

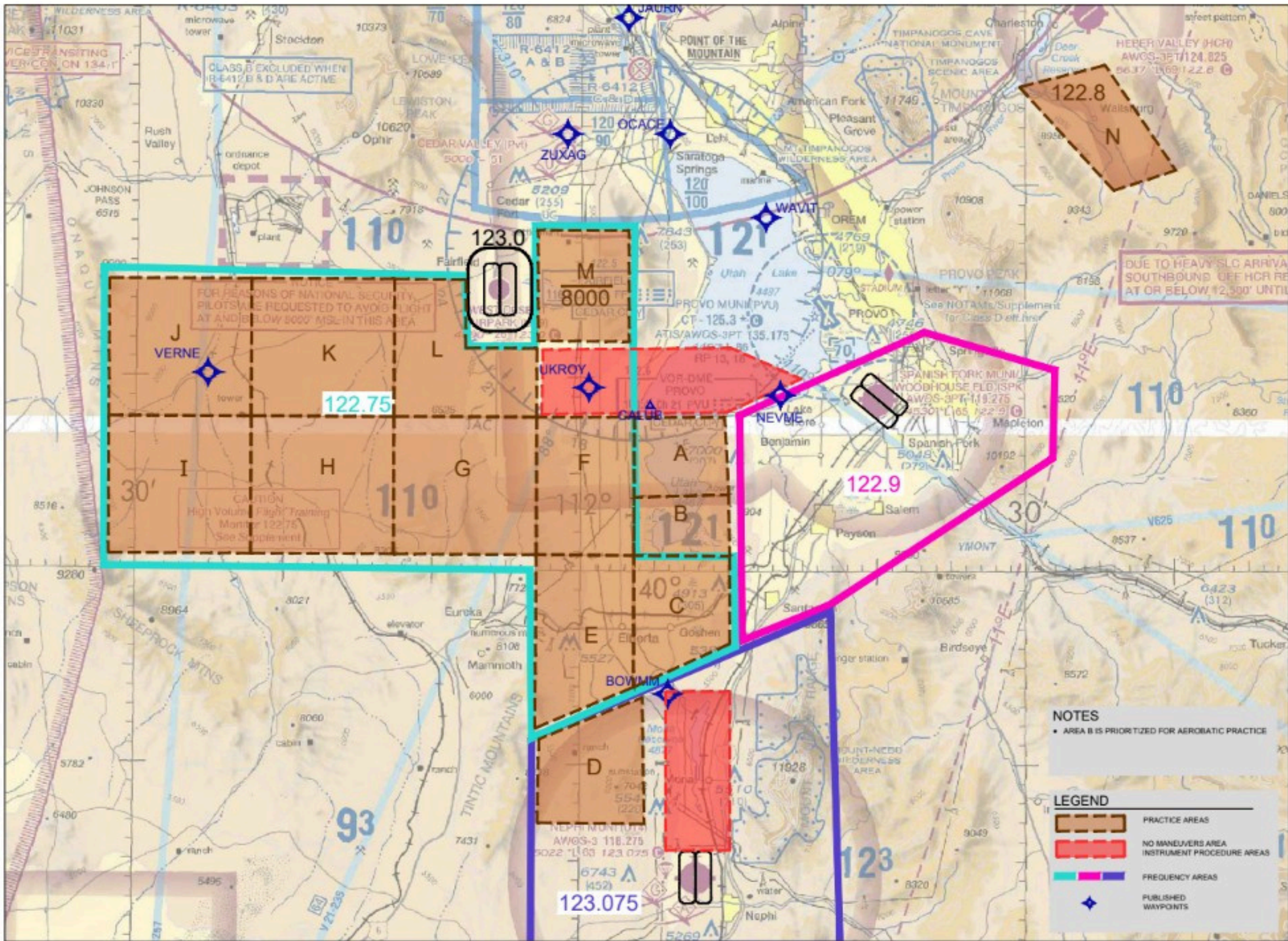


Elevation	4,529 ft.	Coordinates	N 40° 08.5 W 111° 39.6
Identifier.....	SPK	CTAF/UNICOM.....	122.9
Practice Areas.....	122.75	Provo Tower	125.30
Pattern Alt.....	Helicopter 5000 MSL	Fixed Wing 5500 MSL/Turbine 6000 MSL	
Nav aids.....	FFU VORTAC 116.6	FSS.....	Cedar City 122.25
AWOS	119.275 801-804-5801	Traffic.....	Left
Runway	6,500 ft Asphalt	Lighted.....	Yes
Fuel	100LL(ss) & Jet A(fs)	Briefing	1.800.WX.BRIEF
FBOs.....	Utah Aviation Services 801-798-9888		

VFR ARRIVAL/DEPARTURE RECOMMENDED PROCEDURES

- Spanish Fork Municipal Airport (KSPK) uses standard Left traffic pattern.
- Runway 30 is preferred when calm wind, weather and traffic permit.
- Spanish Fork Canyon winds commonly switch at midday making Runway 12 preferred in the AM and Runway 30 preferred in the PM.
- Announce position and intentions within 10 NM on 122.9
- SPK CTAF 122.9 can be extremely busy! All radio transmissions should be specific and brief.

PRACTICE AREAS





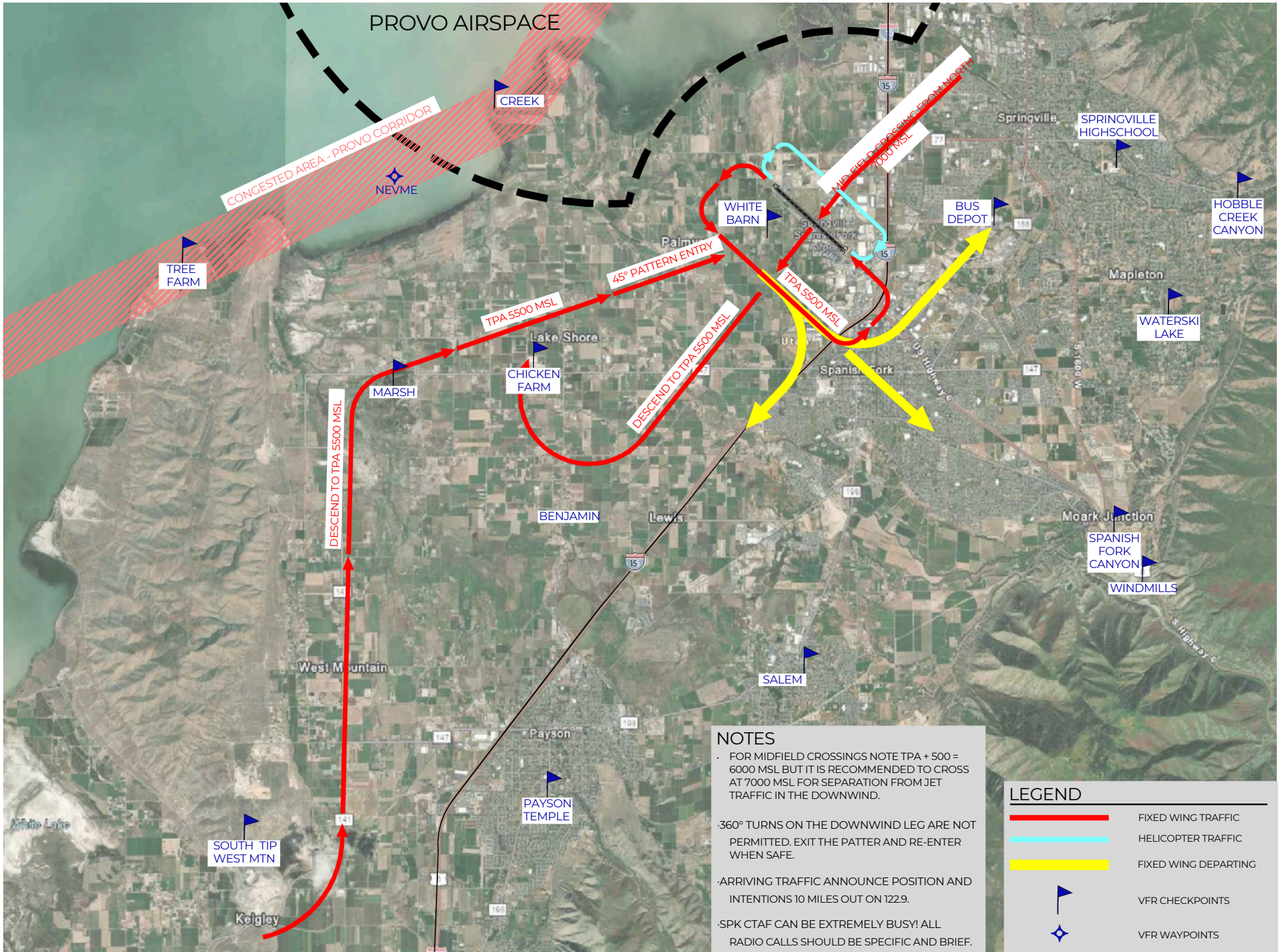
RUNWAY 30 – SMALL AIRCRAFT: FLY ALTITUDES SHOWN ON MAP (TPA=5500 MSL)

- South Arrival – Remain west of I-15 and fly a northerly heading remaining east of West Mountain until landmark Marsh. Right turn direct to landmark White Barn continue to enter downwind leg using a 45° pattern entry.
- North Arrival – cross runway at midfield, continue outbound 4NM before right turn abeam landmark Chicken Farm, continue to enter downwind leg using a 45° pattern entry.
- Depart pattern from the downwind leg. North toward landmark Bus Depot, South follow I-15, or straight out to the East.

HELICOPTER TRAFFIC: (TPA=5000 MSL)

- Pattern opposite side of the runway from fixed-wing traffic.
- Landings not the runway must avoid the flow of fixed wing traffic.

SMALL PROPELLER DRIVEN AIRCRAFT LANDING AND DEPARTING RUNWAY 30





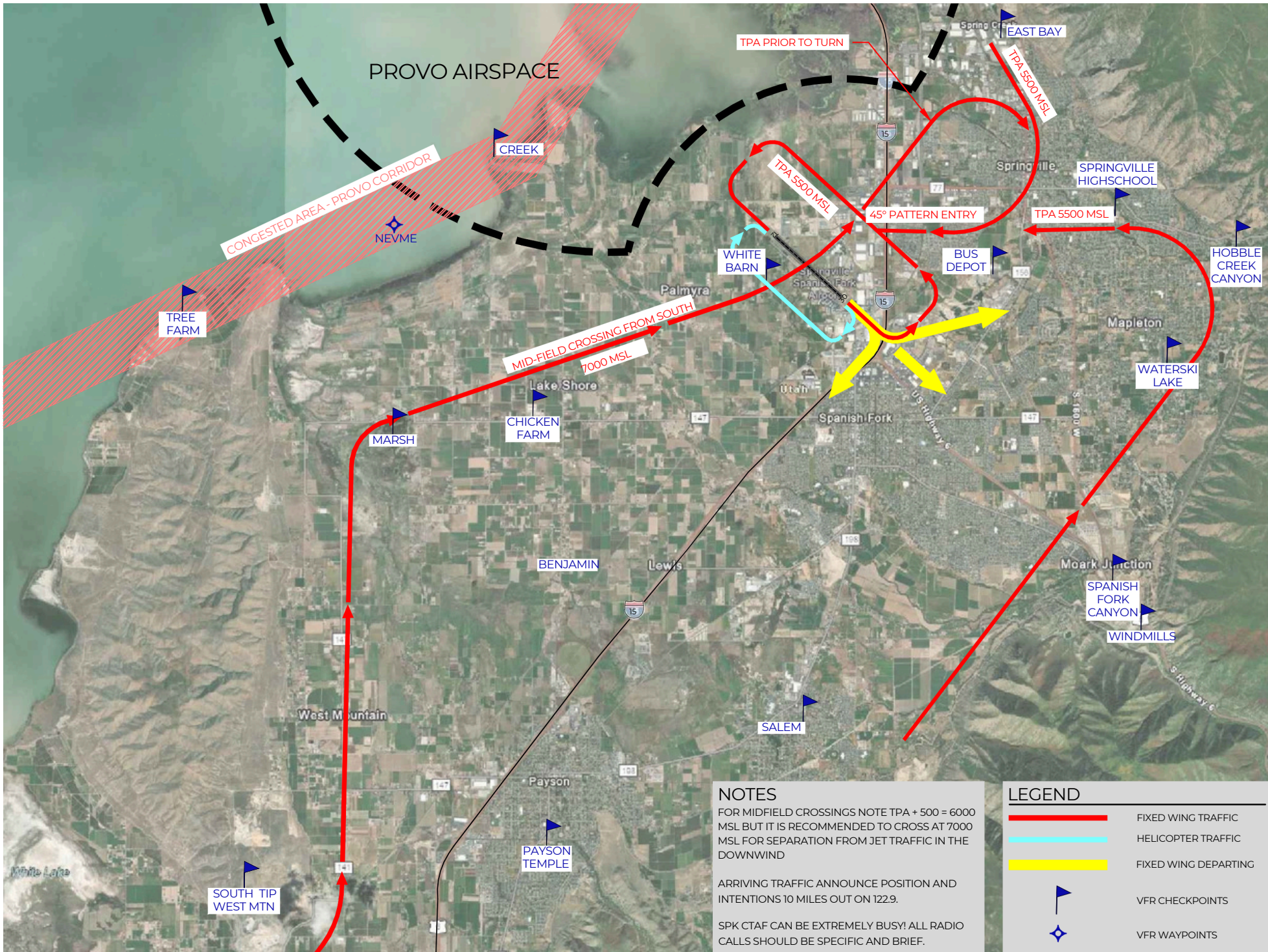
RUNWAY 12 SMALL AIRCRAFT: FLY ALTITUDES SHOWN ON MAP (TPA=5500 MSL)

- Arrival from south – Remain west of I-15 and fly a northerly heading remaining east of West Mountain until landmark Marsh. Right turn direct to the landmark White Barn to cross midfield, continue outbound 2.5 NM before right turn to enter downwind leg using a 45° pattern entry. Optional route along mountains east of I-15 to landmark Waterski Lake, begin left turn to landmark Springville HS to enter downwind leg using a 45° pattern entry.
- Arrival from north – remain east of I-15 along mountains to landmark East Bay. Right turn to enter pattern to enter downwind leg using a 45° pattern entry.
- Depart pattern from the downwind leg. North toward Mapleton, South following I-15, or straight out to the East.

HELICOPTER TRAFFIC: (TPA=5000 MSL)

- Pattern opposite side of the runway from fixed-wing traffic.
- Landings not the runway must avoid the flow of fixed wing traffic.

SMALL PROPELLER DRIVEN AIRCRAFT LANDING AND DEPARTING RUNWAY 12



NOTES

FOR MIDFIELD CROSSINGS NOTE TPA + 500 = 6000 MSL BUT IT IS RECOMMENDED TO CROSS AT 7000 MSL FOR SEPARATION FROM JET TRAFFIC IN THE DOWNWIND

ARRIVING TRAFFIC ANNOUNCE POSITION AND INTENTIONS 10 MILES OUT ON 122.9.

SPK CTAF CAN BE EXTREMELY BUSY! ALL RADIO CALLS SHOULD BE SPECIFIC AND BRIEF.

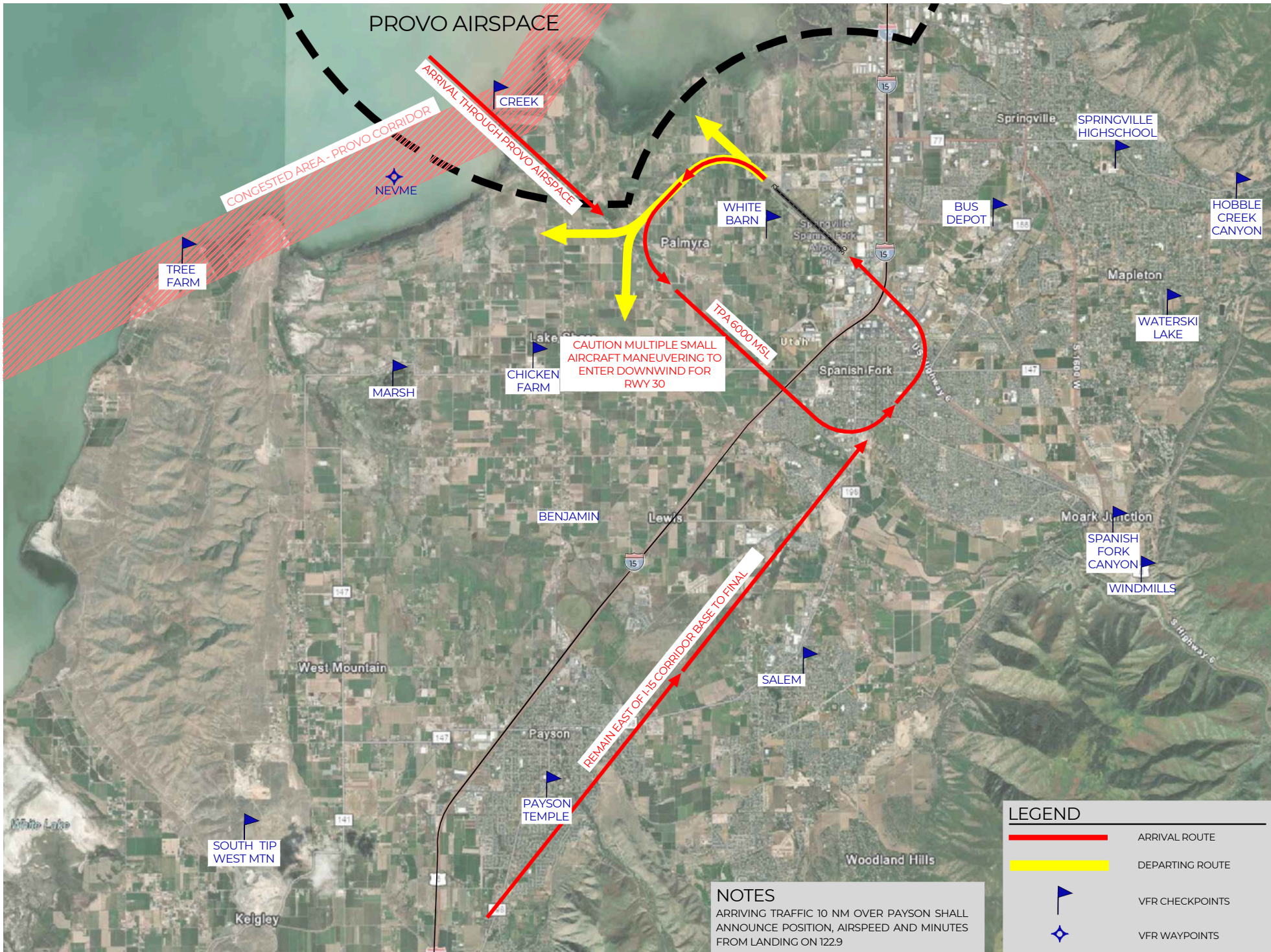
LEGEND	
	FIXED WING TRAFFIC
	HELICOPTER TRAFFIC
	FIXED WING DEPARTING
	VFR CHECKPOINTS
	VFR WAYPOINTS



RUNWAY 30 LARGE AIRCRAFT: FLY ALTITUDES SHOWN ON MAP (TPA=6000 MSL)

- Arrival from south – remain east of I-15 and west of Salem, enter pattern on base leg. Announce Position, Airspeed and Minutes from Landing over Payson Temple (10 NM).
- Arrival from north/west – traverse through Provo (KPVU) airspace, communicate with PVU tower, monitor CTAF 122.9. Switch to 122.9 ASAP and announce Position, Airspeed and Minutes from landing. Enter pattern on downwind leg.
- Depart pattern from the crosswind leg to the South, OR straight out to the West/North communicate with PVU tower on departure.

LARGE TURBINE POWERED AIRCRAFT LANDING AND DEPARTING RUNWAY 30



PROVO AIRSPACE

CONGESTED AREA - PROVO CORRIDOR

ARRIVAL THROUGH PROVO AIRSPACE

CAUTION MULTIPLE SMALL AIRCRAFT MANEUVERING TO ENTER DOWNWIND FOR RWY 30

TPA 6000 MSL

REMAIN EAST OF I75 CORRIDOR BASE TO FINAL

LEGEND	
	ARRIVAL ROUTE
	DEPARTING ROUTE
	VFR CHECKPOINTS
	VFR WAYPOINTS

NOTES
ARRIVING TRAFFIC 10 NM OVER PAYSON SHALL ANNOUNCE POSITION, AIRSPEED AND MINUTES FROM LANDING ON 122.9



RUNWAY 12 LARGE AIRCRAFT: FLY ALTITUDES SHOWN ON MAP (TPA=6000 MSL)

- Arrival from south – remain east of I-15 and west of Salem, enter pattern on crosswind leg. Announce Position, Airspeed and Minutes from Landing over Payson Temple (10 NM).
- Arrival from north/west – traverse through Provo (KPVU) airspace, communicate with PVU tower, monitor CTAF 122.9. Switch to 122.9 ASAP and announce Position, Airspeed and Minutes from landing. Straight in or base to final.
- Depart pattern on runway heading. North staying east of landmark Bus Depot, South following I-15, or straight out to the East

LARGE TURBINE POWERED AIRCRAFT LANDING AND DEPARTING RUNWAY 12

