

SOD LANDINGS PROHIBITED AT SLC AIRPORTS

Salt Lake City Code Title 16 is the statute governing airport operations.

Section 16.36.020 (Use Of Runways Required) states, "Landings and takeoffs will be confined to paved runways. (Ord. 77-04 § 35, 2004: prior code § 2-8-7)".

Exceptions can only be made for extreme emergencies by the Salt Lake City Executive Director of Airports.

The prohibition is not an airport policy, it is the law.

SKYPARK AIRPORT HAS A NEW RUNWAY

Skypark Airport (KBTF) in Woods Cross, UT is open and back in business after being closed for nearly five weeks to resurface the runway and upgrade the airfield lighting.

With the aid of Utah State funding, the \$1.2 million project better enables the airport to meet the needs of the nearly 200 based aircraft and hundreds of transient aircraft.

A significant part of the funds required to make these extensive repairs and upgrades came from fees paid by Utah pilots registering their aircraft. Most of the money collected from aircraft registrations is managed by the Utah State Division of Aeronautics and is returned to Utah's airports to fund construction projects.

U42 PLANE WASH CLOSED FOR SEASON

The airplane wash facility at South Valley Regional Airport is closed for the season.

SLCDA will open the plane wash again in the spring when outside air temperatures are above freezing.

U42 AWOS GRAPHIC DISPLAY

SLCDA maintains an internet accessible graphic display of AWOS information at South Valley Regional Airport. The information displayed is received directly from the airport AWOS equipment located at mid-field.

Its graphic information is "real time" and is updated every 60 seconds. The website address is www.saiawos3.com/KU42/sai.html.

Pilots may still call 562-0271 to hear current U42 AWOS information.

SLC EASTSIDE KEYPAD ACCESS SECURITY

Salt Lake City International Airport (KSLC) eastside (general aviation) access key pads at walk-through and vehicle gates have been replaced.

The "beeps" generated as one "flashes" one's hangar badge are low volume and sometimes cannot be heard. Under some lighting conditions pilots cannot see the flashing lights indicating approved or denied access.

We recommend each pilot first key in the pin number and then gently touch the face of one's hangar badge to the keypad.

Please report all gate problems to the SLCDA Control Center at 801-575-2401.

BASIC AIRPORT OPERATIONS COURTESY

- Turn on your aircraft rotating beacon and nav lights prior to engine start.
- Avoid high RPM / high-speed taxi in close quarters. Taxi no faster than a person can briskly walk.
- Do not taxi in close proximity to the rear of large aircraft (props or jets) when their engines are operating.
- Always use your taxi or landing lights when taxiing in unlighted areas.
- Avoid blinding other pilots with your taxi / landing / strobe lights.
- Take care to not direct prop blast toward other aircraft / people / or property on the ground during high power run-ups.
- Make a 360° turn in the direction of traffic before taxiing into position for takeoff to ensure you see landing aircraft.
- Never taxi onto the active runway unless you have adequate spacing from landing aircraft.
- Always announce your intentions and then depart the pattern in accordance with standard or specifically established airport procedures.
- When inbound, monitor the CTAF (unicom) for other traffic from 10 miles out. Obtain and use the latest altimeter setting. Announce your intentions and enter the pattern using the recommended standard procedure or the procedure prescribed for that specific airport.

- Use your taxi / landing lights while flying in the airport traffic pattern during daylight to enhance your aircraft conspicuity and to diminish the potential for a midair collision.

- Avoid complacency and distractions while in the pattern. Stay alert for helicopters, gliders, ultra lights, parachutists and other aircraft that fly nonstandard patterns. Fifty percent of midair's occur in the traffic pattern while on final approach.

After landing, expedite clearing the runway to avoid forcing an aircraft behind you to go-around.

Pilots-in-command and their observers are the only ones who can really prevent midair collisions.

PREPARE WELL FOR WINTER FLIGHTS

Preparation for cold weather flights begins before you get to the airport. You need to select the clothes that you are going to wear. Winter weather in the intermountain area calls for considerably more than a sweater, penny loafers and a light jacket. In some cases, you'd be glad to have long underwear, a parka with a hood, insulated boots and gloves, plus a scarf for your neck and face. Sub-zero wind chills and north winds can be fierce and deadly.

If you have ever had a heater fail in flight or one that barely puts warmth, you know that you will want your warm clothes close to you in the cabin. The good warm clothing won't help you much if it's stored in the inaccessible baggage compartment.

You need good footwear to keep your feet warm, of course, but they are also useful in walking on icy ramps. You can't actually get around well during a preflight or while trying to move the airplane without proper footwear.

Consider this question...Do you really want to fly in marginal weather on a cold winter day? Aside from passenger demands/pressure, get-homeitis, and work requirements, be sure to evaluate if you are current and qualified for potential IFR flight. And determine if the airplane is qualified and properly equipped. Pressure to go? ... sure it's real, but what if you (and your passengers) never arrive because you gave in to the pressure and the flight ended catastrophically?

Consider as many options and factors as possible then prepare for your flight physically and mentally before you even begin your preflight. Preparation is key to a safe flight. So prepare well and enjoy some spectacular Intermountain winter flying.

FEDERAL LAW ENFORCEMENT HOTLINES

Report All Suspicious Aviation Activities:

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

For emergencies dial 911

HELPFUL POINTS OF CONTACT

For general aviation operations, facilities maintenance, SLCDA GA 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: Phil Bevan, Property Management Specialist at (801) 575-2957 or phil.bevan@slcgov.com.

For aviation security questions call: Dennis Berry 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 additional 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.

UPCOMING EVENTS AND NEWS

Leading Edge Aviation at South Valley Regional Airport (KU42), West Jordan and at Logan-Cache Airport (KLGU) hosts multiple events each month including breakfast fly-ins, dinners, and classes. For more information about

The Utah General Aviation Association (UGAA) fall dinner meeting is scheduled for 6:00 p.m. on November 5th at the Golden Corral on Ft Union Blvd. in Sandy, UT.

EAA 23, the Utah Chapter of the Experimental Aircraft Association will hold its monthly chapter meeting from 7:00 p.m. to 9:00 p.m. November, Friday the 13th at the Civil Air Patrol (CAP) building 640 North 2360 West at Salt Lake International Airport (KSLC).

NOVEMBER FAA PILOT SEMINARS

Upcoming activity and FAA 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.

Enjoy safe late fall flying!

