



**MIDWEST REGIONAL FLY-IN**



Saturday, May 24, 2008  
St. Louis Downtown Airport (CPS)

Pancake Breakfast – Grilled Lunch  
Aircraft Static Displays – Vendor Exhibits  
RC Plane Aerobatic Demonstrations  
Free Young Eagle Flights (ages 8-17)  
Helicopter Rides – Ultralights – Auto Show  
Plane Wash – and much more!

Admission \$1 (age 8 and over)  
(Free Admission for Fly-ins & Statics)

Plan now to come out  
and have a great day of family fun!  
Visit [midwestflyin.org](http://midwestflyin.org) for more details.

**ENHANCED TAXIWAY MARKINGS**

You have probably noticed something different as you taxied to some of our runways. Yellow dashes on both sides of the taxiway centerline are intended to alert pilots that they are approaching a runway holding position. You will see this new marking more frequently at busy airports as they update their markings to the new standard.



Use caution and watch out for pavement painting crews who will be working all over the airport during the month of May and check NOTAMs for short-duration (4 hours or less) runway closures to allow runway painting.

**CALENDAR OF EVENTS**  
**May 1: Gateway Area Ultralight Assoc.** meeting in EAA room, Hangar 2 rear at 7:30 pm  
**May 3: Fly-in Planning Meeting**, 10am, EAA Room, Hangar 2 rear  
**May 6: EAA Mtg**, Hangar 2 rear, 7pm  
**May 24: Midwest Regional Fly-in**  
**May 26: Memorial Day**

**NEED A FLIGHT PHYSICAL?**

We are fortunate to have three Aerospace Medical Examiners actively flying from our airport. Who better to trust your medical certificate to than an active pilot?

To schedule your next flight physical, call one of the following flying doctors:

- Dr. Rich Hehmann (618) 791-5281
- Dr. Steve Pisoni (314) 752-7100
- Dr. Leo Sullivan (618) 624-8701

**COMMENTS NEEDED**

The FAA has proposed a requirement for all aircraft to be re-registered every 3 years to improve the accuracy of their N-number database.

At current rates, the FAA calculates the recurring 3-year registration fee will be \$45 per aircraft. However, the FAA is pursuing more “cost-based” funding that, according to AOPA estimates, could increase the registration fee to as much as \$130 every 3 years.

The FAA is requesting comments on their proposal through May 28, 2008. The full text of the proposed rule change and details on how to send your comments to the FAA are available on our website.

Also, continue to communicate with your congressional representatives to remind them to vote against general aviation user fees. FAA reauthorization legislation should be acted on soon.



**AIRPORT FIRE PROTECTION**

The airport will receive its own special-purpose fire truck next month and begin standing up a specially trained and dedicated fire department.

The Cahokia, Camp Jackson, and Sauget Fire Departments have provided the airport with quick fire response over the years and will continue to backup our airport fire department. During the hours our truck is not staffed they will continue to be our first responders.

The Airport Fire Department will initially be operational Monday through Friday from 8 a.m. to 9 p.m. and will be available other times when requested 24 hours in advance. Not only will our new capability allow us to serve larger charter aircraft, but it will also greatly improve the safety of day-to-day operations. (The official FAA category of protection will be ARFF Index B.)

Our firemen will not be standing idly by waiting. They will be active in our airport community, assisting with fire safety and education and helping the airport staff with security and maintenance duties.

We’re proud to have this great new capability and will be introducing our fire chief and his staff in next month’s newsletter.

**IF YOU HAVE A VEHICLE GATE ACCESS CARD, PLEASE COMPLETE THE ANNUAL DRIVER REFRESHER TRAINING AND TEST ON THE BACK SIDE OF THIS NEWSLETTER.**

## ANNUAL REFRESHER DRIVER TRAINING

### (Non-movement areas, only)

All vehicle operators authorized to drive inside the airport perimeter fence must satisfactorily complete annual training on flight line safety and driving procedures. To simplify the process, individuals who do not drive on the controlled movement areas (taxiways or runways) may review the information below and answer the questions in the right column. The correct answers are listed at the bottom of the page. If you have any questions, please call the airport office.

Our brochure, "Operating a Vehicle on the Airport Operations Area," is available in the airport office. Drivers whose duties require them to drive on movement areas must complete a more in-depth test available in the airport office.

-----  
No person shall operate motorized equipment of any kind on the Airport without a valid Operator's License and prior permission from the Airport Director.

A card to open the electronic gate controlling access to ramp areas may be obtained provided: (1) Airport management considers access to be necessary; (2) The requester supplies a copy of current vehicle liability insurance for any and all vehicles they drive onto the ramp areas. Minimum liability coverage is \$250,000 per person, \$500,000 per accident, \$100,000 property liability per accident, or \$500,000 combined liability limit. Approved card holders must keep the liability insurance current at all times.

Cardholders are not to loan their gate card to others and are responsible for anyone who passes through a gate activated by their card. Violations of airport rules or failure to keep current insurance information on file will result in the gate card being locked out.

Non-movement areas include the aircraft parking ramps and hangar areas. Anyone authorized to operate a vehicle on the airside may do so on non-movement areas without being in positive radio contact with the air traffic control tower.

Operating within the ramp areas requires drivers to exercise extreme caution in this hazardous environment as aircraft are always moving, aircraft passengers may be walking from an aircraft to the gate, and noise levels are high.

#### Vehicle drivers should:

- Not drive faster than 10 mph.
- Never drive between aircraft parked closely together.
- Watch cockpit blind spots—pilots typically cannot see behind or below the aircraft.
- Watch for blind spots around the corners of buildings and hangars—stop your vehicle at the corner of buildings and proceed slowly and cautiously until you can clearly see there are no on-coming aircraft or vehicles.
- Avoid moving propellers, jet blast and prop wash; Parked aircraft may still have their engines running.
- Be aware of other vehicle movements—you may not hear them approaching due to aircraft engine noise.
- Yield to aircraft, passengers, and emergency vehicles, which ALWAYS have the right-of-way.
- Park only in designated vehicle parking spaces or inside individual aircraft hangars.
- Be vigilant for both safety and security—challenge those who violate safety rules or do not seem to be familiar with the airport environment. Report suspicious drivers and pedestrians to the airport office or nearest FBO.

1. Airport management will issue a gate access card:
  - A. Only when access is necessary or required.
  - B. After providing proof of insurance
  - C. Do not loan your gate card to others to use
  - D. After paying a \$25 fee and showing your license.
  - E. All of the above are required
2. Aircraft always have the right-of-way over all other non-emergency vehicles and pedestrians.
  - A. True
  - B. False
3. The maximum speed limit on the ramp is:
  - A. 5 mph
  - B. 10 mph
  - C. 25 mph
  - D. 50 mph
4. Vehicles should pass \_\_\_\_\_ of taxiing aircraft or aircraft on which the engine is running.
  - A. to the right
  - B. to the left
  - C. as quickly as possible in front
  - D. behind and so as to avoid jet blast/prop wash
5. When entering or exiting the airport through a drive-through gate you should:
  - A. Stop inside the gate and wait for it to close
  - B. You are responsible for those entering behind you
  - C. Report gate malfunctions to the Airport/FBO office
  - D. All of the above.
6. Vehicles may be parked and left unattended:
  - A. in areas specifically established for vehicle parking.
  - B. in front of a T-Hangar.
  - C. T-Hangar tenants may park their vehicles in designated parking areas or inside their hangars only.
  - D. A and C only
7. During hours of darkness, vehicle operators should:
  - A. Turn your lights off to avoid blinding pilots
  - B. Use high beam headlights to ensure you are seen
  - C. Avoid shining your headlights at taxiing aircraft.
  - D. None of the above.
8. Airports present unique hazards to motor vehicle operators. These hazards include:
  - A. Blind corners in and around hangar areas.
  - B. Unmarked traffic lanes.
  - C. A mix of uncontrolled vehicles that include rotating propellers, hot jet blast, tow tugs, fuel trucks, golf carts, and pedestrians, all traveling in a myriad of directions.
  - D. Untreated pavements that may be slicker than the roadways during winter weather conditions.
  - E. All of the above
9. If you see suspicious activity you should report it to:
  - F. Airport Management or the nearest FBO
  - G. 1-800-GA-SECURE if there is no one from Airport Management or an FBO available
  - H. Police by dialing "911" if it is an emergency
  - I. All of the above
10. Failure to comply with airport rules and regulations and safe driving practices may result in suspension of ramp access and on-airport driving privileges.
  - A. True
  - B. False

The correct answers are:

1-E, 2-A, 3-B, 4-D, 5-D, 6-D, 7-C, 8-E, 9-D, 10-A