

### **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 cockpit 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 lame 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 reconsider keeping 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.

### **SLC RUNWAY 35 LDA APPROACH**

On June 27, 2013, the instrument landing system (ILS) RWY 35 was replaced with the LDA/DME RWY 35 approach. An LDA (Localizer-type Directional Aid) approach is an ILS approach with a localizer (and at SLC, also a glideslope) that is not aligned with the runway it serves. In the case of the LDA/DME RWY 35 approach into SLC, the offset localizer is parallel to the ILS finals on runways 34L and 34R.

By national standards, runway 35 is considered parallel to runway 34L and 34R because there is only a 5° angular difference. So, from an air traffic perspective, when following the LDA or RNAV course guidance to runway 35 the aircraft is flying a straight in parallel final to a parallel runway.

For wake turbulence, the FAA requires aircraft to stay 2500 feet or more apart (laterally) when arriving on parallel runways -unless pilot applied visual separation is being applied. Runway 34R and 35 are more than 3000 feet apart, and the LDA final to runway 35 is more than 2700 feet from the final to runway 34R.

If separation is required from runway 34R traffic, a visual approach to runway 35 will include the wording "fly the localizer (or final approach course) to WEEEL, cleared visual approach runway 35". This is to prevent a runway 35 arrival from wandering west of the LDA or RNAV final and getting within 2500 feet of the traffic inbound to runway 34R.

If ATC does not issue that restriction it is because there is no traffic conflict with runway 34R and the runway 35 visual approach can be flown without restrictions.

The LDA and RNAV approaches are designed to prevent arriving aircraft from going west of the final approach path to visually align with the runway. When air traffic control (ATC) clears an aircraft for a visual approach to runway 35, and uses the phraseology issued above, the aircraft must remain on the localizer or RNAV final until WEEEL; at that point the pilot may visually align with the runway if desired. All other requirements for the visual approach (terrain, airport in sight, etc.) still remain in effect; it is simply a visual approach that has been laterally restricted from the RWY 34R final.

If you are conducting a visual approach to runway 35 and have been issued the restriction (mentioned above) but deviate west of the final, you could violate runway 34R's separation and wake turbulence zones. The aircraft that you affect may be the one behind you that you do not see.

Lastly, even though the LDA/DME is considered a non-precision approach, it has very tight tolerances. It's essentially an ILS to a slightly offset runway (considered a parallel runway in SLC). When cleared for the LDA/DME or RNAV approach to runway 35, pilots are required to stay on the final until the VDP (Visual Descent Point); only then do you align visually to the runway.

More information may be found on the FAA safety web page: [http://www.faasafety.gov/gslac/ALC/libview\\_normal.aspx?id=17273](http://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=17273) .

VDP: The Visual Descent Point (VDP) is a defined point on a straight-in, non-precision approach from which a pilot can descend below the minimum descent altitude (MDA), as long as one has the required visual reference to complete the approach and landing. If a VDP is available, it will be indicated by a "v" on the profile view portion of the instrument approach procedure chart. Do not descend below MDA before reaching the VDP.

Stay on the procedure: The CDI will be more sensitive as one flies closer to the VOR or as one flies inbound on a localizer course, so make corrections smaller as you get closer. Once you spot the runway, or one of the required visual references, it may be tempting to give up on the procedure... but don't do it! Unless you are in VFR conditions and you have canceled your IFR flight plan with ATC, do not deviate from the published approach procedure.

If you have questions you may contact Ken Whitaker, FAA Support Manager, at (801) 325-9630 or the SLC Flight Standards District Office (FSDO) Operations Unit Supervisor, Bill Hughes, at (801) 257-5045.

### **SANTA FLIGHT 2013**

Each year the Utah Wing of Angel Flight West performs a special service "Santa Flight" to a different Title 1 elementary school in the state of Utah.

This year, fifteen Angel Flight aircraft were flown to Cedar City, Utah loaded with school supplies, library books, clothing, and toys for 600 students at Cedar City's East Elementary School.

Angel Flight associates raised more than \$6,500 in cash donations for the school to purchase needed items for education.

For more information, visit the media links below:

<http://fox13now.com/2013/12/10/angel-flight-brings-santa-school-supplies-to-utah-children/>

<http://www.thespectrum.com/article/20131210/NEWS01/312100017>

<http://www.deseretnews.com/article/865592147/Photos-Santa-Scouts-fly-toys-supplies-to-Utah-schoolchildren.html>

[http://www.ksl.com/?sid=27988748&nid=1286&s\\_cid=rss-extlink](http://www.ksl.com/?sid=27988748&nid=1286&s_cid=rss-extlink)

**--SAFETY FIRST--**  
**Do NOT Fuel**  
**Or Start Aircraft**  
**Inside of Hangars!**

## **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](mailto: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](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 .

### **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 (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 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](http://www.leaviation.com) .

**EAA 23**, the Utah Chapter of the **Experimental Aircraft Association** will hold its Annual Winter Banquet at the Salt Lake Community College Sandy Miller Campus (9750 South 300 West, Sandy, Utah) on Friday, January 10, 2014, from 6:30 – 8:30 p.m.

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

### **JANUARY 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.

**Fly smart - fly safe this winter!**

