.04.050 Special services and facilities.
- 12.04.060 Commercial and business activities require permits and licenses.
- 12.04.070 Indemnification of City.
- 12.04.080 Advertising and signs.
- 12.04.090 Damage to airport property.
- 12.04.100 Entering restricted areas.
- 12.04.110 Aircraft owners to adhere to airport rules.
- 12.04.120 Motor vehicle regulations.
- 12.04.130 Fire regulations.
- 12.04.140 Restrictions on aircraft cleaning and/or washing.
- 12.04.150 Use of hangars.
- 12.04.160 Repair of aircraft.

**12.04.010 RULES AND REGULATIONS ADOPTED - AIRPORT DIRECTOR DEFINED.**

The rules and regulations set out in this title are established and adopted for the use of the Riverside Municipal Airport, referred to in this title as the "Airport". All persons using the Airport or any facilities thereon in any manner, including the operation of aircraft or motor vehicles, shall obey all applicable rules and regulations herein established or adopted.

"Airport Director" means the Director of the Riverside Municipal Airport or the authorized representative of said Airport Director. (Ord. 5561 § 1, 1988; prior code § 5.1)

**12.04.020 PURPOSES OF AIRPORT.**

The Riverside Municipal Airport shall be conducted as a public use facility for the promotion and accommodation of civil aviation and associated activities. (Ord. 6773 § 1, 2004; Ord. 5661 § 1, 1988; prior code § 5.2)

**12.04.030 WHEN OPEN FOR PUBLIC USE.**

The Airport shall be open for public use during all reasonable hours of the day and night, subject to such restrictions due to inclement weather, condition of the landing area, presentation of special events and like causes, as may be determined by the Airport Director. (Ord. 5661 § 1, 1988; prior code § 5.3)

**12.04.040 FLYING MODEL AIRCRAFT, KITES, MOORED BALLOONS, MODEL ROCKETS, AND ULTRALIGHTS AT AIRPORT.**

No person shall release or fly or cause to be released or flown, within five miles of the Airport, any moored balloons, kites, unmanned rocket, or unmanned free balloon which might be ingested by an aircraft engine or might cause a pilot's view of the Airport and zone approach to be obstructed, or which could be used to suspend an object capable of endangering airborne aircraft or impairing a pilot's vision. The provisions of 14 CFR Part 101 relating to moored balloons, kites, unmanned rockets and unmanned free balloons shall be met.

Flying of model aircraft within the Riverside City limits shall conform to the Federal Aviation Administration Advisory Circular 91-57, dated June 9, 1981, or as subsequently amended; and if flown within three miles of the Airport, the operator shall first notify the Airport Director.

The operation of ultralight aircraft on the Airport shall be permitted only from a site designated by the Airport Director. Ultralight aircraft with an official identification number and a two-way radio shall be controlled as any other heavier-than-air aircraft. The provisions of 14 CFR Part 103 shall strictly apply to all ultralight aircraft operating at the Airport, as well as Sections 21012 and 21661 of the Public Utilities Code of the State of California. (Ord. 5561 § 1, 1988; prior code § 5.3-1)

**12.04.050 SPECIAL SERVICES AND FACILITIES.**

Special services may be provided on such terms as the City Council may prescribe from time to time. (Ord. 5661 § 1, 1988; prior code § 5.4)

**12.04.060 COMMERCIAL AND BUSINESS ACTIVITIES REQUIRE PERMITS AND LICENSES.**

No person shall use the Airport as a base for the carrying on of commercial and business activities, for the carrying for hire of passengers, freight, express or mail, for instruction in aviation in any of its branches, for the sale of fuels, refreshments or any commodity or service or for any other commercial purpose unless a lease, permit or license to conduct such business on the Airport has been granted by the City. All business activity shall conform to the minimum standards established by the City. (Ord. 5661 § 1, 1988; prior code § 5.5)

#### **12.04.070 INDEMNIFICATION OF CITY.**

The privilege of using the Airport and its facilities shall be conditioned upon the assumption of full responsibility and risk by the user thereof, and such user shall release, hold harmless and indemnify the City, members of the City Council and the Airport Commission, its officers and employees, from any liability or loss resulting from such use, as well as against claims of third persons so using the Airport. The exercise of the privilege of use shall constitute an acknowledgment that the City maintains the Airport in a governmental capacity. (Ord. 5661 § 1, 1988; prior code § 5.6)

#### **12.04.080 ADVERTISING AND SIGNS.**

No signs, posters or other advertising material shall be posted or distributed on the Airport without prior permission of the Airport Director. The granting of such permission by the Airport Director shall not relieve the person posting or distributing such signs, posters or other advertising materials from complying with any other applicable law or ordinance. (Ord. 5661 § 1, 1988; prior code § 5.7)

#### **12.04.090 DAMAGE TO AIRPORT PROPERTY.**

Any person damaging any Airport light, fixture or other Airport property shall report such damage to the Airport Director's office immediately or in no event later than the beginning of the next business day and shall be fully responsible for any costs required to replace or repair the damaged property. (Ord. 5661 § 1, 1988; prior code § 5.8)

#### **12.04.100 ENTERING RESTRICTED AREAS.**

- A. No person shall enter any Airport taxiway, runway, heliport, safety area or movement area, as defined by the Federal Aviation Administration, on foot, in a motor vehicle or bicycle or by any other means unless permission of the Airport Director was first secured.
- B. The Airport Director is authorized to deny access to and prohibit the use of the Airport to any person or firm which enters said restricted areas in violation of subsection A. of this section.  
(Ord. 5982 § 1, 1992; Ord. 5661 § 1, 1988; prior code § 5.9)

#### **12.04.110 AIRCRAFT OWNERS TO ADHERE TO AIRPORT RULES.**

It shall be the responsibility of all aircraft owners, operators and users of the Airport to become familiar with and adhere to the rules and regulations hereinafter set forth. (Ord. 5661 § 1, 1988; prior code § 5.10)

#### **12.04.120 MOTOR VEHICLE REGULATIONS.**

- A. Unless authorized by the Airport Director, no motor vehicles shall be operated on the Airport except on roadways, parking areas or places that are designated for such vehicles.
- B. No person shall operate any vehicle on the Airport in a careless or negligent manner, in disregard for the safety of others, in excess of posted speed traffic signs and in no event in excess of twenty-five miles per hour. On ramps and around or near building areas, the maximum speed shall not exceed fifteen miles per hour.
- C. Motor vehicles on the Airport shall always yield the right-of-way to aircraft on the ground or in the process of landing or taking off.
- D. Any accident involving motor vehicles on the Airport shall be reported to the Airport Director.
- E. Except as hereinafter set forth, motor vehicles on the Airport shall only be parked in a manner and in areas so designated for such purpose. Fuel tank trucks, automotive or aircraft fuel tenders and trucks delivering flammable materials are prohibited from entering or being parked or stored in hangars. Administration vehicles and fuel and service vehicles owned or operated by the Fixed Base Operators may be parked in their leased areas. Vehicles parked in uncovered areas will be required to display the aircraft parking space number on the vehicle. Aircraft owners who rent hangar space from a Fixed Base Operator may be permitted to park one vehicle within that hangar space at the discretion of the Fixed Base Operator with the reservation that any and all such vehicles would be under the control of the Fixed Base Operator; also, if any car is to be locked, the keys shall be in the possession and control of the Fixed Base Operator and such Fixed Base Operator shall be responsible for compliance with this regulation.
- F. All visitors, aircraft owners, and employees utilizing the terminal area of the Airport must park in designated parking spaces. No motor vehicle shall be left unattended in any area designated as a taxiway between hangar rows or parking areas.
- G. Illegally parked vehicles at the Airport may be issued parking violation citations or moved to designated parking areas. A charge for such towing may be levied, and the Airport shall not assume any liability for damage while moving such vehicles.
- H. Motor vehicles operated on the Airport shall be appropriately licensed and shall comply with the insurance requirements imposed by the State of California for the operation of motor vehicles on the public street. Any operator of a motor vehicle on the Airport shall furnish the Airport Director with evidence of compliance with the insurance requirements if requested by the Airport Director. (Ord. 6554 § 3, 2000; Ord. 5661 § 1, 1988; Ord. 3622 § 1 (part), 1969; prior code § 5.12)

**12.04.130 FIRE REGULATIONS.**

Conformance with the Uniform Fire Code as adopted by the City is required of all users of the Airport. (Ord. 5661 § 1, 1988; Ord. 3622 § 1 (part), 1969; prior code § 5.13)

**12.04.140 RESTRICTIONS ON AIRCRAFT CLEANING AND/OR WASHING.**

- A. Findings. The Council finds that the cleaning and/or washing of aircraft at the Riverside Municipal Airport, except for the approved washracks, could result in the introduction of fuel, oil and other contaminants of hazardous substances into the storm drain system. It is therefore, necessary to regulate the cleaning and/or washing of aircraft and to control the discharge of wastes into the public sewer and storm drain systems as set forth in Chapter 14.12.
- B. Approved Washracks. All cleaning and/or washing of aircraft is prohibited on any area of the Airport except for the approved washracks.
- C. Prohibited Activity. The cleaning and/or washing of aircraft is prohibited on any area of the Airport except for the approved washracks.
- D. Violation. Every person who cleans and/or washes aircraft in any area of the Riverside Municipal Airport, except the approved washracks shall be in violation of the provisions of this section. Each incident shall be a new and separate offense.
- E. "Cleaning" or "washing" an aircraft means the use of water together with solvents or cleansing agents. (Ord. 6773 § 2, 2004; Ord. 6554 § 3, 2000)

**12.04.150 USE OF HANGARS.**

- A. Aircraft storage hangars shall be used only for the storage of aircraft, and associated aircraft equipment and supplies as approved by the Airport Director. Hangars shall not be used primarily for the storage of automobiles, vehicles, boats, or other personal property not directly associated with the operation of aircraft.
- B. The Airport Director or a designee shall be authorized to enter and inspect hangars from time to time, provided that the Airport Director has given notice to a lessee at least twenty-four hours prior to the date and time set for inspection.
- C. Any person renting a hangar containing an aircraft that is not airworthy or who intends to restore, construct or engage in the major repair of an aircraft must register and file a work plan with the Airport Director before initiating the project. The work plan shall be approved by the Airport Director and shall contain the projected start and finish dates and scope of work. A regular project status report demonstrating timely progress pursuant to the work plan shall be filed with the Airport Director. Failure

to provide evidence of progress pursuant to the work plan or reasonable explanation for delay will result in a 30-day notice of eviction. (Ord. 6773 § 3, 2004)

**12.04.160 REPAIR OF AIRCRAFT.**

Except with the express written consent of the Airport Director, no person shall engage in any major repair, restoration or construction of any aircraft in any location on the Airport other than inside an approved hangar or other approved facility. (Ord. 6773 § 4, 2004)

## CHAPTER 12.08

### AIRCRAFT REGULATIONS

#### Sections:

- 12.08.010 Federal aviation rules and regulations adopted.
- 12.08.020 Pilot to conform to rules.
- 12.08.030 Powers of Airport Director.
- 12.08.040 Operating aircraft while under influence of liquor or drugs.
- 12.08.050 Two-way radio required.
- 12.08.060 Communication with tower.
- 12.08.070 When tower frequency to be guarded.
- 12.08.080 Remaining in local traffic pattern.
- 12.08.090 Wheel brakes required - tail skid authorization.
- 12.08.100 Taxi speed.
- 12.08.110 Approaching runway for take-off.
- 12.08.120 Conformance to 14 CFR Part 91.
- 12.08.140 Simulated forced landings.
- 12.08.150 Turns after take-off.
- 12.08.160 Traffic pattern established.
- 12.08.170 Entering or leaving traffic pattern.
- 12.08.180 Flying rules while in traffic pattern.
- 12.08.190 Unnecessary noise and noise abatement procedures.
- 12.08.200 North-south runway.
- 12.08.205 Calm wind runway.
- 12.08.210 Boarding or disembarking when landing or taking off.
- 12.08.220 Places where repairs allowed and prohibited.
- 12.08.225 Fueling of aircraft and operation of fueling vehicles.
- 12.08.230 Starting engine-runup.
- 12.08.240 Taxiing into or out of hangar - Operating engines in hangar.
- 12.08.250 Moving aircraft upon direction of Airport Director.
- 12.08.260 Removal of damaged aircraft.
- 12.08.270 Reporting aircraft accidents.
- 12.08.280 Aircraft to be properly secured.
- 12.08.290 Registering airport-based aircraft.
- 12.08.300 Parking areas for aircraft.
- 12.08.310 Transient aircraft parking.
- 12.08.320 Tie-down areas.
- 12.08.330 Helicopter operations.
- 12.08.340 Insurance regulations.

#### **12.08.010 FEDERAL AVIATION RULES AND REGULATIONS ADOPTED.**

The rules and regulations promulgated by the Federal Aviation Administration and presently in effect and all additions or amendments there- to are hereby referred to, adopted and made a part of these regulations fully in all respects as if particularly set forth herein. (Ord. 5661 § 1, 1988; Ord. 3622 § 2 (part), 1969; prior code § 5.11 (part))

#### **12.08.020 PILOT TO CONFORM TO RULES.**

No person shall navigate any aircraft over, land upon, or take off from, or service, repair, or maintain any aircraft on the Airport, or conduct any operation on or from the Airport, otherwise than in conformity with this chapter and the rules and regulations of the Federal Aviation Administration. (Ord. 5661 § 1, 1988; Ord. 3622 § 2 (part), 1969; prior code § 5.11 (part))

#### **12.08.030 POWERS OF THE AIRPORT DIRECTOR.**

The Airport Director, or the appointed assistant of the Airport Director, may restrict or suspend any or all flight operations when required for the interest of safety, military need or special circumstances. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

#### **12.08.040 OPERATING AIRCRAFT WHILE UNDER INFLUENCE OF ALCOHOL OR DRUGS.**

No person shall operate or assist in the operation of any aircraft on the Airport while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage and any drug. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

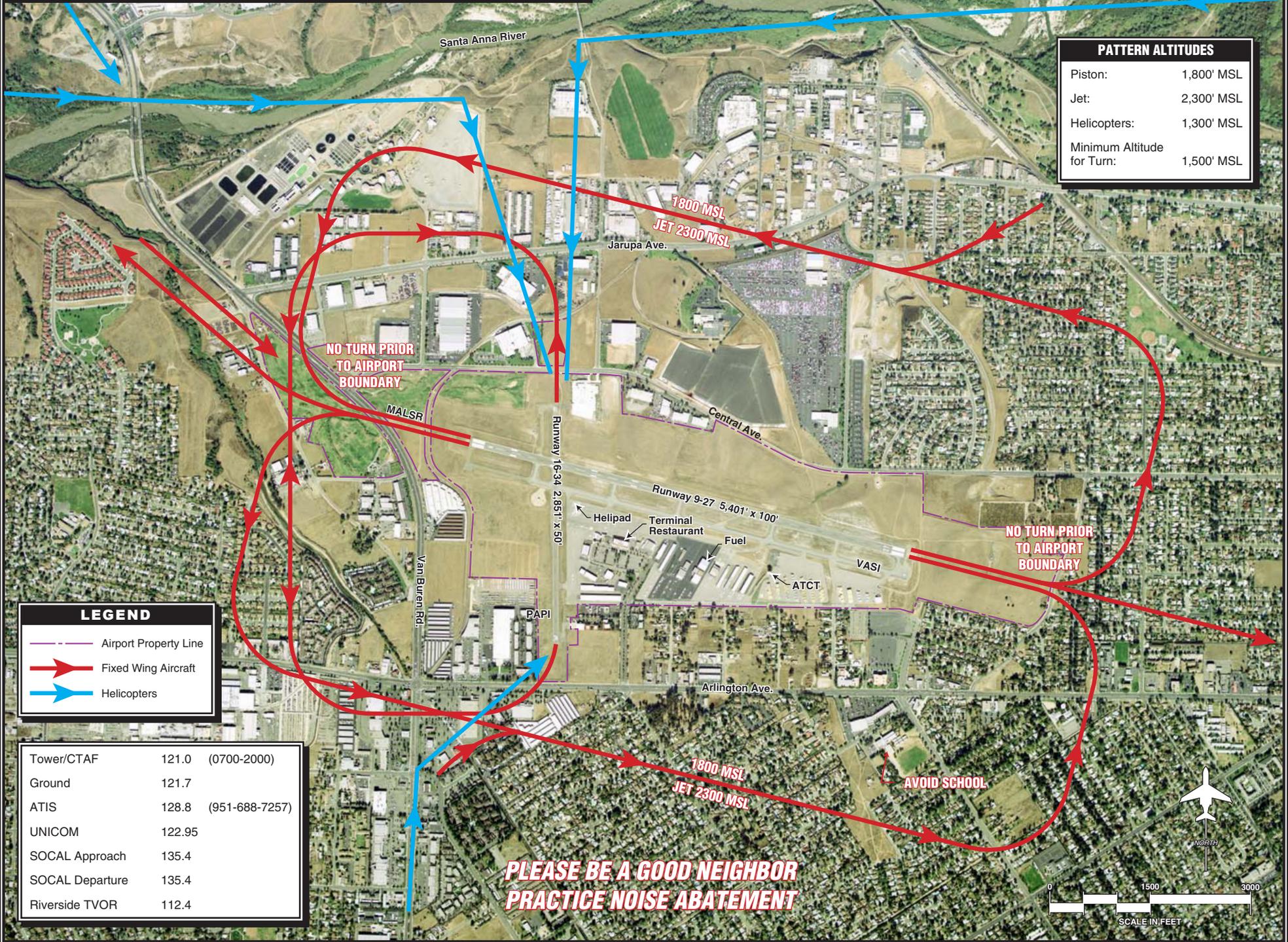
#### **12.08.050 TWO-WAY RADIO REQUIRED.**

All aircraft using the Airport shall be equipped with functioning two-way radio equipment tuned to the tower frequency and capable of transmitting and receiving intelligible traffic control instructions from the control tower for a distance of at least five miles from the Airport. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

#### **12.08.060 COMMUNICATION WITH TOWER.**

Aircraft using the Airport shall establish communications with the control tower prior to departing from any parking or tie-down area. Radio contact shall be maintained at all times while taxiing and during engine warmup prior to departure. Aircraft approaching the Airport shall establish and maintain radio communications with the control tower at least five miles from the Airport. (Ord. 5661 § 1, 1988; Ord. 3622 § 2 (part), 1969; prior code § 5.11 (part))

# NOISE ABATEMENT PROCEDURES AND TRAFFIC PATTERNS



PATTERN ALTITUDES	
Piston:	1,800' MSL
Jet:	2,300' MSL
Helicopters:	1,300' MSL
Minimum Altitude for Turn:	1,500' MSL

LEGEND	
	Airport Property Line
	Fixed Wing Aircraft
	Helicopters

Tower/CTAF	121.0	(0700-2000)
Ground	121.7	
ATIS	128.8	(951-688-7257)
UNICOM	122.95	
SOCAL Approach	135.4	
SOCAL Departure	135.4	
Riverside TVOR	112.4	



**12.08.070 WHEN TOWER FREQUENCY TO BE GUARDED.**

During take-offs from the Airport and until outside of the five-mile Airport traffic area, or until cleared to leave tower frequency, the pilots of all aircraft shall guard the control tower radio frequency or the frequency designated as the common traffic advisory frequency (CTAF).

During hours when tower is not in operation, aircraft pilots/operators shall communicate with each other on the tower frequency 121.0. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.080 REMAINING IN LOCAL TRAFFIC PATTERN.**

Aircraft intending to remain in the local traffic pattern of the Airport shall advise the control tower at the Airport prior to first take-off of such intention. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.090 WHEEL BRAKES REQUIRED—TAIL SKID AUTHORIZATION.**

No person shall operate any aircraft on the Airport unless the aircraft is equipped with effective and functioning wheel brakes, nor shall any person use or operate on the Airport any aircraft equipped with a tail skid in place of a tail wheel, except with the prior authorization of the Airport Director. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.100 TAXI SPEED.**

No person shall taxi any aircraft on the Airport unless there will be no danger of collision with any person or object. All aircraft shall be taxied at a safe and reasonable speed commensurate with safe operation in relation to existing conditions and with due regard for other aircraft, persons and property. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.110 APPROACHING RUNWAY FOR TAKE-OFF.**

Aircraft approaching a runway at the Airport for take-off shall be stopped at least one hundred feet from the runway in use and shall not be taxied onto the runway without the pilot first having received a clearance from the control tower, or having made a visual check of air traffic when the tower is not in operation. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.120 CONFORMANCE TO 14 CFR PART 91.**

All aircraft using the Airport, except in an emergency, shall conform to 14 CFR Part 91. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.140 SIMULATED FORCED LANDINGS.**

There shall be no simulated forced landings within the confines of the traffic pattern of the Airport. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.150 TURNS AFTER TAKE-OFF.**

Except for Runway 27, no turn shall be made after take-off until the Airport boundary has been reached and the aircraft has obtained an altitude of at least one thousand five hundred feet above sea level and the pilot of the aircraft has determined that such a turn can be made safely. For Runway 27, a ten-degree right turn shall be made at the departure end of the runway. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.160 TRAFFIC PATTERN ESTABLISHED.**

The established traffic pattern for the airport is a left-hand pattern except for Runway 16 which shall be a right-hand pattern. The traffic pattern altitude for conventional aircraft is eighteen hundred feet above mean sea level and twenty-three hundred feet above mean sea level for jet aircraft. Aircraft shall enter the traffic pattern from straight and level flight. (Ord. 5661 § 1, 1988; Ord. 4212 § 1, 1975; Ord. 3622 § 2 (part), 1969; prior code § 5.11 (part))

**12.08.170 ENTERING OR LEAVING TRAFFIC PATTERN.**

Aircraft entering or leaving the traffic pattern of the Airport shall exercise extreme caution and shall not cause other aircraft in the pattern to deviate from their course. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.180 FLYING RULES WHILE IN TRAFFIC PATTERN.**

Safe distances shall be maintained between aircraft in the traffic pattern of the Airport, and there shall be no passing or cutting in front of other aircraft in the pattern. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.190 UNNECESSARY NOISE AND NOISE ABATEMENT PROCEDURES.**

No aircraft using the Airport shall be operated while on the ground or in flight in such manner as to cause unnecessary noise.

Unless considered unsafe during visual flight rules (VFR) conditions or otherwise directed by air traffic control, pilots must observe the following:

- A. VFR departures (1) Runway 9, climb to 1,500 mean sea level (MSL) prior to first turn; (2) Runway 27, turn right ten degrees at departure end of runway to follow the river, then climb straight ahead to 1,500 MSL.
- B. VFR missed approaches, do not descend below 1,200 MSL.
- C. VFR approach straight to Runway 9. Stay well north of housing area.
- D. Maintain pattern altitudes of 1,800 MSL provided jets must maintain pattern altitudes of 2,300 MSL.
- E. Do not descend below Runway 27 visual approach slope indicator (VASI) indications during final approach.
- F. Practice single-engine departure procedures with twin-engine aircraft should be kept to a minimum.

- G. Jet aircraft must comply with Federal Air Regulation Part 36 and execute rolling take-off consistent with safety.
- H. Missed approach throttle setting should be minimum, consistent with safety.
- I. Establish minimum throttle settings as soon as possible after take-off, consistent with safety.
- J. Avoid Ramona High School on Magnolia Avenue.  
(Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.200 NORTH-SOUTH RUNWAY.**

Use of Runway 34/16 of the Airport is discretionary and extreme caution should be observed because of its short length (2,850 feet).

During hours of darkness, light on Runway 34/16 of the Airport will be turned on whenever the tower is not manned. (Ord. 5661 § 1, 1988; Ord. 3622 § 2 (part), 1969; prior code § 5.11 (part))

**12.08.205 CALM WIND RUNWAY.**

When the control tower is not in operation, Runway 9 shall be designated as the calm wind runway. (Ord. 5661 § 1, 1988)

**12.08.210 BOARDING OR DISEMBARKING WHEN LANDING OR TAKING-OFF.**

Except in an emergency, no person shall board or disembark from any aircraft on the taxiway, landing or take-off area of the Airport. However, a certified flight instructor may, with control tower approval, disembark on a taxiway to supervise the solo flight of a student pilot in which case the instructor must exercise extreme caution. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.220 PLACES WHERE REPAIRS ALLOWED AND PROHIBITED.**

No aircraft shall be permitted to remain on any part of the taxiway, landing or takeoff area of the Airport for the purpose of repairs, and all repairs shall be effected at places designated therefor. Preventive maintenance described in 14 CFR Part 43 for holders of a pilot certificate shall be permitted in aircraft parking areas of based aircraft. Other maintenance authorized by FAA Advisory Circular 150/5190-2A shall be performed in areas designated by the Airport Director or by a fixed base operator. Normal tie-down fees will apply. (Ord. 5661 § 1, 1988; prior code § 5.11 (Part))

**12.08.225 FUELING OF AIRCRAFT AND OPERATION OF FUELING VEHICLES.**

- A. The following regulations relating to fueling of aircraft and operation of fueling vehicles are applicable to all users of the Airport:

1. Fueling of aircraft shall be accomplished with strict attention to safety.
2. The refueling vehicle attendant shall stand by the refueling vehicle during all phases of refueling operation.
3. All refueling vehicles must be equipped with approved fire extinguishers at all times.
4. Refueling vehicles shall not refuel aircraft within any hangar. At no time will fuel vehicles enter or park in hangars.
5. During refueling operations, aircraft and vehicle grounding procedures shall be exercised at all times.
6. All fuel spills shall be treated as a potential fire hazard. The Fire Department will be notified if the spill constitutes a hazard to either life or property. Asphalt damage must be reported to the Airport office immediately by the refueling operator.

- B. All aviation fuels must be handled to ensure clean/dry fuels reach the aircraft. Those who choose to fuel their own aircraft with fuels imported from off the Airport must meet the same standards applicable to fuel operators on the Airport:

1. Obtain fuel permit from Airport Director.
2. Fuel containers must be marked to indicate type and grade of fuel being handled and aircraft number.
3. Dispensing units must have fuel pumps equipped with automatic shut-off, filters, standpipe and ground straps.
4. Fire extinguishers will be available (two 20-BC), one on either side of vehicle.
5. Individuals will not fuel aircraft other than their own nor will they sell any fuels on the Airport.
6. Hazardous materials shall not be stored in aircraft hangars.
7. Fuelers shall carry such liability insurance as reasonably required by the Airport Director.
8. Persons performing fueling operations should be familiar with pertinent rules pertaining to fuels handling.
9. Refueling aircraft from five-gallon cans is not permitted.
10. Those individuals processing more than fifty gallons of fuel in a year must file a disclosure of hazardous materials with the Riverside Fire Department. (Ord. 5661 § 1, 1988)

**12.08.230 STARTING ENGINE-RUNUP.**

An aircraft engine shall not be started at the Airport unless a competent operator is at the controls of such aircraft and adequate brakes are fully set or the wheels are set with blocks. An aircraft engine may only be run up after it is determined that propwash will not endanger other aircraft, property or persons. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.240 TAXIING INTO OR OUT OF HANGAR — OPERATING ENGINES IN HANGAR.**

No aircraft shall be taxied into or out of any hangar at the Airport. Aircraft being taxied and scheduled for servicing in hangar shall be halted a safe distance from the hangar doors and the engine stopped. Approved power-operated industrial trucks may be used to move aircraft into, about and out of hangars. Aircraft engines shall not be operated within hangars, but may be electrically turned over during servicing operations. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.250 MOVING AIRCRAFT UPON DIRECTION OF AIRPORT DIRECTOR.**

Upon the direction of the Airport Director, the operator, owner or pilot of any aircraft on the Airport shall move the aircraft to any place designated on the Airport. If the operator, owner or pilot refuses to comply with the directions, the Airport Director may have the aircraft moved to such place at the owner's expense and without liability for damage that may result from such moving. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.260 REMOVAL OF DAMAGED AIRCRAFT.**

Removal of damaged aircraft from runways, taxiways or ramps of the Airport is the responsibility of the owner. However, when disability or circumstances warrant, and in the event of an accident, the Airport Director may have the damaged aircraft removed from the landing areas, ramps, aprons, or other areas at the expense of the owner and without liability for damage resulting from such moving. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.270 REPORTING AIRCRAFT ACCIDENTS.**

Aircraft accidents at the Airport shall be immediately reported to the Airport Director and to federal and state agencies in accordance with agency requirements. (Ord. 5661 § 1, 1988; Ord. 3622 § 2 (part), 1969; prior code § 5.11 (part))

**12.08.280 AIRCRAFT TO BE PROPERLY SECURED.**

No aircraft shall be left unattended on the Airport unless properly secured with tie-downs and wheel chocks. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.290 REGISTERING AIRPORT-BASED AIRCRAFT.**

Any person electing to base aircraft on the Airport shall register the aircraft with the Airport Director or the Fixed Base Operator with which the aircraft is based. Change of ownership or removal of the aircraft from the Airport shall not relieve the registered owner from payment of applicable fees unless prior notice is given to the Airport Director or the Fixed Base Operator, whichever is appropriate. (Ord. 5661 § 1, 1988; Ord. 3622 § 2 (part), 1969; prior code § 5.11 (part))

**12.08.300 PARKING AREAS FOR AIRCRAFT.**

Airport Tenants shall park only the Airport aircraft owned by them, or in their custody, only in designated storage areas assigned or leased to them or as designated by the Airport Director. (Ord. 5661 § 1, 1988; Ord. 3622 § 2 (part), 1969; prior code § 5.11 (part))

**12.08.310 TRANSIENT AIRCRAFT PARKING.**

Transient aircraft shall be parked at the Airport only in designated areas. (Ord. 5661 § 1, 1988; prior code § 5.11 (part))

**12.08.320 TIE-DOWN AREAS.**

No ladders, cans, boxes or other materials of any nature may be left in aircraft tie-down areas of the Airport without prior approval of the Airport Director. (Ord. 5661 § 1, 1988)

**12.08.330 HELICOPTER OPERATIONS.**

All helicopter operations at the Riverside Airport shall comply with the following:

- A. Approaches and Departures. All approach and departure routes for transient aircraft shall comply with published procedures for helicopter traffic patterns at the Riverside Airport and/or be conducted in compliance with Air Traffic Control (ATC) instructions. Transient aircraft departures and arrivals shall be conducted at the marked and lighted helipad immediately southeast of the intersection immediately southeast of the intersection of taxiways "A" and "B".
- B. Traffic Pattern Practice. Helicopter traffic patterns for flight training and recurrent practice shall be conducted in north traffic with landings and approached perpendicular to, and touchdowns on the northern half of runway 16-34. Pattern clearances shall be obtained from the ATC tower. At no time shall helicopter traffic patterns overfly any residential neighborhoods surrounding the Airport.
- C. Police Helicopter Operations. Riverside Police Department helicopter operations shall be routinely conducted at the police ramp located

immediately east of the approach end of runway 16. All police helicopter departures and arrivals shall be in accordance with ATC control or established traffic pattern procedures when the tower is closed.

- D. Large Helicopters/Military Helicopters. Helicopters exceeding 9,000 pounds maximum gross weight, or those helicopter with dual main rotors shall arrive and depart the Airport according to ATC instructions, anticipating fixed wing approaches to the main or crosswind runways. Hover/ground taxi instructions to helicopter parking should also be anticipated.
- E. Helicopter Taxiing. All rotary wing aircraft shall conduct both ground and hover taxi operations over designated taxiways unless cleared to taxi-direct by ATC ground control. In no case shall rotary wing aircraft ground taxi or hover taxi between hangar rows or between hangars and perimeter fences.
- F. Helicopter Parking. There are four helicopter parking circles immediately east of the Airport's main helipad. Transient helicopters shall use the parking circles for short term and/or overnight parking. No helicopter shall park on the main helipad without obtaining permission by submitting a prior permission request (PPR).
- G. Proximity Warning. At no time shall rotary wing aircraft park in any fixed wing aircraft parking row or adjacent to any fixed wing aircraft, nor shall any rotary wing aircraft overfly or disturb with downwash any fixed wing aircraft.
- H. Helicopter Flight School Training. With approval from the Airport Director, helicopter flight schools may park at, depart from, and arrive at secondary helipads established solely for the use of that school or a Fixed Based Operator (FBO). Such helipads shall be specifically designed by the Airport Director and operate at the discretion of the Airport Director. These pads may be closed at any time due to violations of any sections of the Riverside Municipal Code (RMC). (Ord. 6596 § 1, 2002; Ord. 5661 § 1, 1988)

#### **12.08.340 INSURANCE REGULATIONS.**

- A. No aircraft shall be based on the Airport until and unless its owner places and maintains on file with the Airport Director a current certificate of insurance showing its owner to be insured against liability or financial loss resulting from bodily injury (including death) and damage to property caused by the ownership, operation and use of such aircraft in at least these amounts: \$100,000 for bodily injury to each person, \$300,000 for each occurrence and \$100,000 for property damage.
- B. Such certificate shall expressly provide that the insurance certified shall not be cancelled or reduced in coverage without 30 days' prior written notice to the City.
- C. Such certificate shall also provide that the City shall be included as an additional insured under the liability policy so certified.  
(Ord. 6316 § 1, 1996)

## CHAPTER 12.12

### FEES

#### Sections:

- 12.12.010 Landing fees.
- 12.12.020 Fees for outdoor storage of aircraft.

#### **12.12.010 LANDING FEES.**

- A. The City Council may establish by resolution the landing fees to be charged for all aircraft engaged in commercial operations landing at the Airport, excepting users possessing a lease, permit or other agreement. The fees shall be based upon the maximum certificated gross landing weight of the aircraft.
- B. The Airport Director shall establish rates and charges for special or other uses of the Airport and for landings of unconventional type aircraft. (Ord. 6405 § 1, 1997; Ord. 5661 § 1, 1988; prior code § 5.14)

#### **12.12.020 FEES FOR OUTDOOR STORAGE OF AIRCRAFT.**

The City Council may establish by resolution the fees to be charged for the outdoor storage of aircraft at the Airport. (Ord. 5661 § 1, 1988; Ord 4596 § 1, 1978; Ord. 3622 § 3, 1969; Ord 3567 § 1, 1968; prior code § 5.15)

## CHAPTER 12.14

### AIRPORT INFLUENCE AREA

#### Sections:

- 12.14.010 Generally.
- 12.14.020 Runway Protection Zone (RPZ).
- 12.14.025 Incursions into aircraft movement areas.
- 12.14.030 Riverside County ALUC safety zones.
- 12.14.040 Definitions.
- 12.14.050 Notice to Airport Director.
- 12.14.060 Failure to notify Airport Director.
- 12.14.070 Public nuisance.
- 12.14.080 Duty to correct or abate public nuisance.
- 12.14.090 Summary abatement.
- 12.14.100 Enforcement.

#### **12.14.010 GENERALLY.**

Land use safety compatibility guidance from the Federal Aviation Administration (FAA) is limited to the immediate vicinity of the runway, the runway, the runway protection zones at each end of the runway, and the protection of Airport airspace. The FAA regards its criteria as minimum standards. State and local agencies are free to set their own land use compatibility policies.

Pursuant to Public Utilities Code section 21670, et seq., the Riverside County Airport Land Use Commission (ALUC) was established to promote land use compatibility between the Airport and the surrounding community.

The ALUC has designated a specific "Airport Influence Area" which includes properties within an approximate two-mile radius of the Riverside Municipal Airport. (Ord. 6554 § 1, 2000)

#### **12.14.020 RUNWAY PROTECTION ZONE (RPZ).**

The Runway Protection Zone (RPZ) approved by the FAA presently in effect and all additions or amendments thereto are hereby adopted and made a part of these regulations as fully in all respects as if particularly set forth herein. Much of the property within the RPZ is also subject to existing aviation easements. (Ord. 6554 § 1, 2000)

#### **12.14.025 INCURSIONS INTO AIRCRAFT MOVEMENT AREAS.**

- A. The FAA is placing extremely strong emphasis on reducing the number of runway and taxiway incursions occurring across the country. An airport's aircraft movement area is designated by the FAA to accommodate the safe transit of aircraft across the ground as they prepare to depart, locate tie-down, parking or hangar positions, or transit under their own power from one portion of the Airport to another. It is the responsibility of all Airport users to regard aircraft movement areas as critical locations to aviation safety.
- B. An aircraft movement area is any portion of the tarmac, taxiway, runway or ramp designated by the Airport specifically for and restricted to the movement of aircraft along the ground. Aircraft movement areas are clearly marked with signs posted vertically adjacent to taxiway entrances and warnings stenciled on the surface of the adjacent tarmac.
- C. Aircraft movement in said areas is specifically controlled by the Airport's Air Traffic Control Tower via the ground control radio frequency of 121.7. Aircraft pilots are always required to obtain authorization from the Airport's ground controller to enter aircraft movement areas. In those instances when the tower is closed, pilots are required to make radio announcement "in the blind" of their intentions to move into the aircraft movement area.
- D. Unauthorized vehicles and pedestrians are prohibited in the aircraft movement areas. City-owned, official Airport vehicles are allowed in the aircraft movement areas, only when in radio contact with the ground controller. Other unofficial or non-radio equipped vehicles may enter the aircraft movement area only with the express authorization of the Airport Director, or his or her designee, and when said vehicles are escorted by an official Airport vehicle in radio contact with the ground controller.
- E. Any unauthorized entrance or movement on or into the aircraft movement area by pedestrians, vehicles or aircraft shall be designated as an incursion and reported accordingly.
- F. Every person, creating an incursion, by unauthorized entrance or into the aircraft movement area shall be in violation of the provisions of this section. Each incident shall be a new and separate offense. (Ord. 6590 § 1, 2001)

#### **12.14.030 RIVERSIDE COUNTY ALUC SAFETY ZONES.**

The Riverside County Airport Land Use Commission (ALUC) has developed a land use compatibility plan for the environs of the Riverside Airport known as the Comprehensive Land Use Plan (CLUP). The CLUP has desig-

nated an Extended Touchdown Zone (ETZ) as an outer safety zone and an Inner Safety Zone (ISZ). These safety zones generally preclude most land uses which involve structures, obstructions or presence of substantial numbers of people. (Ord. 6554 § 1, 2000)

#### **12.14.040 DEFINITIONS. AS USED IN THIS SECTION:**

- A. "Airport hazard" means any structure, object, tree or other object of natural growth, or use of land which obstructs the airspace required for the flight of aircraft to, from, and around an Airport or other forms of interference with safe flight, navigation, or communication. This also includes, but is limited to, cranes.
- B. "Airport hazard area" means any area of land or water upon which an airport hazard might be established if not prevented as provided in this section.
- C. "Person" means any individual, firm, copartner-ship, corporation, company, association, joint stock association, city or county, or district, and includes any trustee, receiver, or assignee.
- D. "Structure" means any object constructed or installed by man, including but not limited to permanent or temporary construction or alteration, including equipment or material used to construct, alter, repair or remove an existing structure, object, or tree or other object of natural growth. (Ord. 6554 § 1, 2000)

#### **12.14.050 NOTICE TO AIRPORT DIRECTOR.**

Every person, who proposes to construct, alter or repair any structure, which creates an airport hazard, on property situated in the Airport Influence Area as hereinbefore described shall give five (5) working days' notice to the Airport Director before commencing such work. (Ord. 6554 § 1, 2000)

#### **12.14.060 FAILURE TO NOTIFY AIRPORT DIRECTOR.**

Every person, who fails to notify the Airport Director in conformance with Section 12.14.050, shall be in violation of the provisions of this Section. Each day or portion thereof such violation is in existence shall be a new and separate offense. (Ord. 6554 § 1, 2000)

#### **12.14.070 PUBLIC NUISANCE.**

An airport hazard endangers the lives and property of users of the Airport and of occupants of land in its vicinity and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off and maneuvering of the aircraft. The creation, establishment and/or maintenance of an airport hazard is hereby declared a public nuisance which interferes with the interests of the community and the safe operation of the Airport. Any

structure which creates or establishes an airport hazard is a public nuisance. (Ord. 6554 § 1, 2000)

**12.14.080 DUTY TO CORRECT OR ABATE PUBLIC NUISANCE.**

The owner or person in charge or in possession of any structure which creates or establishes an airport hazard, upon receiving notice of the violation, shall correct or abate the violation immediately. (Ord. 6554 § 1, 2000)

**12.14.090 SUMMARY ABATEMENT.**

In cases of manifest public danger and/or immediate necessity, the Airport Director, or his or her designated enforcement officer, shall have the authority to immediately call a contractor to remove any structure, including, but not limited to, cranes creating or establishing an airport hazard. (Ord. 6554 § 1, 2000)

**12.14.100 ENFORCEMENT.**

- A. The provisions of this chapter may be enforced by the abatement proceedings set forth in Section 6.15.025 through 6.15.060 of this code, by summary abatement, by criminal prosecution or by injunction.
- B. Any remedy provided in this chapter for the abatement of a nuisance is in addition to any other remedy provided by law. (Ord. 6554 § 1, 2000)

**CHAPTER 12.16**

**ENFORCEMENT AUTHORITY**

**Sections:**

- 12.16.010 General enforcement authority.
- 12.16.020 Penalty for violation.

**12.16.010 GENERAL ENFORCEMENT AUTHORITY.**

For purposes of this chapter, the Airport Director or his/her designated enforcement officer(s) shall have the power to issue notices of violation or citations and use whatever judicial and administrative remedies are available under the Municipal Code. (Ord. 6554 § 1, 2000)

**12.16.020 PENALTY FOR VIOLATION.**

Any person, firm, association or corporation violating any of the provisions of this Chapter shall be deemed guilty of a misdemeanor and is punishable as provided in Section 1.01.110. In addition to the penalties set out in Section 1.01.110, a violation of any of the rules or regulations set out in this title shall be deemed sufficient cause for the Airport Director or his/her designated enforcement officer(s) to deny or prohibit access to or use of the Airport influence area by the responsible person or firm to the extent that continued use may interfere with safe flight, navigation, or communication. (Ord. 6554 § 1, 2000; Ord. 5661 § 1, 1988; prior code § 5.16)

## **APPENDIX A**

AOPA NOISE AWARENESS STEPS. Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground:

1. If practical, avoid noise-sensitive areas such as residential areas; open-air assemblies (e.g., sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the Airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. Work with Airport Managers and Fixed Base Operators to develop procedures to reduce the impact on noise-sensitive areas.
6. To contain aircraft noise within Airport boundaries, avoid performing engine runups at the end of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
7. On take-off, gain altitude as quickly as possible without compromising safety. Begin take-offs at the start of a runway, not at an intersection.
8. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, made the first power reduction at 500 feet.

9. Fly a tight landing pattern to keep noise as close to the Airport as possible. Practice descent to the runway at lower power settings and with as few power changes as possible.
10. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
11. If possible, do not adjust the propeller control for flat pitch on the down wind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
12. Avoid low-level, high-power approaches, which not only create high noise impact, but also limit options in the event of engine failure.
13. Flying between 11:00 p.m. and 7:00 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.

Source: AOPA's Aviation USA - 1994

**APPENDIX B**

**NBAA NOISE ABATEMENT PROCEDURES, STANDARD DEPARTURE  
PROCEDURE FOR TURBO-PROP AND JET AIRCRAFT.**

1. Climb at maximum practical rate at V2+20 Knots indicated air-speed (KIAS) to 1,000 feet above field level (AFL) with take-off flap setting.
2. At 1,000 feet AFL, accelerate to final segment speed (Vfs) and retract flaps. Reduce to a quiet climb power setting while maintaining 1,000 FPM maximum climb rate and airspeed not to exceed 190 KIAS until at or above 3,000 feet AFL. (See note below.)
3. At 3,000 feet AFL and above, resume normal climb schedule with gradual application of climb power.
4. Observe all airspeed limitations and ATC instructions.

Note: It is recognized that aircraft performance will differ with aircraft type and take-off conditions; therefore, the business aircraft operator must have the latitude to determine whether take-off thrust should be reduced to, during, or after flap retraction.

**APPENDIX C**

**AIRPORT SERVICES INFORMATION**

Current Airport Services:

Airline Transport Professionals, Inc.	-	(951) 359-5505
California Aviation Services, Inc.	-	(951) 354-5274
D&D Airport Café -	6:00 a.m. to 9:00 p.m. daily	- (951) 688-3337
Embry-Riddle Aeronautical University	-	(951) 637-0852
Enterprise Rent-A-Car	-	(951) 352-9477
Flying Kolors Aeropaint	-	(951) 352-7470
Gilbert, Malcolm Dr. - Aviation Doctor	-	(951) 509-0331
Heli-Flite - Helicopter Crane Service	-	(951) 359-5016
Hertz Car Rental	-	(951) 687-2357
Maintenance One - Aircraft Repair Services	-	(951) 785-4413
Riverside Aerial Labs - Aerial Photos	-	(951) 343-2767
Sky Links Golf Course	-	(951) 688-2563
Western Express Air - Laughlin Flights	-	(866) 887-5969

FBO

Riverside Air Service - Jet A/100LL/ 24 Hour Service Available	-	(951) 689-1160
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Motels & Hotels

Nearby:	Airport Inn	-	(951) 689-3391
	Arlington Motor Inn	-	(951) 351-9990
Downtown:	Mission Inn, a National Historic Landmark	-	(951) 784-0300
	Holiday Inn Select	-	(951) 784-8000
	Marriott Courtyard	-	(951) 276-1200
	Hampton Inn	-	(951) 683-6000
La Sierra:	Days Inn	-	(951) 358-2808