VMC Club Meeting

San Luis Obispo

May 21, 2026

Sponsored By

EAA VMC CLUB

ACI JET™

EAA THE SPIRIT OF AVIATION

SLO PILOTS

NINETY-NINES WOMEN PILOTS

Facilitators

John Scarry AGI/IGI
President EAA 170
Pilot since 2000, Instrument rating 2019
1,100 hours all but about 5 minutes VFR
81 Airports, 3/4 in California

Gabriel Rogalla CFII, MEI

Meeting Format

- Meeting is designed to last approximately 1 hour
- This is not an instructional event, it is a forum to foster open discussion
- There are no right and wrong answers
- There may be multiple conflicting right answers
  Some answers are definitely wrong
- If there were no wrong answers people like Juan Brown, Hoover, and Air Safety Institute wouldn't have YouTube channels
- Qualifies as credit for the FAA Wings Program

Normalization of Deviance

And The

Swiss Cheese Model

Displaced Threshold

A displaced threshold is a threshold located at a point on the runway other than the designated beginning of the runway.

Displacement of a threshold reduces the length of runway available for landings. The portion of runway behind a displaced threshold is available for takeoffs in either direction and landings from the opposite direction.

A ten feet wide white threshold bar is located across the width of the runway at the displaced threshold. White arrows are located along the centerline in the area between the beginning of the runway and displaced threshold.

Displaced Threshold Available for Takeoff and Landing from the Opposite Direction

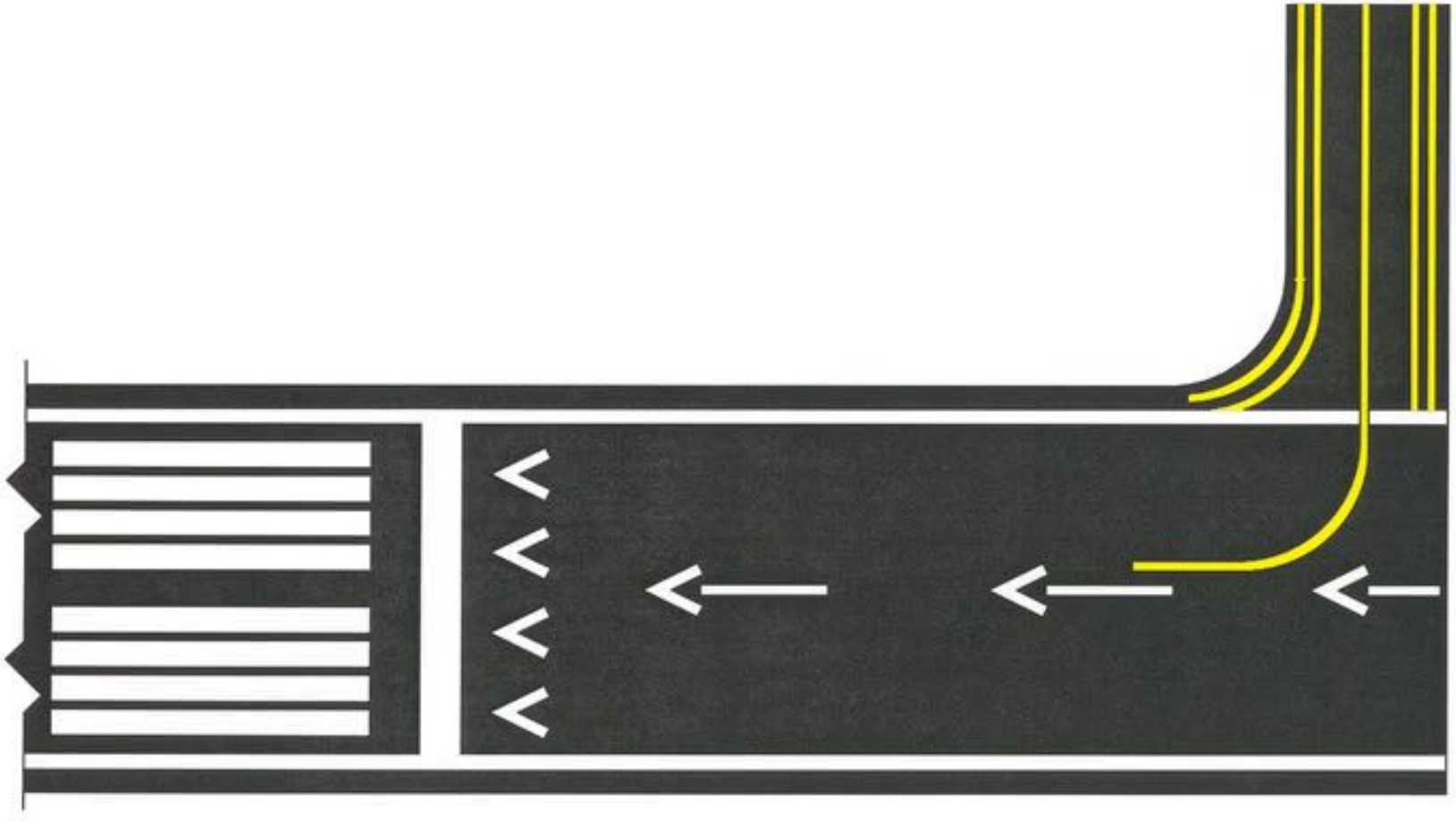


FIG 2–3–4
Displaced Threshold Markings

Relocated Threshold

When reporting the relocation or displacement of a threshold, the airport operator should avoid language which confuses the two.

Chevrons are used to show pavement areas aligned with the runway that are unusable for landing, takeoff, or taxiing. Chevrons are yellow.

Relocation of the threshold: NOT Available for Takeoff. It is a taxiway.

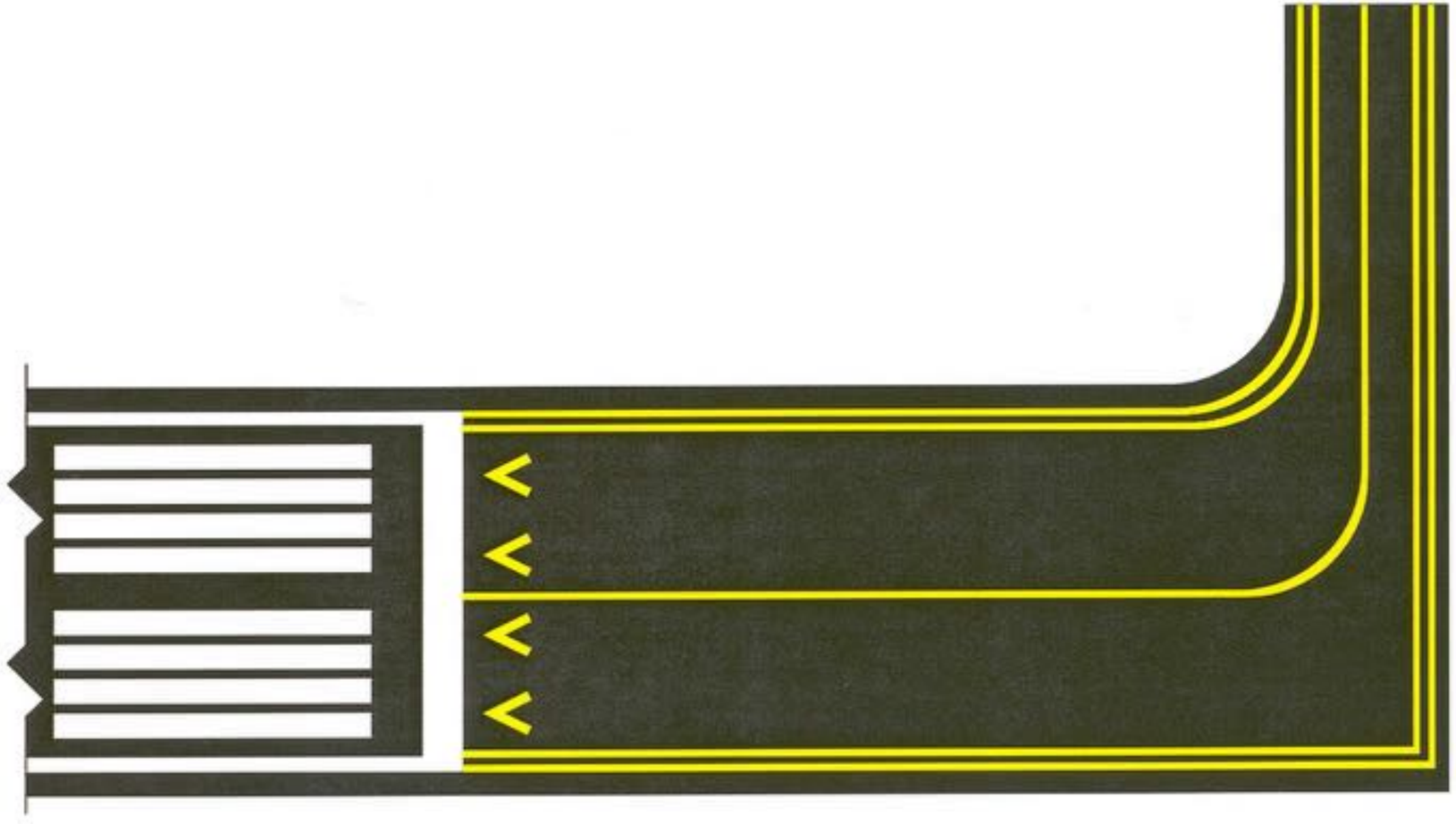
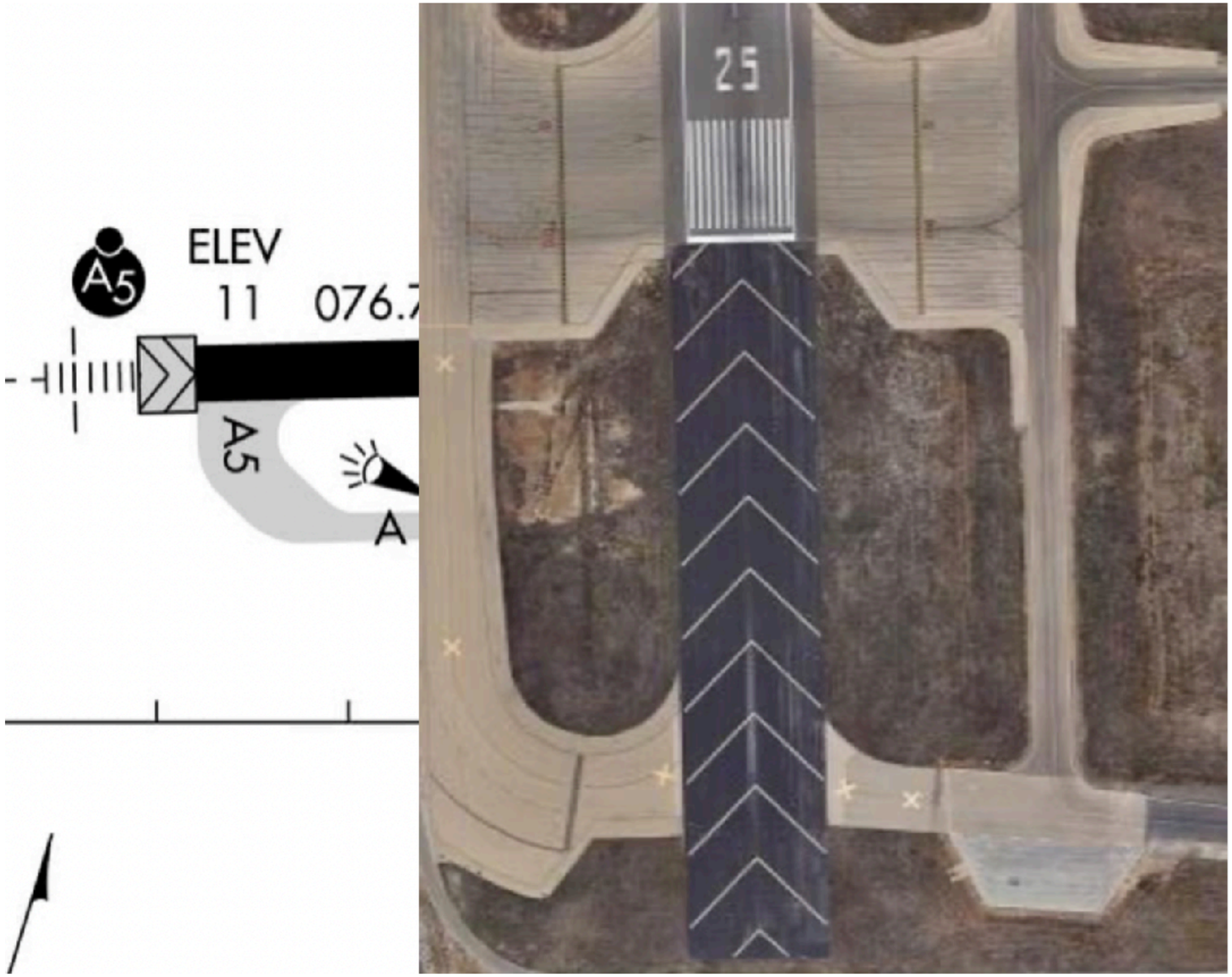


FIG 2–3–3
Relocation of a Threshold with Markings for Taxiway Aligned with Runway

Hollister Airport Rwy 31. Relocated Threshold NOT Available for Takeoff. It is a taxiway.

Relocated Threshold at KSBA. NOT Available for Takeoff or Landing.



Displaced Threshold

The crash of United airplane with a bread truck on May 3rd, 2026 was due to the airliner dipping below the 3° visual glidepath that would have taken it to 60' over the displaced runway threshold.

Following the PAPI/VASI should assure that there are no obstructions in the glidepath.

Displacement of the threshold may be required when an object that obstructs the airspace required for landing and/or departing airplanes is beyond the airport owner's power to remove, relocate, or lower.

Runway at Newark. EMAS and displaced thresholds RWY 29 and RWY 22R.

I’m pretty sure that’s the reason for the displaced threshold on Rwy 29—clearance over Buckley and 227 intersection when they lengthened the runway a while ago.

SAN LUIS OBISPO CO RGNL (SBP)(KSBP) 3 S UTC–8(–7DT) N35°14.24′ W120°38.56′
212 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE SBP MON Airport

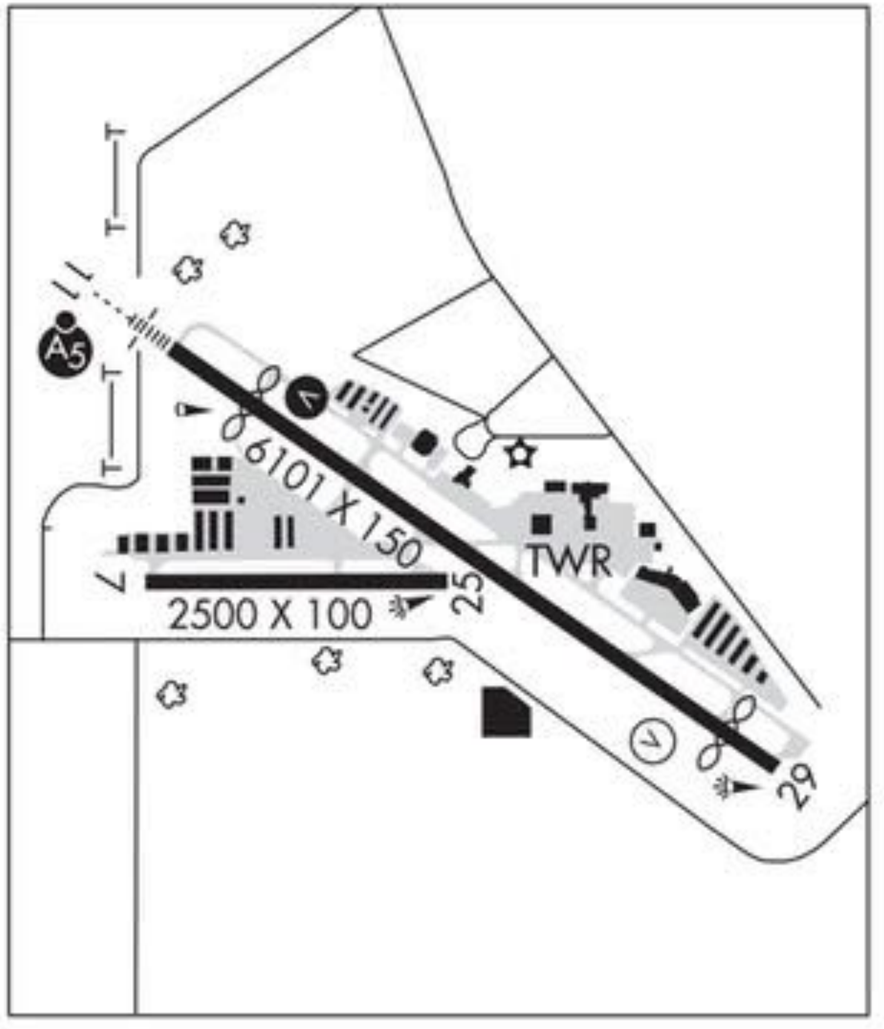
RWY 11–29: H6101X150 (ASPH–GRVD) S–96, D–124, 2S–82, 2D–181 PCR 390 F/D/X/T HIRL 0.8% up SE
RWY 11: MALSR. VASI(V4L)—GA 3.0° TCH 50′. Thld dsplcd 800′.
RWY 29: REIL. VASI(V4L)—GA 3.25° TCH 50′. Thld dsplcd 501′.
RWY 07–25: H2500X100 (ASPH) S–24, D–38 PCR 90 F/D/X/T 1.1% up E No Part 121/Part 380 Ops
RWY 07: Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–2500	TODA–2500	ASDA–2500	LDA–2500
RWY 11:	TORA–6100	TODA–6100	ASDA–6100	LDA–5300
RWY 25:	TORA–2500	TODA–2500	ASDA–2500	LDA–2500
RWY 29:	TORA–6100	TODA–6100	ASDA–6100	LDA–5600

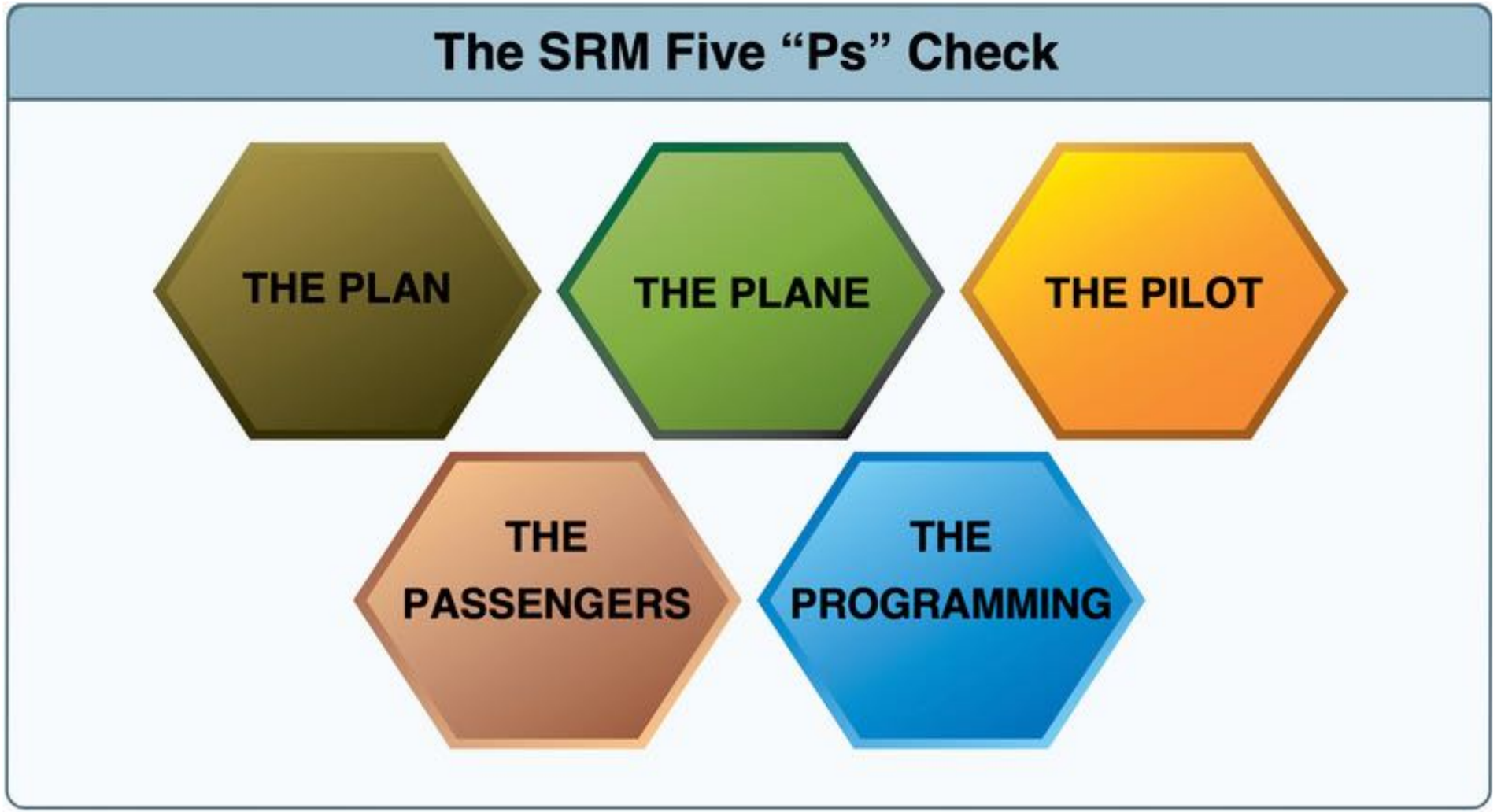
ARRESTING GEAR/SYSTEM
RWY 11: EMAS
RWY 29: EMAS

SERVICE: S4 **FUEL** 100LL, JET A **OX** 1, 3, 4 **LGT** ACTVT MALSR Rwy 11; REIL Rwy 29; VASI Rwy 11; HIRL Rwy 11–29—CTAF. VASI Rwy 29 opr consly. Rwy 11 VASI unusbl byd 5 degs right of rwy cntrln.
NOISE: Noise sensitive arpt. For noise abatement information ctc arpt manager 805–781–5205.




FLYING
If you do a bad enough job on your preflight planning, the NTSB will make up for it in the post-flight analysis.

Five-P Approach to SRM



Source: Pilot's Handbook of Aeronautical Knowledge, 2–13

Five-P Approach to SRM

Plan Check weather; alternate airports; fuel for contingencies; current charts; and NOTAMs.

Plane Performance matches flight conditions. Maintenance status. Verify load and weight distribution.

Pilot Personal Minimums. The IMSAFE checklist:
Illness **M**edication **S**tress **A**lcohol **F**atigue **E**motion

Passengers Seat adjustments. Comfort and safety procedures.

Programming Confirm GPS and navigational settings. Avoid programming while busy or distracted in cockpit.

SRM Plan —Weather

Do you check the weather before *every* flight?
When do you start monitoring weather?

Which planning weather sources do you use?

- ForeFlight - MOS, Daily, Briefing
- Garmin Pilot - Overview
- Aviation Weather Center - AWC
- NWS Hourly Forecasts - NWS
- Merry Sky - Website, Yahoo, RadarUS, Windy
- Drive Weather - App If you like flying low and slow
- 1-800-WxBrief - Website
- Phone numbers for ATIS and ASOS

SRM Plan —NOTAMs/TFRs

Do you check NOTAMs at departure and destination?
Enroute?

SMX Tower is closed
Th-Fri-Sun-Tue 10:31-1:00 thru May 31

Do you check for UAS NOTAMs?
Some go as high as 3,000´ AGL

Rocket Launches?
Sometimes they extend inland.

SRM Plan —Surprises

Do you call the ATIS/ASOS for runway in use, comments?

Do you useFlightAware and Live ATC to figure out traffic patterns and clearances?

Do you use Flight Following?

Will you fly through active MOAs?

Do you use Watch Duty to check for fires?

SRM Plan —Fuel

§ 91.151 Fuel requirements for flight in VFR conditions.

(a) No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed—

(1) During the **day**, to fly after that for at least **30 minutes**; or

(2) At **night**, to fly after that for at least **45 minutes**.

What are your fuel minimums?

SRM Plane

§ 91 Compliance

How do you make sure that you plane is compliant?

Calendar? Spreadsheet? Notes?
Have you ever downloaded the ADSB Performance Report? Link

Maintenance

How often do you do things like check the air, change the oil, lube hinges?
Which squawks are you willing to fly with?

SRM Plane

Preflight
If you do a bad enough preflight planning, the NTSB will make up for it in the post-flight analysis.

Checklist or Braille?

Oxygen
Oxygen above 5,000´?

Water in the fuel
Have you ever found water?

Postflight
Mag check, clean bugs, check oil

SRM Pilot

§ 91 Compliance

How do you make sure that you are legal?
Legal is not necessarily safe.

Each pilot is expected to analyze each situation in light of experience level, personal minimums, and current physical and mental readiness level, and make their own decision on whether they are safe to make the flight.

SRM Pilot


✓ I'M SAFE CHECKLIST
Illness—Do I have any symptoms?
Medication—Have I been taking prescription or over-the-counter drugs?
Stress—Am I under psychological pressure from the job? Worried about financial matters, health problems, or family discord?
Alcohol—Have I been drinking within 8 hours? Within 24 hours?
Fatigue—Am I tired and not adequately rested?
Emotion—Am I emotionally upset?

SRM Passengers

Planning Reminder
Weather may delay or cancel the flight.
Accurate weight is important for safe flight.

Checklist Reminder
How to open doors, touching controls, plane spotting.
How to operate seat belts.
Barf bags? Clearing ears?

Do you have a release of liability form? Link

SRM Programming

Familiarity with devices

Do you use an iPad using ForeFlight or Garmin Pilot?
Avare on your phone?
How do you get ADSB-In?

Yoke mount, lap, or window mount.

Which features of the EFBs or panel mounted GPS are most useful to a VFR pilot.
Glide ring, extended centerlines, hot MOAs and Restricted Areas, weather, FBO info, frequencies.

Thank you
for your participation.
If you like these EAA Club Meeting,
Please spread the word and introduce
a fellow aviator to the group.

Attendance at todays VMC Club Meeting can be credited towards the FAA Wings Program