



North Las Vegas Airport

MAY 2016

# Bulletin

A NEWSLETTER FOR NORTH LAS VEGAS AIRPORT CUSTOMERS

## BURNS' BULLETIN

### SAFETY & SECURITY EDITION

Runway safety is a significant challenge and a top priority for everyone in aviation. In the United States an average of three runway incursions occur daily. Each of these incidents has the potential to cause significant damage to both persons and property. Runway incursions are a serious safety concern and have involved air carrier aircraft, military aircraft, general aviation (GA), and pedestrian vehicles. Several runway incursions have resulted in collisions and fatalities. Fatalities have occurred at both towered and non-towered airports. A few seconds of inattention can cause a runway incursion.

Reducing runway incursions is one of our top priorities. Through infrastructure improvements (lighting, signage, marking, and configuration changes) and new technologies (Runway Status Lights), we are working to further reduce incursions and increase airfield safety. Certification Safety Inspectors investigate all the vehicle/pedestrian deviations (V/PDs). In calendar year 2014 the Western Pacific Region experienced 101 V/PDs. Of these 101 VPDs, 51 V/PDs were experienced at general aviation airports and 50 at certificated airports.

The biggest trend we have noticed in CY 2014 is that guests and visitors at GA airports are not being escorted properly. Sixteen of the V/PDs (31% of the total V/PD count at GA airports) were a direct result of tenants, fixed base operators or aviation museums not properly escorting guests, leaving guests unattended or allowing visitors unescorted access to the airport.

As a reminder:

Operating Directive GA-01-2 Airfield Operations, Page 5 Para N, Security # 2 "All private vehicles operated on the AOA shall display current Airport vehicle identification or be under the escort of a person driving a vehicle with a current decal."

### STAKEHOLDERS MEETING

The next Stakeholders Meeting will be held **June 15, 2016** at 6:00 p.m. in the Grand Canyon Room.

### VANQUISHING THE V/PD -

The official definition of a Vehicle/Pedestrian Deviation is now: "Any entry or movement on the airport movement area or safety area by a vehicle operator or pedestrian that has not been authorized by air traffic control." This definition includes surface incidents involving aircraft operated by non-pilots, such as anyone.

**SECURITY** - All personnel with access to the AOA must comply with the applicable federal regulations, Airport Security requirements and Gate Card programs. It is the responsibility of all users of an Airport to challenge or report any person who appears lost or does not appear to belong on the AOA. There are numerous gates which vehicles may use to access the Non-Movement Area (NMA). Do not allow another vehicle to drive through the gate behind you, a practice known as "piggybacking." Remember, you are responsible and liable for anyone you allow in.

"No person shall operate or park any vehicle on the AOA for any General Aviation Airport unless the vehicle is currently registered with the DOA and properly identified.

Only authorized vehicles with decals are allowed on the airfield, all others are subject to being towed at the owner's expense. If you have not been issued a vehicle decal, please stop by the VGT Administration Office during business hours to obtain your vehicle decal.



**NEW WEB SITE** - Both VGT and HND will have new websites shortly with updated navigation, appearance and content. The site will move all tenant related items to one area and be formatted for FBO customers with enhanced functionality, links to Flight Aware, FAA websites, and much more.

For commercial tenants, this page will include contact information, links to company website, company logo and maps. Please provide the contact information as well as the links and logos you would like to see on this page to Kelly Burns at [kellybu@mccarran.com](mailto:kellybu@mccarran.com).

**VGT IMPROVEMENTS** - We are continuing in our efforts to improve our airport. We will be repainting the arrow and arrowheads on the blast pad of Rwy 30R, installing additional helicopter pads along the transient parking row 4, repairing the erosion along Carey Avenue ditch line, and repainting the Compass Rose. Some projects that are more long term will be installing an Aviation Fuel Containment Tank at the Fuel Farm and remodeling the Terminal Interior.

**FAA SAFETY BRIEFING** - The March/April 2016 issue of FAA Safety Briefing ([http://www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/)) focuses on the leading cause of general aviation accidents - loss of control. Articles in this issue will help pilots better identify loss of control warning signs, as well as fine tune mitigation strategies and recovery techniques that can improve flight safety in these situations.

Investigations of General Aviation Loss of Control Accidents often cite failure to predict aircraft performance, and flight operations conducted outside of the aircraft's established limitations.

**GOT WEATHER?** *A Message from Michael Huerta, FAA Administrator*

Are you prepared for the weather this flying season? Be prepared and remember your personal checklist.

Weather is the most lethal of all major causes of GA accidents. According to the Aircraft Owners and Pilots Association (AOPA), nearly 75% of weather-related accidents are fatal. Have you fine-tuned your pre-flight decision-making skills? Are you confident that you can safely complete a flight if you suddenly find yourself in changing weather conditions?

[http://www.faa.gov/about/initiatives/got\\_weather/](http://www.faa.gov/about/initiatives/got_weather/)



**VGT CONTROLLER TALK**



Hello from all of us up in the tower! It's that time again. The weather is getting warm and we've been seeing a good amount of traffic as of late. We wanted to talk a little bit about our Instrument Departures and the specific phraseology issued when departing via the "SID." This has been a topic of some confusion for pilots and controllers alike and we wanted to make sure we are all on the same page as to what the phraseology is and what it actually means.

- Climb Via SID - Comply with published altitude restrictions to the top altitude published on the SID.
- Climb via Sid except maintain altitude- Comply with published altitude restrictions up to assigned altitude.
- Climb and Maintain- Climb unrestricted to assigned altitude, published SID altitude restrictions are deleted.

On both the NOTWN4 and RTRRN2 departures we issue the second example above. We state climb via the SID except maintain 7,000 ft. This means that all altitude restrictions up to the assigned altitude shall be complied with. In the case of the NOTWN4 and RTRRN2 departures, the restriction to cross RUZCO at or above 3,700ft and at or below 5,000 ft still needs to be complied with.

We hope this helps to clear up any confusion that may exist. As always we wish you all happy and safe flying with calm wind and blue skies!! We look forward to talking to you "up there!"

**CAMERON ALLEN, KVGT ATCS**

**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 - 6:45pm
- 1st Wednesday - Commemorative Air Force
- 2nd Wednesday - Rebel Squadron (In Modular Building)
- 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
- 4th Wednesday - Prop - Nuts

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



**COMMISSIONERS**

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