

ZLC ARTCC (Salt Lake)
Standard Operating Procedures
Vectoring Procedures
Version: 1.45

Aircraft within the ZLC ARTCC airspace shall not be vectored below the published Minimum Vectoring Altitude (MVA) or Minimum IFR Altitude (MIA) in the area where the aircraft is transitioning. MIAs/MVAs are determined by facility-type (Center or Terminal).

The general rules that apply are as follows:

- **En Route (Center) utilizes MIAs**

Aircraft shall not be vectored below an altitude that is 2000 feet above an obstacle within 5 nautical miles, which corresponds to the appropriate separation minima.

- **Terminal (Approach/Departure) utilizes MVAs**

Aircraft shall not be vectored below an altitude that is 1000 feet above an obstacle within 3 nautical miles which corresponds to the appropriate separation minima.

By following these rules, MIAs will be depicted on the radar scope at higher altitudes compared to the MVAs found on the terminal scope. MIAs and MVAs are depicted in the current Salt Lake Center sector file.

NOTE: Center has an MIA around Fairfield (FFU) VORTAC at 10,000 feet MSL while Approach has an MVA in the same area at 8,800 feet MSL.

MIA/MVA altitude limits are depicted by enabling NDBs and NDB labels but **not** NDB frequencies. Altitude limits are expressed in hundreds of feet.

NOTE: *Real-world vectoring procedures also take into account that aircraft shall not be vectored through uncontrolled airspace. Due to the limitation of not being able to view this information in either the Pro Controller or ASRC clients, this restriction does not apply to VATSIM/VATUSA ZLC ARTCC operations.*

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