ARGUS PRISM
A member of the SGS Group

Updated: MAY 2026

SOUTH VALLEY REGIONAL AIRPORT

KSVR | **Elevation 4,606’** | **West Jordan, UT**

[Airport Website]

Airport Overview

South Valley Regional Airport (ICAO: **KSVR**, FAA LID: **SVR**), is a public airport located in West Jordan, seven miles (11 km) southwest of Salt Lake City, Utah, United States. It is the primary general aviation airport in the area and is a Utah Army National Guard training base with Apache and Blackhawk helicopters. The Salt Lake City Department of Airports operates as the FBO. On April 17th, 2025 the airport's ICAO code changed from U42 to KSVR after many years of lobbying from the airport operator. The goal now is to use this code to bring in more traffic and one day get a control tower.

Longest Runway	Lowest Published Approach Minimums
RWY 16-34:	**RWY 34: RNAV (GPS)**
5,862' x 100’	LPV: 4,881' - ⅞

ARGUS PRISM
A member of the SGS Group

Updated: MAY 2026

SOUTH VALLEY REGIONAL AIRPORT

KSVR | **Elevation 4,606'** | **West Jordan, UT**

Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
16	ASPH	5862	100	5862	3º/43'
34	ASPH	5862	100	5862	3º/40'

NOTE: RWY weight bearing S–30, D–43

ATC

TOWER: ☐ Yes ☒ No

AF/D Notes of Interest

- Attended Mon–Fri 1500–0100Z, Sat–Sun 1400–0000Z.
- Birds on and invof arpt.
- Flt trng invof arpt.
- Numerous Prohibited and Restricted areas surround airport

Terrain/Obstacles

- Rising mountainous terrain all quadrants up to 11,330' MSL within 12 NM; most severe immediately NE through SE and SW through NW of airport.
- Close in towers all quadrants up to 5589' MSL within 5NM of airport.
- KSVR is surrounded by several airspace layers including Class Bravo airspace that starts at 6,000' MSL directly over KSVR with the Bravo surface area extending about 3 NM north of the airport.

Safety Factors

- Parallel taxiway.
- CFIT due to nearby high rising terrain.
- Airspace is heavily congested with many different aircraft types including military and flight training aircraft.
- Shorter runway can lead to unstable approaches and runway excursions.
- Non-towered airport.
- Increased risk of traffic conflicts due to surrounding airspace. See Referenced Documents on pg. 3 for more information.

Approach Review

RWY 16	RWY 34
PAPI	PAPI, RNAV (GPS)

Overview: KSVR demonstrates significantly elevated unstable approach rates, particularly at higher altitudes. The persistence of instability from 1000 to 500 feet suggests challenges in approach stabilization at KSVR.

SOUTH VALLEY REGIONAL AIRPORT

KSVR | **Elevation 4,606'** | **West Jordan, UT**

Accident/Incident History

A search of available databases yielded 36 events from JAN 2021 to MAY 2026. Of the 36 reported events, 25 of the events were pertinent to the airport. 20 of the events were bird strikes. The remaining pertinent reports consisted of 2 microburst events, 2 NMAC events, and 1 runway incursion. A sample report is depicted below.

Sample Report: I was flying Aircraft X during an instructional flight on a right-hand downwind leg for Runway 16 established at approximately 5600 feet MSL. Another aircraft, Aircraft Y, entered the pattern on a left-hand downwind. The pilot was advised by someone on CTAF that it was a right-hand pattern. He responded by stating he would overfly the field at 5900 for a tear-drop entry. However, while continuing on downwind, I noticed Aircraft Y descending from 5900. I asked on CTAF if Aircraft Y had me in sight and he advised that he did. I realized if he descended further, he would end up directly above my aircraft at 5700, approximately 100 feet above. To avoid a potential mid-air collision, I had to take evasive action, diving from 5600 feet down to 5300 feet. After diving to 5300 he was located above my aircraft at 5700. If I had not descended, I believe there would have been a mid-air collision, given Aircraft Y's proximity and descent path. The incident caused significant concern about airspace and pattern awareness in this instance. Cause: Inadequate altitude separation due to Aircraft Y's descent into the pattern below their announced altitude. Potential misunderstanding of traffic pattern procedures by Aircraft Y. Suggestions: Re-emphasize the importance of maintaining announced altitudes when overflying a field and ensuring traffic separation in the pattern. Encourage pilots to review traffic patterns and procedures before arriving at non-towered airports. Consider additional education on Class B airspace boundaries and altitude restrictions to avoid confusion in the traffic pattern.

Reference Documents (Double-Click on icon to retrieve)

A/FD	TRACON LTA for KSVR	LTA-S56-15	

ARG/US PRISM
A member of the SGS Group

Updated: MAY 2026

SOUTH VALLEY REGIONAL AIRPORT

KSVR | Elevation 4,606’ | West Jordan, UT

ARG/US TRAQ Pak

TRAQPak—Flight Activity (KSVR)

FLIGHT ACTIVITY BREAKDOWN BY OPERATION TYPE

Row Labels	Count of Description
CHARTER	53
FRACTIONAL	37
GENERAL AVIATION	705
Grand Total	**795**

TOP AIRCRAFT TYPES OPERATING @ KSVR

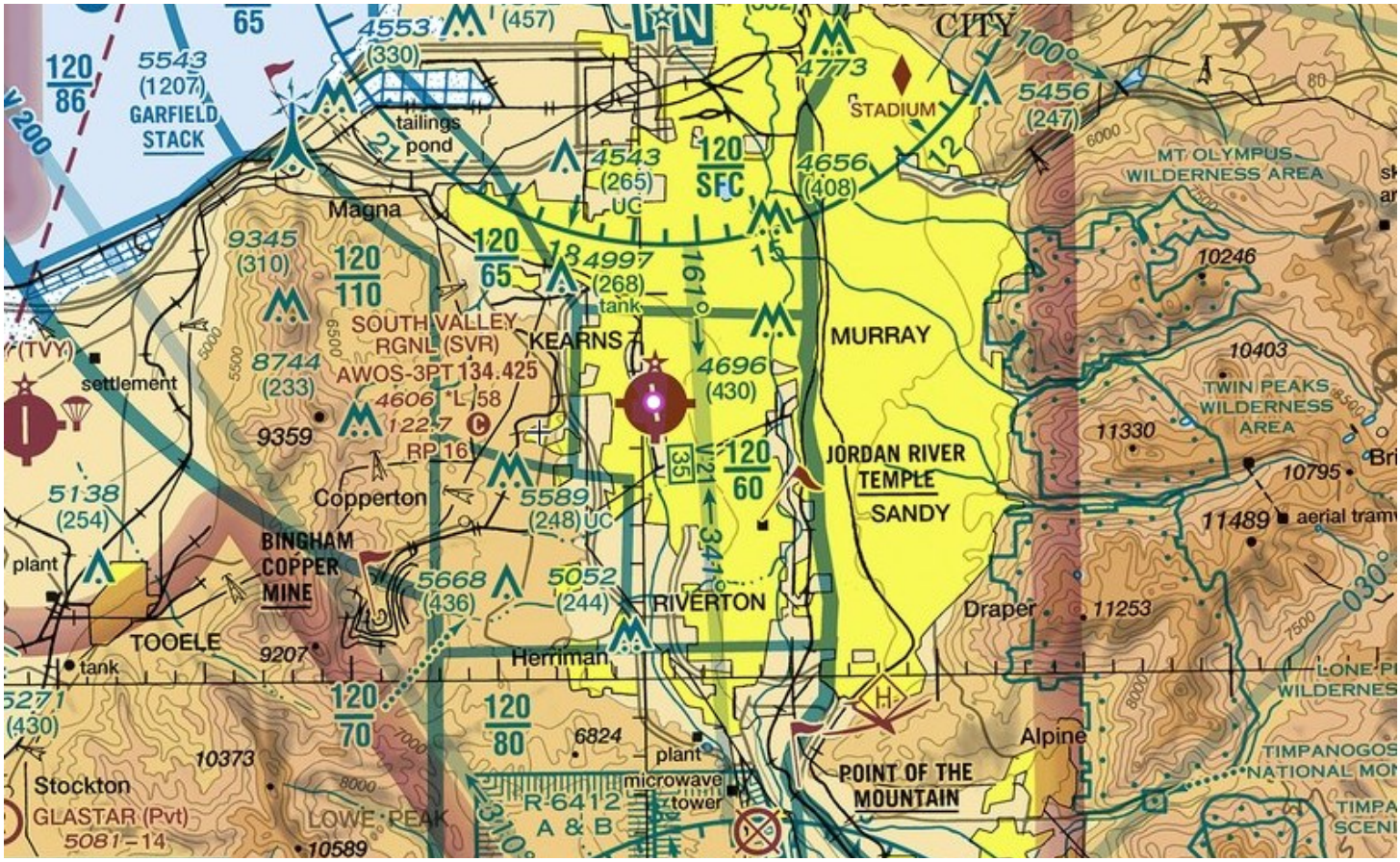
Aircraft Type	Flight Count
BE9T	90
C172	83
S22T	74
P28A	47
SF50	43
PC12	38
EPIC	37
M600	23
BE20	21
C182	20
T210	18
E55P	17
C25B	15
P46T	14
P210	13
BE30	13
TBM9	12
C340	10
C68A	10

FLIGHT ACTIVITY BREAKDOWN BY AIRCRAFT CATEGORY

Row Labels	Count of AircraftCatego-
Large Jet	4
Light Jet	62
Mid Size Jet	14
Multi Engine Piston	27
Multi Engine Turbo Prop	155
Other	1
Single Engine Piston	309
Single Engine Turbo Prop	137
Super Mid Jet	39
Very Light Jet	47
Grand Total	**795**

SOUTH VALLEY REGIONAL AIRPORT

KSVR | **Elevation 4,606'** | **West Jordan, UT**



Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Parallel taxiway	
Short runway increases risk of unstabilzed approach and runway excursion.	
Increased risk of mid-air collision due to surrounding airspace and heavy volume of slow moving traffic operating on and in vicinity of airfield .	
Non-towered airport.	
CFIT due to nearby high rising terrain.	
Bird hazards in the vicinity of airport	