

Title 12 - AIRPORT RULES AND REGULATIONS

Chapter 12.02 – DEFINITIONS

12.02.010 – As used in this section:

- A. *Airport* is defined as the Riverside Municipal Airport located in the City of Riverside, County of Riverside, State of California.
- B. *Airport Manager* is defined as the Manager of the Airport, or the authorized representative of the Airport Manager.
- C. *Person* is defined as any individual, firm, co-partnership, corporation, company, association, joint stock association, city or county, or district, and includes any trustee, receiver, or assignee.
- D. *Structure* is defined as 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.
- E. *Unmanned Aircraft System* is defined as any remotely controlled aircraft. Common reference: drone, but may include remotely piloted scale model aircraft.

Chapter 12.04 - GENERAL RULES AND REGULATIONS

12.04.010 – Rules and regulations adopted.

The rules and regulations set out in this Title are established and adopted for the use of the Riverside Municipal Airport (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.

12.04.020 – 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.

12.04.030 – Purposes of the Airport.

The Airport shall be conducted as a public use facility for the promotion and accommodation of civil aviation and associated activities.

12.04.040 – 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 Manager.

12.04.050 – Special Events Program

Prior to any event held on airport property by an airport tenant, the tenant shall submit an Activity/Event Permit Request Application to the Airport Manager as described in the Application

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.

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.

12.04.080 – Advertising and signs.

No signs, posters or other advertising material shall be posted or distributed on the Airport without express written permission of the Airport Manager. The granting of such permission by the Airport Manager shall not relieve the person posting or distributing such signs, posters or other advertising materials from complying with any other applicable law or ordinance.

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 Manager's office immediately or not 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.

12.04.100 – Powers of Airport Manager.

The Airport Manager may restrict or suspend any or all flight operations when required for the interest of safety, military need or special circumstances, or to enforce any provision of this Title. The Airport Manager shall have the authority to abate any public nuisance as set forth in this Chapter.

12.04.110 – General enforcement authority.

For purposes of this Title, the Airport Manager or the 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 this Code.

12.04.120 – Notice to Airport Manager.

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 working days' prior written notice to the Airport Manager before commencing such work.

12.04.130 – Failure to notify Airport Manager.

Every person, who fails to notify the Airport Manager in conformance with this Title, shall be in violation of the provisions of this Title. Each day or portion thereof such violation is in existence shall be a new and separate offense.

12.04.140 – Public nuisance.

An airport hazard is any condition or action which endangers the Airport and/or its operations, endangers the lives and/or property of users of the airport, or an obstruction which in effect reduces the size of the area available for the landing, taking off, and maneuvering of aircraft. Obstructions include, but are not limited to, 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. 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.

12.04.150 - Duty to correct or abate public nuisance.

The owner or person in charge or in possession of any structure or aircraft which creates or establishes an airport hazard, upon receiving notice of the violation, shall correct or abate the violation immediately.

12.04.160 – Summary abatement.

In cases of manifest public danger and/or immediate necessity, the Airport Manager, 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. All costs associated with abating the hazard shall be borne by the individual(s) responsible for creating the hazardous condition.

Chapter 12.06 – AIRPORT RULES

12.06.010 – 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 in this Code.

12.06.020 – Registering airport-based aircraft.

Any person electing to base aircraft on the Airport shall register the aircraft with the Airport Manager 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 Manager or the fixed base operator, whichever is appropriate.

12.06.030 – Flying 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 obstruct or hinder a pilot's view of the Airport and approach zone, 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.

The operation of ultralight aircraft on the Airport shall be permitted only from a site designated by the Airport Manager. 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.

12.06.040 – Flying of model aircraft and civil unmanned aircraft systems (UAS).

Flying of model aircraft within the City limits shall conform to applicable rules, regulations, or circulars promulgated by the Federal Aviation Administration (FAA); and if flown within five miles of the Airport, the operator shall first notify the FAA Air Traffic Control Tower. For the purpose of this chapter, Model Aircraft shall mean any unmanned aircraft (1) capable of sustained flight; (2) flown within visual line of sight of the operator; and (3) flown for commercial, hobby or recreational purposes.

Flying of civil Unmanned Aircraft (UA) within the City limits shall conform to FAA certification requirements, obtain appropriate exemptions from the FAA and notify the FAA of such intended operation. For the purpose of this chapter, civil Unmanned Aircraft Systems shall mean an unmanned aircraft operated by any person for any purposes other than strictly hobby or recreational purposes, including but not limited to commercial purposes or in furtherance of, or incidental to any business or media service or agency.

12.06.050 – 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 Air Traffic Control Tower or Airport Manager was first secured.
- B. The Airport Manager, at his sole discretion, 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.

12.06.060 – Motor vehicle regulations.

- A. Unless authorized by the Airport Manager, no motor vehicles shall be operated on the Airport except on roadways, parking areas or places that are designated for such vehicles and shall adhere to all posted speed limits.
- 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 traffic speed signs and in no event in excess of 25 miles per hour. On ramps or near building areas, the maximum speed shall not exceed 15 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 immediately reported to the Airport Manager.
- 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. Vehicles and fuel and service vehicles owned and/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, or the access road north of the Airport café.
- 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 to the vehicle owner, 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 Manager with evidence of compliance with the insurance requirements if requested by the Airport Manager.
- I. Rental car delivery/pick-up shall be escorted to/from the perimeter access point to the aircraft or staging area or delivered/picked-up in the terminal parking lot.
- J. All commercial delivery vehicles shall be escorted to/from the perimeter access point by the customer receiving delivered goods.

12.06.070 – Perimeter Gate Access.

- A. All tenants of the Airport are entitled to two perimeter gate access cards per lease. Tenants shall submit an application for a gate access card to the Airport Manager and shall sign a gate access card agreement. Applicable fees have been established by City Council. The sharing or loaning any gate access card or keypad code is specifically prohibited. To receive the second gate access card the individual that will be assigned the card must also complete the application.
- B. In the event a gate card is lost/stolen or a keypad code is compromised, the card holder shall notify Airport Manager immediately, or the next business day.
- C. Any person accessing the Airport through a perimeter security gate shall stop after entering/exiting the gate and ensure the gate is closed before leaving the area. Unless providing an escort for a guest of the tenant in another vehicle, the tenant shall not allow another vehicle to follow through the gate when entering the airfield. When exiting, the tenant may allow another vehicle to follow through; in such an instance, the second vehicle assumes the liability for ensuring the gate closes before departing the area.
- D. No person shall allow for a perimeter gate to be blocked open.
- E. No person shall tamper with any security gate, security camera, or other airport security equipment.
- F. Persons granted gate access cards by the Airport Manager shall follow all rules and regulations regarding the use of the gate access card, including this section and the terms and conditions of the gate access card agreement. A gate access card may be revoked, at the discretion of the Airport Manager, for any violation of this section.

12.06.080 – Fire regulations.

Conformance with the California Fire Code as adopted by the City is required of all users of the airport.

12.06.090 – Smoking.

Smoking is strictly prohibited in any hangar. Smoking is also strictly prohibited inside the airport perimeter fence.

12.06.100 – Open Flames.

Open flames are prohibited inside the airport perimeter fence.

12.06.110 – Fire Extinguishers.

An individual leasing a hangar shall furnish at least one 40lb. BC rated fire extinguisher. The extinguisher shall be maintained in the hangar in a location that is readily accessible.

12.06.120 – 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 wash racks, 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 waste into the public sewer and storm drain systems as set forth in Chapter 14.12 of the Riverside Municipal Code.
- B. Prohibited activity. Cleaning and/or washing of automobiles on airport property is strictly prohibited.
- C. "Cleaning" or "washing" an aircraft means the use of water together with solvents or cleansing agents.
- D. Approved aircraft wash racks. All cleaning and/or washing of aircraft is prohibited on any area of the airport except for the approved wash racks, or as permitted below.
- E. Aircraft cleaning/washing may be conducted at areas other than a wash rack provided the following conditions are met:
 - a. All liquid run off from this activity shall be contained in a system that does not allow the liquid to run-off onto pavement or soil.
 - b. All liquid shall be picked up by means of a vacuum, or other such vehicle/device and the liquid shall be disposed of in accordance with environmental disposal regulations.
- F. Violation. Every person who cleans and/or washes aircraft in any area of the Riverside Municipal Airport, except as permitted above, shall be in violation of the provisions of this section. Each incident shall be a new and separate offense.

12.06.130 – 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 Manager. 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. Use of hangars for nonaeronautical uses is strictly prohibited as provided in FAA rules and regulations, as amended from time to time.

- B. The Airport Manager or a designee shall be authorized to enter and inspect hangars, provided the Airport Manager has given notice to a lessee at least 24 hours prior to the date and time set for inspection. Tenant's permission to inspect shall not be unreasonably withheld.
- 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 Manager before initiating the project. The work plan shall be approved by the Airport Manager and shall contain the projected start and finish dates and scope of work. A quarterly project status report demonstrating timely progress pursuant to the work plan shall be filed with the Airport Manager. 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. Due to the complexity and uniqueness of each project, the total length of time allowed for restoration, construction or major repair of an aircraft shall be negotiated on a case-by-case basis.

12.06.140 – Repair, restoration or construction of aircraft.

Except with the express written consent of the Airport Manager, 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.

12.06.150 – 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 performed in designated areas. 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 Manager. Normal tie-down fees will apply.

12.06.160 – Boarding or disembarking of aircraft.

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.

Chapter 12.08 – AIRCRAFT AND PILOT REGULATIONS

12.08.010 – Pilot to conform to rules.

No person shall navigate any aircraft over, land upon, or take off from, 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.

12.08.020 – Operating aircraft while under influence of alcohol, drug, or substance.

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 substance that impairs a pilot's performance, or under the combined influence of an alcoholic beverage and any drug or substance.

12.08.030 – Two-way radio required.

All aircraft using the airport shall be equipped with functioning two-way radio equipment.

12.08.040 – 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, unless prior coordination with the control tower has been made.

12.08.050 – Taxi speed.

No person shall taxi any aircraft on the airport in an unsafe manner, or may create a 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.

12.08.060 – Approaching runway for take-off.

Aircraft approaching a runway at the Airport for take-off shall not enter a 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.

12.08.070 – Conformance to 14 CFR part 91.

All aircraft using the Airport, except in an emergency, shall conform to 14 CFR Part 91.

12.08.080 – Turns after take-off.

Except for Runway 27, no turn shall be made after take-off until the Airport boundary has been reached or the aircraft has obtained an altitude of at least 1,500 feet above mean 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 is recommended at the departure end of the runway to minimize the noise impact to residential housing to the west of the Airport. This section does not apply when in conflict with air traffic control instruction, or if the flight is operating under instrument flight rules.

12.08.090 – 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 1,800 feet

above mean sea level and 2,300 feet above mean sea level for jet aircraft. Aircraft shall enter the traffic pattern from straight and level flight.

12.08.100 – Unnecessary noise and noise abatement procedures.

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 09, 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 approach straight to Runway 09. Stay well north of housing area.
- C. Maintain pattern altitudes of:
 - 1. 1,300 feet MSL for helicopters
 - 2. 1,800 feet MSL for piston aircraft
 - 3. 2,300 feet MSL for turbine aircraft
- D. Practice single-engine departure procedures with twin-engine aircraft should be kept to a minimum.
- E. Jet aircraft must comply with Federal Air Regulation Part 36 and execute rolling takeoff consistent with safety.
- F. Avoid Ramona High School on Magnolia Avenue.

12.08.110 – Cross-wind runway.

Use of Runway 16/34: the secondary runway used primarily during (Northerly) cross-wind weather conditions. Note: Runway length is 2,850 feet.

During hours of darkness, lights on Runway 16/34 of the Airport will be turned on whenever the tower is not manned.

12.08.120 – Calm wind runway.

When the control tower is not in operation, Runway 09 shall be designated as the calm wind runway.

12.08.130 – 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 and monitor 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/bonding 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.
 7. Fueling nozzles shall be equipped with a dead-man control. The dead-man shall not be blocked in the open position.
- B. All aviation fuels must be handled to ensure clean 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 Manager.
 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. Two fire extinguishers will be available (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 Manager.
 8. Persons performing fueling operations should be familiar with pertinent rules pertaining to fuels handling.
 9. Aircraft shall be fueled from approved vehicles or containers.
 10. Those individuals processing more than 50 gallons of fuel in a year must file a disclosure of hazardous materials with the Riverside Fire Department.
- C. After fueling, aircraft shall not be left unattended at the fuel island. Transient aircraft may park in the transient parking area north of the Airport Terminal. Based aircraft should be parked at their leased site.

12.08.140 – 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 chocks. An aircraft engine may only be run up after it is determined that propwash will not endanger other aircraft, property or persons.

12.08.150 – 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 shall be halted a safe distance from the hangar doors and the engine stopped. Power-operated aircraft tow equipment may be used to move aircraft into, about and out of hangars. Aircraft engines shall not be operated within hangars.

12.08.160 – Moving aircraft upon direction of Airport Manager.

Upon the direction of the Airport Manager, 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 Manager may have the aircraft moved to such place at the owner's expense and without liability for damage that may result from such moving.

12.08.170 – 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 Manager 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.

12.08.180 – Reporting aircraft accidents.

Aircraft accidents at the Airport shall be immediately reported to the Airport Manager and to Federal and State agencies in accordance with agency requirements.

12.08.190 – Aircraft to be properly secured.

No aircraft shall be left unattended on the Airport unless properly secured with tie-downs and/or wheel chocks.

12.08.200 – Parking areas for aircraft.

Airport tenants shall park the aircraft owned by them, or in their custody, only in designated storage areas assigned or leased to them, or as designated by the Airport Manager.

12.08.210 – Transient aircraft parking.

Transient aircraft shall be parked at the Airport only in designated areas.

12.08.220 – Tie-down areas.

No ladders, cans, boxes, wheel chocks or other materials of any nature may be left in aircraft tie-down areas of the Airport without prior approval of the Airport Manager.

12.08.230 – Helicopter operations.

All helicopter operations at the 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 purposes shall be conducted in north traffic with landings and approaches perpendicular to, and touchdowns on the northern half of runway 16-34. Pattern clearances shall be obtained from the ATC tower. Helicopter traffic patterns, to the extent practical and safe, shall avoid overflight of all 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 helicopters 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 Required (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 Manager, 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 Manager and operate at the discretion of the Airport Manager. These pads may be closed at any time due to violations of any sections of this Code.

12.08.240 – Insurance regulations.

- A. No aircraft shall be based on the Airport until and unless its owner places and maintains on file with the Airport Manager 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 Manager 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.

12.08.250 – Noise management.

- A. To reduce aircraft noise impacts on the surrounding community, a noise curfew is in effect from 2200-0700 (local, 10:00 p.m. to 7:00 a.m.). During these hours high power runs of turbine engines for the purposes of maintenance or repair is prohibited. This restriction does not apply to departing/arriving aircraft.

Chapter 12.10 - FEES

12.10.010 – 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 City Council shall establish rates and charges for special or other uses of the Airport.

12.10.020 – Fees for hangar or outdoor storage of aircraft.

The City Council may establish by Resolution the fees to be charged for hangars or the outdoor storage of aircraft at the Airport.

12.10.030 – Other fees.

The City Council shall establish rates and charges for fees associated with special events, utilities, fuel flowage fees, etc.

Chapter 12.12 – AIRPORT INFLUENCE AREA

12.12.010 – General.

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 an 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 Airport.

12.12.020 – Runway Protection Zone (RPZ).

The Runway Protection Zone (RPZ) approved by the Federal Aviation Administration 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.

12.12.030 – Incursions into aircraft movement areas.

- A. The FAA places extremely strong emphasis on reducing the number of runway and taxiway incursions occurring across the country. An airport's aircraft movement area is designed by the FAA to accommodate the safe transit of aircraft across the ground as they prepare to depart, locate to a tie-down, parking or hangar position, 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 as defined by the FAA is any portion of the tarmac, taxiway, or runway, and an aircraft ramp under the control of the air traffic control tower, as designated by the Airport, is specifically for and restricted to the movement of aircraft along the ground. Aircraft Movement Areas (AMA) are clearly marked with signs adjacent to taxiway entrances and markings painted on the surface to designate the separation between movement and non-movement areas.
- 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 air traffic control to enter the AMA. In those instances when the tower is closed, pilots are required to make radio announcements "in the blind" of their intentions to move into the aircraft movement area.
- D. Unauthorized vehicles and pedestrians are prohibited in the AMA. Official Airport, or other City vehicles are allowed in the AMA, only when in radio contact with air traffic control. Other unofficial or non-radio equipped vehicles may enter the aircraft movement area only with the express authorization of the Airport Manager, or his or her designee, and when said vehicles are escorted by an official Airport vehicle in radio contact with air traffic control.
- E. Any unauthorized entrance or movement on or into the AMA by pedestrians, vehicles or aircraft shall be designated as an incursion and reported accordingly.
- F. Every person creating an incursion by unauthorized entrance into the AMA shall be in violation of the provisions of this section. Each incident shall be a new and separate offense.

12.12.040 – Riverside County ALUC safety zones.

The Riverside County Airport Land Use Commission (ALUC) has developed a land use plan for the environs of the Riverside Airport known as the Airport Land Use Compatibility Plan (ALUCP). The ALUCP has defined certain land use as compatible with airports and aircraft activity. This Plan generally precludes most land uses which involve structures, obstructions or presence of substantial numbers of people.

Chapter 12.14 – ENFORCEMENT

12.14.010 – Enforcement.

- A. The provisions of this Title may be enforced by the abatement proceedings set forth in Chapters 1.17 and 6.15 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.

12.14.020 – Penalty for violation.

Any person, firm, association, or corporation violating any of the provisions of this Title shall be deemed guilty of a misdemeanor and is punishable as provided in Municipal Code, Section 1.01.110. In addition to the penalties set out in Section 1.01.110, a violation of any of the rules and regulations set out in this Title shall be deemed sufficient cause for the Airport Manager 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.