

SLC TITLE 16 PROHIBITS HANGAR ENGINE RUNS
SLC Title 16.24.040 Run-up Areas: "Aircraft engine shall be run up only in the areas designated by the director or the control tower. The aircraft shall be so placed that hangars, shops, groups of persons, and other aircraft will not be in the path of the propeller stream or the blast from jet engines. The aircraft shall also be so placed that noise from such engine run-up will not unreasonably inconvenience others."

SLC Title 16.24.050 Running Engines In Hangars Prohibited: "No person shall start an aircraft engine or run it while in a hangar."

Shade hangars are "hangars" and engine start/run prohibitions apply.

At aircraft tie-downs, ground handle aircraft to the taxi lane and position it perpendicular to the tie-down row prior to starting the engine.

FLIGHT PLAN HELPFUL TOOLS

www.aopa.org/aifp -- AOPA's Flight Planner uses a high-resolution map with weather overlays to help you visualize your route.

www.fltplan.com -- Check the most recent ATC-assigned routes and file a flight plan.

www.duats.com -- Both DUATS services automatically select waypoints within 200 miles of the preceding center's boundary using the various "direct" options. Preferred routes are automatically checked and assigned in the airway routing section.

www.flightaware.com -- Find the most efficient route in an easy-to-read matrix with winds and route taken into account.

www.navmonster.com -- Quick and easy planning for direct routes, as well as weather in a user-friendly format.

2011 FALL GENERAL AVIATION BBQ DATE SET
The Salt Lake City Department of Airports will host the 8th Annual General Aviation Barbeque at South Valley Regional Airport in West Jordan, UT on Saturday, September 10th, 2011 from 1:00 p.m. until 3:00 p.m. in the Leading Edge Aviation FBO Hangar.

All Star Fire Protection has agreed to inspect and service fire extinguishers for a \$15.00 fee between 11:00 a.m. and 2:30 p.m. on the tarmac south of the FBO.

SLCDA will provide food and musical entertainment for GA tenants and family members.

RUNWAY INCURSION AVOIDANCE

by Paul Fisher, SLC ATCT/TRACON... paul.j.fisher@faa.gov

Aviation has become one of the safest forms of transportation in the world. Advances in technology, better training, and more reliable equipment have given pilots and controllers the tools needed to confidently operate within the aviation system. But when these tools fail, as they sometimes will, it is human performance that becomes the last line of defense against safety threats. It is operational personnel, the pilots and controllers, who are the "gatekeepers" of the aviation safety system.

Those who are involved in aviation understand that flying is not inherently dangerous; however it is very unforgiving of complacency, ignorance, or carelessness. One area of aviation that represents a significant threat to safety is runway incursions. As of June 9, 2011 there have been 649 runway incursions nationwide, compared to 606 for the same period last year. These events occurred as a result of operational errors, pilot deviations, and vehicle deviations. At SLC there have been 10 runway incursions during the past 12 months. Nine of these events involved aircraft, and one resulted from a vehicle deviation. There are a number of common threads that run through these events, but before we look at these factors let's review how a runway incursion is defined. The following is the international standard, adopted by the International Civil Aviation Organization and the FAA:

A runway incursion is any occurrence at an airport involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.

In other words, a runway incursion is any unauthorized intrusion onto a runway, regardless of whether or not an aircraft presents a potential conflict. This includes the unauthorized crossing of the runway-holding position markings or hold lines. Runway incursions can be divided into several recurring scenarios. Common scenarios include:

1. An aircraft or vehicle crossing in front of a landing aircraft.
2. An aircraft or vehicle crossing in front of an aircraft taking off.
3. An aircraft or vehicle crossing the runway-holding position marking.
4. An aircraft or vehicle unsure of its position and inadvertently entering an active runway.

5. A breakdown in communications leading to failure to follow air traffic control instructions.

6. An aircraft passing behind an aircraft or vehicle that has not vacated the runway.

In the majority of runway incursions, lack of situational awareness and miscommunication were found to be significant factors, with 80% occurring during taxi to the departure runway. Prior to departure, there are plenty of distractions that compete for the pilot's attention such as: pre-departure checklists, passenger briefings, last-minute changes to ATC clearances, scheduling demands, lack of familiarity with an airport, and other head-down tasks can lead to a breakdown in communication and erode situational awareness. In addition, unclear control instructions, non-standard phraseology, long or complex clearances and aircraft misidentification on the part of controllers can create confusing situations and increase the potential for a runway incursion.

When operating on or near runways it is critical that communication between controllers and pilots be clear, concise, and unambiguous. There must not be any doubt or confusion about a clearance that involves a runway. If a transmission is blocked or clipped or for some other reason not fully understood, verification must be obtained before proceeding. Use standard phraseology to the maximum extent possible and always include your aircraft identification when responding to ATC instructions. When you will be operating at an unfamiliar airport, do your homework; study the airport layout and know where the safety hot spots are located. Have a copy of the airport diagram in the cockpit for reference and if ever unsure of your location on the airport, ask for help.

The FAA has provided useful information on its website that can assist pilots and controllers in their efforts to promote safety at airports. The website contains some good information and resources such as: airport diagrams, training materials, briefings, videos, and best practices suggestions. For more information on preventing runway incursions visit: www.faa.gov/airports/runway_safety.

SUMMER HELICOPTER ACTIVITY CONTINUES
Helicopters will continue to stage at Bountiful Sky Park Airport (BTF) and they will transport 150-200 employees to and from a pipeline project east of SLCIA and Bountiful City throughout the summer until approximately September 1st.

ELECTRONIC GA NEWS 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

UPCOMING EVENTS AND NEWS

Leading Edge Aviation Logan (LGU) - Leading Edge Aviation has a free breakfast in their hangar on the 2nd Saturday of each month from 8:00 am to 10:00 am.

HELPFUL POINTS OF CONTACT

For GA operational, 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.

For hangar lease and repair questions: Mike Rawson, Customer / Tenant Relations Coordinator at (801)-575-2894 or e-mail him at mike.rawson@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)-575-2405
at TVY or U42, 911 then (801)-575-2405**

For common General Aviation information call the GA Hotline: 575-2443

Leading Edge Aviation South Valley Regional Airport (**U42**), West Jordan, UT— hosts a monthly fly-in and BBQ at U42 from 11:00 a.m. until 1:00 p.m. the last Saturday of each month all summer and into the fall.

For more information about Leading Edge events, visit www.leaviation.com.

Experimental Aircraft Association, EAA Chapter 328 2011 Air Annual August BBQ is scheduled for Friday, August 5th at 6:00 p.m. at Cosman's home in South Jordan, UT. Cost is \$10.00 per person. RSVP with Connie Cosman crc91@comcast.net or call 801-302-8476. For more information visit www.eaa23.org.

Hill Air Force Base Air Show scheduled for September 24th and 25th at Hill Air Force Base, UT (**HIF**) has been cancelled. HIF intends to schedule one in 2012, funding permitting. Visit www.hill.af.mil for information about Hill AFB.

LOCAL FAA PILOT SAFETY SEMINARS

Utah and Western Colorado CFI and Pilot Workshops for August:

August 3rd – 7:00 p.m. Provo Airport Safety Meeting – Million Air Terminal – Update on status of the radar coming to Utah Valley and Aviation Applications for the Ipad, Provo, UT (**PVU**).

August 9th – 7:00 p.m. "Flying After Hours" Grand Junction Tower Operations, Commemorative Air Force Hangar, Grand Junction Airport (**GJC**).

August 10th – 7:00 p.m. - Vernal Airport Monthly Safety Meeting. Vernal Airport Administration Building, Vernal, UT (**VEL**).

August 24th – 6:00 p.m. – CFI Workshop #4 , Kibbie Executive Terminal, Salt Lake City Airport, Salt Lake City, UT (**SLC**).

August 25th – 7:00 p.m. Spanish Fork – Springville Airport Monthly Safety Meeting, Spanish Fork, UT (**U-77**).

Non CFIs are also invited to attend all CFI workshops.

Other events may be scheduled in August.

Information is available at: www.faasafety.gov under "events" or contact Dennis Seals, FAA Safety Program Manager at (801)-257-5056.

