



City of Arts & Innovation

Airport Commission

TO: AIRPORT COMMISSIONERS **DATE: OCTOBER 13, 2022**
FROM: GENERAL SERVICES DEPARTMENT **WARD: 3**
SUBJECT: RIVERSIDE MUNICIPAL AIRPORT NOISE MANAGEMENT PROGRAM

ISSUE:

Receive a report on the Riverside Municipal Airport's noise management program.

RECOMMENDATIONS:

That the Airport Commission receive this informational report on the Riverside Municipal Airport Noise Management Program.

BACKGROUND:

The Riverside Municipal Airport (Airport) has a long-standing program to lessen the negative impacts of aircraft noise on the surrounding community. That program is contained in the Airport Master Plan (Master Plan) approved in 2009.

In 1995, the Airport completed a Title 14 Code of Federal Regulations Part 150 Airport Noise Compatibility Planning Study. As stated in the Master Plan: "The results of the study provide airport administration with guidance on how to mitigate the impacts of aircraft noise on airport neighbors." That mitigation includes establishing aircraft routes and complying with Riverside County Airport Land Use Commission policy regarding the development of airport compatible land within the Airport's area of influence, essentially, the City of Riverside. These routes separate fixed wing aircraft from rotary wing aircraft (helicopters) and are in consideration of the different performance characteristics of these two classes of aircraft.

DISCUSSION:

Over the course of the last eight years, Airport management has been directly involved in responding to all comments and concerns regarding aircraft noise brought to the Airport by the community.

Over this same period, Airport staff has coordinated several meetings with the Federal Aviation

Administration (FAA) Air Traffic Control Tower manager and the Airport's flight schools to seek solutions to the impact of aircraft noise. These meetings produced several positive outcomes to lessen the negative impact of aircraft noise on the community, as outlined below.

- Enforcement of the in-bound helicopter route from the south. It was determined helicopters approaching the north-south runway were flying directly to the runway versus following Van Buren Blvd northbound to approximately Arlington Avenue and then turning toward the runway. Enforcement of this route completely eliminated the overflights and associated helicopter noise over the community directly south of the Airport.
- Increasing the altitude aircraft fly when in the downwind leg of an approach to the primary east/west runway. The downwind leg takes the aircraft on an easterly heading just south of the Airport to a point approximately at the former Sear's shopping center. The aircraft then make a left hand turn back to the west for a final approach to the Airport. Increasing the altitude on that portion of the landing pattern significantly reduced the negative noise impact.
- Eliminating "early turn" over southeast corner of the Airport. It was determined that some aircraft approaching the airport, using the downwind approach described above, turn very early, and at a low altitude, over the homes at the southeast corner of the airport. FAA Air Traffic Control, to the extent possible for safety, no longer allow aircraft to make the "early turn".
- Curtailing certain training flights below 2,500 feet. Additionally, the Airport has been receiving calls from residents on the north side of Lake Matthews regarding low flying aircraft. Meetings with the FAA, California Baptist University - Aviation Department and Airport flight schools resulted in an agreement to curtail training flights below 2,500 feet in this area and remain south of El Sobrante Road. The residents inform us they have seen a significant decrease in noise.

The Airport publishes a monthly digital newsletter informing tenants of different projects and activities taking place. The newsletter regularly reminds all Airport tenants to be aware of the impact their aircraft noise has on the community and to fly in a "friendly" manner.

It should be noted the final determination on how to operate an aircraft remains with the pilot in command. That individual has full authority to follow, or not follow, established flight patterns, or even the instructions of Air Traffic Control, if in their determination, it is not safe to do so.

STRATEGIC PLAN ALIGNMENT:

The Airport Noise Management Program contributes to Strategic Priority No. 2 *Community Well-Being* and Goal No. 2.4 – Support programs and innovations that enhance community safety, encourage neighborhood engagement, and build public trust.

This item aligns with EACH of the five Cross-Cutting Threads as follows:

1. **Community Trust** - The Airport fosters community trust by regularly reviewing federal guidelines and regulations to ensure operational safety and reduce noise impact on the community.
2. **Equity** - Riverside Municipal Airport ensures equitable access to Airport resources.
3. **Fiscal Responsibility** – This item is neutral toward this cross-cutting thread.
4. **Innovation** – The Airport Noise Management Program provides collaborative solutions to reduce negative impacts of aircraft noise on the surrounding community.
5. **Sustainability and Resiliency** – The Airport Noise Management Program demonstrates the Airport’s resiliency in being a good neighbor to Riverside residents.

FISCAL IMPACT:

There is no fiscal impact associated with receiving this informational report.

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Attachment: Presentation