

RVS ATCT (Tower) FREQUENCIES

TOWER: 120.3 (West) - 119.2 (East)
GROUND: 121.7
CLEARANCE: 124.5
ATIS: 126.5

RVS ASOS Telephone Number: (918) 299-0740

OTHER FREQUENCIES

Riverside Jet Center: 130.30
Christiansen Jet Center: 122.95

TUL Approach: 124.0(West) - 119.1(East)
TUL Satellite position: 134.7

RVS ILS: 109.95
AFSS: 123.65
GNP VOR: 110.6
TUL VOR: 114.4

Tulsa Tower ATIS Phone Number: (918) 834-3764

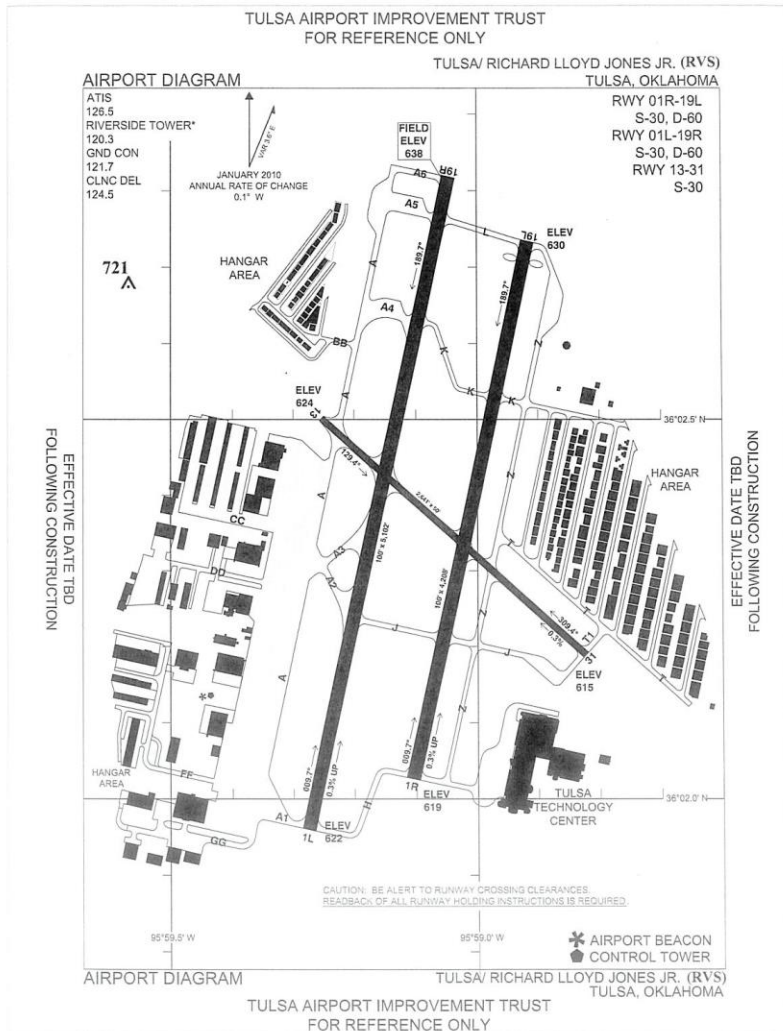
**THE MOST IMPORTANT PART OF COMMUNICATION AND AIR
TRAFFIC CONTROL IS SAFETY. IF YOU DON'T UNDERSTAND
THE CLEARANCE OR INSTRUCTION, IT CAN AFFECT THE
SAFETY OF YOUR FLIGHT AND OTHERS.
ASK FOR CLARIFICATION.**

Tulsa Riverside Tower (RVS) Pilot Information Handbook



May 7, 2014

**Tulsa Riverside Air Traffic Control Tower
R. L. Jones Jr. Airport
8801 South Jack Bates Avenue
Tulsa, Oklahoma 74132**



SAFE TRIP

S tay alert.

A ssume nothing - ask questions

F ind your location

E nsure you have clearance

T hink

R unway

I ncursion

P revention!

**TULSA RIVERSIDE
AIRPORT TRAFFIC CONTROL TOWER
R. L. JONES JR., AIRPORT
8801 SOUTH JACK BATES AVENUE
TULSA, OKLAHOMA 74132
TELEPHONE (918) 299-6355**

Helpful Web Sites

- AOPA - www.aopa.org
- Aviation Safety Hotline - www.faa.gov/contact/safety_hotline/
- Aviation Weather Center - <http://aviationweather.gov>
- Department of Transportation - www.dot.gov
- FAA - www.faa.gov
- Location Identifiers - www.airnav.com
- NTSB - www.nts.gov
- Runway Safety Office - www.faa.gov/runwaysafety
- Tulsa Airports Improvement Trust - www.tulsaairports.com
- Tulsa National Weather Service - www.srh.noaa.gov/tulsa

The information in this brochure is furnished in an effort to improve safety, communications, and system efficiency. Although the information is not regulatory in nature, by adhering to the enclosed guidelines, we can alleviate frequency congestion, increase cooperation between the pilot and controller, and provide all airport users with the best possible service. Effective communications result when the sender and the receiver of a message share the same understanding of the information. A communication breakdown in the aviation environment can lead to disastrous consequences. By studying, asking questions, and practice, you can help controllers provide a safe, orderly, and expeditious flow of air traffic.

Pilots and other airport users are invited to visit the Tulsa Riverside Airport Traffic Control Tower when security regulations permit. Please call at least 24 hours in advance to schedule tours. Visiting hours are from 8:00am to 4:30pm, Monday through Friday. Please feel free to contact me personally or a representative from Riverside Tower at any time with your concerns and suggestions.

This handbook was created as a result of the collaborative efforts of the controllers and pilots of the R. L. Jones Jr., Airport. Please let me know if there is information you would like to see included in future issues of this handbook. Thank you for your interminable support.

Air Traffic Manager, RVS ATCT

PREFACE

The purpose of this booklet is to enhance safety and increase system efficiency by improving communications between pilots and controllers. The key to any successful partnership is effective communications, there is no substitute. Pilots and controllers are taught that effective communications result from a continuous loop process in which the sender of the message and the receiver of that message share the same understanding.

INTRODUCTION

Tulsa Riverside Tower is a FAA operated air traffic control tower located six miles south of downtown Tulsa at R. L. Jones Jr., Airport. The tower was opened in 1965 and has become one of the busiest in the country. The majority of the traffic is light, single and twin-engine aircraft. Tulsa Riverside Tower is open from 7:00am till 10:00pm seven days a week. For additional information, see the Airport/Facility Directory, South Central U. S. Edition.

FIXED BASE OPERATORS (FBO)

The tower cannot recommend an FBO or parking to you. The tower can provide a list of services available at the airport. If you have a special need, tell the controller, who may direct you to those services. All parking/tie downs at the airport are located at the FBOs. Airport management does not provide an area for short-term parking. Fees are determined by the FBOs and the tower cannot negotiate for you.

PILOTS

If you will keep this reference handy and use the information it contains, it will be of great help to you and the tower in providing you with the best service available.

PILOT IN COMMAND

The pilot is responsible for the operation and safety of an aircraft during all ground operations and phases of the flight.

GOOD OPERATING PRACTICES

- ⇒ When you call for taxi clearance, be ready to roll – do not delay your taxi. If delay is needed, advise controller.
- ⇒ When taxiing on Taxiway Alpha and you are instructed to taxi west of Alpha, be sure you are west of Dashed Taxiway Edge Marking defining where Adjoining Pavement is available for aircraft use.
- ⇒ When you are number one for departure at the runway hold short line, call tower as soon as frequency time permits – be ready to go.
- ⇒ While airborne, do not overshoot final or continue on a track which will penetrate the final approach of the parallel runway.
- ⇒ While airborne, do not continue on a track which will penetrate the departure path of the parallel runway.
- ⇒ Do not stop on an active runway, unless instructed.
- ⇒ After landing and exiting the runway, immediately change to ground control frequency when advised by the tower.
- ⇒ If you are in between the parallel runways, be sure to Hold Short of the parallel runway, and only cross when instructed.
- ⇒ After a hard landing, check your ELT.
- ⇒ Instructors and Flight Schools please note - **Local IFR clearances are not intended for training aircraft. File an IFR flight plan with Flight Service.
- ⇒ If you are in a vehicle or on foot, do not enter runways or taxiways designated as movement areas.
- ⇒ If you expect visitors at the airport, be sure they understand areas where they should and should not be. If necessary, meet them at the front gate.
- ⇒ If you don't understand the control instruction, say so – then the controller can explain in plain language or give a different control instruction.
- ⇒ If you notice anyone or anything unusual at the airport notify the tower controller or Tulsa Airports Improvement Trust (TAIT).
- ⇒ If you see debris on the pavement, notify the tower controller or Tulsa Airports Improvement Trust (TAIT).

PHRASEOLOGY

SPECIAL REQUEST

Special requests by the pilot will be approved as traffic permits. Some examples include overhead approaches, low approaches, flight plan opening and closing, nonstandard pattern entries, high speed taxis, and other additional services. If your request cannot be accommodated, you will be advised and issued other control instructions.

Over 50 years ago, the FAA developed a Pilot/Controller Glossary which, when used in conjunction with the AIM and the controllers handbook, is the system standard and is only as effective as each individual's knowledge and familiarity with the terms it contains. We have included a very basic list of terms and control instructions with their respective definitions and/or actions expected to occur. This should not be used as a substitute for the Pilot/Controller Glossary but as an introduction to aviation terminology.

READ BACK PROBLEMS

Although it is not required for pilots to read back all instructions, the AIM does state that pilots "should" read back specific items and to *"include the aircraft identification in all read backs and acknowledgments"*. A read back of any numbers serves as a double check between pilots and controllers and reduces the kind of communication errors that occur when a number is either misheard or incorrect. Preferred techniques for pilot-issued read back of ATC clearances are described in detail in the AIM.

HEAR BACK PROBLEMS

The term "Hear Back" refers to instances when the controller or pilot has difficulty hearing and fully understanding what is said in a clearance, instruction or informative transmission thereby making it doubly difficult to repeat the instruction or transmission. Contributing factors are:

- ⇒ Poor quality of voice transmission
- ⇒ Noise.
- ⇒ Controllers and pilots are human, sometimes we hear what we want to hear and not what is actually being said.
- ⇒ Controller workload - sometimes one controller is doing several different things at the same time. Not only handling the frequency, but initiating and responding to inter/intra-facility coordination. Pilots should be aware of this in the event that an immediate reply, or no reply, from the controller is forthcoming.
- ⇒ Pilot workload - flying the aircraft, adjusting the flaps, setting the trim, watching for other aircraft, initiating and responding to transmissions, plus a multitude of other tasks involved in flying an aircraft contribute to pilot workload.

WHAT DOES IT MEAN?

Acknowledge: Lets me know you received my message.

Advise Intentions: Tell me what you plan to do.

Affirmative: Yes.

Back-Taxi: Used by ATC to taxi aircraft on runway opposite to traffic flow.

Blind Spot: Portion of the airport not visible from the control tower.

Expedite: Prompt action required to avoid development of imminent situation

Follow Traffic: Follow the aircraft issued, allow room for adequate spacing.

Go Ahead: Proceed with your message. Used for no other purpose.

Go Around: Abandon your approach to landing.

How Do You Hear Me: A question relating to the quality of the transmission or to find out how well the transmission is received.

Ident: Request for pilot to activate transponder identification feature

Immediate: Instant action required to avoid imminent situation.

I Say Again: The message will be repeated.

Line Up And Wait: Used by ATC to inform pilot to taxi onto the departure runway to line up on the runway and wait for a takeoff clearance.

Make Short Approach: Used by ATC to inform pilot to alter traffic pattern so as to make a short final approach.

Mayday: International radiotelephony distress signal. When repeated 3 times, it indicates imminent and grave danger, immediate assistance is requested.

Negative: "No" or "permission not granted" or "that is not correct"

Negative Contact: Traffic is not in sight.

Nordo: Aircraft that cannot or do not communicate by radio when radio communication is required are referred to as "NORDO".

Over: My transmission is ended; I expect a response.

Read Back: Repeat the message back to me.

Report: Instructs pilot to advise ATC of specific information.

Roger: I have received all of your last transmission. It should not be used to answer a question requiring a yes or no answer.

Say Again: Used to request a repeat all or part of last transmission.

Speak Slower: Request to reduce speech rate.

Stand By: A pilot/controller must pause, to attend to duties of a higher priority. "Stand by" is not an approval or denial.

That Is Correct: The understanding you have is right.

Traffic In Sight: Informs controller previously issued traffic is in sight.

Traffic No Factor: Previously issued traffic is no factor.

Unable: Inability to comply with specific instruction, request or clearance.

Verify: Request confirmation of information.

When Able: Used with ATC instruction, gives pilot latitude to delay compliance until condition or event has been reconciled.

Wilco: I have received your message, understand it and will comply with it.

NO RADIO PROCEDURES Continued

LIGHT GUN SIGNALS

<u>COLOR & TYPE</u>	<u>AIRCRAFT ON GROUND</u>	<u>AIRCRAFT INFLIGHT</u>
1. Steady Green	Cleared for takeoff	Cleared to land
2. Flashing Green	Cleared to taxi	Return for landing
3. Steady Red	Stop	Give way to other aircraft and continue circling
4. Flashing Red	Taxi clear of runway	Airport unsafe, in use. Do not land
5. Flashing White	Return to starting point on airport	Not applicable
6. Alternating Red & Green	Exercise extreme Caution	Exercise extreme Caution

During daylight hours, acknowledge tower transmissions or light gun signals by moving the ailerons or rudder or rocking wings if airborne. At night, acknowledge by blinking the landing or navigation lights.

Remember, if radio problems occur, look at the tower for light.

NO RADIO PROCEDURES

If you lose two-way radio communications in-flight, it is suggested that you remain outside the Class Delta surface area; and, if you have a cell phone, call the tower (918) 298-5960. You will receive weather, pattern entry, and other instructions. If you do not have a cell phone, if feasible, land at a non-towered airport, i.e. Pogue, then call the tower.

This is a much safer alternative than entering the pattern and rocking your wings, given the amount of student traffic in the area. If you are unable to land at a non-towered airport, Squawk 7600, circle the field and watch the tower for light gun signals. Standard no-radio pilot procedures are specified in 14 CFR 91.129.

Controllers use light gun signals when radio communications cannot be established with an aircraft. A light gun emits a highly directional, intense, narrow beam of light. The directions transmitted by a light gun signal are very limited since only approval or disapproval of a pilot's anticipated action may be transmitted. The use of the "General Warning Signal" advises the pilot to be on the alert, and to proceed with extreme caution. Feel free to ask for light gun signals for training and familiarization.

A pilot, while on the ground, wishing to attract the attention of the tower should turn the aircraft into a position that is visible to the tower (always remain clear of an active runway/movement area) and turn the landing light on until appropriate light gun signals are received from the controller in the tower. Flashing the landing light also is helpful in attracting attention. During daylight hours, look for a window shade in the tower to be raised. This is done to ensure that the light gun signals are visible.

RADIO DISCIPLINE

Radio discipline can best be defined as an orderly, prescribed pattern of behavior used when communicating by radio. Here are a few rules to follow:

- 1) Maintain the efficiency of each transmission.
 - a) Be as brief as possible.
 - b) Eliminate unauthorized transmissions.
 - c) Speak clearly.
 - d) Speak at an appropriate rate.
- 2) Use proper radio techniques.
 - a) Listen ***before*** you key the microphone.
 - b) Know what you are going to say before you key the microphone.
 - c) Use the microphone correctly.
 - d) Be alert to sounds or lack of sounds in receiver.
 - e) Know the capabilities of the equipment.
- 3) Use standard phraseology to the extent possible.
 - a) Use the phonetic alphabet.
 - b) Use appropriate aircraft call-sign procedures. Use of call signs that are too brief, or worse, not including your call sign in radio requests or acknowledgment can lead to confusion. Extra care and attentiveness on the part of both pilot and controller are vital to ensure that control instructions are given to and executed by the correct aircraft.
 - c) Use correct procedures when communicating numbers such as altitude, flight levels, direction, and time.
 - d) If you do not know standard phraseology for a particular situation, use plain language - just be brief, clear and to the point.

ENUNCIATION

English is the official language of aviation, but unfortunately we do not all speak with the same clarity and understanding. Common enunciation errors that contribute to miscommunication include:

- ⇒ Voice Volume
- ⇒ Speech Rate
- ⇒ Voice Inflections and Accent
- ⇒ Similar Sounds, always be on the lookout for similar sounding words, numbers and call signs.

ESTABLISHING RADIO CONTACT

To contact most facilities within the ATC system, it is required that pilots use specific procedures. If these procedures are not followed, the result may be delayed or possible failed communication.

- Name of facility being called,
- Full aircraft identification,
- Position,
- Pilot's intentions,
- Current ATIS information code.

Acknowledge all transmissions or clearances with your aircraft identification, either at the beginning or at the end of your transmission and one of the words "Wilco", "Roger", "Affirmative", "Negative", or other appropriate remarks as described in the AIM. A transmission without your aircraft call sign is meaningless.

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

Monitor the ATIS (RVS 126.5) prior to contacting Tulsa Approach inbound and/or prior to contacting Clearance Delivery/Ground Control for taxi instructions outbound. Listen to the entire ATIS broadcast to get all the information pertinent to the airport and also appropriate frequencies to use to contact TUL Approach or RVS Tower. The ATIS broadcast will advise you if clearance delivery is operating on 124.5, or if you need to contact ground control on 121.7 for your clearance. You must state the appropriate ATIS information code with your call sign.

CLEARANCE DELIVERY OR GROUND CONTROL

ATIS will provide the appropriate position (Clearance Delivery on 124.5 or Ground Control on 121.7) to call for departure request. Pilots of departing VFR aircraft who request radar service should state request with destination or proposed direction of flight. If radar service is requested to a destination outside the local area, also provide the requested altitude. The controller will issue a beacon code, departure frequency, and an altitude restriction of at or below 2500 feet MSL. Pilots who do not request radar services will not be given radar service outside the RVS Class D Airspace.

EXITING RUNWAY

After completing landing roll and reaching taxi speed, exit runway without delay at the first available taxiway or as controller instructs. When advised by the tower, immediately change to Ground Control frequency on 121.7 to obtain a taxi clearance to parking. State your position and where you would like to park. If you are not familiar with the airport, request progressive taxi instructions.

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 by controller. 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.

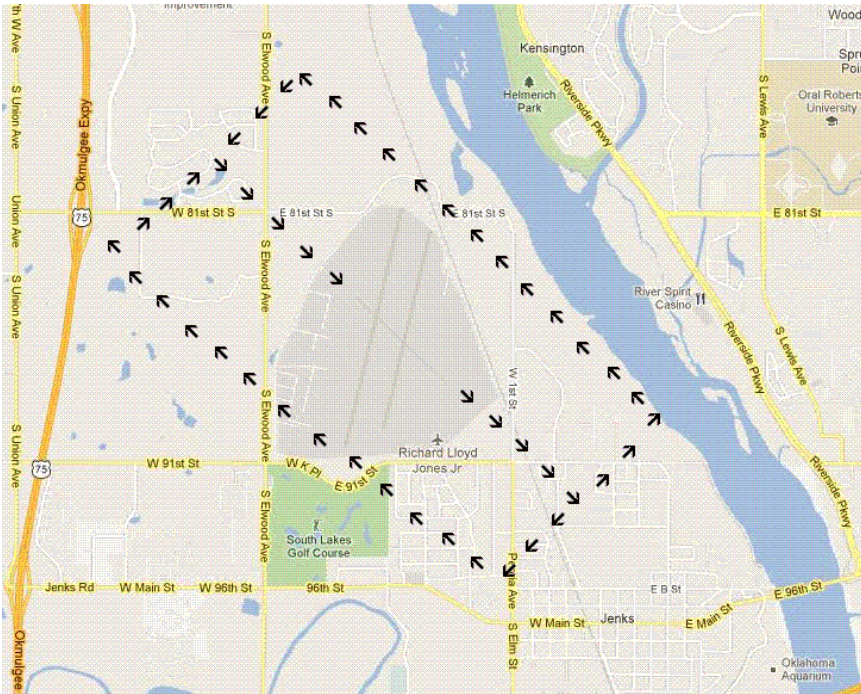
RUNWAY CROSSINGS

After landing, your taxi route may take you across runways to get to your parking area. You **must not** taxi across any runway without a specific clearance for your aircraft to cross a specific runway. You must wait for the controller to issue instructions such as, "Cessna One Two Three, Cross Runway 19R, Taxi via....". If you are between runways, be accurate when you advise Ground Control of your position, such as, "...Holding Short of Runway 1L on Taxiway Juliet, Request Taxi To.....". **Read back all runway hold short instructions with your callsign.** If you do not hear your call sign, it is better to hold short and confirm the instruction was for you rather than to assume it was for you, even if you haven't heard another aircraft on the frequency.

TAXIING OUT

RUNWAY 13 PATTERN

(NOT TO SCALE)



Only when you are ready to taxi should you contact Ground Control on 121.7. Advise the controller of your position and that you have the current ATIS information code. If you are not familiar with the airport, refer to the attached diagram or ask the controller for a progressive taxi instruction. Do not ask for taxi instructions if you are not ready or unable to move the aircraft at that time. Since 2010, all runway crossings during taxi must be stated; they are no longer implied. This is true for all aircraft: outbound, inbound, and surface repositioning.

DO NOT CROSS ANY RUNWAY DURING TAXI WITHOUT RECEIVING A CLEARANCE TO CROSS...

“Cessna One Two Three, Cross Runway One Three at Alpha”

RUN UP AREA PROCEDURES

Due to the large volume of traffic at this airport, local procedures have been established to provide a safer and more expeditious flow of departure traffic. This also alleviates congestion on the tower frequency. When taxiing out, conduct your run up as usual. When run up is completed, advise Ground Control, who will issue a sequence for departure. Change to tower frequency, but do not call the Tower until you are number one at the line, holding short of the runway. Remember, when you are maneuvering up to the line, give way to other aircraft entering the run up area.

WHEN READY FOR DEPARTURE

When you are **number one** at the hold short line, contact the Tower and state your call sign, runway holding short of, and direction of departure or other intentions: touch and goes/closed traffic, high speed taxi, etc. If you are on an IFR flight plan advise Tower at this time.

If you are remaining in the local traffic pattern advise Tower on initial call. Another runway may be assigned for departure. Do not assume you will use the east runway. While most closed-traffic is on Runway 19L/1R, traffic may dictate an alternate runway.

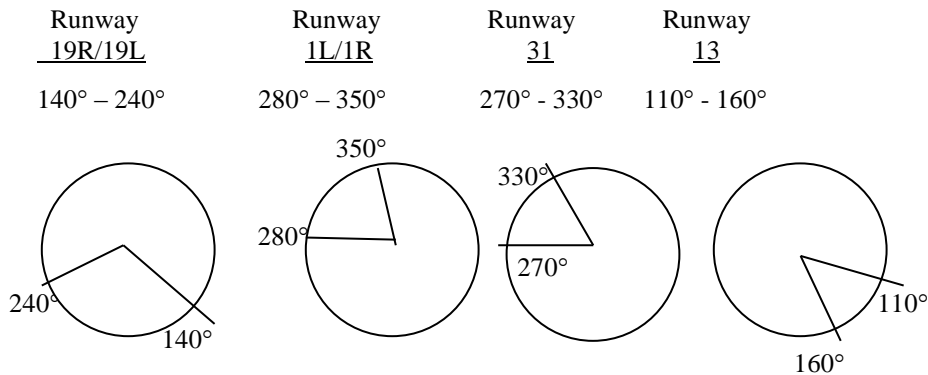
DEPARTURES - GENERAL

The city of Jenks is a noise sensitive area. Avoid flight over Jenks unless ATC or safety requires it. Tulsa Airport Authority has published Noise Abatement Procedures for the Riverside Airport. The Airport/Facility Directory notes "Noise Abatement: No turns on departure prior to 1500' MSL". Plan your flight to comply with these procedures.

Note: The Tower controller may give instructions to deviate from these procedures if needed for operational purposes.

DEPARTURE CORRIDORS

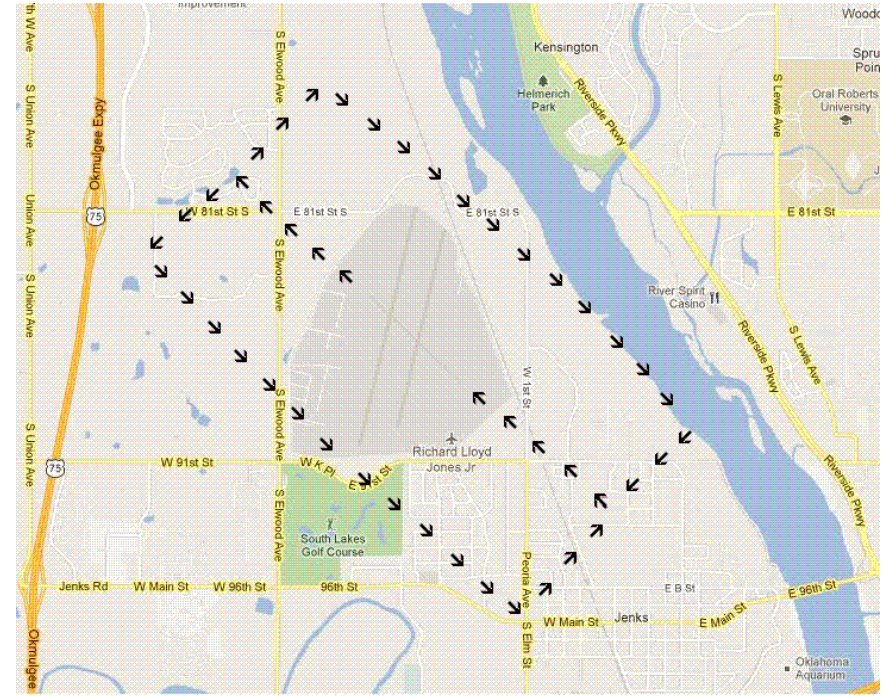
Due to the large volume of air traffic at this airport, departure corridors have been established to avoid potential conflicts with inbound aircraft, and will be used when traffic warrants. When in use, the tower controller will issue certain headings for departure in conjunction with the runways in use. If you have requested radar services outbound, you may be advised to contact Tulsa Departure Control for a turn on course. If you are departing without radar services, the tower controller will turn you on course as soon as traffic permits.



*NOTE: Departures to TUL off runway 19R/19L will normally be issued headings between 190° – 240°

RUNWAY 31 PATTERN

(NOT TO SCALE)

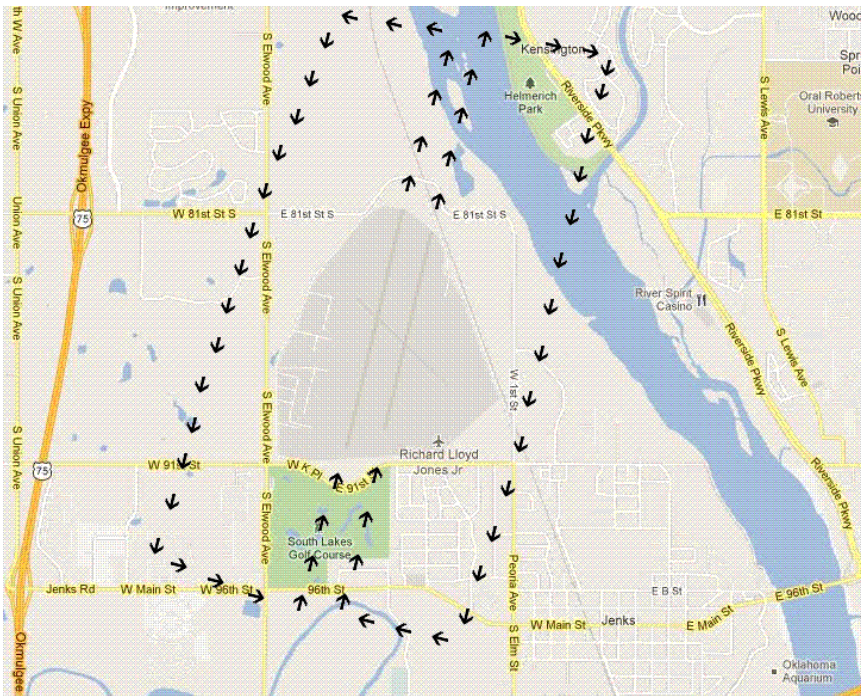


DEPARTURE PROCEDURES

Instrument departure procedures, including Obstacle Departure Procedures (ODPs), are preplanned Instrument Flight Rule (IFR) procedures which provide obstruction clearance from the terminal area to the appropriate en route structure by providing obstacle clearance protection information to pilots. Obstacle Departure Procedures (ODPs) have been developed for all runways at this airport and are published in the U.S. Terminal Procedures Publication, South Central (SC) Vol 1.

RUNWAY 1L & 1R PATTERN

(NOT TO SCALE)



NON-VISIBILITY AREAS ON THE AIRPORT

The following areas are not visible from the tower.

- ⇒ Taxilane CC
- ⇒ Taxilane DD
- ⇒ Taxilane GG
- ⇒ Taxilane FF
- ⇒ Northwest, Southwest, and Northeast Ramps.

The taxilanes listed above have been designated as non-movement areas, along with taxiways BB, TT, and portion of K. Pilots should use extra caution when operating in these areas and recognize that Tower instructions are advisory in nature, based on known traffic operating in these areas.

STUCK MICROPHONES

Operator error is often the cause of unintentional continuous microphone keying. If you don't hear anything on your radio and you see other aircraft that should be communicating with the tower, check your radio, you might have a "stuck" or "hot" mike.

CLASS C AIRSPACE

R. L. Jones, Jr., Airport is located outside of the TUL Class C Airspace, 11 miles southwest of Tulsa International Airport, which places almost all of the northern half of the Class Delta (Class D) airspace underneath Class C (Class C) airspace and the southern portion of the Class D airspace in the “Outer Area”. Tulsa Class C airspace consists of an area, beginning at the primary airport or Tulsa International Airport and extends outward to a 5 nautical mile radius encompassing altitudes from surface to 4700 feet. There is also an outer circle with a 10 nautical mile radius that extends from 2300 feet to 4700 feet. The Outer Area sometimes referred to as the “Associated Outer Area” also begins at the primary airport and has a 20-mile radius. The Outer Area begins at the lower limits of radar/radio coverage and extends up to 15,000 feet, which is the ceiling of Tulsa Approach Control’s delegated airspace. (See map insert.) At R. L. Jones, Jr., Airport, aircraft departing to the north enter regulatory airspace therefore Class C service is required. Aircraft departing to the south enter the Outer Area or non-regulatory airspace and Class C service is optional. The FAA recommends and encourages the use of Class C service whenever available as a means of enhancing aviation safety.

CLASS C SERVICE

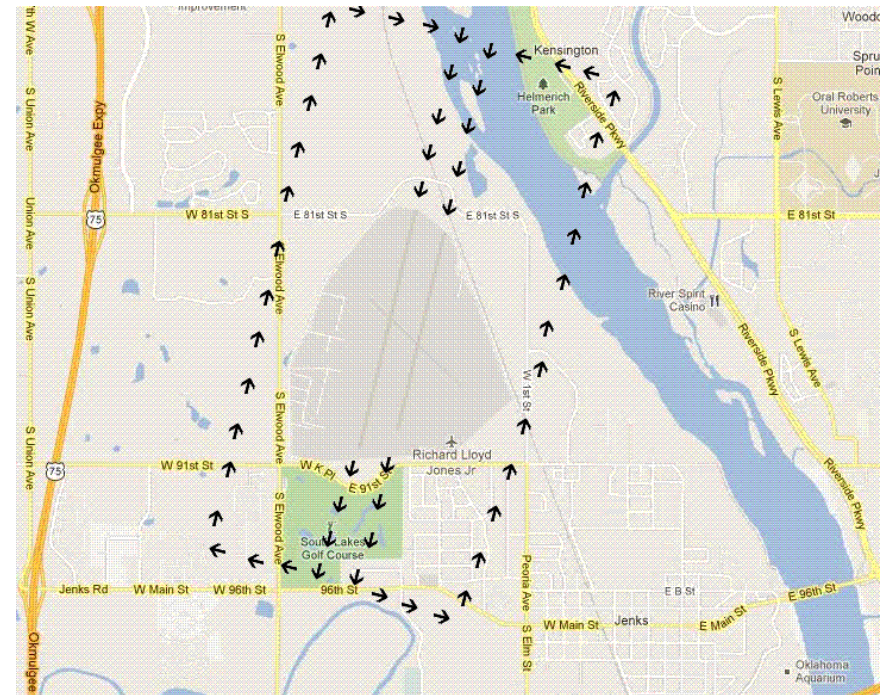
Although they sound similar, Class C *Service* and Class C *Airspace* are distinctly different. As a pilot you can expect the same services and procedures whether you are in the Class C airspace or the Outer Area, which includes:

- ⇒ Sequencing of all arriving aircraft to the primary Class C airport.
- ⇒ Standard IFR separation between IFR aircraft.
- ⇒ Separation, traffic advisories, and safety alerts between IFR and VFR aircraft.
- ⇒ Mandatory traffic advisories and safety alerts between VFR aircraft.
- ⇒ Sequence of VFR arrivals - expect vectors.

Normally, an operational two-way radio and transponder are required to operate within the Class C airspace and outer area; however, special arrangements can be made with the controlling facility, i.e. Tulsa Approach Control, in the event of special circumstances. By using radar, Tulsa Approach will issue traffic advisories to help you spot traffic. Remember, when you are operating in visual meteorological conditions (VMC) the pilot in command is ultimately responsible to see and avoid other aircraft. For further information on Class C airspace or service, please refer to the AIM.

RUNWAY 19L & 19R PATTERN

(NOT TO SCALE)



CONTROL INSTRUCTIONS

The “Cleared for the Option” procedure will permit an instructor pilot, flight examiner or pilot the option to make a touch-and-go, low approach, missed approach, stop-and-go, or full stop landing. This procedure will only be used at those locations with an operational control tower and ATC approval is required.

When cleared for take-off, to land, or for a touch-and-go, do not delay on the runway, there may be traffic on final behind you. If you would like a stop-and-go or a full stop landing, advise the Tower on downwind.

At times, the Tower may instruct you to make a short approach. The purpose of a short approach is to put you in front of another aircraft and you avoid flying an extended downwind leg to follow traffic. Again, if you cannot comply, advise the Tower and expect alternate control instructions.

You are required to acknowledge instructions. Your call sign and some word of acknowledgment are all that is required. However, controllers are required to obtain read back of runway hold short instructions. If you are unsure about any part of the instruction do not hesitate to ask the Tower to repeat it.

R.L. JONES JR. AIRPORT PATTERN ALTITUDE

The R.L. Jones Jr. Airport traffic pattern altitude provides efficient air traffic routes and reduces noise exposure to the surrounding area. R.L. Jones Jr. Airport receives numerous noise complaints due to the close proximity of housing developments in the city of Jenks.

To reduce excessive noise, we ask that pilots conform to the published traffic pattern altitude and noise abatement procedures and not fly at low altitudes over residential areas. Deviations from these procedures will occasionally be issued with alternate instructions given for traffic complexity or pilot operational requirements. In this event, do your best to keep noise to a minimum while complying with ATC instructions.

The traffic pattern altitude for fixed wing aircraft is 1,700 feet MSL. The primary runway for aircraft remaining in the traffic pattern is Runway 19L/1R, however traffic may dictate use of an alternate runway.

RADAR SERVICES

If you want radar service inbound, contact TUL Approach at least 10 miles from the R. L. Jones Jr. Airport. Through an agreement between TUL and RVS, you will be given similar service as if RVS was in the Class C Airspace, including an approach sequence.

NEGATIVE RADAR SERVICE

If you do **not** want radar service inbound, remain clear of Class C Airspace and call Riverside Tower at least 8 miles from the R. L. Jones Jr. Airport and state "NEGATIVE RADAR SERVICE". Depending on traffic you may be fit into the landing sequence, given holding instructions, or told to remain outside Class D Airspace.

VFR REPORTING POINTS WITHIN CLASS D AIRSPACE

TURNER TURNPIKE: 4 miles northwest of the airport.

WHITE TANKS: White petroleum storage tanks 4½ miles south of the airport along Hwy75.

POWER PLANT: Red and white smokestacks 2¾ miles southeast of the airport along the Arkansas River.

ST. FRANCIS HOSPITAL: 4 miles northeast of the airport at 61st and Yale.

HWY 75 / BEELINE: Local name for Hwy75, a four lane divided highway, running north and south, approximately 1½ miles west of the airport.

JENKS OVERPASS: 1½ miles southwest of the airport at 96th and US Hwy 75.

JENKS STADIUM: Jenks football stadium 1½ miles east of the airport.

CITY OF FAITH/CITY PLEX TOWERS. Gold and white 3 tier buildings (formerly the City of Faith), located 2 miles east northeast of the airport.

TV GUIDE BUILDING: 2¼ miles northeast of the airport at 71st and Lewis.

SHELL STATION: ¾ miles south of the airport at 96th and Elwood.

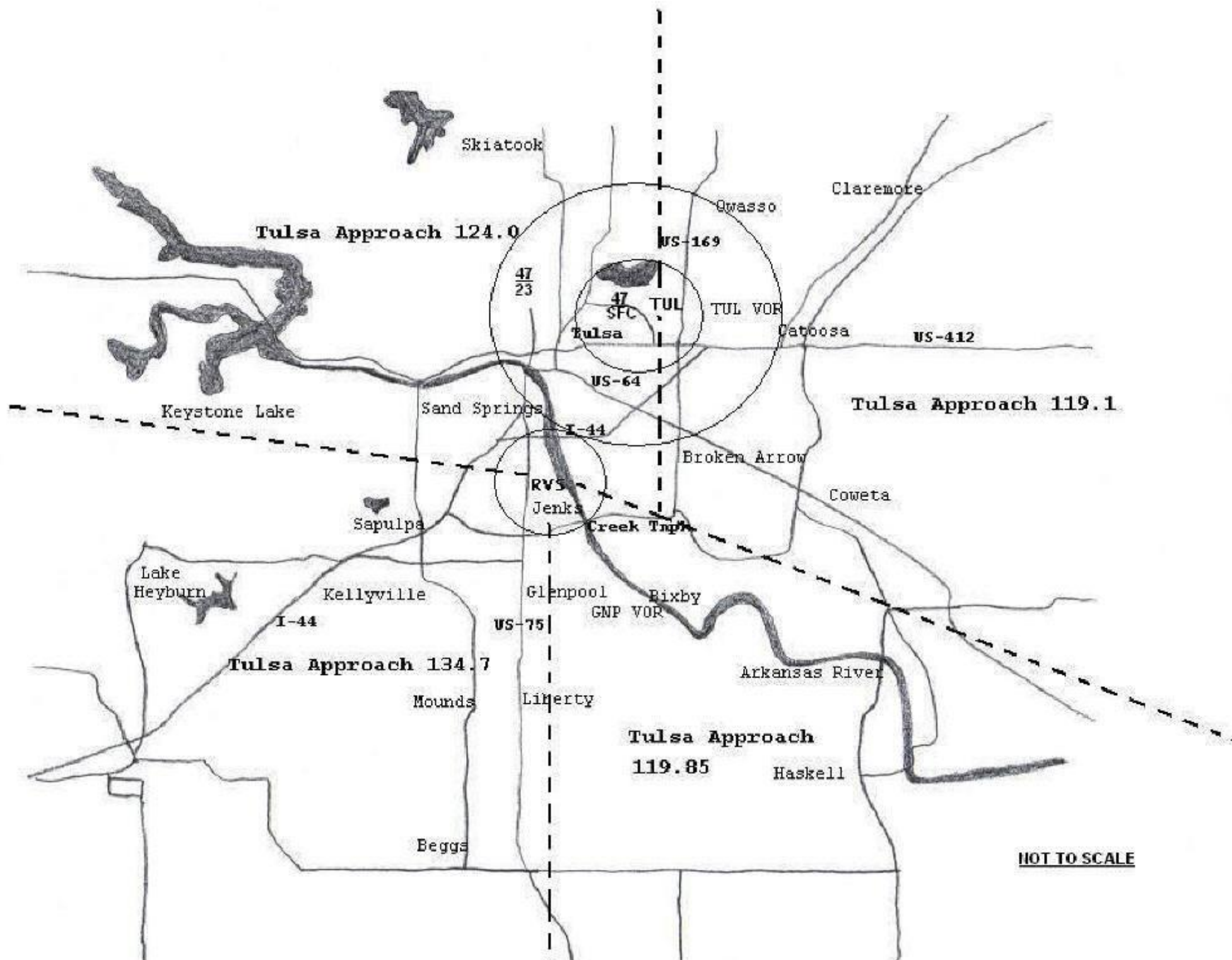
GOLF COURSE CLUBHOUSE: ¼ miles south of the airport at 91st and Elwood.

TURKEY MOUNTAIN: 2 miles north northwest of the airport.

HOTELS: Marriott Hotel 2¼ miles east northeast of the airport.

71ST STREET BRIDGE: 1¾ miles north of the airport.

UNIVERSITY: Oral Roberts University 2½ miles east of the airport.



NOT TO SCALE