

SLCIA AWARD WINNING SNOW REMOVAL

At Salt Lake City International Airport (SLC), snow removal crews are not merely responsible for the airport's automobile and pedestrian thoroughfares; they also have the task of maintaining safe, obstacle-free routes for arriving and departing aircraft. This requires a large contingent of personnel, vehicles, and equipment working with clockwork precision to clear the paved surfaces at SLC.

When a snow advisory is in effect, the snow removal crews are placed on "standby" status, prepared to come in ready to work on short notice regardless of their normally scheduled shift, or possibly their regular day off from work.

In addition to plowing the snow from runways, taxi-ways, and aprons, any snow that does not immediately melt is relocated using large dump trucks.

Daily between 6:00 a.m. and 11:00 p.m. more than 840 flights take off or land at the airport and any disruption of smooth operations due to unusable runways results in airline flight delays, missed connections, and cancelled flights at airports across the country.

Snow removal crews at the airport work in two large independent elements consisting of snow plows, blowers, brooms, de-icing trucks, and mobile maintenance vehicles. Each part of the element must perform its function flawlessly and in close coordination with other components.

Each element works on one of the four airport runways and adjoining taxiways during the duration of a storm to ensure that at least one runway remains open for arrivals and departures at all times. As soon as a runway is cleared and friction tested, the element moves to another runway and continues its choreographed ice and snow mitigation until all runways meet take off and landing standards. Other crews are simultaneously plowing snow at the airline gates and on the parking aprons as well as on the roadways and parking lots on the public side of the airport.

The Bernt Balchen Award for outstanding snow and ice control at a large commercial airport, sponsored by the American Association of Airport Executives (AAAE), has been won 12 times by Salt Lake City Department of Airports snow crews since its inception.

The operations tempo at SLC only slows down between 11:00 pm and 6:00 am each night... but when it is snowing, the Airport's expert snow crews are hard at work at that time ensuring the passengers and aircrews will reach their destinations on time.

GA AIRPORTS SNOW REMOVAL

The National Weather Service indicates that we can anticipate a "colder than normal winter with greater than average snowfall" in the Salt Lake Valley this winter. Average snowfall at Salt Lake City International Airport (SLC) is about 63 inches. Last year at South Valley Regional Airport (U42) crews plowed nearly 78 inches.

Be aware that crews at SLC will plow eastside taxiways and taxilanes after commercial runways, taxiways, and aprons are cleared.

Fixed Base Operators (FBOs) are required to clear their own aprons to the edge of their lease lines prior to airport crews plowing taxiways.

Taxiway A and the runway at South Valley Regional Airport (U42) will normally be cleared and deiced by 9:00 a.m. after a snow event and snow crews will work throughout the day to keep taxilanes and common ramps usable.

Tooele Valley Airport (TVY) usually receives much less snow (last winter less than 15 inches were plowed) It will not be cleared until SLC crews complete snow removal operations at Salt Lake City International Airport.

Snow crews will normally clear snow from GA hangar fronts to within four feet of hangar entrances. Tenants are responsible to clear remaining snow.

GA HANGAR SPACE HEATERS

Temporary hangar heat may be provided by electric heaters only when tenants are physically present in the hangar. Open flame (propane, gasoline, kerosene type, etc.) heaters are prohibited at all times in General Aviation hangars.

Authorized electric heaters must not be left operating unattended in hangars even for short periods.

Contact Matt Jensen, SLCDCA Property Management Specialist, (801) 575-2957 or Steve Jackson, SLCDCA General Aviation Manager (801) 575-2401 for additional information.

PREPARING YOUR CRAFT FOR THE COLD

(from Business Aircraft Jet Center website)

If possible, store your craft in a temperature-controlled hangar during the cold months. Whether or not that's possible, here is a checklist of important things to do before putting up your plane for the winter.

If nothing else, change the oil. Shell recommends that you, at minimum, drain the oil from your engine and refill with the appropriate grade. Oil left in the engine can become acidic when

HELPFUL POINTS OF CONTACT

For General Aviation 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

For hangar lease and repair questions: Matt Jensen, Airport Property Specialist at (801) 575-2957 or e-mail him at 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

combined with moisture from the atmosphere and cause corrosion. This can lead to pitting of components, which is then compounded when rust particles get into the oil and grind when the engine is started. This reduces reliability, and can lead to expensive repairs — all for the lack of an inexpensive oil change.

Remember to put on the brakes. You don't want your plane rolling away with the winter wind. Then to keep the plane secure and keep the brakes from seizing up, chock the front and back wheels and release the parking brake.

Use covers and plates. Pitot tube covers and static vent covers should be used to prevent insects, ice, and dirt from forming blockages. Also, placing blanking plates over engine intakes and exhausts will reduce the amount of moisture that gets into your engine, and will help prevent corrosion.

Don't be cheap with grease. The correct selection and application of grease to the airframe is one of the most important choices a pilot, owner or mechanic can make. Grease is vital in preventing metal to metal contact so that mechanisms resist wear and operate smoothly. Grease also provides excellent protection against weather and corrosion, seals against dust and dirt and enables additives to be evenly held in dispersion.

Fill fuel tanks and close the valves. Filling the fuel tanks prevents the build-up of condensation in the tanks over winter. This is particularly important if your aircraft is stored outside and will likely save you from corrosion and potentially expensive tank repairs. If your aircraft is hangared, make sure you have permission to store your aircraft with full tanks. This is particularly important if your aircraft is stored outside. Also check that the fuel cocks are closed and master switches are off. You may also consider removing the battery to prevent any leakage current from draining it.

Cover it up for a long winter's nap. Cover the windows, canopy, wings and the horizontal tail, as well as the prop blades. They are some of the most critical flying surfaces on the aircraft, and covers will reduce damage to the airplane's upholstery and avionics caused by sun and snow/ice exposure and bird droppings.

An important note on winter flying... If you are going to fly during the winter or at high altitudes, some manufacturers recommend baffles, winter fronts and oil cooler kits for their aircraft during low temperature operation. Winterization kits will reduce airflow through the oil cooler and reduce the chance of oil cooler freeze-up. Be sure to remove the winterization kit when it's no longer needed.

During winter break-in and high altitude flight, pilots should also be especially observant of their oil temperature and pressure. If the oil pressure or oil temperature moves significantly up or down in flight, you may be experiencing oil cooler plugging or bypassing. If this occurs, take appropriate action.

Important note on winterization kits: If a kit was installed, was it properly signed off and placarded? Do you know at what ambient temperature it should be removed? If installation approval is not provided by the kit's manufacturer, FAA approval may be needed. Be smart and safe: Read the guides, air worthiness manuals and service bulletins put out by the FAA and manufacturers, and consult your mechanic/maintenance provider to help you properly winterize your plane.

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.

UPCOMING EVENTS AND NEWS

Leading Edge Aviation (LEA) 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.

LEA is conducting Private Pilot and Instrument Pilot ground schools at their South Valley Regional and Logan locations. These ground schools are a great way to get started in aviation or simply become refreshed and stay abreast of current requirements and procedures.

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

EAA 23, the Utah Chapter of the **Experimental Aircraft Association** will hold its Annual Pot Luck Dinner and Officers Election at Sky Park Airport (BTF) in Bill and Dana Letcher's hangar (1983 Thunderbird Drive, Woods Cross, UT) on Friday, December 13, 2013, from 6:00 – 8:00 p.m.

Contact Shawn_Crosgrove@msn.com at (801) 568-2571, or visit the EAA website at <http://www.eaa23.org/> for more information.

DECEMBER FAA PILOT SEMINARS

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

Happy and safe winter flying!

