

Bentonville Municipal Airport/Louise M Thaden Field Turf (Grass) Runway 17/35 Operations

Purpose: Establish procedures to safely operate on the Turf/Grass Runway 17/35 at Bentonville Municipal Louise Thaden Municipal Airport (VBT).

General: The Turf/Grass Runway 17/35 is a cooperative project between the City of Bentonville Arkansas, Private Parties, and the Tailwind Aviation Foundation, a charitable organization. The vision of the Turf/Grass Runway is to accommodate appropriate GA aircraft and antique aircraft that would normally use turf or grass surfaces and other aircraft to practice soft field landing or takeoff operations. The Turf/Grass Runway may also be used during appropriate emergency situations that may arise such as:

- Gear up landing
- The main landing surface, Runway 18/36, is unavailable or closed due to Foreign Object Damage (FOD) or other emergency situations.

Definitions/Terms/Descriptions

- **Operations:** A *Take Off* or *Landing* of an aircraft to or from a runway
- **Ground Movement:** Activities involving aircraft taxiing on a runway, taxiway, or apron
- **Turf/Grass Runway Edge Markers:** Circular markers used to identify the edge of the turf runway, running North - South, generally spaced 200' apart, size to be approximately 30" diameter and colored white.
- **Turf/Grass Taxiway Edge Markers:** Circular markers used to identify entrance and exit points on the turf runway. Size approximately 10 - 12" diameter and blue in color.
- **Turf/Grass Runway Threshold:** Each end of the turf runway is marked by a concrete threshold. Note: the concrete threshold was not designed for takeoff or landing.
- **Turf/Grass Runway Access:** Access to the turf runway is provided by turf taxiways that have been constructed and maintained with appropriate grade and grass height to allow safe access to the runway.
 - The turf taxiways on the west side of the turf runway provide access to Taxiway A and facilities on the west side of the airport.
 - The turf taxiway on the east side of the turf runway has been constructed to allow access to and from the East Ramp by crossing at the mid-field high-point of Runway 18/36. This was done to enhance runway safety by providing an access point that does not require back-taxiing on Runway 18/36. As taxiways on the east side of airport are constructed, allowing pilots to cross Runway 18/36 without back-taxiing, the continued maintenance and use of this taxiway will be reevaluated, and this document will be updated accordingly.

Operations

- I. Communications: Pilots shall self-announce on the published CTAF frequency, coordinating arrivals and departures on Runways 17/35 and 18/36.
- II. Procedures:
 - A. Standard Traffic Pattern is Left Traffic to both runways.
 - B. Aircraft shall exit and enter the Turf/Grass Runway only at defined areas. (See diagram)
 - C. Use of airstrips:
 1. *No Simultaneous Operations* - When an aircraft/pilot is landing or departing on either runway, no landings or departures are permitted on the adjacent runway unless direct 2-way communication has been made between the two aircraft.
 2. *Ground Activities* - When an aircraft is landing or departing on one of the two runways, no ground movement is permitted on the opposite runway unless direct 2-way communication has been made between the two aircraft.
 3. *Day/VFR use only* - No operations permitted at night or during IFR conditions.
 - D. Turf/Grass Runway 17 and hard surface Runway 18 are designated as Calm Wind runways.
 - E. West side of the airport: Hold short on Taxiway A or Circular Apron at the designated hold short lines for runway operations.
 - F. East side of the airport: Hold short on the East Ramp at designated hold short lines for runway operations.

