



Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: 1441A1D72B1449FBA4E6F2BFF430E9B7	APWS Project ID: 350E094835364D459F47758C3F0238EC
Procedure: ILS OR LOC RWY 34R AMDT 6		Enroute: NO	Specialist: Armentrout, Britney		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID: SLC	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>ACTIVE AIRNAV DATA USED.</p> <p>QWENN FIX COORDINATES MOVED.</p> <p>ADDED 210 KIAS AT PLAGE/ALGIE.</p> <p>CANCEL WAIVER: ALGIE-HAKKR SEGMENT LEG LENGTH TOO SHORT TO SUPPORT ATC VECTORS; 8260.58 1-3-1.C.</p> <p>WAIVER: TO NOT ESTABLISH A CAPTURE FIX, 8260.58 APENDIX D 2.A(1).</p> <p>KMZ FILE 1 - ADJUSTED.</p> <p>KMZ FILE 2 - ALTERNATE MISSED.</p> <p>CONTACT RAKE MCGRAW AJV-A422 405-954-8711.</p>					
 					

## FIPC BASIC FORM

<b>PROCEDURE:</b> ILS OR LOC RWY 34R AMDT 6		<b>AIRPORT NAME:</b> SALT LAKE CITY INTL		<b>AIRPORT ID:</b> KSLC	<b>SPECIAL CONTROL NO:</b> SP-01-163-26
<b>FAC ID:</b> SLC		<b>CITY:</b> SALT LAKE CITY		<b>ST:</b> UT	<b>ORIG CHART DATE:</b> 05/14/2026
<b>DFL TYPE:</b> PROC/AR	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 1441A1D72B1449FBA4E6F2BFF430E9B7	

### PREFLIGHT NOTES

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

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 02/25/2026	<b>CREW #:</b> VN588	<b>N #:</b> N69	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> james r jones @ 02/25/2026 17:53		<b>PRINTED NAME:</b> JONES, JAMES ROBERT		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**  
ILS or LOC RWY 34R, AMDT 6, Salt Lake City International, Salt Lake City, UT. SAT

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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# INFORMATION ONLY



## Federal Aviation Administration

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### 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.

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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.

*Digitally signed by*

**ERIC N SUSKI**

Oct 17, 2024

**1. FLIGHT PROCEDURE IDENTIFICATION:**

(Salt Lake City, UT)  
(Salt Lake City International, KSLC)  
[ILS OR LOC RWY 34R]  
[ILS RWY 34R SA CAT I; ILS RWY 34R CAT II/III]

**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 34R using a leg length from QWENN to PLAGE of 2.90 NM versus the minimum leg length of 4.64 NM to support ATC vectors.

**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 PLAGE will be TF and require a heading change of less than 22 degrees when reaching the (IAF).
3. The prohibition against vectoring to PLAGE; ALGIE (IF) or HAKKR which are aligned on the straight-in final approach course where aircraft should be established on one of the two STARS or on an initial segment due to R-6412 C & D located directly on the final approach course and with parallel 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 PLAGE and QWENN 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 PLAGE, ALGIE or HAKKR to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.
3. Relocating R-6412 A - D.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AFS  
KSLC

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A	MANAGER

**SIGNATURE**

**8. AFS ACTIONS:**

APPROVED  DISAPPROVED  NOT REQUIRED

**COMMENTS:**

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

*Digitally signed by*  
**RAKE MCGRAW**  
 Feb 12, 2026  
 Instrument Flight Procedures Group, AJV-A422

Lonnie Everhart,  
Manager

DATE	ROUTING SYMBOL	SIGNATURE



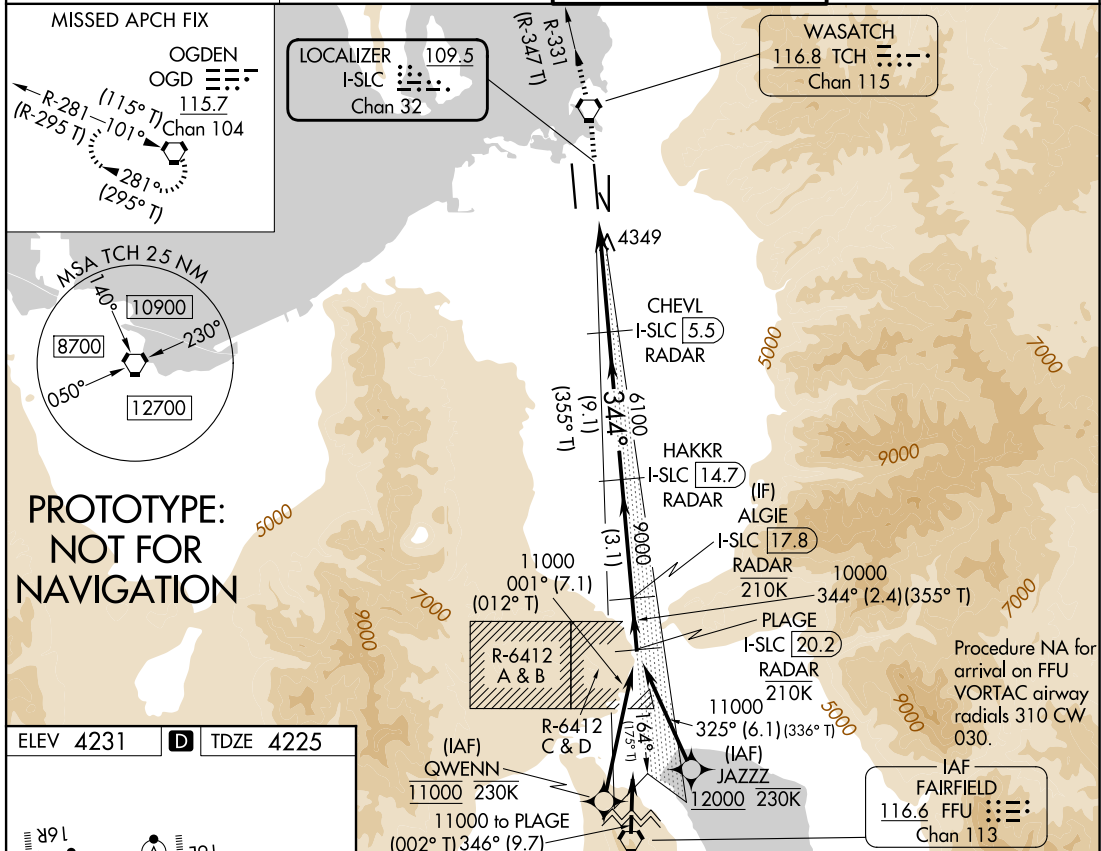
LOC/DME I-SLC <b>109.5</b> Chan <b>32</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE Apt Elev <b>12002</b> <b>4225</b> <b>4231</b>
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# ILS RWY 34R (SA CAT I)

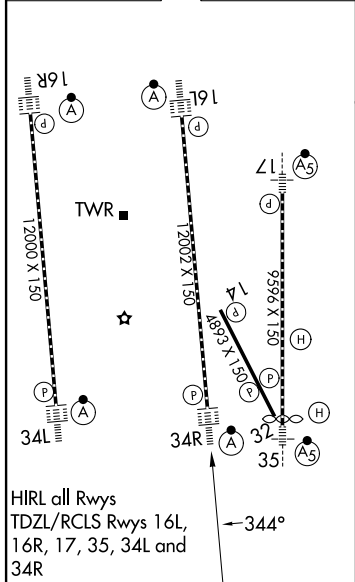
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ. DME required for LOC only. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>119.05 257.8</b>	GND CON <b>123.775 348.6</b>
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ELEV 4231	<b>D</b> TDZE 4225
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9000 TCH	OGD	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	PLAGE I-SLC [20.2] RADAR
TCH R-331			ALGIE I-SLC [17.8] RADAR
			HAKKR I-SLC [14.7] RADAR
			CHEVL I-SLC [5.5] RADAR
			6100
			9000
			11000
			GS 3.00° TCH 55

1045'	5.7 NM	9.1 NM	3.1 NM	2.4 NM
CATEGORY	A	B	C	D
S-ILS 34R	RA 149/14 150 DA 4375			

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

**AUTOMATED AL-365 ILS RWY 34R (SA CAT I)**  
**AUTOMATED AL-365 ILS RWY 34R (SA CAT I)**

1:750000  
SW-4  
9 JAN 2025  
COMPILER: CG  
REVIEWER:  
DBL CHKR:  
EFF: FIG

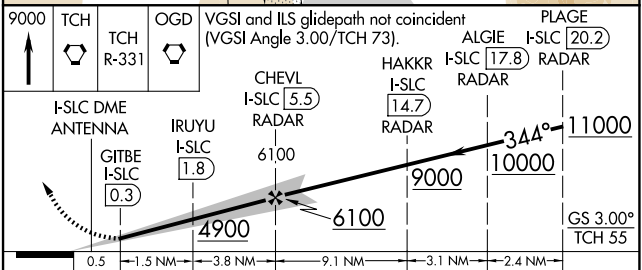
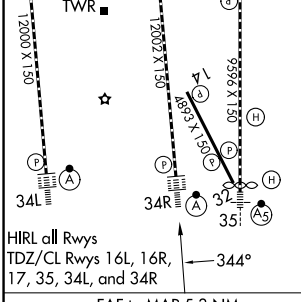
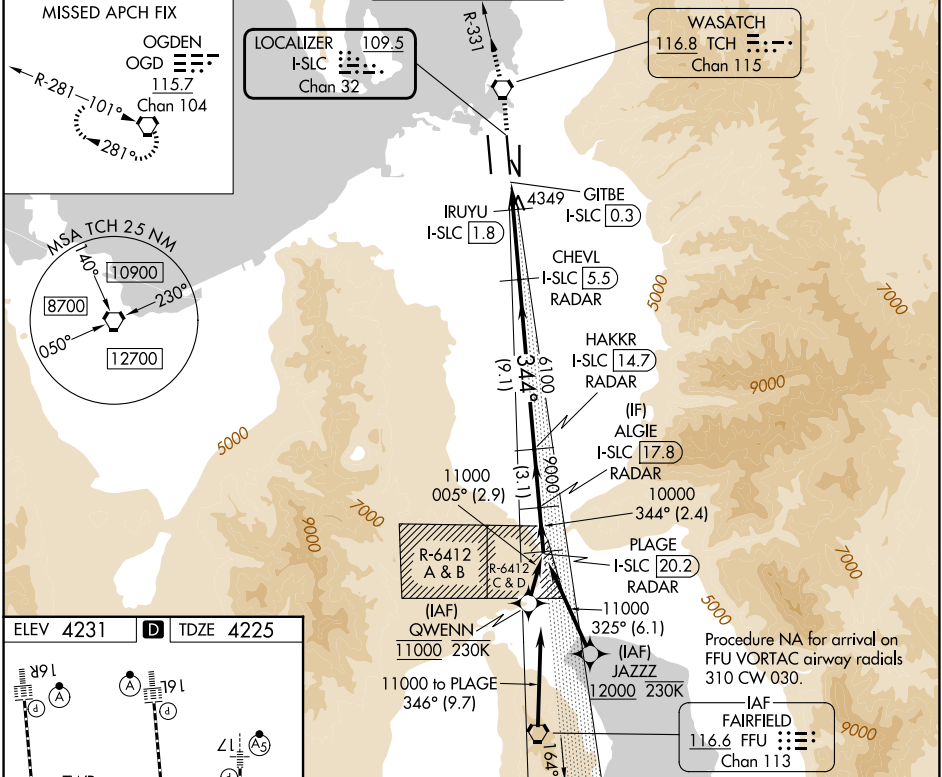
**ILS or LOC RWY 34R**  
SALT LAKE CITY INTL (SLC)

LOC/DME I-SLC <b>109.5</b> Chan <b>32</b>	APP CRS <b>344°</b>	Rwy Ldg <b>12002</b> TDZE <b>4225</b> Apt Elev <b>4231</b>
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RNP APCH - GPS. From QWENN or JAZZZ.  
DME required for LOC only. DME or RADAR required.  
Simultaneous approach authorized. For inop ALS, increase S-LOC 34R Cat C/D visibility to RVR 5500.

ALSF-2  
MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>119.05 257.8</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 34R	4425/18 200 (200-½)			
S-LOC 34R	4600/24	375 (400-½)	4600/35	375 (400-¾)

SW-4, 02 OCT 2025 to 30 OCT 2025

SW-4, 02 OCT 2025 to 30 OCT 2025

OLD

SALT LAKE CITY, UTAH

AL-365 (FAA)

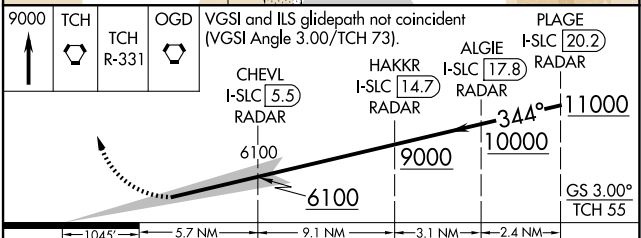
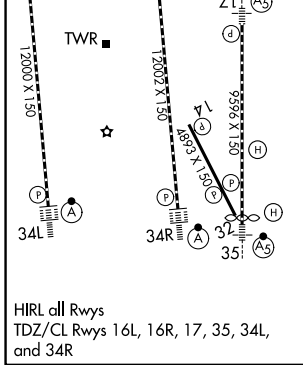
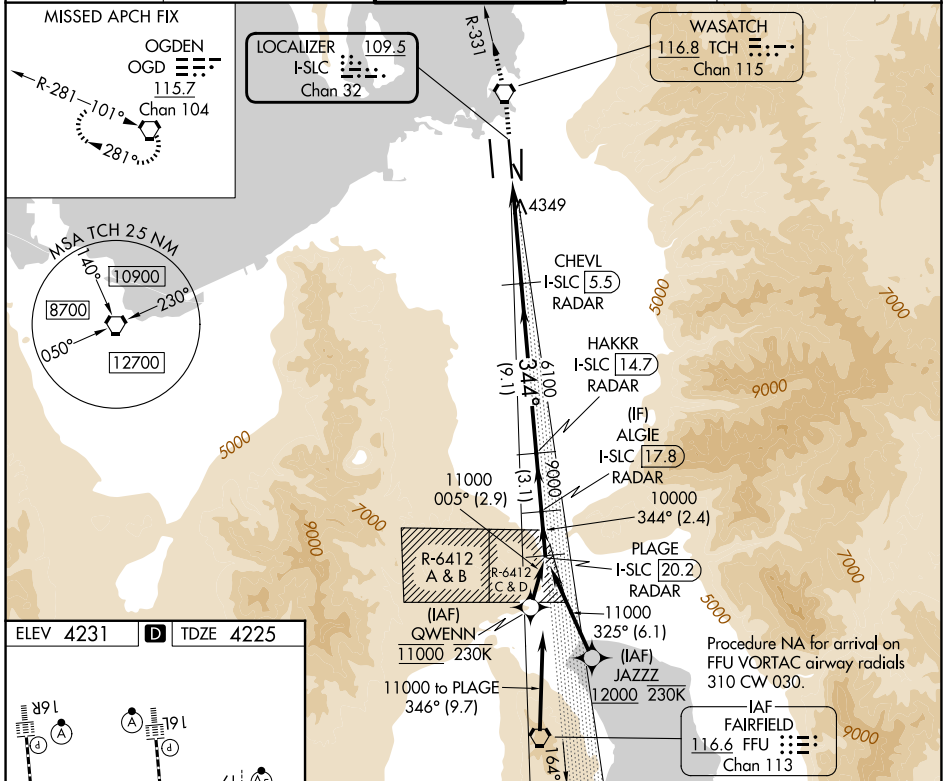
25219

LOC/DME I-SLC <b>109.5</b> Chan <b>32</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE <b>4225</b> Apt Elev <b>4231</b>
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# ILS RWY 34R (SA CAT I)

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ.		ALSF-2		MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.	
D-ATIS <b>124.75 125.625</b>		SALT LAKE CITY APP CON <b>125.7 284.6</b>		SALT LAKE CITY TOWER <b>119.05 257.8</b>	
GND CON <b>123.775 348.6</b>		CLNC DEL <b>127.3 379.975</b>		CPDLC	



CATEGORY	A	B	C	D
S-ILS 34R	RA 149/14 150 DA 4375			
<b>SA CATEGORY I ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>				

SW-4, 02 OCT 2025 to 30 OCT 2025

SW-4, 02 OCT 2025 to 30 OCT 2025

SALT LAKE CITY, UTAH  
Amdt 5 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)  
**ILS RWY 34R (SA CAT I)**

