General Aviation

December 2024

BLM Fire Base Opens at Tooele Valley Regional Airport

On Friday, November 22, SLCDA staff joined with the Bureau of Land Management (BLM) to celebrate the opening of their new fire facility at Toole Valley Airport (TVY). Planning for the building had been a long time coming and provides a base facility that will help to fight fires more aggressively and safely.

According to Assistant District Manager Trent Duncan, BLM began working with SLCDA staff in 2018 to begin planning for the $8.4 million facility, which took 12 months to build. One of the biggest hurdles to the project was bringing sewer and water to TVY. Prior to building the facility the BLM operated using shade tarps. The new facility includes meeting rooms, locker rooms, a lunchroom and gym.

SLCDA staff attend the opening of the BLM fire facility at TVY

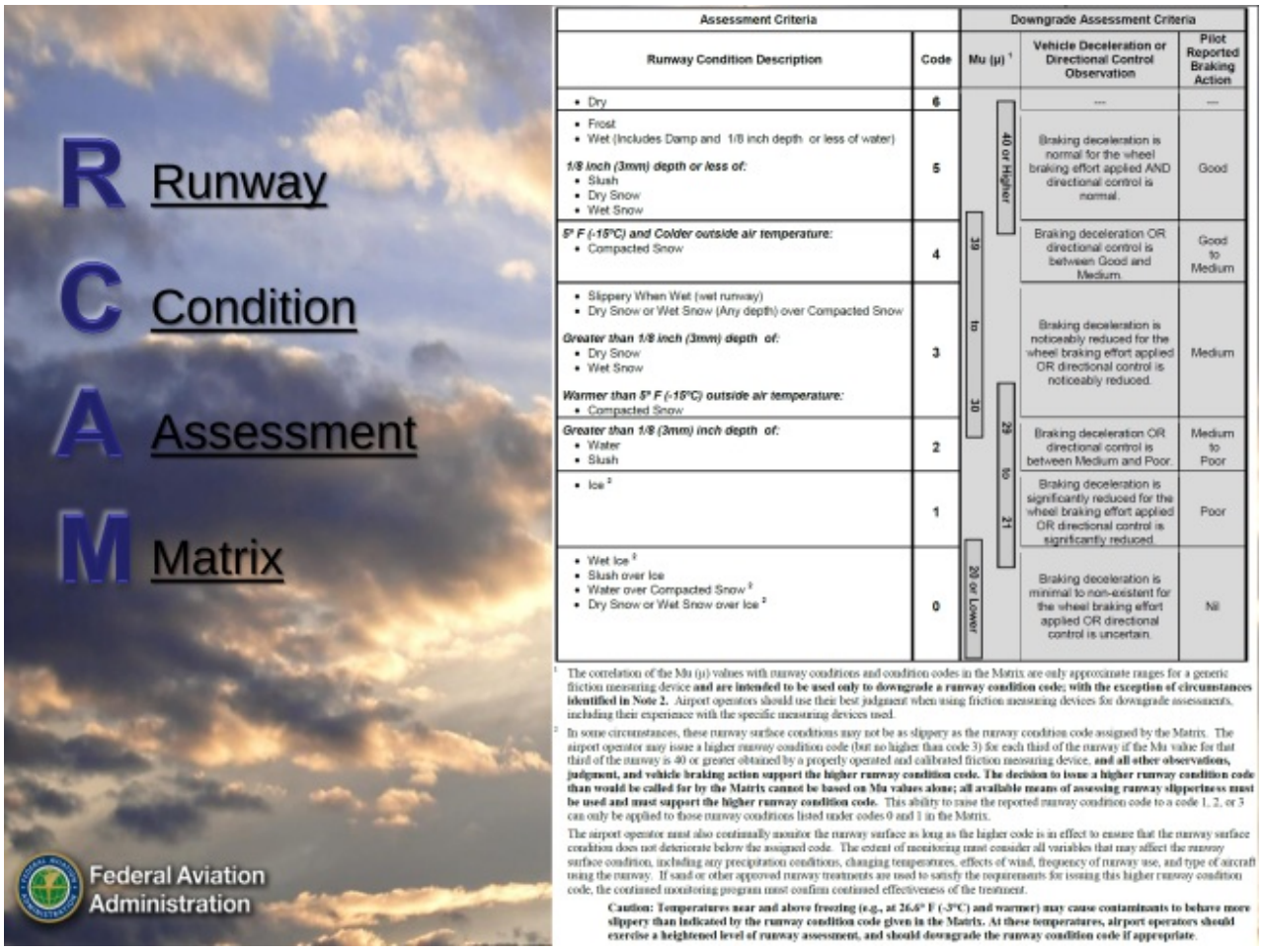
South Valley Regional | Winter Weather and Field Conditions

Winter is a great time to revisit the Field Condition (FICON) Notice to Air Mission (NOTAM) following the FAA Runway Condition Assessment Matrix (RCAM).

During periods of cold precipitation when an airport is conducting snow removal operations or a runway inspection, airport operations submits NOTAMs following the RCAM format. The NOTAM provides a summary of the surface condition of the runway such as the Runway Condition Code (RCC), contaminant type and depth/coverage percentage. The coverage percentage is organized into three sections: touchdown, mid-point and rollout.

During periods when airport staff are not present, a NOTAM with the current conditions is issued, when appropriate, along with a “conditions not monitored” timeframe, reflecting the times when FICONs could change, however, will not be observed or reported.

Click the image below to download a pdf of the FAA RCAM.



Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ) [1]	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
• Dry	6		---	---
• Frost • Wet (Includes Damp and 1/8 inch depth or less of water) *1/8 inch (3mm) depth or less of:* • Slush • Dry Snow • Wet Snow	5	40 or Higher	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
5° F (-15°C) and Colder outside air temperature: • Compacted Snow	4	39 to 30	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (Any depth) over Compacted Snow *Greater than 1/8 inch (3mm) depth of:* • Dry Snow • Wet Snow *Warmer than 5° F (-15°C) outside air temperature:* • Compacted Snow	3		Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8 (3mm) inch depth of: • Water • Slush	2	29 to 21	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice [2]	1		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice [2] • Slush over Ice • Water over Compacted Snow [3] • Dry Snow or Wet Snow over Ice [2]	0	20 or Lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

[1] The correlation of the Mu (μ) values with runway conditions and condition codes in the Matrix are only approximate ranges for a generic friction measuring device **and are intended to be used only to downgrade a runway condition code; with the exception of circumstances identified in Note 2.** Airport operators should use their best judgment when using friction measuring devices for downgrade assessments, including their experience with the specific measuring devices used.

[2] In some circumstances, these runway surface conditions may not be as slippery as the runway condition code assigned by the Matrix. The airport operator may issue a higher runway condition code (but no higher than code 3) for each third of the runway if the Mu value for that third of the runway is 40 or greater obtained by a properly operated and calibrated friction measuring device, **and all other observations, judgment, and vehicle braking action support the higher runway condition code. The decision to issue a higher runway condition code than would be called for by the Matrix cannot be based on Mu values alone; all available means of assessing runway slipperiness must be used and must support the higher runway condition code.** This ability to raise the reported runway condition code to a code 1, 2, or 3 can only be applied to those runway conditions listed under codes 0 and 1 in the Matrix.

The airport operator must also continually monitor the runway surface as long as the higher code is in effect to ensure that the runway surface condition does not deteriorate below the assigned code. The extent of monitoring must consider all variables that may affect the runway surface condition, including any precipitation conditions, changing temperatures, effects of wind, frequency of runway use, and type of aircraft using the runway. If sand or other approved runway treatments are used to satisfy the requirements for issuing this higher runway condition code, the continued monitoring program must confirm continued effectiveness of the treatment.

Caution: Temperatures near and above freezing (e.g., at 26.6° F (-3°C) and warmer) may cause contaminants to behave more slippery than indicated by the runway condition code given in the Matrix. At these temperatures, airport operators should exercise a heightened level of runway assessment, and should downgrade the runway condition code if appropriate.

General Aviation Holiday Travel Tips

The holiday season brings increased air traffic, especially in general aviation (GA), as pilots take to the skies to visit loved ones or enjoy scenic trips. While GA offers flexibility and convenience, it also

demands heightened attention to safety.

Here are some tips to ensure a safe and enjoyable flight this holiday season:

Reserve in Advance
During peak travel periods it is important to make reservations in advance for situations such as aircraft parking, especially if an enclosed space is needed, and car rentals. Busy airports may require pilots to reserve an arrival or departure slot. At smaller airports, pilots may need to schedule fueling services in advance.

Plan Ahead
Check weather forecasts at the point of departure, en route and point of arrival. Winter weather can change rapidly, so have a back-up plan in case conditions deteriorate. File a flight plan and become familiar with the route, airspace restrictions and any temporary flight restrictions (TFRs) in effect. If flying to an unfamiliar airport, speak with pilots who have been there previously.

Cold weather can affect an aircraft's performance, so pay close attention to engine oil, de-icing equipment and the tire conditions. Ensure all lights and instruments are functioning correctly. Practice landing on a contaminated runway.

Pack for Winter Conditions
Pack extra layers of clothing, snacks, water and any necessary emergency supplies in case of delays or unexpected situations. Remember shoes for winter conditions and consider carrying a portable charger for electronic devices.

Whenever possible, aircraft should be stored in a heated hangar to protect from freezing conditions. If outdoor storage is necessary, use covers for the engine, windshield and other critical aircraft parts to shield from snow and ice.

Go Slow and Prioritize Safety
Allow extra time for fueling, inspections and pre-flight planning. Get adequate rest before the flight to ensure clear decision-making.

By prioritizing safety and preparation, GA pilots can enjoy stress-free holiday travel, creating lasting memories with their loved ones while navigating the skies confidently.

Upcoming Events & News

December 6 at 6 p.m.
EAA FAASTeam Meeting. This seminar will cover a range of winter-specific topics and techniques, Leading Edge Aviation, 2500 North 900 West FL8, Logan.

December 7
Santa Flight Mission sponsored by Angel Flight West. Angel Flight West is a nonprofit, volunteer-driven organization that arranges free, non-emergency air travel for children and adults with serious medical conditions and other compelling needs. Items will be collected and stored at a hangar at South Valley Regional Airport. Contact Louis Rossi at louisarossi@gmail.com or call (435) 252-7083 for more information.

December 13

Backcountry Santa Charity Flight to the Navajo Nation and Hopi Reservation. The Backcountry Santa Pilots fly donated goods to tribal members of the Navajo Nation and Hopi Reservation in Southern Utah and Northern Arizona. Pilots interested in participating are encouraged to sign up using the link below. Once registered, all updates and details will be communicated via email. Learn more **here**.

December 24, 25 and January 1-South Valley FBO closed
The South Valley Regional Airport FBO will close early on Christmas Eve, operating from 8 a.m. to 3 p.m. and will be closed on Christmas Day and New Year's Day. During these closures, both self-serve fuel tanks--Jet-A and 100LL--will remain available.

Wishing you a joyous and safe holiday season!

Points of Contact

General aviation operations, facilities maintenance, SLCDA GA newsletter, airfield and SLC Title 16 questions: Kevin Thornock, General Aviation Manager, (801) 531-4777 or kevin.thornock@slc.gov

FBO Operations, general aviation operations, facilities maintenance, airfield and SLC Title 16 questions: Sam Allen, FBO Manager, (801) 561-7531 or samuel.allen@slc.gov

Hangar lease and repair questions: Michelle Andreadakis Rudd, Airport Property Specialist, (801) 575-2957 or michelle.rudd@slc.gov

Aviation security questions: Gary Bilbrey, SLCDA Airport Operations, (801) 575-2401 or gary.bilbrey@slcgov.com

Gate access problems: Airport Control Center, (801) 575-2401.

Emergencies: SLCIA, (801) 575-2911. TVY or U42, 911 then (801) 575-2911.

For additional GA information call the GA Hotline: (801) 575-2443