



Bulletin

A NEWSLETTER FOR NORTH LAS VEGAS AIRPORT CUSTOMERS

BURNS' BULLETIN

FAA PART 139 CERTIFICATION INSPECTION - FAR Part 139 serves to ensure safety in air transportation and defines the standards within which an airport must operate on a daily basis. This comprehensive periodic airport inspection was conducted January 31, 2017 - February 3, 2017. Inspectors conducted day and night inspections to evaluate the condition of runways, taxiways and apron lighting and signage, pavement markings, and focused on accuracy of records for facility self-inspections; training of personnel and aircraft fueling operations for compliance with Part 139 and the ACM/AEP.

During the post inspection briefing with airport management the FAA would discuss any findings, issue Letter of Correction noting violations and/or discrepancies. If any are found, they would agree on a reasonable date for correcting any violations, and give safety recommendations.

I am proud to announce that VGT passed with "No Findings." The VGT staff continues to do an outstanding job maintaining the airfield and complying with all fueling regulations. I would like to thank my staff for their efforts and dedication. In addition, I would like to thank the Las Vegas Fire & Rescue Department and North Las Vegas Fire Department for meeting and exceeding all the Aircraft Rescue and Fire Fighting (ARFF) training requirements of the FAA and the FAA Air Traffic Control Tower, all of which were recognized during the the post inspection briefing for their positive contributions.

NEW EMPLOYEE - Please join the North Las Vegas Airport welcome one new employee, Joshua Brown, Maintenance Worker, Joshua has extensive experience in airport maintenance and is extremely eager to start his new career in General Aviation.

AIRFIELD IMPROVEMENTS

The VGT Maintenance crew will continue to repaint Surface Painted Hold Position Signs, throughout March. Please pay careful attention to NOTAM's for detailed information for dates and times intersections will be closed

STAKEHOLDERS MEETING

The next Stakeholders Meeting will be held March 15, 2017 at 6:00 p.m. in the Grand Canyon Room. If you have a topic you would like to be discussed, please send me an email at Kellybu@mccarran.com.

VGT SAFETY COMMITTEE MEETING

The next Safety Committee Meeting will be held March 30, 2017 at 1:30 p.m. in the VGT Conference Room. If you would like to be a contributor to VGT's Safety Committee, please email Kelly Burns at Kellybu@mccarran.com

MESSAGE FROM FAA ADMINISTRATOR MICHEAL P. HUERTA:

The FAA and industry are working together to prevent Loss of Control (LOC) accidents and save lives. You can help make a difference by joining our #FlySafe campaign. Each month on FAA.gov, we're providing pilots with a Loss of Control solution developed by a team of experts. They have studied the data and developed solutions – some of which are already reducing risk. We hope you will join us in this effort and spread the word. Follow #FlySafe on Twitter, Facebook and Instagram. I

know that we can reduce these accidents by working together as a community.

WHAT IS LOSS OF CONTROL? (LOC)

- A LOC accident involves an unintended departure of an aircraft from controlled flight. LOC can happen because the aircraft enters a flight regime that is outside its normal flight envelope and may quickly develop into a stall or spin. It can introduce an element of surprise for the pilot.

Contributing factors may include:

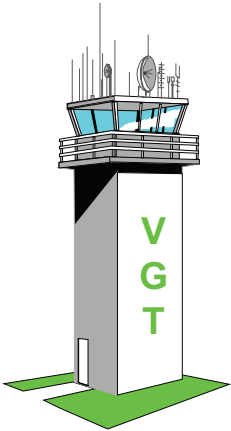
- Poor judgment or aeronautical decision making
- Failure to recognize an aerodynamic stall or spin and execute corrective action
- Intentional failure to comply with regulations
- Failure to maintain airspeed
- Failure to follow procedure
- Pilot inexperience and proficiency
- Use of prohibited or over-the-counter drugs, illegal drugs, or alcohol

SAFETY ENHANCEMENTS: PREVENTING LOSS OF CONTROL

- This month we're focused on personal minimums and how to integrate these important safety measures into your flight planning.

Aeronautical Decision Making (ADM) is a critical element in flight safety. It covers every task you perform, from preflight to securing your aircraft after flight. It helps you and your passengers reach your destination safely.

Personal minimums are the pilot's set of procedures, rules, criteria, and guidelines that help the pilot, decide whether, and under what conditions, to operate (or continue operating) in the National Airspace System. Simply put, they are the minimum conditions you need for safe flight. They're personal because they pertain to YOU!



VGT CONTROLLER TALK

One of the greatest tools we have, as controllers, to assist with the day-to-day world of air traffic control is the ATIS (Automatic Terminal Information Service). ATIS is a recording that our airport broadcasts in order to reduce frequency congestion. Current weather information, active runway information, NOTAMs, and other useful pieces of information are included in the ATIS. The ATIS is usually updated every hour or when there is a sudden weather change at the airport. ATIS is how pilots get the latest information about an airport over the radio.

ELEMENTS OF ATIS

LOCATION: The airport that is broadcasting the ATIS.

IDENTIFIER: Each ATIS is given a letter to identify it. This letter is spoken as all letters are in aviation, using the phonetic alphabet.

TIME OF ISSUE: This is the time that the recording was made, given in Zulu time. Current wind information: If winds are 6 knots or less and varying in direction, they're considered Variable (VRB). If the winds are less than 3 knots the winds are listed as Calm. A variation of 10 knots or more is considered a Gust (Example: 120/21G33. 'Winds from one two zero at two one knots gusting to three three knots'.)

Visibility: The current visibility at the airport. Less than 3 miles is IFR. Three miles or greater is VFR.

WEATHER PHENOMON: Rain, Mist, Snow, Thunderstorm, etc., if present.

SKY CONDITION: This will give the altitude of the bottom (base) of the clouds relative to ground level (AGL) as well as the amount of cloud cover. A Ceiling is defined as cloud coverage of Broken or higher. This will become important when determining whether conditions are VFR or IFR. A ceiling of less than 1000ft or lower is considered IFR.

TEMPERATURE/DEWPOINT: The current temperature and dew point at the airport.

Altimeter: The current barometric pressure of the airport, given in inches of mercury in the US.

APPROACHES AND RUNWAY IN USE: The current approaches and runways being used for takeoff and landing.

REMARKS/NOTAMS: Other information such as bird activity, unlit towers in the area, inoperative airport lighting or systems, etc. are listed in this section.

CLOSING REMARK: Each ATIS will close with "Advise controller on initial contact, you have (current ATIS letter: Alpha/Bravo/Charlie/etc..)". The first call to any ATC at the airport should include the ATIS identifier. This tells ATC that the pilot has listened to and

GRAHAM PALMER , VGT ATCT

Aviation Meetings

Grand Canyon Room

- 2nd Monday - CAP - Nellis Sr. Squadron
- 3rd Monday - US Coast Guard Auxiliary
- 4th Monday - CAP - Nellis Sr. Squadron
- 1st Tuesday - EAA Chapter 163
- 2nd Tuesday - 1/4 Scale Assoc.
- 1st Wednesday - Commemorative Air Force
- 2nd Wednesday - Rebel Squadron (In Modular Building)
- 4th Wednesday - PropNuts
- 4th Thursday, FAA FFAST team Meeting

Conference Room

- 4th Monday - Dust Devils
- 1st Tuesday - CAP
- 2nd Tuesday - LV Eagles
- 3rd Tuesday - 99s - 5:30pm - 7:00pm
- 4th Tuesday - LV Balloon Club
- 3rd Wednesday - Commemorative Air Force

(All meetings are at 7PM unless otherwise noted.)



COMMISSIONERS

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Chair

Chris Giunchigliani,
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