

## Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KRVS airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Tulsa Riverside Airport (KRVS)** is located just southwest of Tulsa, Oklahoma. The larger Tulsa International Airport is located 10 miles northeast of the field on the opposite side of the city. This makes Riverside an attractive alternative for business and general aviation itinerant aircraft. It is also home to no less than six active flight schools and numerous hangered private aircraft. The mix of experience levels and aircraft performance make Riverside a challenging airport for both pilots and controllers.

KRVS Tower Administrative Office  
Business Phone 918-299-6355  
0800L to 1600L M-F

- RWY configuration consists of two parallel RWYs 01L/19R and 01R/19L as well as intersecting RWY 13/31.
- The parallel RWYS are staggered at both ends.
- Hangars, FBOs and businesses are primarily located on the west side of the parallel RWYs.
- Departing aircraft need to be aware of the significance of ATC assigned headings after departure.
  - Traffic type and volume almost guarantee that there will be another aircraft departing on the parallel RWY at the same time.
  - Do not turn from RWY heading unless you are instructed to do so.
- Parallel RWYS with staggered thresholds increase wrong surface landing risk.
- Location and terrain make it difficult for ATC TWR to verify that you are lined up on the assigned RWY.
- Aircraft rolling out on RWY 01L may be instructed to turn left on RWY 13, hold short of TWY A and contact GND. In this case, the specific clearance is to hold short of TWY A on RWY 13. Note: You will be holding short on the RWY. Do not turn onto TWY A to clear RWY 13 until you have received GND clearance to do so. GND will provide you taxi instructions to parking.



## Airspace

The airspace at KRVS is Class D with a 3100' MSL ceiling. The tower only controls up to 2500' MSL. A portion of the KRVS airspace underlies Tulsa International Class C airspace. (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required.
- Equipment Two-way radio

Class C Airspace Requirements (CFR §91.130 and AIM 3-1-4; 3-2-4)

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 ft above | 2,000 ft horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required.
- Equipment Two-way radio, operable radar transponder with altitude reporting and ADS-B Out

## Cautions

### Hot Spots

**There are no Hot Spots at KRVS**

### Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures.
- ✓ Tulsa's Class C Airspace overlies the northeastern of the Riverside Class D. Remain clear of Class C airspace unless you are being vectored by ATC.
- ✓ There will almost always be another aircraft departing the parallel runway at the same time.
- ✓ It is critical to remain on your tower assigned heading unless instructed otherwise.
- ✓ If you need to depart to the East, you should consider receiving radar services from Tulsa Approach due to the aircraft inbound to KTUL at 2500' MSL.
- ✓ RWY 13L turning on departure before 1500' MSL not authorized.

### Landing

- ✓ Wrong surface landing risk
- ✓ The tower, due to location and terrain, has a hard time visually verifying the runway on which you are lined up.
- ✓ Use all available resources to verify that you are lined up for the surface that you have been cleared to land on. If you are unsure, ask the controller for assistance.
- ✓ RWY 31 maintain traffic pattern altitude until abeam the approach end of RWY.



**Surface Risk – Movement Area**

- ✓ If ever in doubt about your position or your instructions, just ask the TWR.

**Communications**

**KRVS TWR operates from 0700L – 2200L.**

When TWR is closed:

- ✓ The airspace becomes Class G
- ✓ Use CTAF 120.3
- ✓ Clearance Delivery: 121.7
- ✓ Use CTAF to control Runway lighting.

**From the KRVS Control Tower**

**Local information that your KRVS TWR controllers want you to know.**

**General**

- ✓ Noise abatement: Avoid flight over Jenks unless ATC or safety requires it.
- ✓ Noise abatement: No turns on departure prior to 1500' MSL".

**Traffic Patterns**

- ✓ When TWR is closed use Right Pattern for RWYS 1R, 19R, and 31.
- ✓ You will be expected to adjust your speed to follow your traffic.
- ✓ A common error for pilots flying in the pattern on the east side is to follow the river and roads instead of a standard pattern. By using ground landmarks, it is easy to cut out base traffic and overshoot final.

**Ground**

- ✓ If you are instructed to taxi "West of Alpha" then maneuver your aircraft west of the dashed taxiway edge marking to make room for aircraft taxiing in the opposite direction on taxiway Alpha.
- ✓ Most of the East and West sides of the airfield are classified as non-movement areas.
- ✓ Taxi-lanes BB, CC, DD, GG, FF, KK, TT, and any ramp are non-movement areas.
- ✓ Taxi-lanes and ramps are very difficult to see from the tower. Tower instructions in these areas are advisory in nature, based on known traffic.
- ✓ Ground Control is responsible for the run-up area.
- ✓ The run-up areas are located.
- ✓ Adjacent to the approach end of each runway except for Runways 13 and 01R.



When you are run-up complete advise ground control. Ground will give you your sequence to the runway and tell you to contact tower when you are number one for departure.,

- ✓ Contact tower only when you are the first aircraft awaiting departure and you are ready to take the runway.

### Takeoff/Departure

- ✓ Pilots departing VFR who are requesting radar service should state their destination or direction of flight.
- ✓ The controller will issue a beacon code, departure frequency, and an altitude restriction of **“at or below 2500 feet (MSL)”**.
- ✓ When departing, be sure to fly the ground track of the RWY. Drifting even slightly left or right of course could create conflict with traffic departing the other RWY.
- ✓ Pilots who request negative radar service will be given instructions on how to exit the Class Delta Airspace.
- ✓ Departure areas have been established to avoid potential conflicts with inbound aircraft.
- ✓ You can expect tower to issue a heading that coincides with the runway in use.
- ✓ If you are departing without radar services, the tower controller will turn you on course when leaving the Class D Airspace.

### Arrival/Landing

- ✓ Tulsa Approach provides sequencing into Riverside Class Delta Airspace. Your approach into Tulsa Riverside will depend on your flight plan, aircraft type, and the runway in use. Though the Class D extends up to 3100' MSL, Riverside Tower only controls the airspace up to 2500' MSL.
- ✓ The tower uses several VFR landmarks to provide spacing and sequencing to the landing runway. The following table below provides an overview of the most used geographical landmarks. If confused, ask the control tower for assistance.

VFR Reporting Points

Landmark	Location	Description
I-44	3 mile final RWY 19R/L	6 lane highway north of the airfield across the river that runs east to west
Turkey Mountain	1.5 miles NNW KRVS	Tall hill on west side of river
71 <sup>st</sup> Street/ The Bridge	1 mile final RWY 19R/L	4 lane highway across the river that runs east to west
Tulsa Hills	2 miles NW KRVS	Large shopping center



Unit Corp Building	1 mile WNW KRVS	6 story L-shaped building
Swim School	½ mile WSW KRVS	Blue and Yellow building adjacent to Golf Course
City of Faith	2 miles E KRVS	2 tall gold towers
The Bank	2 miles SSE KRVS	Gold/copper colored dome in downtown Jenks
Golf Course	½ mile final RWY 1L/R	South Lakes Golf Course in Jenks
(Creek) Turnpike	1.5 miles S KRVS	6 lane highway south of the airfield across the river that runs east to west
Powerplant/ Red & White Stacks	3 miles SE KRVS	2 Red & White striped stacks on the river
White Tanks	4 miles S KRVS	Cluster of large white oil tanks E of highway 75
Turnpike Split	5 miles W KRVS	I-44 and Creek Turnpike diverge as depicted on VFR sectional chart

- ✓ Exit Runway without delay at the first available taxiway or as instructed by the controller.
- ✓ If Tower issues taxi instructions, they will either tell you to “remain this frequency” or “monitor ground to parking”.
- ✓ If told to monitor ground, switch to Ground Control on 121.7 but do not call them. Ground Control will reach out to you if they have any amendments to your taxi instructions from Tower.
- ✓ When landing either north or south flow, it is not uncommon for tower to instruct an aircraft to exit on RWY 13/31.
- ✓ If you exit between the parallel runways on RWY 13/31, be aware that there are no hold short lines for the other runways. You are still required to hold short of the parallel runway until advised.
- ✓ When landing RWY 13/31, listen to the controller for instructions to exit the runway (Taxiway Zulu, RWY 19L/1R, RWY 19R/1L, or Taxiway Alpha) but **DO NOT stop on the landing runway** unless instructed.
- ✓ When landing RWY 31, remember that no taxiway connects to the far west end of the runway. The last turnoff available without having to back taxi on the runway is Taxiway Alpha.
- ✓ On RWY 31 downwind, maintain traffic pattern altitude until abeam the approach end of the RWY.

#### Special Traffic (Military/Commercial/Helicopter, etc.)

- ✓ VFR helicopters will be instructed by Approach Control to enter a boundary of the airport (East/West/North/South).



- ✓ After being switched to the tower, helicopters should advise the tower where they are parking and expect a clearance or landing advisory shortly after.

### Additional Information

- ✓ RWY 19L Threshold displaced.
- ✓ RWY 01L/19R only the center 80' is grooved.
- ✓ Noise abatement: No turns on departure prior to 1500' MSL.
- ✓ NE, NW, and SW ramps, portions of Taxi-lane CC, DD, and GG not visible from the TWR.

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