

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: 052D36E64CCB4C31B2563FAD2D7B10EE	APWS Project ID: EA3874B63FC8401095BE00BCF8929F26
Procedure: LDA RWY 35 AMDT 2	Enroute: NO	Specialist: Taylor, Jantzen	Agreement Number:		
Airport ID: KSLC	Airport City: SALT LAKE CITY	State: UT			
Facility ID: UTJ	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

KMZ FILES:

KSLC_LDA_RWY_35_AMDT_2: BUILD WITH PRI MA
KSLC_LDA_RWY_35_AMDT_2_1: BUILD WITH ALT MA.

WAIVER:

CANCEL: LEG LENGTH FROM QWENN TO HLMET AND JAZZZ TO HLMET
AMENDED: SPEED RESTRICTION WAIVER FOR SPEEDS LESS THAN 310 KIAS WITH CAT E.

ACTIVE DATA USED FOR AIRPORT AND RUNWAY
CONTACT RAKE MCGRAW, AJV-A422, 405.954.8711

02/27/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/13/25.

1. PROFILE LINE 7: REMOVED 34:1 IS CLEAR AND 20:1 IS CLEAR – UPDATED FORMS.
2. ALTERNATE MINIMUMS: ADDED LDA/GS: STANDARD – CLARIFICATION/UPDATED FORMS.
3. ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY AT HLMET" TO EQUIPMENT REQUIREMENTS NOTES - HLMET NOT TIED TO STAR OR ENROUTE STRUCTURE.



FIPC BASIC FORM

PROCEDURE: LDA RWY 35 AMDT 2		AIRPORT NAME: SALT LAKE CITY INTL		AIRPORT ID: KSLC	SPECIAL CONTROL NO: SP-01-165-26
FAC ID: UTJ		CITY: SALT LAKE CITY		ST: UT	ORIG CHART DATE: 05/14/2026
DFL TYPE: PROC/AR	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 052D36E64CCB4C31B2563FAD2D7B10EE	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>

PROCEDURE RESULTS

INSPECTION DATE: 02/25/2026	CREW #: VN588	N #: N69	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: james r jones @ 02/25/2026 17:58		PRINTED NAME: JONES, JAMES ROBERT		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
LDA RWY 35, AMDT 2, Salt Lake City International, Salt Lake City, UT. SAT

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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1. FLIGHT PROCEDURE IDENTIFICATION:

(Salt Lake City, UT)
(SLC)
LDA RWY 35

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58D Table 1-2-2. Indicated Airspeeds (KIAS)
Minimum Airspeed Restriction STAR/Feeder/TAA, Initial, Departure CAT E 310 KIAS

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the LDA RWY 35 using an AT OR BELOW (AOB) 230 KIAS at the QWENN and JAZZZ (IAF) and AOB 210 KIAS at HLMET (INITIAL SDF) and PEDLE (IF), which are less than the 310 KIAS required for CAT E operations. The 230 KIAS Speed restriction is needed on the QWENN and JAZZZ Arrival, and to meet requirements of FAAO 8260.3G Para 2-2-9 (c) must be charted on the Instrument Approach Procedure. The 210 KIAS Speed restriction is needed at PEDLE to eliminate the requirement to lengthen the PEDLE to ZEPOG intermediate segment from 3.14 NM to 6.45 NM to support ATC vectors. The 210 KIAS Speed restriction is needed at HLMET per ATC request to have all RW34L, RW34R, and RW35 procedures have matching speed restrictions in order to support efficiency and sequencing efforts. The RNAV (GPS) RWY 35 requires 210 KIAS speed restriction at HLMET and PEDLE to allow for ATC vectoring without extending those initial segments (This waiver is included in the Project package.). This will ensure all arriving aircraft are maintaining the same speeds once established on final.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. This speed restriction is not needed for obstacle clearance. The arrival and approach still provide the required obstruction clearance.
2. Air Traffic still has the ability to vector CAT E aircraft inside the IF to the FAF.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Removing the speed restriction from the Instrument Approach Procedure, while still charting it on the STAR is not allowed by criteria.
2. ATC, Airlines, and Industry users of the QWENN and JAZZZ Arrivals requested the speed restriction be added to the Arrival to allow for better transitioning to the approach.
3. ATC stated it is standard procedure to slow aircraft to 210 KIAS to allow for better arriving sequence and separation.
4. Extending the initial and intermediate segments to allow ATC vectoring without speed reductions to 210 KIAS is not feasible as all STARs and procedures in SLC are connected and the WPS/fixes have extensive dependencies with other procedures.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZLC
Delta/SWA
Department of Defense

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
09/25/24	AJV-A432	MANAGER

SIGNATURE
Digitally signed by
RAKE MCGRAW
Feb 12, 2026

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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FLIGHT PROCEDURE STANDARDS WAIVER

US Department of Transportation

Federal Aviation Administration

1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
LDA RWY 35

**FLIGHT STANDARDS
USE ONLY CONTROL NO:**

20241030-8879 page 1 of 1
Waiver 1 of 2

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58C Paragraph 1-2-5(b)(1)

(a) Minimum length (fix-to-fix). Generally, minimum leg length is the lesser of 2 x XTT or 1 Nautical Mile (NM), but where applicable may also be no less than;

1. The sum of the Distance of Turn Anticipation (DTA) for each Fly-by (FB) turn (see Formula 1-2-1).

Note: Not applicable for FB turns of 10 degrees or less.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the LDA RWY 35 using a leg length of 2.35 NM from QUENN to HLMET versus the minimum leg length of 4.66 NM and a leg length from JAZZZ to HLMET of 5.05 NM versus the minimum leg length of 10.14 NM to support ATC vectors. ATC is requesting that procedures be connected to newly developed/proposed QWENN/JAZZZ Standard Terminal Arrival Routes (STARs) for arrivals from the south. The terminus points QWENN/JAZZZ is strategically located to avoid the R-4612 C/D as much as feasible while providing a continuous descent to meet established descent gradient for all procedures.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. When aircraft are vectored to the procedure, they are only vectored to intercept the straight intermediate segment and not initial segment fixes.

2. Aircraft established on the QWENN STAR between QWENN and HLMET and on the JAZZZ STAR between JAZZZ and HLMET will be TF and require a heading change of less than 40 degrees when reaching the IAF.

3. The prohibition against vectoring to HLMET, PEDLE (IF), or ZEPOG (Intermediate SDF) which are aligned on the straight-in final approach course where aircraft should be established on one of the two STARs or one of the two initial segments due to R-6412 C & D located directly on the final approach course and with operations to RWY 34L will be included in the next version of the facilities' Standard Operating Procedure (SOP).

4. Pilots/ATC workload will be streamlined to reduce communications by issuing approach clearance instructions well in advance and by not trying to vector in the congested terminal area.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Extending the leg lengths between HLMET and QWENN and JAZZZ is not feasible as it would cause a possible airspace reconfiguration with the strategic terminus point location, the restricted area, and the airports/airspaces with their traffic patterns just south of KSLC.

2. Moving FFU VORTAC, HLMET, PEDLE or ZEPOG to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.

3. Relocating R-6412 C – D.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-354

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A		

8. AFS ACTIONS:



APPROVED



DISAPPROVED




NOT REQUIRED

Digitally signed by

ERIC N SUSKI

Dec 02, 2024

COMMENTS: Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
	This waiver is canceled effective May 14, 2026. Approach is being amended per FPT request. Rake McGraw, Manager Instrument Flight Procedures Group, AJV-A422	 Signed By: Jim Rose Fri Dec 13 2024 08:21:22 GMT- 06:00:00 (Central Standard Time)

1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
LDA RWY 35

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.58C, table 1-2-2. Minimum Airspeed Restriction STAR/Feeder/TAA, Initial, Departure CAT E 310 KIAS

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the RNAV (GPS) Y RWY 35 using an MAX 230 KIAS at the QWENN and JAZZZ (IF), which is less than the 310 KIAS required for CAT E operations. The 230 KIAS speed restriction is needed on the QWENN and JAZZZ Arrival and to meet requirements of FAAO 8260.3E Para 2-2-9 (c) must be charted on the Instrument Approach Procedure.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

- 1. This speed restriction is not needed for obstacle clearance. The arrival and approach still provide the required obstruction clearance.
- 2. Air Traffic still has the ability to vector CAT E aircraft inside the IF to the FAF.
- 3. A note of "CAT E Restricted to USAF/USN Aircraft" will be added to the approach.
- 4. The procedure will maintain at least one or two currently published initial segments in addition to the STARS (IF).

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

- 1. Removing the speed restriction from the Instrument Approach Procedure, while still charting it on the STAR is not allowed by criteria.
- 2. ATC and Users of the QWENN and JAZZZ Arrivals requested the speed restriction be added to the Arrival to allow for better transitioning to the approach.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZLC
Department of Defense

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A	MANAGER	

8. AFS ACTIONS:

APPROVED
 DISAPPROVED
 NOT REQUIRED

Digitally signed by
ERIC N SUSKI

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4. Dec 02, 2024

DATE	ROUTING SYMBOL	SIGNATURE
		Jim Rose Signed By: Jim Rose Fri Dec 13 2024 08:21:23 GMT- 06:00:00 (Central Standard Time)

This waiver is canceled effective May 14, 2026.
Approach is being amended per FPT request.

Digitally signed by
RAKE MCGRAW

Lonnie Everhart, Manager Feb 12, 2026
Instrument Flight Procedures Group, AJV-A422

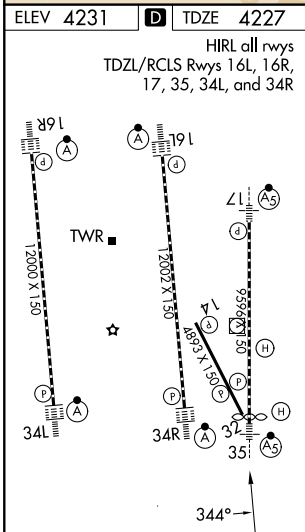
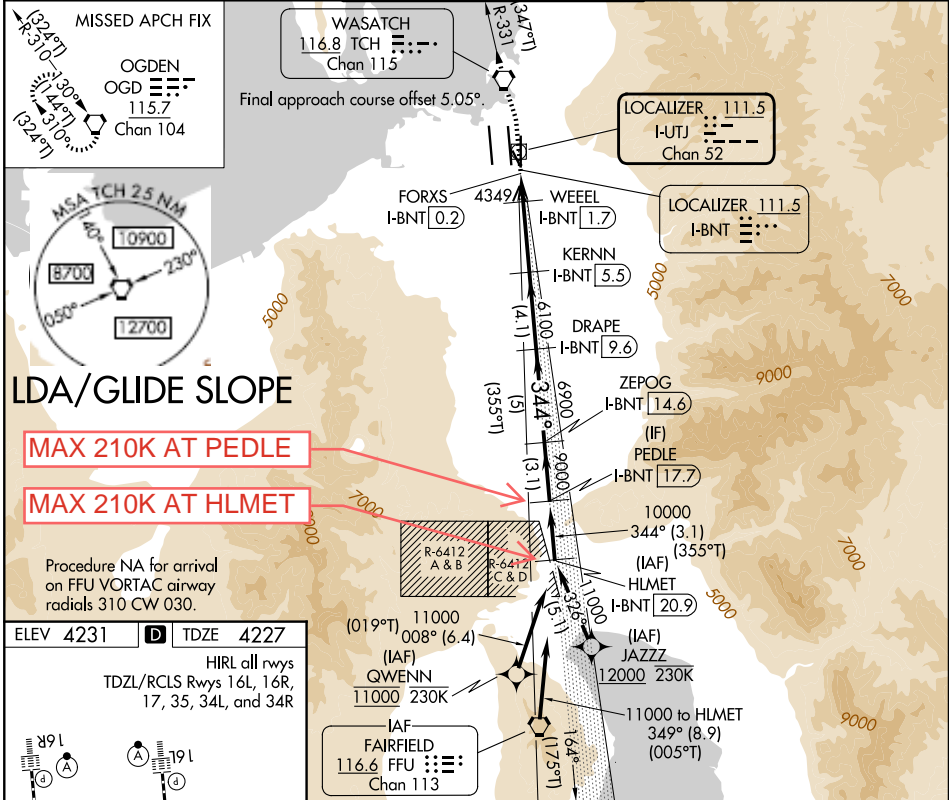
LOC/DME I-UTJ 111.5 Chan 52	APP CRS 344°	Rwy Ldg TDZE Apt Elev	9272 4227 4231
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LDA RWY 35

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZ. DME required.	MALSR 	MISSED APPROACH: Climb to 4800 then climbing left turn to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.
<p>Simultaneous approach authorized. For inop ALS, increase S-LDA/GS 35 all Cats visibility to RVR 4000, increase S-LDA 35 Cat E visibility to 1 1/2 SM. Cat E restricted to USAF/USN aircraft.</p>		

SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 118.3 257.8	GND CON 121.9 348.6
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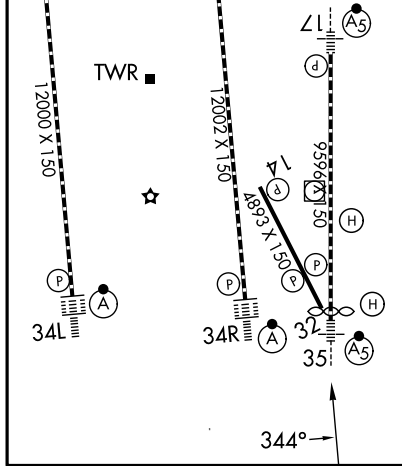
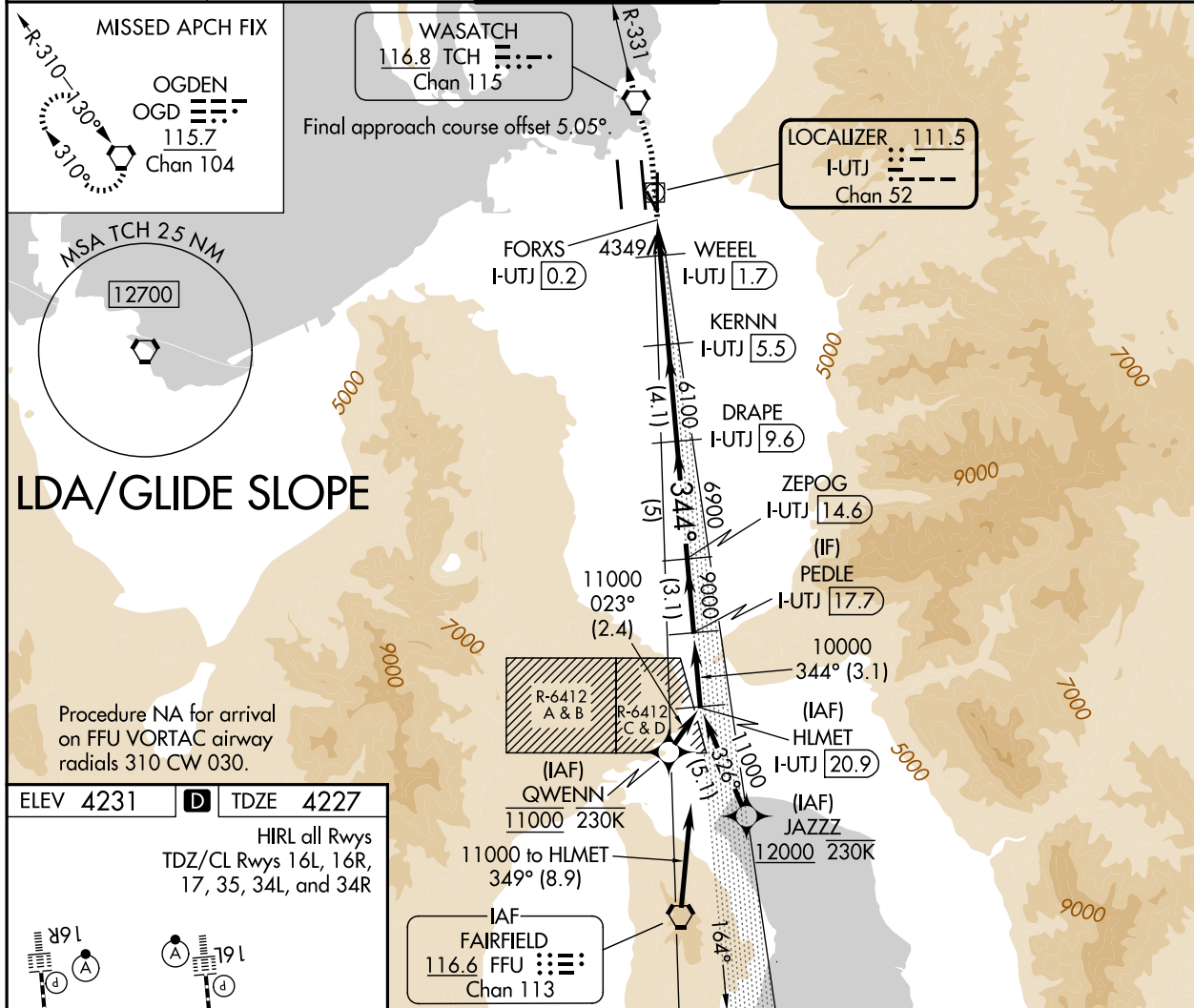
4800	9000	TCH	OGD	VGSi and LDA glidepath not coincident (VGSi Angle 3.00/TCH 74).		PEDLE
		R-331				
I-UTJ DME ANTENNA	WEEL I-BNT 1.7	KERNN I-BNT 5.5	DRAPE I-BNT 9.6	ZEPOG I-BNT 14.6	10000	
FORXS I-BNT 0.2	6100	6100	6900	9000	GS 3.00° TCH 55	
	4900					
	0.4	0.7	0.6	3.8 NM	4.1 NM	5 NM
CATEGORY	A		B		C	
S-LDA/GS 35	4677/24		250 (300-1/2)			
S-LDA 35	4660/24		433 (500-1/2)		4660/40 433 (500-3/4)	

LOC/DME I-UTJ 111.5 Chan 52	APP CRS 344°	Rwy Ldg TDZE Apt Elev 9272 4227 4231
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OLD

LDA RWY 35
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ.		MALS R	MISSED APPROACH: Climb to 4800 then climbing left turn to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.		
DME required.					
<p>▼ Simultaneous approach authorized. For inop ALS, increase S-LDA/GS 35 all Cats visibility to RVR 4000, increase S-LDA 35 Cat E visibility to 1/4 SM. Cat E restricted to USAF/USN aircraft.</p>					
D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 127.3 379.975	CPDLC



ELEV 4231	TDZE 4227	HIRL all Rwy's TDZ/CL Rwy's 16L, 16R, 17, 35, 34L, and 34R					
4800	9000	TCH	TCH R-331	OGD	VGSI and LDA glidepath not coincident (VGSI Angle 3.00/TCH 74).	PEDLE I-UTJ 17.7	
I-UTJ DME ANTENNA	FORXS I-UTJ 0.2	WEEL I-UTJ 1.7	KERNN I-UTJ 5.5	DRAPE I-UTJ 9.6	ZEPOG I-UTJ 14.6	10000	
0.4	0.7	0.8	3.8 NM	4.1 NM	5 NM	3.1 NM	
CATEGORY	A		B		C	D	E
S-LDA/GS 35	4477/24		250 (300-1/2)				
S-LDA 35	4660/24		433 (500-1/2)		4660/40		433 (500-3/4)

SW-4, 30 OCT 2025 to 27 NOV 2025

SW-4, 30 OCT 2025 to 27 NOV 2025



Federal Aviation Administration

Memorandum

Date:

To: Manager, Production Integration Team, AJV-341

From: Manager, Flight Technologies and Procedures Division, AFS-400

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Waiver Request; AJV-341 Memorandum Dated 10/04/2013

 **Gary L. Powell** 
Signed By: Gary L. Powell
Thu May 09 2013 11:40:01 GMT-0400 (Eastern Daylight Time)

The attached waivers for the “LDA/DME RWY 35, ORIG” at Salt Lake City Intl, Salt Lake City, UT are approved and forwarded for your action.

This waiver approval is contingent on a satisfactory flight inspection.

Please direct all inquiries to Danny E. Hamilton, AFS-460, at (405) 954-9359.

Attachment

cc:

AJV-341

ANM-220

AFS-400/410/420/440/460/470

INFORMATION ONLY

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

Salt Lake City, UT (SLC)
Salt Lake City Intl
LDA/DME Rwy 35

2. Waiver Required and Applicable Standard:

Policy Memo "Localizer Directional Aid (LDA) with Glide Slope Procedure Construction Criteria" dated Aug 28, 2008.

1.2.3 The final approach course must cross the extended runway centerline at least 3,000 feet from threshold, but no more than 5,200 feet from threshold.

3. Reason for Waiver (*Justification for nonstandard treatment*):

The UTJ LDA was sited 5.04 degrees offset from runway 35 and crosses the extended runway centerline at 2,631 feet, less than the minimum of 3,000 feet.

4. Equivalent Level of Safety Provided:

1. The LDA is offset 5.04 degrees, significantly less than the maximum of 15 degrees. This results in a shallow turn to line up with the runway.

INFORMATION ONLY

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

The UTJ LDA is optimally placed to allow service to this runway while supporting simultaneous operations.

6. Coordination With User Organizations (*Specify*):

AJV-354 /,,{

7. SUBMITTED BY

DATE:

FEB 04 2013

Office Identification:

AJV-35

Title:

Manager, Terminal Products Group

8. CONTINUATION

Comments:

9. AFS ACTION

Approved

Disapproved

Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

This waiver approval is contingent on a satisfactory flight inspection.

INFORMATION ONLY

Date:

Routing Symbol:

Signature:

Gary L. Powell

Signed By: Gary L. Powell

Thu May 09 2013 11:40:20 GMT-0400 (Eastern Daylight Time)

SIGN HERE

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

Salt Lake City, UT (SLC)
Salt Lake City Intl
LOA/OME Rwy 35

2. Waiver Required and Applicable Standard:

FMO 8260.38, Volume 3, Appendix 2.

This LOA/OME approach procedure requires an authorization for simultaneous independent* operations with a runway (Rwy 34L) that is not parallel. There is no applicable standard that covers this exact situation. Request to apply the standard for simultaneous independent operations to parallel runways to this situation of nonparallel runways.

3. Reason for Waiver (*Justification for nonstandard treatment*):

Use of LOA during simultaneous operations with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), ILS Rwy 34L (CAT II), ILS Rwy 34L (CAT III). LOA approaches aren't specifically authorized to support SIPIA operations.

4. Equivalent Level of Safety Provided:

The LOA course is offset 5.04 degrees from the runway centerline and in the direction away from Rwy 34L/R. That offset establishes the Rwy 35 final approach course to be parallel to the Rwy 34L/R final approach courses that will be used for simultaneous operations and increases the width of the normal operating zone. The glide slope associated with the LOA provides vertical guidance.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

The UTJ localizer is optimally placed to allow service to this runway while supporting simultaneous operations.

INFORMATION ONLY

6. Coordination With User Organizations (*Specify*):

AJV-354

7. SUBMITTED BY

DATE:

MAR 27 2013

Office Identification:

AJV-35

Title:

Manager, Terminal Products Group

Gregory Yamamoto

8. CONTINUATION

Comments:

9. AFS ACTION

<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

This waiver approval is contingent on a satisfactory flight inspection.

INFORMATION ONLY

Date:

Routing Symbol:

Signature:

Gary L. Powell

Signed By: Gary L. Powell
Thu May 09 2013 11:40:28 GMT-0400 (Eastern Daylight Time)

SIGN HERE



Federal Aviation Administration

Memorandum

Date:

To: Manager, Production Integration Team, AJV-341

From: Manager, Flight Technologies and Procedures Division, AFS-400

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Waiver Request; AJV-341 Memorandum Dated 10/04/2013

The attached waivers for the "LDA/DME RWY 35, ORIG" at Salt Lake City Intl, Salt Lake City, UT are approved and forwarded for your action.

This waiver approval is contingent on a satisfactory flight inspection.

Please direct all inquiries to Danny E. Hamilton, AFS-460, at (405) 954-9359.

Attachment

cc:

AJV-341

ANM-220

AFS-400/410/420/440/460/470

INFORMATION ONLY

CONCURRENCES
ROUTING SYMBOL AFS-420
 Signed By: George Gonzalez Fri Apr 19 2013 11:35:22 GMT-0500 (Central Daylight Time)
DATE
ROUTING SYMBOL AFS-460
INITIALS/SIG Danny E. Hamilton Signed By: Danny E. Hamilton Fri Apr 19 2013 15:20:54 GMT-0500 (Central Daylight Time)
ROUTING SYMBOL AFS-470
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-410
 Signed By: Coby Johnson Mon May 06 2013 11:03:14 GMT-0400 (Eastern Daylight Time)
DATE
ROUTING SYMBOL AFS-400
 Signed By: Gary L. Powell Thu May 09 2013 11:40:35 GMT-0400 (Eastern Daylight Time)
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE




Federal Aviation Administration

Memorandum

Date: FEB 04 2013

To: Bruce DeCleene, Flight Technologies and
Procedures Division
THRU: Danny E. Hamilto , Flight Procedure Implementation & Oversight

From: 
kerstaff, Manag , Production Integration Team
AJV-34

Subject: ACTION: Waiver Request

The attached Waiver(s) for Salt Lake City Intl, Salt Lake City, UT (KSLC) are forwarded for your review and approval.

Please return a signed copy for our files.

8260-1 LDA/DME RWY 35 (2)

Please respond by 5 APRIL 2013.

Attachment

INFORMATION ONLY