



SLCDA GA CONSTRUCTION

SLCIA- Runways 17-35, 14-32, and taxiway R construction commenced in May. Phase 1 is complete and phase 2 began on May 22. Runway 17-35 is forecast to be closed for flight operations until July 8. We will continue to publish specific schedules of affected areas in subsequent newsletters. A graphic depiction of each phase of the project is posted on the airport's website at www.slcairport.com/215.asp. Be sure to check NOTAMs for current status and restrictions during your flight planning.

Airport II- Construction of the 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 scheduled for asphalt overlay commencing after July 1st this summer. We'll provide you with a construction schedule in this publication as soon as it comes available.

Electronic access gate A by the Alta Aircraft Maintenance and Airport Operations building (access to hangar rows A-D) will be moved this summer from its present location to a direct access point just south of rows C and D. The new gate will be a CASS gate and will require a PIN number entry in addition to flashing one's badge. We will provide information on new procedures as completion of the gate project nears.

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**

SLC VOT OPERATIONAL AGAIN

The SLC VOT equipment has been moved to a new location and ATC reports that it is fully operational. Be sure to check NOTAM's for current VOT status when planning a flight.

UNSAFE AIRCRAFT REFUELING

The SLCDA Fire Marshall and GA Manager continue to receive isolated reports of fuel being transferred into aircraft while they are in t-hangars. This practice is both unsafe and unauthorized. 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.

FROPA BASICS

By Thomas A. Horne in AOPA Pilot Magazine

You're standing on the ramp, about to climb into your airplane and take off. You notice that the wind has picked up, and your airport's latest AWOS (automated weather observation system) broadcast reports that the altimeter setting has just dropped a bit. What do you make of this? Does it have any significance to your flight? Those with a good handle on the basics of frontal passages might become curious enough to walk back to the FBO's weather terminal for a last-minute check of any new developments.

There are several markers that indicate the passage of a "typical" surface front. Knowing them can give you an edge when forecasts are few-or very old-or when forecasters are vague about the timing of a frontal passage. And you don't need a lot of fancy equipment, although a barometer (or the altimeter) can make for a nice way to quantify pressure changes. All you really need to know are wind speed and direction, temperature, and humidity. Here's why each element plays a part in revealing frontal passage... FROPA, in meteorological slang.

Barometric pressure always falls before frontal passage, reaches its lowest as the front moves by, and then rises after passage. Fronts cause air masses to lift, and it's this upward motion that lessens the effective weight (and therefore, pressure) of the air molecules acting on the surface. If you had a barograph (an instrument that plots atmospheric pressure on a rotating drum) you'd see that these pressure fluctuations are often quite easy to see. Of course, the faster the pressure falls ahead of a front, the more likely it is to bring thunderstorms and/or heavy precipitation. Your altimeter (being a calibrated barometer) also can indicate pressure falls and rises. If during your preflight inspection, you noticed your altimeter showing a reading, say, 500 or 1,000 feet higher than it did when you parked the airplane yesterday, then you know that a front might be nearby. Conversely... a reading lower than before may indicate that the front has moved off, and that higher pressure is building.

Most fronts bring wind shifts. Ahead of a cold front, winds are typically out of the southerly quadrants of the compass, say... from the south or southeast. As the front passes, winds switch around to the westerly or northwest. When a warm front goes by, winds typically switch from an easterly or southeasterly direction to southerly directions. With really strong cold fronts, prefrontal thunderstorms will rapidly build and then slowly dissipate as the front moves on. On a surface analysis chart, closely packed isobars are other sure-fire indicators of an aggressive cold front's strong, gusty winds.

You'll know a cold front has passed when temperatures drop. With warm fronts, temperatures rise. Strong, warm winds out of the south often presage the passage of a strong, fast moving cold front. The greater the temperature differences between the pre- and post-frontal air masses, the more likely the frontal passage will be a violent one.

Humidity, as evidenced by the temperature-dew point spread, can be another sign of frontal passage. Ahead of a typical cold front, temperature-dew point spreads will be close, and humidity will be relatively high. As the front moves by, the temperature and dew point spreads will be close, and humidity will be relatively high. As the front moves by, the temperature/dew point spread widens, and humidity decreases. With warm fronts these changes may not be as evident because of the shallowness of the warm front's advancing slope and the more gradual the change in the weather.

Ever wonder why they made you learn cloud types in ground school? One big reason is that cold fronts and warm fronts typically bring cumulus and stratiform clouds, respectively, with them. Cold fronts wedge cold air under warmer air to make the strong vertical motions (and thunderstorms and turbulence!) so often associated with their steeper cold frontal surfaces. Warm fronts ride up over the colder air ahead of them, so there's often less abrupt lifting, and therefore, stratus-type clouds often predominate.

Put all these elements together and you can develop quick instincts about the weather. Just ask yourself where the wind is coming from, and how strong it is. Has the barometric pressure changed? If so, has it risen or fallen? Are clouds building or dissipating? Answer these questions and you'll have your own reasonably accurate "now cast."

Even if flight service advertises a cold frontal passage to occur three hours after your planned departure time and you think, "No problem, I'll be en route, flying away from the front, before it arrives. Then as you walk out to the aircraft a noticeably warm wind out of the south picks up. Flags snap in the breeze, which rapidly becomes a gale (wind speeds of 28 to 55 knots on the Beaufort scale.) Overhead, lowering, deepening stratocumulus clouds race out of the south. The first drops fall from what soon becomes a line of thunderstorms overtaking the field. The front has obviously picked up speed, and has arrived sooner rather than later. No flying today!

Fog is likely to form on cold, clear nights. Everybody should know that. That's when heat radiates away from the Earth's surface and lowers temperatures and dew points get within a few degrees of each other, presto! Fog forms. But when can you expect the densest fog, the kind that can lower visibilities to a quarter-mile or less?

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

This can happen the night after an afternoon's worth of soaking rains, in low-lying areas. The rain saturates the earth, which in turn imparts lots of moisture to the air above it. As night time temperatures drop, temperatures meet dew points and cold air sinks to low points such as valleys and riverbeds (many of which are where airports are often located). Fog might have formed anyway, but the extra moisture from the rainfall-laden frontal passage will usually result in dense fog.

Use your weather knowledge and experience during flight planning and keep it safe up there.

FLY BUY GIFT SHOP AT MILLION AIR

A phone number correction for Million Air Salt Lake City's "Fly Buy" gift shop. The phone number is 801-933-7532.

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) has resumed its monthly fly-in/drive-in breakfasts. They are held at the AIR CENTER 9:00 a.m. – 12:00 p.m. on the last Sunday of each month.

--SAFETY FIRST--

**Do NOT Fuel
Or Start Aircraft
Inside of Hangars!**
