



REPORT FOD AT AIRPORTS II AND TOOELE VALLEY

Regular runway and taxiway inspections are conducted at Airport II and Tooele Valley Airport. Runways and taxiways are surveyed for lighting operability, surface condition, wildlife hazards, weeds, and FOD. When discrepancies are found, they are normally addressed and repaired as soon as possible.

If you become aware of ongoing problems in any of these areas, please contact the Airport Control Center at 801-575-2401 to report discrepancies.

Multiple sets of eyes are always most effective in identifying potential problem areas.

CAN I USE AUTOMOBILE GASOLINE IN MY AIRPLANE?

Although automobile gasoline can be used in some airplanes, remember that airplane engines are designed to run on avgas. For a number of reasons, your airplane might not be able to use automobile gasoline:

- Automobile gas has much looser manufacturing specifications and quality control is less stringent, so quality and performance vary widely.
- Because of less careful handling, the risk of contamination is greater for automobile gas.
- Physical and chemical property differences can lead to poor fuel distribution, poor anti-knock properties, and excessive motor oil dilution. Additionally, automotive gasoline is less stable and more likely to gum up.
- Because automobile gasoline is more volatile than avgas, it is more prone to loss through excess vaporization, vapor lock, and carburetor icing.

However, many pilots use automobile gasoline in their planes successfully. This is possible by having an Inspection Authorized (IA) mechanic complete modifications to the plane mandated by a Supplemental Type Certificate (STC). After the STC has been completed for your airplane, you will be allowed to use 80- or 100-grade automobile gasoline, depending on the type of certification. For more information on the Automobile Fuel Program, see ***Auto Fuel in General Aviation Aircraft*** - a publication of the AOPA Aviation Services

Department. **Note: Although plastic gas containers are increasingly common, it is impossible to properly ground them. Always use a metal gas can and ground it to the airframe. This will prevent the possibility of fuel ignition due to static electricity.**

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GA AIRCRAFT SELF-FUELING

Self-fueling of general aviation aircraft on Salt Lake City department of Airports property is authorized only after obtaining Airport certification by demonstrating proper techniques and knowledge to the Airport Fire Marshall. Self-fuelers must also possess and use the proper fueling equipment, i.e., grounding cables, fuel transfer containers, and appropriate fully operational fire extinguishers.

When applicants have demonstrated satisfactory knowledge, skill and ability with the proper equipment to the Airport Fire Marshall and the General Aviation Manager, they will be issued a wallet-sized self-fueling authorization card. Aircraft self-fueling is not allowed without this authorization card.

Applicants may contact Steve Jackson, General Aviation Manager, at 647-5532 to make arrangements for self-fueling evaluations.

USE OF SALT LAKE CITY DEPARTMENT OF AIRPORTS WASTE OIL CONTAINERS

As a courtesy to general aviation tenants, the Salt Lake City Department of Airports provides large containers for waste oil disposal near T and shade hangars. The waste oil containers are for waste oil only! Dumping of other materials such as used filters, paint, solvent, gasoline, antifreeze or any other hazardous material is strictly prohibited.

If a waste oil container appears full, do not attempt to put more oil in it, which may cause a hazardous material spill. Call the Airport Control Center at 801-575-2401 and report the situation. If the funnel lid has been left open, please close it to prevent further contamination.

The waste oil containers are for your use. Please do not abuse the convenience.

SKYDIVING AT TOOELE VALLEY AIRPORT

Skydive Utah conducts regular skydiving activities at Tooele Valley Airport seven days a week. Aircraft operating out of Tooele must give special attention when skydiving activities are taking place.

The skydivers are professional and are very safety conscious. Their parachute descents and approaches are made inside the normal traffic pattern. Their landing zone is located north of the sprung structure near the aircraft self-service fuel tank.

Particular attention must be given when aircraft fly over mid-field prior to entering the standard traffic pattern.

Attention and constant vigilance will ensure that propellers and parachute lines won't mix.

AIRPORT II RUNWAY OVERLAY

Runway 16/34 at Airport II will be closed 8-17 September 2003 for repaving. Airport II fixed-wing tenants who desire to have their aircraft available for their use during this ten day period may contact Steve Jackson, General Aviation Manager, at 801-647-5532 to make arrangements for no-cost tie-down space at Salt Lake City International Airport on rows 13 and 14.

Arrangements must be made at least one week in advance to ensure tie-down space is available. Don't get caught needing to fly with no runway available.

Helicopter traffic will continue to operate out of Airport II during the construction.

GENERAL AVIATION AIRSPACE

The Federal Aviation Administration, Salt Lake City Tower and Terminal Radar Approach Control (TRACON), are proposing to test an expansion of Salt Lake City Tower airspace. The new boundaries are another step toward the redesign of Salt Lake City airspace and relates to the new position that is used in the tower to sequence VFR traffic to the runways at Salt Lake International Airport. This new position (120.2) has been successful thus far and user feedback has been positive.

It is important to note that no aircraft routings are being changed. This new airspace will enable the 118.3 controller to better manage runway 17/35 while the 120.2 controller will effectively set the sequence to the runway.

Testing of the new airspace design will focus on system safety, efficiency, and greater user access with fewer delays for general aviation aircraft to the east side of the airport. The test will be evaluated throughout the testing period to ensure the goals of the new design are met. User feedback during the testing period is critical to our success. VFR sectionals, depicting the test area, and customer feedback forms will be provided prior to the test commencement. More information will follow in the next few weeks.

FEDERAL LAW ENFORCEMENT HOTLINES

*Report Any Suspicious
Aviation Activities:*

1-866-AIR-BUST
or
1-866-GA-SECUR

UPCOMING EVENTS

Airport II Runway Overlay – work will begin on taxiway "A" 12 August 2003. Beginning 8 September 2003 until 17 September 2003, runway 16/34 will be closed for re-paving.

17th Annual Northwest Mountain Family Fly-in celebrating the 100th anniversary of powered flight will be held 8-12 August 2003 at the McCall Airport, McCall, Idaho (MYL). For more information, visit www.familyflyin.net or www.faa.gov/fsdo/boi.

