



GENERAL AVIATION NEWS

Volume 18, Issue 10

October 2010

SLC GA HANGARS PAINTING STATUS

General Aviation hangar painting is complete for the season.

GA hangar rows 10 and 15; and possibly shade hangar rows 11 and 12 are scheduled to be painted next year.

Contact Mike Rawson at 801-575-2894 or GA Manager Steve Jackson at 801-647-5532 with questions.

2010 FALL GENERAL AVIATION BBQ DATE SET

The Salt Lake City Department of Airports will host the 7th Annual General Aviation Barbeque at South Valley Regional Airport in West Jordan, UT on Saturday, October 9th from 1:00 p.m. until 3:00 p.m. in the Alta Aircraft Maintenance Hangar.

All Star Fire Protection has agreed to inspect and service fire extinguishers for a \$15.00 fee between 11:00 a.m. and 2:30 p.m. on the tarmac east of Alta Aircraft Maintenance.

SLCDA will provide food and entertainment for GA tenants and family members.

Please join us at U42 for a fun and enjoyable event.

REPORT AIRCRAFT OWNERSHIP CHANGES

Hangar tenants must report changes in ownership for aircraft hangared at Salt Lake City's three airports.

When tenants sell registered aircraft, change partners, or purchase and store different aircraft in SLCDA hangars at SLC, U42, or TVY, the changes must be reported to Mike Rawson, Airport Properties Management Specialist at 801-575-2894.

Mike will happily change lease agreements upon tenants' requests and proof of ownership.

The Airport must maintain current aircraft hangar occupancy status with accurate phone numbers, mailing addresses, and points of contact.

GENERAL AVIATION "HOTLINE"

Salt Lake City Department of Airports offers as a service a "general aviation hotline" at 801-575-2443 that provides general aviation information about SLCDA's three airports.

It may include information concerning construction, snow removal, runway/taxiway closures, NOTAMS, special events, meetings and other useful information. It is updated bi-monthly or as needed as information changes.

AVOIDING AERIAL DISASTER

FAR 91.113 (b) requires the pilot to "see and avoid" other aircraft: "When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rule, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft."

In some ways this is the most fundamental of all our piloting and safety responsibilities. Avoidance may be the easy part; seeing may be a little more difficult. After all, it is not as easy as simply staring out your windscreen and waiting for any flying object to cross your path. You must be thorough and decisive in evaluating the situation and determining the best course of action to avoid a collision.

The very words "mid-air collision" (MAC) are sufficiently disturbing to nearly any pilot, and perhaps we tend to think that MAC happens to the "other pilot." After all, your scan is good and well practiced. Why wouldn't any other pilot's be as good? In reality even the most vigilant of pilots can be distracted by a passenger's question, a wonderful piece of scenery, or an in-flight emergency. That's why proper reaction to distractions is taught during primary training and tested during practical flight tests. However, we shouldn't abdicate any of our responsibility to the "other pilot" and should not assume that because we vigilantly look out the window the other pilot does also. Pilots may have to adopt the highway safety theme of defensive driving, "Watch out for the other guy!"

The "see and avoid" concept involves a bit more complexity than the quote above from the FAR that "vigilance shall be maintained at all times." According to advisory circular 90-48C, "Pilots' Role in Collision Avoidance," seeing and avoiding requires situational awareness, expecting the unexpected, and commitment to doing what has to be done to avoid a collision. In the air while closing on each other at a significant rate is no place to assume that the "other pilot" will alter course. Since most MAC and near mid-air collisions (NMAC) occur in VFR weather and in daylight, we have nothing to "hide" behind to avoid assuming our role in collision avoidance.

A direct quote from AC 90-42F sums up this article best: "Operations at airports without operating control towers require the highest degree of vigilance on the part of pilots to see and avoid aircraft..." Sometimes your ears can assist your sight, and sometimes your voice can help others "see" you. Safe operations at non-towered airports require us to stay alert and aware, to expect the unexpected, and to properly and effectively use the CTAF.

MID-AIR COLLISION AVOIDANCE CHECKLIST

1. Check yourself.
2. Plan ahead.
3. Clean your windows.
4. Adhere to SOP.
5. Avoid crowds.
6. Compensate for aircraft design
7. Equip for safety.
8. Talk and listen.
9. SCAN!

Check yourself. Are you ready to fly and physically fit to be able to see and avoid? Your mental and physical conditions affect your eyesight.

Plan ahead. Fold your charts in sequence before you get in the cockpit and keep them within reach. This saves you precious inside time searching, selecting, checking, and folding while trying to fly and scan for traffic. Electronic charts are great for the technically adept. Refresh yourself on headings, frequencies, distances, and so on before flight. Write them down in a flight log and also have them handy before flight.

Clean the windows. "I don't do windows!" doesn't cut it in collision avoidance. If your windshield is a field of smashed bugs and smudges, not only can they "hide" an airplane, you become inured to the specks and may not heed the one that you spot peripherally; it may be an airplane and not some unfortunate insect. Keep sun visors and curtains out of the way and properly positioned.

Adhere to SOP. The use of position reporting and standard traffic patterns cannot be emphasized enough; that's why instructors and check pilots keep harping on them. Keep calls clear and concise. Tell other pilots if their radio transmissions are not 5 X 5.

Avoid Crowds. This is a little hard to do at a busy airport, non-towered or towered. Enroute, avoid flying directly over a VOR and overfly each airport at a safe altitude, paying special attention when you are within 25 miles of military airports or busy civilian ones. Military airports have high concentrations of fast jet traffic, and their traffic patterns can extend up to 2,500 feet.

Compensate for design. Know your aircraft's blind spots, particularly those associated with high-wing and low-wing aircraft during turns. Final approach at non-towered airports is often one of the most challenging situations in aviation: i.e. a faster, low-wing airplane overtaking and descending on top of a slower, high-wing airplane.

Equip for safety. Systems, which were formerly too expensive for most GA aircraft, are now within a pilot's economic grasp. High intensity lighting, hand-held transceivers, etc., can cost less than \$200 apiece installed. The lights increase your contrast and visibility to others, and the radios allow you to communicate your position and hear others'. Headsets, now also inexpensive, allow you to hear better, and push-to-talk switches on yokes allow pilots to communicate without reaching for a mike.

Talk and listen. Eyes and ears used together can improve upon the 80% of information that eyes-only provide. Listening to another pilot's position reports allows you to visualize his or her position in relation to you, especially in a busy non-towered airport traffic pattern.

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions call: 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**

SCAN! Look ahead to where you're going to be and make sure there are no other airplanes there. Scan constantly and consistently. Minimize your inside-the-cockpit time. A good scan, like a good pilot, requires training. Teach your eyes to reveal not only the beauty and excitement of flight but also obstructions and other traffic.

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

In a first for Utah aviation, **Million Air - Salt Lake City (SLC)** has been added to the Air Charter Safety Foundation's (ACSF) prestigious Industry Audit Standard Registry (IAS). Million Air - Salt Lake City is only the sixteenth air charter company in the world to be included on the elite registry which represents the premier standards of aviation through its advancement of safety, security, and service benchmarks.

To achieve IAS registered status, Million Air - Salt Lake City completed an independent audit consisting of an in-depth review of procedures, regulatory compliance, and an evaluation of the company's Safety Management System.

Congratulations Million Air!

FAA PILOT SAFETY SEMINARS **October 2010**

CFI & Pilot Workshops will be held during October:

To be announced on the internet.

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



Fly smart - fly safe - fly neighborly!