Salt Lake City Department of Airports

GENERAL AVIATION NEWS

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FAA EFFECTIVE AVN COMMUNICATIONS CLASS

On February 28, 2012 the Salt Lake City Air Route Traffic Control Center (SLC ARTCC) will host an Effective Communications Customer Forum Session. See attached flier for information

PILOTS VOLUNTEER FOR ANGEL FLIGHTS

Angel Flight West is a nonprofit, volunteer organization that arranges free, non-emergency air travel for children and adults with serious medical conditions and other compelling needs. Pilots throughout the 14 western states donate their aircraft, piloting skills, and all flying costs to help families in need, enabling them to receive vital treatment that might otherwise be inaccessible because of financial, medical, or geographic limitations.

To affiliate or for more information, visit www.angelflight.org .

EAA EAGLE FLIGHTS NOW FOR ADULTS

The Experimental Aircraft Association's (EAA) upcoming aviation orientation program for adults is scheduled to launch this spring.

The program is based on the EAA's highly successful Young Eagles flights for youth which was the genesis for the adult flight orientation program. It will focus on one-to-one flight experiences and pathways to help adults discover more about flying and eventually gain pilot certification

The EAA Eagle Flights name evokes a strong connection to the Young Eagle program's mission of facilitating the creation of the next generation of aviators, yet stands alone as a unique program for adults to become engaged in aviation through participating in ways to which they best relate.

As with the 1.6 million youth flown through the Young Eagles program since 1992, EAA Eagle Flights will provide orientation flights free of charge by volunteer EAA-member pilots.

Registration material, structure, and additional insurance coverage will be provided through EAA.

Eagle Flight participants can fly in single flight experiences or as part of larger rallies typically hosted by local EAA chapters.

EAA first announced that it would create a flight introduction program for adults during EAA Air Venture 2011. The Eagle Flights program is part of the organization's effort to reduce perceived barriers to entering aviation and encouraging participation, EAA officials say.

For additional information visit www.eaa.org .

RUNWAY IDENTIFICATION

by Paul Fisher SLC ATCT/TRACON, 9-ANM-SLC-QUALITY-CUSTOMER-CARE@faa.gov

The following is an extract from an official NTSB accident report:

On August 27, 2006, a Bombardier CL-600-2B19, crashed during takeoff from Blue Grass Airport, Lexington, Kentucky. The flight crew was instructed to take off from runway 22 but instead lined up the airplane on runway 26 and began the takeoff roll. The airplane ran off the end of the runway and impacted the airport perimeter fence, trees, and terrain. The captain, flight attendant, and 47 passengers were killed, and the first officer received serious injuries. The airplane was destroyed by impact forces and post-crash fire. The flight was en route to Hartsfield-Jackson Atlanta International Airport, Atlanta, Georgia. Night visual meteorological conditions (VMC) prevailed at the time of the accident. The National Transportation Safety Board (NTSB) determined that the probable cause of this accident was the flight crewmembers' failure to use available cues and aids to identify the airplane's location on the airport surface during taxi and their failure to cross-check and verify that the airplane was on the correct runway before takeoff.

With schedules to keep, checklists to complete, and a host of other potential distractions, it is not hard to see how something like this could happen; but it serves as a wake-up call to everyone involved in aviation that this is a business very unforgiving of distraction, ignorance, or complacency. The task of identifying the correct runway seems simple enough, however it continues to be a factor in far too many accidents and incidents. In some cases, pilots have mistakenly used taxiways for takeoff and landing. Runway Identification is the unequivocal association of a runway with its correct identity when using it for a landing or take off, or when maneuvering an aircraft on the ground in its vicinity.

The FAA and other aviation organizations offer a number of ideas that can help to reduce runway misidentification events, including:

- Conduct a pre-flight review and briefing of the airport layout.
- Maintain situational awareness and ensure that progressive position awareness is maintained throughout the taxi operation.
- Runway and taxiway lighting differ in color and should be recognized by an alert flight crew.

• Controllers must maintain awareness and monitor the progression of aircraft on the movement areas.

• Verify correct runway alignment prior to initiating takeoff by reference to aircraft identification.

• When construction activity is going on at the airport, use extra caution.

• If unsure of position or instructions, ask ATC for help.

EMERGENCY ELT OPERATING INSTRUCTIONS

The ELTs in general aviation aircraft contain a crash activation sensor, or G-switch, which is designed to detect the deceleration characteristics of a crash and automatically activate the transmitter. However, it is always safest to place the ELT function switch to "ON" as soon as possible after a crash, if practicable.

COSPAS-SARSAT satellites continually overfly the US and Canada and will detect ELT signals within 90 minutes. In the case of aircraft equipped with a 406 MHz ELT, geostationary satellites (GEO) will detect the ELT within minutes, alerting the SAR system that there is an emergency, even while the final position is being calculated.

Some military and commercial aircraft also monitor 121.5 MHz or 243 MHz and will notify Air Traffic Control (ATC) or SAR agencies of any ELT transmissions they hear.

In case of emergency, do not delay ELT activation until flight-planned times expire, as such delays will only delay rescue. Do not cycle the ELT through "OFF" and "ON" positions to preserve battery life, as irregular operation reduces localization accuracy and will hamper homing efforts. Once your ELT has been switched to "ON", do not switch it "OFF" until you have been positively located and directed to turn it off by the SAR forces.

If you have landed to wait out bad weather, or for some other non-emergency reason, and no emergency exists, do not activate your ELT. However, if the delay will extend beyond:

a. flight plan-1 hr past ETA; or

b. flight itinerary-the SAR time specified, or 24 hr after the duration of the flight, or the ETA specified; your aircraft will be reported overdue, and a search will commence.

To avoid an unnecessary search, notify the nearest Air Traffic Control (ATC) unit of your changed flight plan or itinerary. If you cannot contact an ATC unit, attempt to contact another aircraft on one of the following frequencies in order to have that aircraft relay the information to ATC:

a. 126.7 MHz;

b. local VFR common frequency;

c. local ATC IFR frequency listed in flight publications;

d. 121.5 MHz; or

e. HF 5680 kHz, if so equipped.

HELPFUL POINTS OF CONTACT

For GA operations, 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: Matt Jensen, Airport Properties Specialist at (801) 575-2957 or e-mail him at matthew.jensen@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 GA information call the GA Hotline: (801) 575-2443

At the appropriate time, switch your ELT to "ON", and leave it on until search crews locate you. Once located, use your aircraft radio on 121.5 MHz (turn the ELT off if there is interference) to advise the SAR crew of your condition and intentions. ELTs and the COSPAS-SARSAT system work together to speed rescue. The ELT "calls for help", COSPAS-SARSAT hears that call, then promptly notifies SAR authorities, who in turn dispatch help. If you delay activating your ELT you will delay your rescue.

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

UPCOMING EVENTS AND NEWS

Thunder Over Utah Air Show at St George, UT (SGU) - March 17 – 18 visit www.thunderoverutah.com for more information.

Leading Edge Aviation at South Valley Regional Airport **(U42)**, West Jordan, UT and at Logan – Cache Airport **(LGU)** hosts multiple events each month including breakfast fly-ins, dinners, and informative classes.

For more information about Leading Edge events, visit: www.leaviation.com .

LOCAL FAA PILOT SAFETY SEMINARS

February 3 - CFI Workshop #5, 8:00 a.m., Westminster College Kibbie Exec Terminal, Salt Lake City, UT **SLC**

February 8 - CFI Workshop #6, 8:00 a.m., Utah State University Airport Flight Operations Building, Logan, UT **LGU**

February 15 - CFI Workshop# 6, 6:00 p.m. Kibbie Executive Terminal, Salt Lake City, UT **SLC**

February 18 - Flight Standards District Office Public Meeting, 8:00 a.m., Gore Auditorium, Westminster College Campus, **SLC**, UT

March 1 – CFI Workshop #6, 6:00 p.m. Leading Edge Aviation FBO South Valley Regional Airport, West Jordan, UT **U42**

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