



SLCDA GA AIRPORTS

Airport II... Due to weather (rain) delays, the ramp east of the Alta Aircraft Maintenance hangar is still undergoing rehabilitation and reconstruction. The project should be completed by the middle of June.

The Plane wash at Aripport II is open and fully operational.

SLCIA... The asphalt overlay project on the east side will repair/rehab/replace asphalt entryways and parking lots by the State Division of Aeronautics, Million Air, the Executive Terminal, and Jet Center. This construction is scheduled for 6 thru 30 June and may temporarily limit vehicle access through gate 4 (to rows 10-15) and gate 5 (rows 4-9) during the construction period.

FLYING A NO-HITTER GAME

MID-AIR COLLISION AVOIDANCE

When you scan for other traffic, do you find yourself most often looking straight ahead with occasional glances to the left and right? If so, you're guarding against only 5 percent of the most common midair collision scenarios. Eighty-two percent occur from the rear, according to information provided by the AOPA Air Safety Foundation (ASF).

Midair collisions have continued at a steady rate in the past 18 years, statistics show. Most years such accidents number in the teens, but occasionally the number reaches the lower to mid-20s.

The definition of the collision problem has expanded recently to include runway incursions, and has led to new safety efforts. ASF has placed a runway-incursion training program online at (www.aopa.org/asf/runway_safety/). An ASF publication called Collision Avoidance: Strategies and Tactics Safety Advisor can be viewed or ordered on AOPA Online. To view all Safety Advisors and to order, visit the Web site (www.aopa.org/asf/publications).

Data indicates that 45 percent of collisions occur in the traffic pattern, and of these, two-thirds occur during approach and landing when aircraft are on final or over the runway. Confusion about the location of other aircraft and

their landing order often begins early in the pattern. As you might expect, operations at nontowered airports offer the greatest risks.

These procedures can help you avoid problems at nontowered airports:

- Tune and verify radio frequencies before you enter the airport traffic area.
- If you are working with approach control prior to reaching the airport, monitor the common traffic advisory frequency (CTAF) on your second radio.
- Report your position 10 miles out and listen for reports from other inbound traffic. Report entering downwind, turning downwind to base, and base to final.
- Identify the airport at the beginning and end of each transmission.
- If you are unsure about the location of another aircraft on the frequency... ask!
- Remember that there may be aircraft in the pattern without radios.
- Slow down a little. Slower speeds allow more reaction time.
- Check behind and below you at least once on final.
- Report your position outbound, and be aware that most pilots tend to omit position reports after departure.
- When conducting an instrument approach, report distance in miles rather than navigation fixes.

RUNWAY INCURSIONS

Some of the more serious ground collisions have occurred at nontowered airports, but mistakes occur as well at towered airports that may have confusing arrays of taxiways. Here are some tips from to help pilots avoid runway incursions:

- Review the taxi route prior to arriving or departing.
- Listen carefully to instructions for any changes in your anticipated route.
- Read back all taxi instructions.
- Acquire airport diagrams for unfamiliar airports.
- If in doubt, ask for progressive taxi instructions.
- Look for traffic before taking the runway, and ensure that there is no conflicting ground traffic before beginning the takeoff.
- At nontowered airports with intersecting runways, check for traffic on the crossing runway when landing or taking off.
- At airports with parallel runways, be aware of the potential confusion created by "left" and "right" runways.
- Be familiar with all relevant taxiway and runway signage. You'll find illustrations in Chapter 2 of the Aeronautical Information Manual (AIM).

FEDERAL LAW ENFORCEMENT HOTLINES

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

AIM A GOOD SOURCE OF INFORMATION

Do you know how to tell if an aircraft is at your altitude? The AIM suggests using the horizon as a reference point. If the other aircraft is on the horizon, then it is probably at your altitude. If it is higher, then it is above you, while aircraft seen below the horizon are below you.

Any aircraft that appears to have no relative motion and stays in one spot on your windscreen is likely to be on a collision or near-collision course. If a target shows no lateral or vertical motion and increases in size, take evasive action.

RECOGNIZE HAZARDOUS AREAS

Aircraft tend to cluster on airways, at VORs, and in Class B, Class C, Class D, and Class E airspace. Most mid-air collisions occur during periods of good visibility, the AIM warns; "Don't relax just because the skies are crystal clear."

Pilots must move their heads (remember when your initial flight instructor told you to "keep your head on a swivel") to see around blind spots caused by fixed aircraft structures, such as doorposts and wings. Banking from time to time can uncover blind spots. The AIM also advises the use of exterior lights even during daylight hours to improve your chances of being seen in hazardous areas.

Air traffic control facilities provide radar traffic advisories on a workload-permitting basis. Request this support whenever possible. Even if a controller is too busy to provide advisories, listening to the appropriate frequency can provide you with a mental picture of air traffic in the area.

REPORTING A NEAR MISS

If you have a close call, reporting your experience might lead to improvements in the system. When in communication with a controller, report the incident immediately. A report will be entered in the FAA's Near Midair Collision (NMAC) reporting program. A near midair collision is defined as either an incident in which aircraft are less than 500 feet apart, or any incident during which a pilot or a flight crew member feels that a hazard existed. Be specific in your transmission to controllers, as ATC will not interpret a

casual remark as an official report. The pilot should state, "I wish to report a near midair collision." You may also make a report by telephone to the nearest flight service station. Or you can wait until after the flight and write to the nearest flight standards district office.

ANOTHER REPORTING PROGRAM

You can also use the FAA's voluntary Aviation Safety Reporting System- operated by NASA - to report a near miss. The program is designed to correct unsafe conditions before they lead to accidents. Official forms are available on online at www.aopa.org/members/files/safety/asrsinfo.html.

KEEP THE SCAN GOING

There are two basic methods for scanning the skies. One is to turn your head to the left and scan to the right, stopping eight or nine times to allow your eyes to focus (the stop and focus part is essential). Another is to start at the center of the windscreen and scan outward, first in one direction and then the other. It's called a block system and is designed to divide your viewing area into segments. Help your fellow pilots to see you - especially when flying in congested airspace- by turning on a landing or taxi light. You may lose 30 minutes from the life of the bulb, but gain 30 years of life for yourself.

There will be competition for your attention, especially in the era of the message-happy, button-festooned GPS receiver. Don't let distractions stop the scan. Cockpit duties, scenery, or confusion can invite complacency into the cockpit, whether in the air or on the ground. Your increased awareness of collision dangers can invite it to leave.

And don't forget the occasional backward glance. Limber your neck, since statistics show that the greatest threat is from behind. Just keep looking over your shoulder... it is not paranoia, it is survival!

--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

UPCOMING EVENTS

The second Saturday of every month, Cornerstone Aviation, located in the Executive Terminal at Salt Lake City International Airport (337 North 2370 West) provides a free lunch and an informative program at 12:30 PM. It is a great opportunity to share flying experiences and learn new things.

The first Sunday of each month, Dave Coats' Air Center of Salt Lake holds a fly-in/drive-in breakfast at Airport II. Donations are welcome.

