2020 Northern Utah Fire Management Aviation Hazards

- Repeater
- Tower/Obstruction
- VR Military Training Route
- IR Military Training Route
- Powerline
- Interagency Fire Center Boundary
- Militarty Restricted Airspace
- Military Operations Area
- National Security Area
- US Mag No Fly Zone
- Wilderness
- National Park/NRA

*Notice - Map NOT for Navigational Purposes! ALWAYS Consult Current Area Planning AP/1B and NOAA Sectional Charts for Verification of Flight Hazard Information

Nautical Miles

0 5 10 20 30 40 50 60 70 80 90

Northern Utah Interagency Fire Center

Uinta Basin Interagency Fire Center

Richfield Interagency Fire Center

Moab Interagency Fire Center

Cedar Country Interagency Fire Center

UTAH

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

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, DME, or VORTAC location.

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

Seaplane Base

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 - available Mon thru Fri 10:00 A.M. to 4:00 P.M. depicted by one oil forks around basic airport symbol. Consult Supplement for details and for availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

See Indicates FAR 93 Special Traffic Rules & Airport Traffic Patterns. 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. AFIS 135.2 - Automatic Flight Information Service (AK). ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems between airport full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports. UNICOM - Aeronautical advisory station. VFR Advisory - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency. 2980 - Elevation in feet. L - Lighting in operation Sunset to Sunrise. L - Lighting limitations exist, refer to Supplement. 72 - Length of longest runway in hundreds of feet; vertical length may be less. When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge light and may not represent the longest runway or full length lighting.

FSS — FAR 91 — NO SVFR — Location Identifier — (NAME) (PNAM) — ICAO Location Indicator — 2985 L 72 122.9R — Elevation — RP 23, 34 — Runways with Right Traffic Patterns — VFR Advisory 123.8 — UNICOM — WX CAM — Weather Camera (AK) — AOE — Airport of Entry

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(b/M.)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (Ext) Airspace

Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G 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 specified as shown above. Class E Airspace has altitude Federal Airways as indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

Total mileage between NAVAIDs on direct Airways. Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 382° 336.8 OAK — Undefined indicates no voice on frequency. Crosshatch indicates Shutdown status. Operates less than continuous or On-Request. ADS/AWOS — HIWAS — TWEB — FSS radio providing voice communication — 122.1R — MIAMI — 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.

122.8 — CHICAGO CHI — Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 256.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC — VOR-DME — DME — Other facilities, i.e., FSS Outlet, RCO, 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) — Wind Turbine — Wind Turbine Farm — Group Obstruction — Elevation of the top above mean sea level — Height above ground — Under construction or reported position and elevation unverified — Obstruction with high-intensity lights; may operate part-time — NOTICE! Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (see Supplement)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

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

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215(RM.))

Terminal Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route

STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL) — Marine Light — Isogonic Line (2015 VALUE) — VPXYZ — NAME (VPXYZ) — VFR Waypoints (See chart tabulation for latitude/longitude.) — Space Launch Activity Area (See Supplement.) — Parachute Jumping Area (See Supplement.)

TOPOGRAPHIC INFORMATION

Power Transmission Line — Aerial Cable — Lookout Tower — 618 (Elevation Base of Tower) — Mountain Pass — 11623 (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.