

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Chart listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions. Positions are shown as degrees, minutes, seconds and hemisphere. Data is current as of 56 days prior to the date of this publication.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

## BILLINGS SECTIONAL 84th Edition, 23 Aug 2012

### OBSTRUCTIONS

**20 Sep 2012** Add obst 2542' MSL (282' AGL), 46°59'41"N, 101°40'24"W.  
 Add obst 2536' MSL (266' AGL), 47°58'46"N, 103°40'15"W.  
 Add obst 2554' MSL (311' AGL), 48°19'35"N, 102°08'31"W.  
**15 Nov 2012** Add obst 3189' MSL (255' AGL), 46°08'03"N, 102°59'45"W.  
 Add obst 2420' MSL (305' AGL), 46°27'52"N, 101°05'31"W.  
 Add obst 1782' MSL (285' AGL), 48°54'33"N, 101°04'44"W.  
 Add obst 2862' MSL (499' AGL), 47°46'19"N, 103°22'04"W.  
 Add obst 2686' MSL (309' AGL), 45°04'01"N, 101°33'32"W.  
 Add obst 2398' MSL (315' AGL), 47°58'46"N, 101°47'15"W.  
**10 Jan 2013** Add obst 2682' MSL (254' AGL), 48°11'24"N, 102°36'40"W.  
 Add obst 3477' MSL (309' AGL), 45°19'07"N, 103°32'50"W.

### AIRPORTS

**20 Sep 2012 – 15 Nov 2012** No Major Changes.  
**10 Jan 2013** Delete PFAU arpt, 48°33'50"N., 100°52'47"W.

### NAVAIDS

**20 Sep 2012 – 10 Jan 2013** No Major Changes.

### AIRSPACE

**20 Sep 2012** Revise PLENTYWOOD, MT Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Plentywood Sher-Wood Airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 49°00'00"N., 105°02'00"W.; to 49°00'00"N., 104°02'00"W.; to 48°32'35"N., 104°02'00"W.; to 48°27'00"N., 104°11'12"W.; to 48°26'00"N., 104°41'00"W.; to 48°17'00"N., 104°43'00"W.; to 48°17'00"N., 105°52'00"W.; to 48°32'00"N., 105°51'00"W.; thence to the point of origin.

Add ROUNDUP, MT Class E: That airspace extending from 700 feet above the surface within a 7.6-mile radius of the Roundup Airport; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at 46°53'00"N., 109°17'00"W.; 47°04'00"N., 108°deg04'00"W.; 46°51'00"N., 107°39'00"W.; 46°32'00"N., 107°27'00"W.; 46°06'00"N., 107°42'00"W.; 45°54'00"N., 109°01'00"W.; 46°10'00"N., 109°33'00"W.; 46°32'00"N., 109°37'00"W.; thence to the point of beginning.

Revise BILLINGS, MT. Class E: That airspace extending upward from 700 feet above the surface within a 16-mile radius of Billings Logan International Airport; that airspace extending upward from 1,200 feet above the surface within a 63-mile radius of the Billings Logan International Airport.

**15 Nov 2012** Modify LEWISTOWN, MT Class E: Within a 6.8-mile radius of the Lewistown Municipal Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Modify LEWISTOWN, MT Class E: That airspace extending upward from 700 feet above the surface within 9.3-mile radius of the Lewistown Municipal Airport, and within 4.5 miles each side of the Lewistown Municipal Airport 269° bearing extending from the 9.3-mile radius to 14.5 miles west of the airport, and within 2.5 miles south and 4 miles north of the Lewistown Municipal Airport 258° bearing extending from the 9.3-mile radius to 20.5 miles west of the airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 47°21'00"N., 110°33'00"W.; to 47°30'00"N., 110°00'00"W.; to 47°16'00"N., 109°44'00"W.; to 47°11'33,secN., 108°46'00"W.; to 46°43'40"N., 108°48'22"W.; to 46°43'40"N., 109°32'14"W., to 46°32'19"N., 109°32'14"W.; to 46°32'19"N., 110°06'30"W.; thence to the point of origin.

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Revise LEMMON, SD Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Lemmon Municipal Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the north by 46°10'00"N., on the east by V-169, on the south by 45°33'00"N., and on the west by V-491, northbound to 45°45'00"N, thence eastbound to 45°45'00"N., 102°09'00"W.; thence northwestbound to 46°10'00"N., 102°34'00"W.; and within a 30-mile radius of 45°47'29" N., 101°51'13"W.

ADD CIRCLE TOWN, MT Class E: That airspace extending upward from 700 feet above the surface within 12.1-mile radius of the Circle Town County Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 47°59'00"N., 106°16'00"W.; to 47°49'00"N., 105°59'00"W.; to 47°49'00"N., 105°24'00"W.; to 47°40'00"N., 105°26'00"W.; to 47°25'00"N., 105°00'00"W.; to 47°05'00"N., 105°25'00"W.; to 47°22'00"N., 106°06'00"W.; to 47°27'00"N., 106°17'00"W.; to 47°50'00"N., 106°26'00"W.; thence to the point of origin.

**10 Jan 2013** Revise WOLF POINT, MT Class E: That airspace extending upward from 700 feet above the surface within an 8-mile radius of L M Clayton Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 48°02'00"N., 104°13'00"W.; to 47°48'00"N., 104°33'00"W.; to 47°48'00"N., 106°00'02"W.; to 48°20'00"N., 106°00'02"W.; to 48°20'00"N., 104°17'00"W.; thence to the point of beginning.

**SPECIAL USE AIRSPACE**

**20 Sep 2012 – 10 Jan 2013** No Major Changes.

**MILITARY TRAINING ROUTES**

**20 Sep 2012 – 10 Jan 2013** No Major Changes.

**MISCELLANEOUS**

**20 Sep 2012 – 10 Jan 2013** No Major Changes.

**CHEYENNE SECTIONAL**  
87th Edition, 10 Jan 2013

**OBSTRUCTIONS**

**10 Jan 2013** No Major Changes.

**AIRPORTS**

**10 Jan 2013** No Major Changes.

**NAVAIDS**

**10 Jan 2013** No Major Changes.

**AIRSPACE**

**10 Jan 2013** No Major Changes.

**SPECIAL USE AIRSPACE**

**10 Jan 2013** No Major Changes.

**MILITARY TRAINING ROUTES**

**10 Jan 2013** No Major Changes.

**MISCELLANEOUS**

**10 Jan 2013** No Major Changes.

**GREAT FALLS SECTIONAL**  
84th Edition, 10 Jan 2013

**OBSTRUCTIONS**

**10 Jan 2013** No Major Changes.

**AIRPORTS**

**10 Jan 2013** No Major Changes.

**NAVAIDS**

**10 Jan 2013** No Major Changes.

**AIRSPACE**

**10 Jan 2013** No Major Changes.

**SPECIAL USE AIRSPACE**

**10 Jan 2013** No Major Changes.

**MILITARY TRAINING ROUTES**

**10 Jan 2013** No Major Changes.

**MISCELLANEOUS**

**10 Jan 2013** No Major Changes.

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**KLAMATH FALLS SECTIONAL**  
**87th Edition, 20 Sep 2012**
**OBSTRUCTIONS****20 Sep 2012** No Major Changes.**15 Nov 2012** Add obst 683'MSL(405'AGL), 40°06'40"N, 122°11'38"W.**10 Jan 2013** No Major Changes.**AIRPORTS****20 Sep 2012** No Major Changes.**15 Nov 2012** Change RP 14, 23 to RP 15, 23 at MONTAGUE-YREKA ROHRER arpt, 41°43'48"N, 122°32'40"W.**10 Jan 2013** No Major Changes.**NAVAIDS****20 Sep 2012 – 10 Jan 2013** No Major Changes.**AIRSPACE****20 Sep 2012 – 10 Jan 2013** No Major Changes.**SPECIAL USE AIRSPACE****20 Sep 2012** No Major Changes.**15 Nov 2012** Revise OWYHEE SOUTH MOA altitude to 3000 AGL or 10,000 MSL whichever is higher.

Revise PARADISE NORTH MOA altitude to 3000 AGL or 10,000 MSL whichever is higher.

Revise PARADISE SOUTH MOA altitude to 3000 AGL or 10,000 MSL whichever is higher.

Add FALLON NORTH 1 NV MOA. Boundary beginning at 39°51'00"N, 118°38'04"W; 40°01'00"N, 118°15'04"W; 40°06'00"N, 117°57'33"W; 40°06'03"N, 117°48'03"W; 40°02'40"N, 117°56'53"W; 39°34'27"N, 118°19'02"W; 39°26'21"N, 118°26'21"W; 39°45'53"N, 118°37'56"W to the point of beginning. Excluding that airspace within R-4813A when active, and those portions of the Fallon and Stillwater National Wildlife Refuge Areas below 3,000 AGL. Altitude: 100 AGL to but not including FL 180. Time of Use: 0715-2330 Daily; other times by NOTAM. Controlling agency: Oakland ARTCC.

Add FALLON NORTH 2 NV MOA. Boundary beginning at 40°06'03"N, 117°48'03"W; 40°13'16"N, 117°24'09"W; 40°09'08"N, 117°24'03"W; 39°59'10"N, 117°34'03"W; 39°55'11"N, 117°26'15"W; 39°44'43"N, 117°25'22"W; 39°30'31"N, 117°24'27"W; 39°34'12"N, 117°39'39"W; 39°34'20"N, 118°12'19"W; 39°34'27"N, 118°19'02"W; 40°02'40"N, 117°56'53"W to the point of beginning. Excluding that airspace within R-4816N when active, and those portions of the Fallon and Stillwater National Wildlife Refuge areas below 3,000 AGL. Altitude: 100 AGL to but not including FL 180. Time of Use: 0715-2330 daily, other times by NOTAM. Controlling Agency: Oakland ARTCC.

Add FALLON NORTH 3 NV MOA. Boundary beginning at 40°13'16"N, 117°24'09"W; 40°20'37"N, 116°59'53"W; 40°05'00"N, 116°59'55"W; 30°44'43"N, 117°25'22"W; 39°55'11"N, 117°26'15"W; 39°59'10"N, 117°34'03"W; 40°09'08"N, 117°24'03"W to the point of beginning. Altitude: 100 AGL to but not including FL 180 Southwest of the line beginning at 40°06'00" N, 117°48'03" W to 39°29'50" N, 117°04'03" W; 200 AGL to but not including FL 180 Northeast of the line beginning at 40°06'00" N, 117°48'03" W to 39°29'50" N, 117°04'03" W. Time of Use: 0715-2330 daily; other times by NOTAM. Controlling Agency: Salt Lake ARTCC.

Add FALLON NORTH 4 NV MOA. Boundary beginning at 40°20'37"N, 116°59'53"W; 40°23'00"N, 116°53'03"W; 40°25'00"N, 116°30'03"W; 39°45'00"N, 116°30'03"W; 39°28'31"N, 117°16'11"W; 39°30'31"N, 117°24'27"W; 39°44'43"N, 117°25'22"W; 40°05'00"N, 116°59'55"W to the point of beginning. Excluding: (1) that airspace encompassed by a 3NM radius centered on the town of Austin, NV located at approximately 39°29'50"N, 117°04'03"W, below 2,000 FT AGL. (2) that airspace encompassed by a 3NM radius centered on Austin Airport NV, located at 39°28'05"N, 117°11'44"W, below 2,000 FT AGL. (3) that airspace 2NM either side of State Route 722 to the town of Austin, NV and Austin Airport, NV. Altitude: 200 AGL to but not including FL 180. Time of use: 0715-2330 daily, other times by NOTAM. Controlling Agency: Salt Lake ARTCC.

**10 Jan 2013** No Major Changes.**MILITARY TRAINING ROUTES****20 Sep 2012 – 10 Jan 2013** No Major Changes.**MISCELLANEOUS****20 Sep 2012** No Major Changes.**15 Nov 2012** Revise GOOSE NORTH MOA altitude from 300 AGL to 3000 AGL.**10 Jan 2013** No Major Changes.

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**SALT LAKE CITY HELICOPTER ROUTE CHART**  
**3rd Edition, 26 Oct 2006****OBSTRUCTIONS****23 Nov 2006 – 10 Jan 2013** No Major Changes.**AIRPORTS****23 Nov 2006 – 10 Apr 2008** No Major Changes.**5 Jun 2008** Delete PAYNE arpt, 41°05'54"N, 112°06'56"W.

Delete WARD heli, 40°35'59"N, 111°48'03"W.

**31 Jul 2008 – 25 Sep 2008** No Major Changes.**20 Nov 2008** Delete CHANNEL 4 heli, 40°43'57"N, 111°57'20"W.**15 Jan 2009 – 3 Jun 2010** No Major Changes.**29 Jul 2010** CAMP WILLIAMS ANG arpt abandoned, 40°25'55"N, 111°55'51"W.**23 Sep 2010 – 10 Jan 2013** No Major Changes.**NAVAIDS****23 Nov 2006 – 10 Jan 2013** No Major Changes.**AIRSPACE****23 Nov 2006 – 20 Sep 2012** No Major Changes.

**15 Nov 2012** Revise SALT LAKE CITY, UT. Class B: Area A. That area extending upward from the surface to and including 12,000 MSL, within an area bounded by a line beginning at the TCH 20° radial 6.6-mile DME at 40°57'13"N., 111°55'56"W.; thence south to the intersection of Redwood Rd. and W. 500 South St. at the TCH 049° radial 3.1-mile DME at 40°53'02"N., 111°55'48"W.; thence south to Center St. at the TCH 102° radial 2.3-mile DME at 40°50'32"N., 111°55'57"W.; thence east along Center St. to Interstate 15 (I-15) at the 4.3-mile DME radius of the Salt Lake City International Airport at the TCH 099° radial 3-mile DME at 40°50'32"N., 111°54'56"W.; thence clockwise along the 4.3-mile DME radius of the Salt Lake City International Airport to I-15 at the TCH 151° radial 7.3-mile DME at 40°44'37"N., 111°54'15"W.; thence south along I-15 to W. 5300 South St. at the TCH 163° radial 12.3-mile DME at 40°39'17"N., 111°54'06"W.; thence west to the Usana Amphitheatre at the TCH 192° radial 11.8-mile DME at 40°39'28"N., 112°02'08"W.; thence northwest to the intersection of State Route 201 (SR-201) and S. 8000 West St. at the TCH 210° radial 9.1-mile DME at 40°43'06"N., 112°04'56"W.; thence northwest to Interstate 80 (I-80) at the TCH 239° radial 9-mile DME at 40°46'22"N., 112°09'04"W.; thence north to a point southeast of Seagull Point on Antelope Island at the TCH 304° radial 9.3-mile DME at 40°56'13"N., 112°09'05"W.; thence east to the point of beginning. Area B. That airspace extending upward from 7,800 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning at the TCH 265° radial 12-mile DME at 40°49'57"N., long 112°14'40"W.; thence west along the TCH 265° radial to the 20-mile DME arc at 40°49'13"N., 112°25'09"W.; thence clockwise along the TCH 20-mile DME arc to the 4.3-mile DME radius of Hill AFB at the TCH 009° radial at 41°10'47"N., 111°54'48"W.; thence clockwise along the 4.3-mile DME radius of Hill AFB to W. 1700 South St. at the TCH 347° radial 14.7-mile DME at 41°05'20"N., 112°03'21"W.; thence west along W. 1700 South St. to the TCH 329° radial 16.8-mile DME at 41°05'22"N., 112°10'20"W.; thence south to the TCH 316° radial 11.6-mile DME at 40°59'21"N., 112°09'33"W.; thence south to a point southeast of Seagull Point on Antelope Island at the TCH 304° radial 9.3-mile DME at 40°56'13"N., 112°09'05"W.; thence southwest to the point of beginning. Area C. That airspace extending upward from 6,000 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning at the TCH 316° radial 11.6-mile DME at 40°59'21"N., 112°09'33"W.; thence east to I-15 at the TCH 013° radial 9.8-mile DME at 41°00'34"N., 111°56'00"W.; thence south to the TCH 020° radial 6.6-mile DME at 40°57'13"N., 111°55'56"W.; thence west to a point southeast of Seagull Point on Antelope Island at the TCH 304° radial 9.3-mile DME at 40°56'13"N., 112°09'05"W.; thence north to the point of beginning. Area D. That airspace extending upward from 6,000 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning at the Usana Amphitheatre at the TCH 192° radial 11.8-mile DME at 40°39'28"N., 112°02'08"W.; thence east to the intersection of I-15 and W. 5300 South St. at the TCH 163° radial 12.3-mile DME at 40°39'17"N., 111°54'06"W.; thence south along I-15 to the TCH 169° radial 20.7-mile DME at 40°30'43"N., 111°53'31"W.; thence west to the TCH 184° radial 20.4-mile DME at 40°30'38"N., 112°00'33"W.; thence north to the TCH 184° radial 16-mile DME at 40°35'03"N., 112°00'23"W.; thence clockwise along the TCH 16-mile DME arc to State Route 48 (SR-48) at the TCH 189° radial at 40°35'13"N., 112°02'18"W.; thence north to the point of beginning. Area E. That airspace extending upward from 6,500 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning on SR-48 at the TCH 189° radial 16-mile DME arc at 40°35'13"N., 112°02'18"W.; thence clockwise along the TCH 16-mile DME arc to 03° radial at 40°36'14"N., 112°07'00"W.; the TCH 203° radial at 40°36'14"N., 112°07'00"W.; thence north along 112°07'00"W. to the TCH 211° radial 12-mile DME at 40°40'42"N., 112°07'00"W.; thence clockwise along the TCH 12-mile DME arc to the railroad tracks at the TCH 233° radial at 40°43'43"N., 112°11'27"W.; thence west along the railroad tracks to the TCH 236° radial 13.5-mile DME at 40°43'27"N., 112°13'38"W.; thence clockwise along the TCH 13.5-mile DME arc to the TCH 265° radial at 40°49'49"N., 112°16'38"W.; thence east along the TCH 265° radial to the TCH 12-mile DME at 40°49'57"N., 112°14'40"W.; thence northeast to a point southeast of Seagull Point on Antelope Island at the TCH 304° radial 9.3-mile DME at 40°56'13"N., 112°09'05"W.; thence south to I-80 at the TCH 239° radial 9-mile DME at 40°46'22"N., 112°09'04"W.; thence southeast to the intersection of SR-201 and S. 8000 West St. at the TCH 210° radial 9.1-mile DME at 40°43'06"N., 112°04'56"W.; thence southeast to the Usana Amphitheatre at the TCH 192° radial 11.8-mile DME at 40°39'28"N., 112°02'08"W.; thence south to the point of beginning. Area F. That airspace extending upward from 7,000 feet MSL to and including 12,000 feet MSL, within an area

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bounded by a line beginning at the TCH 184° radial 16-mile DME at 40°35'03"N., 112°00'23"W.; thence clockwise along the TCH 16-mile DME arc to the TCH 203° radial at 40°36'14"N., 112°07'00"W.; thence south along 112°07'00"W. to the TCH 197° radial 21.4-mile DME at 40°30'33"N., 112°07'00"W.; thence east to the TCH 184° radial 20.4-mile DME at 40°30'38"N., 112°00'33"W.; thence north to the point of beginning. Area G. That airspace extending upward from 8,000 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning on I-15 at the TCH 169° radial 20.7-mile DME at 40°30'43"N., 111°53'31"W.; thence south along I-15 to the TCH 172° radial 24.4-mile DME at 40°26'51"N., 111°54'42"W.; thence south along the TCH 173° radial to the TCH 26.9-mile DME at 40°24'19"N., 111°54'23"W.; thence west to the TCH 193° radial 27.6-mile DME at 40°24'07"N., 112°07'00"W.; thence north along 112°07'00"W. to the TCH 197° radial 21.4-mile DME at 40°30'33"N., 112°07'00"W.; thence east to the point of beginning. Excluding R-6412, when active. Area H. That airspace extending upward from 9,000 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning at the TCH 193° radial 27.6-mile DME at 40°24'07"N., 112°07'00"W.; thence south along 112°07'00"W. to the TCH 191° radial 33-mile DME at 40°18'34"N., 112°07'00"W.; thence counter clockwise along the TCH 33-mile DME arc to the TCH 173° radial at 40°18'14"N., 111°53'42"W.; thence north along the TCH 173° radial to the TCH 26.9-mile DME at 40°24'19"N., 111°54'23"W.; thence west to the point of beginning. Excluding R-6412, when active. Area I. That airspace extending upward from 10,000 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning on I-15 at the TCH 172° radial 24.4-mile DME at 40°26'51"N., 111°54'42"W.; thence south along I-15 to intercept the TCH 160° radial 33-mile DME at 40°19'54"N., 111°44'26"W.; thence clockwise along the TCH 33-mile DME arc to the TCH 173° radial at 40°18'14"N., 111°53'42"W.; thence north along the TCH 173° radial to the point of beginning. Area J. That airspace extending upward from 11,000 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning on the railroad tracks at the TCH 238° radial 20-mile DME at 40°40'22"N., 112°21'12"W.; thence east along the railroad tracks to the TCH 233° radial 12-mile DME at 40°43'43"N., 112°11'27"W.; thence counter clockwise along the TCH 12-mile DME arc to the TCH 211° radial at 40°40'42"N., 112°07'00"W.; thence south along 112°07'00"W. to the TCH 198° radial 20-mile DME at 40°31'58"N., 112°07'00"W.; thence clockwise along the TCH 20-mile DME arc to the point of beginning. Area K. That airspace extending upward from 8,600 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning at the TCH 265° radial 13.5-mile DME at 40°49'49"N., 112°16'38"W.; thence west along the TCH 265° radial to intercept the TCH 20-mile DME arc at 40°49'13"N., 112°25'09"W.; thence counter clockwise along the TCH 20-mile DME arc to the railroad tracks at the TCH 238° radial at 40°40'22"N., 112°21'12"W.; thence east along the railroad tracks to the TCH 236° radial 13.5-mile DME at 40°43'27"N., 112°13'38"W.; thence clockwise along the TCH 13.5-mile DME arc to the point of beginning. Area L. That airspace extending upward from 10,500 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning at the intersection of the Wasatch Mountains ridge line and Interstate 84 (I-84) at the TCH 016° radial 18-mile DME at 41°08'17"N., 111°52'18"W.; thence west along I-84 to the 4.3-mile radius of Hill AFB at the TCH 015° radial 17.9-mile DME at 41°08'16"N., 111°52'48"W.; thence clockwise along the 4.3-mile radius of Hill AFB to U.S. Highway 89 at the TCH 014° radial 13.6-mile DME at 41°04'11"N., 111°54'39"W.; thence south along U.S. Highway 89 to I-15 at the TCH 024° radial 9-mile DME at 40°59'14"N., 111°54'05"W.; thence south along I-15 to the TCH 072° radial 4-mile DME at 40°52'16"N., 111°53'50"W.; thence east along 40°52'16"N. to the TCH 081° radial 8-mile DME at 40°52'16"N., 111°48'30"W.; thence north along 111°48'30"W. to the Wasatch Mountains ridge line at the TCH 059° radial 9.2-mile DME at 40°55'45"N., 111°48'30"W.; thence north along the Wasatch Mountains ridge line to the point of beginning. Area M. That airspace extending upward from 9,000 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning on I-15 at the TCH 356° radial 26-mile DME at 41°16'57"N., 112°01'33"W.; thence counter clockwise along the TCH 26-mile DME arc to the TCH 338° radial at 41°15'07"N., 112°11'50"W.; thence south to the TCH 333° radial 20-mile DME at 41°08'50"N., 112°10'56"W.; thence clockwise along the TCH 20-mile DME arc to I-15 at the TCH 356° radial at 41°10'58"N., 112°00'49"W.; thence north along I-15 to the point of beginning. Area N. That airspace extending upward from 10,000 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning on I-15 at the TCH 356° radial 26-mile DME at 41°16'57"N., 112°01'33"W.; thence clockwise along the TCH 26-mile DME arc to North Mountain Rd. at the TCH 003° radial at 41°16'59"N., 111°56'57"W.; thence south on North Mountain Rd., which turns into Harrison Blvd., to the TCH 004° radial 20-mile DME at 41°10'58"N., 111°56'56"W.; thence counter clockwise along the TCH 20-mile DME arc to I-15 at the TCH 356° radial at 41°10'58"N., 112°00'49"W.; thence north along I-15 to the point of beginning. Area O. That airspace extending upward from 7,500 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning at the intersection of U.S. Highway 89 and a 4.3-mile radius from Hill AFB at the TCH 014° radial 13.6-mile DME at 41°04'11"N., 111°54'39"W.; thence clockwise along the 4.3-mile radius from Hill AFB to 1700 South St. at the TCH 347° radial 14.7-mile DME at 41°05'20"N., 112°03'21"W.; thence west along W. 1700 South St. to the TCH 329° radial 16.8-mile DME at 41°05'22"N., 112°10'20"W.; thence south to the TCH 316° radial 11.6-mile DME at 40°59'21"N., 112°09'33"W.; thence east to I-15 at the TCH 013° radial 9.8-mile DME at 41°00'34"N., 111°56'00"W.; thence south to the TCH 020° radial 6.6-mile DME at 40°57'13"N., 111°55'56"W.; thence south to the intersection of Redwood Rd. and W. 500 South St. at the TCH 049° radial 3.1-mile DME at 40°53'02"N., 111°55'48"W.; thence south to Center St. at the TCH 102° radial 2.3-mile DME at 40°50'32"N., 111°55'57"W.; thence east along Center St. to I-15 at the TCH 099° radial 3-mile DME at 40°50'32"N., 111°54'56"W.; thence north along I-15 to U.S. Highway 89 at the TCH 024° radial 9-mile DME at 40°59'14"N., 111°54'05"W.; thence north along U.S. Highway 89 to the point of beginning.

10 Jan 2013 No Major Changes.

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**SPECIAL USE AIRSPACE****23 Nov 2006 – 10 Jan 2013** No Major Changes.**MILITARY TRAINING ROUTES****23 Nov 2006 – 10 Jan 2013** No Major Changes.**MISCELLANEOUS****23 Nov 2006 – 10 Jan 2013** No Major Changes.

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**SALT LAKE CITY SECTIONAL**  
**88th Edition, 18 Oct 2012****OBSTRUCTIONS****15 Nov 2012** Add obst 6400'MSL (224'AGL), 40°30'10"N, 116°18'47"W.

Add obst 5674'MSL (208'AGL), 40°47'56"N, 115°54'27"W.

**10 Jan 2013** Add obst 6598'MSL (226'AGL), 40°30'09"N, 114°54'48"W.

Add obst 6200'MSL (214'AGL), 42°41'12"N, 111°35'19"W.

**AIRPORTS****15 Nov 2012** No Major Changes.**10 Jan 2013** Delete MASON arpt, 42°25'56.0"N, 114°09'59.0"W.**NAVAIDs****15 Nov 2012 – 10 Jan 2013** No Major Changes.**AIRSPACE****15 Nov 2012** Revise BOISE, ID. Class E: That airspace extending upward from the surface within 3.5 miles each side of the Boise Air Terminal 300° bearing extending from the 5-mile radius of the Boise Air Terminal to 9.5 miles northwest of the airport; and within .5 miles west and 5.6 miles east of the Boise Air Terminal 179° bearing extending from the 5-mile radius of the airport to 6.1 miles south of the airport; and that airspace within 4.3 miles each side of the Boise Air Terminal 114° bearing extending from the 5-mile radius of the airport to 11.7 miles southeast of the airport.

Revise BOISE, ID. Class E: That airspace extending upward from 700 feet above the surface bounded by a line beginning at 43°56'00" N., 116°33'04" W.; to 43°51'15"N., 116°25'03" W.; thence via the 19.3-mile radius of the Boise Air Terminal (Gowen Field), clockwise to 116°14'03"W.; to 43°45'00"N., 116°14'03"W.; to 43°31'00"N., 115°52'03"W.; to 43°20'00"N., 115°58'03"W.; to 43°25'00"N., 116°25'03"W.; to 43°27'00"N., 116°29'03"W.; to 43°25'12"N., 116°32'23"W.; to 43°29'25"N., 116°37'53"W.; to 43°32'45"N., 116°49'04"W.; to 43°37'35"N., 116°47'04"W.; to 43°42'00"N., 116°57'04"W.; thence to the point of beginning; that airspace extending upward from 1,200 feet above the surface within the 30.5-mile radius of the airport beginning at the 122° bearing of the airport, thence via a line to the intersection of the 34.8-mile radius of the airport and the 224° bearing of the airport, thence clockwise along the 34.8-Mile radius of the airport to that airspace 7 miles each side of the 269° bearing of the airport extending from the 34.8-mile radius to 49.6 miles west of the airport, and within 7 miles northeast and 9.6 miles southwest of the 295° bearing of the airport extending from the 34.8-mile radius to 65.3 miles northwest of the airport, to 44°00'27" N., 117°10'58" W.; thence along the 042° bearing to V-253, thence south along V-253, thence along the 30.5-mile radius of the airport to the point of beginning; that airspace southeast of the airport extending upward from 9,000 feet MSL bounded on the north by V-444, on the east by V-293, on the south by V-330 on the southwest by V-4; that airspace northeast of the airport extending upward from 11,500 feet MSL, bounded on the northeast by V-293, on the south by V-444, on the southwest.

**10 Jan 2013** No Major Changes.

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**SPECIAL USE AIRSPACE**

**15 Nov 2012** Add WHITE ELK NV MOA. Beginning at 40°36'00" N, 114°27'03" W; 40°36'00" N, 114°51'00" W; 40°24'30" N, 115°06'00" W; 39°51'40" N, 115°06'00" W; 39°23'00" N, 114°27'03" W; to the point of beginning. Altitude: 180 AGL to but not including 14000 MSL. Time of Use: 0730-2200 Monday through Thursday, 0730-1630 Fridays; other times by NOTAM. Controlling Agency: Salt Lake ARTCC.

Add FALLON SOUTH 3 NV MOA. Boundary beginning at 38°43'00"N, 118°11'33"W; 38°43'00"N, 118°02'03"W; 39°10'00"N, 117°23'03"W; 38°56'00"N, 117°23'03"W; 38°40'00"N, 118°00'03"W; 38°40'00"N, 118°05'13"W; at the point of beginning. Altitude: FL 180 to but not including 100 AGL. Time of Use: 0715-2330 daily; other times by NOTAM. Controlling Agency: Oakland ARTCC.

Add FALLON SOUTH 4 NV MOA. Boundary beginning at 39°30'31" N, 117°24'27.0 W; 39°28'31"N, 117°16'11"W; 39°45'00"N, 116°30'03"W; 39°10'00"N, 116°30'03"W; to the point of beginning. Excluding: (1) that airspace encompassed by a 3 NM radius center on the town of Austin, NV located at approximately 39°29'50"N; 117°04'03"W, below 2,000 FT AGL. (2) that airspace encompassed by a 3 nm radius centered on Austin airport, NV, located at 39°28'05"N; 117°11'44"W, below 2,000 FT AGL. (3) that airspace 2 NM either side of state route 722 to the town of Austin, then 2 NM either side of U.S. Highway 50 to the Eastern boundary of the Fallon South 4 MOA between 2,000 FT AGL and 10,500 FT MSL. Altitude: FL 180 to but not including 100 AGL. Time of Use: 0715-2330 daily; other times by NOTAM. Controlling Agency: Salt Lake ARTCC.

**10 Jan 2013** Add FALLON NORTH 4 NV MOA. Boundry beginning at 40°20'37"N, 116°59'53"W; 40°23'00"N, 116°53'03"W; 40°25'00"N, 116°30'03"W; 39°45'00"N, 116°30'03"W; 39°28'31"N, 117°16'11"W; 39°30'31"N, 117°24'27"W; 39°44'43", 117°25'22"W; 40°05'00"N, 116°59'55"W, to the point of the beginning. Excluding (1) that airspace encompassed by a 3NM radius centered on the town of Austin, NV located at approximately 39°29'50"N, 117°04'03"W; below 2000' AGL. (2) That airspace encompassed by a 3NM radius centered on Austin airport NV, located at 39°28'05"N; 117°11'51"W, below 2,000 FT AGL. (3) that airspace 2 NM either side of state route 722 to the town of Austin, NV and Austin Airport, NV. Altitude: FL 180 to but not including 200 AGL. Time of Use: 0715-2330 daily; other times by NOTAM. Controlling Agency: Salt Lake ARTCC.

Add FALLON NORTH 3 NV MOA. Boundary beginning at 40°13'16"N, 117°24'09"W; 40°20'37"N, 116°59'53"W; 40°05'00"N, 116°59'55"W; 30°44'43"N, 117°25'22"W; 39°55'11"N, 117°26'15"W; 39°59'10"N, 117°34'03"W; 40°09'08"N, 117°24'03"W to the point of beginning. Altitude: 100 AGL to but not including FL 180 Southeast of the line beginning at 40°06'00" N, 117°48'03" W to 39°29'50" N, 117°04'03" W; 200 AGL to but not including FL 180 Northeast of the line beginning at 40°06'00" N, 117°48'03" W to 39°29'50" N, 117°04'03" W. Time of Use: 0715-2330 daily; other times by NOTAM. Controlling Agency: Salt Lake ARTCC.

**MILITARY TRAINING ROUTES**

**15 Nov 2012 – 10 Jan 2013** No Major Changes.

**MISCELLANEOUS**

**15 Nov 2012** No Major Changes.

**10 Jan 2013** Delete RP 13 at ALPINE arpt, 43°11'04"N, 111°02'32"W.  
Delete RP \* at SPANISH FORK-SPRINGVILLE arpt, 40°08'33"N, 111°39'51"W.

**SALT LAKE CITY TERMINAL AREA CHART**  
**47th Edition, 18 Oct 2012**

**OBSTRUCTIONS**

**15 Nov 2012 – 10 Jan 2013** No Major Changes.

**AIRPORTS**

**15 Nov 2012 – 10 Jan 2013** No Major Changes.

**NAVAIDS**

**15 Nov 2012 – 10 Jan 2013** No Major Changes.

**AIRSPACE**

**15 Nov 2012 – 10 Jan 2013** No Major Changes.

**SPECIAL USE AIRSPACE**

**15 Nov 2012 – 10 Jan 2013** No Major Changes.

**MILITARY TRAINING ROUTES**

**15 Nov 2012 – 10 Jan 2013** No Major Changes.

**MISCELLANEOUS**

**15 Nov 2012** No Major Changes.

**10 Jan 2013** Delete RP \* at SPANISH FORK-SPRINGVILLE arpt, 40°08'33"N, 111°39'51"W.

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**SEATTLE SECTIONAL**  
**84th Edition, 13 Dec 2012****OBSTRUCTIONS**

**10 Jan 2013** Add obst 3342'MSL (437'AGL), 47°09'25"N, 117°20'12"W.  
Add obst 3218'MSL (437'AGL), 47°06'19"N, 117°18'09"W.

**AIRPORTS**

**10 Jan 2013** No Major Changes.

**NAVAIDS**

**10 Jan 2013** No Major Changes.

**AIRSPACE**

**10 Jan 2013** Revise LEWISTON, ID Class D: That airspace extending upward from the surface to and including 3,900 feet MSL within a 4.1-mile radius of the Lewiston-Nez Perce County Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Revise LEWISTON, ID Class E: Within a 4.1-mile radius of the Lewiston-Nez Perce County Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Revise LEWISTON, ID Class E: That airspace extending upward from the surface within 2.7 miles each side of the Lewiston-Nez Perce ILS localizer course extending from the 4.1-mile radius of the airport to 14 miles east of the airport and within 3.5 miles each side of the Nez Perce VOR/DME 266° radial extending from the 4.1-mile radius of the airport to 13.1 miles west of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Revise LEWISTON, ID Class E: That airspace extending upward from 700 feet above the surface bounded by a line beginning at 46°33'00"N, 117°38'00"W; to 46°31'30"N, 117°14'00"W; to 46°40'00"N, 116°48'00"W; to 46°26'00"N, 116°26'00"W; to 46°13'00"N, 116°30'00"W; to 46°14'00"N, 116°35'00"W; to 46°06'00"N, 116°47'00"W; to 46°17'00"N, 116°49'00"W; to 46°18'00"N, 117°00'00"W; to 46°17'30"N, 117°22'00"W; to 46°10'30"N, 117°26'30"W; to 46°12'00"N, 117°36'00"W; thence to the point of origin; that airspace extending upward from 1,200 feet above the surface within a 62-mile radius of the Lewiston-Nez Perce County Airport, and within 24 miles each side of the 056° bearing of the airport, extending from the 62-mile radius to 92 miles northeast of the airport.

Revise PULLMAN, WA Class E: Within a 4-mile radius of Pullman/Moscow Regional Airport, and within 1.7 miles each side of the Pullman/Moscow Regional Airport 046° bearing extending from the 4-mile radius to 8 miles northeast of the airport, and within 1.7 miles each side of the Pullman/Moscow Regional Airport 227° bearing extending from the 4-mile radius to 6 miles southwest of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Revise PULLMAN, WA Class E: That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Pullman/Moscow Regional Airport, and within 1.7 miles each side of the Pullman/Moscow Regional Airport 229° bearing extending from the 10-mile radius to 13 miles southwest of the airport, and that airspace bounded by a line beginning at the intersection of the 10-mile radius of the airport and the Pullman/Moscow Regional Airport 307° bearing to the intersection of the of the 23-mile radius of the airport and the Pullman/Moscow Regional Airport 328° bearing extending clockwise within a 23-mile radius of the Pullman/Moscow Regional Airport; thence to the intersection of the 23-mile radius of the airport and the Pullman/Moscow Regional Airport 064° bearing of the airport to the intersection of the 10-mile radius of the airport and the Pullman/Moscow Regional Airport 066° bearing of the airport; thence clockwise along the 10-mile radius to the point of origin. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 46°46'00"N, 117°51'00"W; 47°06'00"N, 117°29'00"W; to 47°10'00"N, 117°13'00"W; to 47°07'00"N, 116°50'00"W; TO 46°57'00"N, 116°28'00"W; to 46°38'00"N, 116°41'00"W; TO 46°31'00"N, 116°23'00"W; to 46°12'00"N, 116°25'00"W; to 46°19'00"N, 116°57'00"W; to 46°24'00"N, 117°30'00"W; thence to the point of origin.

**SPECIAL USE AIRSPACE**

**10 Jan 2013** No Major Changes.

**MILITARY TRAINING ROUTES**

**10 Jan 2013** No Major Changes.

**MISCELLANEOUS**

**10 Jan 2013** No Major Changes.

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SEATTLE TERMINAL AREA CHART  
79th Edition, 13 Dec 2012

**OBSTRUCTIONS**

10 Jan 2013 No Major Changes.

**AIRPORTS**

10 Jan 2013 No Major Changes.

**NAVAIDS**

10 Jan 2013 No Major Changes.

**AIRSPACE**

10 Jan 2013 No Major Changes.

**SPECIAL USE AIRSPACE**

10 Jan 2013 No Major Changes.

**MILITARY TRAINING ROUTES**

10 Jan 2013 No Major Changes.

**MISCELLANEOUS**

10 Jan 2013 No Major Changes.

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