VFR TERMINAL AREA CHART
SALT LAKE CITY

VFR FLYWAY

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

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

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules Airport.
Runways with Right Traffic Patterns (public use) ● RP Special conditions exist - see Supplement.
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
APIS 135.2 - Automatic Flight Information Service (AK)
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
L - Lighting limitations exist; refer to Supplement.
72 - Runway length in hundreds of feet. If less than 2 digits, usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

FSS NO SVFR NAME (NAM) (PNAM) —CAO Location Identifier
CT - 118.3 ● ATIS 123.8 Location Indicator
285 L 72 122.95 phone outside contiguous U.S.
RP 23, 34
VFR Advsy 125.9 UNICOM
WX CAM —Weather Camera (AK)
AOE —Airport of Entry

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

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(d)(4).)
- Class D Airspace
- 40 — Ceiling of Class D Airspace in hundreds of feet (if minus ceiling, airport elevation surface up to 3rd not including that value.)
- Class E (sfc) Airspace
- CLASS D — Class E Airspace with floor 700 ft. above surface
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class D Airspace
- 2400 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
- 4500 MSL — Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line.
Intersection - Arrows are directed towards facilities which establish intersection.

132° — V 69 — Total mileage between NAVAIDS on direct Airways
Class E Airspace low altitude RNAV Z Routes are indicated by center line.
T 319 — T 333 — RNAV Waypoint
(Helicopter Only)
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas.
Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C, D airspace, or Class E airport surface areas.
Special Airport Traffic Area (See FAR 93 for details.)
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215(d)(4).)
National Security Area (See Notice to Airmen Service Area (TISA))
MTR - Military Training Route
IFR Departure Route
IR21 — IFR Arrival Route
IFR Arrival/Departure Route

COMMUNICATION BOXES

122.1R 122.6 123.6
OAKDALE
382° 33.6 OAK
122.6
CHICAGO CHI

Underline indicates no voice on frequency.
Hatched area indicates Shutdown status.
★ - Operates less than continuous or On-Request.
Ⓐ - ASOS/AWOS

122.1R — FSS radio providing voice communication — MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Continentals U.S.), 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

122.1R — Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, ARCO, WX CAM (AK) (see Supplement), etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL
Above 200 ft & below 1000 ft AGL (above 200 ft AGL in urban area)
Obstruction with high-intensity lights; may operate part-time
Wind Turbine
Group Obstruction
Wind Turbine Farm
2894' UC — Elevation of the highest point above sea level
2049 — Height above ground
(1149) — Under construction or reported; position and elevation unverified
UC
NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)
S - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)
STADIUM Intermittent TFR site (See FDC NOTAMs & Inst 3000' AGL)
Marine Light
VPXYZ — VFR Waypoints
Space Launch Activity Area (See Supplement.)
Isogonic Line (2020 VALUE)
NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line
Aerial Cable
Lookout Tower
518 (Elevation Base of Tower)
Mountain Pass
11823 (Elevation at Pass)
Pilots should select the most 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.

GROUND ELEVATIONS IN FEET
11749
9000
7000
5000
CONTOUR INTERVAL 500'

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ● POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

Entire area of this chart is within the Mountain Standard Time Zone +7 (+6 DT) = UTC.

SALT LAKE CITY CLASS B AIRSPACE

See back of this chart for procedural information within the Salt Lake City Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 — Ceiling in hundreds of feet MSL
30 — Floor in hundreds of feet MSL

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

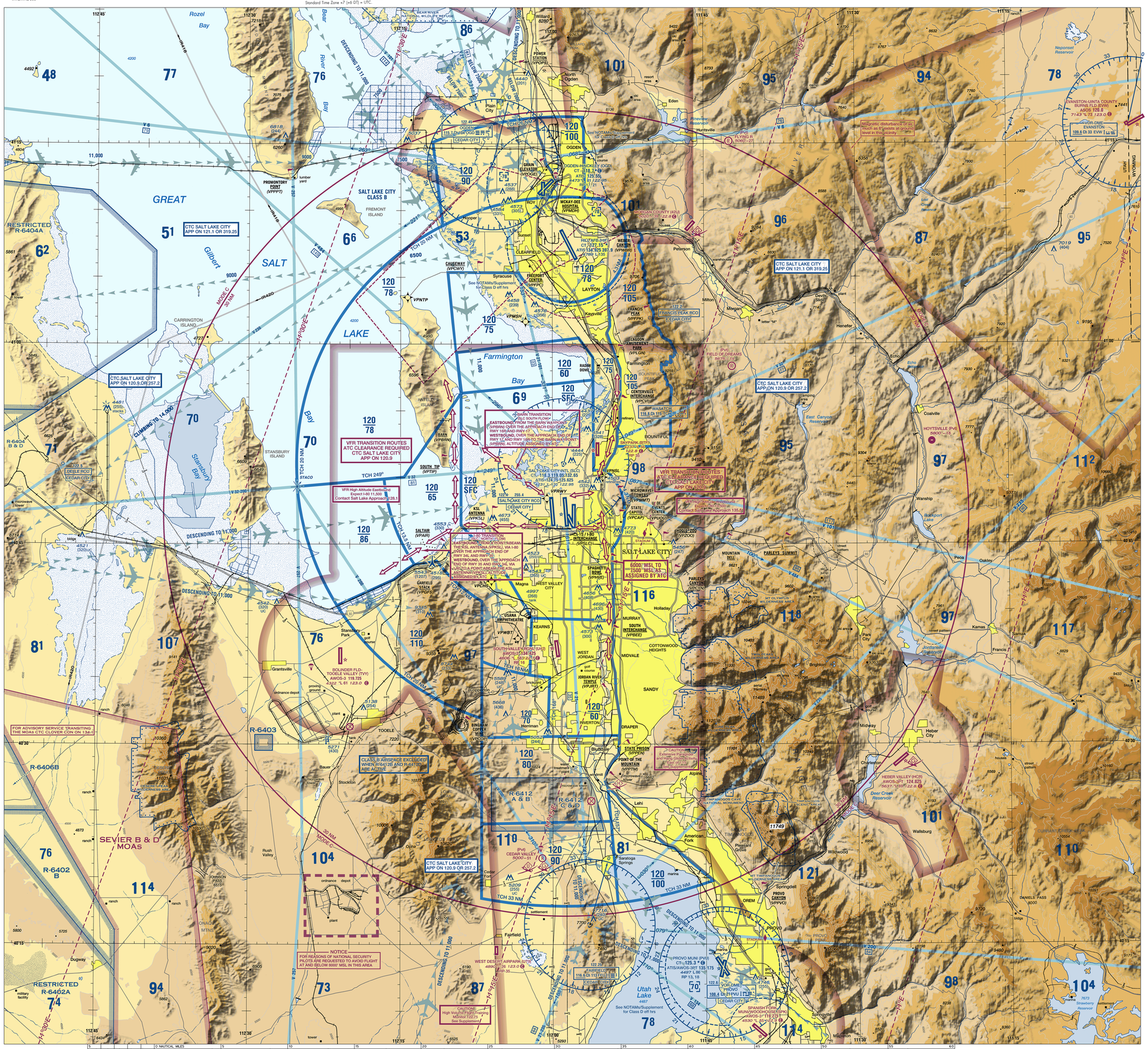
MILITARY TRAINING ROUTES (MTRs)

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.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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.

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


GREAT SALT LAKE
Farmington Bay
Gilbert Bay
Stansbury Bay
Rozel Bay
Bear River Bay
SALT LAKE CITY CLASS B
CTC SALT LAKE CITY APP ON 121.1 OR 319.25
CTC SALT LAKE CITY APP ON 120.9 OR 257.2
VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CTC SALT LAKE CITY APP ON 120.9
RESTRICTED R-6404A
SEVIER B & D MOAS
R-6402 B
R-6406B
R-6403
R-6412 A & B
R-6412 C & D
RESTRICTED R-6402A
SALT LAKE CITY
OGDEN
PROVO
Utah Lake
Deer Creek Reservoir
Echo Reservoir
Rockport Lake
Jordanelle Reservoir
Neponset Reservoir
East Canyon Reservoir
Wasatch Mountain State Park
Dugway Proving Ground
Tooele Army Depot
Hill AFB
Salt Lake City Int'l
Ogden-Hinckley
Provo Muni
Heber Valley
Evanston-Uinta County Burns Fld
Spanish Fork Municipal
Wendover
Grantsville
Bountiful
Kaysville
Layton
Clearfield
Syracuse
Tooele
Stockton
Lehi
Saratoga Springs
Eagle Mountain
Saltair
Magna
Kearns
West Valley City
Murray
Sandy
Draper
Riverton
Herriman
Bluffdale
Alpine
Highland
Cedar Hills
Orem
Provo
Springville
Spanish Fork
Payson
Salem
Pleasant Grove
Lindon
Vineyard
Saratoga Springs
Fairfield
Rush Valley
Stansbury Island
Antelope Island
Carrington Island
Fremont Island
Promontory Point (VPPPT)
Causeway (VPCWY)
Freeport Center (VPFRC)
Layton (VPLYN)
Kaysville (VPKVL)
Bountiful (VPBNT)
Farmington (VPFRM)
Lagoon Amusement Park (VPLGN)
Francis Peak (VPFPK)
Cedar City (VPCDC)
Provo Canyon (VPPVO)
Spanish Fork (VPSFK)
Salt Lake City (VPSLC)
Salt Lake City Rcd
Provo Muni (PVU)
Spanish Fork Municipal (SPK)
Wendover (VPWDR)
Grantsville (VPGRV)
Bowman Copper (VPCOP)
Bluffdale (VPBLF)
Saltair (VPAIR)
Bonneville Salt Flats (VPBNS)
Wendover (VPWDR)
Tooele (VPTOO)
Stockton (VPSKN)
Lehi (VPLEH)
Saratoga Springs (VPSAS)
Eagle Mountain (VPEGM)
Fairfield (VPFAF)
Rush Valley (VPRVY)
Stansbury Park (VPSBP)
Provo (VPPRV)
Orem (VPORM)
Springville (VPSPV)
Payson (VPPAY)
Salem (VPSLM)
Pleasant Grove (VPPGR)
Lindon (VPLIN)
Vineyard (VPVNY)
Highland (VPHGL)
Cedar Hills (VPCDH)
Alpine (VPALP)
Draper (VPDRP)
Riverton (VPRIV)
Herriman (VPHRM)
Bluffdale (VPBLF)
Magna (VPMAG)
Kearns (VPKRS)
West Valley City (VPWVC)
Murray (VPMUR)
Sandy (VPSDY)
Midvale (VPMDV)
Holladay (VPHOL)
Millcreek (VPMLC)
Bountiful (VPBNT)
Kaysville (VPKVL)
Layton (VPLYN)
Clearfield (VPCLE)
Syracuse (VPSYC

VFR FLYWAY PLANNING CHART
SALT LAKE CITY
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
NDB — DCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class B/C Surface Area
- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Examples of Class B Airspace Altitudes
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
- Mode C (See FAR 91.215/AIM.)
- Class D Airspace
- 40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace

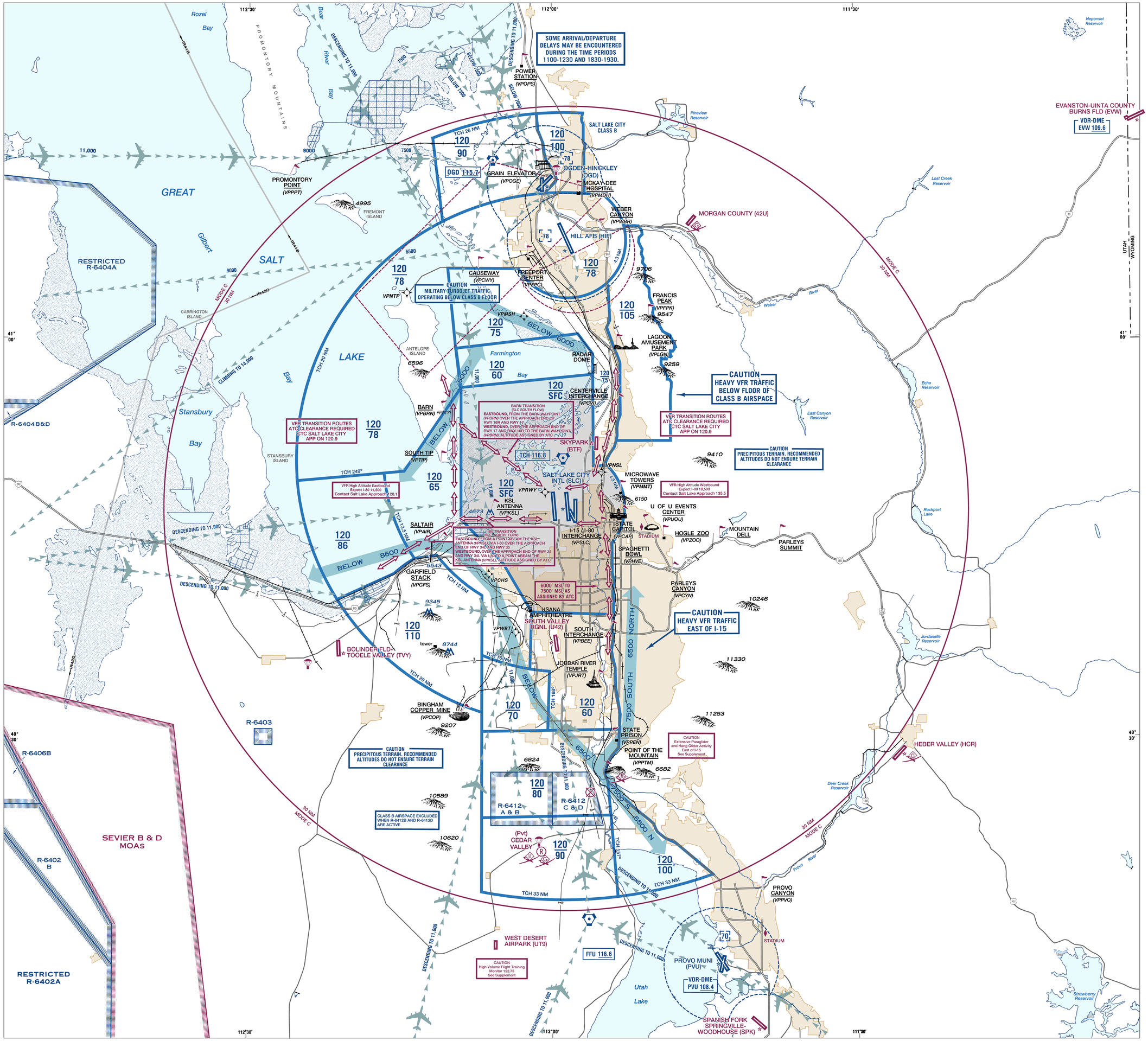
Suggested VFR Flyway and Altitude
2600 | 6700

- IFR Departure Routes
- IFR Arrival Routes
- IFR Arrival/Departure Routes

OBSTRUCTIONS (Selected)
2049

MISCELLANEOUS
Navigation Reference Point
N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION
12256 Mountain Top or Peak and Spot Elevation



THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SALT LAKE CITY AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE SALT LAKE CITY AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE SALT LAKE CITY CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM SALT LAKE CITY APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT SALT LAKE CITY VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

SALT LAKE CITY CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Salt Lake City Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.