

# Wingin' It



[www.arlington-tx.gov/Airport](http://www.arlington-tx.gov/Airport)

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### Visibility Minimums Increase to ¾-Mile

Runway 34 is currently served by an instrument landing system (ILS) which consists of a glideslope antenna, localizer antenna, and medium intensity approach lighting system (MALS) with runway alignment indicator lights (RAIL). Combined, the system is known as a MALSR.

In 2009, the FAA asked the Airport to accept a MALSF (MALSR without the RAIL). In 2010, as the MALSF project was nearing completion, the FAA informed the City it was raising the minimum approach requirement. A MALSR was now required for a ½-mile minimum, so FAA Flight Standards commissioned our MALSF with a ¾-mile minimum. The ¾-mile minimum remained until 2014 when the FAA finally added the RAIL to the MALSF. The MALSR was commissioned, and the FAA published an updated ILS approach with ½-mile visibility minimum. This change increased the area of the Runway Protection Zone (RPZ), which is sized according to design aircraft and the instrument landing minimums. The ½-mile minimum RZP is 800 feet longer, and includes land outside the Airport's control, zoned as residential. This is an incompatible land use, and because of recent incidents, the FAA no longer grants variances with runway protection zone (RPZ) standards.

A second issue arose with the ½-mile minimum when our Development Plan consultants, Coffman and Associates, determined that the Airport needed to move to a Design Group III category because of the number of large aircraft operations. A Design Group III, plus an ILS with a ½ mile minimum requires a runway width of 150 ft., 50 ft. wider than our current runway. However, at a ¾-mile minimum, FAA Standards allow a 100 ft. runway in Design Group III.

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### Inclement Weather Hits GKY

When treating the Runway and Taxiways, we use an FAA-approved liquid, Potassium Acetate. This product will melt ice and snow, but it's most effective when applied before a storm, to prevent the ice and snow from bonding to the pavement. This makes it easier for the plows to push the ice and snow off the pavement. However, this particular storm was preceded by several hours of rain, before changing over to sleet, and finally to snow.



*(continued on Page 4)*

### Focus on Safety

- **WHEN DRIVING ON THE AIRPORT, REMEMBER THE SPEED LIMIT IS 15 MPH**
- **AIR SAFETY AND SURFACE ERROR PREVENTION PROGRAM PAMPHLETS ARE AVAILABLE ON REQUEST**
- **IF YOU NOTICE SUSPICIOUS BEHAVIOR, MAKE NOTES OR TAKE A PHOTO OF THE ACTIVITY. CALL AIRPORT OPERATIONS AT 817-459-5571 . KEEP YOUR DISTANCE AND DON'T TAKE RISKS WITH YOUR SAFETY.**

### NEED ASSISTANCE AFTER HOURS?

**OPERATIONS STAFF CAN BE REACHED 24/7 BY CALLING 817-459-5571**

Comments or Suggestions for Upcoming Newsletters?  
EMAIL AIRPORT @ARLINGTONTX.GOV  
OR CALL TRUDI LOY AT 817-459-5570

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## Visibility Minimums Increase to 3/4-Mile *(cont'd from Page 1)*

Coffman and Associates did a study and determined that the 1/2-mile minimum provided only .27% (less than 1/3 percent) more landing availability than a 3/4-mile minimum. After considering all the factors, we requested that the FAA raise our minimum visibility requirement to 3/4 of a mile.

This is an unusual step for an airport to take; however, the cost to maintain the 1/2-mile minimum outweighs the benefit. At 3/4-mile, the MALSR remains fully functional, the RPZ shrinks back onto Airport property and the runway width remains at 100 ft. This keeps our infrastructure investments focused on projects that benefit the Airport most. A 10-year forecast of infrastructure projects will be available in June, as part of the final Development Plan draft. As a reminder, drafts of the Development Plan Documents are available online for viewing here:

<http://www.arlington-tx.gov/airport/airport-development-plan/>.

## ATCT Matters

Tim Wollenburg, Air Traffic Control Tower Manager, wanted to feature the February and March 2015 issues of CALLBACK, published by the NASA Aviation Safety Reporting System. Please take time to read these very informative newsletters and consider—What Would You Have Done?

[http://asrs.arc.nasa.gov/docs/cb/cb\\_421.pdf](http://asrs.arc.nasa.gov/docs/cb/cb_421.pdf)

[http://asrs.arc.nasa.gov/docs/cb/cb\\_422.pdf](http://asrs.arc.nasa.gov/docs/cb/cb_422.pdf)



**What is the requirement for pilots operating after hours at Arlington Airport or any other airport where the Air Traffic Tower is not operated 24 hours a day?**

(See excerpt from the Airman Information Manual below, Chapter 4)

### Communicating on a Common Frequency

5.	Tower or FSS not in operation	Self-announce on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.
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1. The key to communicating at an airport without an operating control tower is selection of the correct common frequency. The acronym CTAF, which stands for Common Traffic Advisory Frequency, is synonymous with this program. A CTAF is a frequency designated for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, MULTICOM, FSS, or tower frequency and is identified in appropriate aeronautical publications.

## Ray Bailey/EAA Boy Scout Event

On Saturday, February 21st, Ray Bailey, with help from EAA Chapter 34, hosted an event for approximately 40 boy scouts from Troop Ovilla 524, who were working on their Aviation merit badges. Scouts toured Mr. Bailey's hangar/museum, and briefings, videos, and presentations were held in Hangar A. Mr. Bailey told us, "I have done this Boy Scout event three times in the past and it's been a lot of fun and great for everyone involved. The Boy Scouts bring everything and are completely self supportive. It's not only a learning event for the younger scouts but is a leadership event for the older boys".



Jay Tanner, an EAA Chapter 34 member, gave a presentation about flying helicopters during the Vietnam War. Mr. Tanner, who retired from the Army after 20 years as a Lieutenant Colonel, discussed the culture of the Vietnamese people with the scouts. In addition, Heidi Moore, who works at Lockheed Martin, came to the rally to talk to the scouts about careers in aviation.

Crew members from EAA Chapter 34 came to support the Boy Scout/Young Eagle Rally and flew 32 boy scouts in some stunning aircraft. Some of the pilots assisting with the event were Chris Sims, Chris Cormier and Clay Roark.



The scouts also had a chance to tour the Air Traffic Control Tower. After the event, they received Young Eagle Certificates prepared by Bill McCorkle, a member of EAA Chapter 34, and log books signed by the pilots.

### Upcoming Young Eagles Events

Young Eagles Rallies are scheduled for March 21st at Grand Prairie Municipal Airport and May 16th at Arlington Municipal Airport.

For more information, please contact Tom Peters, Chapter President, at 817-219-3802 or Michelle Daniel, Chapter Vice-President, at 817-472-1000 or 817-718-6995.

*Article photos courtesy of Travis Ferguson, EAA Chapter 34*

## Folks on the Field—Phil Mitchell

Phil Mitchell has a life-long love of aviation, and almost 40 years of history with the Arlington Airport. Phil's Dad was a tailgunner/bombardier/radio operator in TBF Avengers with the Marine Air Corps VMTB-232 "Red Devils" in World War II. After the family moved to Arlington, he'd take Phil by Lucas Field (at Bowen Road & Arkansas Lane), or by Pylon Field (now Martin High School) to see the planes. The love of aviation was born.

Phil stayed in Arlington and went to work for General Motors. He began taking flight instruction at Les Cothron's school in 1976.



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### **Inclement Weather Hits GKY** *(cont'd from Page 1)*

Since the pavement couldn't be pretreated, more liquid had to be applied to give us time to plow the runway and taxiways.

Our main goal during storms is to provide a minimum 50' wide area of runway, at the centerline, for aircraft to safely operate. Operations then works to clear Taxiway Alpha, and also some portions of the ramp. To date, Airport Operations has been up to the task and provided that minimum throughout the storms.

Airport Operations works two shifts of 12 hours during a snow/ice event in order to keep the Airport open, so when you see them after the storm is over, don't be surprised they look a little tired.



### **Folks on the Field—Phil Mitchell** *(cont'd from Page 3)*

On his long solo cross country flight, the engine failed and he was forced to set down at Flying Tigers Airport near Paris. This was the first of his three career engine-outs.

In 1977, Phil bought a Piper Tri-Pacer which he kept on a tie-down. Once, work and family responsibilities whittled away his free time and the aircraft sat on the ramp for a few months before he finally found a chance to fly. Phil said "Sitting in the airplane, I heard some faint cheeping, and discovered a nest with baby birds. I considered the plane grounded until the birds had flown the nest." He purchased a Cessna 172 in 1978, but again found less time to fly and finally gave up....temporarily.

While still working at GM, Phil decided to change careers and began attending Wesleyan Law School, but also made time to fly once again. He bought a Cessna 150 in 1996, opened his law practice in 1997, and retired from General Motors.



Phil believes one of the perks of flying is the friendly people you encounter around airports.

Today, Phil holds Instrument, Commercial, and CFI ratings, and is certificated as an A&P. He still owns the Cessna, and added a Mooney several years ago. Phil's wife, Anita, loves to fly and plans to get her license next year.

He'll be letting go of the Cessna and Mooney shortly, but he's far from finished flying. "I shook hands on a deal just last night. My new project needs some love, but I should have her in the air very soon."