

Title 12 - AIRPORT AND AIRCRAFT

Chapter 12.04 - AIRPORT REGULATIONS

12.04.010 - Rules and regulations adopted—Airport Manager 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 Manager" means the Director of the Riverside Municipal Airport or the authorized representative of said Airport Manager.

(Ord. 7362 § 4, 2017; Ord. 5661 § 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; 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 Manager.

(Ord. 7362 § 4, 2017; Ord. 5661 § 1, 1988; prior code § 5.3)

12.04.040 - 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 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.

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.

(Ord. 7362 § 4, 2017; Ord. 5661 § 1, 1988; prior code § 5.3-1)

12.04.045 - Flying of model aircraft and civil unmanned aircraft systems (UAS).

Flying of model aircraft within Riverside City limits shall conform to the Federal Aviation Administration (FAA) Advisory Circular 91-57A, dated September 15, 2015, or as subsequently amended; 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 hobby or recreational purposes.

Flying of civil Unmanned Aircraft (UA) within Riverside City limits shall conform to FAA certification requirements, obtain appropriate exemptions from the FAA and notify the FAA Air Traffic Control Tower. For the purpose of this chapter, civil Unmanned Aircraft 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.

(Ord. 7362 § 4, 2017)

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 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.

(Ord. 7362 § 4, 2017; 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 Manager'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. 7362 § 4, 2017; 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 Manager was first secured.
- B. The Airport Manager 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. 7362 § 4, 2017; 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 Manager, 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 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 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.
- 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 Manager with evidence of compliance with the insurance requirements if requested by the Airport Manager.

(Ord. 7362 § 4, 2017; 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 of the Riverside Municipal Code.
- 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. 7362 § 4, 2017; 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 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.
- B. The Airport Manager or a designee shall be authorized to enter and inspect hangars from time to time, provided that the Airport Manager has given notice to a lessee at least 24 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 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

regular 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.

(Ord. 7362 § 4, 2017; Ord. 6773 § 3, 2004)

12.04.160 - Repair 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.

(Ord. 7362 § 4, 2017; Ord. 6773 § 4, 2004)

Chapter 12.08 - AIRCRAFT 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 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))

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 Airport Manager.

The Airport Manager, or the appointed assistant of the Airport Manager, may restrict or suspend any or all flight operations when required for the interest of safety, military need or special circumstances.

(Ord. 7362 § 4, 2017; Ord. 5661 § 1, 1988; prior code § 5.11 (part))

12.08.040 - 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.

(Ord. 7362 § 4, 2017; 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), prior code § 5.11 (part))

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 Manager.

(Ord. 7362 § 4, 2017; 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 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.

(Ord. 7362 § 4, 2017; 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. 7362 § 4, 2017; 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 1,500 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 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.

(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 takeoff 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. 7362 § 4, 2017; 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, 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))

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 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))

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 Manager. Normal tie-down fees will apply.

(Ord. 7362 § 4, 2017; 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.
 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/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 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. 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 Manager.
 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 50 gallons of fuel in a year must file a disclosure of hazardous materials with the Riverside Fire Department.

(Ord. 7362 § 4, 2017; 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 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))

12.08.250 - 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.

(Ord. 7362 § 4, 2017; 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 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.

(Ord. 7362 § 4, 2017; 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 Manager and to federal and State agencies in accordance with agency requirements.

(Ord. 7362 § 4, 2017; 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 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.

(Ord. 7362 § 4, 2017; 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 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 Manager.

(Ord. 7362 § 4, 2017; 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 Manager.

(Ord. 7362 § 4, 2017; 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 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 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 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 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.

(Ord. 7362 § 4, 2017; 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 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.

(Ord. 7362 § 4, 2017; Ord. 7182 § 16, 2012; Ord. 6316 § 1, 1996)

12.08.350 - 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.

(Ord. 7362 § 4, 2017)

Chapter 12.12 - FEES

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, and for landings of unconventional type aircraft, 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 and for landings of unconventional type aircraft.

(Ord. 7362 § 4, 2017; Ord. 6405 § 1, 1997; Ord. 5661 § 1, 1988; prior code § 5.14)

12.12.015 - Use fees.

The City Council shall establish rates and charges for use fees.

(Ord. 7362 § 4, 2017)

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, 1979; Ord. 3567 § 1, 1968; prior code § 5.15)

Chapter 12.14 - AIRPORT INFLUENCE AREA

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 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 Riverside Municipal Airport.

(Ord. 7362 § 4, 2017; Ord. 6554 § 1, 2000)

12.14.020 - 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.

(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 designed 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 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 air traffic control 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 Manager, 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. 7362 § 4, 2017; 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 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.

(Ord. 7362 § 4, 2017; 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, copartnership, 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 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' notice to the Airport Manager before commencing such work.

(Ord. 7362 § 4, 2017; Ord. 6554 § 1, 2000)

12.14.060 - Failure to notify Airport Manager.

Every person, who fails to notify the Airport Manager 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. 7362 § 4, 2017; 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 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.

(Ord. 7362 § 4, 2017; 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

12.16.010 - General enforcement authority.

For purposes of this chapter, the Airport Manager 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 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.

(Ord. 7362 § 4, 2017; Ord. 6554 § 1, 2000; Ord. 5661 § 1, 1988; prior code § 5.16)