Salt Lake City Department of Airports

GENERAL AVIATION NEWS

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U42 ASPHALT OVERLAY PROJECT

Salt Lake City Department of Airports plans to mill and overlay the entrance roads and parking lots at South Valley Regional Airport during the month of July this summer.

Access will be slightly limited during the project. Parking will be provided in the fields west of the FBO and the Alta Aircraft hangar. More information will follow as the project nears.

U42 FBO SELECTION

The South Valley Regional Airport fixed base operator (FBO) selection process is complete. The new FBO will be announced as soon as contracts are completed and signed. We expect the FBO to be operational in the near future.

Meanwhile the FBO building at is undergoing extensive remodeling.

GA HANGAR INSPECTIONS

Salt Lake City Department of Airports general aviation hangars at SLC and U42 are scheduled for inspections beginning in June.

Contact Properties Specialist Mike Rawson at (801)-575-2894 or General Aviation Manager Steve Jackson at (801)-575-2401 with questions.

YOUNG EAGLES PROJECT SUCCESSFUL

From General Aviation News Magazine new data shows that the EAA Young Eagles project is making an impact in creating new aviators.

The results emerged from a joint EAA/FAA project that matched the names of Young Eagles, now ages 15-34, flown since the program's inception in July 1992 with the FAA registry.

EAA Chairman Tom Poberezny, who flew the first Young Eagles at the 1992 EAA Fly-In Convention in Oshkosh said, "With nearly 20 years of EAA-member pilot flights, the numbers show that Young Eagles is making an impact on the pilot population that is unmatched by any other single program."

More than 1.1 million Young Eagles who are now 15-34 are 5.4 times more likely to earn a pilot certificate than others of their age group. Already, 7.3% of all pilots younger than age 35 are former Young Eagles.

Nine percent of those pilots are female, a 50% difference when compared to females being just 6% of the current U.S. pilot population.

Two of every 100 young people who take their first Young Eagles flight by age 17 earn pilot certificates.

The older a Young Eagle is at the time of that first flight, the more likely that young person is to become a Pilot. Young Eagles ages 13 and up are especially more likely to pursue a pilot certificate; and, the more flights a Young Eagle takes, the more likely he/she will become a pilot.

The Young Eagles program was founded in 1992 and has provided more than 1.6 million free flights to young people around the world, through the efforts of 43,000 volunteer pilots and 50,000 ground volunteers.

For more information visit www.youngeagles.org .

EMERGENCY LOCATOR TRANSMITTER

by Kathy Dondzilla in AOPA Pilot Magazine

Just like a list of emergency phone numbers that we keep handy, but hope to never use, the emergency locator transmitter (ELT) in the fuselage of the airplane provides a measure of additional safety with the assurance that it could bring help if we have an accident.

The first two generations of ELTs, which are currently installed in many general aviation aircraft, are designed to transmit a distress signal on the 121.5-MHz frequency (243.0 MHz for military). The first-generation ELT was mandated in 1973 and complied with FAA Technical Standard Order TSO-C91. The units have miserable reliability, with 97 percent of the signals being false and activation in less than 25 percent of accidents. However, they are legal and owners were not mandated to swap them out for the mid-1980s second-generation 121.5 MHz ELTs (that comply with TSO-C91A). The reliability of the second generation ELTs is better, with the units activating in 73 percent of accidents, and these units are budget-friendly, costing around $250.

The newest-generation TSO-C126 ELT is a digital device, which transmits on a frequency of 406 MHz. Its improvements over the 121.5 variety of ELTs include the ability to pinpoint a search area that's 10 times smaller than its predecessor can and transmit a code every 50 seconds that identifies the owner (assuming the unit is correctly registered). They track with a precision of 100 meters in the 70% of earth's surface closest to the equator. They send a serial number signal so the responsible authority can look up phone numbers to notify the registrator (e.g. next-of-kin) within four minutes.

A quick phone call by search and rescue authorities to the emergency contact numbers on file can verify whether the signal is valid and set the rescue operation in motion much more quickly.

The new digital technology cost is moderate, so you can expect to pay at least $400. If you select a unit with a nav interface, the price jumps to more than $2,500 with installation.

As of February 1, 2009, the 121.5-MHz ELTs were no longer being monitored by the international search and rescue satellite system known as COSPAS-SARSAT. After that date the signals will be detected only by ground-based receivers such as those operated by local airports and air traffic control, and over flying aircraft. If you have the unfortunate experience of going down in a remote area, your chances of being found will be greatly diminished. Although an ELT upgrade will not be mandated, you'll have to decide whether it's worth the cost for you.

As an alternative, and in addition to your 121.5 MHz ELT, consider purchasing a 406 MHz personal locator beacon (PLB) - a portable handheld unit that must be manually activated, but would provide similar guidance as a 406 MHz ELT for rescue forces to find you.

If you have already installed a 406 MHz ELT, verify that your registration information is correct and up to date or register your unit for the first time. In the United States you can access the National 406 MHz Beacon Registration Database online (www.beaconregistration.noaa.gov) or if you are located outside the U.S. at the International COSPAS-SARSAT Database (www.406registration.com).

In a Safety Recommendation released September 2007, the U.S. National Transportation Safety Board once again recommended that the U.S. FAA require all aircraft have 406 MHz ELTs. They first recommended this back in 2000 and after vigorous opposition by AOPA, the FAA declined to do so. This recommendation is apparently a reaction to the cessation of 121.5 MHz satellite processing. Citing two recent accidents, one with a 121.5 MHz ELT and one with a 406 MHz ELT, the NTSB concludes that switching all ELTs to 406 MHz is a necessary goal to work towards.

Consider upgrading to a 406 MHz ELT to maximize your location identification in the event of an accident or forced landing.

ELTs should be tested in accordance with the manufacturer's instructions. This should be done, preferably, in a shielded or screened room or specially designed test container to prevent the broadcast of signals, which could trigger a false alert.

If not possible, aircraft operational testing is authorized:

1. Analog 121.5/243 MHz ELTs should only be tested during the first five minutes after any hour. If operational tests must be made outside of this period, they should be coordinated with the nearest FAA Control Tower or Flight Service Station. Tests should be no longer than three audible beeps. If the antenna is removable, a dummy load should be substituted during test procedures.

2. Digital 406 MHz ELTs should only be tested in accordance with the unit's manufacturer's instructions.

3. Airborne tests are not authorized.

If you go down, send a signal… be found!

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

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.

For hangar lease and repair questions contact: 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,(80)1-575-2405
at TVY or U42, 911 then **(**801)-575-2405

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 .

International Learn to Fly Day, South Valley Regional Airport (U42) – The Salt Lake City EAA Chapter 23 is sponsoring a free aviation introductory flight event at the FBO from 8:00 a.m. until 12:00 p.m. on May 21, 2011. If you are already a pilot, share the spirit of aviation. If you've ever said to yourself, "Someday I really want to experience the freedom of flight," then this is your opportunity during International Learn to Fly Day. Please RSVP for a flight by contacting Shawn Crosgrove at (801)-568-2571 or by email to shawn_crosgrove@msn.com for more information visit www.eaa23.org or www.learntofly.org .

Skypark Open House Bountiful (BTF) is scheduled for June 4 2011 from 9:00 a.m. to 3:00 p.m. Food, activities, and aircraft displays are scheduled. More information will follow in subsequent issues.

2011 Wendover Air Show Wendover (ENV) – This year's Wendover Air Show is scheduled for June 25. For more information, visit www.wendoverairbase.com.

LOCAL FAA PILOT SAFETY SEMINARS

Utah and Western Colorado CFI and Pilot Workshops for May:

May 6 – 8:00 a.m. - CFI Workshop # 3 (SLC), Westminster College-Kibbie Executive Terminal
May 10 – 7:00 p.m. - CFI Workshop # 3 (GJC), Grand Junction, CO, Commemorative Air Force Building
May 11 – 8:00 a.m. - CFI Workshop # 3 (LGU), Logan-Cache Airport, Utah State University hangar
May 12 – 7:00 p.m. - Pilot Safety Meeting (VEL), Vernal Airport
May 18 – 7:00 p.m. - Pilot Safety Meeting (CDC), Cedar City Regional Airport, Sphere One Aviation
May 19 – 6:00 p.m. - CFI Workshop # 3, (SGU), St. George, UT, CAP, Dixie College
May 26 – 7:00 p.m. - Pilot Safety Meeting, (U77), Spanish Fork-Springville Airport, Diamond Aviation

Non CFIs are also invited to attend all CFI workshops.

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