

Flight Procedures Cover Page	Task Action: ABBREVIATED AMEND	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: 14239643A347480383A0EC641EC1A9EC	APWS Project ID: 0BAE08E4B5CC4AA48E30864122C5ABE1
Procedure: ILS OR LOC RWY 17 AMDT 15A		Enroute: NO	Specialist: Young, Silvia		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID: BNT	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE DATA USED FOR SLC AIRPORT AND RWY.</p> <p>ACTIVE DATA USED FOR I-BNT, FFU VORTAC, OGD VORTAC, PVU VORTAC AND TCH VORTAC.</p> <p>MEMO: AFS BLANKET WAIVER TO OMIT CAPTURE FIX REQUIRED ON PBN TO ILS APPROACHES.</p> <p>WAIVERS (4):</p> <ol style="list-style-type: none"> 1. UTILIZE THE LOCALIZER TRAPEZOID EXTENDED FOR OBSTACLE EVALUATION VICE THE STANDARD CONVENTIONAL TRAP FOR THE INITIAL AND INTERMEDIATE SEGMENTS. 2. FOR SPEED RESTRICTIONS OF "AT OR BELOW 250 KIAS" AT THE EKKHO. 3. FOR LEG LENGTH WAIVER FOR INITIAL LEG SEGMENT (2). 4. WAIVER FOR PAT 3 AND 5 NOT TO PLANT AAO WITHIN 1000FT OF FFU VORTAC TO MAINTAIN 9000 AS MINIMUM HOLDING ALTITUDE. <p>ALTERNATE MISSED APPROACH NEEDS TO GO THROUGH FC DUE TO TCH VORTAC PREVIOUSLY OTS DURING PROCEDURE FC DUE TO MAINTENANCE.</p> <p>CONTACT CASIMIR TABAKA 405.202.7857</p> <p>PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION.</p> <p>01/21/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/18/25.</p> <ol style="list-style-type: none"> 1. REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS. 2. REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S ZILOD/TCH 40.00 DME, RT, 339.03 INBOUND" FROM ADDITIONAL FLIGHT DATA. 3. REMOVED "CHART IN PLANVIEW: ZILOD/TCH 40.00 DME" FROM ADDITIONAL FLIGHT DATA. 					





Federal Aviation Administration

Memorandum

Date: August 22, 2023

To: Instrument Flight Procedures Service Providers

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures Division

Subject: Waiver to Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, on Appendix C PBN Transition to ILS/GLS/LPV Final.

This memorandum waives FAA Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, Appendix C, paragraph 2.a.(1), for procedures that meet all of the following guidelines:

1. The final approach segment length is no longer than 37,400 feet.
2. The glidepath angle is 3.00 degrees or more.
3. The Threshold Crossing Height is between 40 feet and 60 feet.
4. No PBN segment/s intersect the final approach course extended closer than 12,300 feet plus Distance to Turn Anticipation (DTA) from the PFAF.

This memorandum remains in effect until rescinded. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section at 405-954-1139 or 9-AWA-AVS-AFS420@faa.gov.

1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
ILS OR LOC RWY 17

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.3E PARAGRAPHS 2-4-3.b and 2-5-3.b(2):

Initial/Intermediate Approach Segments Based on Straight Courses.

Request to utilize the localizer trapezoid extended for obstacle evaluation vice the standard conventional trap for the initial and intermediate segments. The initials and intermediate segments range from 2 NM in the initial segment to 3.7 NM in the intermediate segment at the points where they intersects the localizer trapezoid extended between the PFAF and IAF TUKTE at the widest points. The intermediate segment width continues the splay of the localizer area until reaching the half with of 6 NM as specified FAAO 8260.3E PARAGRAPHS 8-1-3.

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

The intermediate segments fixes are located directly on the centerline of the localizer signal for the localizer trapezoid extended between the PFAF and IAF TUKTE. When the standard width of the intermediate and initial are evaluated they extend into excessively high terrain east of the trapezoid. The excessively high terrain range from 9900 FT 1 NM from the edge of the outer edge of the secondary area of the initial to 9800 FT 40NM into the secondary area of the intermediate segments. The high terrain in the initial and intermediate segments does pose issues in these segments such as relocating the PFAF and raising the altitude which results in higher than normal descent gradients.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. The localizer trapezoid has an extended service volume which extends out to TUKTE and identifies the same evaluated obstacles for the localizer and initial segment from TUKTE as well as the initial segment from OGD VORTAC.
2. Radar is required for the straight initial from TUKTE as well as the intermediate segment all the way to the PFAF which allows ATC to monitor and intervene should any aircraft stray away from the localizer course signal.
3. The high terrain obstacles affecting the initial and intermediate segments are located in the conventional trapezoid and are located in the secondary area 1/4 NM and 1 NM from the edge of the outer edge of the secondary area.
4. The procedure will maintain the two currently published initial conventional segments in addition to the RNAV (GPS) STARS (IF).

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Removing the conventional segments and converting the procedure into a RNAV (GPS) required Instrument Approach Procedure.
2. Raise the PFAF altitude which would require an excessive altitude that will affect descent gradient and create an unstable approach for landing especially during critical hot temperatures during the summer months.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZLC
Department of Defense

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A	MANAGER	

Digitally signed by
ERIC N SUSKI
Nov 04, 2024

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
ILS OR LOC RWY 17

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58C Paragraph 1-3-1c:

The first leg of an initial and the first leg of an intermediate segment must be a TF that accommodates a 90-degree intercept angle.

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

Request to publish the ILS OR LOC RWY 17:

1. Using a leg length from WEBER to GORPS of 2.01 NM versus the minimum leg length of 2.40 NM.
2. Using a leg length from WEBER to GORPS of 2.01 NM versus the minimum leg length of 7.71 NM to support ATC vectors.
3. Using a leg length from GORPS to UDUZU of 6.00 NM versus the minimum leg length of 6.18 NM
4. Using a leg length from IVOCY to PRYES of 4.72 NM versus the minimum leg length of 4.81 NM to support ATC vectors.

4. EQUIVALENT LEVEL FOR 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 WEBER STAR between WEBER and GORPS will be TF and require a 17 degree heading change when reaching the (IAF).
3. Aircraft going from OGD VORTAC to UDUZU are established on a VOR radial and require a 48 degree heading change when reaching the (IAF).
4. The prohibition against vectoring to IVOCY (IF) or PRYES which is 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 excessively high terrain east of the final approach course and parallel operations to RWY 16L will be included in the next version of the facilities' Standard Operating Procedure (SOP).
5. 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 GORPS and WEBER is not feasible as it would cause a possible airspace reconfiguration with the strategic terminus point location and the Hill AFB airports/airspace with their traffic patterns just north of KSLC.
2. Moving the GORPS inbound to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.
3. Relocating the OGD VORTAC.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A	MANAGER	

Digitally signed by

ERIC N SUSKI

Nov 04, 2024

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

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1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
ILS OR LOC RWY 17

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 $2 \times XTT$ 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):

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

(a) Minimum length (fix-to-fix). Generally, minimum leg length is the lesser of $2 \times XTT$ 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.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. Aircraft will not be vectored by ATC and will be established on the STAR which will ensure any established speed restrictions and or descent gradient are met for all aircraft to safely intercept the initial segment from WEBER terminus point to GORPS/UDUZU initial segment.

2. Aircraft established on the STAR between WEBER and GORPS will be TF and require no turns until the FB way-point UDUZU which is 6.33 NM away from GORPS.

3. Pilots/ATC workload will be streamlined to reduce communications by issuing approach clearance instructions well in advance of the congested terminal area.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Extending the leg lengths between GORPS and WEBER is not feasible as it would cause a possible airspace reconfiguration with the strategic terminus point location and the Hill AFB airports/airspace with their traffic patterns just north of KSLC.

2. Moving the GORPS inbound to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
KSLC

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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AJV-A

MANAGER

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

Digitally signed by

ERIC N SUSKI

Nov 04, 2024

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
ILS OR LOC RWY 17

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58C 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 RNAV (GPS) Y RWY 17 and ILS OR LOC RWY 17 using an AT OR BELOW 250 KIAS at the EKKHO (IAF), which is less than the 310 KIAS required for CAT E operations. The 250 KIAS speed restriction is needed on the EKKHO 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	

Digitally signed by
ERIC N SUSKI
Nov 04, 2024

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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LOC/DME I-BNT 111.5 Chan 52	APP CRS 169°	Rwy Idg TDZE Apt Elev 9596 4222 4231
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ILS or LOC RWY 17

SALT LAKE CITY INTL (SLC)

From WEBER, EKKHO: RNAV 1-GPS required.

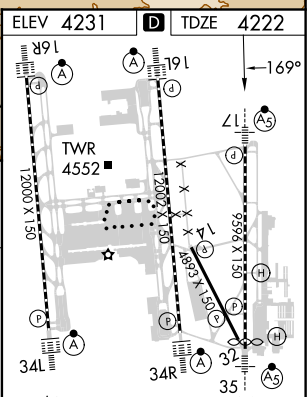
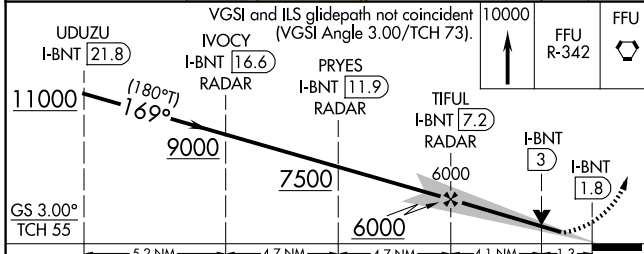
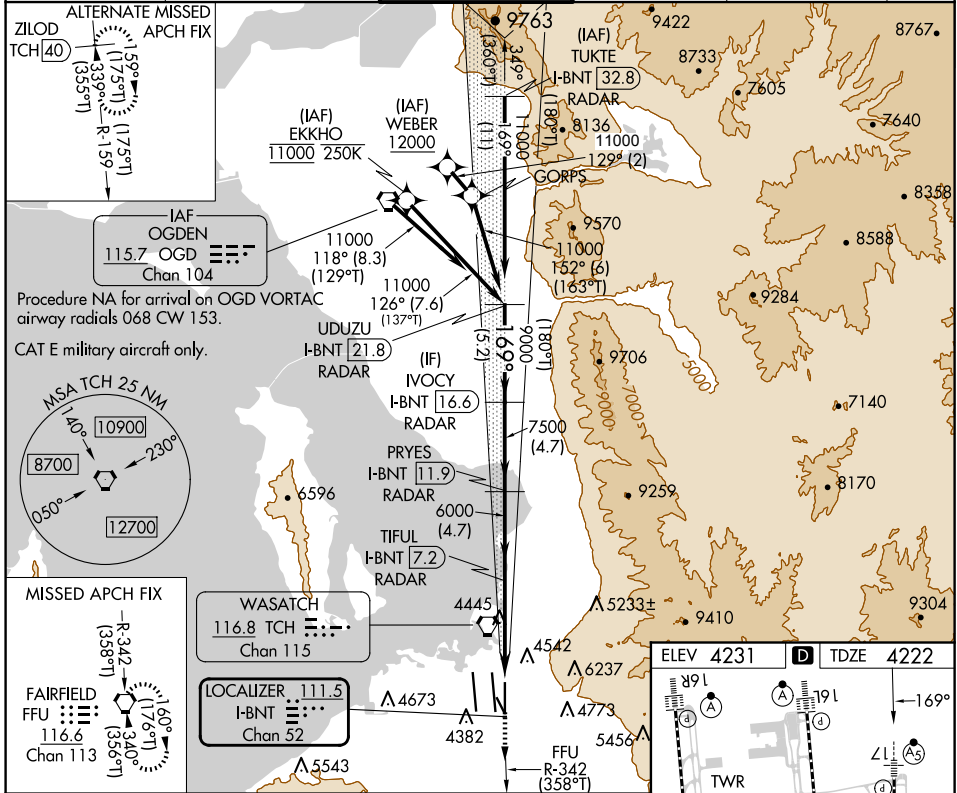
DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-ILS 17 Cat E visibility to RVR 4000, increase S-LOC 17 Cat C/D/E visibility to 1 3/8 SM.



MISSED APPROACH: Climb to 10000 on FFU R-342 to FFU VORTAC and hold.

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
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CATEGORY	A	B	C	D	E
S-ILS 17		4422/18	200 (200-1/2)		
S-LOC 17	4700/24	478 (500-1/2)		4700/50	478 (500-1)

TDZ/CL Rwys 16L, 16R, 17, 34L, 34R and 35					
HIRL Rwys 14-32, 16L-34R, 16R-34L and 17-35					
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LOC/DME I-BNT 111.5 Chan 52	APP CRS 169°	Rwy Idg TDZE Apt Elev	9596 4222 4231
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ILS RWY 17 (SA CAT I & II)
SALT LAKE CITY INTL (SLC)

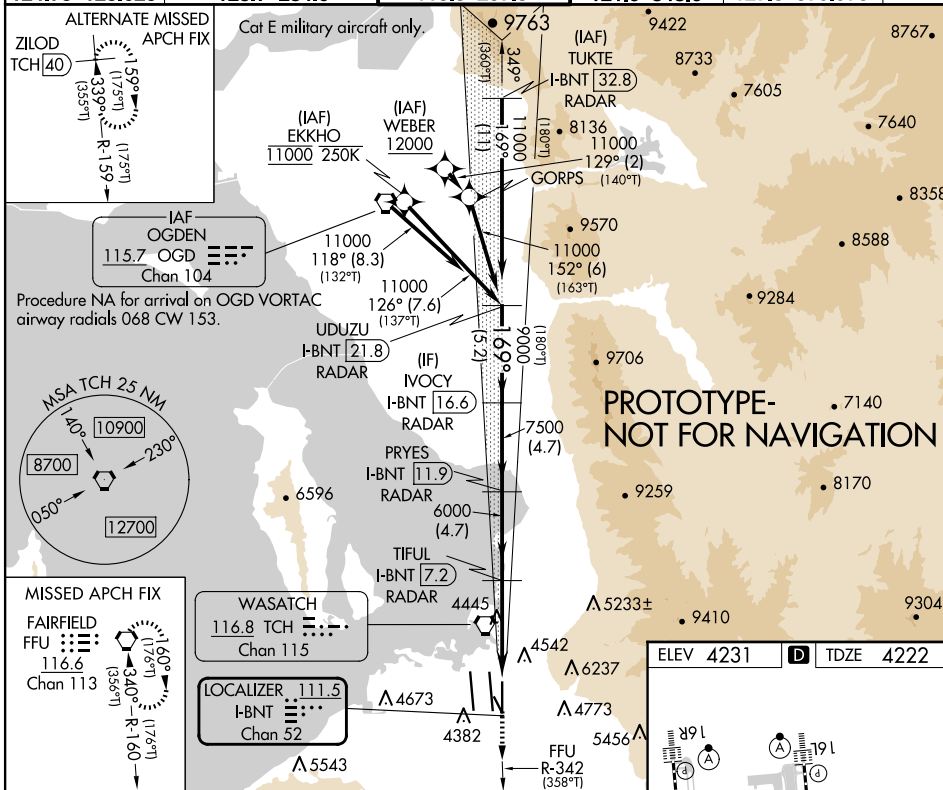
From WEBER, EKKHO: RNAV 1-GPS required.
DME or RADAR required.



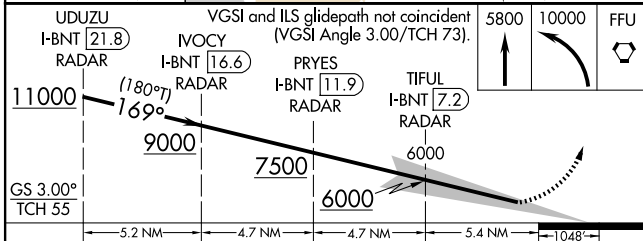
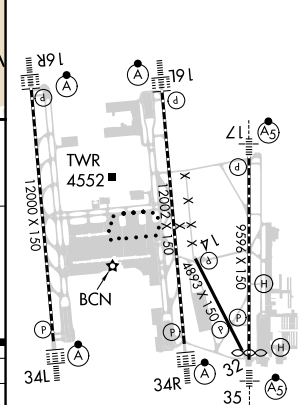
MISSED APPROACH: Climb to 10000 on FFU R-342 to FFU VORTAC and hold.

Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting; Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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
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ELEV 4231	D	TDZE 4222
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CATEGORY	A	B	C	D
S-ILS 17	SA CAT I	RA 150/14	150	DA 4372
S-ILS 17	SA CAT II	RA 100/12	100	DA 4322

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

OLD

SALT LAKE CITY, UTAH

AL-365 (FAA)

25219

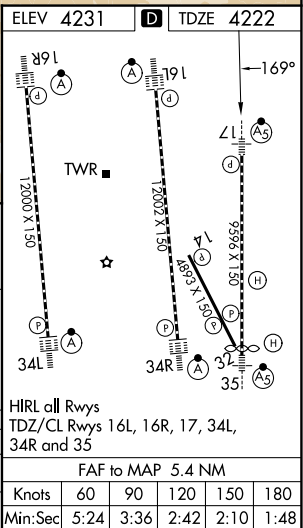
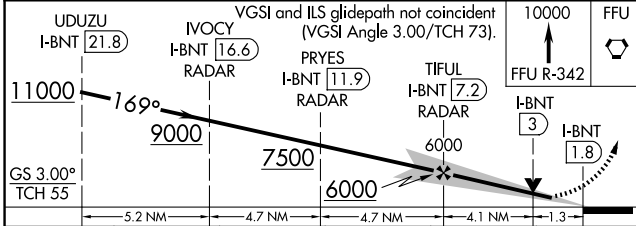
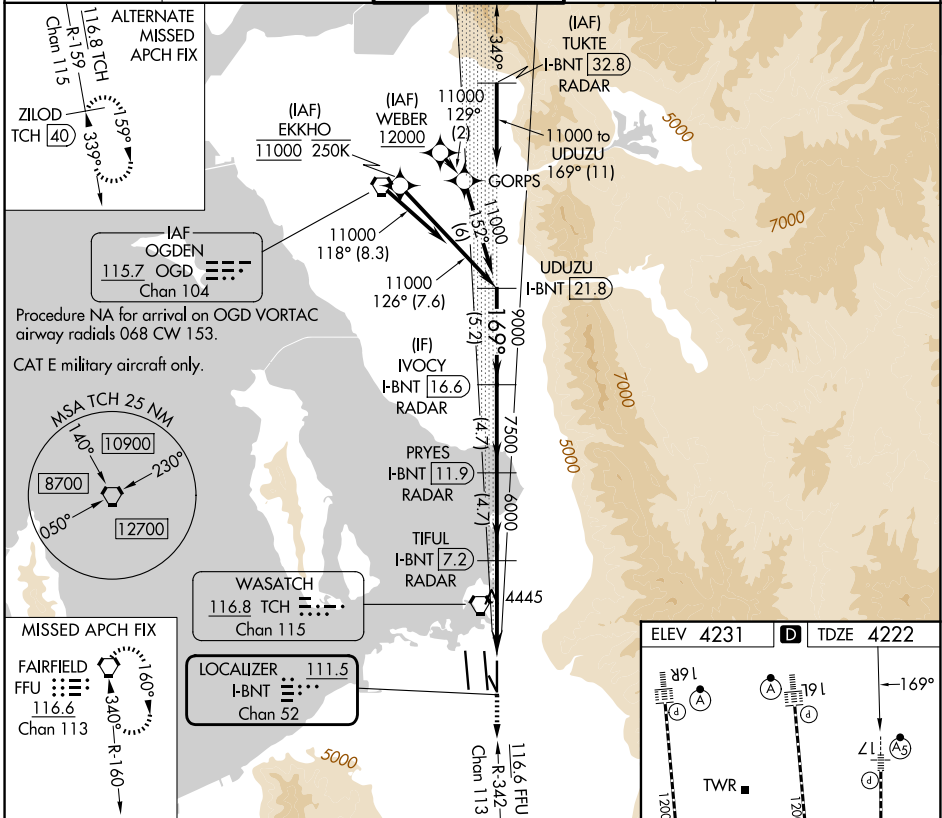
LOC/DME I-BNT 111.5 Chan 52	APP CRS 169°	Rwy Ldg TDZE 4222 Apt Elev 4231	9596
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ILS or LOC RWY 17

SALT LAKE CITY INTL (SLC)

From WEBER, EKKHO: RNAV 1-GPS required.		MALSR 	MISSED APPROACH: Climb to 10000 on FFU R-342 to FFU VORTAC and hold.
DME or RADAR required.			
<p>Simultaneous approach authorized. For inop ALS, increase S-ILS 17 Cat E visibility to RVR 4000, increase S-LOC 17 Cat C/D/E visibility to 1/2 SM.</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
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SW-4, 30 OCT 2025 to 27 NOV 2025

SW-4, 30 OCT 2025 to 27 NOV 2025

SALT LAKE CITY, UTAH
Amdt 15 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

ILS or LOC RWY 17

OLD

SALT LAKE CITY, UTAH

AL-365 (FAA)

25219

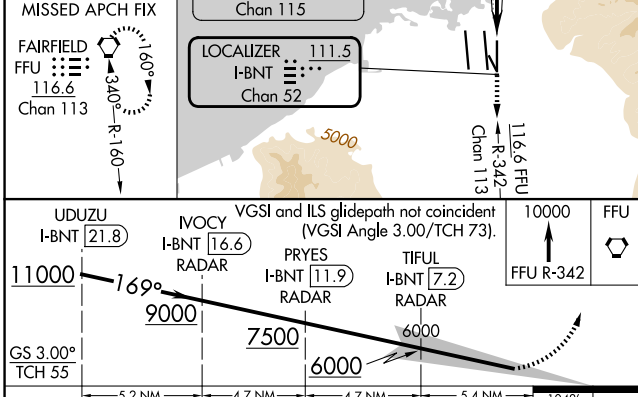
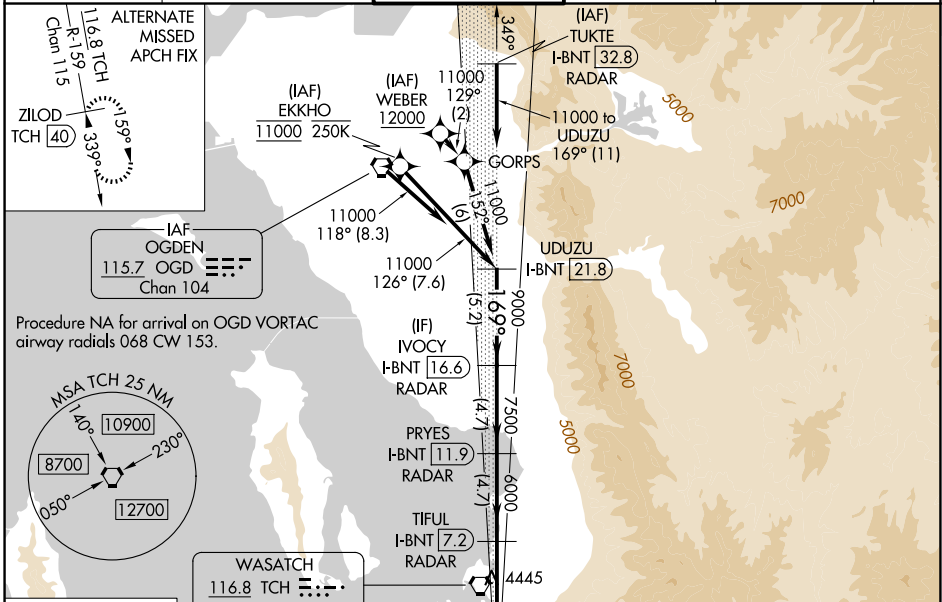
LOC/DME I-BNT 111.5 Chan 52	APP CRS 169°	Rwy Ldg TDZE 9596 4222	Apt Elev 4231
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ILS RWY 17 (SA CAT I & II)

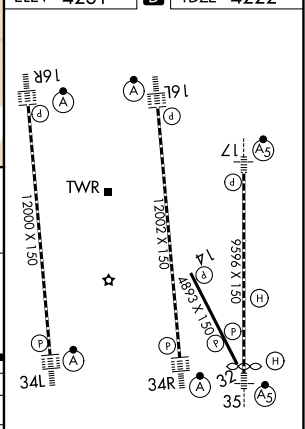
SALT LAKE CITY INTL (SLC)

From WEBER, EKKHO: RNAV 1-GPS required.		MALSR 	MISSED APPROACH: Climb to 10000 on FFU R-342 to FFU VORTAC and hold.
DME or RADAR required.			
<p>Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</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
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ELEV 4231	D TDZE 4222
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CATEGORY	A	B	C	D
S-ILS 17	SA CAT I RA 150/14 150 DA 4372			
S-ILS 17	SA CAT II RA 100/12 100 DA 4322			
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

SALT LAKE CITY, UTAH
Amdt 15 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

ILS RWY 17 (SA CAT I & II)

SW-4, 30 OCT 2025 to 27 NOV 2025

SW-4, 30 OCT 2025 to 27 NOV 2025