ARLINGTON TOWER
RUNWAY SAFETY PROGRAM

Our Quality Goal: “Do each job right the first time, every time.”

August 4, 2021
SUBJECT: RUNWAY SAFETY PROGRAM

1. **Purpose.** This order assigns responsibilities and procedures for this facility in compliance with FAA Order 7050.1 National Runway Safety Program.

2. **Distribution.** Arlington Tower personnel, Airport Authority, Area Manager and RRSPG (Central Service Area c/o Tom.Frakes@faa.gov).

3. **Effective Date.** August 4, 2021.

4. **Cancellation.** This order cancels GKY 7050.1, dated August 4, 2020, same subject.

5. **Procedure.**

   a. The primary AT Runway Safety Representative (ATRSR) shall be the ATM.

   b. The ATM will conduct Runway Safety Action Team (RSAT) Meeting once per fiscal year.

      (1) The ATM will establish the RSAT meeting for pilots, Fixed Base Operators, Airport Management, FSDO, ETSU, and ATC personnel. The meeting shall be conducted at a suitable location on the airport, or at the tower if no other facility is available.

      (2) A Runway Safety Action Plan (RSAP) is attached as Appendix A to this order. Input to this plan from Airport Management, airport users FSDO and Service Area remains an open Item. If items are identified they will be added to the plan. The ATM shall assign action to the responsible party and track the item until action has been completed.

      (3) The ATM will write a report to the files on the meeting.

Carol Latham  
Air Traffic Manager, Arlington FCT

APPENDIX:  
A – RUNWAY SAFETY ACTION PLAN
Runway Safety Action Plan

Arlington Airport
(KGKY)
Arlington, TX

29 July 2021

Approved by: Carol Latham (Chairperson)
Air Traffic Manager, Arlington FCT

The LRSAT chairperson is the ATCT manager or designee and they approve the RSAP by signing this document.

DARREN D FIELDS

Accepted by: Darren Fields
Runway Safety Program Manager

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I. Introduction

A. General Description of the Airport
   - FCT Tower
   - Tower Hours of Operation: 0700-2100L (365 days a year)
   - FAR Part 139 Airport: No
   - Airport Hot Spot: No
   - Line Up and Wait (LUAW): No
   - Multiple Runway crossings: No
   - Flight Training: Yes

II. Historical Information / Event History
The previous Runway Safety Action Team Meeting was conducted on July 30, 2020.

A. OPSNET (12 month count)
   Total airport operations for the 12-month period prior to the Runway Safety Action Team meeting, from July 2020 through June 2020.
   101,212

B. Surface Events since last RSAT meeting
   Runway Incursions
   None

   Surface Incidents
   May 13, 2021: SR22, taxied to Runway 34 via taxiway ‘A’. Reported left main gear went off the pavement and became stuck in the mud at the Runway 34 run-up area. No damage or injuries reported.

   Runway Excursion
   Jul 18, 2020: C140, after departing Runway 16, needing to return immediately, landed Runway 34. Roll out appeared normal. Aircraft veered off right side of runway, did a 180 turn, became disabled in grass north of taxiway “D”. No injuries reported. Substantial damage to aircraft.

   Mar 25, 2021: C206, after touchdown Runway 34, veered left off west side of runway between taxiway ‘B’ & ‘C’ and came to rest approximately 100’ west of runway. Damage to the aircraft was reported. No injuries.

III. Meeting Overview
Utilizing the Power Point Presentation available from KSN website, Carol Latham (ATM) and Trent Ballard (Interim Airport Manager) discussed RSAT meeting purpose, movement and runway safety areas/LOAs and airport markings. Also, runway incursions/excursions and surface incidents, covering national as well as local statistics, focusing on wrong surface landings. Introduced Darrell Hughes as a FAAS Team Outreach liaison.
IV. Action Items

Review of Previous Action Items
No previous action items.

Open Action Items:
None
Status Update: N/A
Revised ECD: N/A

Closed Action Items:
None
Effectiveness of completed action item: N/A

V. Runway safety concerns, issues, or problems

A. Airport Geometry – None.
B. Hot Spots – None.
C. Construction Discussion – None.
D. Surface safety issues – None.
E. Weather – None.
F. Vehicles – None.
G. Wildlife – Mourning Doves, Upland Sandpiper, Gulls, Raptors and Coyotes.
I. Special Events – AT&T Stadium events bring numerous jets inbound/outbound traffic, often times requiring the control tower to operate later than normal hours.
J. Feedback – None.
K. Other – None.

VI. Best Practices – 1) Utilize CTAF during non-tower operations.
2) Use caution during ingress/egress of the T-hangar areas.
3) Landing checks should not be accomplishment at the exit point of the runway.
VII. New Action Items

The LRSAT formulated the following action items stemming from identified issues, concerns or problem areas identified during this LRSAT meeting. These action items are developed to mitigate and where possible, remove identified risks. Action Items may include:

- Changes in physical features at the airport
- ATC Procedures
- Airfield Access
- Pilot/vehicle operator awareness

**At the completion of this meeting, no new action items to add.**

Action Item Rationale:

Action Item:

Estimated Completion Date:

POC Organization:

POC name:

POC phone:

POC email:

VIII. Recommendations

None at this time. Any concerns or questions can be discussed with the ATM and/or the Interim Airport Manager.
## IX. List of participants, their affiliation, and email contact information

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X. Airport Diagram