

NEW RUNWAY TERMINOLOGY FOR PILOTS

FAA said this fall that pilots authorized by air traffic controllers to taxi onto runways and await takeoff clearance will be instructed to "line up and wait" rather than "position and hold," effective September 30, 2010.

The new terminology, which was recommended by the National Transportation Safety Board, conforms to terminology used internationally under International Civil Aviation Organization guidelines.

A safety analysis conducted by FAA's Air Traffic Organization Terminal Services determined that adopting the phrase "line up and wait" will eliminate confusion, particularly among pilots who also fly overseas, and further reduce the risk of runway incursions.

FAA said it will continue to emphasize that pilots are not permitted to cross any runway encountered while taxiing without explicit instructions from controllers.

SECURITY BEGINS WITH YOUR AIRCRAFT

Charity may begin at home, and so does security. People seldom forget to lock their homes; cars are locked less frequently. But too often pilots neglect to lock the doors of their aircraft. "It's always hangared;" "It's too easy to break into;" "I'm just running over to get a sandwich;" are all poor excuses for poor security.

Crime happens because of opportunity. Don't ever make it easy for anyone! Lock your airplane's doors, regardless of whether your aircraft is hangared or tied-down outside – always!

For added security, consider using an auxiliary lock to further protect your aircraft from unauthorized use. Options available include several fine locks for propellers, throttles, and prop controls. Pilot supply catalogs have a wide range of products to deter tampering and theft of your aircraft.

Then take home all your keys – to the aircraft, the hangar, and to auxiliary locks. You might want to consider whether you keep your airplane key on the same key chain as your hangar key. Make it as difficult as possible for someone to gain access to your airplane.

Here's what you can do to help safeguard our skies at any airport but especially at your own familiar airport...

Be alert! Promptly report criminal or suspicious activity on or near Utah airports to the airport manager and local law enforcement.

Look for,

Unauthorized persons loitering around airplanes or airport operational areas.

Pilots who appear to be under the control of other persons (hijacking or kidnapping in progress).

Persons without proper badging or credentials, or those lacking aviation knowledge, attempting to rent or hire an aircraft.

Aircraft with unauthorized modifications or carrying suspicious loads.

But most importantly... if you see something dangerous or if you become suspicious of possible illegal or terrorist-related activities, call 911 for immediate response.

For more information call the Utah Division of Emergency Services and Homeland Security at 1-866-4SECURE (toll free number, 1-866-473-2873).

Together we can make general aviation the least attractive option to terrorists and criminals.

SURVIVING WINTER

by Jack Stevenson in Aviator Magazine

There are many opinions out there in the aviation community about what to include in an aircraft winter survival kit as there are people who are interested enough to pursue the idea.

We have conducted a little research on our own and herewith provide a reasonably comprehensive list of some items you may want to consider for inclusion in your own kit. We recommend customizing it to fit your personal priorities and the needs of the family members/passengers that regularly fly with you.

WINTER SURVIVAL KIT

1. Compass (aircraft compass may be used as a backup)
2. Clothing (wool or synthetic gloves, hat, sweaters, boots ((remember cotton doesn't retain heat well when wet)) to survive most adverse conditions probable and include garbage bags with holes cut for head and arms, pull up second bag for legs or poncho for wet weather)
3. Some form of emergency shelter (a four-seasons tent, ground cover, space or wool blanket, sleeping bag)
4. Extra food and water (Note: Water is more important)
5. Flashlight with extra batteries and bulbs or a new LED "shake light" or "squeeze light"

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions call: Steve Jackson, SLCD A General Aviation Manager, 801-647-5532 or e-mail at steve.jackson@slcgov.com.

For hangar lease and repair questions call: Mike Rawson, Properties Management Specialist, at 801-575-2894 or e-mail 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**

6. Fire starting material such as a candle or cotton balls covered in petroleum jelly, (35 mm plastic film containers make great storage containers for the cotton balls)
7. Waterproof matches or other means of starting a fire
8. Metal cup, can, or cooking pot for melting snow or cooking
9. First aid kit
10. Sunglasses or some type of eye protection
11. Knife, hatchet, or saw (Note: Big is not necessarily better)
12. Tools (Leatherman tool, pump pliers, basic tools)
13. Rope, parachute cord, dental floss (stronger than regular thread)
14. Map (A topographical one for your local flying area is best.)

For pilots, some of these basic items should always be in your aircraft such as a compass, map, and flashlight. Other nice to have items include some form of light weight tent, water proof bivouac sack, or emergency shelter, emergency signal mirror, loud whistle, plastic sheeting and tubing for collecting water, needle and thread, flexible line and hooks, wire, light-weight carabiners, space blankets, some type of rope or line, more than just one item or method for starting a fire, MRE's or freeze dried food packets, a big bag of hard candy, extra water in multiple bottles or canteens so if one container breaks during a rough landing, you still have some water remaining, appropriate hats and coats, windbreakers, waterproof raincoats or ponchos, large leaf or lawn plastic garbage bags, insect and sunscreen lotion, a metal cooking/drinking cup or container to heat food or drinks over an open fire, toilet tissue, sleeping bag in a waterproof container, insulated sleeping ground pad, ground cloth, water purifying kit, cooking and eating utensils, soap and towel, insulated waterproof sitting pad, backpack large enough to contain the items you decide to carry, cellular telephone (with plug-in battery charger), aircraft frequency transceiver, handheld GPS unit, lots of extra batteries, extra eyeglasses if required, large handkerchief or bandanna, canteen, any special medicines, fleece or wool sweater, appropriate fleece or wool clothing for layering, extra socks, notebook and pencil, lip balm, mosquito head netting, multi-function tool (Leatherman or Swiss Army knife), small folding wood saw, one or two hacksaw blades, duct tape, mini flares, .22 caliber pistol with plenty of ammunition, and some basic tools that might be found in your aircraft.

Hopefully, this expanded list of possible survival items will give you a good starting point to develop your own kit designed to protect you in your local environment.

Space, weight, and cost will determine what you carry. However, regardless of what you carry, if you don't know how to safely use and carry those items, you will not gain the most protection and benefit from them. Nothing will save you if you don't know how to survive, but people have survived on practically nothing because they knew what they were doing and their wills to live overcame their environment.

Remember the wise old adages about runway behind you, never having too much fuel except during a crash, and having an inadvertent IMC escape plan? Well, add another one if

you will... a survival kit left in the hangar or the trunk of your car will not help you after your forced landing in the wild! Really now... Can one be too prepared?

Have a great winter of enjoyable flying and safe traveling.

U42 AWOS GRAPHIC DISPLAY

SLCDA provides an internet accessible graphic display of South Valley Regional Airport AWOS information. The information displayed is received directly from the airport AWOS equipment located at mid-field. Graphic information is "real time" and is updated every minute. The website address is www.saiawos3.com/KU42/sai.html. Pilots may still call 801-562-0271 to obtain current U42 AWOS information. The TVY AWOS phone number is 435-882-6648.

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

FAA PILOT SAFETY SEMINARS **December 2010** CFI & Pilot Workshops for December:

CFI Workshop # 1

Nov 30- Utah State University (LGU) USU Flight Ops at the Airport

Dec 1 - Helicopter - Salt Lake City, Utah (SLC) Kibbie Exec Bldg

Dec 7- Pocatello, Idaho (PIH) Avcenter of Pocatello at the airport

Dec 9 - Utah Valley University (PVU)

Dec 10 -- Westminster College (SLC) the Kibbie Exec Bldg

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



Fly smart - fly safe this winter!