

Chapter 14.07

GLIDER REGULATIONS

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14.07.010 Purpose and designation of airport. This Chapter 14.07 is intended to provide for safe and orderly ground and flight operations of glider aircraft at the Arlington Municipal Airport. Hereafter in this chapter the word "airport" refers to the Arlington Municipal Airport (Ord. 1377 §1 (part), 2005).

14.07.020 Definitions. As used in this chapter:

(1) "Airport" means the Arlington Municipal Airport at Arlington, Washington and includes all of the land, improvements, facilities, and developments within the boundaries of the airport.

(2) "Airport Manager" means that person appointed by the mayor to be responsible for the day-to-day administration, operations, and maintenance of all city-owned Airport property, material assets, financial assets, and employees, or that person's designee.

(3) "Commercial Glider Operation" means any glider operation conducted by a person, firm or association where money is exchanged in return for services.

(4) "Glider" means a heavier-than-air aircraft, that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine. (FAR/AIM 1998)

(5) "Glider Club" means a nonprofit entity organized for the purpose of providing members access to aircraft for members' personal use and enjoyment.

(6) "Glider Operations Area" means the area where gliders are launched, recovered, and parked during glider operations.

(7) "Glider Trailer" means any trailer used to transport and/or store a glider.

(8) "Operation" means any glider activities conducted by commercial glider organizations, club glider organizations, or private individuals on the airport.

(9) "Runway" A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

(10) "Staging Area" means that area where all individuals who are not directly part of the glider operations gather (pedestrians, customers not flying, families, club members not assisting in operations, etc.). This area will be used by the

commercial and club organizations to answer questions, take money, and register customers.

(11) "Taxiway" means an area of the airport developed and improved for the purpose of maneuvering aircraft on the ground between runways and aprons and between one part of the airport and another.

(12) "Taxiway Connector" means an area of pavement that separates the runway from the taxiway. Aircraft use this area to move onto and off of the runway.

(13) "Tow Plane" means any aircraft used to launch a glider (Ord. 1377 §1 (part), 2005).

14.07.030 General rules. The following general rules shall govern all aeronautical activities of glider aircraft at the airport:

(1) All aeronautical activities of glider aircraft and tow plane operators at the airport shall be conducted in conformity with the current pertinent provisions of the Federal Aviation Administration (FAA) and all other pertinent airport rules and regulations as set forth in this chapter.

(2) The airport manager or his or her duly authorized representative shall at all times have the authority to take such action as they may deem necessary for safety of operation and to safeguard the public at the airport (See regulation 14.20.100).

(3) The airport manager may suspend or restrict any or all glider operations for reasons of safety or adverse airport conditions whenever such action is deemed necessary by him or her.

(4) No person, firm, corporation or association shall conduct any commercial or glider club operations on the airport without first securing written permission to do so from the airport manager or his or her duly authorized representative.

(5) All glider organizations conducting operations on the Airport are to possess the required level of insurance as indicated in the Airport's Title 14.

(6) All gliders (and tow planes) shall use a functioning two-way VHF radio.

(7) No glider shall be left unattended unless it is properly tied down in an approved tie-down location. Glider owners are to provide their own tie-down ropes.

(8) Gliders will not be parked or left with any part extending over any taxiway.

(9) Glider trailers are to be parked either on leased property or in the designated trailer parking area (Ord. 1377 §1 (part), 2005).

14.07.040 Staging. The following general rules shall govern all glider staging operations at the airport:

(1) As part of the glider operations at Arlington Municipal Airport, there shall be a designated staging area to control pedestrian access to the airport operations area. The staging

area shall be separate from the glider operations area, and shall be located East of Taxiway Alpha. In addition, the staging area shall not be located on any aircraft movement surface and shall not interfere with normal aircraft operations.

(2) The designated staging area shall be used by the commercial and club glider organizations to answer questions and register customers, and shall be the location from which customers are escorted to the glider operations area.

(3) The glider clubs shall use the staging area during any club events, and should use it as a viewing area for any individuals not directly involved in club operations.

(4) The glider organizations among themselves shall coordinate safe access to the glider operations area from the staging area. In addition, each day at the start of operations, a field manager shall be designated to coordinate the operations between all glider organizations. The field manager shall wear an identifying safety vest at all times.

(5) All individuals are to be given a safety briefing regarding the procedure and hazards associated with airport operations before being allowed access to the glider operations area.

(6) As soon as an individual has finished a glider ride, he or she is to be directed back to the staging area. The only exception is if the individual must remain in the glider operations area for training purposes. (See AMC 14.20.090(e).)

(7) The glider operations area shall be free of all objects except tow planes, gliders, and that equipment which is necessary for conducting safe operations. No vehicles may be parked or left standing in the glider operations area.

(8) Each glider organization shall be held responsible for the violation of any of these regulations by customers or members of that organization (Ord. 1377 §1 (part), 2005).

14.07.050 Launching. The following general rules shall govern all glider launching operations at the airport:

(1) Standard Soaring Society of America (S.S.A.) procedures and hand signals are to be used.

(2) At no time shall a glider be launched when there is conflicting traffic. The pilot and wing runner shall assure that departures will not conflict with aircraft that are taxiing, taking-off or landing.

(3) The tow pilot shall announce all departures on UNICOM frequency prior to take-off roll.

(4) When taking-off to the North, gliders shall be launched from the grass area adjacent to taxiway connector A2. When taking off to the South, the gliders shall be launched from the grass area adjacent to taxiway connector A3. (Refer to Figure 14-1) (Ord. 1377 §1 (part), 2005).

14.07.060 Thermaling. The following general rules shall govern all thermaling activities of gliders operating at the airport:

(1) There is to be no thermaling below 1500 ft Mean Sea Level (M.S.L.) within 1 mile of the traffic pattern (Ord. 1377 §1 (part), 2005).

14.07.070 Traffic Pattern. The following rules shall govern the glider traffic pattern at the airport:

(1) Glider traffic patterns will be east of the airport at all times.

(2) Traffic pattern altitude shall be 1000 ft M.S.L. Glider pilots will use a 45 degree entry to the downwind. (Refer to Figure 14-1)

(3) The tow plane shall fly the normal powered traffic pattern as indicated in the airport traffic pattern map, and may land on existing turf strip adjacent to, and at the end of Runway 34. Tow planes that are landing to the North are to fly over State Road 531/172nd at an altitude of at least 200 ft Above Ground Level (AGL) to clear the rope. Tow planes landing to the South are to fly in at an angle to avoid the Instrument Landing System (ILS) antennas. (Refer to Diagram) (Ord. 1377 §1 (part), 2005).

14.07.080 Landing. The following rules shall govern glider landing procedures at the airport:

(1) Gliders shall announce traffic pattern entry on the CTAF frequency, and shall announce their position in the traffic pattern (45 and Downwind).

(2) Except in cases of emergency, gliders shall utilize only the designated glider landing areas as indicated in the Airport Master Plan.

(3) When landing to the North, gliders shall land on that portion of the glider landing area that is located South of taxiway connector A2. When landing to the South, gliders shall land on that portion of the glider landing area that is located North of taxiway connector A3. (Refer to Diagram) (Ord. 1377 §1 (part), 2005).

14.07.090 Glider traffic pattern diagram. The glider traffic pattern diagram, attached to this section as Figure 14-1, is adopted and made a part of this chapter (Ord. 1377 §1 (part), 2005).

14.07.100 Enforcement. The city and its duly authorized employees and representatives shall have the power and authority to enforce this chapter and all parts thereof, and may, at its discretion to protect the safety and welfare of the public, prohibit the use of the airport to any person, firm or corporation

violating or having violated any rule, regulation or provision of this chapter, such prohibition to continue until such time as it may reasonably appear to the city that such violations will not recur. The city, or its representatives, may summarily eject or remove any such violators, together with the personal property of the violators, from the airport premises, whether or not the violation occurred upon leased premises on the airport (Ord. 1377 §1 (part), 2005).