



FRENCH VALLEY AIRPORT (F70)

37600 Sky Canyon Dr.
Murrieta, CA

Phone: 951-600-7297

Riverside FAA FSDO Complaint Line: (951) 276-6701

Visit the F70 website for additional information
regarding the airport and procedures at
www.rcfva.org

Federal Aviation Administration

FAA Headquarters
800 Independence Ave., SW
Washington, DC 20591
www.faa.gov/contact

Feedback is always appreciated at
FVAComments@rivcoeda.org

INTRODUCTION

In response to community interest, this booklet was developed to provide an overview of Airport operations and the complaint process. It will explain how and what aircraft operate in vicinity of F70, their interaction with our neighbors, and how complaints are handled. (F70 is the identifier selected by Federal Aviation Administration for the French Valley Airport. All airports have a three-character identifier; local examples are ONT for Ontario International Airport and LAX for Los Angeles Airport.)

AIRPORT HISTORY

In the late 1970s, discussion and planning began on relocating the existing Rancho California Airport due, in part, to safety deficiencies. In addition, the airport was leased to the County with the owner not wanting to renew the lease. An evaluation leading to the identification and selection of potential new sites was undertaken in June 1983. In June 1985 the Riverside County Board of Supervisors approved a resolution designating the French Valley site as the replacement site for the existing Rancho California Airport. The Federal Aviation Administration approved the French Valley Airport Layout plan in 1985 and funded four grants for land acquisition. Initial construction of French Valley Airport began in October 1987 and was completed in April 1989. A runway extension completed in 2004 took the total runway length to 6000ft.

AIR TRAFFIC OPERATION COUNTS

French Valley Airport

Year	Based Aircraft	Itinerant Operations	Local Operations	Total Operations
2009	311	34,200	63,500	97,700

AIRPORT OPERATIONS

F70 serves many different types of operations including Propeller Aircraft, Turbine Aircraft, and Helicopters. While this does not cover every type of operation, these categories cover 95% of our activity.

The following sections will provide a quick explanation of the various types of aeronautical activities that operate in and around F70.

PROPELLER AIRCRAFT OPERATIONS

Propeller driven aircraft approach F70 from all directions. The routes the aircraft then fly are variable, based on wind direction, runway in use, and separation of arriving and departing aircraft. The traffic pattern of these small aircraft is 1000 feet above ground level and can be expected at 1000 feet or less within a two mile radius of the Airport. This is also known as the AIA (Airport Influence Area).

The flight pattern is generally, but not always, a rectangular flight path parallel to the active runway and turning right or left back to the runway in use. With two possible landing ends, and at least two basic approach paths for each, this gives at least two zones around F70 where aircraft can be expected at 1000 feet or less.

As aircraft take off, full power is applied to attain altitude as quickly as possible. The sound level is loudest in this phase of the flight; as they gain altitude, they reduce the rate of climb and reduce power, resulting in reduction of the aircraft noise level. On takeoff, most propeller operations maintain a direct runway alignment to an altitude of 1000 feet to avoid making turns over noise sensitive areas. Propeller aircraft operators, upon reaching a minimum safe altitude on climb-out, habitually reduce power settings to reduce noise profiles, ease unnecessary stress on engines, enhance passenger comfort, and reduce fuel burn.

TURBINE AIRCRAFT

Turbine-powered aircraft using F70 include corporate, private, and public service aircraft. Turbine-powered aircraft includes both jet and propeller aircraft. Military aircraft occasionally use F70 as a training destination, while corporate and private aircraft serve the business community and bring visitors and travelers to the County. Public service aircraft operations include law enforcement, Fire Fighting aircraft engaged in fire suppression, medical evacuation, and organ donor flights from a variety of private contractors, and other transient operations.

Federal regulations dictate the approach and departure routes of aircraft using F70. Light airplanes usually approach F70 at 1,000 feet above ground level which is a standard traffic pattern altitude. Turbine aircraft, due to greater speed, traditionally use a traffic pattern altitude of 1,500 feet above ground level to keep them clear of obstacles and slower traffic. Turbine aircraft, as with most other types, operate with a reduced power setting below 1,500 feet when landing.

On takeoff, most turbine operations maintain a direct runway alignment to an altitude of 1000 feet to avoid making turns over noise sensitive areas. Turbine aircraft operators, upon reaching a minimum safe altitude on climb-out,

habitually reduce power settings to reduce noise profiles, ease unnecessary stress on engines, enhance passenger comfort, and reduce fuel burn.

The overwhelming majority of turbine operations are flown by highly-trained professional pilots who make the aviation industry a career.

They are, as a general population, sensitive to the noise and safety concerns of residential communities surrounding airports they utilize.

HELICOPTER OPERATIONS

Helicopters can often be seen flying in and around F70. There are general aviation training helicopters, law enforcement, Air medical Services and Heavy Lift helicopter operations.

Helicopters typically fly between 500-1,000 feet above the ground, but can and will fly lower at times to avoid other aircraft or if the helicopter is part of the 911 system and near an emergency call (accident, law enforcement, etc.). There are no FAA minimum altitude requirements for helicopters.

Helicopters use two main approach and departure routes around F70. The route used most often is located at a point north or west of F70. Helicopters also approach and depart directly west and south of F70 over less populated areas when going toward the coast or Los Angeles area. Helicopters are asked to fly at 500 feet when reaching these points. These routes are specifically designed to safely keep helicopters under airplane traffic around F70. Helicopters can approach from any direction but usually use the routes described above.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

Under California law, F70 must evaluate noise under the CNEL methodology. This methodology creates noise exposure contours to show cumulative noise impacts. CNEL is a 24-hour, time-weighted energy average noise level based on the A-weighted decibel.

It is a measure of the overall noise experienced during an entire day. The term "time-weighted" refers to the penalties attached to noise events occurring during certain sensitive time periods. In the CNEL scale, noise occurring between the hours of 7:00PM and 10:00PM is penalized by approximately 5dB. This penalty accounts for the greater potential for noise to cause communication interference during these hours, as well as typically lower ambient noise levels during these hours. Noise that takes place during the night (10:00PM – 7:00AM) is penalized by 10dB. This penalty was selected to attempt to account for the higher sensitivity to noise in the nighttime and the expected further decrease in background noise levels that typically occur at night time.

AIRPORT MANAGEMENT

Airport management has taken proactive steps to mitigate the effect of aircraft operations on the surrounding residential communities. While we do not have the authority to enforce flight pattern procedures, we do strongly advise transient and itinerant aircraft to fly in a neighborly fashion through the use of literature and billboard notices placed at various locations on the airport. We are actively educating all based aircraft pilots that such noise sensitive areas exist to the south and west of the airport.

COMPLAINT PROCESS

Neighbors who are disturbed by low flying aircraft are encouraged to call the FAA Flight Standards District Office (FSDO) at (951) 276-6701 to file a complaint.

In addition, complaints will be accepted by phone, voice mail and email by the Airport office. If the specific aircraft is identified through the investigation process as an aircraft which is based at French Valley airport, the aircraft owner will be notified that their operation generated a complaint and they will be requested to fly in a neighborly fashion. The Airport has crafted a noise abatement procedure brochure for distribution to pilots and a graphic description is also posted in the airport terminal and at each end of the runway.

Additionally, if the aircraft appears to have violated FAA Regulations, the incident will be turned over to the FAA for their investigation and action.

FREQUENTLY ASKED QUESTIONS

Q. What hours can aircraft fly into and out of French Valley Airport (F70)?

A. F70 is a 24/7 hour facility

Q. Why do aircraft fly over my home sometimes more, sometimes less?

A. *Aircraft arrive from all directions and for safe operations they must take off and land into the wind. Wind direction changes by season and by time of day. This may often place aircraft over residential areas. Pilots are asked to fly in a neighborly fashion to reduce noise through appropriate procedures.*

Q. Are jets prohibited from operating at F70?

A. *Jet aircraft are allowed to, and do operate out of F70. During daytime operation, no aircraft shall operate from F70 that exceeds 83.2 dB between 6:00AM and 10:00PM. For nighttime operations, 10:00 PM to*

6:00AM, the noise level shall not exceed 72.0 dB. An aircraft is rated by its take off noise level per the FAA Advisory Circular 36-3.

Q. Are any aircraft exempt from the County Noise Limits?

A. Yes, the exemptions are:

1. Aircraft operating on emergency missions, including their support functions.
2. Aircraft of the United States Government and its various agencies
3. Vintage aircraft

Q. How low can aircraft fly?

A. According to Federal Aviation Regulations Section 91.119: Except when necessary for takeoff or landing, no person may operate an aircraft below the altitudes in the following areas or conditions:

1. **Anywhere.** If an engine fails, and altitude allowing an emergency landing without undue hazard to persons or property on the surface.
2. **Over congested area.** Over any congested area of the city, town, or over any open air assembly, an altitude of 1,000 feet above the highest obstacle.
3. **Over other than congested areas.** An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
4. **Helicopters.** Helicopters may be operated at less than the minimums prescribed above if the operation is conducted without hazard to persons or property on the surface. In addition, each operator shall comply with any routes or altitudes specifically prescribed for helicopters by the FAA.
5. Traffic pattern altitude for propeller and smaller aircraft is generally 800 feet above ground level. Large twin engine propeller and jet aircraft traffic pattern altitude is generally 1,200 feet above ground.

Q. Why can't airport staff identify and stop aircraft that disturb me?

A. Riverside County EDA Aviation does not have the ability or the authority to sanction aircraft that do not comply with FAA Regulations. The public is encouraged to obtain the aircraft "N" identification number, and provide as many specific details about its description as possible, including number of engines and wings, color, etc., as well as date and time of day. Then contact the local FAA Flight Standards District Office (FSDO) to file a complaint.

NOISE SENSITIVE FLIGHT PATTERN

FRENCH VALLEY AIRPORT SUGGESTED FLIGHT PATTERN

FLYING NEIGHBORLY SUGGESTIONS:

Departing Aircraft Staying in the Pattern are requested to climb at best angle until crossing airport boundaries, tracking South on Winchester Road, and then climb at best rate of climb.

Reduce power and RPM when altitude is reached and remain as high as practical over residential areas.

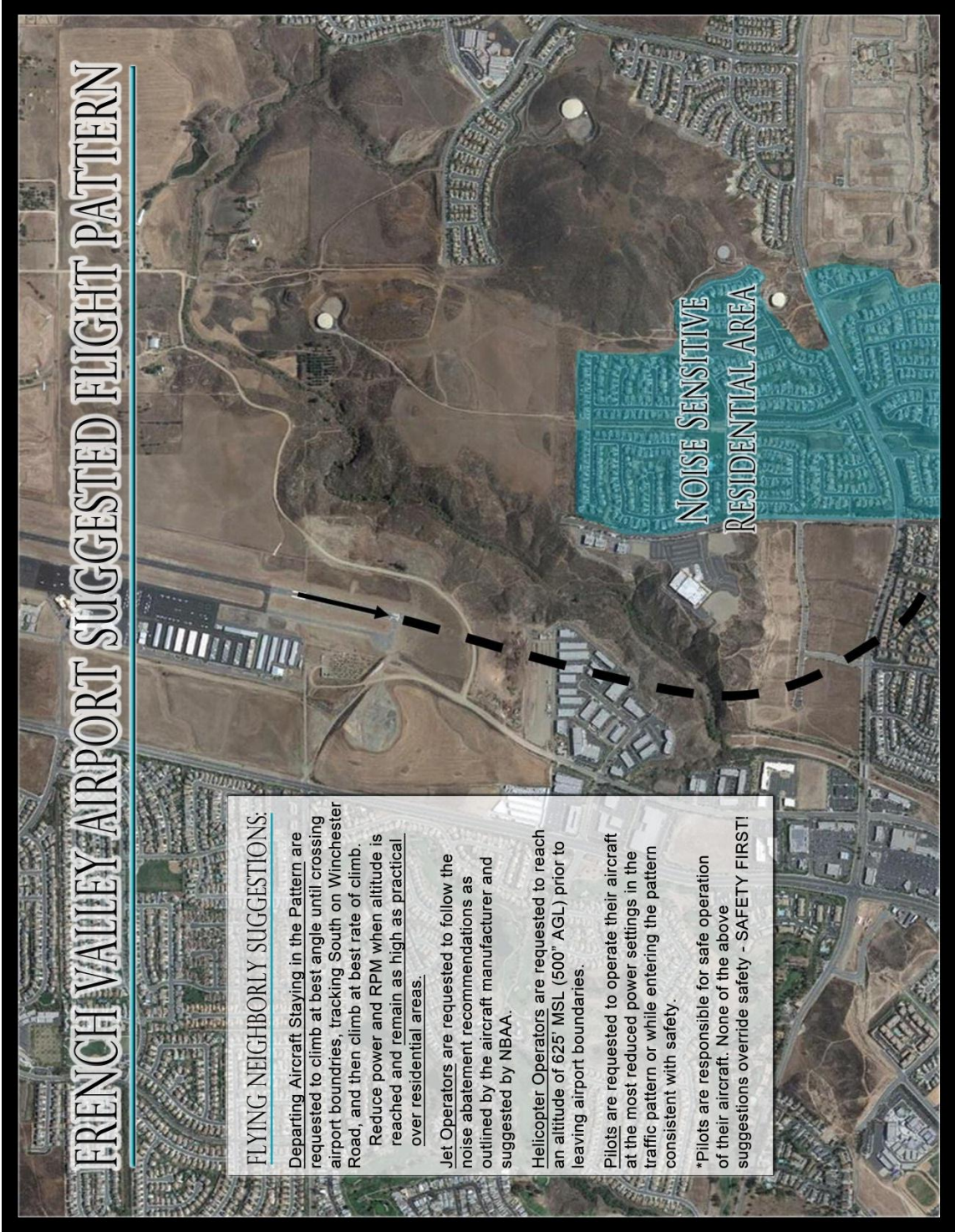
Jet Operators are requested to follow the noise abatement recommendations as outlined by the aircraft manufacturer and suggested by NBAA.

Helicopter Operators are requested to reach an altitude of 625' MSL (500' AGL) prior to leaving airport boundaries.

Pilots are requested to operate their aircraft at the most reduced power settings in the traffic pattern or while entering the pattern consistent with safety.

*Pilots are responsible for safe operation of their aircraft. None of the above suggestions override safety - SAFETY FIRST!

NOISE SENSITIVE
RESIDENTIAL AREA



NORMAL FLIGHT PATTERNS



CNEL NOISE CONTOURS

