



Arlington, Washington

• Please note CTAF update •

**2018 ARLINGTON FLY-IN
JULY 6-8, 2018**

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Please submit any questions, comments or suggestions to:

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CONTROL TOWER HOURS AND AIRSHOW CLOSURES

Control Tower Hours

The fly-in procedures outlined in this NOTAM will be in effect only during the times the control tower is open. Outside the below times, consult the FAA Chart Supplement for normal airport operations (CTAF has recently changed to 122.725).

Friday, July 6, 2018	9:00 AM to 6:30 PM local time
Saturday, July 7, 2018	9:00 AM to 6:30 PM local time
Sunday, July 8, 2018	8:00 AM to 4:00 PM local time

Airport Closures and Airshow Times

There will be a TFR in effect from the surface to 8000' MSL within a 5 NM radius of AWO during the airshow. All departures will stop 15 minutes prior to these airshow times and there will be no arrivals or departures during the following periods¹:

Friday, July 6, 2018	6:30 PM to 10:30 PM local time
Saturday, July 7, 2018	2:00 PM to 5:00 PM local time
Saturday, July 7, 2018	10:00 PM to 10:30 PM local time

¹ The only exception to operations during the TFR is through prior permission from the Airport Manager, Air Show Boss and Air Traffic Control.

FREQUENCY AND CONTACT GUIDE

Arlington ATIS	132.225
Arlington Tower	127.2
Arlington Tower Back-up	118.575
Arlington Ground	121.25
Arlington Ramp Control	124.3
Seattle Approach Control	128.5
Arlington Unicom & CTAF	122.725
Arlington AWOS	135.625
Warbird Parking Advisory	125.225
Light Flight Advisory	133.575

Flight Service 1(800)992-7433

Fly-In Flight Operations 1(425)224-6611
Flyin@arlingtonflyin.org
www.arlingtonflyin.org

FAA Control Tower 1(425)466-2672

*Please use this number for NORDO requests and urgent requests.

COMMUNICATING WITH ATC

The Arlington temporary tower is staffed by FAA air traffic controllers. The tower is a modified trailer outfitted with two-way radio communications and 180° windows. Unlike most towered airports throughout the country, the controllers are working with no radar to assist in providing traffic calls or sequencing arrivals. Instead, they are constantly scanning the sky with binoculars searching for inbound aircraft near Green Valley Airfield. Because of this, it is important for pilots to fly inbound via the standard routes and be vigilant in searching for other aircraft.

After you are spotted near Green Valley, ATC will issue instructions using color and type instead of registration number. Aircraft call signs will not be used. Use wing rocks instead of verbal acknowledgements, unless requested, to minimize frequency congestion.

When departing during the busiest traffic periods, red or green hand paddles may be used for takeoff clearances. See 'VFR Departures' section for more information about this procedure.



Arlington Temporary Tower (Photo Credit: JBFlying.com)

* If you plan to arrive or depart outside of control tower operating hours be vigilant in searching for other aircraft that may not be on **CTAF, 122.725**, as it has recently changed.

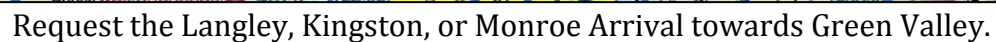
VFR ROUTE PLANNING TO GREEN VALLEY

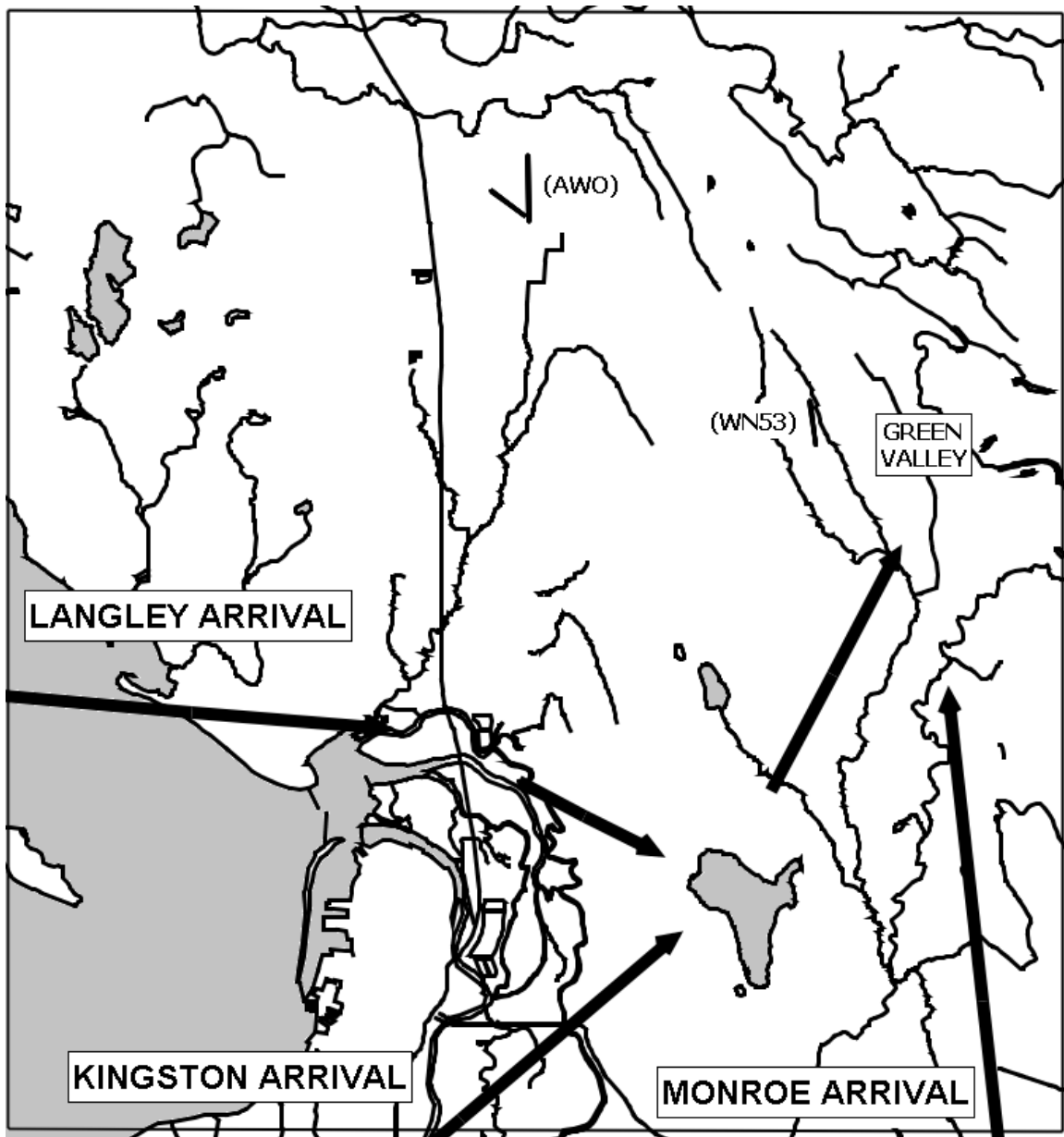
General Planning:

- Turn on landing lights 30NM from AWO to aid in being spotted.
- Monitor Arlington ATIS 15-20 miles from the airport for landing information.
- Be familiar with and avoid the nearby:
 - o Prohibited Area (P-51)
 - o 3 National Security Areas (NSAs)
 - o Parachuting zone near Harvey Field (S43)
- Remain outside the Seattle Class B airspace unless authorized by ATC.
- No transponder aircraft: refer to the Seattle-Tacoma Airport Mode C Veil Exemption included at the end of this packet.

VFR sequencing inbound to Arlington Airport begins over Green Valley Airfield. Green Valley Airfield (WA25) is a grass strip located 7 NM SE of Arlington Airport and 3NM SE of Frontier Airpark (WN53) at N48 06 W 122 04.

To reach Green Valley, ATC strongly recommends you obtain VFR flight following from Seattle Approach and request the Langley, Kingston or Monroe Arrival. See the following pages for route depictions.





Inset showing the three VFR flight following routes feeding toward Green Valley. The area over Lake Stevens where the Langlely and Kingston Arrivals merge as well as the airspace over Green Valley where all routes merge are traffic hot spots.

Approaching Green Valley (Flying north)



Green Valley Airfield (Facing north)



GENERAL ARRIVAL PROCEDURES FROM GREEN VALLEY TO ARLINGTON

From Green Valley Airfield, all arrivals must fly inbound to Arlington via the routes depicted in the following pages for the runway in use unless instructed otherwise by ATC.

If VFR holding becomes necessary due to traffic volume or an unanticipated runway closure, ATC will provide holding instructions and advertise it on the ATIS. If holding is in effect, do not proceed past Green Valley without clearance to do so. Expect to hold over the Stillaguamish River between Green Valley and Granite Falls. Be vigilant of heavy traffic in the vicinity and look for another aircraft to follow. Plan for right turns.

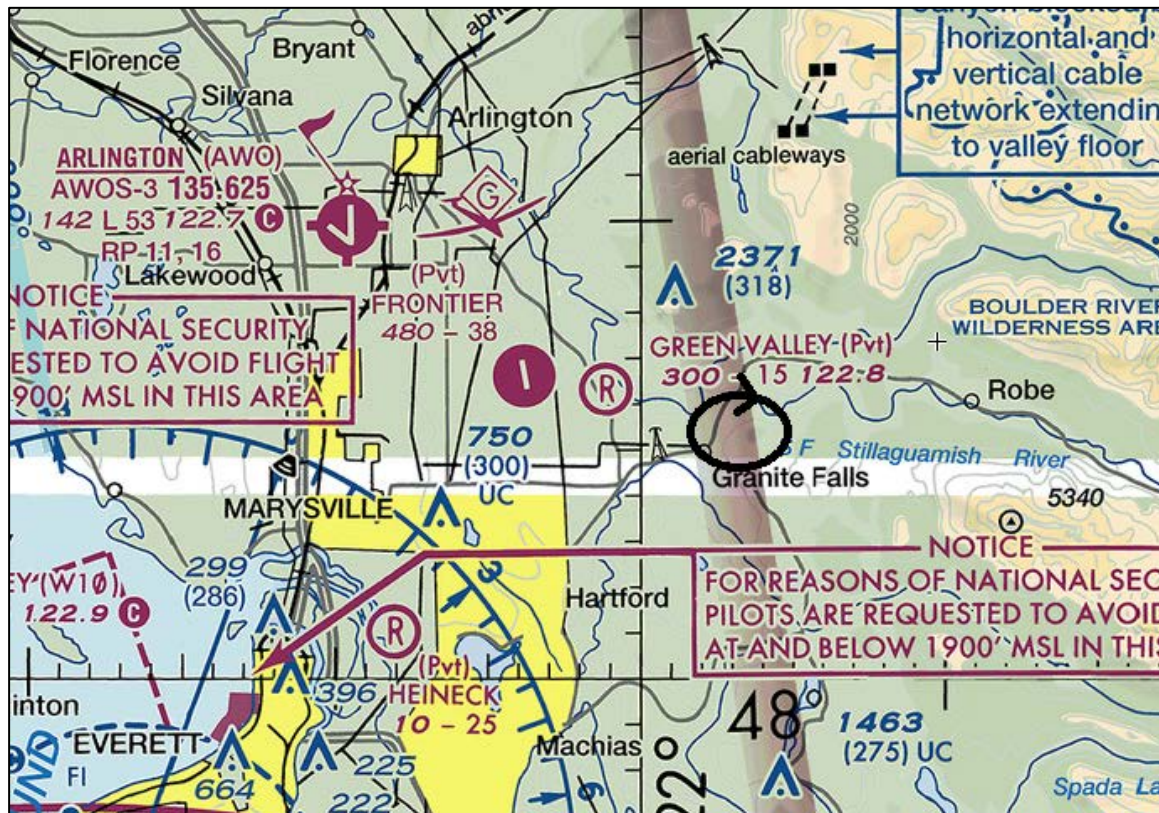


Diagram of VFR holding area (Shown as a black oval)

All inbound and departure patterns must be flown east of the runway. The airspace west of the runway is reserved for pre-authorized aircraft. To join the pattern west of the runway you must first receive a briefing from Arlington Fly-In Flight Operations.

Monitor Arlington Tower as you approach Green Valley and expect to be contacted and sequenced by ATC.

Watch for and sequence your aircraft with other observed traffic. Maintain single file. Maintain 90 KTS and 1200 MSL. If unable, maintain 135 KTS and 1700 MSL. Notify ATC if you are unable to maintain at least 90 KTS. Advise ATC immediately if your fuel status is critical.

Use caution for gliders flying a high east-side pattern on approach to the grass glider strip located east of Runway 16/34.

Runway 16/34 has an orange dot painted on the runway surface to designate the mid-field touchdown point. You may be asked to land long and touch down at the midfield intersection for traffic. Reduced runway separation may be in effect.

The grass strip landing area available upon request as traffic permits. It is immediately east and adjacent to Runway 34 at the south end. The landing area is marked with orange cones in the shape of a chevron. The glider strip is marked with an X farther northeast of the grass strip.

After landing, exit the runway onto a taxiway without delay. Remain on the hard surfaces at all times unless instructed otherwise by ATC.

Fly-in parking is on the west side. If your destination is on the east side, use caution for glider tow operations departing and arriving the glider strip.



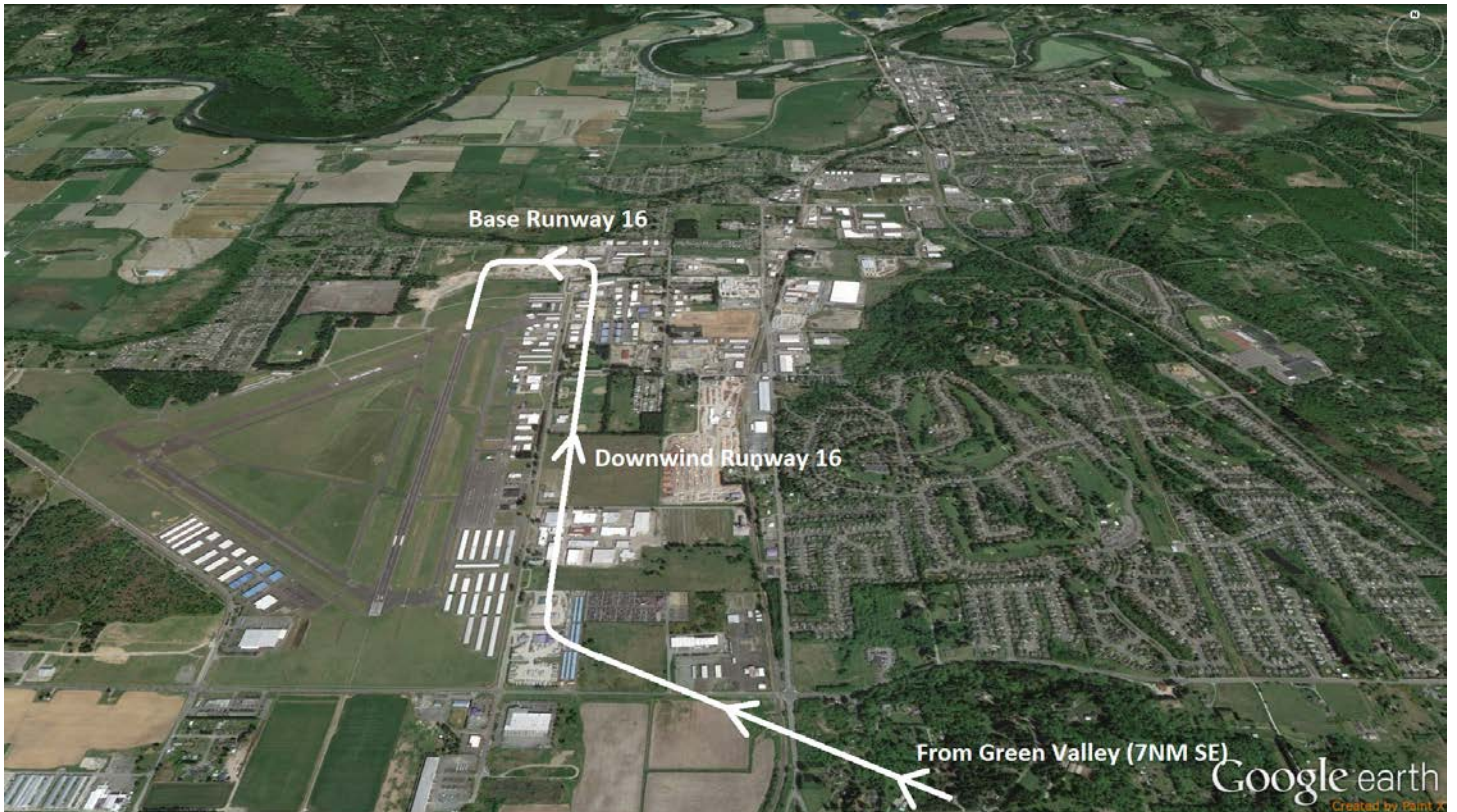
North facing picture of RWY 16/34

VFR RUNWAY 34 ARRIVAL



From Green Valley Airfield, fly single file direct to the City of Arlington, then turn inbound to Arlington Airport and enter a right downwind for Runway 34.

VFR RUNWAY 16 ARRIVAL



From Green Valley Airfield, fly single file directly toward Arlington Airport and enter a left downwind for Runway 16.

IFR ARRIVALS

IFR practice approaches will not be permitted.

Be prepared to discontinue IFR approach and enter the VFR traffic pattern for landing sequence. When the ceiling and visibility at Arlington Airport is reported at or above 3000 feet and five (5) miles, expect a vector for a visual approach. Arlington tower will assign VFR pattern entry instructions on initial contact.

Provide IFR cancellation information to Seattle TRACON. If you have not canceled prior to landing, advise ground control.

GROUND OPERATIONS AND PARKING

Arrivals

Contact Arlington Ground Control (121.25) for taxi instructions after exiting the runway. When nearing the parking area, Ground Control will instruct you to contact Arlington Ramp Control (124.3) for parking instructions. Monitor ramp control at all times when active on the fly-in grounds.

Departures

Contact Arlington Ramp Control (124.3) prior to start-up for instructions. Monitor the ATIS (132.225) before taxiing and contact Arlington Ground Control (121.25) for instructions after passing Taxiway D2. Complete any required run-up before reaching the runway.

Runway 11/29 and Taxiway Echo are closed from June 30th to July 12th.

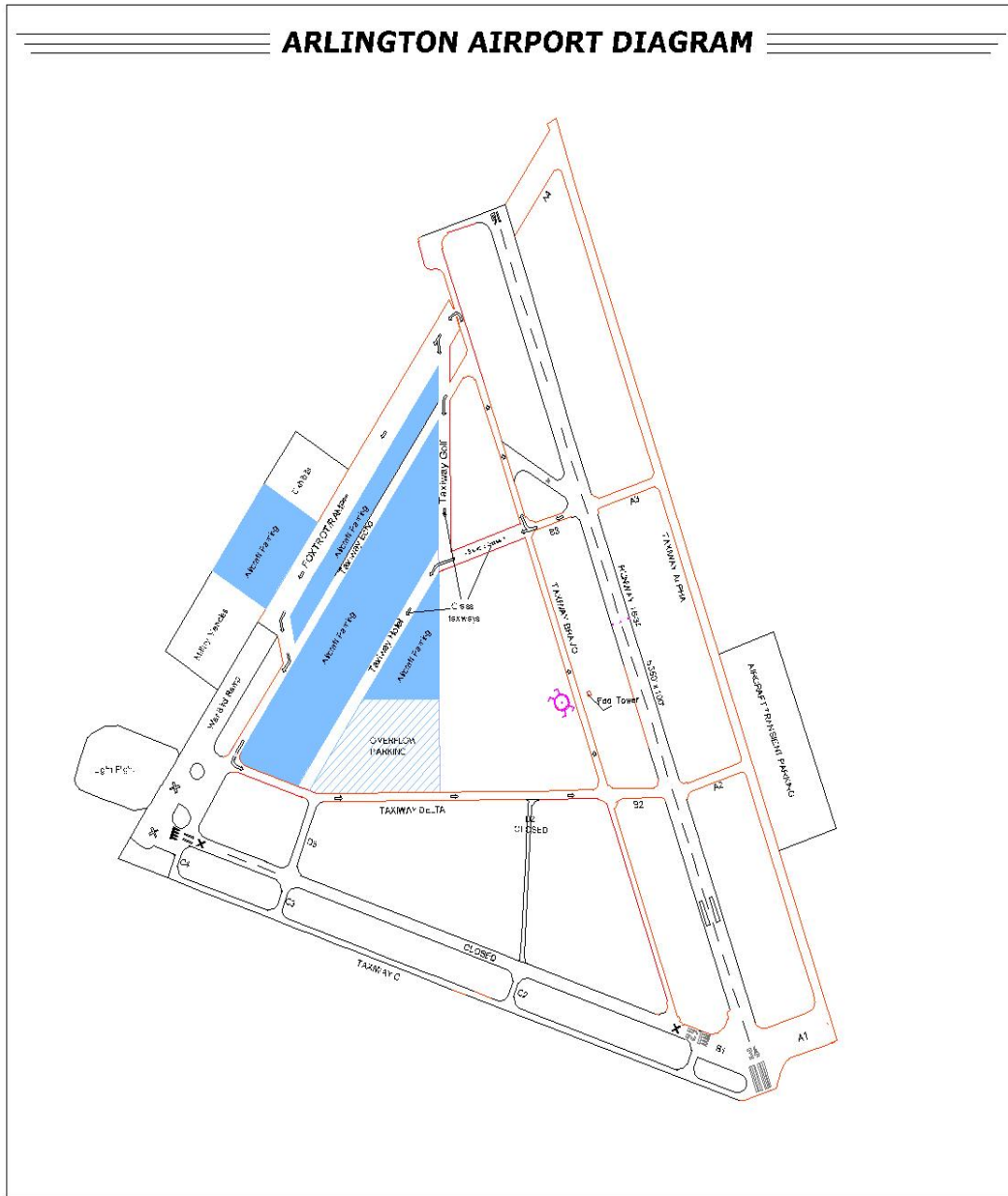
Fly-in parking is closed sunset to sunrise local time. Parking will also close 15 minutes prior to airshow times and this will be denoted by a red flag flown over the orange aircraft parking tower. During the time the flag is displayed no running engines will be permitted. Arrivals will be temporarily redirected to park at east airport transient parking.

Please prepare a sign that denotes your parking area and display it on the left side of your windshield. The sign should have dark letters on a light background readable from 50 feet away. Signs can be handmade or printed from www.arlingtonflyin.org/flying-in/aircraft-parking-signs/. Use one of the following codes:

Abbreviation	Category
GA	General Aviation Daily
GAO	General Aviation Overnight
HB	Home-Built Daily
HBO	Home-Built Overnight
ANQ	Antique Barn Display
VA	Vintage Aircraft Daily
VAO	Vintage Aircraft Overnight
WBD	Warbird Parking
IAC	Aerobatic Aircraft
EXH	Exhibit-Vendor Area
CHK	Cherokee Daily & Overnight
LSA	Light Sport Aircraft
ZEN	Zenith Aircraft
WPA	Washington Pilots Association
FATPNW	Flights Above the Pacific Northwest



Parking Sign Example



Arlington Airport Diagram and Parking Map
Arlington Airport Diagram and Parking Map

VFR DEPARTURES

Contact tower as you approach the runway. On departure, fly straight out until reaching 500 AGL.

During heavy departure traffic, orange-vested controllers may be positioned on the runway and directing aircraft with red and green paddles. Aircraft will be lined up on both the left and right side of the runway. To avoid conflict, if you depart the left side depart straight out or via left turn only. If you depart the right side depart the area straight out or right turn only.

IFR DEPARTURES

File your flight plan at least one hour prior to the proposed departure time. Ensure you have received an IFR clearance from Ground Control prior to taxiing for departure.

Ensure you have received your departure release from Ground Control prior to entering the runway for takeoff. If you have not received it prior to reaching the runway, attempt to taxi into an area that allows VFR aircraft to pass you for departure.

SPECIAL OPERATIONS

Ultralight and Light-Sport (LSA) Operations

All LSA aircraft must conduct initial arrivals to Runway 16/34. Ultralight arrivals to Arlington Airport should join the Ultralight pattern from the northwest, observing the altitude restriction.

Specially Briefed Ultralight and LSA operations are to be conducted in the southwest quadrant of the airport. Pattern altitude is 500 AGL. Fly left traffic to the midfield of Runway 29 only. Remain west of Runway 16/34 at all times. All operations will be conducted between the southwest corner of the airfield and the Island Crossing (I-5) intersection to the northwest.

No-Radio (NORDO) Procedures

This procedure is provided for use by vintage aircraft incapable of radio communication. Each arriving no-radio aircraft must land at an airport within approximately 45 minutes of AWO. Contact the FAA Tower via phone or tower frequency to coordinate your arrival.

If a red light gun signal is observed from the control tower (see graphics on page 10 or 14 for tower location), exit the traffic pattern then re-enter following the published arrival procedures for the runway in use.

Helicopters

The northwest helicopter arrival route runs from Interstate Highway 5 (I-5) from the State Route 530 exit (Island Crossing) to the landing zone. Crossing I-5, at 800 feet, descend at your discretion to arrive at the NE corner of the housing development at 500 feet as depicted on the graphic. From that point to the LZ, descend to 250 feet for your final approach to landing.

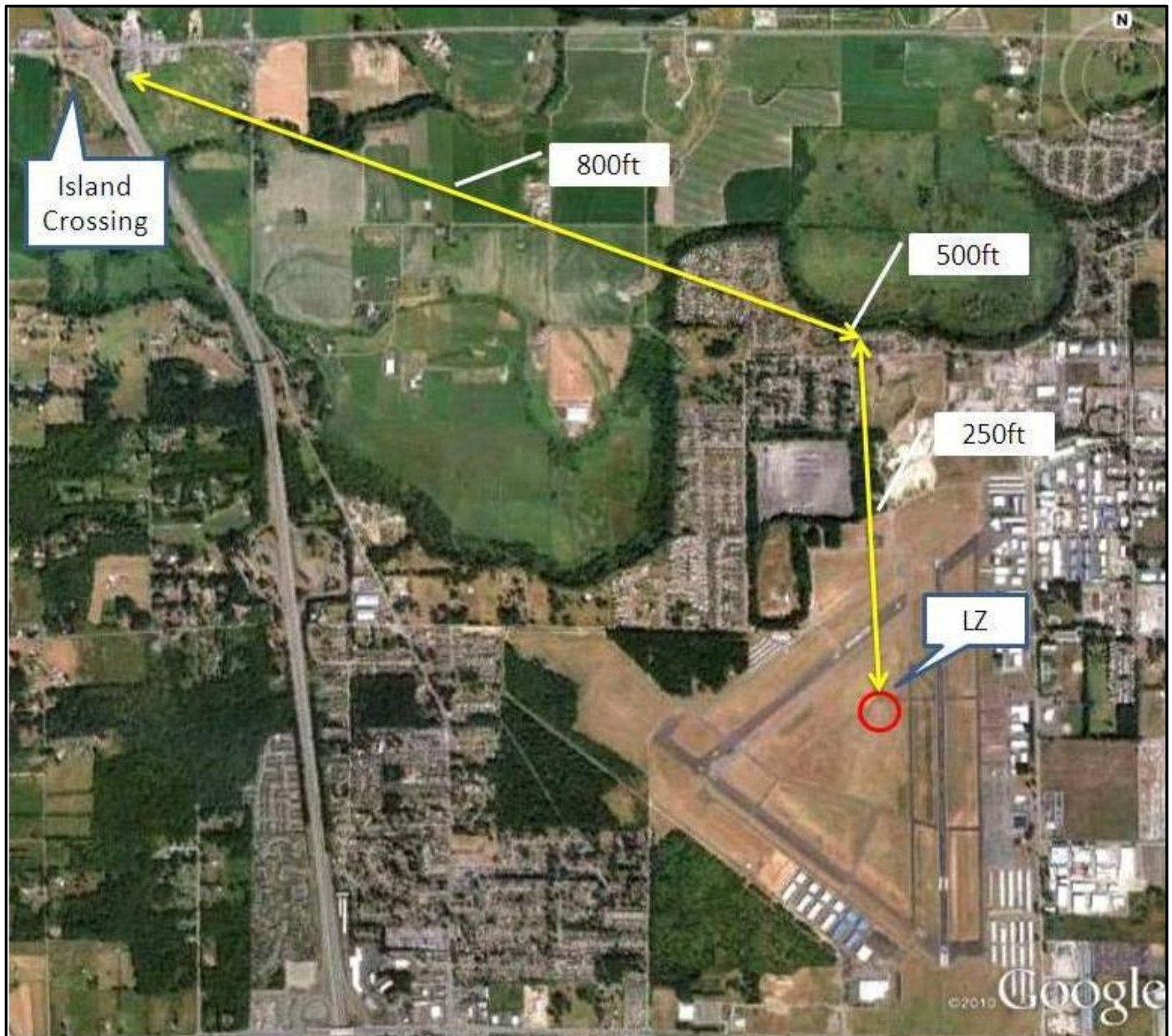
Use caution for commercial helicopter operations and passengers near the civilian landing zone, light sport operations on Runway 11/29 and aircraft in the west pattern.

There are two parking areas for helicopters at Arlington. Arlington Tower (127.2) will hand you to Arlington Ramp (124.3) who will direct you to your landing zone.

- The civilian landing zone is on the grass near the Taxiway B grass extension (see map). Look for the ride hopping R44 and land just south of their location.
- Military display helicopters are to operate as briefed from the Warbird parking area.

Tower will clear aircraft into these areas but pilots should be familiar with the traffic patterns established for the event. See the attached diagram.

Departing the Fly-In please fly the reverse inbound course from your landing zone to I-5. Over the airport property, do not ascend above 500 feet, once over the streets, ascend to 800 feet before resuming own navigation at I-5. Contact Arlington Ramp (124.3) prior to engine start and Arlington Tower (127.2) prior to departure.



Helicopter route and landing zone in and out of AWO

SEATTLE-TACOMA AIRPORT MODE C VEIL EXEMPTION

AUTHORIZATION TO DEVIATE FROM ATC TRANSPONDER AND ALTITUDE REPORTING EQUIPMENT REQUIREMENTS WITHIN THE SEATTLE-TACOMA AIRPORT 30 MILE MODE C VEIL DURING THE ARLINGTON FLY-IN, July 6-8, 2018.

Seattle TRACON has authorized aircraft to deviate from the ATC transponder and altitude reporting equipment and use requirements prescribed in 14 CFR 91.215b(2) within the Seattle-Tacoma Airport Mode C veil during the Arlington Fly-In, July 6-8, 2018. This exemption provides pilots with a general north/south route through the Seattle area 30 mile Mode C Veil, along the following designated route only.

ROUTING

The route starts in the vicinity of Eatonville, to the Eastside of Lake Kapowsin, then to Orting, Enumclaw, Issaquah, Monroe to Arlington. Pilots are advised to follow the arrival procedures outlined in the Arlington Fly-In NOTAM. All operations shall be conducted VFR; at or below 2500' MSL South of Enumclaw, and at or below 4500' MSL North of Enumclaw to Monroe.

This exemption does not authorize entry into the Seattle Class B airspace.

This exemption does not authorize pilots to operate within the Boeing, Renton or Paine Class Delta surface areas without establishing two-way communication.

A GENERAL WARNING

- Use caution for heavy traffic and parachute jump activity around Snohomish airport/Harvey Field
- Prohibit Area (P-51), up to 2,500' MSL, located over Bangor, WA
- National Security Area's (NSA's) in effect, over Everett, Bremerton and Port Townsend, WA up to the altitude specified on the VFR sectional charts.

All pilots are encouraged to obtain the coordinates and dimensions of these areas, mark them for easy visibility on your navigational charts and comply with FAR's while navigating to/from the Arlington Fly-In.

Due to the restrictions of P-51 and the NSA's, NO West route Mode C Veil Exemption will be authorized for this event.