



Salt Lake City
Department of Airports

***STANDARDIZED FLIGHT
OPERATIONS AT SOUTH VALLEY
REGIONAL AIRPORT***





1951

1957



U42 in 1982



2007

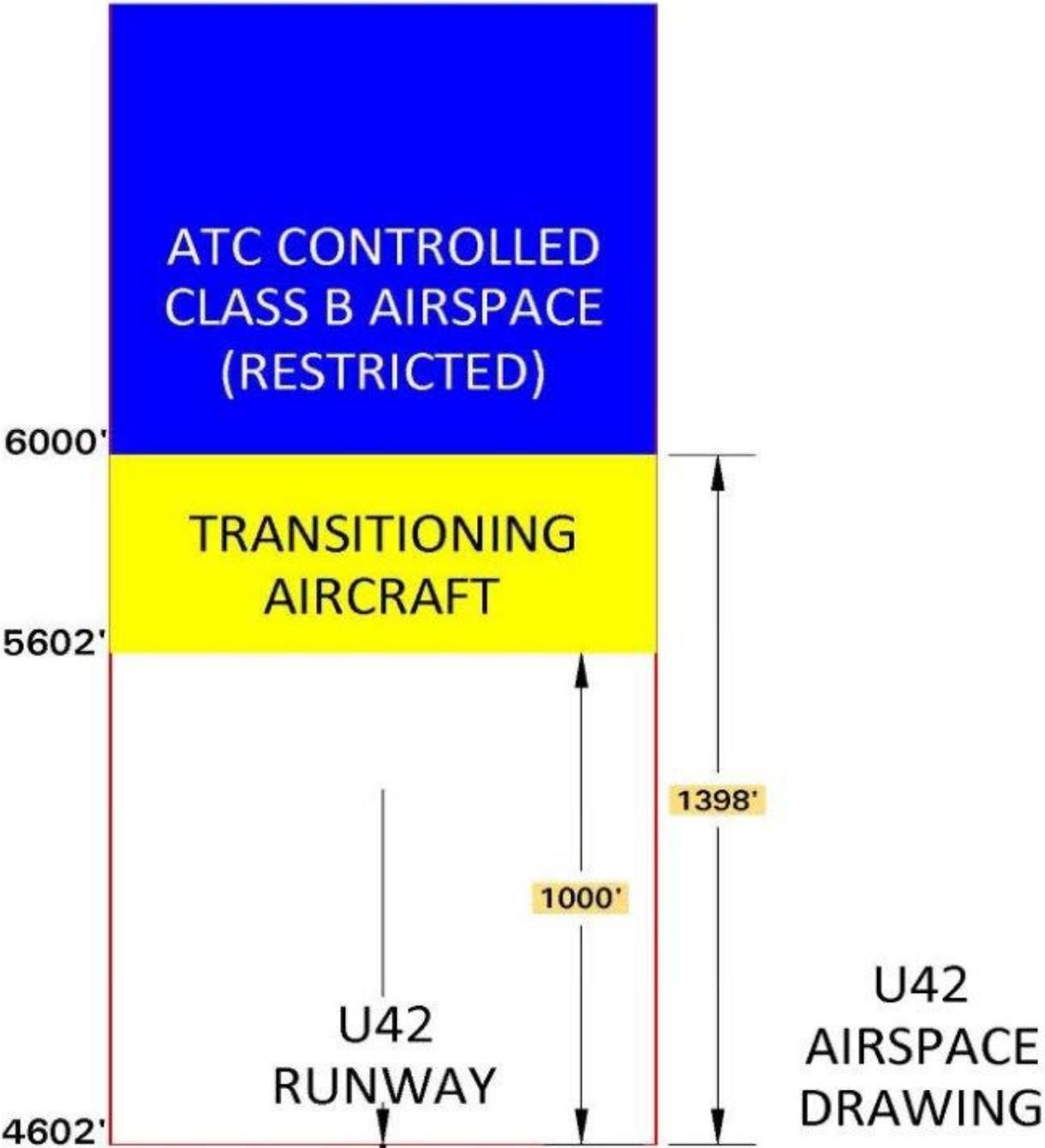


THE AIRFIELD ENVIRONMENT



ONE MILE RADIUS

AIRSPACE OVER THE AIRPORT



Segmented Circle





SVRA Segmented Circle

Visual 4-3-4. Indicators at Airports Without an Operating Control Tower

a. At those **airports without an operating control tower, a segmented circle visual indicator system, if installed, is designed to provide traffic pattern information.**

REFERENCE-

AIM, Traffic Advisory Practices at Airports Without Operating Control Towers, Paragraph [4-1-9](#).

b. The segmented circle system consists of the following components:

The segmented circle. Located in a position affording maximum visibility to pilots in the air and on the ground and providing a centralized location for other elements of the system.

The wind direction indicator. A wind cone, wind sock, or wind tee installed near the operational runway to indicate wind direction.

Landing strip indicators. Installed in pairs as shown in the segmented circle diagram and **used to show the alignment of landing strips.**

Traffic pattern indicators. Arranged in pairs in conjunction with landing strip indicators and used to indicate the direction of turns when there is a variation from the normal left traffic pattern.



**Landing
strip
indicators**

SVRA Segmented Circle

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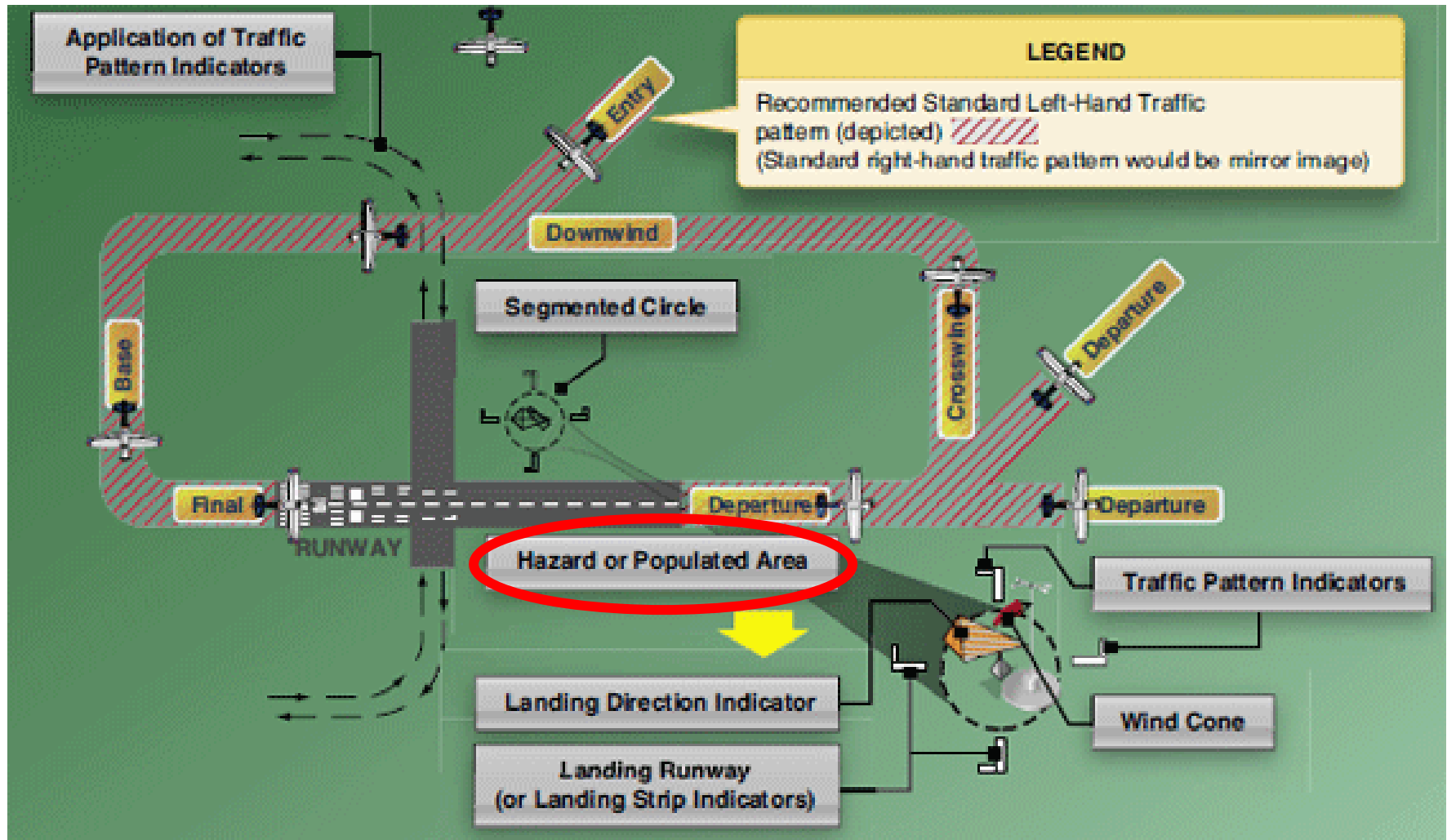
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**Traffic
pattern
indicators**

SVRA Segmented Circle

Pilots Handbook of Aeronautical Knowledge (PHAK)



Pilots Handbook of Aeronautical Knowledge (PHAK)

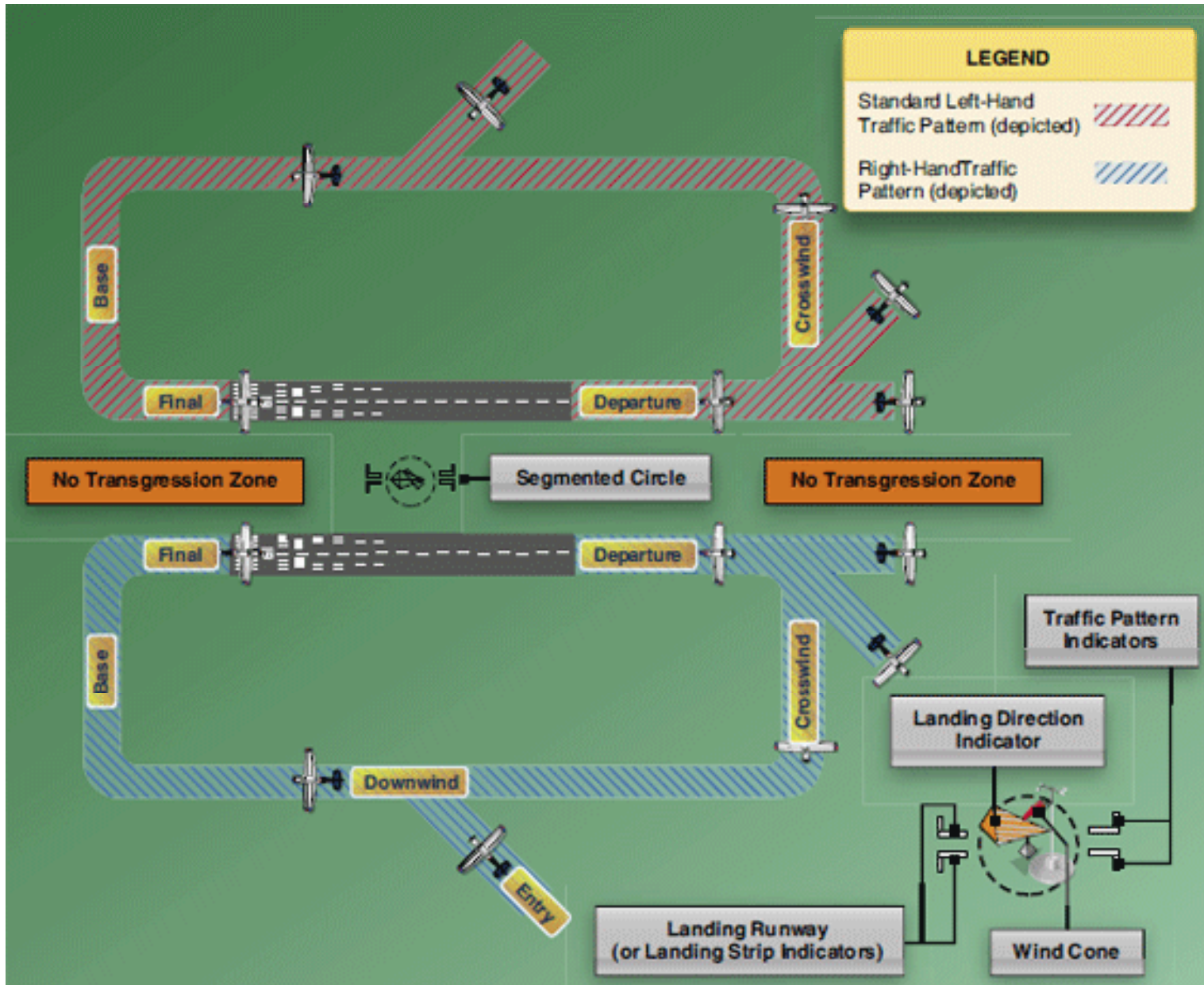
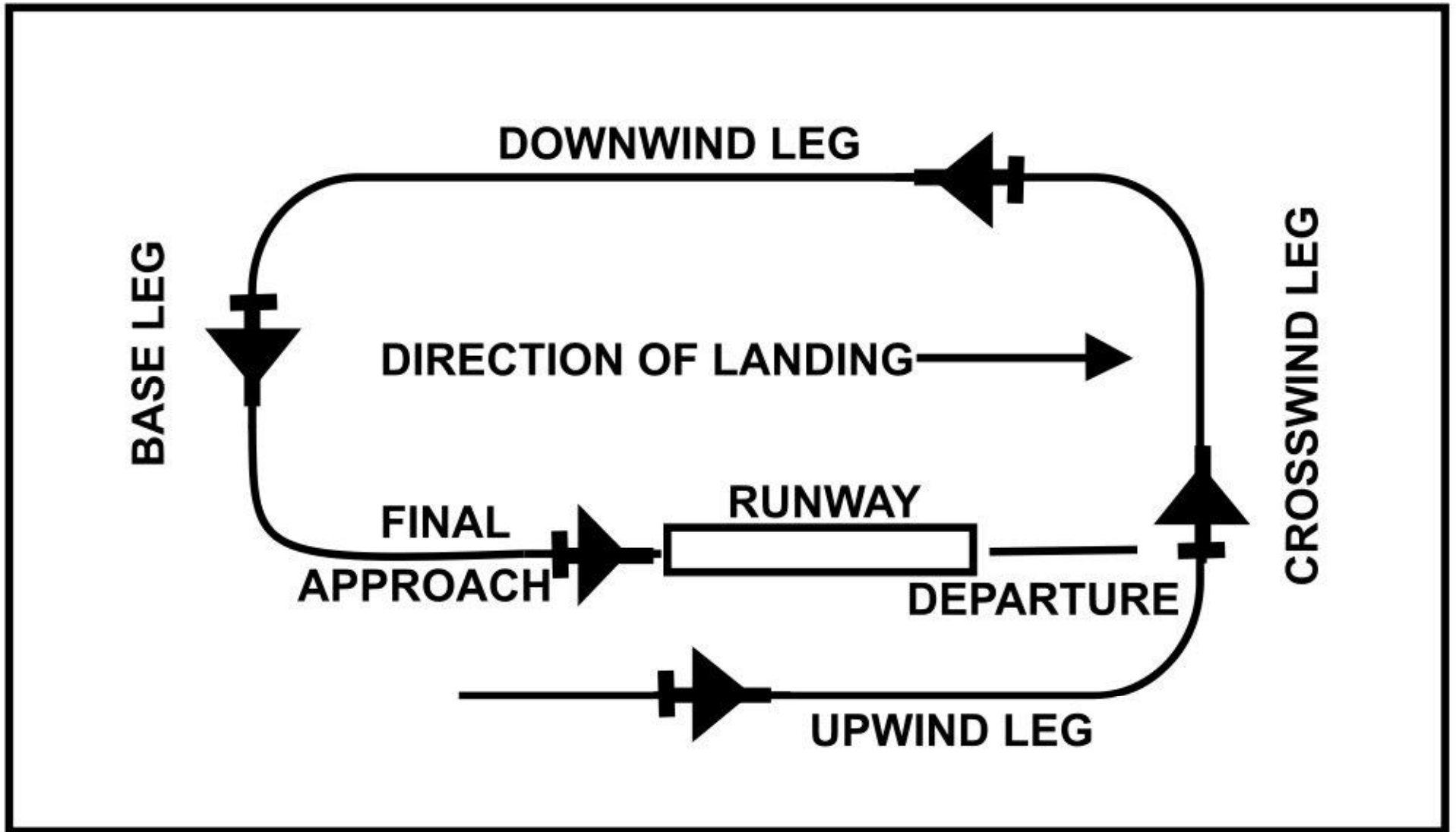


FIG 4-3-1
Components of a Traffic Pattern



Upwind leg. A flight path parallel to the landing runway in the direction of landing.

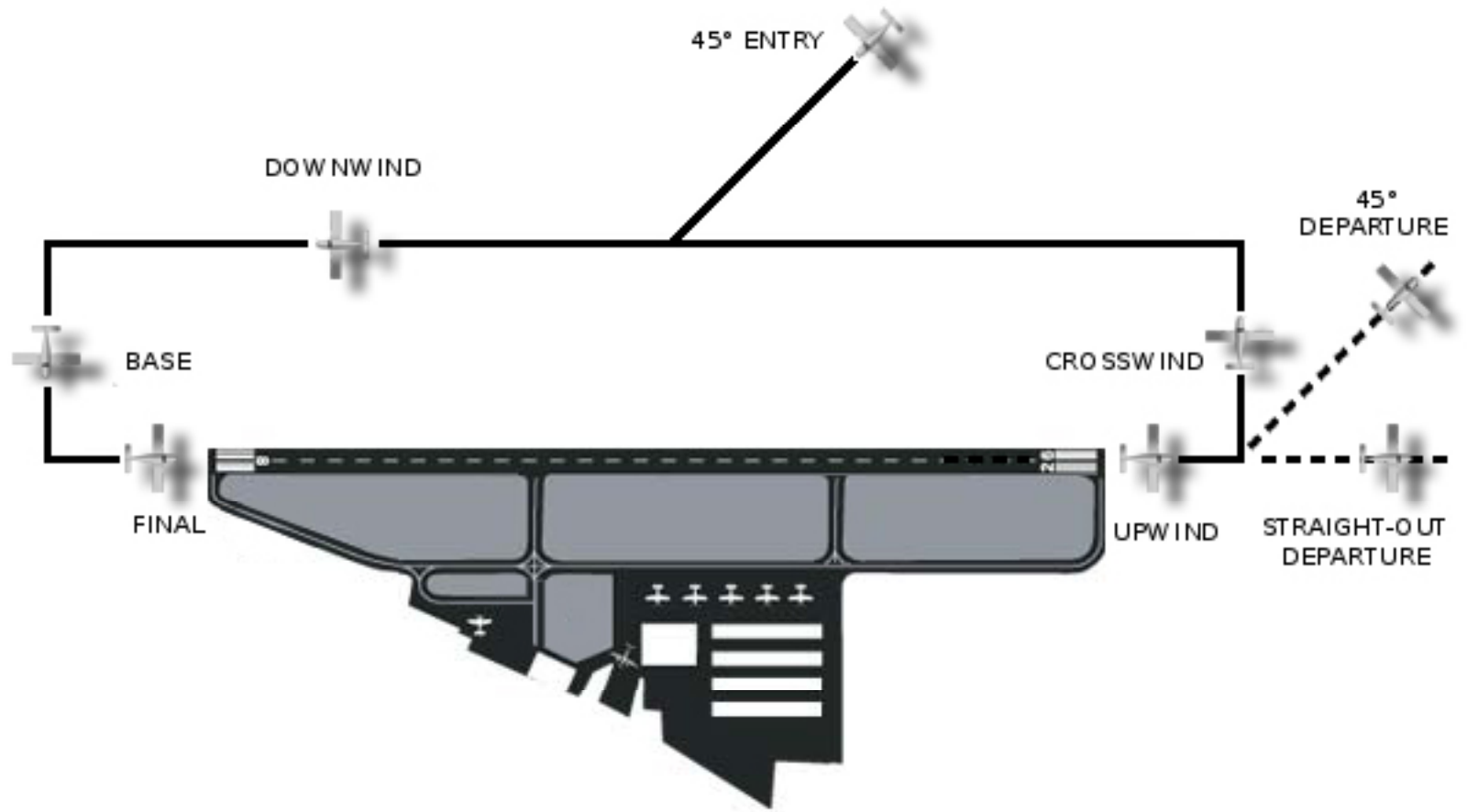
Crosswind leg. A flight path at right angles to the landing runway off its takeoff end.

Downwind leg. A flight path parallel to the landing runway in the opposite direction of landing.

Base leg. A flight path at right angles to the landing runway off its approach end and extending from the downwind leg to the intersection of the extended runway centerline.

Final approach. A flight path in the direction of landing along the extended runway centerline from the base leg to the runway.

Departure leg. The flight path which begins after takeoff and continues straight ahead along the extended runway centerline. The departure climb continues until reaching a point at least $\frac{1}{2}$ mile beyond the departure end of the runway and within 300 feet of the traffic pattern altitude.



c. Preparatory to landing at an airport without a control tower, or when the control tower is not in operation, pilots should concern themselves with the indicator for the approach end of the runway to be used. *When approaching for landing, all turns must be made to the left unless a traffic pattern indicator indicates that turns should be made to the right.* note... applies to departing traffic also.

d. When two or more aircraft are approaching an airport for the purpose of landing, *the pilot of the aircraft at the lower altitude has the right-of-way* over the pilot of the aircraft at the higher altitude. *However, the pilot operating at the lower altitude should not take advantage of another aircraft, which is on final approach to land, by cutting in front of, or overtaking that aircraft.*

Key to traffic pattern operations

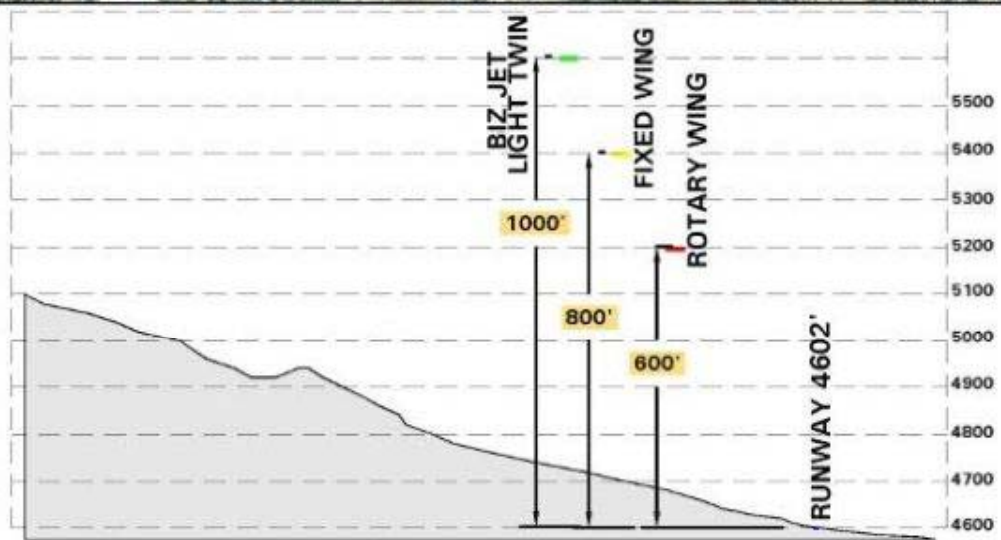
AIM Section 3. Airport Operations (7/26/12)

Traffic Patterns 4-3-3.

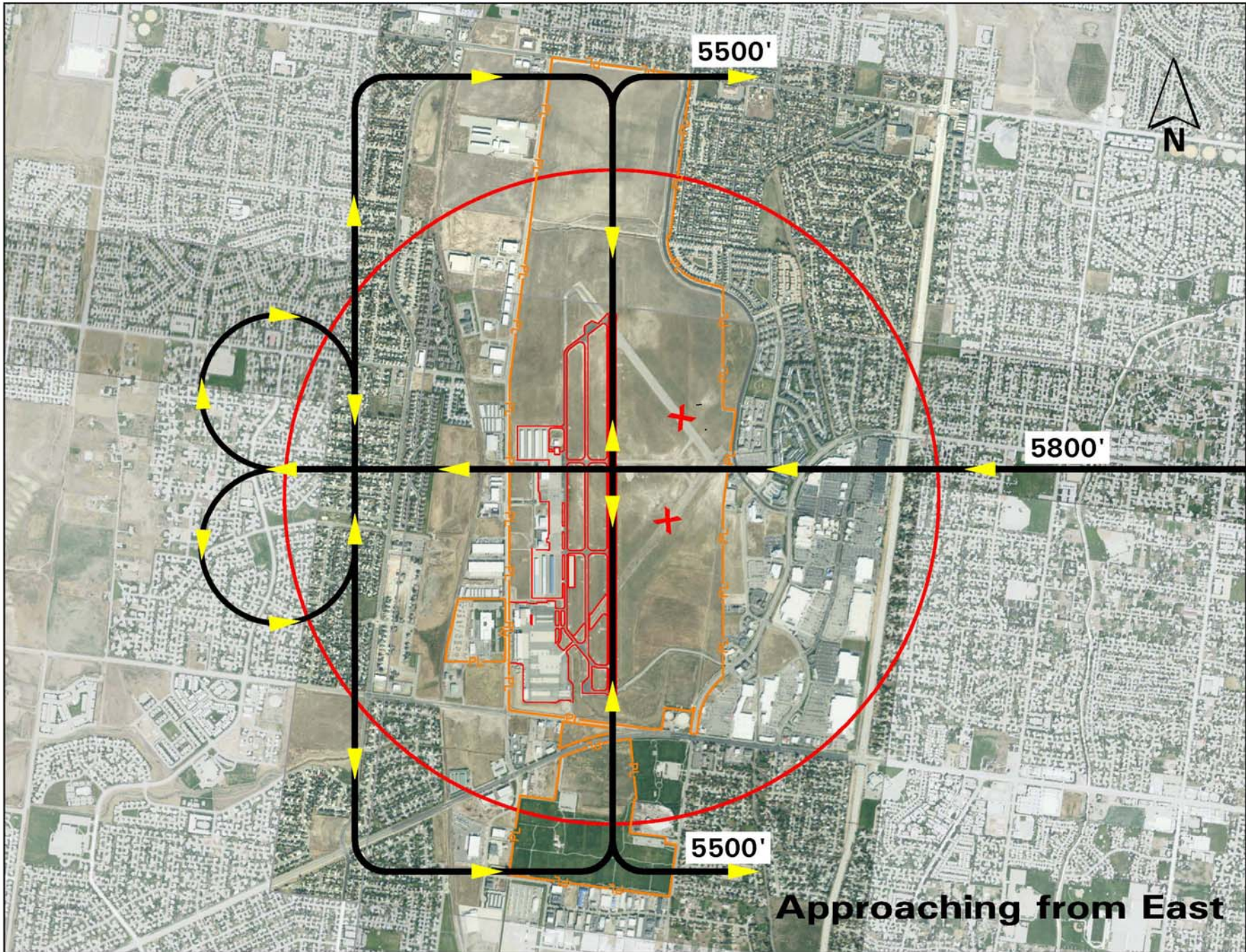
At most airports... traffic pattern altitudes for propeller-driven aircraft generally extend from 600 feet to as high as 1,500 feet above the ground. Also, traffic pattern altitudes for military turbojet aircraft sometimes extend up to 2,500 feet above the ground. Therefore, pilots of en route aircraft should be constantly on the alert for other aircraft in traffic patterns and avoid these areas whenever possible. ***Traffic pattern altitudes should be maintained unless otherwise required by the applicable distance from cloud criteria*** (14 CFR Section 91.155).

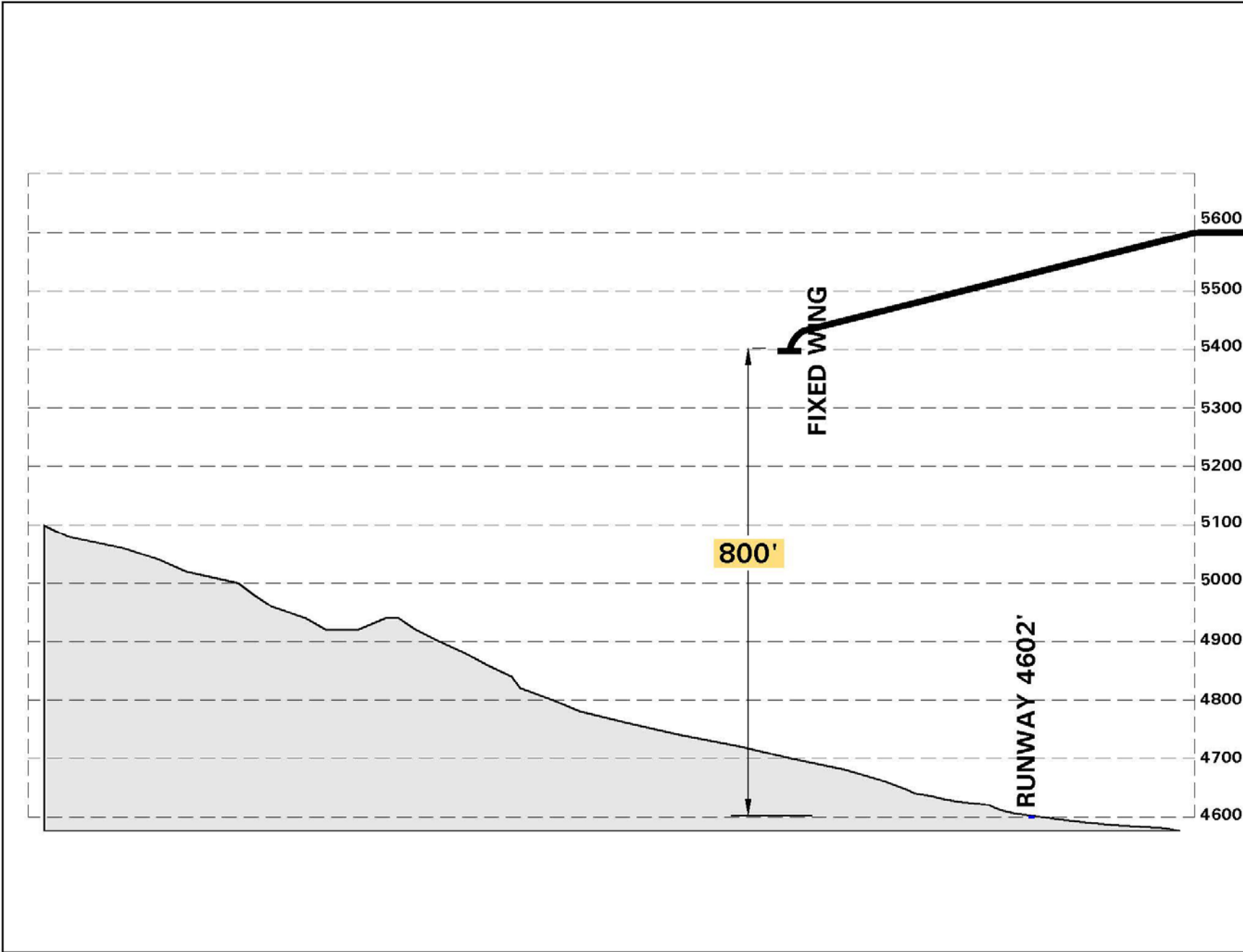
Standard Traffic Pattern Procedures

1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude. **(1,000' AGL is recommended pattern altitude unless established otherwise. . .)**
2. Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.
3. Complete turn to final at least $\frac{1}{4}$ mile from the runway.
4. Continue straight ahead until beyond departure end of runway.
5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.
6. If departing the traffic pattern, continue straight out, or exit with a 45 degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.
7. Do not overshoot final or continue on a track which will penetrate the final approach of a parallel runway.
8. Do not continue on a track which will penetrate the departure path of the parallel runway.



**South Valley
Regional Airport
Traffic Patterns**





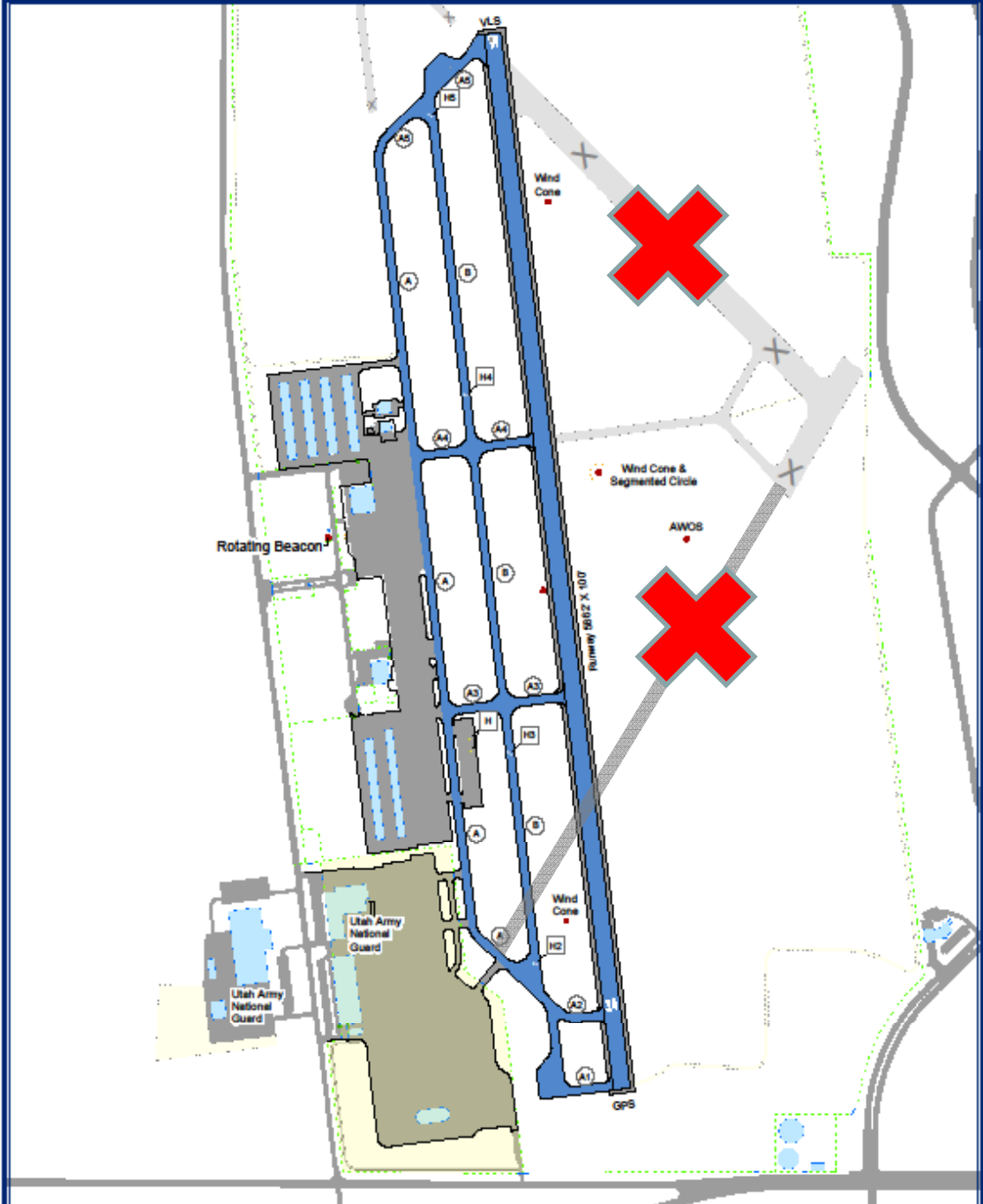


5,500' climbing to 5,600'+



***From Taxiway B to
Downwind Departure***

***From Runway 5,500'
climbing to 5,600'+***





UTARNG Army Aviation Support Facility



A FINAL PERSPECTIVE

I have not succeeded in answering all of your questions. In fact, I have not completely answered any of them. The answers I have provided, however, do serve to raise a whole new set of questions about problems of which I had not previously thought. In some ways I am as confused as you are, but I am confident my confusion is on a much lower plane, concerns considerably less important matters, and is most likely entirely irrelevant.