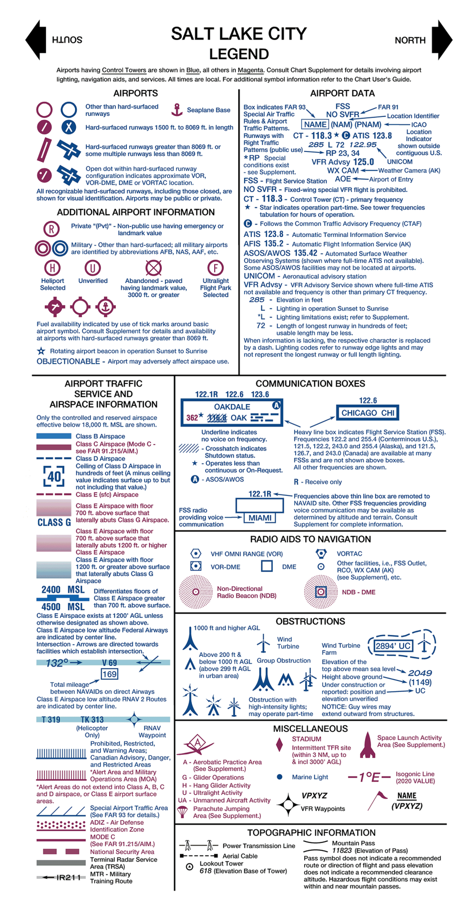


REPORTING CHART ERRORS

You are requested to notify us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://www.faa.gov/air_traffic/flight_info/aeronav/aero_data prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data. FAA, Aeronautical Information Services, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 13804 feet located at 43° 11'N - 109° 39'W
Spot elevation 4254
Approximate elevation . . . . . x 3200

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

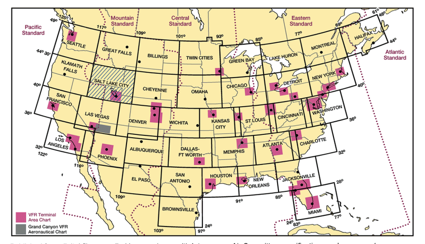
SALT LAKE CITY SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EDITION EFFECTIVE 0901Z 25 FEB 2021
TO 0901Z 22 APR 2021

Consult NOTAMs for latest information
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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NSN 7641014100163
NGA REF. NO. SECXXSALTLAKECY
EFF. DATE 21056

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 AIR TRML/GOWEN FLD	CONTINUOUS	118.1 257.8	121.7 348.6	123.9 290.4	
FRIEDMAN MEML	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 FLD-MAGIC VALLEY RGNL	0600-2100	118.2 317.5	121.7		
MOUNTAIN HOME AFB	0700-2400 MON-THU 0700-1800 FRI 0800-1600 SAT-SUN 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 MUNI	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°29'50"N, 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	128.55 269.175 (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	128.55 269.175 (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	128.55 269.175 (N, S, E) 132.25 338.35 (W)
LUCIN D	9001	0700-2400 MT MON-THU 0700-1800 MT FRI	SALT LAKE CITY CNTR	128.55 269.175 (N, S, E) 132.25 338.35 (W)
LUCIN E	7501	0700-2400 MT MON-THU 0700-1800 MT FRI	SALT LAKE CITY CNTR	128.55 269.175 (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	0730-2400 MON-THU 0730-1630 FRI	SALT LAKE CITY CNTR	

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

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.
Refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

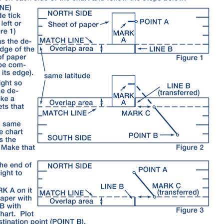
NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

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 5-6-13 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 intercept visual ICAO signals. Be advised that non-compliance may result in the use of force.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

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

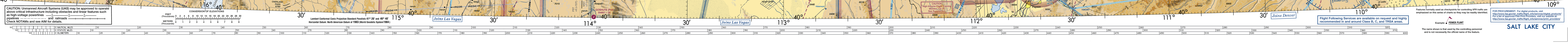
STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)
STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the 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 the point.
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the paper's edge to where it meets the MATCH LINE out to the edge of the chart. Make that line 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)



REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT 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, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) 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) an 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, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the four agencies. 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 four 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 Agency Areas



SALT LAKE CITY