

NEW SECURITY GATE PROCEDURES U42
Effective February 1, 2010, all badge holders and tenants will be required to enter a PIN number in addition to a card flash to open the gates at South Valley Regional Airport (U42). The PIN is the five-digit number you selected when you obtained your ID badge. If you do not remember your PIN, please contact the Airport Badging Office at 801-575-2423.

PROPOSED 2010 CONSTRUCTION AT U42
Two construction projects have been proposed at South Valley Regional Airport in West Jordan, UT for calendar year 2010.

The first is a project to slurry seal all of taxiways Alpha and Bravo, their connecting taxiways, and the south aircraft run-up area. It is currently scheduled to start in June.

The second is a project to replace and upgrade lighted airfield signs. This project will ensure that airfield signage will comply with FAA standards. It is scheduled for late summer.

Neither project will significantly inconvenience or negatively affect aircraft operations at the airport.

Specific information and project start dates will be provided in this publication as the construction season nears.

SECURITY AWARENESS

It is easy to become complacent about airfield and aircraft security. It is not often in our thoughts. Problems usually occur when least expected.

Please take time to assess your circumstances and commit to maintaining a high level of operational security.

1. Keep your hangar and your aircraft locked at all times... security experts recommend locking your plane's doors inside your hangar and securing your keys well.
2. Maintain constant vigil observing airfield activities. Report suspicious activities to the Airport Police or call 911.
3. Never allow others to "piggy-back" through the access gates with you.

ICY AIRFIELDS... WHAT TO DO?

By Meredith Saini

Advisory Circular 150/5200-30C, Airport Winter Safety and Operations, offers insight into how slick runway surfaces can affect aircraft performance:

"Snow, slush, ice, and standing water on a runway impede airplane acceleration by absorbing energy in compaction and displacement, and by impinging on parts of the airplane after being kicked up by the tires. For airplanes decelerating, slush, snow, and standing water-covered pavements and, especially iced surfaces, hamper deceleration rates due to a reduction in the friction coefficient of the runway and the potential for hydroplaning. Large chunks of ice, from refreezing snow or slush, or deposited from aircraft gear during landings, can cause severe damage to tires, engines, and airframes. Wet snow, slush, and standing water on a runway can also limit operations due to potential structural damage caused by the contaminants impinging on the airplane at high speed."

Given all of that, the best thing you can do if you realize you've encountered slick runway conditions is to reduce power to decelerate and avoid braking—the same response you should have when driving your car. Use all available flight controls (including flaps) to maintain directional control throughout the landing rollout. Do not rely only on nose-wheel steering and differential brakes to maintain control. Sliding sideways on the runway, taxi way, or ramp will rarely result in a positive outcome, so exercise caution and be deliberate in every move.

If a crosswind exists, apply whatever aileron and elevator inputs are necessary to keep the airplane from sliding off the runway during the landing rollout, though if the wind is strong enough or if you encounter ice, this advice may prove nearly impossible to follow. Do whatever you can to maintain aircraft control until you are safely stopped and fully shut down on the ramp.

Assuming you are able to decelerate safely on the runway after landing, taxiing to the ramp may pose an even greater challenge. If you're flying a low-winged light airplane, pay extra attention to the height of snow banks. If you slide and get too close to the edge of the taxiway during a turn, your wingtip could impact a snow bank. The challenge is to taxi fast enough to avoid stopping and potentially getting stuck in the snow or slush, but slow enough to maintain directional control with minimal braking.

When runways and taxiways are covered in snow, it can be difficult for a pilot to identify them during a visual approach. One might look like the other, or grass medians might be confused with paved surfaces. If you are instrument rated, it's a good idea to ask for a precision approach to the landing runway to confirm where the wheels are supposed to go. If you are not instrument rated, consider asking a flight instructor to show you how to tune and use a localizer frequency or how to program a GPS approach with vectors to final. This technique will provide you with straight-in course guidance to the landing runway, which you can use to confirm what you see out the window.

Adequate and conscientious planning is the best prevention. Know your aircraft. Know and practice winter weather flight operations procedures. Play "what if" prior to and during your flight by saying to yourself, "If this were to happen now... what would I do?"

The best thing you can do to reduce the risk of losing control of your aircraft on a winter-wet runway or taxiway is to avoid operating on slick surfaces. Some pilots use the half-inch rule of thumb for making go/no-go decisions for landing on slush- or snow-covered runways. To do this, you need information about where these conditions are likely to exist. A thorough preflight briefing should include any Notices to Airmen (NOTAM) about runway or taxiway closures, snow and ice removal operations in progress, pilot reports (PIREP) of braking action, and, of course, current and forecast weather conditions.

Complicating the winter weather picture is that criteria for safe operations on a given runway's snow and ice conditions differ from airport to airport, due to differences in grooving and pavements. Aircraft react differently on smooth concrete, new asphalt, older asphalt, cross-grooved pavement, slurry-sealed asphalt and a variety of other surfaces. Most times you would not know the surface nor could you accurately anticipate the surface condition. In short, you have to be prepared to deal safely with all contingencies.

Conducting safe aircraft operations (taxi, take-off, and landing) in the airfield environment is no "piece of cake" even for the most experienced of pilots. It takes bringing your knowledge, skills, abilities, experience and even intuition to bear on every operation. If you want to keep your "pride and joy" in a fully operational and dent-less condition, you must never be complacent or take anything for granted when any part of the airfield's operating surface is snow packed or iced over.

Even after the aircraft is fully stopped and chocked, many pilots have ended up flat on their backs tying down their planes or even walking to the local fixed base operator (FBO). Vigilance is key and deliberate and cautious movements are essential.

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions call: Steve Jackson, SLCD General Aviation Manager, 801-647-5532 or e-mail at steve.jackson@slcgov.com.

For hangar lease and repair questions call: 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, 801-575-2405
at TVY or U42, 911 then 801-575-2405**

Ice, slush, and snow can turn your aircraft into a sled. Unless your airplane is equipped with skis, it is simply not designed to operate effectively on slippery surfaces. So when the outside air temperature (OAT) is below freezing and the runway glistens, lace up your ice skates—and leave the airplane in the hangar.

--- The author, Meredith Saini, a commercial pilot and flight instructor, is a contractor with the FAA's Flight Standards Service's General Aviation and Commercial Division.

ELECTRONIC GA NEWS

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

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.

The SLC FAA Safety Team is sponsoring the following seminar presentations during February:

Flight Instructor Workshop # 6, Takeoffs, Landings, Maneuvering and Low Altitude Flight and Aircraft Operational Limitations at the following locations.

Grand Junction, CO - 11 February – 6:00 p.m. – at Grand Junction Walker Field Airport (GJT), in the Commemorative Air Force Building

Pocatello, ID - 16 February – 6:00 p.m. - Pocatello Regional Airport 9 (PIH), in the AvCenter Building

Logan, UT - 17 February – 8:00 a.m. – Logan-Cache Airport (LGU), in the Utah State University Operations Classroom

West Jordan, UT - 26 February – 6:00 p.m. -- South Valley Regional Airport, in the Air Center Hangar

Non-certified flight instructors (CFI) are also invited to attend the CFI workshops. Additional information on the presentations can be found at www.faasafety.gov under "events" or contact Dennis Seals, FAA Safety Program Manager at 801-257- 5056.



Have a safe winter flying season.