

SOPs for Cedar Valley Airport – UT10

Cedar Valley Airport is a privately owned airport located approximately 10 miles west of Lehi, UT and 5 miles northeast of Cedar Fort, UT. The airport location is N40.3572 W 112.0183 at 5000 MSL.

The Utah Soaring Association glider operation at Cedar Valley is very busy. The glider is in high demand. If you schedule the glider and subsequently are unable to use it, please cancel your reservation on the scheduling website so others may avail themselves of the joy of soaring.

Also please remember that all of the tow pilots at Cedar Valley Airport volunteer their time to take you into the air. If you schedule, and do not cancel, it is entirely possible the tow pilot may make the two hour round trip journey from Salt Lake for no reason at all. Do everyone the courtesy of calling either the tow pilot or Cory Anderson to make sure he and the tow pilot know you will not use your reservation.

Facilities:

There is one FBO on the field, one tow plane and several tow pilots available. The airport is home to many personal gliders, as well as a staging location for one of the gliders of the Utah Soaring Association. Hangar rental, trailer storage and primary instruction is available. There is also a Schweizer SGS2-33 available for rental. For services, call the FBO operator, Cory Anderson. Contact information is available on the [Cedar Valley Airport](#) website.

There are three bathrooms; two are located on the west side of the building that is located to the south of the main parking area prior to the ramp entrance from the airport road. The third is located in the northeast corner inside the hangar next to the grass tie downs for the gliders (most easterly hanger).

There are no food services located at the airport. Approximately five miles to the east is the busy commerce area at the intersection of UT-73 and Redwood Road. The businesses in this area can supply almost any need. Additionally, full services can be found at the town of Lehi, 9 miles east of the airport.

Communications:

Airport, glider to glider and glider to tow plane communications are maintained on 123.3. The Salt Lake City International airport automated traffic and weather information (ATIS) can be received on 125.625. Alternatively the same information is available by calling 801-328-3567.

For transponder equipped gliders, Salt Lake Approach may be contacted on 128.1 or 124.3 for advisories and VFR flight following if within 25 nautical miles and below 14,000MSL. An informational report to Salt Lake is encouraged if flying above 9000 MSL in the vicinity of the airport. Salt Lake Center may be contacted when flying beyond 25 nautical miles from the airport and above 14,000 MSL on 133.9.

Runways, taxiways and windsocks:

There is one runway, identified as 17/35. There is a prescribed traffic pattern of left traffic for both runways, but glider traffic will use right traffic for runway 35 and left traffic for 17. The arrival flight path for the tow plane is predominantly from the west, so the use of an east side traffic pattern for gliders keeps their flight path on the opposite side of the airport from the tow plane.

Most glider flights depart the airport to the south. To provide wind direction and intensity indications, there is a non-standard windsock mounted on the top of one of the hangars to the west of the runway as well as a small bright yellow aircraft shaped indicator mounted on a swivel near mid-point of the runway on the west side.

The runway is mostly gravel with a slight crown to provide for water drainage. After periods of rain, the north end of the runway (north of the main ramp) will tend to stay wet longer than the south end. All flight operations start abeam the taxiway that exits the ramp. At that location there is an asphalt paved section of the runway approximately 100 yards long which provides a hard surface for the tow plane to begin the takeoff. The remainder of the runway is hard packed gravel. Located just to the north of the taxiway exiting the ramp there is a staging area to the west of the runway. Adjacent to and north of the staging area are tie down locations.

There are no runway edge lights. On both sides of the runway there are alternate grass landing surfaces. The grass surfaces, referred to as 17L/35R and 17R/35L, are each approximately 2500 feet long. The northern ends of both runways terminate abeam the staging area.

There is a large berm on the west side of runway 17, between 17/35 and 17R/35L. The size of the berm creates an obstacle so that in the event of an aborted takeoff, the best (and expected) course of action is for the glider to maneuver to the left, not the right side of the runway. If you have any questions, discuss this issue with the tow pilot prior to departure.

When taking off to the north, there is a large gully at the north end of the runway. It is an issue for aborted takeoff to the north and landing short to the south. Impact with the gully will cause severe damage to both the glider and its occupants.

At all times during departure make sure cockpit vents are closed for departure. After extended dry periods the takeoff roll may be dusty.

Towing and staging:

The predominant staging area is to the east of the main hangers and north of the taxiway to the runway. The USA glider is tied down just east of the last hanger on the ramp. The simplest method to prepare for launch is to push the glider back from its tie down, and then pull it straight to the staging area.

When ready for departure use radio calls and visual signals to the tow plane. The pilot will expect a visual confirmation of launch preparation with the use of the rudder waggle signal.

Premature tow termination:

The standard procedure during an aborted takeoff at Cedar Valley is for the glider to move to the east (left) side of the runway when departing to the south. The berm on the west (right) side of runway 17 creates a hazard. Expect the tow plane to continue straight.

Once in the air during south tow operations there are plentiful off airport landing options to the south, east and west of the departure end of the runway.

The options to the north are more limited. Once past UT-73, there are few fields. There are only two options to the west of the extended centerline of the runway, just past the highway.

Tow patterns and operations:

Both south and north tow patterns start with a turn to the west. The tow pilot will then turn to parallel the runway climbing on a downwind leg. A second 180 degree turn and subsequent leg parallel to the runway will eventually provide altitude for a turnout course to either Lake Mountain or the Oquirrh Mountains. Longer tows to the west ridge of the Oquirrh Mountains will provide for excellent ridge soaring.

Airspace and Salt Lake City traffic and transponder use:

The airport is located under the 9000 foot floor of the SLC Class B airspace. The south end of the Class B extends to the Fairfield VOR, which is located on the crest of Lake Mountain, southeast of the airport. The Cedar Valley operator has an agreement for a "glider box" with Salt Lake Approach control. The agreement covers the airspace from the 9000' floor to the 12,000 ceiling of the Class B airspace. To the west of Eagle Mountain Road, which is the first major north/south road west of the airport gliders are permitted into the Class B airspace without establishing radio communications. This provides for a natural return from the Oquirrh Mountains without violating the airspace requirements. Ask the airport operator to open the glider box prior to your flight, and don't forget to ask him to close it after you land.

For all flight operations in the area, the use of a transponder is highly recommended. There is extensive airline traffic though the area to the west and the east of the airport. Most jet traffic will transit the area between 14,000 and 10,000 MSL. Be aware there is an established arrival procedure that crosses the town of Eureka, located in the Tintic Mountains to the south. Flights over the town of Eureka at and above 11,000 MSL run a high risk of an in-flight encounter with a very fast and heavy aircraft. It's a good habit to be aware of the current traffic flow at the Salt Lake Airport in order to understand the expected arrival and departure traffic and it's impact on your flight out of the Cedar Valley Airport. Salt Lake International ATIS is available on 124.75.

Talk to Cory or a USA instructor for more details on traffic awareness in when flying out of and into Cedar Valley. There are plenty of informational documents available that will reduce your chances of a traffic conflict.

To the north of Cedar Valley Airport are two areas of restricted airspace. Areas R-6412 A&B and 6412 C&D are used by Camp Williams Air National Guard for helicopter and artillery training. The airspace is in effect from the surface to 10,000 MSL. The status of the areas will be identified on the Salt Lake ATIS and by NOTAM. Contact Salt Lake TRACON, or 1-800-WX-BRIEF for further information.

To the west of the town of Cedar Fort, west of the south tip of the Oquirrh Mountains, there is an airspace restriction over the ordinance depot. Pilots are requested to avoid flight at and below 8000 MSL in the area. For the exact location of the depot consult the Salt Lake sectional or the Salt Lake VFR Terminal Area chart.

Local weather and soaring activity:

Glider operations during the midweek are minimal, however on weekend afternoons there can be multiple glider flights being launched and recovered. Most traffic begins after 1300. There are several gliders based on the field. Expect significant activity on the weekends when conditions are good.

Due to local geographical orientation there is a consistent afternoon crosswind from the east. The wind will pick up in the late morning, and will not die off until late in the day. Rarely the wind is from the north, but when it is there will be a small wave located just north of SR73, which allows for extended, but not high altitude, flight.

There is plentiful thermal activity in the valley during the day and the area provides for excellent cross country flight capabilities. The Oquirrh Mountains to the west, Lake Mountain to the east and the Tintic Mountains to the south are used extensively for glider operations. Winds from the west will allow ridge soaring on the west slope of Lake Mountain. In addition, the late afternoon sun will heat the west slope of Lake Mountain and provide for thermal activity until the early evening.

The Oquirrh Mountains are situated to take advantage of many wind conditions. Virtually any wind direction will provide for ridge soaring at some location in the range. The spurs running off of the east slope provide for good ridge lift during south and north winds while the east slope works during east winds. In addition, multiple bowls in the mountain range will allow for ridge/thermal soaring.

To the south, the Tintic mountain range can provide for lift that begins a chain of geographical opportunities for hundreds of miles. Be aware to fly the route to the Tintic Mountains, the area south of the Oquirrh Mountains must be crossed. Sinking air predominates this area so sufficient altitude must be gained prior to flying south.

Land Outs:

There are two airports in the area available for land out. The West Desert Airport is located just south of the town of Fairfield, UT and is southwest of Cedar Valley. It is a private airport that has a 2600 foot strip at an altitude of 4900 MSL. Jake Garn Airport is currently closed, but the runway still useable. It is due south of Cedar Valley and uses a 2500 foot runway. It too is located approximately 4900 MSL. Use caution landing at Jake Garn airport. There are fence obstacles at the north end of the runway.

Other than the established airports, the main valley provides for many land out opportunities in the way of farmed acreage.

Directions to the Airport:

From the Salt Lake City area there are several routes. Two are most common: I-15 south to Bangerter Hwy (UT-154). Then drive Bangerter Hwy west to Redwood Road (SR68). Follow SR68 to SR73. Turn right on SR73 and follow it for approximately five miles to the Cedar Valley Airport entrance road. An airport sign marks the road and there is a small metal glider cutout mounted on a pole.

An alternate method is to follow I-15 south to the Lehi 2100 North exit. Turn right at the bottom of the exit ramp. A 5-10 minute drive to the west will take you to Redwood Road. Turn south and continue as described above.