



# GENERAL AVIATION NEWS

Volume 21, Issue 4

April 2013

## **TOOELE VALLEY AIRPORT NDB DECOMMISSION**

The Tooele Valley Airport (TVY) non-directional beacon (NDB) has been decommissioned. It is no longer transmitting and all reference to it will be removed from navigation charts and approach plates in future FAA publications.

The antenna towers and radio building will be demolished this summer.

## **EAA YOUNG EAGLES RALLY SCHEDULED AT DTA**

The "Jus' Wingin' It" general aviation pilot's organization in Delta, Utah has organized a "Young Eagles Rally/Aviation Camp" for May 17<sup>th</sup> and 18<sup>th</sup> at the Delta, Utah (DTA) Airport.

There will be Boy Scouts of America (BSA) aviation merit badge sessions that can be used toward earning the Aviation merit badge, Experimental Aircraft Association (EAA) Young Eagles orientation flights, and lunch will be provided.

Activities will begin Friday the 17<sup>th</sup> at 8:00 p.m. with a safety and welcome briefing followed by a movie and popcorn in the hangar. Saturday the 18<sup>th</sup> activities will start at 8:00 a.m. with educational sessions including; aerodynamics, careers, etc., and additional orientation flights. Young men and young women are welcome to attend.

Camping will be available at the Airport. Contact Steve Lester [steve-l@ipsc.com](mailto:steve-l@ipsc.com) or by phone at (435) 406-9004 to register by May 1<sup>st</sup> 2013.

## **U42 PLANE WASH TO OPEN FOR THE SEASON**

The plane wash at South Valley Regional Airport opens for business on April 15<sup>th</sup>. The self-serve system is coin operated so be sure to bring a handful of quarters with you.

## **TOOELE VALLEY AIRPORT SKYDIVING BEGINS**

The skydiving season has begun at the Tooele Valley Airport (TVY). Exercise caution while flying at or near TVY for possible skydivers in the air from 8:00 a.m. until dark seven days per week.

## **HANGAR MODIFICATIONS REQUIRE APPROVAL**

Any modification, alteration, upgrade, or improvement to leased general aviation hangars must be approved in writing by the Salt Lake City Department of Airports Property Management Specialist. Contact Matt Jensen at (801) 575-2957 to secure approval.

Non-approved modifications will be removed at the lessee's expense.

Once approved, modifications are permanent and may not be removed.

## **SLCDA GA HANGAR BADGE RENEWALS**

On the bottom of Salt Lake City Department of Airports (SLCDA) hangar badges is the expiration date. That date is normally your birth date and renewal is required every three years. The SLCDA Badging Office cannot extend the expiration date over the phone. You must come to the office in person to renew your badge.

## **U42 AIRPORT AWOS PHONE LINE BACK IN SERVICE**

The South Valley Regional Airport (U42) automated weather observation station (AWOS) phone line that has been out of service for some time has been restored. To obtain current weather observations at U42 call (801) 562-0271.

## **PLEASE FLY NEIGHBORLY... AT ALL TIMES**

from FAASTeam News

It is time for each of us to reflect on our responsibilities, to each other, in this great country in which we live. Every pilot needs to revisit a topic that we often overlook. The topic of which we speak is our responsibility to fly neighborly.

The Federal Aviation Administration (FAA) has always received complaints concerning low flying aircraft over noise-sensitive areas. You've seen the list; open air assemblies of persons, churches, hospitals, schools, nursing homes, noise-sensitive residential areas, National Park Areas, to name but a few. Other organizations like the Aircraft Owners and Pilots Association (AOPA) and Helicopter Association International (HAI) have addressed this issue with handouts and guides such as the "Fly Neighborly Guide" published by (HAI) in 1982 and revised in 1991, to help pilots make good sound decisions when it comes to the flight path and altitudes flown. The FAA has published Advisory Circulars, such as, AC 91-36C "Visual Flight Rules (VFR) Flight near Noise-sensitive Areas" to encourage pilots to choose altitudes and flight paths that will minimize their adverse impact on others especially around airports and navigational aids where it is natural to have an increase of aviation activities.

Ask yourself this question; "On my last flight did I take into consideration the effects of my flight on others?" So, what was your answer? Chances are, you did not consider the effects.

The Federal Aviation Regulations (FAR) give us the "minimum safe altitudes" to start our planning, but all too often we pilots have the attitude that minimum is good enough. While it may be safe to fly at the FAR minimums for a particular flight, it would do the industry a lot of good, in the public relations department, to add a few hundred feet or alter our flight path to avoid needless aggravation to those below us. Flight instructors often practice over the same areas. They do "turns about a point" over the same barn, church, or intersection hour after hour, day after day. It is no wonder this kind of repeated activity prompts phone calls and letters to the local Flight Standards District Office (FSDO), complaining about the noise and danger of all the aircraft flying

overhead. To add to the concerns of the general public, we have the security issues brought into the spotlight after the tragic events of September 11, 2001. Heightened concerns about repeated flights over houses and neighborhoods and what “they” could be doing have accompanied the traditional complaints about noise and the possibilities of a crash. So, what can we do?

Here are a few ideas to help you plan flights in the future. These are just a few of the many you might come up with on your own so do not feel like this is an “all inclusive” list. Above all, remember to use good judgment and common sense; safety should always be your first concern.

Remember, “Altitude above you and runway behind you don’t do you any good”. Start your takeoff roll at the beginning of the runway, so that more of your climb to a safer more neighborly altitude will be over the airport. Besides, you might be glad you have that extra few feet to respond should you have an emergency.

If you do not know if you are over a “congested area of a city, town, or settlement” then assume you are, and fly at the appropriate minimum altitude or higher.

Remember the FAR says “an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet.” So, make sure you are at least that far away from the hillside or rising terrain that might contain houses or people.

Take the time to find out where the noise-sensitive areas are around you and then do your best to avoid them. If you are unable to avoid them, make a concerted effort to minimize your impact on them (height above ground, amount of time over area, time of day/night, and repeated passes).

When performing VFR operations over noise-sensitive areas make every effort to fly not less than 2,000 feet above the surface, weather and airspace permitting.

When conducting flight training be aware of what lies below you at all times. Use appropriate altitudes for ground reference maneuvers. Teach flight students, from the beginning, to fly neighborly. (Don’t forget FAR 91.303; it really does apply to you!)

Pilot examiners, too, can play an important role by adopting fly-neighborly practices in their flight exams.

Get involved! Help your local aviation associations and airport authorities educate the communities around the airport about local navigational aids and the types of flights conducted there. Also, about what is allowed by regulation and how to properly identify aircraft should the need arise.

Help local zoning commissions understand the usefulness of the airport to the community and the necessity to have proper building and zoning laws in effect to provide for a safe airport environment. You never know, this just might keep a house from being built at the end of a runway!

Remember to include “Fly Neighborly” aspects into your flight planning and execution.

**- SAFETY FIRST -**

**Do not fuel, start, run, or taxi aircraft inside, from, or into hangars**

## **HELPFUL POINTS OF CONTACT**

**For GA operations, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions contact:** Steve Jackson, SLCDCA 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

## **FEDERAL LAW ENFORCEMENT HOTLINES**

**Report All Suspicious Aviation Activities:**

**1-866-AIR-BUST or 1-866-GA-SECUR  
or call 911 for immediate local response**

### **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).

### **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).

**EAA 23**, the Utah Chapter of the **Experimental Aircraft Association** holds its monthly meetings at the Civil Air Patrol (CAP) Building at 640 North 2360 West, Salt Lake City International Airport (SLC) the second Friday of each month at 7:00 p.m. Contact [Shawn\\_Crosgrove@msn.com](mailto:Shawn_Crosgrove@msn.com) at (801) 568-2571, or visit their website at <http://www.eaa23.org/> for more information.

### **APRIL FAA PILOT SEMINARS**

Upcoming activity and seminar information is available at: [www.faasafety.gov](http://www.faasafety.gov) under the “Activities, Courses & Seminars” tab or contact Rick Stednitz, FAA Safety Program Manager at (801) 257- 5073.

***Fair spring breezes and blue skies!***

