

BANK TIMES AT SLC

At the fall Airport General Aviation Committee (AGAC) meeting the committee chair asked that we publish the airline bank times at Salt Lake City International Airport so GA pilots could plan their take off times for minimal delays. Total operations (take offs and landings) at SLCIA follow;

| arrivals | time | departures | total ops |
|----------|-----------|------------|-----------|
| 0 | 0600-0659 | 27 | 27 |
| 26 | 0700-0759 | 17 | 43 |
| 14 | 0800-0859 | 47 | 61 |
| 28 | 0900-0959 | 15 | 43 |
| 37 | 1000-1059 | 32 | 69 |
| 9 | 1100-1159 | 41 | 50 |
| 31 | 1200-1259 | 13 | 44 |
| 22 | 1300-1359 | 29 | 51 |
| 24 | 1400-1459 | 19 | 43 |
| 30 | 1500-1559 | 21 | 51 |
| 17 | 1600-1659 | 39 | 56 |
| 36 | 1700-1759 | 9 | 45 |
| 13 | 1800-1859 | 38 | 51 |
| 69 | 1900-1959 | 10 | 79 |
| 17 | 2000-2059 | 39 | 56 |
| 19 | 2100-2159 | 5 | 24 |
| 11 | 2200-2259 | 14 | 25 |
| 6 | 2300-2359 | 2 | 8 |

U42 AIRFIELD LIGHTING UPGRADE

All airfield lighted advisory signs at South Valley Regional Airport are being replaced/upgraded during the month of January.

Replacement will occur during daylight hours and all signs will be fully lit again prior to sunset each day.

We anticipate minimal disruption to ground taxiing traffic during the month. Appropriate NOTAMs will be posted as necessary.

GENERAL WINTER FLIGHT ITEMS TO REMEMBER

1. If your aircraft's battery is dead, do not hand prop the aircraft. Have the battery serviced or use external power. Hand propping an aircraft is very dangerous.
2. Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed-up and gyros are up to speed before takeoff.
3. Take blustery headwinds into account, especially if flying westbound when planning fuel requirements. Also, check wind direction and speed at your destination to be sure it is within the aircraft's and your crosswind capability.
4. During engine start, be cautious about over-priming your engine. Have a fire extinguisher nearby in case of an emergency. Preheating is the safest way to successful winter starts and it is easier on your engine.
5. After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow-covered.
6. Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast-moving winter weather and the latest information may not be in the NOTAMs.
7. Dress for survival when you fly this time of year. Be sure to pack a winter survival kit. (See last month's, NOV 2010 GA News)

AIRSPACE TYPE REFRESHER

Airspace is a confusing subject to most pilots, and it's important to know the airspace you're in. Here's a quick breakdown of basic airspace types.

Class A airspace covers the entire United States between 18,000 feet and FL600. All flights in Class A airspace are conducted under IFR.

Class B airspace surrounds very busy airports such as LAX in Los Angeles or SLC in Salt Lake City. Pilots must have a specific clearance to enter Class B, and any aircraft within 30 nm of the airport must be supplied with a transponder that has altitude capabilities within class B airspace. The radar approach controllers are responsible for keeping all aircraft at a safe distance from each other whether they are flying VFR or IFR. The VFR weather minimums are therefore less restrictive than in the other controlled airspace. You need only stay clear of clouds to fly VFR in Class B, but just as with all controlled airspace, the visibility must be better than three statute miles.

The volume of traffic that flies near Bravo airspace makes controllers reluctant to grant a class B clearance to VFR pilots unless they have to. And since the airspace generally covers large areas, it can be challenging for unfamiliar pilots to get through. If you're planning a trip to such an area, study the Terminal Area Chart carefully.

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions contact: Steve Jackson, SLCD A General Aviation Manager, 801-647-5532 or e-mail at steve.jackson@slcgov.com.

For hangar lease and repair questions contact: Mike Rawson, Properties Management Specialist, at 801-575-2894 or e-mail at: mike.rawson@slcgov.com.

For aviation security questions call: Connie Proctor at 801-575-2401.

For gate access problems call: Airport Control Center at 801-575-2401.

**For emergencies call: at SLCIA, 801-575-2405
at TVY or U42, 911 then 801-575-2405**

It contains useful information on routes that make the pilot's and the controller's lives easier. There are often VFR corridors, VFR flyways, and controlled VFR transition routes such as the Mini Route, that provide easy gateways through the Bravo airspace in lieu of a significant detour. It is not the controller's responsibility to educate pilots regarding the procedures for these routes. Such requests by pilots who don't do their homework unnecessarily clog up the frequencies.

Class C airspace also covers busy airports, but it is not quite as restrictive as Class B and it covers a smaller area. No specific verbal clearance is necessary, but unless you're already receiving flight following (which I always recommend no matter where you're flying); you must start talking to the approach controllers prior to entering class C. Don't wait to call them until you're at the edge. Call at least 20 nm from the airport. The closer you get, the busier it gets.

The controller will follow you on the radar screen, so you need an altitude encoding transponder while in and above Charlie. But unless you're on an IFR flight plan, you are still responsible for maintaining a safe distance from other traffic. If there is a close call, some pilots get frustrated with the controller, but in all airspace except Bravo, it is your responsibility to keep clear of other aircraft. And since you must have time to see and avoid the traffic in the area, stay away from the clouds-500 feet below, 1,000 feet above and 2,000 feet horizontally.

Class D airspace covers smaller municipal airports that have a control tower on site. Many of these towers don't have radar screens, and you are not required to have a transponder to enter their airspace. However, you must communicate with the tower controllers prior to crossing the boundaries of the D airspace. The cloud separation for D is the same as for C.

All other controlled airspace is designated as **Class E airspace**. There are no requirements or restrictions against flying VFR in Class E airspace other than basic VFR weather minimums.

Similarly, uncontrolled or **Class G airspace** lacks equipment and entry restrictions and has slightly less limiting weather minimums for VFR when the visibility is one statute mile?

Airspace is designed to keep us safe. It is imperative that pilots understand how it works and what is required of us as pilots to fly in the different types.

U42 AWOS GRAPHIC DISPLAY

SLCDA provides an internet accessible graphic display of South Valley Regional Airport AWOS information. The information displayed is received directly from the airport AWOS equipment located at mid-field. Graphic information is "real time" and is updated every minute. The website address is: www.saiawos3.com/KU42/sai.html. Pilots may still call 801-562-0271 to obtain current U42 AWOS information. The TVY AWOS phone number is 435-882-6648.

ELECTRONIC GA NEWS OPTION

If you would like to receive the Salt Lake City Department of Airports' monthly general aviation newsletter by e-mail, send a request including your current e-mail address to: steve.jackson@slcgov.com

UPCOMING EVENTS AND NEWS

Leading Edge Aviation Logan (LGU) - Leading Edge Aviation has a free breakfast in their hangar on the 2nd Saturday of each month from 8:00 am to 10:00 am. For more information about Leading Edge events, visit www.leaviation.com

GIVE A MEDICAL PATIENT A LIFT

Corporate Angels, you can give medical patients a much-needed lift, both physically and emotionally, without any additional cost, inconvenience, or major effort on your part. You may be flying with empty seats to the very place a patient needs to go for treatment or critical testing.

Patients are fully ambulatory and need no special treatment or attention while traveling.

Many FBOs around the country give special fuel discounts to Corporate Angel Flights

For more information and to become involved contact;
Corporate Angel Network, Inc.
Westchester County Airport
One Loop Road
White Plains, NY 10604-1215

Phone: 914-328-1313
Fax: 914-328-3938
Toll-Free Patient Line: 866-328-1313

E-mail info@corpangelnetwork.org or call Corporate Angel Network at 914-328-1313 – they make all the arrangements.

For current destinations and date range of rides needed, visit: <http://www.corpangelnetwork.org/corporate/seats.html>

LOCAL FAA PILOT SAFETY SEMINARS

CFI and Pilot Workshops for January:

Pilot Workshop #2

5 Jan - Vernal Airport (VEL) Administration Building 7:00 PM Medical Factors for Pilots

6 Jan - Provo Airport (PVU) – Million Air FBO Winter Ground & Flight Operations, Provo ATC building

CFI Workshop # 2

- Subjects – Maintenance for pilots, GPS, and Technically Advanced Aircraft

19 Jan – Kibbie Executive Terminal – (SLC) 6:00 PM

20 Jan – South Valley Regional Airport (U42) 6:00 PM

Information is available at www.faa.gov under "events" or contact Dennis Seals, FAA Safety Program Manager at 801-257-5056.