

RSAT Meeting  
Arlington Municipal Airport  
7-18-19

Attendees:

Clinton Tuggle – GKY ATM  
Karen VanWinkle – GKY AIRPORT MANAGER  
Trent Ballard – GKY ASST AIRPORT MANAGER  
Mike Bugg – APS  
Cullen Carrick – APS  
Jerry Ritchie – EAA  
John Taylor – EAA  
Chris Webb – Harrison Aviation  
Fabian Reyes – Harrison Aviation  
Ed Michael – Local Pilot

**Intro**

The purpose of the Runway Safety Action Team (RSAT) is a collective effort to increase runway safety. As 95% of the infrastructure is located to the East of the Runway, there are limited runway crossings, generally only Harrison fuel trucks crossing to fuel for Bell.

**Active Items**

No active item actions noted.

**Presentation – Review of Incident Definitions & Severity Levels**

Clinton Tuggle, ATM, gave a presentation reviewing incident definitions and severity levels with the group. Incursion, excursion, Vehicle/Pedestrian Deviation (VPD), UAS, and movement in airspace/break in Delta without contact were discussed.

Depending on severity, Clinton Tuggle stated the ATC will report the incident to the FAA or NTSB. FAA review and determine further action required. Karen VanWinkle noted in cases of VPD, the FAA requires additional information from the Airport (explanation of how the event occurred, photos, etc.). In case of VPD escalated to the FAA or City, the offending individual might face criminal trespass charges. National statistics were reviewed followed by a brief discussion regarding flight of two.

Pilot bias was discussed. This occurs when pilots read back ATC instructions, but execute a different action based on what they expected to hear or do.

Best practices for communication were discussed. Close the loop – listen and read back instructions. If any instructions are unclear, ask ATC for more explanation.

Wrong Surface Operations were discussed, which occur when pilots confuse runways and parallel taxiways. It happens more frequently at GA Airports than bigger airports. In the last 2-1/2 years, there have been 2-3 pilots which attempted to do that at GKY, but ATC prevented it.

Movement area markings were discussed – specifically the difference between hold short and the non-movement area.

- Hold short – 2 dashed/2 solid lines
- Non-movement – 1 dash/1 solid line or 2 dashed yellow lines provides a movement side for taxiing past non-movement area

This was followed by pilot discussion on:

- early morning patterns – when the tower is closed, the runway is uncontrolled, and Delta is not in effect
- line up & wait – requires a waiver from FAA. We use hold short instead.
- unstable approaches
- DFW traffic and coordination.

There were no local incidents reported.

The Airport layout was discussed, along with the advantages of a perimeter road that reduces the necessity of crossing the runway. It was asked if the perimeter road would be paved and extended to Bell. Karen VanWinkle said that it would eventually be done, but it is difficult to get funds for projects that aren't safety-related or critical to operation.

It was noted that there were bills recently passed to fund Airports and a question whether we were receiving any of those dollars. Karen noted that we had requested grant money for three projects:

- **Perimeter fence project.** The perimeter fence will be replaced. Along Collins and Green Oaks, 6' cyclone fence with barb wire top will be installed. Along the West side, inside the tree line, an 8' wildlife fence will help contain control coyotes and contain critters to the creek area. The design phase of the project is complete, and construction should begin in the fall.
- **South drainage project.** We have a tentative agreement with TxDOT to fund a drainage project to address the flooding that occurs on Green Oaks with heavy rains. This project is expected to begin in the spring.
- **FAA/TxDOT Runway and Taxiway Rehab.** This project will be necessary due to the age of the pavement. It will be a big, expensive multi-year project and involve a significant amount of engineering. The engineering design phase could begin in 2021, depending on when funding is made available.

Discussion followed about Young Eagle events, the logistics of an Open House, and Fire regulations regarding barbecue grills. Karen explained she was open to the idea, but that the lack of parking limits the possibility of an Open House. Many years ago, when an open house was held, the airport wasn't required to be as secure, and parking was allowed inside the fence, in the grassy areas. Now, even with Van Bortel's parking lot, we would still fall far short of the parking needed.

Karen also mentioned three upcoming projects that don't involve the runway:

- Harrison Aviation will construct 35,000 sq. foot hangar and 70,000 sq. foot of ramp in area where T-hangars were demolished. Currently in permitting, the project should begin 4-6 weeks.
- ATP construction of a Flight Training Center on the South ramp is also in permitting and should begin in 4-6 weeks.

While these and the perimeter fence projects are underway, we will have extra security patrolling at night.

Clinton noted that he had a PowerPoint slideshow training presentation for driving on the airport. Karen reminded everyone the speed limit is 15 mph, and as an ordinance, violations are a ticketable offense.

Trent Ballard then provided an update on the Airport's Wildlife Hazard Management Plan (WHMP). He encouraged everyone to report sightings of birds/coyotes. We utilize bangers/screamers to disperse birds, but also have incorporated a Vegetation Management Program. Using herbicides, plants producing seeds that the birds consume are being eliminated, leaving behind Bermuda and buffalo grasses. There were three reported bird strikes from March to June 2017. There have been none since the WHMP and vegetation program were implemented.

For example, the Sandpiper was a problematic bird species. This bird usually migrates to the Airport in the Spring, staying approximately 4 months. The birds were only at the Airport for two weeks this Spring. However, we have noted an increase in egrets. Trent reminded everyone to report any bird strikes. Pilots do not get in trouble for reporting. The FAA tracks, and monitors bird migratory paths to determine times of year more prone to bird activity and to help determine the best methods to control activity.

The vegetation program has also helped to reduce mowing necessary, to around 400 less hours on the tractor this season compared to last mowing season.

It was noted that all Airport markings are up to code.

Clinton noted that during Cowboy games, Airport staff park at Delta to mitigate the chance a pilot unfamiliar with the Airport will turn Delta to runway.

Pilot discussion of Bell propwash. When hovering adjacent to runway, produces considerable downwind. Clinton told the tenants that he and the Airport had just had a meeting with be Bell and discussed this issue. Bell has been asked to conduct hover work further south so that smaller aircraft can take off and land prior to encountering the turbulence. The tenants agreed this would be helpful.

Discussion whether Airport could incorporate a gazebo area with barbecue to enhance the Airport community. Karen noted that while there were some places on the East side that seemed like a natural place for that, there were potential upcoming leases for those sites. She mentioned that the City was acquiring the last piece of right of way needed to connect Center Street to Green Oaks. There is no guarantee the City will build it, but it makes the project more viable. Once we have vehicle access to the West side, something like that might be doable, because there will be more undeveloped space.

### **Meeting Conclusion**

Clinton thanked everyone for coming and encouraged pilots to visit the tower for a tour. He noted the best times to schedule a tour is Monday-Friday between 11am-2pm.