

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE ILS STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> SLC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17 ILS RWY 17 (SA CAT I) ILS RWY 17 (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 15	<u>CITY</u> SALT LAKE CITY	<u>STATE</u> UT		
<u>AIRPORT ELEVATION</u> 4231	<u>TDZE</u> 4222	<u>SUPERSEDED</u> ILS OR LOC RWY 17 ILS RWY 17 (SA CAT I) ILS RWY 17 (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 14A	<u>DATED</u> 08/17/2017	<u>MAG VAR</u> 11E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-BNT	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 02/20/2025	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
EKKHO	IAF	UDUZU		TF	FB	1.00	125.64	7.56	11000
WEBER	IAF	GORPS		TF	FB	1.00	128.62	2.01	11000
GORPS		UDUZU		TF	FB	1.00	152.21	6.00	11000
OGD VORTAC	IAF	UDUZU/I-BNT 21.78 DME					117.63	8.26	11000
TUKTE/I-BNT 32.77 DME/RADAR	IAF	UDUZU/I-BNT 21.78 DME					169.00 (I-BNT)	10.99	11000
UDUZU/I-BNT 21.78 DME		IVOCY/16.61 DME/RADAR					169.00 (I-BNT)	5.17	9000
IVOCY/16.61 DME/RADAR	IF	PRYES/11.89 DME/RADAR					169.00 (I-BNT)	4.72	7500
PRYES/11.89 DME/RADAR		TIFUL/7.18 DME/RADAR					169.00 (I-BNT)	4.71	6000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.41 NM AFTER TIFUL/7.18 DME/RADAR OR AT 1.77 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 10000 ON FFU R-342 TO FFU VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 6000 THEN CLIMBING LEFT TURN TO 13500 ON TCH VORTAC R-159 TO ZILOD/TCH 40.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 13500.

QUALITY
21
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT UDUZU/I-BNT 21.78 DME														
3.	FAC:	169.00	FAF:	TIFUL/7.18 DME/RADAR	DIST FAF TO MAP:	5.41	DIST FAF TO THLD:	5.41							
4.	MIN ALT:	UDUZU/I-BNT 21.78 DME 11000, IVOCY/16.61 DME/RADAR 9000, PRYES/11.89 DME/RADAR 7500, TIFUL/7.18 DME/RADAR 6000													
5.	DIST TO THLD FROM OM:		MM:	IM:	100 HAT:	862	150 HAT:	1815.00	GS ANT:	1048					
6.	MIN GS INCPT:	6000	GS ALT AT PFAF:	TIFUL/7.18 DME/RADAR 6000	OM:		MM:		IM:						
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	55.1									
8.	MSA FROM:	TCH VORTAC 050-230 12700, 230-320 8700, 320-050 10900													

PBN REQUIREMENTS NOTE:

FROM WEBER, EKKHO: RNAV 1-GPS REQUIRED.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 17: CAT A, B, C, D, RA 150, RVR 1400, HAT 150, DA 4372 MSL
SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 17: CAT A, B, C, D, RA 100, RVR 1200, HAT 100, DA 4322 MSL
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH.
SA CAT II CHART NOTE: REDUCED LIGHTING: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON OGD VORTAC AIRWAY RADIALS 068 CW 153.
CHART PLANVIEW NOTE: CAT E MILITARY AIRCRAFT ONLY.
CHART NOTE: FOR INOPERATIVE 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.
CHART SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 11000 AT EKKHO.
CHART AT OR ABOVE 12000 AT WEBER.
HOLD S, RT, 340.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S ZILOD/TCH 40.00 DME, RT, 339.03 INBOUND.
CHART FAS OBST: 4445 ANTENNA (49-051364) 405107N/1115805W.
CHART VDP AT 3.04 DME.
DISTANCE VDP TO THLD 1.27 NM.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD



CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 17	4422	1800	200	4422	1800	200	4422	1800	200	4422	1800	200	4422	1800	200
S-LOC 17	4700	2400	478	4700	2400	478	4700	5000	478	4700	5000	478	4700	5000	478

CHANGES - REASONS

1. AIRPORT ELEVATION AND TDZE CHANGED FROM 4227/4219 TO 4231/4222 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
2. TERMINAL ROUTES: ADDED EKKHO TO UDUZU LEG IN INITIAL SEGMENT - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
3. TERMINAL ROUTES: CHANGED WEBER TO GORPS COURSE/DISTANCE FROM 149.19/5.74 TO 128.62/2.01 - WEBER FIX MOVED 3.98 NM SOUTH.
4. TERMINAL ROUTES: LOWERED WEBER TO GORPS ALTITUDE FROM 11200 TO 11000 - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
5. TERMINAL ROUTES: RENAMED INITIAL STEPDOWN FIX FROM "UDUZU/I-BNT 21.77 DME/RADAR" TO "UDUZU" - IAW 8260.19J, 8-2-6 (4).
6. TERMINAL ROUTES: REVISED GORPS TO UDUZU COURSE FROM 149.21 TO 152.21 - COURSE REALIGNED DUE TO NEW TARGETS EVALUATION.
7. TERMINAL ROUTES: UPDATED FROM "UDUZU/I-BNT 21.77 DME/RADAR" TO "UDUZU/I-BNT 21.78 DME/RADAR" - DME INCREASED BY .01 DUE TO TARGETS REEVALUATION.
8. TERMINAL ROUTES: REVISED UDUZU TO IVOCY, IVOCY TO PRYES, AND PRYES TO TIFUL COURSE FROM 168.99 TO 169.00 - COURSE REALIGNED DUE TO NEW TARGETS EVALUATION.
9. TERMINAL ROUTES: REMOVED "INT" FROM TIFUL FIX TYPE - IAW 8260.3F, 14-6-2, NOT REQUIRED, DOES NOT MEET DIVERGENCE ANGLE REQUIREMENT.
10. TERMINAL ROUTES: REMOVED "I-BNT" FROM IVOCY TO PRYES, AND PRYES TO TIFUL - IAW 8260.19J, 8-2-6 (2).
11. MISSED APPROACH: CHANGED FROM "LOC: 5.41 NM AFTER TIFUL INT/I-BNT 7.18 DME/RADAR OR AT I-BNT 1.77 DME" TO "LOC: 5.41 NM AFTER TIFUL/7.18 DME/RADAR OR AT 1.77 DME" - IAW 8260.19J, 8-6-6 (C).
12. MISSED APPROACH: CHANGED MISSED APPROACH FROM "CLIMB TO 5800 THEN CLIMBING LEFT TURN TO 10000 DIRECT FFU VORTAC AND HOLD" TO "CLIMB TO 10000 ON FFU R-342 TO FFU VORTAC AND HOLD" - IAW 8260-3F, 2-8-6 (B).
13. ALTERNATE MISSED APPROACH: CHANGED INSTRUCTION FROM "CLIMB TO 11000 ON TCH VORTAC R-161 TO JAURN INT/TCH VORTAC 22.22 DME AND ON PVU VOR/DME R-311 TO PVU VOR/DME AND HOLD" TO "CLIMB TO 6000 THEN CLIMBING LEFT TURN TO 13500 ON TCH VORTAC R-159 TO ZILOD/TCH 40.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 13500." - ALTERNATE MISSED APPROACH REDESIGNED DUE TO PVU VOR/DME DESIGNATED AS VORMON.
14. PROFILE LINE 3: CHANGED FAC FROM 168.99 TO 169.00 - COURSE REALIGNED DUE TO NEW TARGETS EVALUATION.
15. PROFILE LINE 5: CHANGED 100HAT FROM 805 TO 862; 150HAT FROM 1759 TO 1815 AND GS ANT FROM 1049 TO 1048 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
16. PROFILE LINE 8: MSA SECTOR 230-320 ALTITUDE RAISED FROM 8600 TO 8700; MSA SECTOR 320-050 ALTITUDE LOWERED FROM 11000 TO 10900 - DUE TO REVISED OBSTACLE EVALUATION.
17. PBN REQUIREMENTS NOTE: ADDED "FROM WEBER, EKKHO: RNAV 1-GPS REQUIRED" - IAW 8260.19J, 8-6-8 (D) (5).
18. EQUIPMENT REQUIREMENTS NOTE: RELOCATED "DME OR RADAR REQUIRED" FROM NOTES TO EQUIPMENT REQUIREMENTS NOTE - IAW 8260.19J, 8-6-9 (A) (2).
19. NOTES: SA CAT I ILS RA/DA CHANGED FROM 149/4369 TO 150/4372 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
20. NOTES: SA CAT II ILS RA/DA CHANGED FROM 99/4319 TO 100/4322 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
21. NOTES: DELETED "CHART PLANVIEW NOTE ADJACENT TO WEBER: GPS REQUIRED" - NOT NEEDED AS IT IS NOW ANNOTATED UNDER EQUIPMENT REQUIREMENTS NOTES.
22. NOTES: ADDED "CHART PLANVIEW NOTE: CAT E MILITARY AIRCRAFT ONLY" - IAW 8260.3J PARA 1-2-3 (C).
23. NOTES: ADDED "SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS" - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
24. ADDITIONAL FIGHT DATA: ADDED "CHART MANDATORY 11000 AT EKKHO" - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
25. ADDITIONAL FIGHT DATA: UPDATED "CHART AT OR ABOVE 12000 AT WEBER" - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
26. ADDITIONAL FIGHT DATA: CHANGED ALTERNATE MISSED INSTRUCTIONS FROM "NW PVU VOR/DME, RT, 131.07 INBOUND. CHART FAS OBST: 4444 TOWER (49-000352)" TO "S ZILOD/TCH 40.00 DME, RT, 340.00 INBOUND" - ALTERNATE MISSED APPROACH REDESIGNED DUE TO PVU VOR/DME DESIGNATED AS VORMON.
27. ADDITIONAL FIGHT DATA: UPDATED NON-PRECISION CONTROLLING OBSTACLE FROM "CHART FAS OBST: 4444 TOWER (49-000352)" TO "CHART FAS OBST: 4445 ANTENNA (49-051364)" - DUE TO REVISED OBSTACLE EVALUATION.
28. ADDITIONAL FIGHT DATA: CHANGED VDP DISTANCE FROM "3.03 DME" TO "3.04 DME" - TDZE CHANGED FROM 4219 TO 4222.
29. ADDITIONAL FIGHT DATA: CHANGED DISTANCE VDP TO THLD FROM "1.26 NM" TO "1.27 NM" - TDZE CHANGED FROM 4219 TO 4222.
30. ADDITIONAL FIGHT DATA: CHANGED ALTERNATE MISSED APPROACH POINT FROM "PVU VOR/DME" TO "ZILOD/TCH 40.00 DME" - ALTERNATE MISSED APPROACH REDESIGNED DUE TO PVU VOR/DME DESIGNATED AS VORMON.
31. MINIMUMS: RAISED S-ILS ALL CATS DA FROM 4419 TO 4422 - TDZE CHANGED FROM 4219 TO 4222.
32. MINIMUMS: LOWERED S-LOC ALL CATS HAT FROM 481 TO 478 - TDZE CHANGED FROM 4219 TO 4222.

01/14/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 06/25/2024.

CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 02/20/2025



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> SLC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17 ILS RWY 17 (SA CAT I) ILS RWY 17 (SA CAT II)	<u>AMDT NO.</u> 15	<u>CITY</u> SALT LAKE CITY	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 4231	<u>FACILITY</u> I-BNT
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

<u>FROM</u> EKKHO	<u>TO</u> UDUZU
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<u>RNP</u> 1.00	<u>DISTANCE</u> 7.56	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	410718.00N/1115639.00W	5060	215	8	4B	1000				PR380 AT4500	11000
TERRAIN	410948.00N/1115624.00W	4917 (4900)								AS1500	6400

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

<u>FROM</u> WEBER	<u>TO</u> GORPS
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<u>RNP</u> 1.00	<u>DISTANCE</u> 2.01	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
BUILDING (49-000044)	411254.05N/1115954.18W	4632	20	3	1A	1000				PR310 AT5058	11000
TERRAIN	411518.00N/1115830.00W	4379 (4400)								AS1500	5900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
21
CHECKED

INITIAL: STEPDOWN

FROM

GORPS

TO

UDUZU

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
1.00	6.00										
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	411115.00N/1115454.00W	7389	215	8	4B	1000				SA-1376 PR380 AT3607	11000
TERRAIN	411048.00N/1115606.00W	5088 (5100)								AS1500	6600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

OGD VORTAC

TO

UDUZU/I-BNT 21.78 DME

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
	8.26										
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	411200.00N/1115257.00W	9741	215	8	4B	1000				SA-855 PR380 AT734	11000
TERRAIN	411009.00N/1115321.00W	8251 (8300)								AS1500	9800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

TUKTE/I-BNT 32.77 DME/RADAR

TO

UDUZU/I-BNT 21.78 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	10.99										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	411215.00N/1115306.00W	9646	215	8	4B	250				SA-635 PR250 XL1250 AT239	11000
TERRAIN	411712.00N/1115342.00W	8146 (8100)								AS1500	9600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

UDUZU/I-BNT 21.78 DME

TO

IVOCY/16.61 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	5.17										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	410645.00N/1115345.00W	6202	215	8	4B	250				XL701 SA-725 PR250 AT2322	9000
TERRAIN	410154.00N/1113251.00W	6942 (6900)								AS1500	8400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

IVOCY/16.61 DME/RADAR

TO

PRYES/11.89 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	4.72										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	410215.00N/1115533.00W	4682	215	8	4B	250				XL442 PR200 AT1926	7500
TERRAIN	410245.00N/1115530.00W	4544 (4500)								AS1500	6000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

PRYES/11.89 DME/RADAR

TO

TIFUL/7.18 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	4.71										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	405339.00N/1115724.00W	4416	215	8	4B	250				XL206 AT1128	6000
TERRAIN	405339.00N/1115724.00W	4215.9 (4200)								AS1500	5700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

TIFUL/7.18 DME/RADAR

TO

RW17

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.41		DA			200				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4422

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS SA CAT I

FROM

TIFUL/7.18 DME/RADAR

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.41		DA				150				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4372

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS SA CAT II

FROM

TIFUL/7.18 DME/RADAR

TO

RW17

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.41		DA			100				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4322

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

TIFUL/7.18 DME/RADAR

TO

5.41 NM AFTER TIFUL/7.18 DME/RADAR OR AT 1.77 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.41		5.41 NM AFTER TIFUL/7.18 DME/RADAR OR AT 1.77 DME				478				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
ANTENNA (49-051364)	405107.08N/1115805.30W	4445	20	3	1A	250					4700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM
DA

TO
FFU VORTAC

RNP	DISTANCE	PAT	MAP			HAT	HMAS 4254				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				10000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR330	9300
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS SA CAT I

FROM
DA

TO
FFU VORTAC

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				10000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR330	9300
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS SA CAT II

FROM

DA

TO

FFU VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				10000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR330	9300
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.41 NM AFTER TIFUL/7.18 DME/RADAR OR AT 1.77 DME

TO

FFU VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 4450			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				10000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR330	9300
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

ZILOD/TCH 40.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
4254											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				11000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR330	9300
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: ILS SA CAT I

FROM

DA

TO

ZILOD/TCH 40.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				11000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR330	9300
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS SA CAT II

FROM

DA

TO

ZILOD/TCH 40.00 DME

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				11000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR330	9300
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

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HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: LOC

FROM

5.41 NM AFTER TIFUL/7.18 DME/RADAR OR AT 1.77 DME

TO

ZILOD/TCH 40.00 DME

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
										4450	
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				11000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR330	9300
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MSA

CENTER

TCH VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
050-230	AAO	403306.00N/1113924.00W	124	23.3	11667	215	8	4B	1000			12700
230-320	AAO	404148.00N/1121330.00W	214	14.4	7694	215	8	4B	1000			8700
320-050	AAO	410454.00N/1115106.00W	007	15.1	9895	215	8	4B	1000			10900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZLC ARTCC, SLC APP CON, SLC TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	SLC	24	SLC	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS

WX REMARKS:

AIRPORT HAS REDUNDANT WEATHER SOURCES, BACKUP ALTIMETER NOT REQUIRED.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-BNT	SLC TOWER	24	1
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW14 - HIRL, PAPI-4L		BSC-G	
RW32 - HIRL, PAPI-4L		BSC-G	
01H		H-F	
02H		H-F	
RW16L - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW16R - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17 - MALSR, TDZ, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, ROLL OUT
RW34L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34R - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35 - MALSR, HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	4221.7	55.1	4216.4	1048	3.00	72.9

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

50 FT VEGETATION USED PER FPT REQUEST.

PT NOT DEVELOPED DUE TO DESCENT GRADIENT REQUIRED FROM HIGH TERRAIN.

CIRCLING NOT AUTHORIZED PER ATC.

ATC PROVIDES SEPARATION BETWEEN AIRCRAFT EXECUTING MISSED APPROACH SEGMENT AND R-6412.

WAIVER REQUESTED: TO UTILIZE THE LOCALIZER TRAPEZOID EXTENDED FOR OBSTACLE EVALUATION INSTEAD OF THE STANDARD CONVENTIONAL TRAP FOR THE INITIAL AND INTERMEDIATE SEGMENTS.

WAIVER REQUESTED: FOR SPEED RESTRICTIONS OF "AT OR BELOW 250 KIAS" AT THE EKKHO.

WAIVER REQUESTED: FOR MINIMUM LEG LENGTHS ON INITIAL SEGMENTS.

WAIVER REQUESTED: TO PUBLISH MINIMUM LEG LENGTHS ON INITIAL SEGMENT.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	4200
DISTANCE FROM	THLD	TO 1500FT POINT	4.47
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.18
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	4200

THRESHOLD COORDINATES (IF STR-IN)

404756.10N/1115743.46W

ARP COORDINATES

404718.22N/1115839.98W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 16R DISTANCE 1.52 NM

FAF COORDINATES

405320.91N/1115743.48W

FIX NAME COORDINATES

REMARKS



<u>AIRPORT ID</u> SLC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17 ILS RWY 17 (SA CAT I) ILS RWY 17 (SA CAT II)	<u>AMDT NO.</u> 15	<u>CITY</u> SALT LAKE CITY	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 4231	<u>FACILITY</u> I-BNT
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PART E: PREPARED BY

<u>NAME</u> PARNELL PRASSADA	<u>OFFICE</u> AJV-A431	<u>DATE</u> 06/25/2024	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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