SALT LAKE CITY DEPARTMENT OF AIRPORTS

GENERAL AVIATION NEWS

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GA CONSTRUCTION PROGRESS

SLCIA- Phases1 through 5 (including taxiway K-5) of the taxiway K asphalt reconstruction and overlay project are completed and subsequent phases through phase 8 will continue in sequence under construction until late August. Asphalt non-availability continues to be a challenge. SLC ATCT ground control is working closely with east side aircraft taxiing for runway 17 departures to efficiently move them into position for take off. Contact ground control if you have a question or a request.

Airport II- Phase two of the ramp reconstruction project east of Air Center awaits asphalt for completion. Phase three will not commence until phase two is complete and asphalt is available to continue north. Air Center continues to provide Jet-A and 100LL fuel for all aircraft from their fuel trucks. They are charging self-serve fuel prices for the truck delivered fuel while access to the self-serve pump is restricted.

Row E and F hangar tenants may access their hangars via the taxi lane south of rows E and F.

Construction of the nested T-hangars east of row E on the new ramp has commenced and completion is anticipated in October. Hangar construction should not hamper tenant aircraft taxiing, parking, or hangaring.

Anyone desiring to occupy the new hangars in the fall may contact Johnathan Liddle at 801-575-2894 for information and priority.

Tooele Valley Airport- Installation of a new electronic ramp access gate just north of the blue airport maintenance building is progressing. It is forecast to be fully operational by September 1st. This new gate will increase airfield security and limit unauthorized access to the ramps, taxiways, and runway.

The FAA still intends to install the localizer and glide slope of the instrument landing system (ILS) late this summer.

FEDERAL LAW ENFORCEMENT HOTLINES

Report All Suspicious Aviation Activities:

1-866-AIR-BUST or 1-866-GA-SECUR

HELP AND CONSIDERATION AT U42

Maintenance crews at Airport II cannot accommodate trash removal for large and/or landfill-prohibited items. Several times in recent weeks unknown persons have deposited large appliances (refrigerators) and land fill-prohibited items (batteries, tires, partially filled paint cans, etc.) near hangar trash cans or the small airport dumpster. Crews do not have the capacity to haul nor properly dispose of these items. Trash receptacles are provided for small trash items and maintenance requests tenants dispose of large or prohibited items themselves.

NIGHT FLYING AND THE FARS

From AOPA Pilot Magazine

What night flying is under FAR Part 91 (general operating and flight rules) and Part 61 (certification of pilots and instructors) could be confusing because night is defined or described differently in different places in the regulations. What helps minimize the confusion is pointing out the not-so-obvious fact that it is only in two significant places where it is different from the technical regulatory definition of “night.”

The technical regulatory definition of night, FAR 1.1, is “the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.” Civil twilight ends in the evening when the center of the sun’s disk is 6 degrees below the horizon and begins in the morning when the center of the sun’s disk is 6 degrees below the horizon. The American Air Almanac contains table that show evening civil twilight ends and morning civil twilight begins. One can then convert these and morning civil twilight for different latitudes. According to the FAA, knowing one’s latitude and using these tables, one can determine when evening civil twilight ends and morning civil twilight begins. Then convert these figures into local time, and calculate the time spent in night flying according. Most pilots rely on tables published in weather reports, local newspapers, on television, or on the Internet. Applied conservatively, these meet the intent of the regulations.

The basic VFR weather minimums of FAR 91.155 are complicated, and yet every pilot is required to know them. For the most part, they do not differentiate between night and day. It is only for operations in Class G (uncontrolled) airspace that the regulation specifies some higher minimums for night flight. The minimums in the other classes of airspace, all controlled (Classes A, B, C, D and E), are the same, night and day.

Daytime minimums for Class G airspace (below 10,000 feet msl and above 1,200 feet agl) are visibility; 1 mile and clearance from clouds of 500 feet below, 1,000 feet above, and 2,000 feet horizontal. At 1, 200 feet agl or less (regardless of msl altitude) the daytime cloud clearance minimum is “clear of clouds.” That’s pretty significant. At or below 1,200 feet agl in uncontrolled airspace, one can operate daytime VFR with as little as one-mile visibility and clear of clouds.

At night, the visibility minimum for uncontrolled airspace increases to three statute miles for both altitude spectrums, making it the same as in controlled airspace. Cloud clearance minimums at night, while the same as controlled airspace for operations above 1,200 feet above the surface, increase for lower altitude operations

from “clear of clouds” to the same as controlled airspace, i.e., 500 feet below, 1,000 feet above, and 2,000 feet horizontal distance from clouds. In other words, there are no relaxed VFR weather minimums at night in uncontrolled airspace.

Helicopters are different. Day or night in uncontrolled airspace, a helicopter may be operated clear of clouds if operated at a speed that allows the pilot adequate opportunity to see any traffic or obstruction in time to avoid a collision. Another special case is airplanes (or powered parachute or weight-shift-control aircraft) in an airport traffic pattern in uncontrolled airspace. If an airplane is operating at night in an airport traffic pattern within one-half mile of the runway, it may operate with as little as one-statute-mile visibility.

Fuel requirements for flight in VFR conditions, as specified in FAR 91.151 are increased for night operations. At night, a flight under VFR conditions must begin with enough fuel to fly to the first point of intended landing, and to fly after that for at least 45 minutes assuming normal cruising speed. The daytime minimum is 30 minutes. The fuel requirement for rotorcraft VRF flight is not different for night. Day or night, the flight must begin with 20 minutes fuel reserve. As a reminder, in computing these fuel requirements a pilot must consider winds and forecast weather conditions. The fuel requirements for flight in IFR conditions are not different for night or day.

A specified amount of night flying is required for certification as a private or commercial pilot. For example, under FAR 61.109, an applicant for a private pilot certificate must generally (there are restrictive exceptions) have at least 3 hours of night flight training that includes a long cross-country flight and 10 take-offs and 10 landings in a single-engine or multiengine airplane, depending on the rating sought. Under FAR 61.129, an applicant for a commercial pilot certificate has comparable night flight-training requirements for helicopter and other ratings. All of this night time is required to be computed with reference to the technical regulatory definition of night in FAR 1.1.

FAR 61.57 (b) contains the recent night-flying experience definition when required to carry passengers at night. The title of the regulation uses the term “night” but only implicitly defines that term as the “period beginning one hour before sunrise.” This definition is narrower. It shortens the period of darkness when this night flying experience may be logged.

The rule requires a pilot to have made at least three takeoffs and three landings to full stops during nighttime, as it is here narrowly defined, in order to be current to carry passengers during a nighttime period defined in the same way. The required takeoffs and landings must have been made in an aircraft of the same category, class, and type (if a type rating is required), or in an approved training center simulator adjusted to simulate night.

In order to operate special VFR under FAR 91.157-that is, with lower than basic VFR weather minimums-is more restrictive at night. The term “night” does not appear in this regulation. Rather, it is implied because according to the regulation, special VFR operations may only be conducted “between sunrise and sunset”-unless the flight meets other criteria. So, essentially it is a nighttime restriction, night being implicitly defined as the time other than “between sunrise and sunset.” Unless the operation is between sunrise and sunset, a special VFR operation may not be conducted unless the aircraft is equipped for IFR flight and the pilot is IFR rated and current. During daytime special VFR operations, these IFR restrictions do not apply. The IFR restrictions do not apply to helicopters. In Alaska, the IFR restrictions apply unless the operation is when the sun is six degrees or more above the horizon.

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

UPCOMING EVENTS

The last Sunday of each month, Dave Coats’ AIR CENTER at Salt Lake Airport II (U42) hosts on a fly-in/drive-in breakfast from 8:00 a.m. to 11:00 a.m. No charge but donations are welcome.

Saturday, 26 August 2006, Wendover Airshow, Wendover, Utah (ENV). Visit www.wendoverairbase.com for more information.

SLCDA General Aviation BBQ and fire extinguisher inspection is scheduled for Saturday September 9th 2006 at Mark Losee’s Alta Aircraft Maintenance hangar at Airport II. Fire extinguishers inspected and serviced for a reasonable fee between 11:00 AM and 3:00 PM. Lunch served from noon until 2:00PM. Come join us for some good food, good music, and good company.

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

GA BBQ