

# RIO VISTA, CA (O88) AIRPORT DAY

Rio Vista Airport  
October 4, 2009

THESE PROCEDURES ARE VALID DURING THE TIME THE TEMPORARY TOWER IS OPERATIONAL. THE HOURS WILL BE:

Sunday, October 4: 0800 to 1700 Local

## COMMUNICATIONS

Rio Vista Tower:	126.4
Rio Vista Ground Control:	121.05
UHF	268.7
Approach/Departure Control:	
From the West:	119.9 (Travis Approach)
From the North:	125.25 (NorCal Approach)
From the East and South:	123.85 (NorCal Approach)
AWOS:	127.07 (707-374-5396)
Rio Vista Unicom:	122.725

## GENERAL INFORMATION

Avoid flight below 1,000 AGL over the following:

- Trilogy and Homecoming residential areas west and south of the airport
- Downtown Rio Vista
- The Highway 12 Bridge across the Sacramento River

Runway 14/32 will be closed.

Runway 25 is the preferred runway, weather permitting. Runway 25 is right traffic.

Traffic Pattern altitudes:

Single Engine Aircraft – 1,000 feet AGL

High Performance Aircraft (Warbirds and Turbine Powered) – 1,500 feet AGL

Airport elevation is 50 feet.

## ARRIVAL PROCEDURES

Monitor the AWOS then contact the tower no closer than 10 miles from the airport. Advise that you have the numbers.

Aircraft arriving from the west, north, and east, proceed to the Gibbs Ranch and enter the 45

degree for runway 25, then downwind to the east side of the Sacramento River and turn base for runway 25. Aircraft arriving from the north or east may be given alternate instructions depending on traffic.

Aircraft arriving from the south can plan a left base entry to the pattern. You may be instructed to enter downwind depending on traffic. DO NOT overfly the housing developments south of the airport.

Keep your spacing when following other aircraft. Although this is an "Airport Day", ATC is not relieved of minimum separation standards for this event. ATC is required to maintain at least 3000 feet runway separation between successive single-engine light aircraft arrivals. Taxiway B is 3,000 feet from the runway 25 threshold.

"Warbird" aircraft may be instructed to fly an overhead approach. Traffic pattern altitude is 1,500 feet MSL. A fly-by on the first approach may be approved, traffic permitting.

Arriving IFR aircraft should expect a visual approach to the airport and may be instructed to enter the traffic pattern.

### RUNWAY EXITING AND PARKING

DO NOT STOP. Airshow personnel in orange vests will assist with parking once clear of the runway. Further information is available on the Airport Day web site: [www.oscar88.org](http://www.oscar88.org)

Runway 25 Arrivals:

Light Sport Aircraft and Ultralights: plan to turn off the runway to the left at the midfield taxiway; 1,740 feet from the Runway 25 threshold. If unable to turn at this taxiway, continue taxiing without delay to Taxiway B. The parking area will be on the main ramp east of the midfield taxiway.

Display Aircraft: plan to turn off the runway to the left at taxiway Bravo. The parking area will be on the main ramp west of the midfield taxiway.

Fly-In Aircraft: plan to turn left onto Runway 14. The transient parking area will be on the parking pad west of taxiway C.

Runway 7 Arrivals: All aircraft plan turn off to the right at the midfield taxiway. If unable, continue taxiing without delay to the end of the runway.

### DEPARTURES

Monitor the AWOS. Contact ground control when you are number one at the exit point for your parking area and advise that you have the numbers. Advise the tower of your direction of flight when number one at the runway.

Pilots departing IFR must contact Ground Control to obtain their IFR clearance. This should be done prior to engine start. Do not call NorCal Approach. O88 tower will obtain your IFR release.