

SLC Class B Changes effective on October 18, 2012

(for training purposes only)

For more information contact:

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or

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By: Salt Lake Tower/Tracon

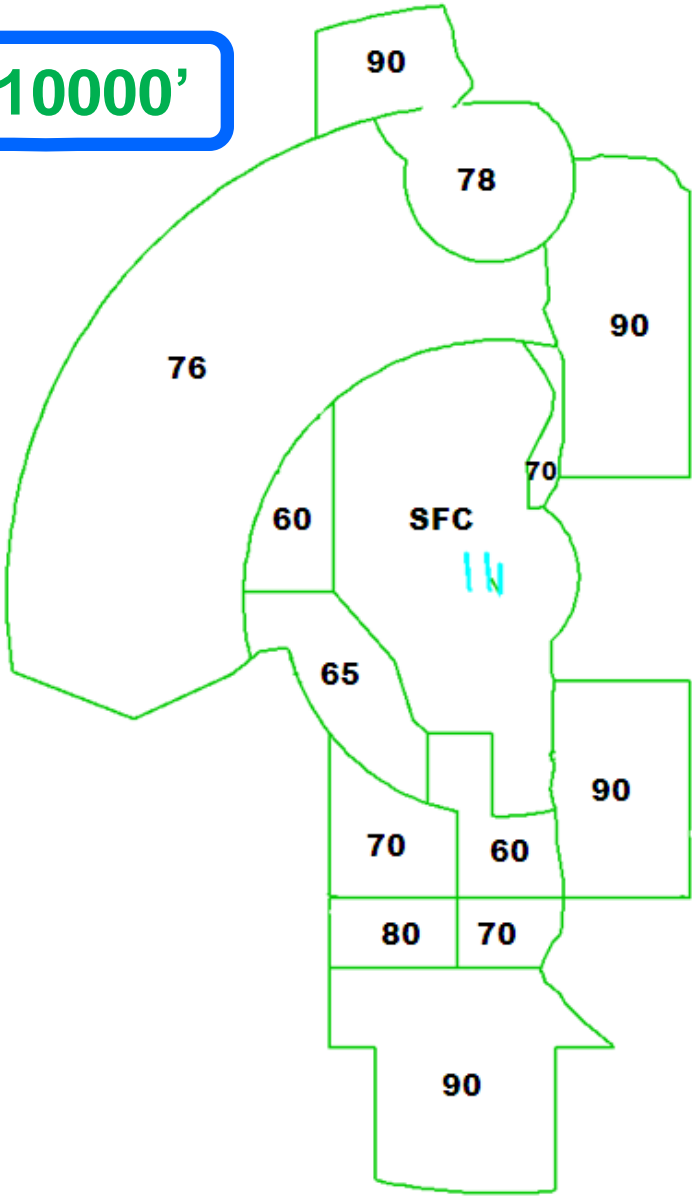
Date: September 2012



Federal Aviation
Administration

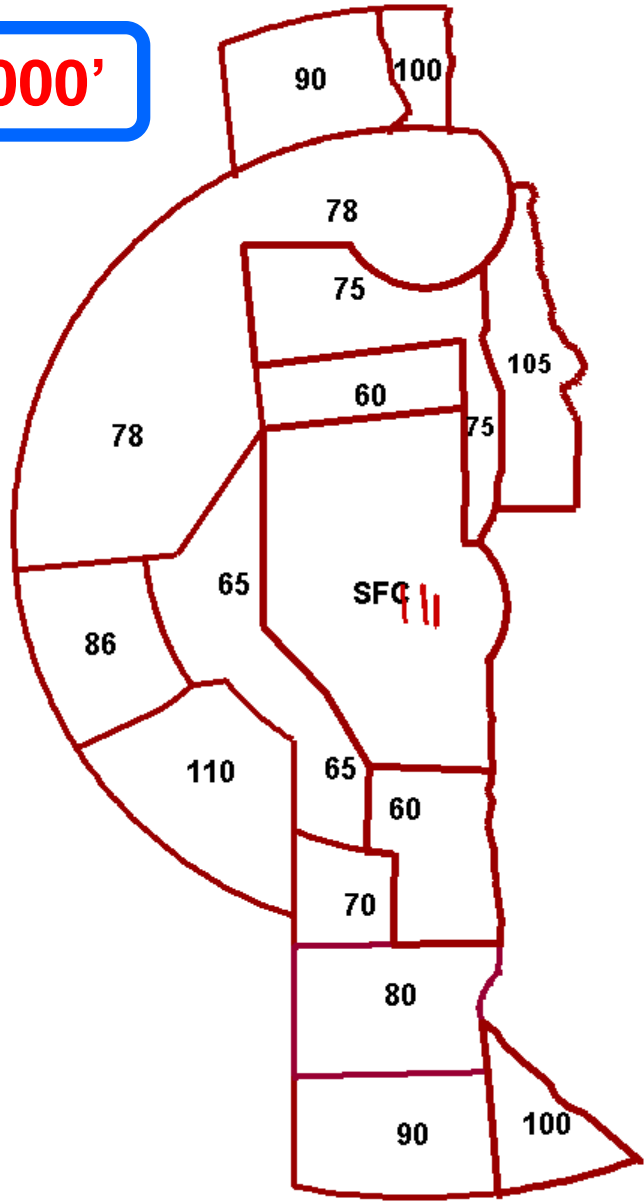


10000'



Current Design

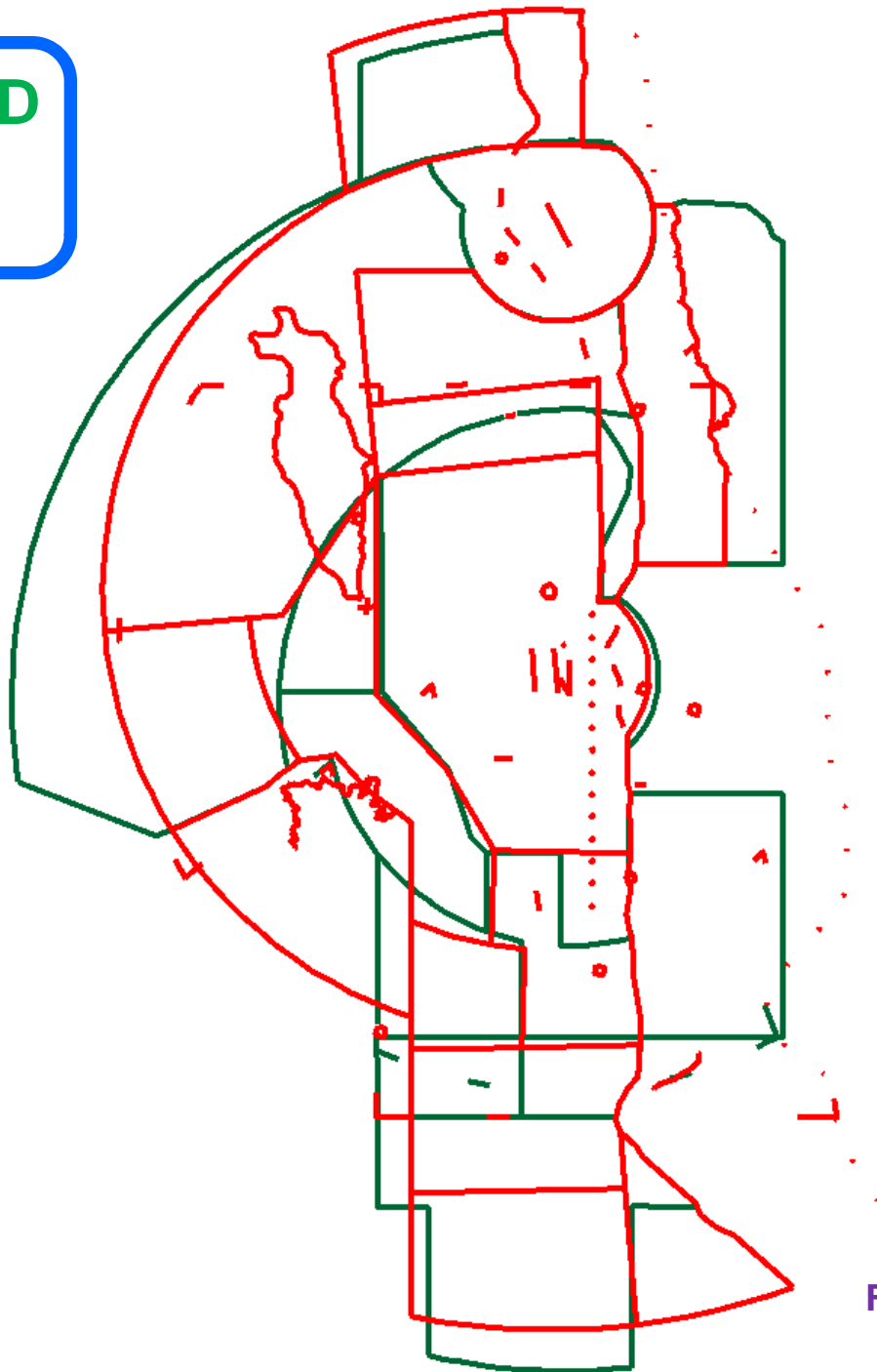
12000'



New Design

Green = OLD

Red = NEW





Change the DME Source to the TCH VOR

- The current Class B design uses the runway 17 ILS DME (I-BNT) as a navigation source
- When Salt Lake is landing north, the runway 35 ILS DME (I-UTJ) is used, and we are switching to the TCH VOR for a more consistent DME source

The northern boundary moves south, the floor in this area will be 60

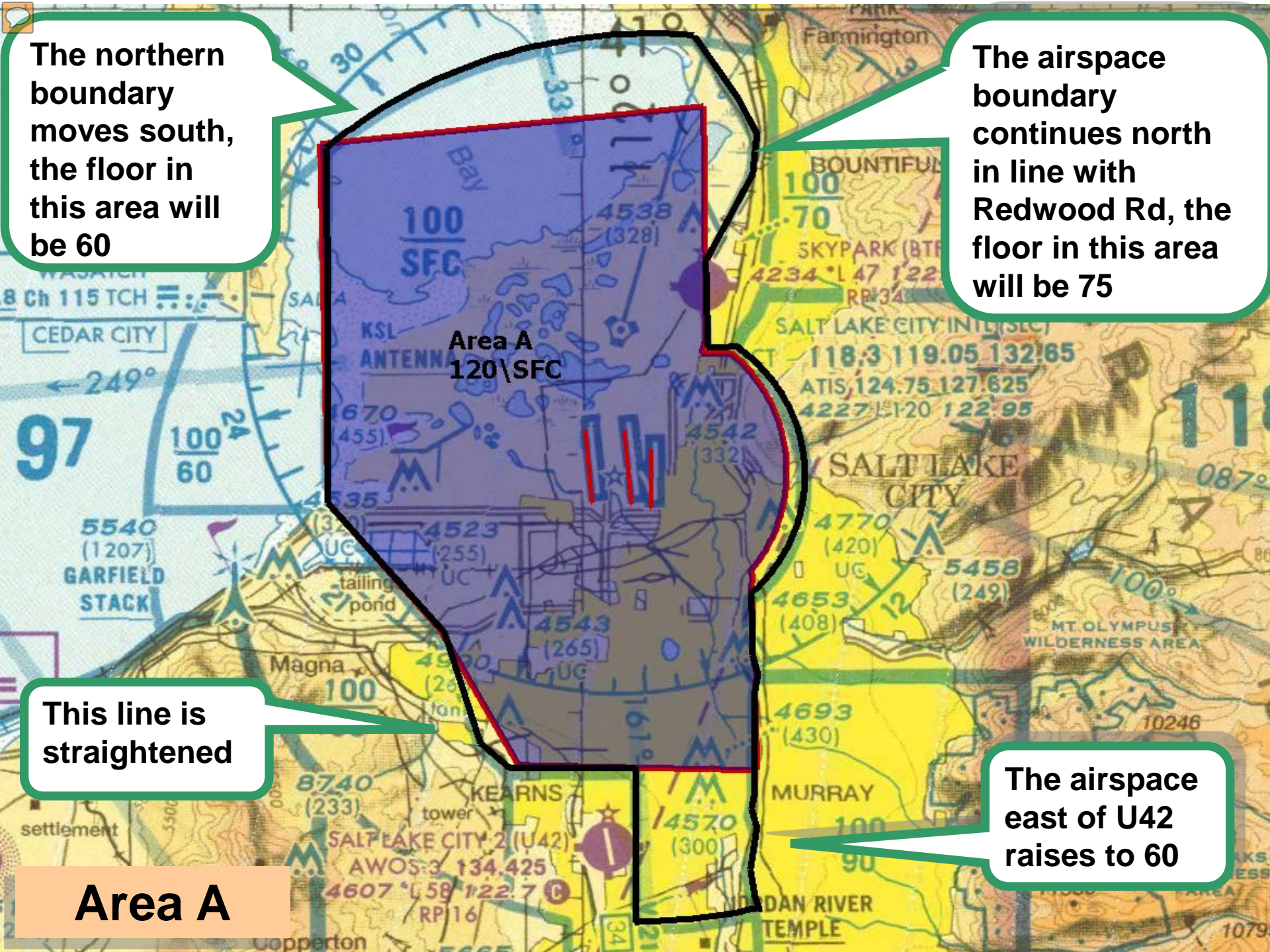
The airspace boundary continues north in line with Redwood Rd, the floor in this area will be 75

Area A
120\ SFC

This line is straightened

The airspace east of U42 raises to 60

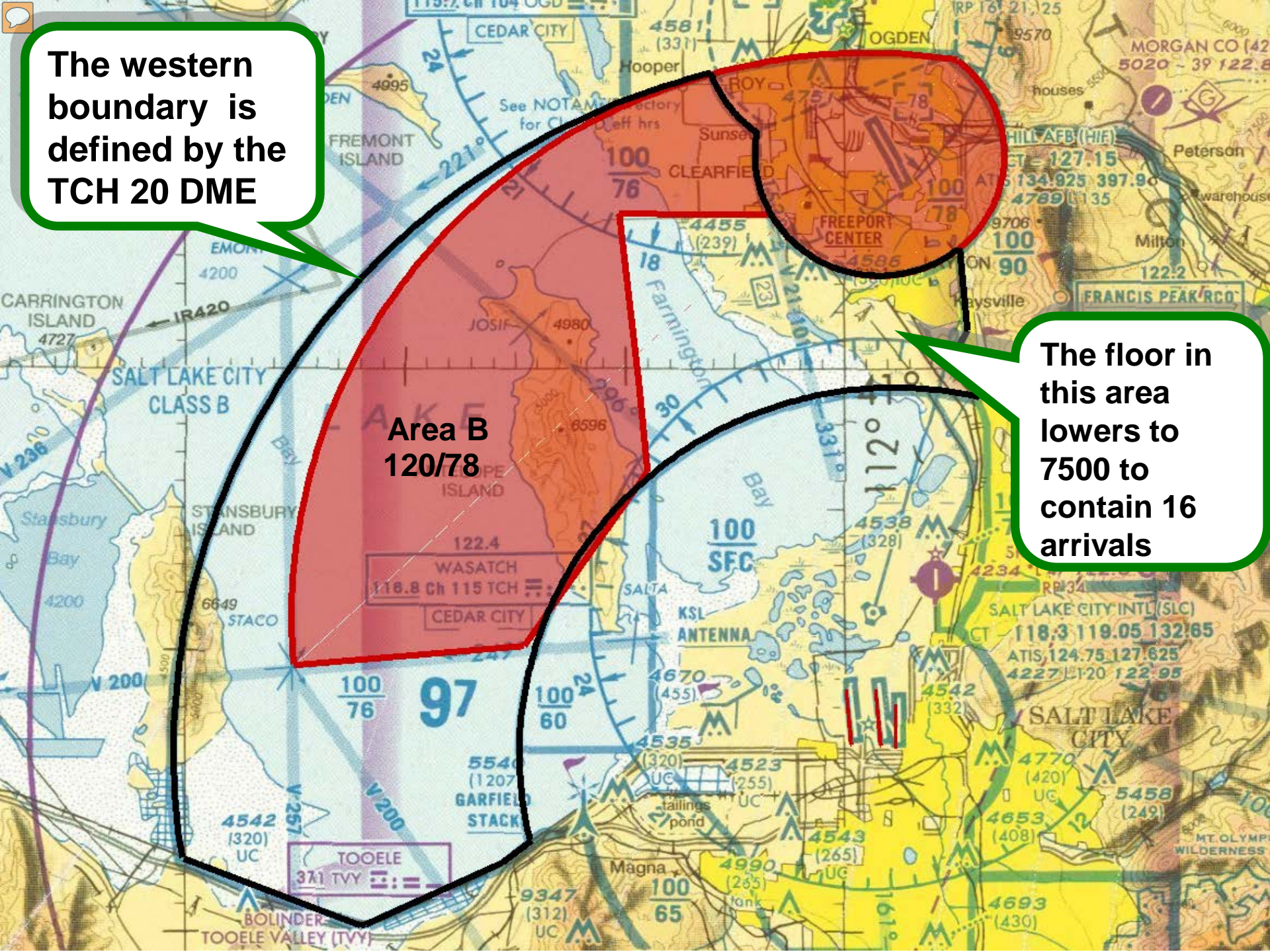
Area A

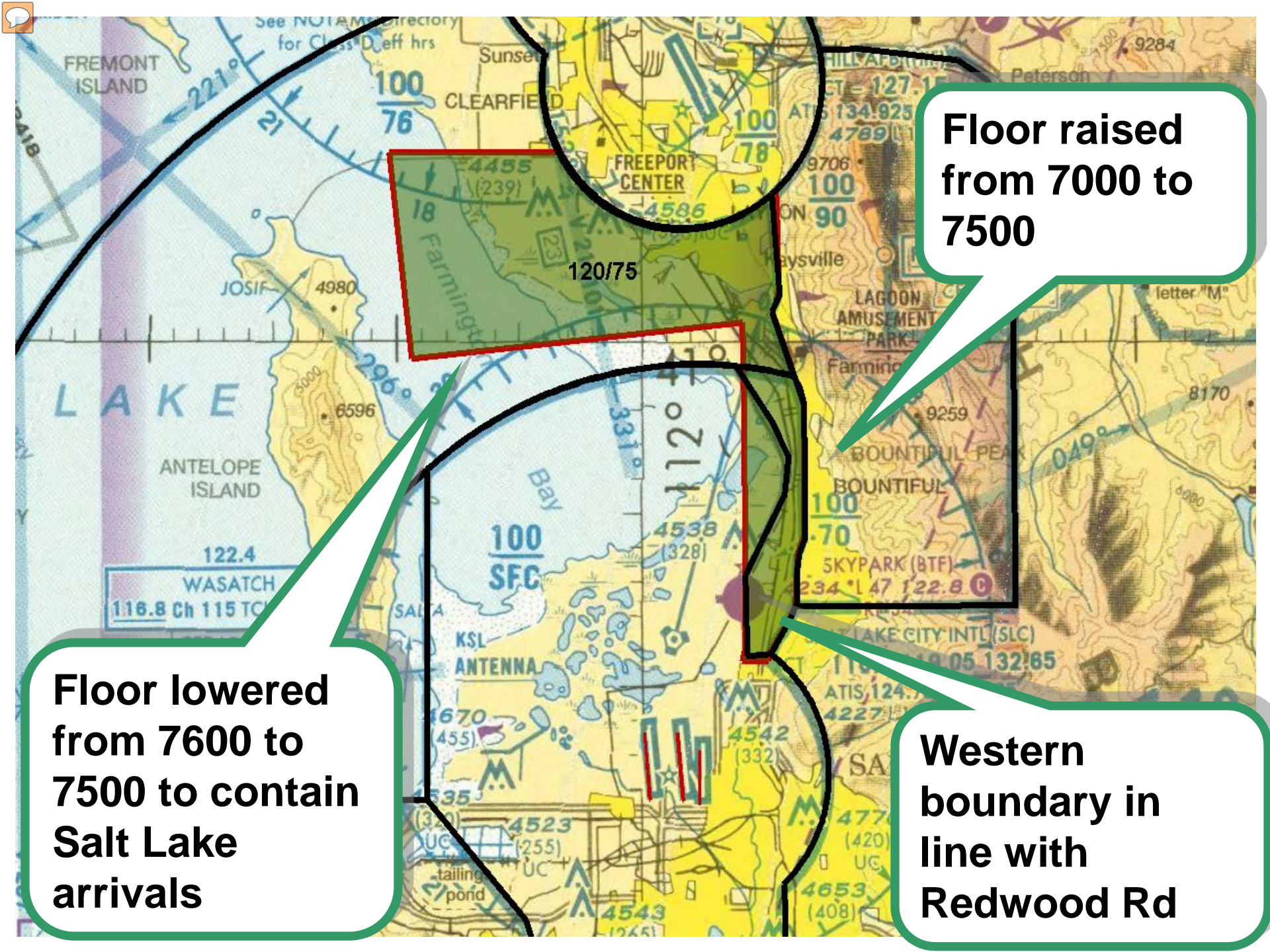


The western boundary is defined by the TCH 20 DME

Area B
120/78

The floor in this area lowers to 7500 to contain 16 arrivals





**Floor raised
from 7000 to
7500**

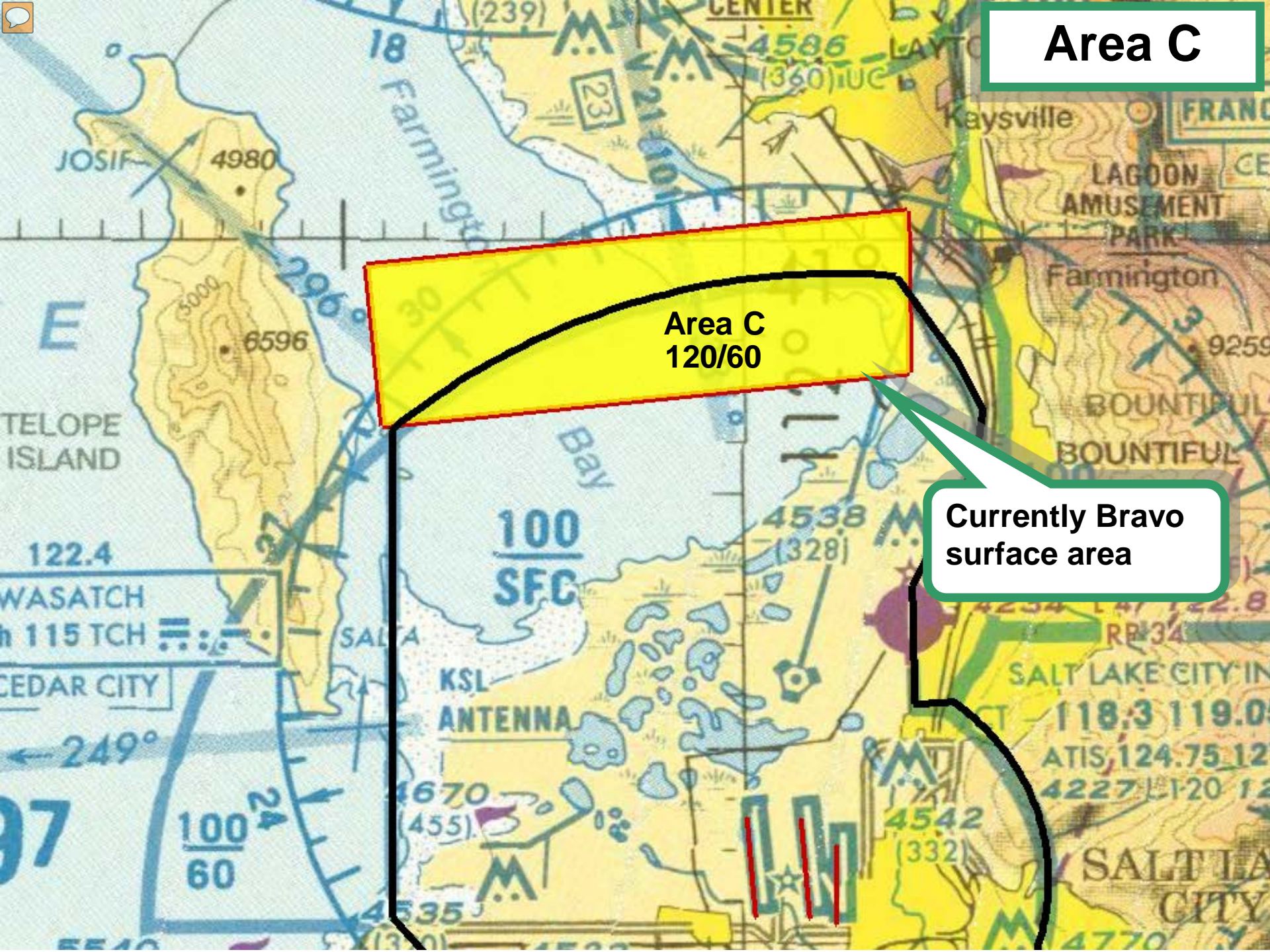
**Floor lowered
from 7600 to
7500 to contain
Salt Lake
arrivals**

**Western
boundary in
line with
Redwood Rd**

Area C

Area C
120/60

Currently Bravo
surface area



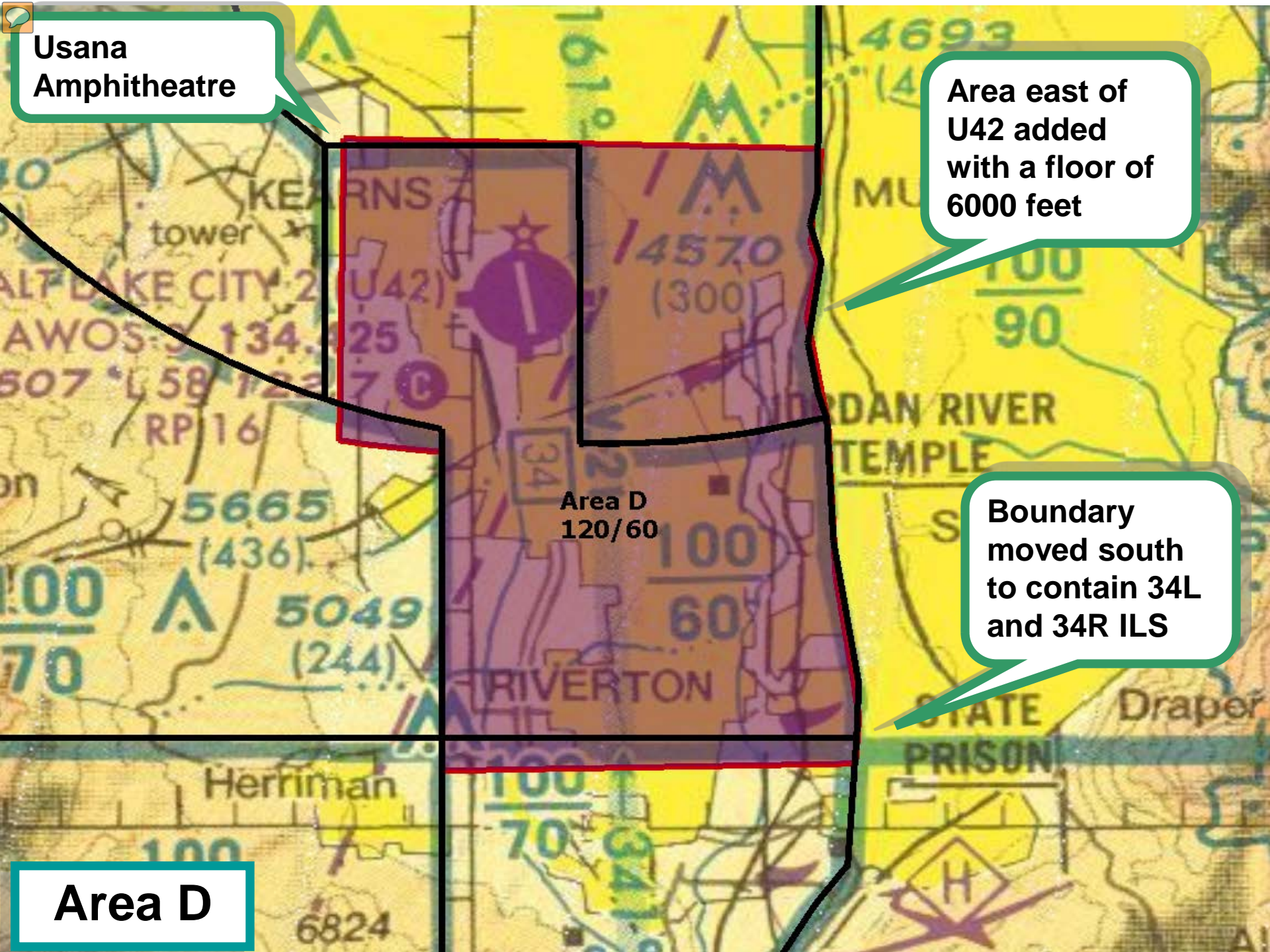
Usana
Amphitheatre

Area east of
U42 added
with a floor of
6000 feet

Boundary
moved south
to contain 34L
and 34R ILS

Area D
120/60

Area D



Floor raised
from 6000 to
6500 feet

The image shows a topographic map of the Salt Lake City area with several radio frequency overlays. A large orange-shaded region is outlined in black, representing a Class B boundary. A red line follows the inner edge of this boundary. A callout box in the top left explains that the floor of this boundary has been raised from 6000 to 6500 feet. Another callout box on the right points to a red line, stating it is straightened. A third callout box at the bottom left points to a specific boundary line, indicating it has been moved east. The map includes various geographical features like Salt Lake City, Cedar City, and the KSL Antenna. It also shows contour lines, elevation markers, and various radio frequency callouts such as '100 SFC', '97', '65', '100/76', '100/60', '100/90', and '100/90'. Other callouts include 'TOOELE 371 TVY', 'GARFIELD STACK', 'MAGNA', 'SALT LAKE CITY', 'AVOS', 'MURRAY', and 'DAN RIVER TEMPLE'. A compass rose is visible on the left side of the map.

This line is
straightened

TCH 12 DME,
Class B
boundary
moved east

Boundary moved east

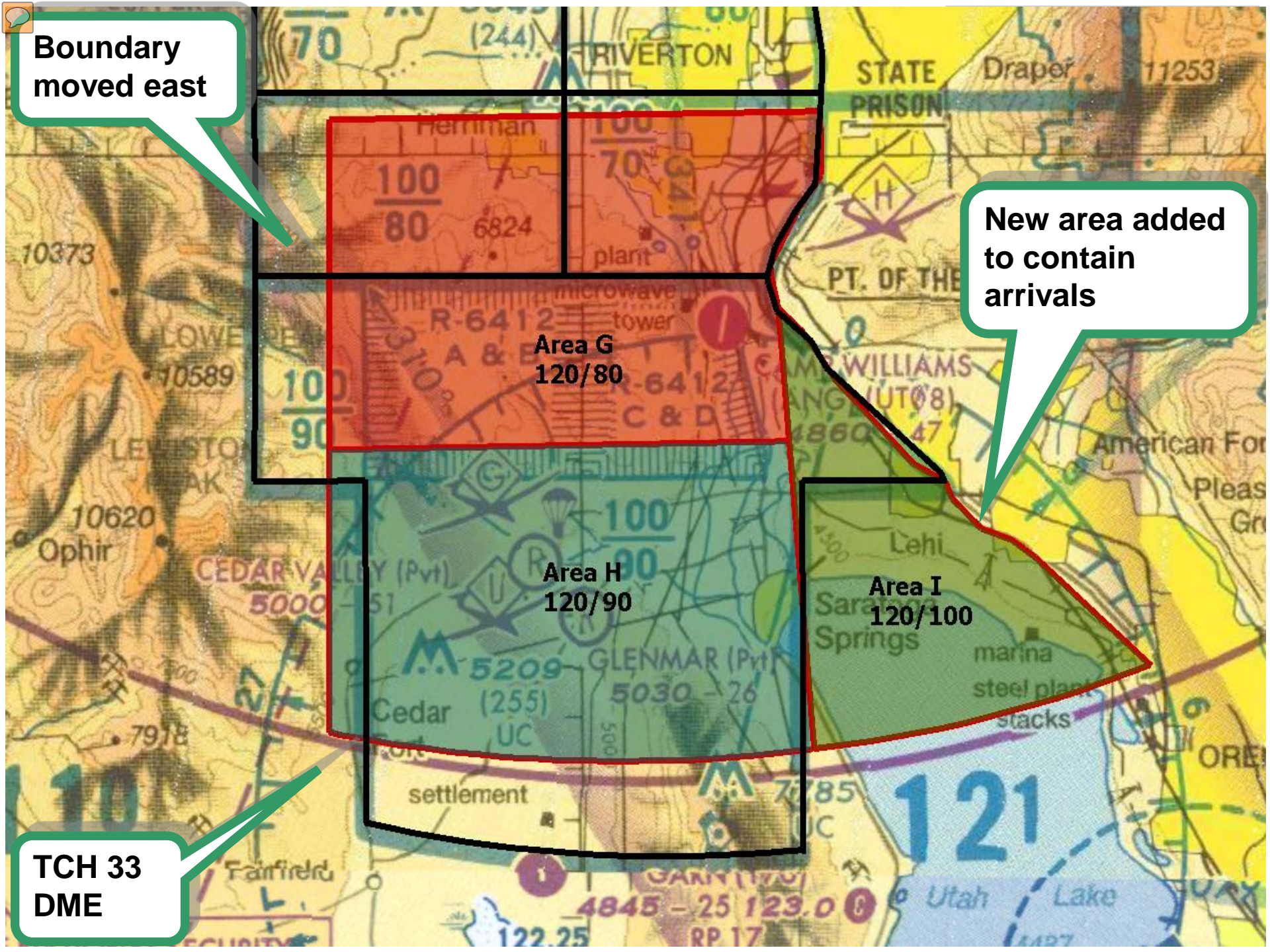
New area added to contain arrivals

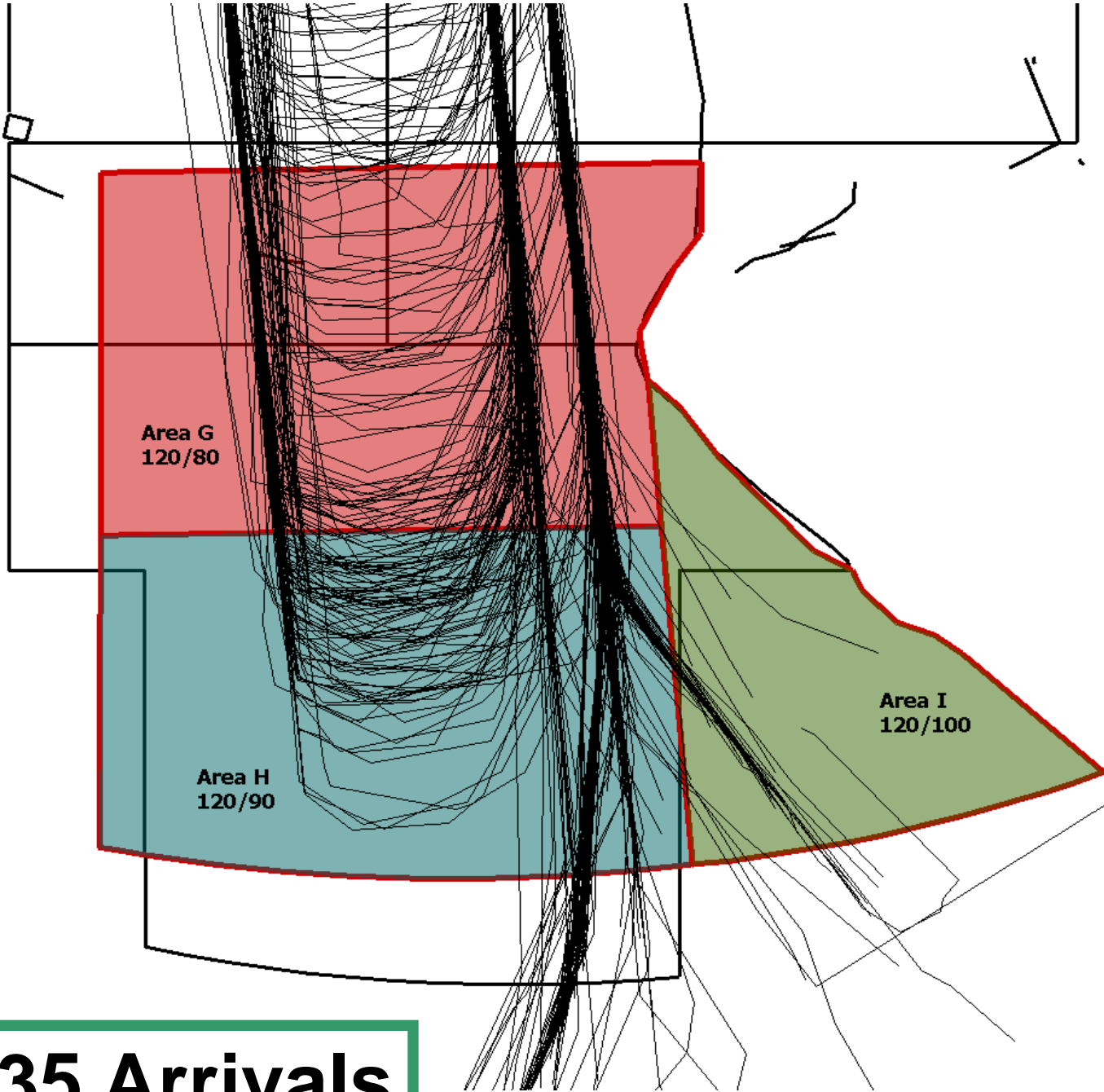
Area G
120/80

Area H
120/90

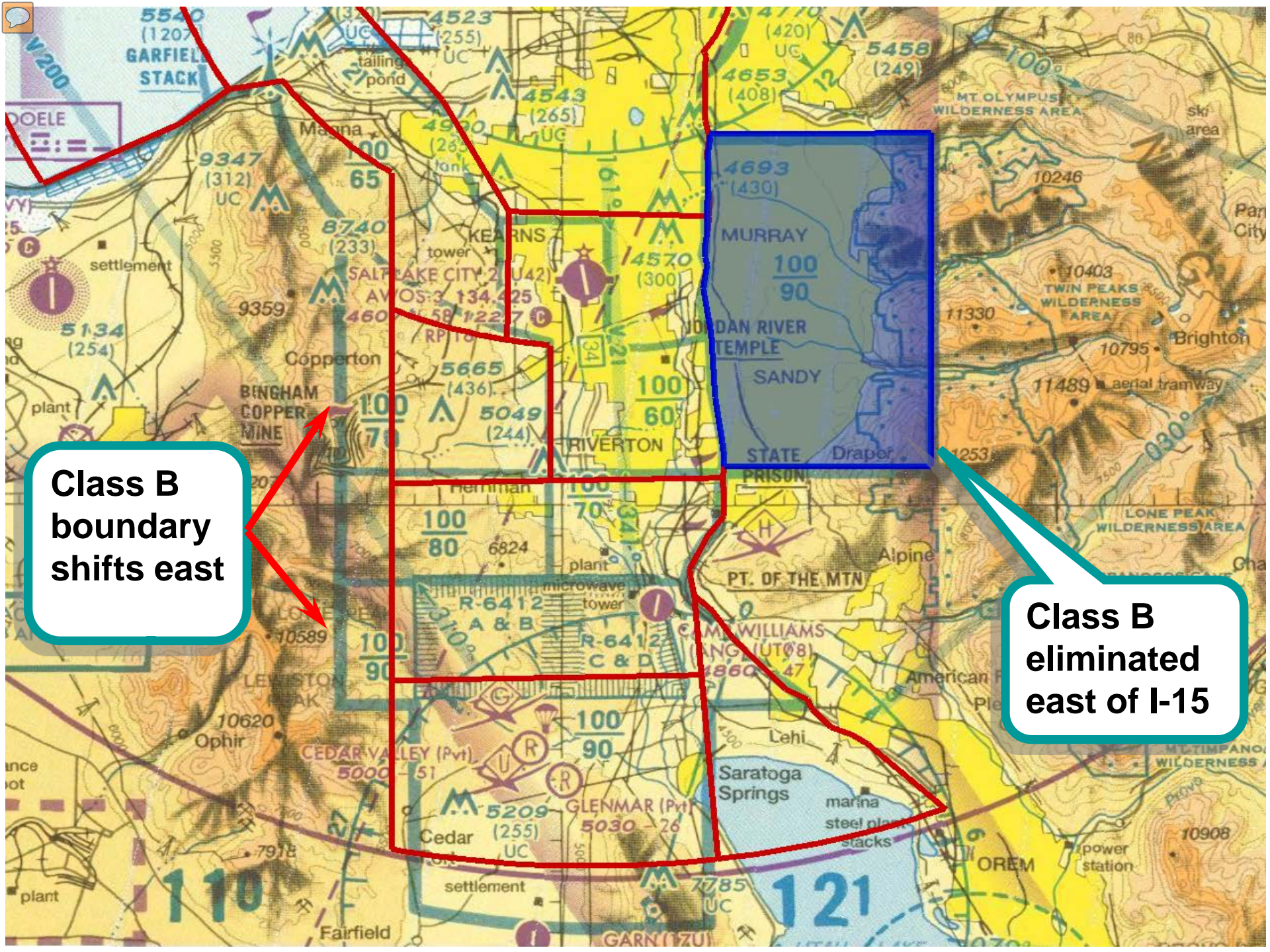
Area I
120/100

TCH 33
DME





34L-35 Arrivals



**Class B
boundary
shifts east**

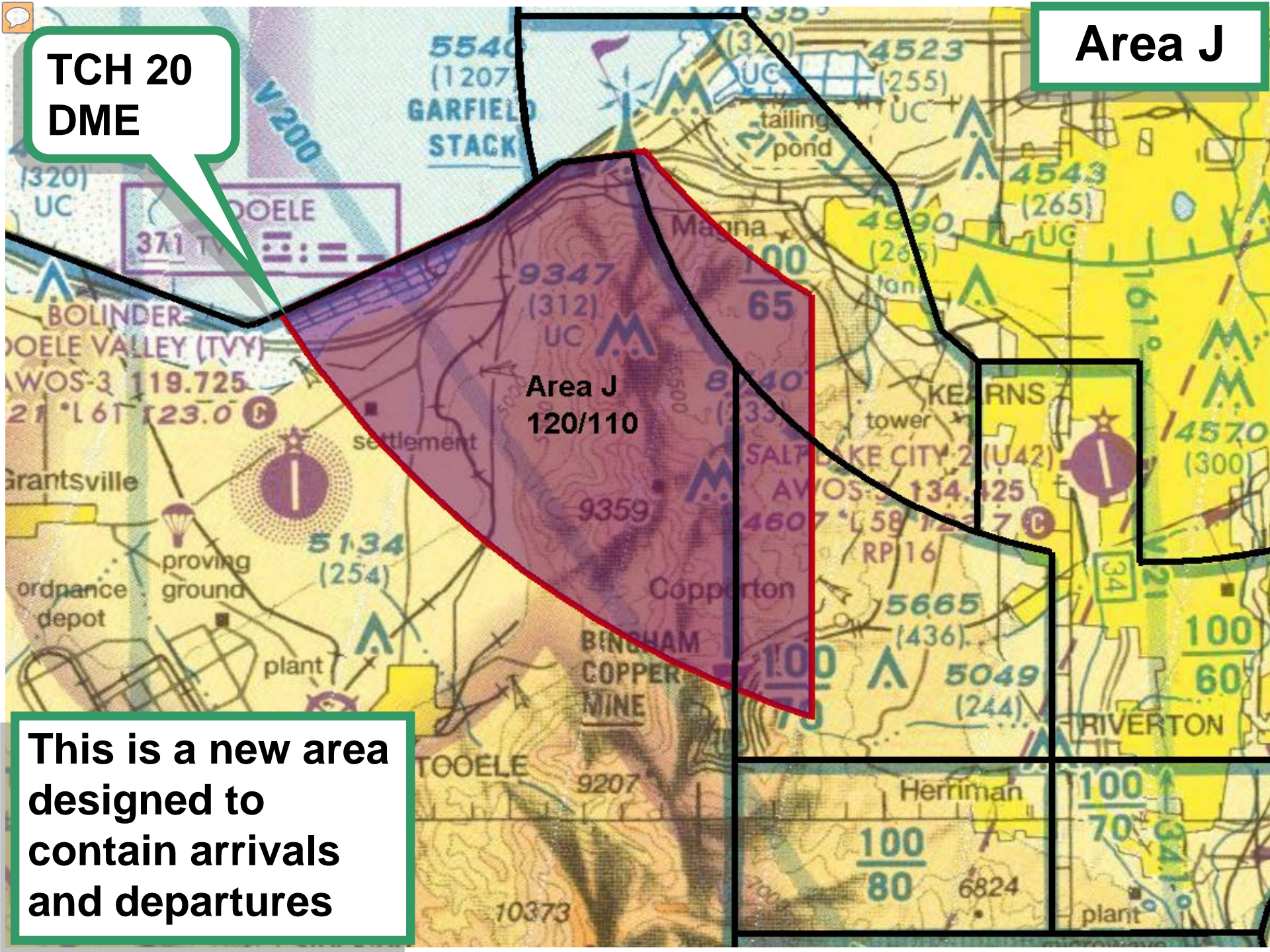
**Class B
eliminated
east of I-15**

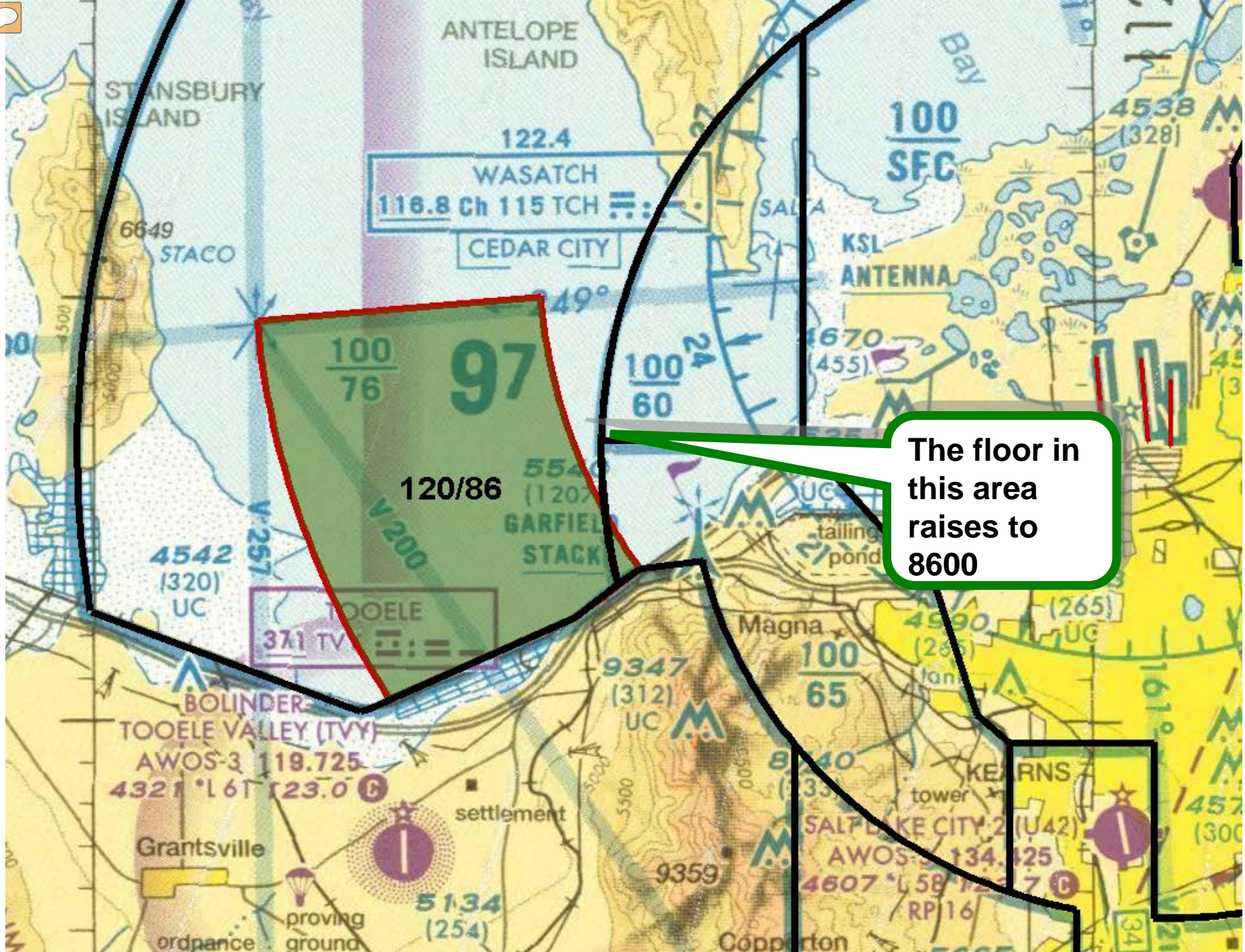
**TCH 20
DME**

Area J

**Area J
120/110**

**This is a new area
designed to
contain arrivals
and departures**





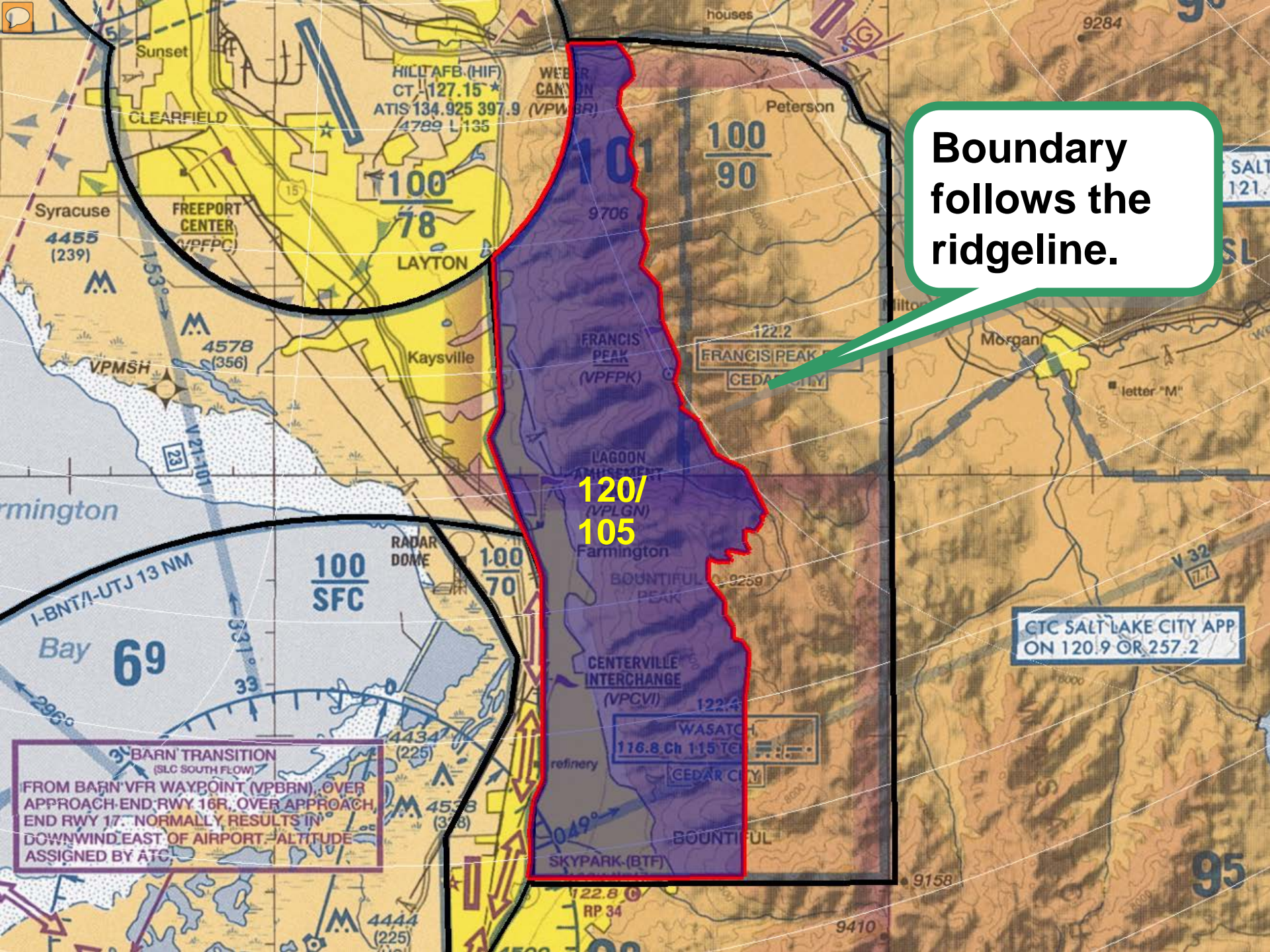
The floor in this area raises to 8600

Boundary follows the ridgeline.

BARN TRANSITION
(SLC SOUTH FLOW)
FROM BARN VFR WAYPOINT (VPBRN), OVER
APPROACH END RWY 16R, OVER APPROACH
END RWY 17. NORMALLY RESULTS IN
DOWNWIND EAST OF AIRPORT. ALTITUDE
ASSIGNED BY ATC.

CTC SALT LAKE CITY APP
ON 120.9 OR 257.2

120/
105



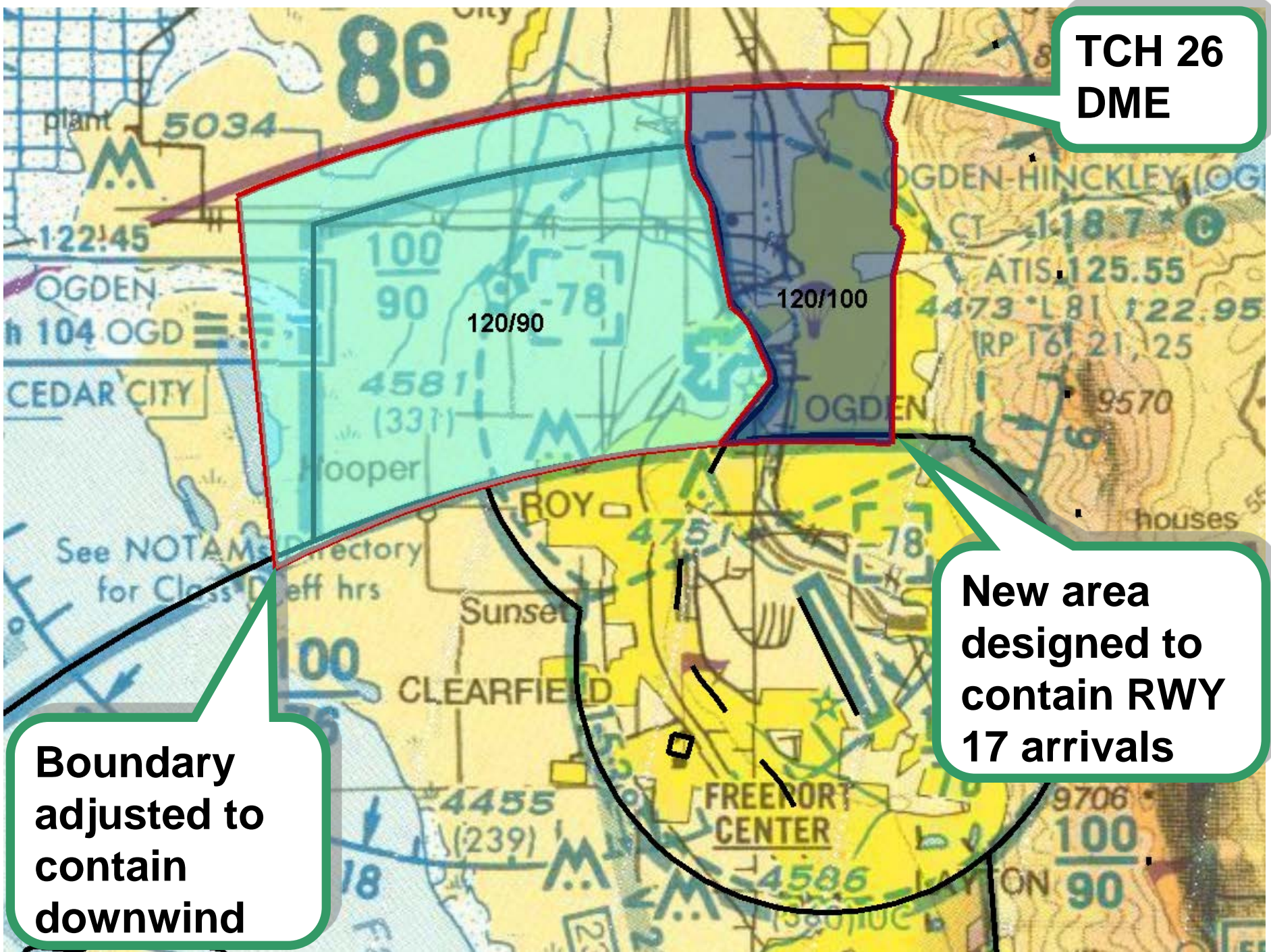
**TCH 26
DME**

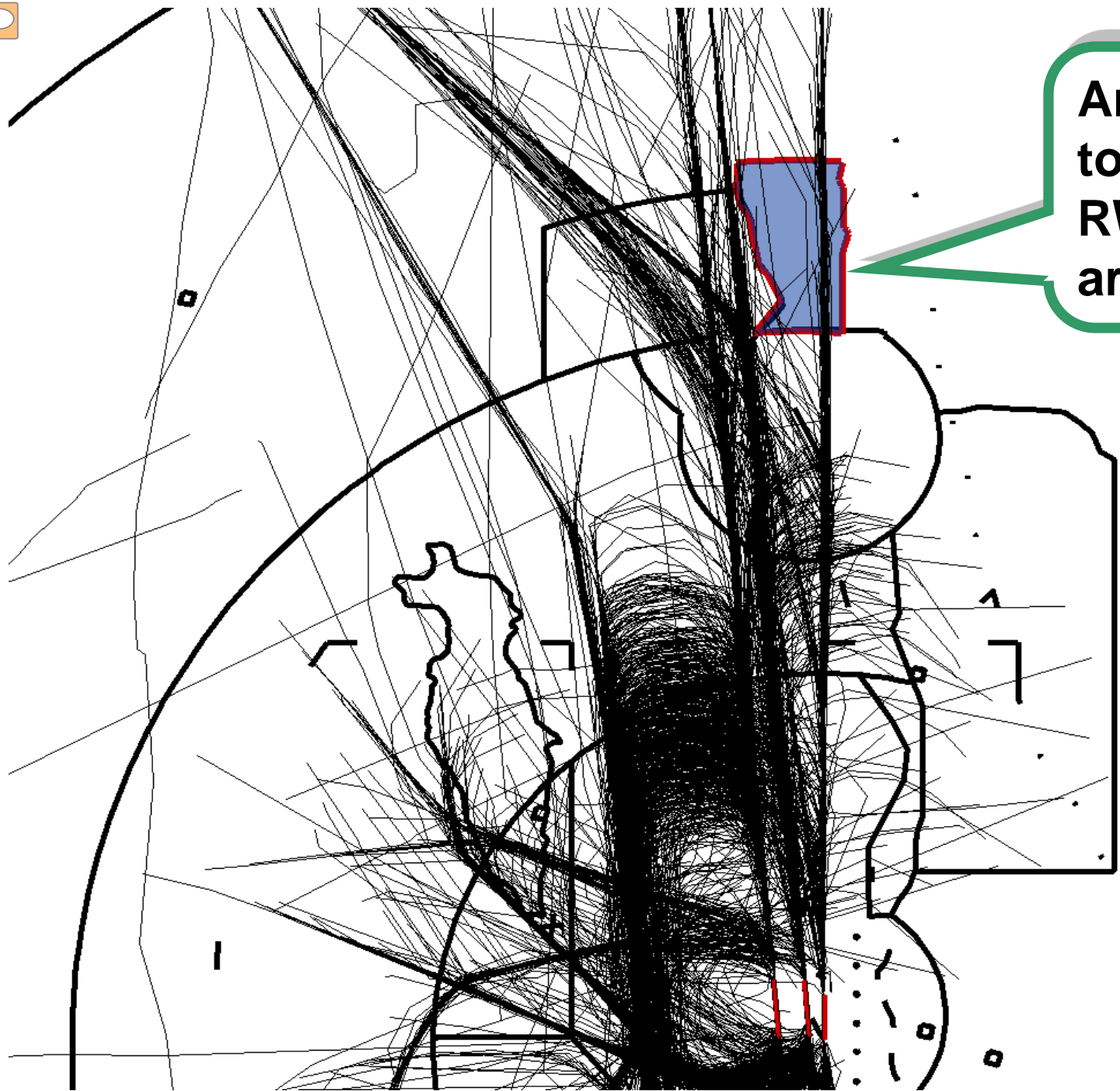
120/90

120/100

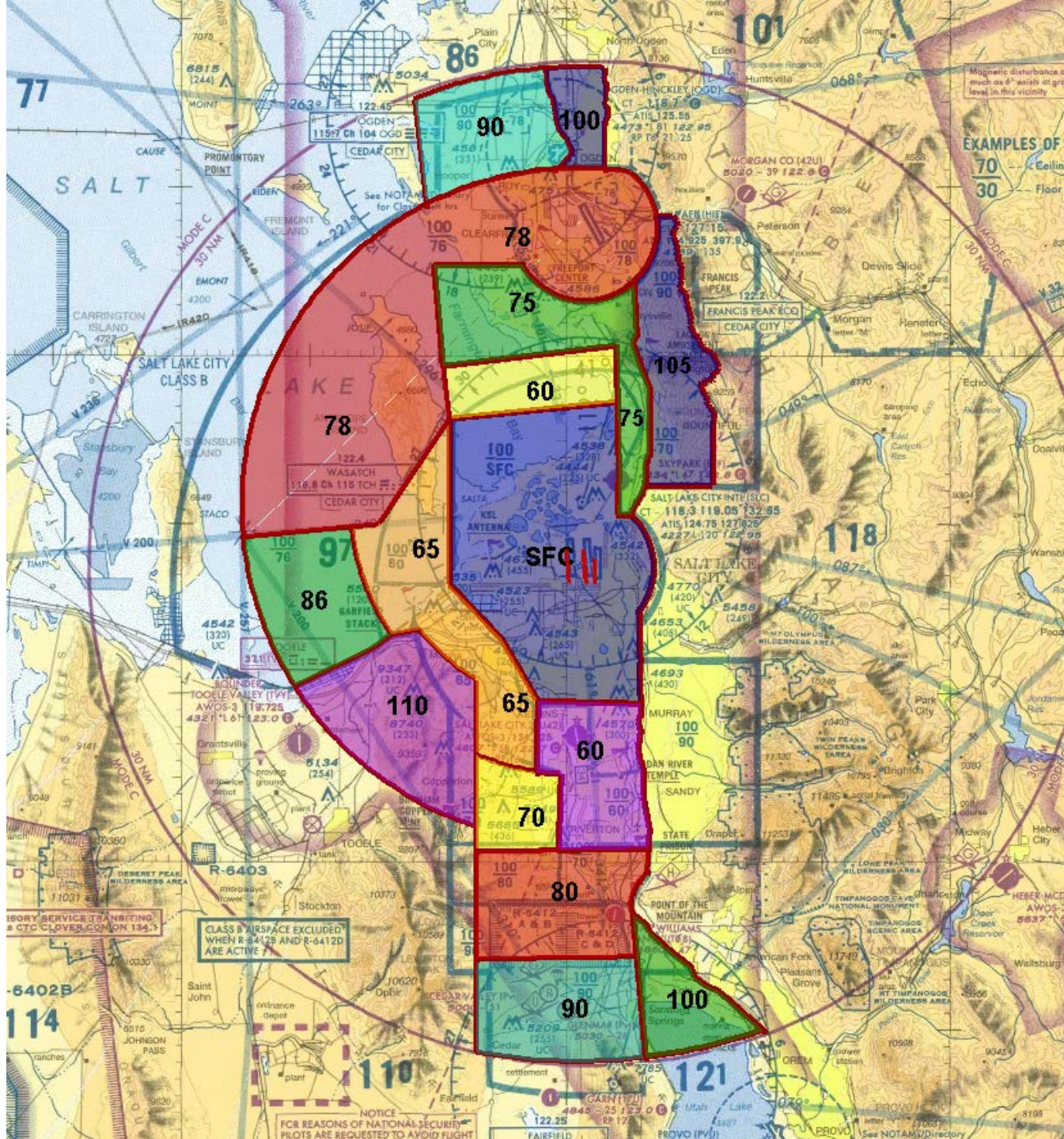
**New area
designed to
contain RWY
17 arrivals**

**Boundary
adjusted to
contain
downwind**





**Area added
to contain
RWY 17
arrivals.**



Magnetic disturbance as much as 6° exists at ground level in this vicinity

EXAMPLES OF
70 Cellin
30 Floor

CLASS B AIRSPACE EXCLUDED WHEN R-6412B AND R-6412D ARE ACTIVE

NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT