Chapter 12.08

AIRCRAFT REGULATIONS

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Section 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 thereto are hereby referred to, adopted and made a part of these regulations as fully in all respects as if particularly set forth herein. (Ord. 5661 § 1, 1988; Ord. 3622 § 2 (part), 1969; prior code § 5.11 (part))
Section 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))

Section 12.08.030  Powers of 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))

Section 12.08.040  Operating aircraft while under influence of liquor 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))

Section 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))

Section 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), prior code § 5.11 (part))

Section 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))

Section 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))

Section 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))
Section 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))

Section 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))

Section 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))

Section 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))

Section 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))

Section 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))

Section 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))

Section 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))

Section 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))

Section 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, lights 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))

Section 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)

Section 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 certificated 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))

Section 12.08.220  Places where repairs allowed and prohibited.
    No aircraft shall be permitted to remain on any part of the taxiway, landing or take-off
    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. Normal tie-down fees will apply. (Ord. 5661 § 1, 1988; prior code § 5.11
    (part))

Section 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)

Section 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))

Section 12.08.240    Taxiing into or out of hangar--Operating engines in hangar.
   No aircraft shall be taxied into or out of the 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))

Section 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))

Section 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))

Section 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))

Section 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))

Section 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))

Section 12.08.300 Parking areas for aircraft.

Airport tenants shall park on 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))

Section 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))

Section 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)

Section 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 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 base operator (FBO). Such helipads shall be specifically
designated 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)

Section 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 such
reasonable amounts as shall be determined by the Airport Director and the City's Risk Manager.

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. 7182 § 16, 2012; Ord. 6316 § 1, 1996)