Greetings REGION 1!

Welcome to the 2016 Region I SAFECON hosted by Utah State University in Logan, Utah. This guide will provide you with some general and essential information for the SAFECON. Please have all members of the flight team become familiar with its contents.

Designated personnel will be monitoring teams for following safe practices while out on the ramp and in flight. They will be judging the teams on the safety items listed in the Briefing and per NIFA Rules. If your school’s safety procedures differ from what is listed in the briefing, you need to submit your procedures upon arrival at SAFECON so we can judge you accordingly. These need to be turned into the Chief Judge, or the designated Safety Judge when arriving in Logan.

General Arrival/Safety Briefing Contents:

* Contact Information
* Arrival/Departure Procedures
* Airport Diagram
* Ramp Diagram
* Pattern Altitude
* Tie-down and Parking Requirements
* General Staging Procedures
* Aircraft Fueling
* Renewed Emphasis on Safety
* Landing Penalties
* Navigation Penalties and Link

A COPY OF THE GUIDE WILL BE KEPT IN EACH COMPETIITON AIRPLANE A COMPETITIOR MAY BE ASKED QUESTIONS BY THE SAFETY JUDGES ABOUT THE CONTENT.

Contact Information

CHIEF JUDGE WEBSITE: <https://nifa.aero/chief-judge/region-1/>

Chief Judge: Erich Hess, 360-901-5450, erich.hess@nifa.aero/ehessgt@gmail.com

USU Host POC Andreas Wesemann, 720-469-2736, Andreas.wesemann@usu.edu

We are here to help make sure that everyone has a safe and enjoyable competition. If there is anything we can do, please do not hesitate to contact one of us.

Arrival/Departure Procedure

The Logan-Cache Airport KLGU is a non-towered airport. All competitors will need to follow all applicable parts of the FAR/AIM with in the vicinity of the airport. Please exercise caution in the traffic pattern there is high terrain surrounding the airport.

Airport Diagram

Please refer for the current Airport Facilities directory for the most up to date airport diagram.

Ramp Diagram

The north ramp will be notamed for NIFA aircraft only on the competition days as depicted by the yellow shaded area on the ramp diagram. Also, you will find the different locations on the ramp labeled for event locations, preflight viewing, fueling, etc. Please refer to the ramp diagram on the last page of this document.

Pattern Altitude

Pattern altitude at KLGU is 5500 feet MSL. Please exercise caution in the traffic pattern there is high terrain surrounding the airport. The standard traffic pattern for KLGU is left traffic for RW 17 and RW 35, with the entry on the east for RW 17 and the west for RW 35.

Tie-Down and Parking Requirements

Please bring your own tie-downs and chocks. You will not be provided these if you forget. Remember this is a SAFECON and aircraft need to be secured when there is not a team member present, we do get occasional strong winds. As mentioned above, the yellow shaded area on the ramp diagram is where all competition aircraft will be parked. All support or transient aircraft will be parked on the north ramp.

General Staging Procedures

The Hotbox is shown in red on the far east side of the east ramp. Also, there will be plenty of room for staging aircraft behind the Hotbox. Please arrive at the Hotbox at least 15 minutes prior to your scheduled departure. Remember after the aircraft is moved into the Hotbox support personnel must leave the Hotbox. Once the aircraft has landed the pilot must taxi directly to the Shutdown Box and shut down the aircraft and place their “Mags Off/ Master Off” sign in the windscreen, only then can the support personnel enter the Shutdown Box and remove the aircraft. The aircraft then must be pulled back to the staging area, or tie down area. Please remember to bring a tow bar for each aircraft to help with the efficient and safe movement of the aircraft. Bright colored vests are encouraged for personnel moving the aircraft. Please be safe and remember that there will be judges watching you! Please check with the staging or safety judge for questions during the competition.

Aircraft Fueling

Fuel is available at KLGU. Leading Edge Aviation provides the fuel and will need to be called with time prior to your needing fuel. Prior to each team’s departure please ensure you have paid your tab with LE.

AIRPORT INFORMATION

|  |  |
| --- | --- |
| FAA Identifier:  | LGU |
| Lat/Long:  | 41-47-28.6217N / 111-51-05.7938W41-47.477028N / 111-51.096563W41.7912838 / -111.8516094(estimated) |
| Elevation:  | 4457 ft. / 1358.5 m (surveyed) |
| Variation:  | 11E (2020) |
| From city:  | 3 miles NW of LOGAN, UT |
| Time zone:  | UTC -6 (UTC -7 during Standard Time) |
| Zip code:  | 84335 |

**Airport Operations**

|  |  |
| --- | --- |
| Airport use:  | Open to the public |
| Activation date:  | 11/1937 |
| Sectional chart:  | [SALT LAKE CITY](http://www.airnav.com/sectionals) |
| Control tower:  | no |
| ARTCC:  | SALT LAKE CITY CENTER |
| FSS:  | CEDAR CITY FLIGHT SERVICE STATION |
| NOTAMs facility:  | LGU (NOTAM-D service available) |
| Attendance:  | 0800-1900 |
| Wind indicator:  | lighted |
| Segmented circle:  | yes |
| Lights:  | ACTVT MIRL RY 17/35, & PAPI RY 17 & 35 AND RY 17 MALSR - CTAF. |
| Beacon:  | white-green (lighted land airport)Operates sunset to sunrise. |
| Fire and rescue:  | ARFF index A |

**Airport Communications**

|  |  |
| --- | --- |
| CTAF/UNICOM:  | 122.8 |
| WX ASOS:  | 135.275 (435-752-6941) |
| WX AWOS-3 at BMC (17 nm SW):  | 135.075 (435-723-3852) |

* COMMUNICATIONS PROVIDED BY CEDAR CITY RADIO ON FREQ 122.2. (FRANCIS PEAK RCO)

**Nearby radio navigation aids**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **VOR radial/distance** |  | **VOR name** |  | **Freq** |  | **Var** |
| [LHO](http://www.airnav.com/cgi-bin/navaid-info?id=LHO&type=VOR.DME&name=BRIGHAM+CITY)r077/7.1 |  | BRIGHAM CITY VOR/DME |  | 112.90 |  | 14E |
| [OGD](http://www.airnav.com/cgi-bin/navaid-info?id=OGD&type=VORTAC&name=OGDEN)r004/35.8 |  | OGDEN VORTAC |  | 115.70 |  | 14E |
| [MLD](http://www.airnav.com/cgi-bin/navaid-info?id=MLD&type=VOR.DME&name=MALAD+CITY)r116/36.3 |  | MALAD CITY VOR/DME |  | 117.40 |  | 17E |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **NDB name** |  | **Hdg/Dist** |  | **Freq** |  | **Var** |  | **ID** |
| [BRIGHAM CITY](http://www.airnav.com/cgi-bin/navaid-info?type=NDB&id=BMC&name=BRIGHAM+CITY) |  | 019/19.4 |  | 294 |  | 13E |  | BMC |  -... -- -.-. |

**Airport Services**

|  |  |
| --- | --- |
| Fuel available:  | 100LL JET-A100LL FUEL 24 HR CREDIT CARD SVC AVBL. FOR FUEL SVC AFTER HRS CALL 435-753-2221 OR 435-752-5955 |
| Parking:  | hangars and tiedowns |
| Airframe service:  | MAJOR |
| Powerplant service:  | MAJOR |
| Bottled oxygen:  | NONE |
| Bulk oxygen:  | HIGH/LOW |

**Runway Information**

**Runway 17/35**

|  |  |
| --- | --- |
| Dimensions:  | 9010 x 100 ft. / 2746 x 30 m |
| Surface:  | asphalt, in good condition |
| Weight bearing capacity:  |

|  |  |
| --- | --- |
| Single wheel:  | 24.0 |
| Double wheel:  | 68.0 |

 |
| Runway edge lights:  | medium intensity |
|  | **RUNWAY 17** |    | **RUNWAY 35** |
| Latitude:  | 41-48.350697N |  | 41-46.869167N |
| Longitude:  | 111-50.858410W |  | 111-50.952500W |
| Elevation:  | 4457.0 ft. |  | 4456.6 ft. |
| Gradient:  | 0.1% |  | 0.1% |
| Traffic pattern:  | left |  | left |
| Runway heading:  | 172 magnetic, 183 true |  | 352 magnetic, 003 true |
| Declared distances:  | TORA:9010 TODA:9010 ASDA:9010 LDA:9010 |  | TORA:9010 TODA:9010 ASDA:9010 LDA:9010 |
| Markings:  | precision, in fair condition |  | precision, in fair condition |
| Visual slope indicator:  | 2-light PAPI on left (3.00 degrees glide path) |  | 2-light PAPI on left (3.00 degrees glide path) |
| Approach lights:  | MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights |  |  |
| Runway end identifier lights:  | no |  | yes |
| Touchdown point:  | yes, no lights |  | yes, no lights |
| Instrument approach:  | ILS/DME |  |  |
| Obstructions:  | 23 ft. rr, 555 ft. from runway, 560 ft. left of centerline, 15:1 slope to clear |  | none |

**Runway 10/28**

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| --- | --- |
| Dimensions:  | 5005 x 75 ft. / 1526 x 23 m |
| Surface:  | asphalt, in poor conditionRUTTING, BROKEN PAVEMENT AND WEEDS GROWING THROUGH THE ASPHALT ON THE RUNWAY AND TAXIWAY. |
| Weight bearing capacity:  |

|  |  |
| --- | --- |
| Single wheel:  | 12.0 |

 |
| Operational restrictions:  | DAYLIGHT USE ONLY. |
|  | **RUNWAY 10** |    | **RUNWAY 28** |
| Latitude:  | 41-47.457728N |  | 41-47.017822N |
| Longitude:  | 111-51.906067W |  | 111-50.975128W |
| Elevation:  | 4440.0 ft. |  | 4451.9 ft. |
| Gradient:  | 0.2% |  | 0.2% |
| Traffic pattern:  | left |  | left |
| Runway heading:  | 111 magnetic, 122 true |  | 291 magnetic, 302 true |
| Declared distances:  | TORA:5005 TODA:5005 ASDA:5005 LDA:5005 |  | TORA:5005 TODA:5005 ASDA:5005 LDA:5005 |
| Markings:  | basic, in poor condition |  | basic, in poor condition |
| Touchdown point:  | yes, no lights |  | yes, no lights |
| Obstructions:  | none |  | 23 ft. rr, 485 ft. from runway, 12:1 slope to clear |

**Airport Ownership and Management from official FAA records**

|  |  |
| --- | --- |
| Ownership:  | Publicly-owned |
| Owner:  | LOGAN CITY & CACHE CO199 N. MAINLOGAN, UT 84321Phone (435) 755-1850 |
| Manager:  | LEE IVIE199 N. MAINLOGAN, UT 84321Phone (435) 752-8111 |

**Airport Operational Statistics**

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| --- | --- | --- |
| Aircraft based on the field: |   | 146 |
| Single engine airplanes: |   | 114 |
| Multi engine airplanes: |   | 13 |
| Jet airplanes: |   | 7 |
| Helicopters: |   | 8 |
| Gliders airplanes: |   | 2 |
| Ultralights: |   | 2 |

 |    | http://img.airnav.com/1dot.gif |    |

|  |
| --- |
| Aircraft operations: avg 199/day \* |
| 93%  | local general aviation |
| 5%  | transient general aviation |
| 2%  | air taxi |
| <1%  | military |
| <1%  | commercial |
| \* for 12-month period ending 31 December 2012 |

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**Additional Remarks**

|  |  |
| --- | --- |
| -  | BIRDS ON AND INVOF ARPT DURING SPRING/SUMMER. |
| -  | COLD TEMPERATURE RESTRICTED AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -22C/-8F. |

**Instrument Procedures**

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](http://www.airnav.com/depart?http://www.adobe.com/products/acrobat/readstep2.html) the free Adobe Reader.

**NOT FOR NAVIGATION**. Please procure official charts for flight.
FAA instrument procedures published for use between 18 August 2016 at 0901Z and 15 September 2016 at 0900Z.

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| --- |
| **IAPs - Instrument Approach Procedures** |
| ILS OR LOC/DME RWY 17 |    | [download](http://www.airnav.com/depart?http://155.178.201.160/d-tpp/1609/00663ILD17.PDF) (392KB) |
| RNAV (GPS) RWY 17 |    | [download](http://www.airnav.com/depart?http://155.178.201.160/d-tpp/1609/00663R17.PDF) (528KB) |
| RNAV (GPS) RWY 35 |    | [download](http://www.airnav.com/depart?http://155.178.201.160/d-tpp/1609/00663R35.PDF) (520KB) |
| NOTE: Special Alternate Minimums apply |    | [download](http://www.airnav.com/depart?http://155.178.201.160/d-tpp/1609/SW4ALT.PDF) (34KB) |
|  |
| ORNEY ONE (OBSTACLE) |    | [download](http://www.airnav.com/depart?http://155.178.201.160/d-tpp/1609/00663ORNEY.PDF) (210KB) |
| NOTE: Special Take-Off Minimums/Departure Procedures apply |    | [download](http://www.airnav.com/depart?http://155.178.201.160/d-tpp/1609/SW4TO.PDF) (113KB) |

Renewed Emphasis on Safety

Safety will continue to be a focus item. In an effort to improve the transparency of the safety judging, the following criteria will be used to aid the contestants and the safety judge in monitoring overall safety. The following list is a comprehensive, but not all-inclusive, list of criteria.

 *Ground Operations:*

* PIC has pilot certificate, picture ID and medical certificate readily available for the Safety and Staging Judge to view.
* Airplane contains all required documents. Pilots should be able to know where the airplane identification tag is located on the airplane and be able to verify against airplane documents.
* Airplane is trash free. Only equipment and supplies necessary for the operation of the aircraft, in a tidy condition, are present. A box or tote containing oil, paper towels, windscreen cleaner, etc is acceptable. No empty soda cans, food wrappers, discarded paper, or empty bottles present.
* Proper weight and balance documents and evidence that a weight and balance has been calculated for all crew member configurations. This only has to be done once.
* PIC does proper preflight planning. (takeoff distance, weather, reserve fuel, charts, NOTAMS, and diversion)
* Contingency planning. (Knowledge of lost/recovery, diversion planning, etc…)
* Missed preflight items. (low tires, missing screws, dirty windshield)
* Attitude. (is pilot serious about his/her task)
* Awareness of environment during engine start-up. (chocks, carts, fuel vehicles, other A/C, personnel)
* Ramp safety practices of non-flying team members. No unnecessary team members on the ramp and around airplanes.
* 4-5 persons required for moving airplanes. (two wing walkers, 1-2 pushers and a nose tow person)
* Awareness of prop arc (even when not turning) and success at not violating it. Proper tow bar attachment to avoid prop arc.
* Sign, or other readily identifiable means, that indicates to passers-by that:
	+ Keys are out
	+ Magnetos are off
	+ Mixture is full lean
* Pilots do a hot magneto check before shutdown if POH allows.
* Once airplane is positioned in the hotbox all airplane movers remain clear.
* Proper tie downs and chocks when airplane is stationary and not attended by airplane movers.

*Taxi Operations:*

* Proper power, braking and airplane separation (approx. 2 plane lengths) while taxiing.
* Proper run-up area alignment, separation and position. (10 ft minimum separation between wingtips)

 *Flight Operations:*

* Landing pattern spacing as not to create a hazard to an airplane in front or following in a non-landing event. Judges will examine landing cards for disqualifications in the landing event.
* In a non-landing event, landings will be watched for safety-related good or poor performance.
* Go-around Procedures. If go-around was because of close interval, clear view of runway or airplane ahead in sight.
* Any flight event disqualification for safety item.
* Team member understanding and compliance with the safety briefing.

Landing Penalties

For a complete list of landing penalties please refer to the NIFA website https://nifa.aero/schools/rules/.

Navigation Penalties and Link

For the navigation event there will be two different routes and we will allow 3 contestants per school to compete, so there is a strong possibility of having to sequester competitors at the completion of their flight. Please bring plenty of charts. KLGU has an FBO that has a limited supply of sectional charts so please plan to bring your own charts. Also, to make the process easier, you will be permitted to tape or laminate charts but must provide proof that the charts are current. Please keep the front of your chart attached if you choose this process. Please reference the NIFA website at https://nifa.aero/schools/rules/ for rules and a breakdown on all navigation deductions.

Both of the navigation routes are completely contained on the SLC Sectional Chart, however, one of the routes will likely require plotting on both the north and south sides of the chart.