

801-325-9624

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Salt Lake City ATCT/TRACON
Air Traffic Control
Facility Standard Operating Procedures

N 7110.86

Effective Date:
December 12, 2011

Cancellation Date:
February 9, 2012

SUBJ: BARN AND I80 VFR TRANSITIONS

- 1. Purpose of this Notice.** This notice establishes a 60 day test for new procedures to handle VFR arrivals and departures at the Salt Lake City airport.
- 2. Audience.** This notice applies to all Salt Lake TRACON and Salt Lake Tower personnel.
- 3. Where can I Find This Notice?** This notice is available in Salt Lake TRACON and Salt Lake Tower facility file and the Facility Directive Repository (FDR).
- 4. SAFETY MANAGEMENT REVIEW:** This change to local procedures does not represent significant new safety concerns. (SRMRR 11-021)
- 5. Explanation of changes.** This change eliminates the Barn and I-80 transitions as departure routes. The Barn and I-80 transitions will be assigned to VFR arrivals from the west and assigned 6,500. Local Control East (LCE) VFR corridor airspace will be changed to 6,500. VFR arrivals from the north over I-15 will be assigned 6,500 by the TRACON with Tower's control for descent on contact. The Tower will be responsible for separation with lower northbound traffic. VFR arrivals from the south will be assigned 6,000. Westbound departures will be routed southbound via I-15 and assigned 5,500. The Tower will route northbound departures via I-15 and assigned 5,500 or 6,000. Tower will route southbound departures via I-15 and assign fixed wing 5,500 or 6,500 and helicopters at or below 5,000.

6. Procedures.

a. VALLY RESPONSIBILITIES

1) Route VFR landing SLC/BTF

- a) SOUTH or NORTH FLOW** from the north over I-15 at 6,500.
Tower has control for descent on contact.

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Directive Repository

Initiated By: S56/SLC

NOTE: Tower is responsible for separation between the arrival and lower north bound traffic.

- b) **SOUTH or NORTH FLOW** from the south over I-15 at 6,000.
- c) **SOUTH FLOW** from the WEST via "BARN" transition at 6,500.
- d) **NORTH FLOW** from the WEST via "I-80" transition at 6,500.

NOTE: BTF arrivals from the north will be terminated by the TRACON.

2) Overflights (east side of valley)

- a) From the North transitioning southbound – via over I-15 at 6,500, 7,500, or 8,500.
- b) From the South transitioning northbound – via over I-15 at 6,000, 7,000, or 8,000.
- c) VFR Corridor overflights from the west will be routed into the SLC arrival flow as described in N7110.86.

b. LOCAL CONTROL EAST RESPONSIBILITIES (LCE)

1) Route VFR departures

- a) **WESTBOUND, SOUTH or NORTH FLOW**, via south over I-15 at 5,500 for fixed wing aircraft and helicopters at or below 5,000.
- b) **NORTHBOUND, SOUTH or NORTH FLOW**, via north over I-15 at 5,500 or 6,000 for fixed wing and helicopters at or below 5,000.
- c) **SOUTHBOUND, SOUTH or NORTH FLOW**, via south over I-15 at 5,500 6,500 for fixed wing and helicopters at or below 5,000.

c. LOCAL CONTROL RESPONSIBILITIES (LC)

- 1) **SOUTH or NORTH FLOW**, aircraft conducting missed approach or go-around, apply prearranged coordination procedures through LOCAL CONTROL EAST/City VFR corridor airspace.
- 2) When applicable assign 8,000 and issue the primary climb out or alternate climb out as appropriate.

d. CLEARANCE DELIVERIES RESPONSIBILITIES (CD)

- 1) Issue VFR category I and II aircraft a clearance out of Bravo airspace and assign 5,500 and Valley's frequency.
- 2) Issue helicopters departing eastbound or south/north over I-15 a clearance out of Bravo airspace and assign at or below 5,000 and Valley's frequency.

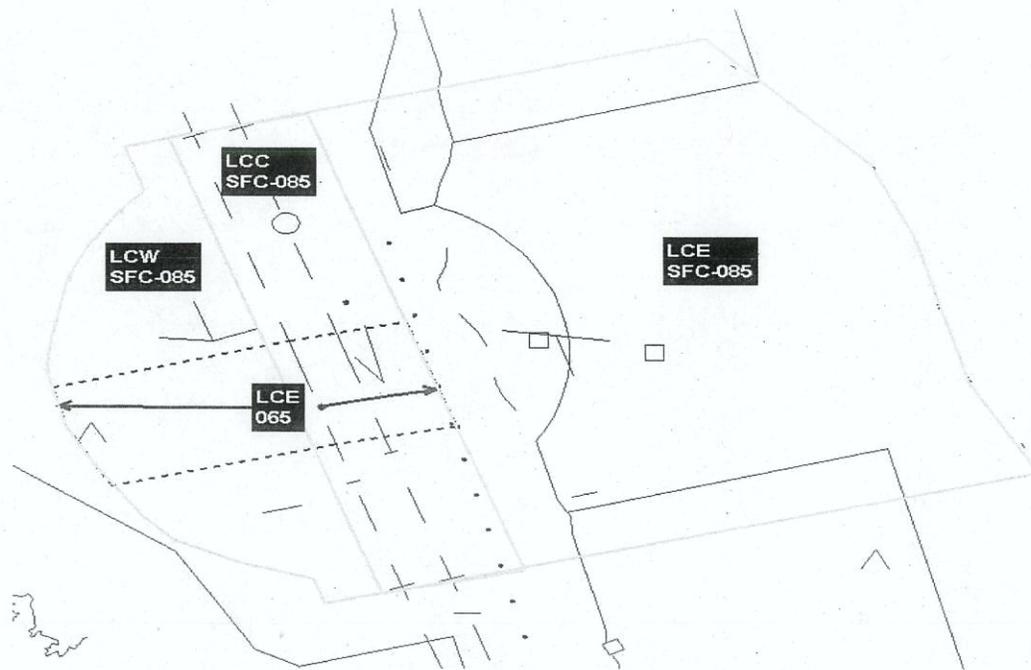
e. COORDINATION

- 3) LAKE/GUNNISON/STOCKTON/JORDAN has control of SLC departures for turns leaving 7,000 for non-heavy aircraft and leaving 7,500 for heavy jets/B-757.

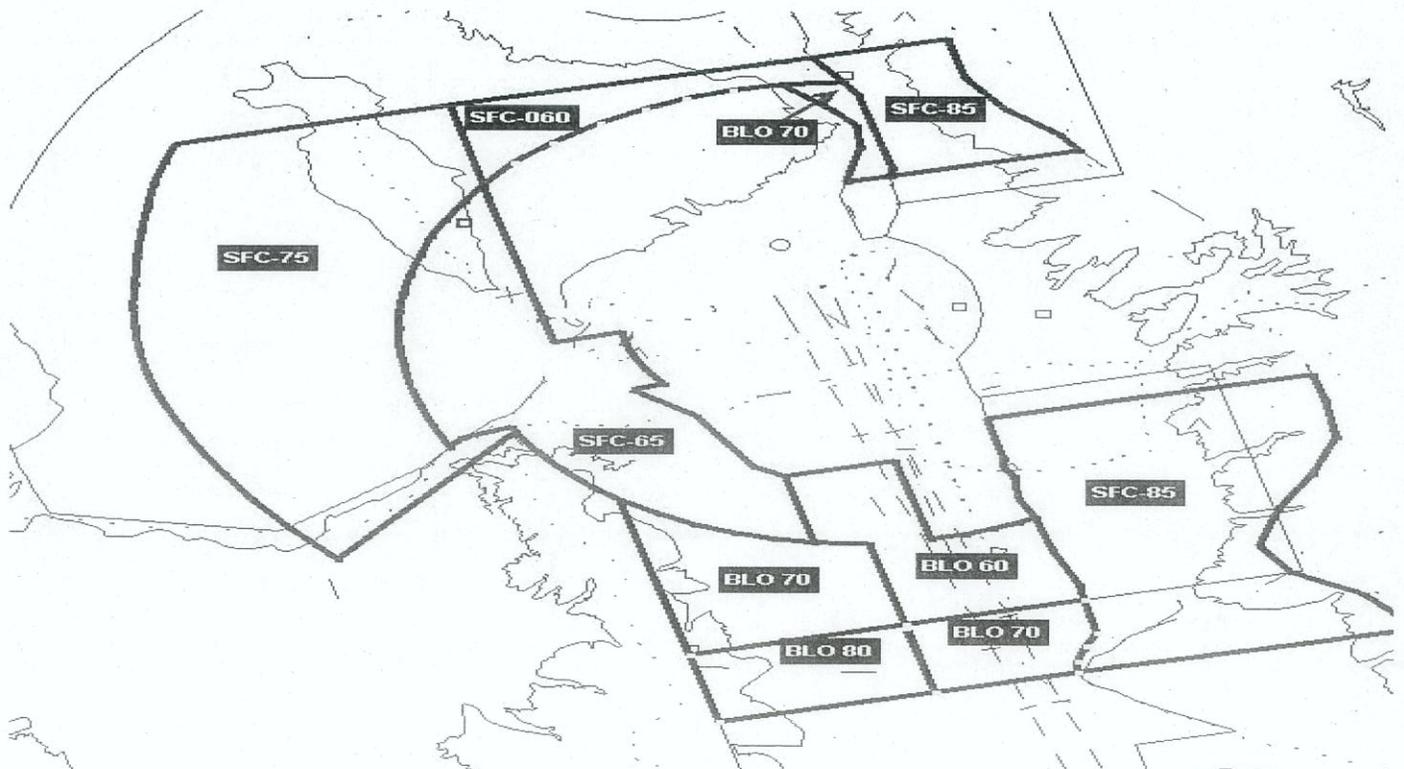
f. Salt Tower Airspace, South Flow



g. Salt Tower Airspace, North Flow

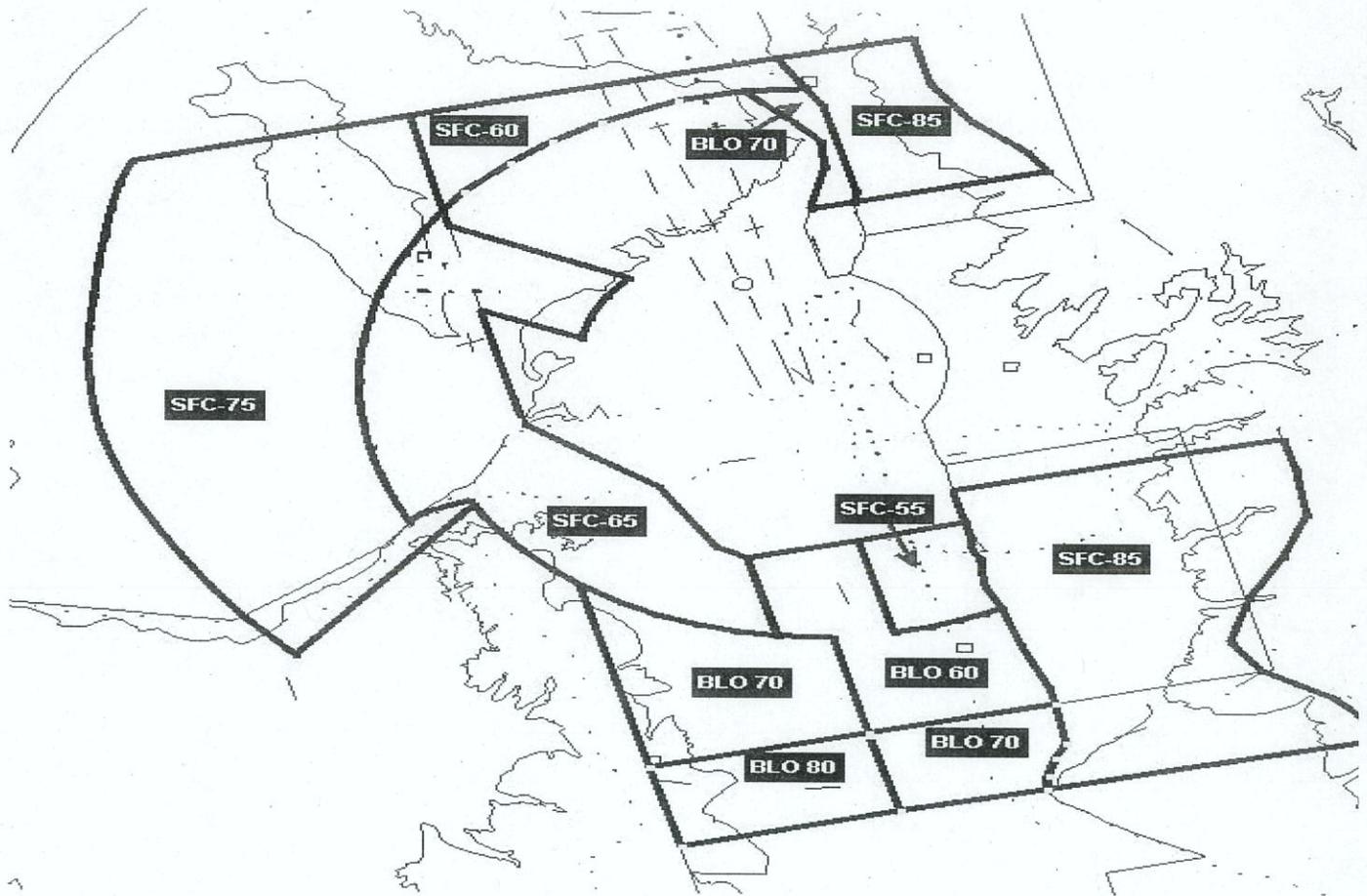


h. Valley Airspace, North Flow



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i. Valley Airspace, South Flow



7. Background.

The WSA ERC has received reports concerning the VFR corridors that are used for aircraft transitioning the Salt Lake class "B" airspace. The VFR corridors were also subject of a Partnership for Safety report. The issue with the VFR transition is the assigned altitudes, 6,000 for arrivals and 5,500 for departures conflict with an IFR go-around that is climbing to 8,000. A Partnership for Safety workgroup was convened to resolve the VFR corridor issues.

Jill Story
Manager, Salt Lake District