SALT LAKE CITY
LEGEND

SOUTH ◄ ► NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. to 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. — FSS — NO SVFR — FAR 91 — Location Identifier — NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S. — CT - 118.3 ★ Ⓒ ATIS 123.8 — 285 L 72 122.95 — UNICOM — Runways with Right Traffic Patterns (public use) — RP 23, 34 — RP * Special conditions exist - see Supplement. — VFR Advsy 125.0 — AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

FOR PROCUREMENT: For digital products, vi[sit] http://www.faa.gov/air_traffic/flight_info/aeron[av] For a list of approved FAA Print Providers, visi[t] http://www.faa.gov/air_traffic/flight_info/aeron[av]

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 13804

and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route

A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)

(within 3 NM, up to & incl 3000' AGL)

Marine Light

−1°E− Isogonic Line (2015 VALUE)

VPXYZ VFR Waypoints (See chart tabulation for latitude/longitude.) NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower 618 (Elevation Base of Tower)

Mountain Pass 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

SOUTH ◄ ► NORTH

SALT LAKE CITY SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

96TH EDITION EFFECTIVE 0901Z 13 OCT 2016
TO 0901Z 30 MAR 2017

Includes airspace amendments effective 15 SEP 2016
and all other aeronautical data received by 18 AUG 2016

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes. Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NGA REF. NO. SECXXSALTLAKECY
EFF. DATE 16287

CONTROL TOWER FREQUENCIES ON SALT LAKE CITY SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BOISE/GOWEN	CONTINUOUS	118.1 257.8	121.7 348.6	123.9 290.4	
FRIEDMAN MEM	0700-2300	125.6	121.7	128.225	
HILL AFB	0800-2400 MON-FRI 0900-1700 SAT-SUN	127.15 263.15	121.6 275.8	134.925 397.9	
IDAHO FALLS RGNL	0700-2000	118.5 257.8	121.7	135.325	
JACKSON HOLE	0700-2100	118.075	124.55	120.625	
JOSLIN–MAGIC VALLEY RGNL	0600-2100	118.2 317.5	121.7		
MOUNTAIN HOME AFB	0700-2400 MON-THU 0700-1800 FRI CLSD HOL	133.85 253.5	120.5 275.8	273.5	
OGDEN–HINCKLEY	0700-2000	118.7 253.5	121.7	125.55	
POCATELLO RGNL	0600-2200	119.1 257.8	121.9	135.625	
PROVO	0700-2100	125.3	119.4	135.175	
SALT LAKE CITY INTL	CONTINUOUS	118.3 257.8 (RWYS 17/35 & 14/32) 119.05 257.8 (RWY 16L/34R) 132.65 336.4 (RWY 16R/34L)	121.9 348.6 (RWYS 17/35 & 14/32) 123.775 348.6 (RWYS 16R/34L & 16L/34R)	124.75 125.625	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
SALT LAKE CITY CLASS B	121.1 319.25 (N OF 41° LAT) 120.9 257.2 (S OF 41° LAT)	CONTINUOUS
BOISE CLASS C	126.9 351.85 (N) 119.6 269.4 (S)	CONTINUOUS
MOUNTAIN HOME AFB	124.8 259.1	0700-2400 MON-THU 0700-1800 FRI 0800-1600 SAT-SUN CLSD HOL

SPECIAL USE AIRSPACE ON SALT LAKE CITY SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3202 LOW	TO BUT NOT INCL FL 180	0730-2200 MON-FRI†	SALT LAKE CITY CNTR	128.05 387.15 (N, W) 118.05 363.0 (E, S)
R-3203 A	TO 15,000	BY NOTAM 24 HRS IN ADVANCE	SALT LAKE CITY CNTR	128.05 387.15 (N, W) 118.05 363.0 (E, S)
R-3203 B	15,000 TO 22,000	BY NOTAM 24 HRS IN ADVANCE	SALT LAKE CITY CNTR	128.05 387.15 (N, W) 118.05 363.0 (E, S)
R-3203 C	TO 6000	BY NOTAM 24 HRS IN ADVANCE	SALT LAKE CITY CNTR	128.05 387.15 (N, W) 118.05 363.0 (E, S)
R-3203 D	TO 22,000	BY NOTAM 24 HRS IN ADVANCE	SALT LAKE CITY CNTR	128.05 387.15 (N, W) 118.05 363.0 (E, S)
R-3204 A	TO 100 AGL	0730-2200 MON-FRI†	SALT LAKE CITY CNTR	118.05 363.0
R-3204 B	100 AGL TO BUT NOT INCL FL 180	0730-2200 MON-FRI†	SALT LAKE CITY CNTR	118.05 363.0
R-6402 A	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6402 B	100 AGL TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6403	TO 9000	0800-2000 MON-THU	NO A/G	
R-6404 A	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6404 B	TO 13,000	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6404 C	100 AGL TO FL 280	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6404 D	13,000 TO FL 250	BY NOTAM	SALT LAKE CITY CNTR	128.55 269.175
R-6405	100 AGL TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175 (N) 133.45 317.625 (S)
R-6406 A	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6406 B	100 AGL TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6407	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6412 A, C	TO 9000	BY NOTAM	SALT LAKE CITY TRACON	
R-6412 B, D	9000 TO 10,000	BY NOTAM	SALT LAKE CITY TRACON	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
FALLON NORTH 3	100 AGL SW OF LINE 40°06'00"N, 117°48'03"W TO 39°29'50"N, 117°04'03"W 200 AGL NE OF LINE 40°06'00"N, 117°48'03"W TO 39°29'50N, 117°04'03"W	0715-2330	SALT LAKE CITY CNTR	
FALLON NORTH 4	200 AGL	0715-2330	SALT LAKE CITY CNTR	
GANDY	100 AGL	0700-2400 MON-FRI 0800-1700 SAT	SALT LAKE CITY CNTR	128.55 380.05 (N, E) 133.45 397.85 (S) 132.25 338.35 (W)
JARBIDGE NORTH	100 AGL TO 17,999	0730-2200 MT MON-FRI	SALT LAKE CITY CNTR	118.05 363.0 (N, E) 132.25 338.35 (S) 128.05 387.15 (W)
JARBIDGE SOUTH	3000 AGL OR 10,000 WHICHEVER IS HIGHER TO 17,999	0730-2200 MT MON-FRI	SALT LAKE CITY CNTR	118.05 363.0 (N, E) 132.25 338.35 (S) 128.05 387.15 (W)
LUCIN A	100 AGL TO 9000	0700-2400 MT MON-FRI 0800-1700 MT SAT	SALT LAKE CITY CNTR	128.55 380.05 (N, S, E) 132.25 338.35 (W)
LUCIN B	100 AGL TO 7500	0700-2400 MT MON-FRI 0800-1700 MT SAT	SALT LAKE CITY CNTR	128.55 380.05 (N, S, E) 132.25 338.35 (W)
LUCIN C	100 AGL TO 6500	0700-2400 MT MON-FRI 0800-1700 MT SAT	SALT LAKE CITY CNTR	128.55 380.05 (N, S, E) 132.25 338.35 (W)
OWYHEE NORTH	100 AGL TO 17,999	0730-2200 MT MON-FRI	SALT LAKE CITY CNTR	128.05 387.15 (N, W) 118.05 363.0 (E) 132.25 338.35 (S)
OWYHEE SOUTH	3000 AGL OR 10,000 WHICHEVER IS HIGHER TO 17,999	0730-2200 MT MON-FRI	SALT LAKE CITY CNTR	128.05 387.15 (N, W) 118.05 363.0 (E) 132.25 338.35 (S)
SEVIER B	100 AGL TO 9500	0700-2400 MON-FRI 0800-1700 SAT	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)
SEVIER D	9500	BY NOTAM 6 HRS IN ADVANCE	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)
WHITE ELK	14,000	0730-2200 MON-THU 0730-1630 FRI	SALT LAKE CITY CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

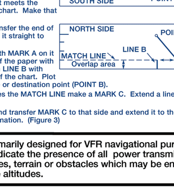
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)



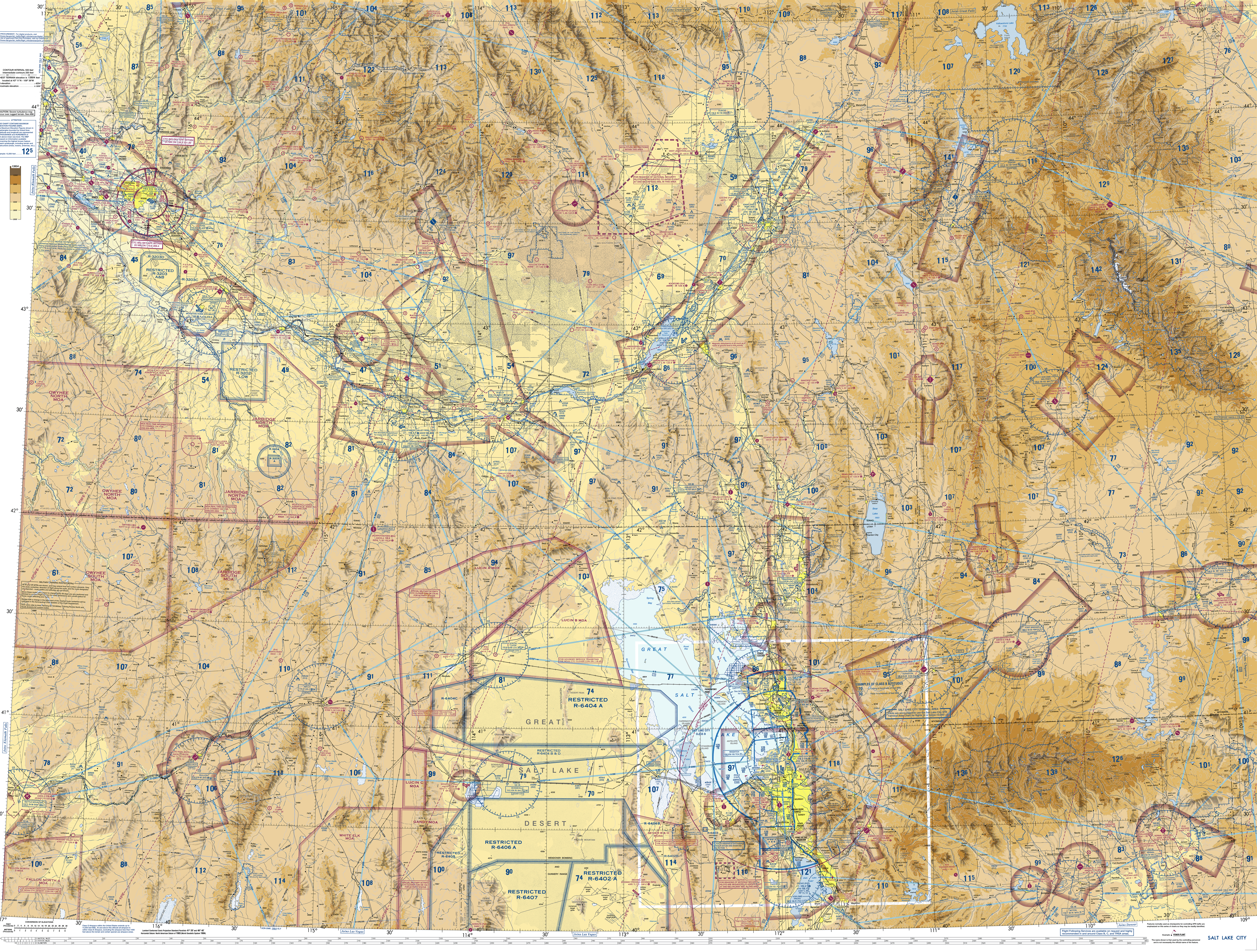
CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

SALT LAKE CITY