



# GENERAL AVIATION NEWS

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**ANGEL FLIGHT WEST SANTA FLIGHT SCHEDULE**  
Want to help some underprivileged kids have a great Christmas?

Join Angel Flight West pilots on the morning of December 16 at South Valley Regional Airport (U42) for their annual Santa Flight.

This year they'll be flying toys and school supplies to Richfield where 500 elementary school kids will greet the pilots at the airport.

Angel Flight West will be working with boy scouts from across the state of Utah to gather the toys and supplies.

If you're interested in participating, please contact Steve Bollinger at (801) 486-5757.

**MILLION AIR SLC CHOSEN AS 2011 TOP U.S. FBO**  
This past October, Million Air Salt Lake City, announced that NetJets® Inc., had selected Million Air Salt Lake City, as the NetJets FBO of the year for 2011.

NetJets presented Million Air Salt Lake City with the NetJets Service Excellence Award, recognition bestowed upon the FBO that best meets NetJets needs for safety, service, reliability, efficiency, facilities, amenities, and maintenance capabilities.

"Million Air Salt Lake City is a superior flight services provider that delivered exceptional service and safety to NetJets owners and crews throughout 2011," said Todd Baumgartner, senior vice president of aviation infrastructure and services for NetJets. "We are pleased to present them with this award that recognizes their outstanding performance and commitment to serving their customer's needs."

Bill Haberstock, President and CEO of Million Air Salt Lake City, accepted the award and expressed appreciation when he stated, "NetJets is a valued customer and a very important member of the private aviation community. We are excited to receive this award and appreciate NetJets for recognizing the team at Million Air Salt Lake City."

For more information about Million Air Salt Lake City, contact Marie Palicia at (801) 359-2085 or visit [www.millionairslc.com](http://www.millionairslc.com).

**Stay alert at your airport!  
If you see something... say something!  
Call 911 or 1-866-GA SECURE**

**AIRPORT LIGHTING**

By Paul Fisher, SLC ATCT/TRACON, [9-ANM-SLC-QUALITY-CUSTOMER-CARE@faa.gov](mailto:9-ANM-SLC-QUALITY-CUSTOMER-CARE@faa.gov)

Airport lighting plays a crucial role in the National Airspace System and provides the visual cues needed to safely operate on runways, taxiways, and ramp areas. The combination of lighting varies from airport to airport depending on the type of operations.

Salt Lake International Airport has a state of the art lighting system that is capable of handling operations in every weather condition, from VFR to low IFR. Pilots who are unfamiliar with this airport, or who are new to aviation, can easily be confused by the sea of lights. Therefore, whether we are experienced pilots or just getting started, sometimes it is good to review the basics, and get reacquainted with airport lighting.

**Runway Edge Lights** are white, except the last 2,000 feet are yellow for an instrument runway.

**Taxiway Edge Lights** or reflectors are blue.

**Taxiway Centerline Lights** or reflectors are green, except the runway lead-on and lead-off lights alternate yellow and green to alert the pilot when they are entering or leaving the runway environment.

**Runway Guard Lights** (RGL) (sometimes affectionately known as "wig-wags") are the first line of defense against an unintended incursion of an active runway by an aircraft or vehicle. They consist of flashing yellow lights located on each side of a taxiway and are sometimes installed in the pavement, as they are at SLC. The RGLs are used to indicate a Runway Holding Position.

**Stop Bars** consists of a row of unidirectional lights embedded in the pavement and spaced equally across the taxiway at the runway holding position markings. They show red towards an approaching aircraft when lit. Stop Bars are sometimes installed in association with green Lead-on Lights which are a continuation of the taxiway centerline lighting beyond the Stop Bar. The Lead-on Lights are linked with the Stop Bar so that when the Stop Bar is red, the green centerline beyond the Stop Bar is unlit and vice versa. The Stop Bars are controlled by the tower and are primarily used during very low visibility conditions, however if you are approaching a row of illuminated red lights, whether in VFR or IFR conditions, **STOP...** do not cross until you have received a clearance and the lights have been turned off.

Before entering a movement area, especially at night, take a moment to carefully evaluate your surroundings and maintain situational awareness. Allow time for your eyes to adjust after completing heads-down cockpit tasks in order to better recognize the lighting configuration on the movement areas.

## 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](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) 575-2405  
**at TVY or U42,** 911 then (801) 575-2405

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

**U42 EXPERIMENTAL AIRCRAFT CERTIFICATIONS**  
Because South Valley Regional Airport is now totally surrounded by houses and businesses, there is no longer a valid corridor out of the airport traffic pattern. Therefore certifications for Experimental Aircraft Issued at South Valley Regional Airport will no longer be issued by the FAA.

The requirement for a corridor out of the airport is contained in FAA Order 8130.2G, page 4-33 Paragraph 4075, Flight Test Areas, b. (2) which states: "In the case of an aircraft located at any airport surrounded by a densely populated area and lacking any acceptable approach / departure corridor, the FAA must deny the airworthiness certificate and process the denial in accordance with paragraph 4002 of this order. The applicant must be advised to relocate the aircraft by other means to a suitable airport." There is a note to this paragraph that states, "...an acceptable approach/departure corridor exists when the corridor provides reasonable opportunity(s) to execute an off-airport emergency landing that will not jeopardize other persons or property."

Only if an individual can prove to the Salt Lake City Flight Standards District Office (FSDO), that there is an acceptable corridor out of the airport flight pattern, will certification flights be conducted from U42. Any corridor must depart the flight pattern to the south or southwest.

For additional information contact Jim Gilchrist, FAA Designated Airworthiness Representative (DAR), 801-560-4470.

**ATTENTION CESSNA OWNERS AND OPERATORS**  
The FAA has reissued an airworthiness directive (AD) for owners of Cessna 150, 152, 170, 172, 175, 177, 180, 182, 185, 188, 190, 195, 206, 207, 210, T303, 336, and 337 series airplanes concerning the wear of the seat attachment rails and the associated hardware that ensures the pilot and copilot's seats are firmly mounted and locked in position. The new AD retains all the actions of the original one issued in 1990, with added steps to the inspection procedures, added revised figures, and clarification of some of the existing steps. The new AD was effective June 17, 2011.

The FAA issued the AD "to prevent seat slippage or the seat roller housing from departing the seat rail, which may consequently cause the pilot/copilot to be unable to reach all the controls. This failure could lead to the pilot/copilot losing control of the airplane."

Subsequent to the issuance of the original AD in 1990, the FAA "received several reports of accidents, some fatal, for Cessna airplanes where the primary latch pin for the pilot/copilot seat is not properly engaged in the seat rail/track."

The time interval for the AD remains at 100 hours. Some commenters had asked that the requirement be based on an annual basis; the FAA declined to make the change, stating the wear of the seat retention components was based on their belief that "the unsafe condition of excessive wear results from usage, not calendar time. The more an airplane is used, the more likely wear will develop, causing an unsafe condition."

The new AD, 2011-10-09, can be downloaded from the FAA's Regulatory and Guidance Library here. It supersedes AD 87-20-03 R2, Amendment 39-6669.

There are providers available to complete repairs for these defective parts. Visit [www.jenicservices.com](http://www.jenicservices.com) for more information.

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### 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](mailto:steve.jackson@slcgov.com)

### UPCOMING EVENTS AND NEWS

**Leading Edge Aviation Logan, UT (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.

**Leading Edge Aviation South Valley Regional Airport (U42)**, West Jordan, UT hosts a **monthly dinner and aviation class** the third Tuesday of each month (dinner begins at 6:00 p.m. December 19<sup>th</sup> class begins at 7:00 p.m.) as well as their scheduled **monthly Fly-in and BBQ** on the last Saturday of each month (none in December but it will resume on January 28<sup>th</sup> from 11:00 a.m. until 1:00 p.m.).

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

### LOCAL FAA PILOT SAFETY SEMINARS

Utah and Western Colorado November CFI and Pilot Workshops and Seminars:

December 1<sup>st</sup> - CFI Workshop #5 -- 6:00 p.m. Leading Edge Aviation, South Valley Regional Airport, West Jordan, UT (U42)

Non CFIs are also invited to attend all CFI workshops.

Other events may be scheduled in December.

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.



**Fly smart - fly safe - fly neighborly!**