



# GENERAL AVIATION NEWS

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**NEW U-42 AIRFIELD LIGHTING TO BE INSTALLED** Salt Lake City Department of Airports electrical crews will be installing new high intensity light emitting diode (LED) runway end intensity lights (REILs) on both ends of runway 16-35 at South Valley Regional Airport (U-42) during the month of April. Normal aircraft activity should not be impeded during construction.

They will also be repositioning the southern wind direction indicator (windsock) to the north 1,000 feet and installing LED lighting on all three of the airfield windsocks.

**AIRFIELD OPEN DITCHES TO BE PIPED AT U-42** The Salt Lake City Department of Airports will bury the drainage ditch running east to west north of runway 16/34 this summer.

Also scheduled for piping is the drainage ditch on the south west corner of the airfield near the Utah Army National Guard ramp.

**NEW EMERGENCY PHONE NUMBER AT SLCIA** The emergency phone number at Salt Lake City International Airport has been changed from (801) 575-2405 to (801) 575-2911.

The 2405 number will also remain in effect for an indefinite transition period.

**ANGEL FLIGHT WEST CONTACT INFORMATION** Steve Bollinger has been appointed Wing Leader for the Utah pilots of Angel Flight West (AFW). He is based at South Valley Regional Airport in West Jordan.

AFW pilots provide free air transportation for patients and family members traveling to receive medical treatment.

Local pilots interested in joining the Utah Wing of Angel Flight West may contact Steve at [steveb@tvspec.com](mailto:steveb@tvspec.com) or by phone at 801-486-7555.

#### SLCDA GA NEWS ELECTRONIC OPTION

If you would like to receive the Salt Lake City Department of Airports' monthly general aviation newsletter by e-mail, send a request including your current e-mail address to: [steve.jackson@slcgov.com](mailto:steve.jackson@slcgov.com)

**DON'T BE AFRAID TO ASK QUESTIONS OF ATC** We encourage your concerns and suggestions at [9-ANM-SLC-QUALITY-CUSTOMER-CARE@faa.gov](mailto:9-ANM-SLC-QUALITY-CUSTOMER-CARE@faa.gov)

Sir Francis Bacon is quoted as saying, "Those who question much shall learn much and retain much." We are taught in school that there are no bad questions, just good questions that go unasked. Sometimes our failure to ask questions can lead to trouble, and this can be especially true in aviation.

The airport movement area can sometimes be confusing and complex. If for any reason pilots become confused about or unsure of their position on the airfield they should stop their aircraft and ask for help. Controllers appreciate it when pilots are up front in these situations and are eager to help by providing progressive taxi instructions.

As controllers and pilots, we pride ourselves on doing a good job, and feel a sense of pride and satisfaction after completing a successful approach and landing, or working through a busy bank of traffic safely and efficiently. The ability to operate safely and efficiently within the National Airspace System (NAS) depends on having the right information at the right time. This requires effective and timely communication between controllers and pilots and is particularly important when operating on movement areas of an airport.

There are times when control instructions are complex, confusing, or just spoken so fast that they can't be adequately processed by the receiver. Controllers issue hundreds of instructions every day and sometimes we forget that many pilots are new to the area or are less experienced. So if you are ever uncertain about an ATC clearance or instructions, please do not hesitate to ask for clarification. And if you are unable to comply with a clearance or instruction, let us know as soon as possible so that we can better accommodate you and the other pilots that may be operating in the area.

**GENERAL AVIATION AIRPORT SECURITY 101**  
by Dave Hook in General Aviation News

When most people think of airport security, they see in their mind's eye fences, TV cameras with DVRs, lights, barbed wire fences, locked gates, and so on. But in the big picture of security, these elements in reducing risk to an acceptable level are only the fourth of five steps. These steps include: risk avoidance, risk transfer, risk spreading, risk control, and risk acceptance.

Risk avoidance is the deliberate decision not to do something such as providing 100LL fuel only and not Jet-A fuel at an airport thereby reducing the risks associated with possible damage to more expensive aircraft.

Risk transfer is having someone else shoulder some or all of the burden of loss of something we want to protect. This includes purchasing insurance or bonding.

Risk spreading deals with multiple similar assets. This may include diversifying assets or relocating assets at different locations reducing the possibility of one bad incident damaging or destroying most or all of one's assets.

Risk control is the element of risk with which most of us are familiar. It involves reducing risk by controlling access, increasing surveillance, improving detection, and improving security enforcement response.

Risk control must be carefully coordinated with the three previous elements of risk because it can easily become the most expensive and time consuming element of all. It must also show a return on investment. For example, if installing a security fence to protect aircraft reduces airport and aircraft owners insurance premiums, aircraft owners will benefit from cost savings and the airport may recover the cost of fence installation with reduced claims and liability.

The fifth element is risk acceptance. Stuff happens and Murphy lives! If we all exercise care in reducing risk with the previous steps, we can then ask ourselves if we are willing to accept the remaining risks.

Aviation is an inherently risky endeavor. If we properly use aircraft checklists, plan our flights well, exercise good aviation judgment, secure our aircraft doors, secure our hangars, wait for gates to close before we leave, report suspicious activities, develop a sense of aviation community, and maintain situational awareness in the air and on the ground we can likely be willing to accept the residual risks associated with general aviation activities. And it takes constant awareness.

So, stay alert, fly safe, and be secure!

#### UPCOMING EVENTS AND NEWS

**Leading Edge Aviation** at South Valley Regional Airport (**U42**), West Jordan, UT and at Logan – Cache Airport (**LGU**) hosts multiple events each month including breakfast fly-ins, dinners, and informative classes.

For more information about Leading Edge events, visit: [www.leaviation.com](http://www.leaviation.com)

**Thunderbirds to perform at Hill Air Force Base (HIF), UT May 26 – 27, 2012.** “Warriors Over The Wasatch”, provides free entry and free parking with many aviation demonstrations and displays.

For more information about the open house and air show, visit: <http://www.hill.af.mil/warriorsoverthewasatch/index.asp>

## HELPFUL POINTS OF CONTACT

**For GA operations, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions contact:** Steve Jackson, SLCDA General Aviation Manager, (801) 647-5532 or e-mail at [steve.jackson@slcgov.com](mailto:steve.jackson@slcgov.com).

**For hangar lease and repair questions:** Matt Jensen, Airport Properties Specialist at (801) 575-2957 or e-mail him at [matthew.jensen@slcgov.com](mailto:matthew.jensen@slcgov.com).

**For aviation security questions call:** Connie Proctor at (801) 575-2401.  
**For gate access problems call:** Airport Control Center at (801) 575-2401.

**For emergencies call:** at SLCIA, (801) 575-2911  
at TVY or U42, 911 then (801) 575-2911

**For other GA information call the GA Hotline:** (801) 575-2443

**Skypark Airport (BTF)** in Woods Cross, UT will hold an open house **June 2, 2012**. Activities will include; war birds, skydivers, experimental aircraft displays, aircraft manufacturer displays, and food. For more information about the open house, visit: [www.skyparkopenhouse.com](http://www.skyparkopenhouse.com).

**Garfield County Regional Airport, Rifle, CO (RIL) 7<sup>th</sup> Annual Air Show - July 13 – 14, 2012**, “Remembering the Past, Inspiring the Future” featuring 1940's aviation genre aircraft. For more information visit [http://rifleairport.com/rifle\\_airport-air-show.aspx](http://rifleairport.com/rifle_airport-air-show.aspx)

APRIL AND MAY FAA PILOT SAFETY SEMINARS FOR UTAH AND SOUTH WESTERN COLORADO

**April 4**, 7:00 p.m. - Airport Safety Meeting, Garfield County Regional Airport, Rifle, CO. (**RIL**)

**April 6**, 8:00 a.m. - CFI Workshop #6, Kibbie Executive Terminal, Salt Lake City International Airport, (**SLC**)

**April 11**, 7:00 p.m. - Cedar City Regional Airport Safety Meeting, Sphere One Aviation hangar, Cedar City, UT (**CDC**)

**April 12**, 6:00 p.m. – CFI Workshop #7, Dixie College Campus, Udvar Hazy Building, St. George, UT (**SGU**)

**April 25**, 8:00 a.m. – CFI #7, Utah State University Operations Building, Logan – Cache Airport, Logan, UT (**LGU**)

**April 26**, 7:00 p.m. – Spanish Fork – Springville Airport, Monthly Airport Safety Meeting, Spanish Fork, UT (**U77**)

**May 2**, 6:00 p.m. – CFI Workshop #7, Kibbie Executive Terminal, Salt Lake City International Airport, (**SLC**)

**May 4**, 8:00 a.m. – CFI Workshop #7, Kibbie Executive Terminal, Salt Lake City International Airport, (**SLC**)

**May 17**, 6:00 p.m. – CFI Workshop #7, Leading Edge Aviation FBO, South Valley Regional Airport, West, Jordan, UT, (**U42**)

Additional information is available at: [www.faasafety.gov](http://www.faasafety.gov) under “events” or contact Dennis Seals, FAA Safety Program Manager at (801) 257- 5056.

***Fair spring winds and blue skies!***

