



GA CONSTRUCTION SEASON

SLCIA- Runways 17/35, 14/32, and taxiway R will be resurfaced this summer. Specific schedules of affected areas will be detailed in subsequent newsletters.

Airport II- Construction of the nested T-hangars east of row E on the new ramp nears completion. Anyone desiring occupancy in the new hangars may contact Johnathan Liddle at 801-575-2894 for additional information.

Taxiway A from taxiway A-4 south to the run-up area is scheduled for asphalt overlay beginning after July 1st this summer. After the project is awarded we'll provide you with a construction schedule in this publication.

An emergency fire access road is also scheduled for construction this summer. Its completion will expedite fire response from the West Jordan Fire Station on the south east corner of Airport II through the gate to the approach end of runway 34. Fire fighters say this will cut their response time by 3-5 minutes for accidents which may happen on the air-side of the fence.

Tooele Valley Airport Construction of the instrument landing system at TVY is scheduled to commence in June and is expected to be fully operational by October.

FEDERAL LAW ENFORCEMENT HOTLINES

**Report All Suspicious Aviation Activities:
1-866-AIR-BUST or 1-866-GA-SECUR**

AIRPORT II PLANE WASH SET TO OPEN

The plane wash at Airport II is scheduled to open for the summer season on April 15th. The power-wash wand dispenses soap and heated rinse water. It is located just off the north ramp east of t-hangar row A between row A and the Foote corporate hangar. It accepts only quarters and no bill changer is available.

SELF-FUELING OF AIRCRAFT PROHIBITED

Self-fueling of aircraft at SLCDA airports is strictly prohibited until one has obtained the approved equipment, demonstrated the knowledge and abilities necessary to the Airport Fire Marshall, and obtained a self-fueling permit from the General Aviation Manager.

SLCDA has received several yet-to-be-substantiated reports of pilots pouring fuel from plastic fuel containers into their aircraft while the aircraft are still in their hangars. Not only is this practice prohibited, it is also very dangerous. Anyone observed in this practice is subject to a citation and a fine.

Personnel desiring to obtain an SLCDA self-fueling permit may contact the General Aviation Manager, Steve Jackson at 575-2401 for information and to make an appointment to demonstrate knowledge and proficiency.

VRF WEATHER MINIMUMS

By John S. Yodice in AOPA Pilot Magazine

When did you last review the rules that define the minimum weather conditions for a flight under visual flight rules (VFR)? These minimums are set out in federal aviation regulations 91.55 and 91.157, rules that you probably have found are not so easy to read and understand, much less remember in any detail. Yet, these rules are fundamental to the primary way pilots fly and avoid collisions --- the "see and avoid" concept --- using that indispensable piece of equipment, the eyeball. These designated weather minimums, along with other supplementary rules and procedures (for example, cruising altitudes, speed limits, right-of-way rules, and flight following), are designed to help give a vigilant pilot an opportunity to visually detect and avoid other aircraft in flight. Otherwise, if these VFR minimums are not met, the flight must be conducted under the instrument flight rules (IFR), or not at all. So let's review and try to explain them as simply as possible.

Despite the complexity of these rules there is a shortcut to learning and remembering the minimums for most VFR flight below 10,000 feet mean sea level (msl). A pilot can memorize a relatively simple set of "standard" weather minimums. Then if a pilot observes these standard minimums, he or she will automatically be in compliance with FAR 91.155. (FAR Part 61 places a couple of additional weather restrictions on student, recreational, and sport pilots.) I should caution you that the word standard is my word that I coined to try to simplify the rules. It is not a word that appears in the regulations. It should not be confused with the words basic and special, which are terms that do appear in the rules and which have technical regulatory meanings.

We will cover the "standard" VFR weather minimums. We will not cover the VFR weather minimums that are different from "standard," the ones that are for more complex flights. In one case the nonstandard minimums are actually more stringent. That case is the airspace at and above 10,000 feet msl.

Standard VFR weather minimums relate to three weather phenomena that are familiar to pilots; visibility, cloud clearance, and ceiling. Here is what you need to memorize: The standard visibility minimum is three statute miles.

The standard minimum distance from clouds is 500 feet below, 1,000 feet above, and 2,000 feet horizontally. The standard ceiling is at least 1,000 feet above the surface. Memorize and observe these and you will be in automatic compliance in all of the airspace below 10,000 feet msl.

The visibility minimum is flight visibility as observed by the pilot from the cockpit... a very subjective observation.

In applying these standard minimums, here are some important definitions and practical aspects. There is a distinction between ground and flight visibility. Understanding that distinction could afford a pilot additional flexibility. Ground visibility is by definition officially reported visibility on the ground, "reported by the United States National Weather Service or an accredited observer." Where an airport in controlled airspace officially reports the weather, a pilot operating an aircraft at that airport is bound by the reported ground visibility. Operating at the airport means taking off, landing, or entering the traffic pattern. Controlled airspace means class B, C, D, or E airspace designated for the airport. Otherwise, and most often, the visibility minimum is flight visibility as observed by the pilot from the cockpit, which is a very subjective observation. A good example is an aircraft transiting the controlled airspace of an airport, but not operating at the airport. In that case the pilot is required to maintain flight visibility of at least three miles but is not bound by the officially reported ground visibility at the airport.

Ceiling is another important practical aspect. The ceiling minimum does not apply at all airports. It applies only to airports in controlled airspace, meaning class B, C, D, and some Class E airspace down to the surface. The ceiling minimum does not apply to the many airports in Class G (i.e., uncontrolled) airspace. Pilots sometimes misinterpret charts where an airport is beneath but not in controlled airspace. A quick glance at the chart could make it seem that the airport is in controlled airspace. The ceiling minimum does not apply to airports underlying Class E airspace (that is, where the Class E airspace does not go down to the surface).

Also note that the rule is that an aircraft may not operate VFR beneath a reported ceiling when the ceiling is less than 1,000 feet. An aircraft may be operated VFR above a reported ceiling -- "on top," as we say -- even right over the airport. It is different for student, recreational, and sport pilots. They may not operate without visual reference to the surface.

--SAFETY FIRST--
Do NOT Fuel
Or Start Aircraft
Inside of Hangars!

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation, newsletter, airfield and SLC Title 16 questions call: Steve Jackson, General Aviation Manager, 647-5532 or e-mail at steve.jackson@slcgov.com.

For hangar lease and repair questions call: Johnathan Liddle, Properties Management Specialist, at 575-2894 or e-mail at johnathan.liddle@slcgov.com.

For aviation security questions call: Connie Proctor at 575-2401.

For gate access problems call: Airport Control Center at 575-2401.

For emergencies call: at SLCIA, 575-2405 at TVY or U42, 911 then 575-2405

For common General Aviation information call the GA Hotline: 575-2443

To recap, a simple way to be in automatic compliance with the VFR weather minimums in any airspace below 10,000 feet msl is to observe the standard weather minimums of 1,000 feet or greater ceiling, three statute miles visibility with cloud clearance of 500 feet below, 1,000 feet above, and 2,000 feet horizontally.

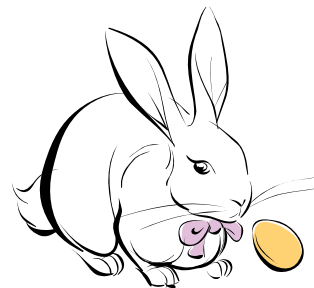
MILLION AIR NEWS

Million Air Salt Lake City has opened a new pilot supply and gift shop, aptly named *Fly Buy* in their new facility south of the Kibbe Executive Terminal. It is designed to serve both walk-in customers and air crews. For *Fly Buy* information contact Michael Brown at 801-910-7532.

Turbine and jet engine aircraft sales and acquisitions at Million Air are now under the direction of Brian R. Jones. Brian holds an ATP certificate, has over 12,000 hours of flight time, and has numerous type ratings.

UPCOMING EVENTS

Dave and Ryan Coats' AIR CENTER at Salt Lake Airport II (U42) has resumed its monthly fly-in/drive-in breakfasts. They are held at the AIR CENTER 9:00 AM - 12:00 PM on the last Sunday of each month.



Happy
Easter!