



### SLCDA GA CONSTRUCTION

**SLCIA-** Runways 17-35, 14-32, and taxiway R construction is progressing well and ahead of schedule. Runway 17-35 is forecast to be closed for flight operations through July 6. We will continue to publish specific schedules of affected areas in subsequent newsletters. A graphic depiction of each phase of the project is on the airport's website at [www.slairport.com/215.asp](http://www.slairport.com/215.asp). Be sure to check NOTAMs for current status and restrictions during your flight planning.

**Airport II-** The row of new nested T-hangars (new row G) east of row E on the new ramp is now complete. 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 currently receiving an asphalt overlay. It is scheduled for completion by August 1 and should not significantly impact taxi operations during construction.

Electronic access gate A by the Alta Aircraft Maintenance and Airport Operations building (access to hangar rows A-D) will be moved by mid-July to a direct hangar access point just south of rows C and D. To open the gate, flash your badge over the reader just as at the other electronic access gates at U42. Access procedures will change when all gates become CASS configured gates and we will provide information on new procedures as required.

**Tooele Valley Airport-** Construction of the instrument landing system at TVY will commence mid-August and is expected to be fully operational by November.

### VETERANS AIRLIFT COMMAND

Veterans Airlift Command is a pilot's service organization operating in America serving war veterans and their families. Its mission is "To provide air transportation for medical and other compassionate purposes to wounded warriors, veterans, and their families through a national network of volunteer aircraft owners and pilots." Their priority is "To the veterans of Iraqi Freedom and Enduring Freedom (Afghanistan)." As capacity allows, their mission will expand to serve veterans of other conflicts.

They fly the families of wounded warriors to meet with their wounded sons and daughters as they recover in hospitals around the nation and fly the recovering veterans to hospital appointments and medical treatments.

Visit their website at [www.veteransairlift.org](http://www.veteransairlift.org). To become involved or for answers to specific questions contact them at 952-582-2911 or by e-mail at [info@veteransairlift.org](mailto:info@veteransairlift.org).

### UNSAFE AIRCRAFT REFUELING

Remember, transferring fuel into an aircraft in a hangar is unsafe and prohibited. Self-fueling aircraft on SLCDA property is also prohibited unless one has obtained a self-fueling permit from the Department of Airports and has that permit in one's possession at the time of refueling. To coordinate for a self-fuel permit, report an unsafe act, or for more information contact Fire Marshall Capt. Martha Ellis or GA Manager Steve Jackson at 575-2401.

## FEDERAL LAW ENFORCEMENT HOTLINES

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

### THE E-WORD!

By Chip Wright in AOPA Pilot Magazine

Maybe it's the whole Big Brother thing, complete with federal agencies and badges and questions and answers and paperwork, that, just with the way people say the word, makes you think the duration of your life could be spent filling out forms, by hand, probably in triplicate and with not enough space in which to write. In the old days, you might have thought I was discussing the IRS. Instead, this is about declaring an emergency while flying.

Certain obvious events come to mind that we can all agree constitute an in-flight emergency: an engine failure, an engine fire (which will probably lead to a failure or shutdown), smoke in the cockpit, heavy ice, or even a full bladder next to an empty water bottle with a missing cap. Except when already talking to air traffic control, we've been taught the proper procedure is to dial in 121.5 MHz on the radio, squawk 7700 on the transponder, and to declare the emergency. If you are not already talking to ATC... using 121.5 and the 7700 transponder code will ensure that you will be talking to the nearest facility immediately, which will render whatever assistance is possible.

But what if you are in a situation in flight that is getting worse, but you don't know if it can be construed as an emergency? A good example is rapidly changing weather. Several years ago, on a flight from Orlando to New Orleans, along a route that parallels the shores of the Gulf of Mexico. We were unable to accept a more direct route because we were not equipped for over-water operations more than 50 miles from shore.

As we flew toward our destination, we found ourselves dodging developing storms and watching a line form to the north of our course; we flew around or could climb over most of the weather. At one point, we found ourselves needing to deviate to the south,

over the water, 10 to 15 miles. To the right was a well-developed series of cells, all too high to climb over. In front of us, we could see several cells building, the white of the clouds churning furiously as the moisture was carried aloft. On the radar, we could see the intensity of the inner storm getting stronger as the storm rapidly exceeded our altitude. This was clearly something we did not want to penetrate, and we had no intentions of doing so.

Since this was my leg, the captain was working the radio, and when he finally was able to get a word in on a very busy center frequency, he requested a turn that would give us about 30 miles of clearance. This was intended to not only avoid the rough ride, but also to minimize the risk of a severe hail encounter. To our surprise, the controller denied our request. She said something about a turn not being acceptable for her, and said we could turn right instead. That was not an option, and it was reiterated to her. She again stated that we could not turn left. In fact, she said, we had to turn right. The captain told her that if she was going to try to make us turn any way but left, we would be forced to declare an emergency and make a left turn to a heading of our choosing, for as long as we deemed necessary. The gravity of the situation finally made it across, and we were allowed to deviate as necessary. Fortunately, we had started the whole process early, so we probably were no closer than 20 to 25 miles from the storm, but what if we had waited? And what if we had declared an emergency? Then what? Once the pilot in command (PIC) declares an emergency, he or she has the discretion to deviate from the federal aviation regulations to the extent necessary to rectify the situation. In our case, we would have flown around the storm, resumed normal navigation, and then declared that the emergency was over and that we were resuming normal flight. The controller might have asked us to make a phone call after we landed, but the odds are that very little would have been required, although completing a NASA Aviation Safety Reporting System report would have been wise just to cover all bases.

An emergency is defined in the Aeronautical Information Manual as "a distress or urgency situation." A distress is defined as "a condition of being threatened by serious and/or imminent danger and of requiring immediate assistance." That gets forgotten too often. Don't let something urgent deteriorate to distressful before asking for help. That just makes the flight unnecessarily stressful.

#### **AVIATION GROUND SCHOOL ANNOUNCED**

Leading Edge Aviation is conducting "Introduction to Aviation Ground School" classes in both Ogden and Salt Lake City intended for the aviator at heart or to supplement current aviation training. Classes run for 10 consecutive weeks and cost \$250.00

Classes at the Ogden Leading Edge Aviation facility begin on July 11th from 6:00 - 8:00 p.m. Salt Lake Leading Edge Aviation facility classes begin on July 12th from 6:00 - 8:00 p.m.

For information or reservations call 801/326-8250 or 1-877-FLY-UTAH.

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

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#### **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](mailto: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](mailto: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**

#### **APPROACH DESCENT RULE OF THUMB**

To calculate your descent rate on a 3-degree glide slope, divide the indicated airspeed by two, then add a zero at the end of the result.

Example: 150 knots divided by two equals 75. Adding a zero gives a descent rate of 750 fpm.

#### **UPCOMING EVENTS**

The Ogden Regional Airport Association (ORAA) is sponsoring their annual breakfast Fly-in in the main terminal at OGD from 0730L-1100L on June 23rd 2007. Visiting pilots and their crews will receive complimentary breakfasts. Door prize drawings will be held. For more information, [visit www.ora.org](http://www.ora.org).

Dave and Ryan Coats' AIR CENTER at Salt Lake Airport II (U42) host its monthly fly-in/drive-in breakfasts at the AIR CENTER hangar complex 9:00 a.m. - 12:00 p.m. on the last Sunday of each month.



**Have a Happy  
& Safe 4th of  
July!**

