

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: 4084648AC65742C0A0DB2333AAAD445E	APWS Project ID: 818802C42029477982DBE3D4E4112B78
Procedure: ILS OR LOC RWY 16L AMDT 4		Enroute: NO	Specialist: Owens, Westley		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: PENDING DATA USED FOR SLC AIRPORT AND RWY. ACTIVE DATA USED FOR I-MOY (ILS) TO IMPLEMENT DESIGN TCH. WAIVER FOR INCREASED DESCENT GRADIENT FROM THE IF (IRRON) TO THE FAF/PFAF (YYIPP) NEW INITIAL SEGMENT (EKKHO TO IRRON) NEW ALTERNATE MISSED APPROACH DEVELOPED. CONTACT: ERIC SUSKI (405) 954-7331 01/14/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/15/2024. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 02/20/2025 QUALITY 16 CHECKED QUALITY 41 CHECKED QUALITY 39 CHECKED					

1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
ILS OR LOC RWY 16L

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.3E Para 2-5-3d (Descent Gradient)

To permit intermediate segment descent gradients in excess of 318 feet per NM. The segment from IRRON and LGOON to the PFAF (YYIPP) on the ILS or LOC RWY 16L have a descent gradient of 319.0 and 336.0 feet per NM.

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

Request to publish the ILS or LOC RWY 16L using a descent gradient of 319.0 and 336.0 feet per NM from LGOON and IRRON to the PFAF (YYIPP) which exceeds the maximum allowable descent gradient of 318.0 feet per NM. ATC has a requirement to ensure clearance of the 41st parallel due to separation of Hill AFB traffic and a need to remain at or above 7,500 FT MSL until 1.50 NM south.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. All initial and intermediate segments prior to IRRON meet descent gradient criteria and provides ample time for aircraft to configure for final approach.
2. The intermediate segment descent gradient and final approach segment length contribute to a stabilized approach.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Extending the intermediate segment length to meet descent gradient will infringe upon adjacent ATC established procedural separation measures currently in place and will cause a ripple affect on various sector's airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZLC
Department of Defense

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A431	MANAGER	Eric N Suski

Digitally signed by
ERIC N SUSKI
Oct 21, 2024

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

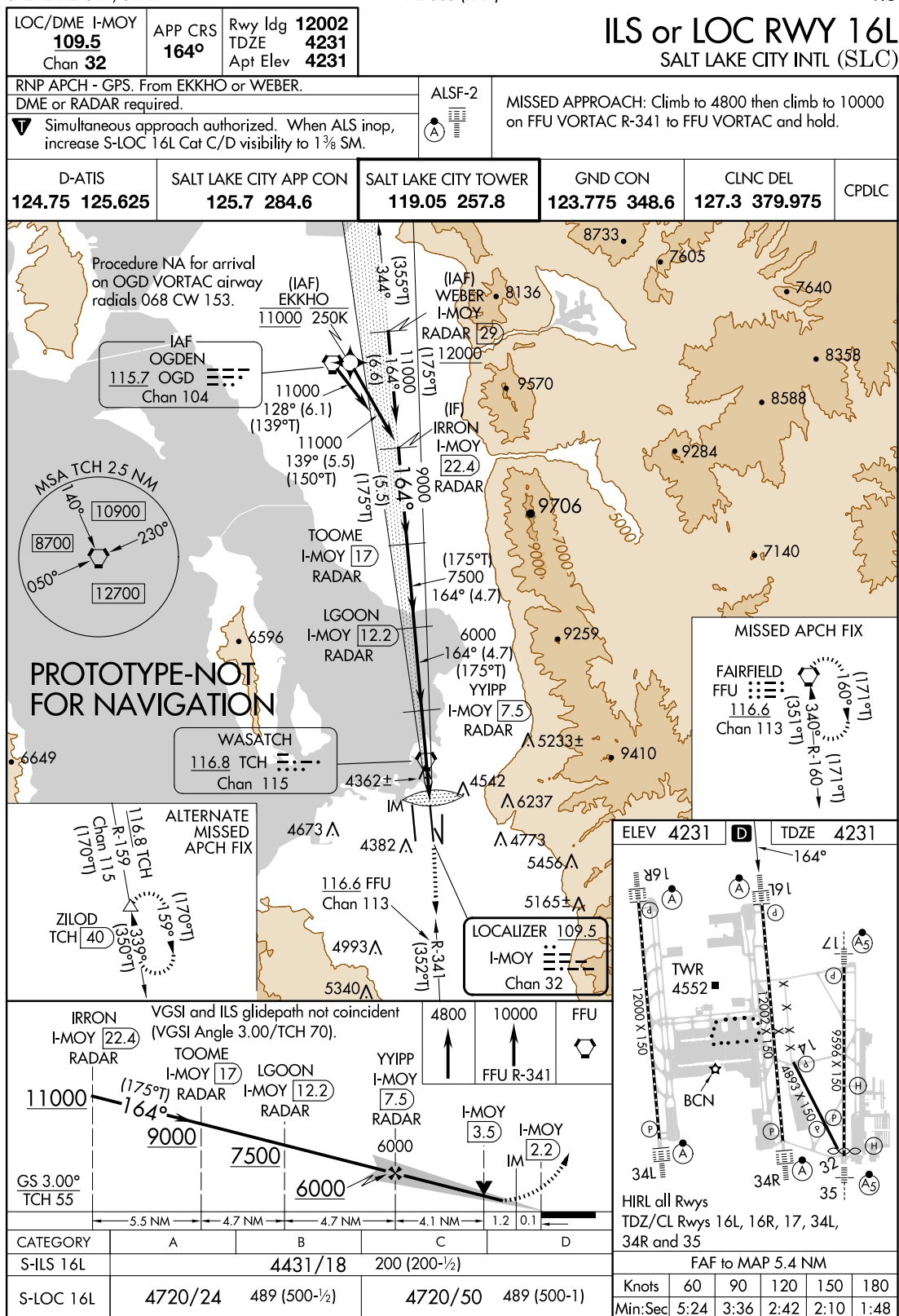
COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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SALT LAKE CITY, UTAH

AL-365 (FAA)

FIG



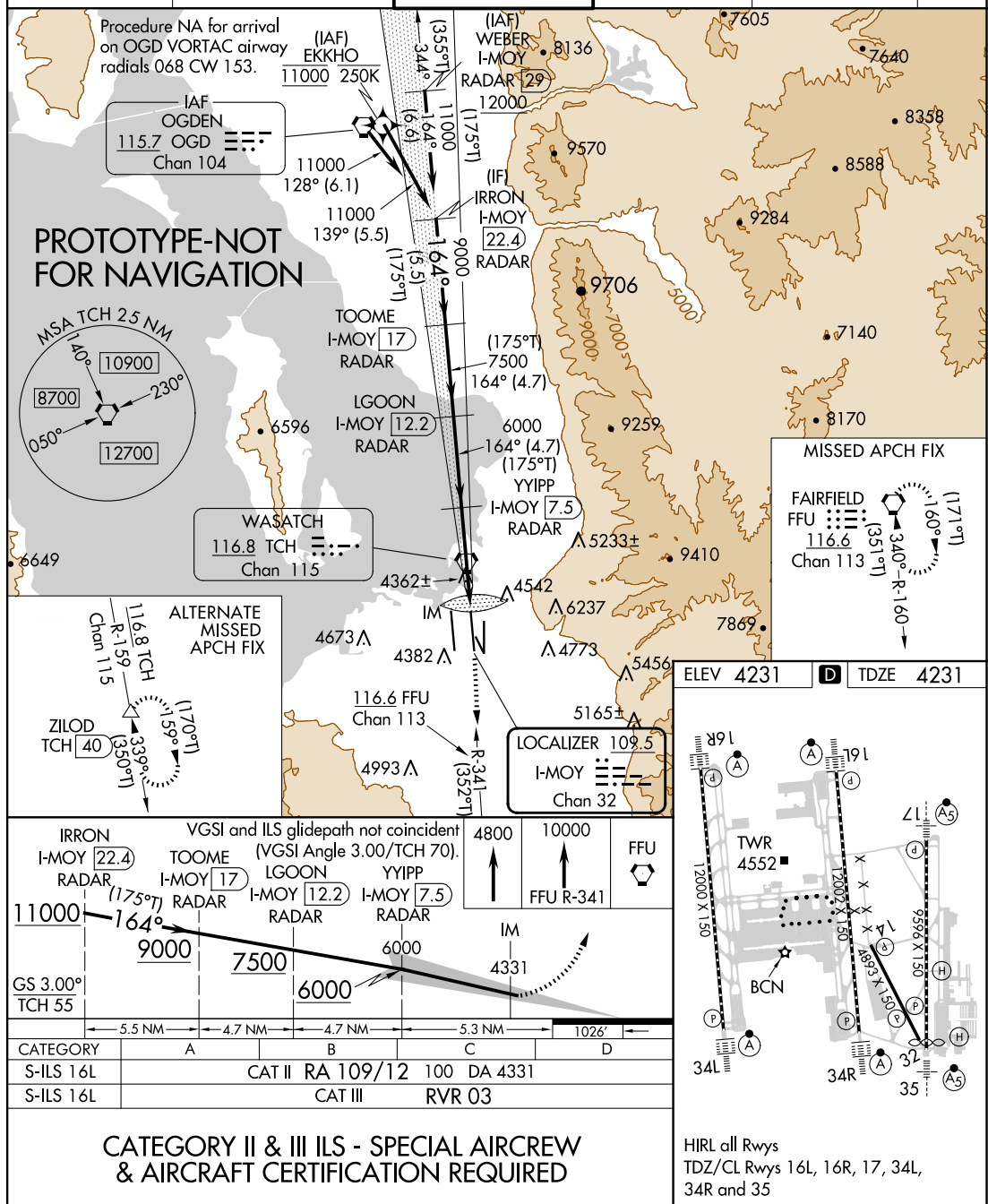
ILS RWY 16L (CAT II & III)
SALT LAKE CITY INTL (SLC)

ALSF-2

MISSED APPROACH: Climb to 4800 then climb to 10000 on FFU VORTAC R-341 to FFU VORTAC and hold.

T Simultaneous approach authorized. CAT II: RVR 1000 authorized with 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 119.05 257.8	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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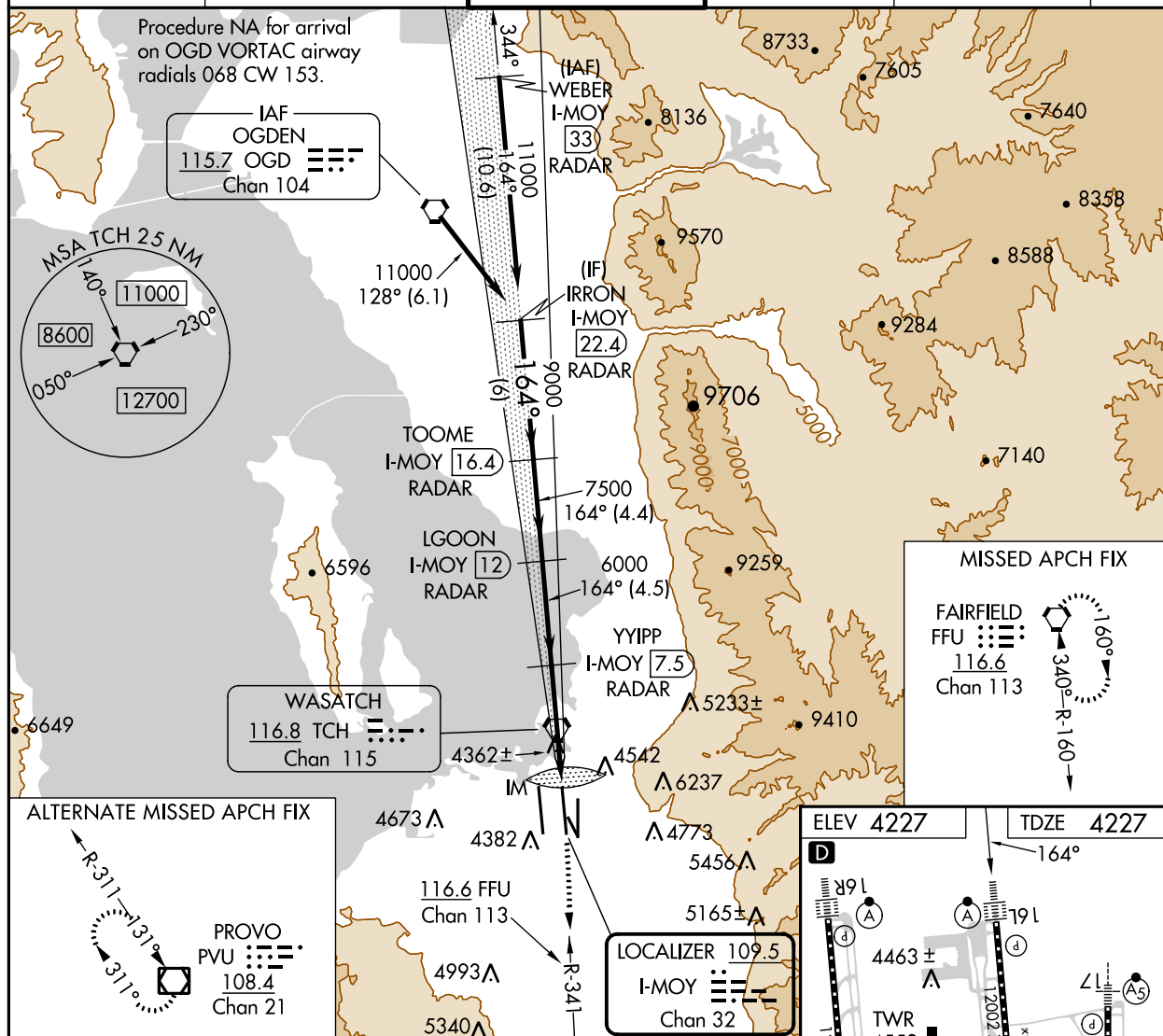
AUTOMATED AL-365 ILS RWY 16L (CAT II & III)
AUTOMATED AL-365 ILS RWY 16L (CAT II & III)

LOC/DME I-MOY 109.5 Chan 32	APP CRS 164°	Rwy Idg 12002 TDZE 4227 Apt Elev 4227
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OLD**ILS or LOC RWY 16L**
SALT LAKE CITY INTL (SLC)

T Simultaneous approach authorized. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 4800 then climb to 10000 on FFU VORTAC R-341 to FFU VORTAC and hold.
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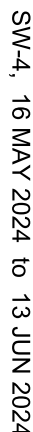
D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 119.05 257.8	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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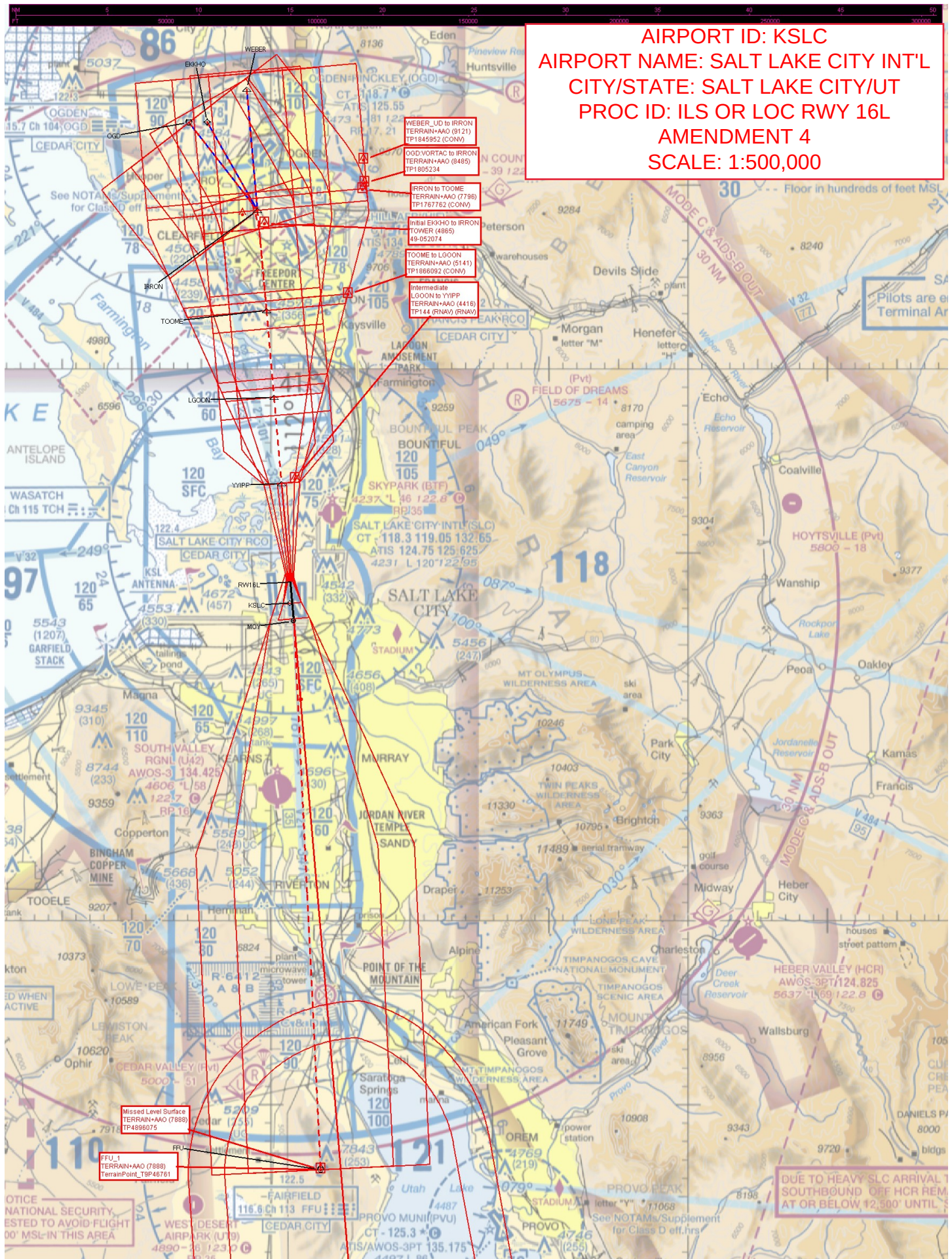
IRRON I-MOY [22.4] RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	4800	10000	FFU
TOOME I-MOY [16.4] RADAR	LGOON I-MOY [12] RADAR	YYIPP I-MOY [7.5] RADAR	* I-MOY [3.4]	* LOC only
11000	9000	7500	6000	IM
GS 3.00° TCH 55	6000	1.1	0.1	
6 NM	4.4 NM	4.5 NM	4.1 NM	
CATEGORY	A	B	C	D
S-ILS 16L	4427/18		200 (200-½)	FAF to MAP 5.3 NM
S-LOC 16L	4680/24	453 (500-½)	4680/40 453 (500-¾)	4680/50 453 (500-1)
Knots 60 90 120 150 180				
Min:Sec 5:18 3:32 2:39 2:07 1:46				

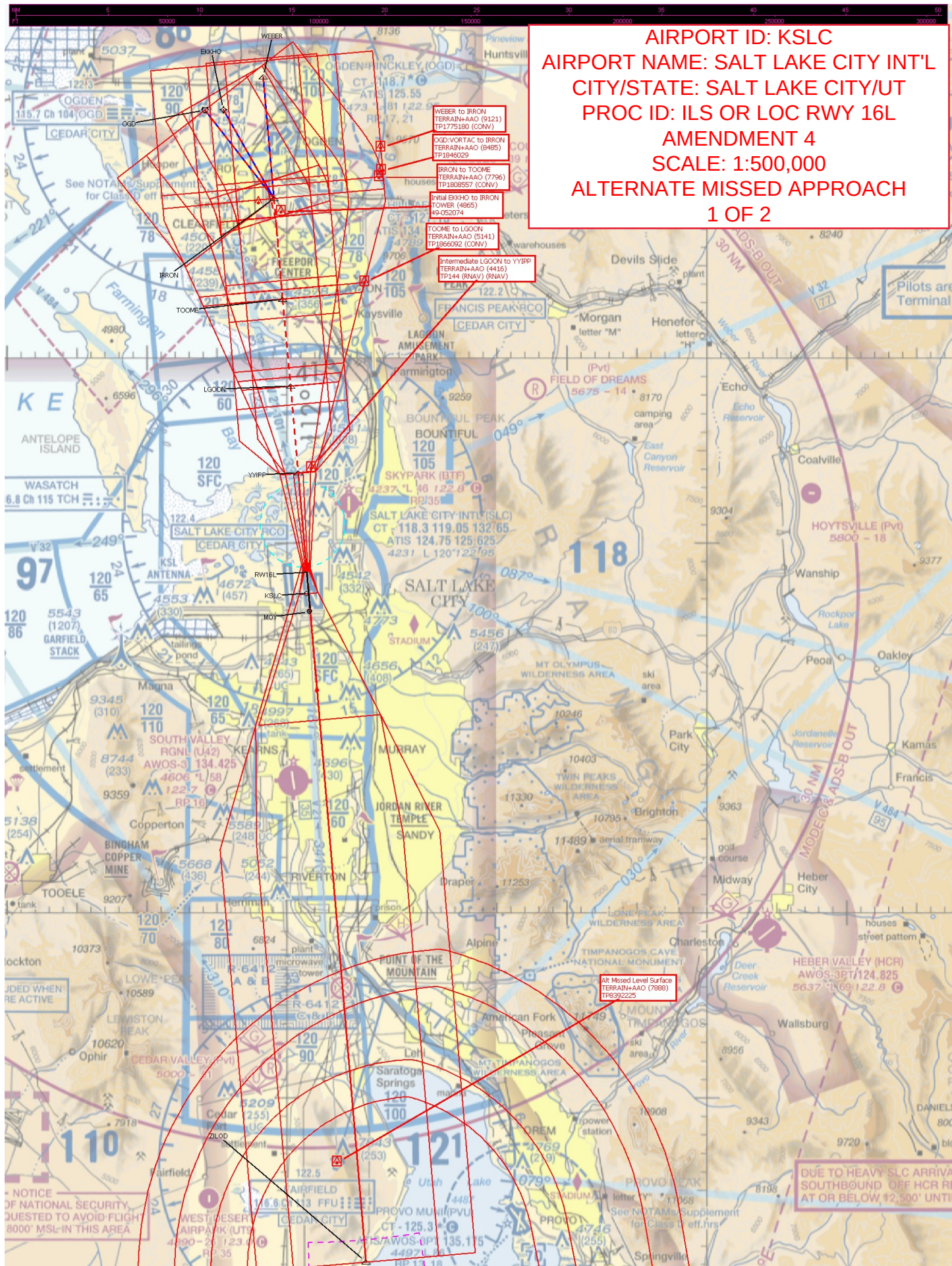
OLD ILS RWY 16L (CAT II & III)
SALT LAKE CITY INTL (SLC)

MISSED APPROACH: Climb to 4800 then climb to 10000 on FFU VORTAC R-341 to FFU VORTAC and hold.

CPDLC

SW-4, 16 MAY 2024 to 13 JUN 2024





AIRPORT ID: KSLC
AIRPORT NAME: SALT LAKE CITY INT'L
CITY/STATE: SALT LAKE CITY/UT
PROC ID: ILS OR LOC RWY 16L
AMENDMENT 4
SCALE: 1:500,000
ALTERNATE MISSED APPROACH
1 OF 2

DUE TO HEAVY SLC ARRIVAL
SOUTHBOUND OFF HCR RE
AT OR BELOW 12,500' UNTIL

NOTICE
OF NATIONAL SECURITY,
REQUESTED TO AVOID FLIGHT
8000' MSL IN THIS AREA

Alt Missed Level Surface
TERRAIN+AAO (7888)
TP18692225

WEER to IRON
TERRAIN+AAO (9121)
TP1775180 (CONV)

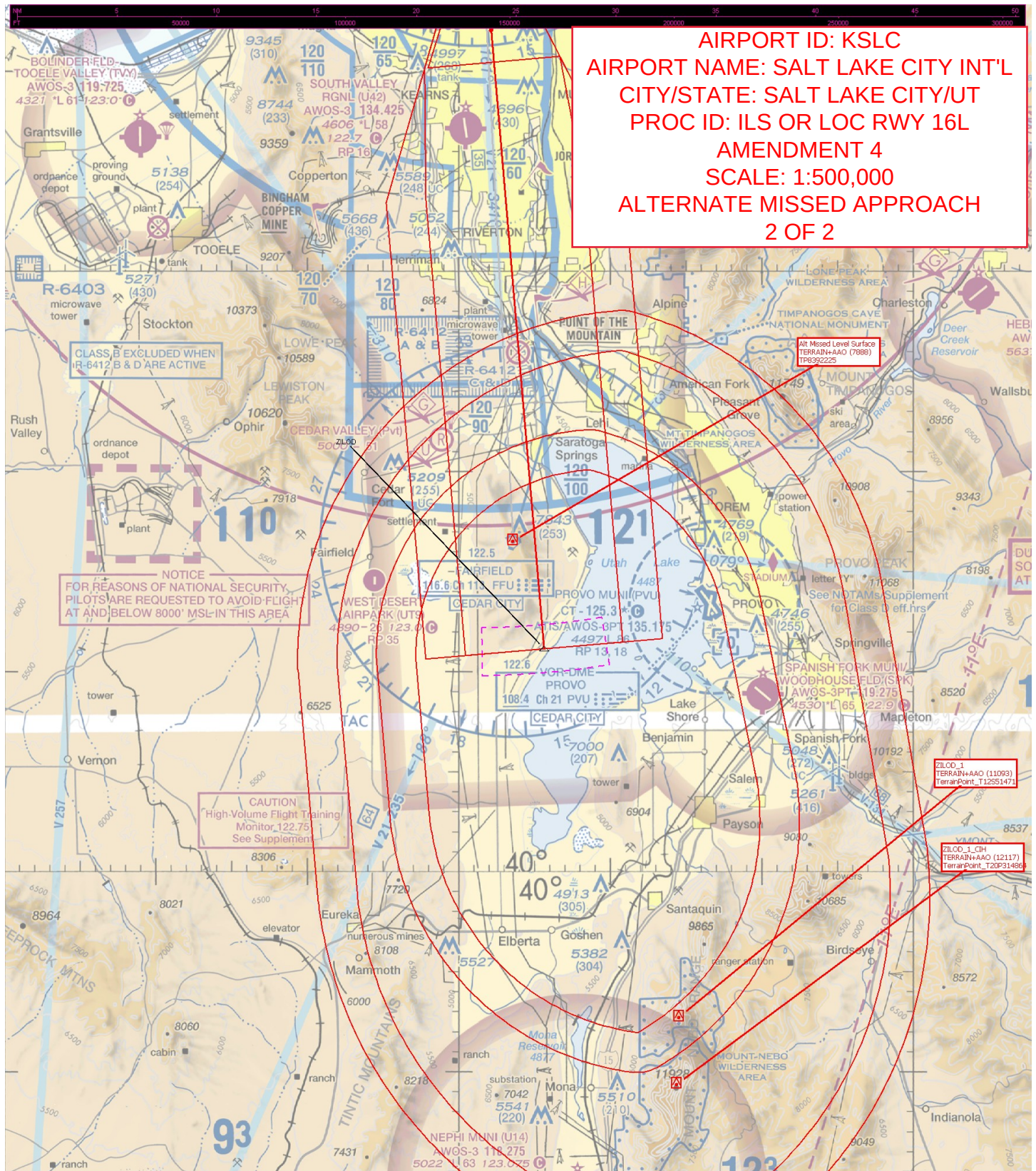
OGD-VORTAC to IRON
TERRAIN+AAO (8465)
TP1846029

IRON to TOOME
TERRAIN+AAO (7796)
TP1806557 (CONV)

Initial EKHO to IRON
TOWER (4865)
49-05074

TOOME to LGOON
TERRAIN+AAO (5141)
TP1866092 (CONV)

Intermediate LGOON to YIPP
TERRAIN+AAO (4416)
TP144 (RNAV) (RNAV)



AIRPORT ID: KSLC
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CITY/STATE: SALT LAKE CITY/UT
PROC ID: ILS OR LOC RWY 16L
AMENDMENT 4
SCALE: 1:500,000
ALTERNATE MISSED APPROACH
2 OF 2

CLASS B EXCLUDED WHEN
R-6412 B & D ARE ACTIVE

NOTICE
FOR REASONS OF NATIONAL SECURITY,
PILOTS ARE REQUESTED TO AVOID FLIGHT
AT AND BELOW 8000' MSL IN THIS AREA

CAUTION
High-Volume Flight Training
Monitor 122.75
See Supplement

Alt Missed Level Surface
TERRAIN+AAO (7888)
TP0392225

ZILCO_1
TERRAIN+AAO (11093)
TerrainPoint_T12551471

ZILCO_1 CH
TERRAIN+AAO (12117)
TerrainPoint_T20P31486

