



GENERAL AVIATION NEWS

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BARKEN HANGAR DEMOLITION AT SLCIA
The Barken hangar south of the Air Guard between the AIRMED hangar and the Upper Limit Aviation helicopter hangar is being demolished.

The retro-style hangar was built after World War II by a local construction company. It was acquired by the Salt Lake City Department of Airports (SLCDA) in 1975. It has reached the end of its useful life and demolition is estimated to be completed by June 30th.

GA HANGAR BADGE RENEWAL CORRECTION
Last month we erroneously stated that the Salt Lake City Department of Airports (SLCDA) hangar badges are required to be renewed every three years. That is in error... badges must be renewed every **two** years.

WILDLIFE SURVEY CONDUCTED AT U42 & TVY
Throughout history, humans have been intrigued and inspired by the beauty of birds and their ability to fly. Birds first took to the air about 150 million years ago. Humans first began to share their airspace only a little over 100 years ago. Unfortunately, when aircraft and birds attempt to use the same airspace at the same time, collisions inevitably occur.

Birds are not the only wildlife problem for aircraft. Deer, coyotes, and even alligators wandering onto runways can create serious problems for departing and landing aircraft. Aircraft collisions with wildlife, also commonly referred to as wildlife strikes, annually cost the civil aviation industry in the USA at least \$500 million in direct damage and associated costs and over 500,000 hours of aircraft down time. Although the economic costs of wildlife strikes are extreme, the cost in human lives lost when aircraft crash as a result of strikes best illustrates the need for management of the wildlife strike problem.

Salt Lake City Department of Airports' Operations personnel and the Airport Wildlife Biologist are conducting wildlife surveys at South Valley Regional Airport and Tooele Valley Airport to gather data to formulate wildlife hazard management plans for both airports.

Gib Rokich, Airport Operations Manager and Mike Smith, Airport Wildlife Biologist, are supervising the gathering of data to meet Federal Aviation Administration (FAA) requirements.

Wildlife hazard management plans maximize aircraft safety while providing protection for animals.

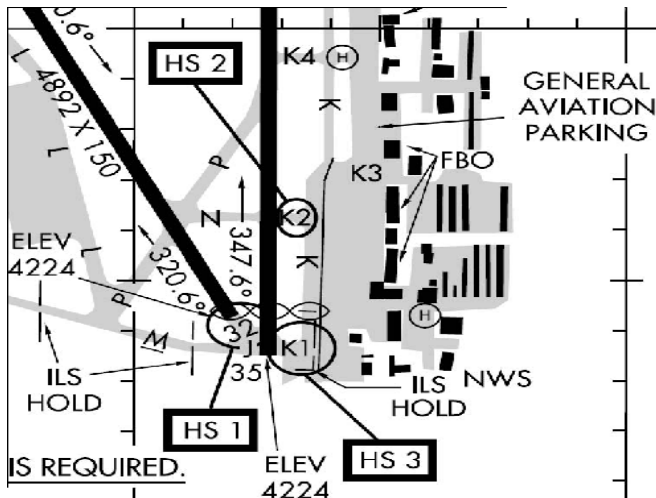
AIRPORT HOT SPOTS
by Paul Fisher SLC ATCT/TRACON 9-ANM-SLC-QUALITY-CUSTOMER-CARE@faa.gov

In an effort to increase awareness and mitigate runway incursions, the FAA has carefully reviewed airport configurations throughout the country. The objective of this effort has been the identification of areas on airport movement areas that present high potential for collisions or incursions. Some of these areas include: taxiways that are relatively close to runways, complicated taxiway configurations, and sections of the airport movement areas that are not easily visible from the control tower. These areas are commonly known as "Hot Spots."

At Salt Lake City International Airport (SLC) there are four areas that have been identified as Hot Spots. One of these, in particular, has a history of significant runway incursions. This Hot Spot is identified as HS2 (Hot Spot 2) in the Airport/ Facility Directory and on the SLC Airport Diagram and is located in the vicinity of taxiway K-2 at the southeast corner of the airport. Due to the large paved area around K-2 and the vehicle service road adjacent to the apron, some pilots have misidentified runway 17/35 as a taxiway. To reduce confusion, the SLC Department of Airports has created an island, with reflectors, between the ramp and taxiway K (kilo), which is intended to prevent aircraft from going directly from the ramp onto taxiway K-2 and onto runway 17/35. Additionally, the airfield markings, signs, and lights are clearly visible in this area. Unfortunately, we still see too many aircraft enter the runway at K-2 without a proper clearance.

It is important for pilots to become familiar with the Hot Spots at SLC and use extra care when operating in these areas. The consequences for inattention on the ground can be as catastrophic as inattention in the air; therefore pilots should give as much attention to the taxi phase of flight as they do other phases of flight. The FAA suggests a number of best practices that should be part of the taxi checklist,

some of these include: anticipate your taxi route, take time to study the airport layout, have a current airport diagram readily available in the cockpit, minimize "heads down" cockpit tasks while taxiing, double-check the expected taxi route, verify the assigned route, and if ever in doubt, stop and ask for help. The Hot Spots for SLC can be found in the Airport/Facility Directory (AFD) and the Terminal Procedures publications. These are also available digitally at: http://avn.faa.gov/digital_tpp.



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 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.

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

The Angel Flight West Utah Wing is meeting on **June 1, 2012** at 7:00 p.m. at Leading Edge Aviation at South Valley Regional Airport, West Jordan, Utah to present information to interested pilots, partners, and friends. Light refreshments will be served. For more information contact Steve Bollinger by e-mail at steveb@tvspec.com or by phone at 801-486-7555.

Skypark Airport (BTF) in Woods Cross, UT will hold an open house **June 2, 2012**. Activities will include; war birds, skydivers, experimental aircraft displays, aircraft manufacturer displays, and food. For more information about the open house, visit: www.skyparkopenhouse.com

HELPFUL POINTS OF CONTACT

For GA 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 Properties 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

Garfield County Regional Airport, Rifle, CO (RIL) 7th Annual Air Show - July 13 – 14, 2012, "Remembering the Past, Inspiring the Future" featuring 1940's aviation genre aircraft. For more information visit: http://rifleairport.com/rifle_airport-air-show.aspx.

Reno National Championship Air Races are scheduled to be held September 12 – 16 this fall. For more information about the air races, air show, and open house visit: www.airrace.org.

SLC FSDO FAASTEAM MANAGER RETIRES
For many years Dennis Seals has performed duties with the Salt Lake City FAA Flight Standards District Office (FSDO). His last assignment was as the FAA Safety Team (FAASteam) program Manager for Utah and parts of Colorado and Idaho.

Dennis has organized high quality pilot safety seminars and training and coordinated airport safety meetings across the state of Utah, Western Colorado, and Southern Idaho since 2008.

He'll retire from active federal service on June 1st and Rick Stednitz will assume FAASteam manager duties for Utah.

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