



TOOELE VALLEY AIRPORT ILS CONSTRUCTION

The FAA has approved the TVY ILS approach procedure and has requested release of the approved funding. Construction is expected to begin during the spring of 2006. The construction should be completed and the ILS ready for flight check, approval, and flight release by summer's end. We anticipate that the NDB will remain fully operational at its current location.

AIRPORT II AIRPLANE WASH WINTER CLOSURE

Unless the weather remains unseasonably warm, we anticipate closing operations for the winter on Sunday, November 9th. We'll freeze-protect the system and open it for business again in the spring. Call the General Aviation Manager at 801-647-5532 to confirm its status before traveling out to U42 to wash your plane.

UNICOM FREQUENCY CONFLICTS

Tooele Valley Airport and Bountiful Sky Park have shared UNICOM frequency 123.0 since November of 2003. SLCDCA continues to receive complaints from pilots at TVY indicating that the shared frequency causes confusion and that it has become a safety issue.

Bountiful Sky Park is also concerned and their representatives are working with us to petition the ICC for an appropriate frequency modification.

If you have concerns and have experienced problems because of the shared frequency, e-mail your complaints, with specific information (dates, times, description, etc.) to the SLCDCA General Aviation Manager, Steve Jackson at steve.jackson@slcgov.com. This will assist us in getting different frequencies assigned to eliminate the safety hazard.

INDEPENDENT AIRCRAFT MECHANIC ACTIVITIES

Last month's article on independent mechanics propagated a number of inquiries from tenants, aircraft owners, and mechanics about independent mechanic status and activities. SLCDCA does not wish to curtail these activities, limit an owner/pilot's choice in aircraft maintenance repairs or inspections, nor negatively impact a mechanic's livelihood.

The code and statute will be enforced however, and independent mechanics must comply with the legal requirements to provide mechanic services at SLCDCA airports.

As a reminder, independent aircraft mechanics desiring to engage in airframe and/or power plant repair service at airports controlled by the Salt Lake City Department of Airports may contact the General Aviation Manager for information and to obtain an annual permit by any of the following means:

*Stephen R. Jackson
General Aviation Manager
Salt Lake City Department of Airports
AMF Box 22084
Salt Lake City, Utah 84122
2401-2401-2401 (Airport Dispatch)
7531-7531-7531 (Office)
5532-5532-5532 (Cell)
801-352-7933 (Fax)*

IN FLIGHT EMERGENCIES COM FAILURE

Silence on the radios can be a problem even when you are VFR!

Regulations regarding loss of communications focus mostly on flight in instrument conditions (IMC / IFR). Those rules are listed in FAR 91.185. But what if you're VMC / VFR? That can be a problem too.

A flight instructor at Denver, Colorado's Centennial Airport, knows that for a fact. He has had two in-flight complete two-way radio failures in the past several years. Each time, a combination of procedures from his civilian and military training allowed him to safely return to Centennial without driving the tower controllers out of their minds.

The airport lies under the Denver Class B terminal airspace, which offers no problem as long as the NORDO (no radio) aircraft remains at less than 8,000 feet MSL. He first flew to an established VFR reporting point and circled for a few minutes while squawking a 7600 transponder code. He then flew to the airport at 7,300 feet MSL, or about 1,500 feet above ground level.

FEDERAL LAW ENFORCEMENT HOTLINES
Report All Suspicious Aviation Activities:

1-866-AIR-BUST
or
1-866-GA-SECUR

He circled 500 feet above pattern altitude, rocking his wings back and forth in front of the tower while waiting for a green light-gun signal from them. The wing rocking was learned during his military training. His procedure let the tower know that while he is not part of the normal pattern, he was not an interloper who had stumbled into their Class D airspace by mistake.

Obviously, a loss of communications while airborne in VMC / VFR weather is relatively easily managed. When flying IFR, a number of additional rules come in to play. The problem may be solved fairly easily. For example, if you can receive but not transmit, controllers will ask you to respond with the ident button on the transponder. Or if you can pick up a handheld transceiver (if available) the problem is over. It is a good investment if it can be afforded and maintained.

Let's think of a few possibilities, especially if it has been a few years since obtaining your instrument rating. Is the proper transponder procedure for lost communications to alternate the code between 7700 and 7600? Nope! The new approach is to squawk 7600 and leave it there. The controller will still know who is squawking. Nothing in the data block on the controller's radar screen will change, including the N number, if you start squawking 7600 instead of the ATC assigned code.

Once the radios fail, the controller "anticipates" (an official term from the controller's rule book) that you will do what you said you would do, and at the time you said you would do it. IF you were cleared as filed and expected to arrive at the airport at, say, 10 a.m., follow the clearance and arrive as closely to 10 a.m. as possible. IF the controller had put you in holding and told you to expect further clearance in 15 minutes, then the controller anticipates that you will depart the hold 15 minutes later.

Now look not just at the rule book, but at what normally happens. A National Air Traffic Controllers Association member provides us with some practical experience and advice.

ATC will usually try calling you several times. It is not unusual for pilots to not respond on the first call. They will then often ask you to ident if you can hear the call. Failing that, they may ask another aircraft to try calling you. The next approach, one especially useful for general aviation aircraft, is to have a flight service station call you on the voice-capable VOR nearest to your position.

Here are a few tidbits of real-world practice. You might think that controllers would call on 121.5 MHz. In practice, that doesn't happen very often.

Additionally, controllers normally don't experience pilots of NORDO aircraft calling on handheld transceivers very often. It is common to receive a relayed message from a NORDO pilot calling on a cell phone. Yes, use of a cell phone from an airplane violates Federal Communications Commission rules because it blocks cell phone frequencies for miles around the aircraft (unless it is one of the new AirCell phones). But in an emergency, at least you can relay a message to a center or tower controller; but don't expect to be controlled over the telephone. In fact, you might want to wait until you are near your destination if you feel you must make an emergency cell phone call.

Communications failures are quite common at busy centers, but not the kind of failure you may think. Radios are not failing; rather, pilots are getting lost among the frequencies when switching to a new controller. The solution there is

to go back to the last assigned frequency, or call the nearest flight service station and ask them for an appropriate frequency in your area.

Real communications failures, in which the radios quit working, DO happen. If the destination airport happens to be in a non-radar environment, ATC may shut down the airport. No one arrives or leaves on an IFR flight plan until the problem aircraft is down safely.

Controllers anticipate that you will arrive over the airport while still maintaining your cruise altitude, before descending and making the approach. But they don't take any chances. When your aircraft comes within range, they'll often block the airspace in case you start down. If you are still en route, and they don't expect that you would start a descent, they may not block airspace.

For the details, you can either research a good regulations book and read FAR 91.185, or read the Aeronautical Information Manual's section titled "Two-way Radio Communications Failure." The goal is to prevent the problem in the first place. That might mean investing a few (hundred) dollars in a handheld transceiver. Handheld communications heard at many centers are "rough, but readable," and are better than none at all. An external antenna connection greatly aids in providing near-normal communications.

BUT... if you encounter VFR weather while en route with a radio failure, proceed VFR to the nearest airport and fix that problem radio. It's better than disrupting the system. An ounce of prevention... right?

Thanks to AOPA Online: www.aopa.org/pilot/links/links9912.shtml

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation, newsletter, airfield and SLC Title 16 questions call: Steve Jackson, General Aviation Manager, 647-5532 or e-mail at steve.jackson@slcgov.com.

For hangar lease and repair questions call:

Johnathan Liddle, Properties Management Specialist, at 575-2894 or e-mail at johnathan.liddle@slcgov.com.

For aviation security questions call:

Connie Proctor at 575-2401.

For gate access problems call:

Airport Control Center at 575-2401.

For emergencies call: at SLCIA, **575-2405**

at TVY or U42, **911 then 575-2405**

For common General Aviation information call the GA Hotline: 575-2443

UPCOMING EVENTS

The second Saturday of every month, Cornerstone Aviation, located in the Executive Terminal at Salt Lake City International Airport (337 North 2370 West) provides a free lunch and an informative program at 12:30 p.m. It is a great opportunity to share flying experiences and learn new things.

The first Sunday of each month, Dave Coats' AIR CENTER at Salt Lake Airport II puts on a fly-in/drive-in breakfast from 8:00 to 11:00.

