



# GENERAL AVIATION NEWS

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**SLCDA GENERAL AVIATION AIRPORTS' AWOS**  
The automated weather observing systems (AWOS) at both South Valley Regional Airport (U42) and Tooele Valley Airport (TVY) observe, process, and report weather conditions at the two general aviation airports 24 hours each day.

These systems provide continuously updated observations and reporting including special observations during rapidly changing weather conditions.

The SLCDA general aviation airports' AWOSs observe temperature and dew point in Celsius, wind speed and direction in knots, visibility, cloud coverage and ceiling up to twelve thousand feet, and altimeter setting. Additional sensors report rain, freezing rain, snow, and thunderstorm / lightning activity.

One may access the current weather by telephone for these airports by calling (801) 562-0271 (U42) and (435) 882-6648 (TVY).

**UAOA CONFERENCE SCHEDULED FOR OCTOBER**  
The Utah Airport Operators Fall Conference is scheduled for October 6<sup>th</sup> and 7<sup>th</sup> in Torrey, UT. The conference theme is "Airport Management 101".

Airport owners and operators, contractors, vendors, pilot groups, and airport users can gain valuable information by attending.

For additional information visit [www.uaoa.org](http://www.uaoa.org).

**2011 FALL GENERAL AVIATION BBQ THIS MONTH**  
The 8<sup>th</sup> Annual General Aviation Barbeque is scheduled for Saturday, September 10<sup>th</sup>, 2011 from 1:00 p.m. until 3:00 p.m. at South Valley Regional Airport in West Jordan, UT in the Leading Edge Aviation FBO Hangar.

All Star Fire Protection has agreed to inspect and service fire extinguishers for a \$15.00 fee between 11:00 a.m. and 2:30 p.m. on the tarmac south of the FBO.

SLCDA will provide food and musical entertainment by the musical group *The Free Range Chickens* for GA tenants and family members.

#### U42 PLANE WASH

The plane wash facility at South Valley Regional Airport is scheduled to remain open and available through mid-October.

SLCDA will close the plane wash for the season when outside air temperatures approach freezing.

#### PROPER RUNWAY EXITING PROCEDURES

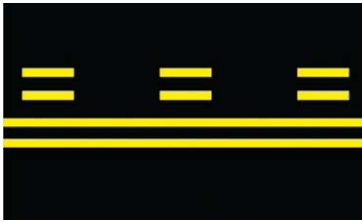
by Paul Fisher, SLC ATCT/TRACON... [paul.j.fisher@faa.gov](mailto:paul.j.fisher@faa.gov)

Attempting to expedite the movement of air traffic, controllers often use anticipated separation between aircraft using the same runway. For example, when an arrival aircraft has completed its rollout and has cleared the runway edge line, a takeoff clearance can be issued in anticipation that the runway will be completely clear when the departure roll begins. Unless instructed otherwise, the controller expects the arrival aircraft to continue to taxi across the runway holding position markings, sometimes referred to as "hold lines", and then contact ground control. According to the Air Traffic Control Order, a takeoff clearance need not be withheld until prescribed separation exists if there is a reasonable assurance it will exist when the aircraft starts takeoff roll. A number of incidents have occurred at the Salt Lake City International Airport (SLCIA) during the past few months involving aircraft that failed to completely clear the runway after landing. In each case, another aircraft had begun its takeoff on the same runway. The landing aircraft taxied clear of the runway edge line, continued away from the runway, but unexpectedly stopped without completely crossing the runway holding position markings. An unobstructed path existed for the aircraft to continue beyond the runway holding position markings and no restrictions had been issued by the controller. There was no indication from the pilots that they would be unable to completely clear the runway. Compounding the situation was the inability of the controllers to make contact with the pilots, as they had already changed to the ground control frequency. These events occurred during fairly busy periods, when the runway was being used for arrivals and departures. In two cases, the departing aircraft had reached a point in the takeoff that precluded an abort; and in the third case, the aircraft was able to abort takeoff, but not without serious overheating of the brakes.

Runway holding position markings are the primary means used to protect the integrity of the runway. They are placed on the movement area at a prescribed distance to ensure that all aircraft, for which the airport is certified, have safe operating margins. This is particularly important for aircraft that have large wingspans. The Airbus 330, which is commonly seen at SLCIA during the summer months, has a wingspan of 198 feet, and the Boeing 767 has a wingspan of 156 feet. The Boeing 747 and 777, which are occasionally seen at Salt Lake City, each have wingspans of 212 feet. With runways that are 150 feet wide, the wings of these aircraft may extend well beyond the runway edge line and can

present a significant danger to any aircraft that strays across or fails to completely clear the runway.

Pilots and controllers must work together to promote a safe and efficient aviation system. When operating on or near runways, it is critical that each understands the other's expectations and responsibilities. Controllers must ensure that the runway is clear, or have a reasonable assurance that it will be clear, before allowing an aircraft to begin takeoff; and unless instructed otherwise, pilots are expected to taxi clear of the landing runway by taxiing beyond runway holding position markings, even if that requires the aircraft to protrude into or cross another taxiway or ramp area. If, for any reason, a pilot is unable to taxi completely clear of the runway, he should advise the tower controller.



Runway Side

Holding Side

#### Runway Holding Position Markings

References:

1. FAA Order 7110.65, Pilot/Controller Glossary. Clear of the Runway
2. Aeronautical Information Manual, 4-3-20. Exiting the Runway After Landing

The FAA has provided useful information on its website that can assist pilots and controllers in their efforts to promote safety at airports. The website contains some good information and resources such as: airport diagrams, training materials, briefings, videos, and best practices suggestions. For more information on preventing runway incursions visit: [www.faa.gov/airports/runway\\_safety](http://www.faa.gov/airports/runway_safety).

**SUMMER / EARLY FALL HELICOPTER ACTIVITY**  
Helicopters will continue to stage at Bountiful Sky Park Airport (BTF) and they will transport 150-200 employees to and from a pipeline project east of SLCIA and Bountiful City throughout the summer until approximately September 15<sup>th</sup>.

#### 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](mailto:steve.jackson@slcgov.com)

#### UPCOMING EVENTS AND NEWS

**Leading Edge Aviation** Logan, UT (**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.

## 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](mailto:steve.jackson@slcgov.com).

**For hangar lease and repair questions:** Mike Rawson, Customer / Tenant Relations Coordinator at (801) 575-2894 or e-mail him at [mike.rawson@slcgov.com](mailto: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

**For other G A information call the GA Hotline:** (801) 575-2443

**Leading Edge Aviation** South Valley Regional Airport (**U42**), West Jordan, UT— hosts a monthly fly-in and BBQ at U42 from 11:00 a.m. until 1:00 p.m. the last Saturday of each month all summer and into the fall.

For more information about Leading Edge events, visit : [www.leaviation.com](http://www.leaviation.com).

**The National Championship Air Races and Air Show** is scheduled for September 14 – 18 at the Reno Stead Airport (**4SD**) located 10 nautical miles NW of Reno, NV.

There are five days of racing action featuring six classes of aircraft with some flying at speeds exceeding 500 mph.

Whether you've been a loyal air race fan for the better part of two decades or have yet to be reeled in, you are invited to experience the "World's Fastest Motorsport" first hand this month. For details visit [www.airrace.org](http://www.airrace.org)



**Hill Air Force Base Air Show** scheduled for September 24<sup>th</sup> and 25<sup>th</sup> at Hill Air Force Base, UT (**HIF**) has been cancelled. HIF intends to schedule one in 2012, funding permitting. Visit [www.hill.af.mil](http://www.hill.af.mil) for information about Hill AFB.

#### LOCAL FAA PILOT SAFETY SEMINARS

Utah and Western Colorado September CFI and Pilot Workshops:

September 8<sup>th</sup> – 6:00 p.m. Certified Flight Instructor (CFI) Workshop #4 South Valley Regional Airport West Jordan, UT (**U42**)

September 13<sup>th</sup> – 7:00 p.m. *Flying After Hours* – Grand Junction, Colorado Airport (**GJC**)

September 14<sup>th</sup> 8:00 a.m. CFI Workshop #4 Utah State University, Logan-Cache Airport, Logan, UT (**LGU**)

September 22<sup>nd</sup> 7:00 p.m. Monthly Airport Safety Meeting, Spanish Fork-Springville Airport, Spanish Fork, UT (**U77**)

Non CFIs are also invited to attend all CFI workshops.

Other events may be scheduled in September.

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