

TULSA RIVERSIDE AIRPORT (RVS) PILOT INFORMATION Updated: 02/23/2023

RVS Tower Administrative Office Business Phone 918-299-6355 Open 0800L to 1600L – Monday through Friday



Federal Aviation Administration



Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- Aeronautical Information Services
- <u>Airport Construction</u>
- <u>Airport Diagram</u>
- <u>Chart Supplement</u>
- From the Flight Deck Videos
- Hot Spots
- <u>NOTAMS</u>
- VFR Charts

Some Advisory Circulars for Reference

- <u>AC 90-66B Non-Towered Airport Flight Operations (faa.gov)</u> Subject: Non-Towered Airport Flight Operations – 2/25/19
- AC 91-73B (faa.gov) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- ✤ <u>AC 91-92 (faa.gov)</u> Subject: Pilot's Guide to a Preflight Briefing 3/15/21
- ✤ <u>AC 90-48 (faa.gov)</u> Subject: Pilots' Role in Collision Avoidance 10/20/22





RVS Specific Section

Richard Lloyd Jones Jr. Airport (RVS), also known as the Jones-Riverside Airport, or simply 'Riverside,' 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.

1. From the Flight Deck (FTFD) Video Notes

- 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.
- The mix of students, itinerants and resident aircraft has led RVS to devise a unique departure procedure (LTA-RVS-4)
- RVS Departure Procedure (LTA-RVS-4) can be found by searching "RVS" on the FAA NOTAM website. Pilots departing RVS should:
 - Monitor the ATIS for conditions and appropriate radio frequency in use.
 - Contact the appropriate controller for IFR Clearance or VFR Departure Direction.
 - Contact Ground Control (GND) when ready to taxi.
 - Remain on GND Frequency while in run-up area.
 - Advise GND when run-up is complete and ready for departure.
 - GND will provide the departure sequence and the appropriate TWR frequency.
 - Monitor TWR and advise when you are holding short and #1 for departure.
- 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.





2. Airspace

The airspace at RVS is Class D with a 3100' MSL ceiling. The tower only controls up to 2500' MSL. A portion of the RVS 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

3. Cautions

Hot Spots

There are no Hot Spots at RVS

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

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.





Surface Risk – Movement Area

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

4. Communications RVS 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.

5. From the RVS Control Tower

Local Information that your RVS 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 in order 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.
- The majority 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 1R.



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 a number of VFR landmarks to provide spacing and sequencing to the landing runway. The following table below provides an overview of the most commonly used geographical landmarks. If confused, ask the control tower for assistance.

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 RVS	Tall hill on west side of river
71 st 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 RVS	Large shopping center

VFR Reporting Points





Unit Corp Building	1 mile WNW RVS	6 story L-shaped building
Swim School	½ mile WSW RVS	Blue and Yellow building adjacent to Golf
		Course
City of Faith	2 miles E RVS	2 tall gold towers
The Bank	2 miles SSE RVS	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 RVS	6 lane highway south of the airfield across
		the river that runs east to west
Powerplant/ Red & White	3 miles SE RVS	2 Red & White striped stacks on the river
Stacks		
White Tanks	4 miles S RVS	Cluster of large white oil tanks E of
		highway 75
Turnpike Split	5 miles W RVS	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.

6. Additional Information

✓ RWY 19L Threshold displaced.

End of RVS Specific Section

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General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross <u>all</u> RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk Transponder Code 7600 if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check forproper





frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of "radio failure". Your emergency checklistmay come in handy for checking other areas specific to your aircraft.
- ✓ If you can't hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling tobelow VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageousto use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish totalk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- \rightarrow The clearance must be requested by the pilot.
- ✤ If it is after sunset and before sunrise the pilot requesting the clearance must be IFRrated and the aircraft must be certified for IFR flight.
- \rightarrow A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- ✤ You may depart for another destination
- ✤ You may transition
- ✤ You may enter and land
- ✤ You may do touch and go landings

End of General Section

