Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: 5881287411694BD89B47528666EFFAA7	APWS Project ID: C793750D6AE64C68B1E2A52EE20FE25E
Procedure: ILS OR LOC RWY 17 AMDT 15		Enroute: NO	Specialist: Prassada, Parnell		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			

Procedure Comments:

KSLC - ACTIVE DATA USED.

I-BNT - ACTIVE DATA USED

FFU VORTAC - ACTIVE DATA USED.

OGD VORTAC - ACTIVE DATA USED.

PVU VORTAC - ACTIVE DATA USED.

TCH VORTAC - ACTIVE DATA USED.

ALTERNATE MISSED APPROACH REDESIGNED DUE TO PVU VOR/DME DESIGNATED AS VORMON.

MEMO: AFS BLANKET WAIVER TO OMIT CAPTURE FIX REQUIRED ON PBN TO ILS APPROACHES.

WAIVERS (4):

WAIVER REQUESTED: UTILIZE THE LOCALIZER TRAPEZOID EXTENDED FOR OBSTACLE EVALUATION VICE 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 LEG LENGTH WAIVER FOR INITIAL LEG SEGMENT (2).

CONTACT: ERIC SUSKI WK: (405) 954-7331.

QUALITY 21 CHECKED

QUALITY 9 CHECKED

BEGUE

Digitally signed by
ERIC N SUSKI
Nov 04, 2024

8260-2 FAIRFIELD VORTAC
11/22/24: THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON 06/25/2024.
1. HOLDING: PAT 3 MINIMUM ALTITUDE CHANGED TO 9000; UPDATED ALL ASSOCIATED DATA.
2. REMARKS: ADDED "WAIVER APPROVED FOR PAT 3 AND 5 NOT TO PLANT AAO WITHIN 1000FT OF FFU TO MAINTAIN 9000 AS MINIMUM HOLDING ALTITUDE."

QUALITY 16 CHECKED

Digitally signed by
ERIC N SUSKI
Nov 22, 2024

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

Data as of: 10/15/2024 08:06:15 CDT

NEW

ILS or LOC RWY 17

SALT LAKE CITY INTL (SLC)

LOC/DME I-BNT 111.5 Chan 52	APP CRS 169°	Rwy ldg 9596 TDZE 4222 Apt Elev 4231

From WEBER, EKKHO: RNAV 1-GPS required.

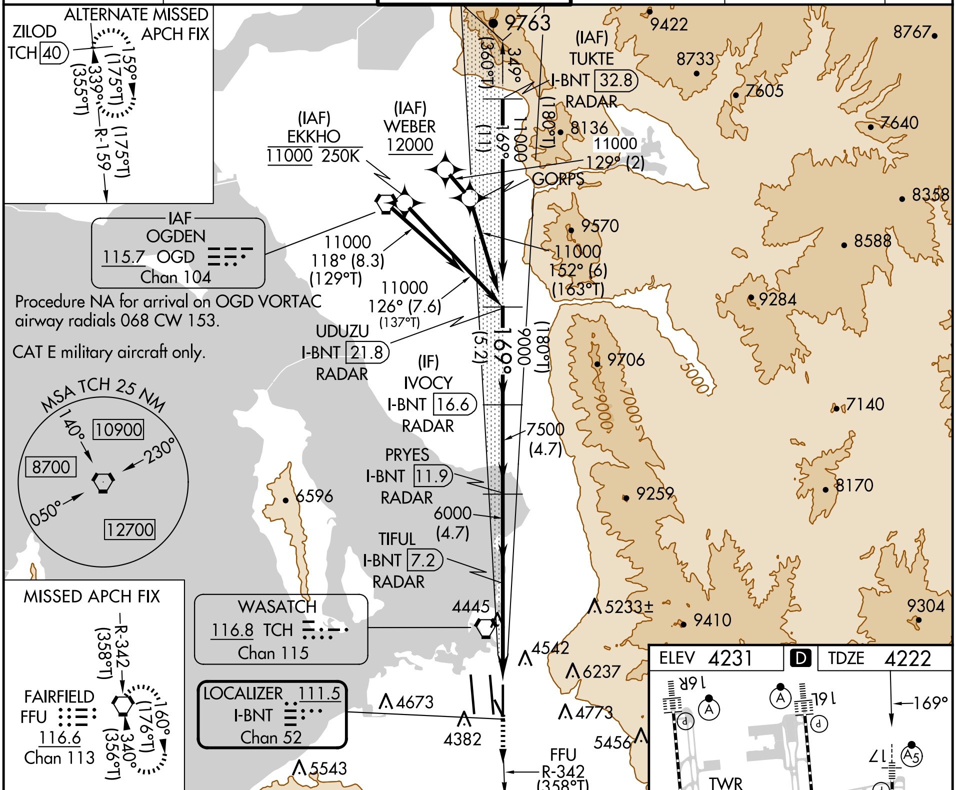
DME or RADAR required.

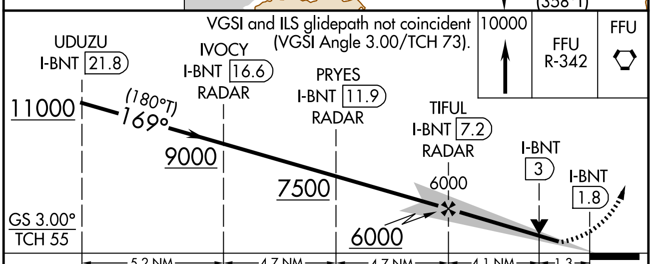
Simultaneous approach authorized. For inop ALS, increase S-ILS 17 Cat E visibility to RVR 4000, increase S-LOC 17 Cat C/D/E visibility to 1⅜ SM.

MALSR

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

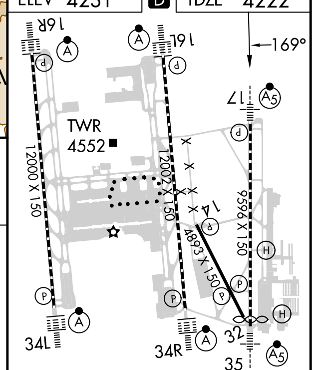
D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	118.3 257.8	121.9 348.6	127.3 379.975	





CATEGORY	A	B	C	D	E
S-ILS 17	4422/18 200 (200-½)				
S-LOC 17	4700/24 478 (500-½)		4700/50 478 (500-1)		

ELEV 4231 | D | TDZE 4222



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

NEW

ILS RWY 17 (SA CAT I & II)
SALT LAKE CITY INTL (SLC)

LOC/DME I-BNT 111.5 Chan 52	APP CRS 169°	Rwy ldg 9596 TDZE 4222 Apt Elev 4231

From WEBER, EKKHO: RNAV 1-GPS required.

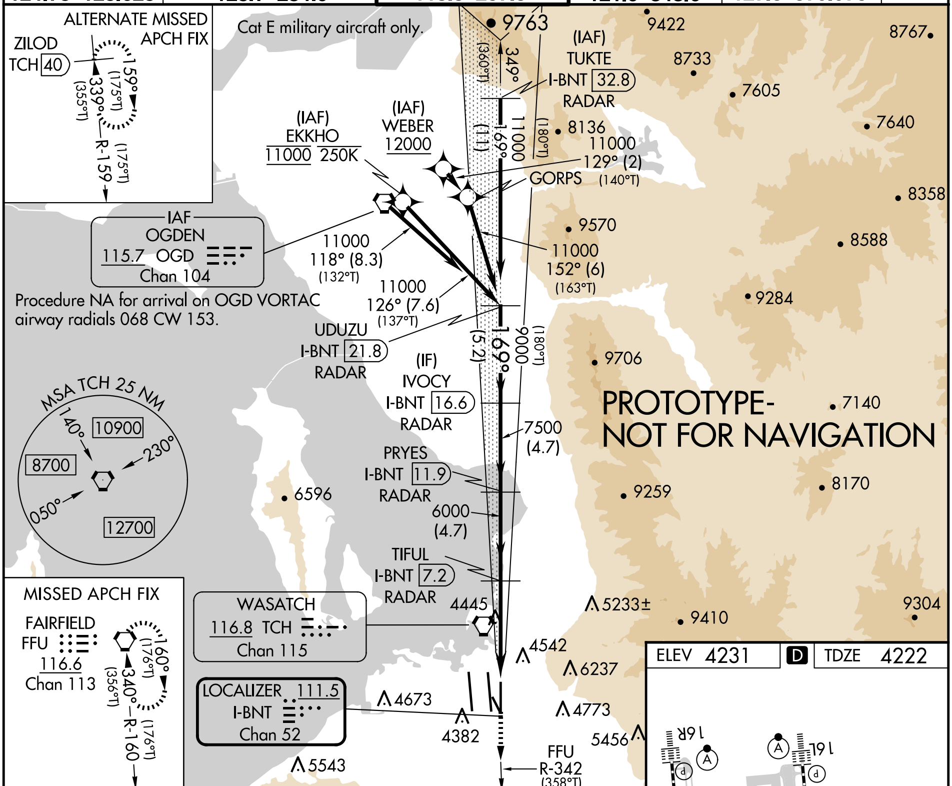
DME or RADAR required.

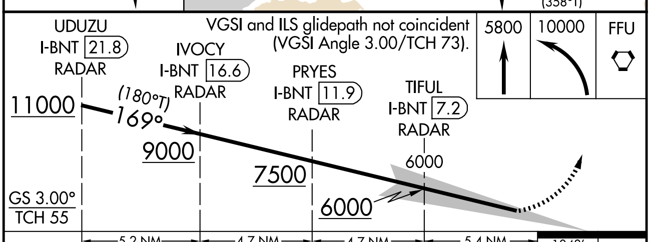
Ⓣ Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR (A5)

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

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	118.3 257.8	121.9 348.6	127.3 379.975	

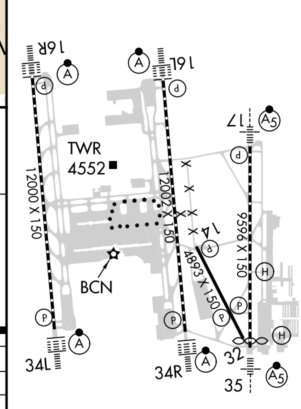




CATEGORY	A	B	C	D
S-ILS 17	SA CAT I RA 150/14 150 DA 4372			
S-ILS 17	SA CAT II RA 100/12 100 DA 4322			

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

ELEV 4231 D TDZE 4222



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

CURRENT

ILS or LOC RWY 17

SALT LAKE CITY INTL (SLC)

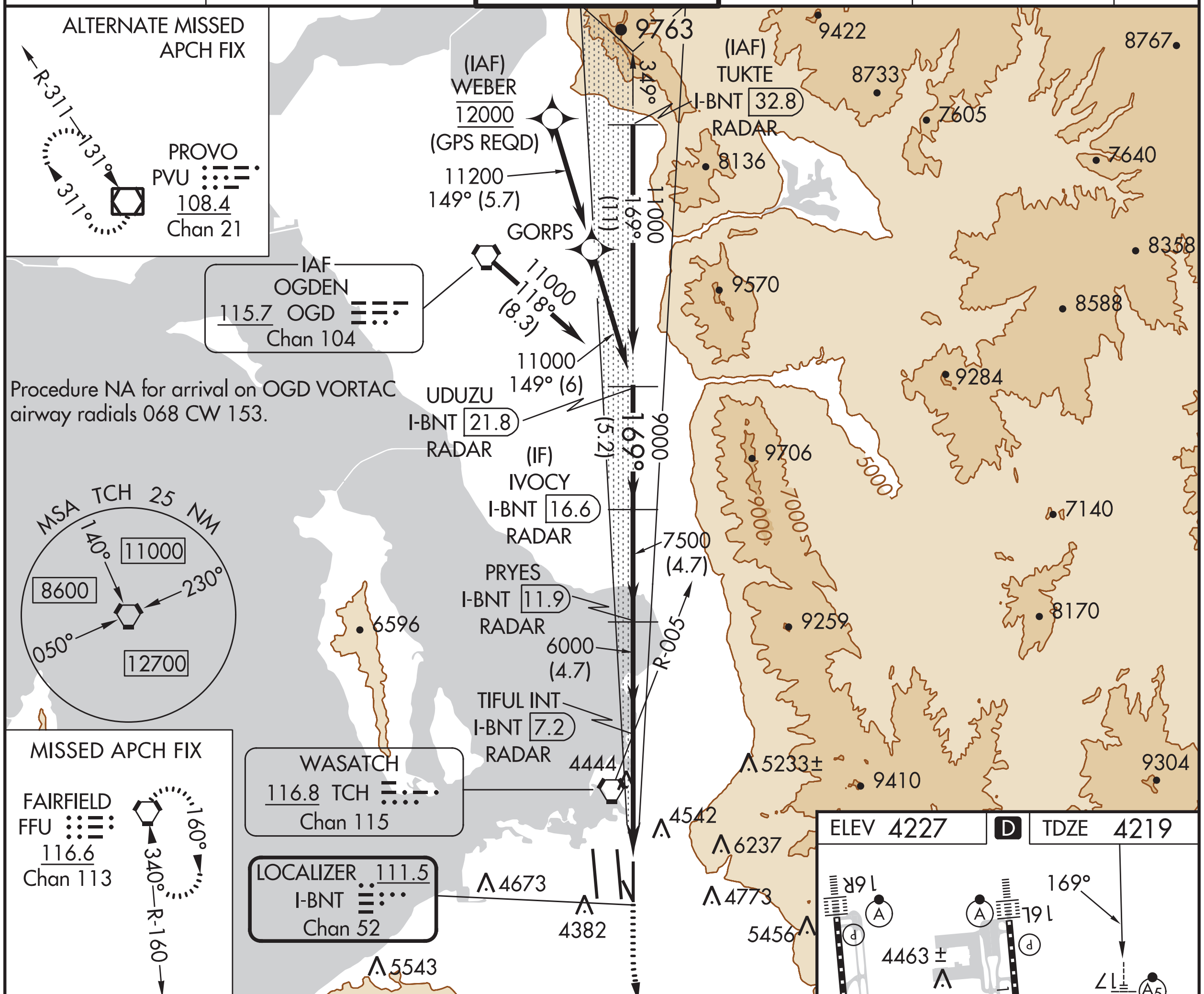
LOC/DME I-BNT	APP CRS	Rwy Idg	9596
111.5	**169°**	TDZE	**4219**
Chan **52**		Apt Elev	**4227**

▼T 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 1⅜ SM.

MALSR (A5)

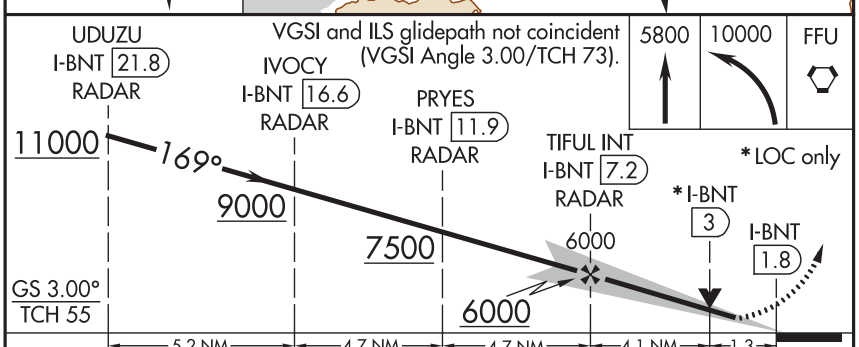
MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 direct FFU VORTAC and hold.

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	**125.7 284.6**	**118.3 257.8**	**121.9 348.6**	**127.3 379.975**	

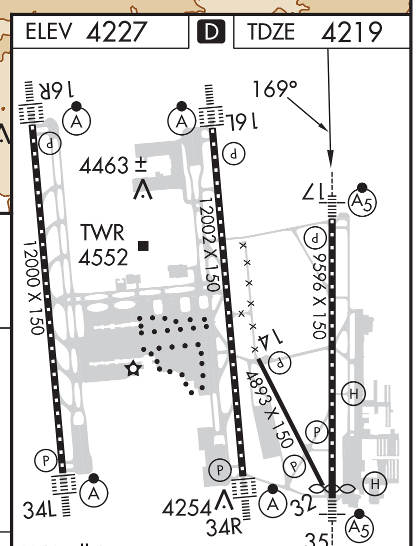


SW-4, 16 MAY 2024 to 13 JUN 2024

SW-4, 16 MAY 2024 to 13 JUN 2024



CATEGORY	A	B	C	D	E
S-ILS 17	4419/18 200 (200-½)				
S-LOC 17	4700/24 481 (500-½)		4700/50 481 (500-1)		



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

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SALT LAKE CITY, UTAH | AL-365 (FAA) | 24025

LOC/DME I-BNT	APP CRS	Rwy Idg	9596
111.5	169°	TDZE	4219
Chan 52		Apt Elev	4227

ILS RWY 17 (SA CAT I & II)

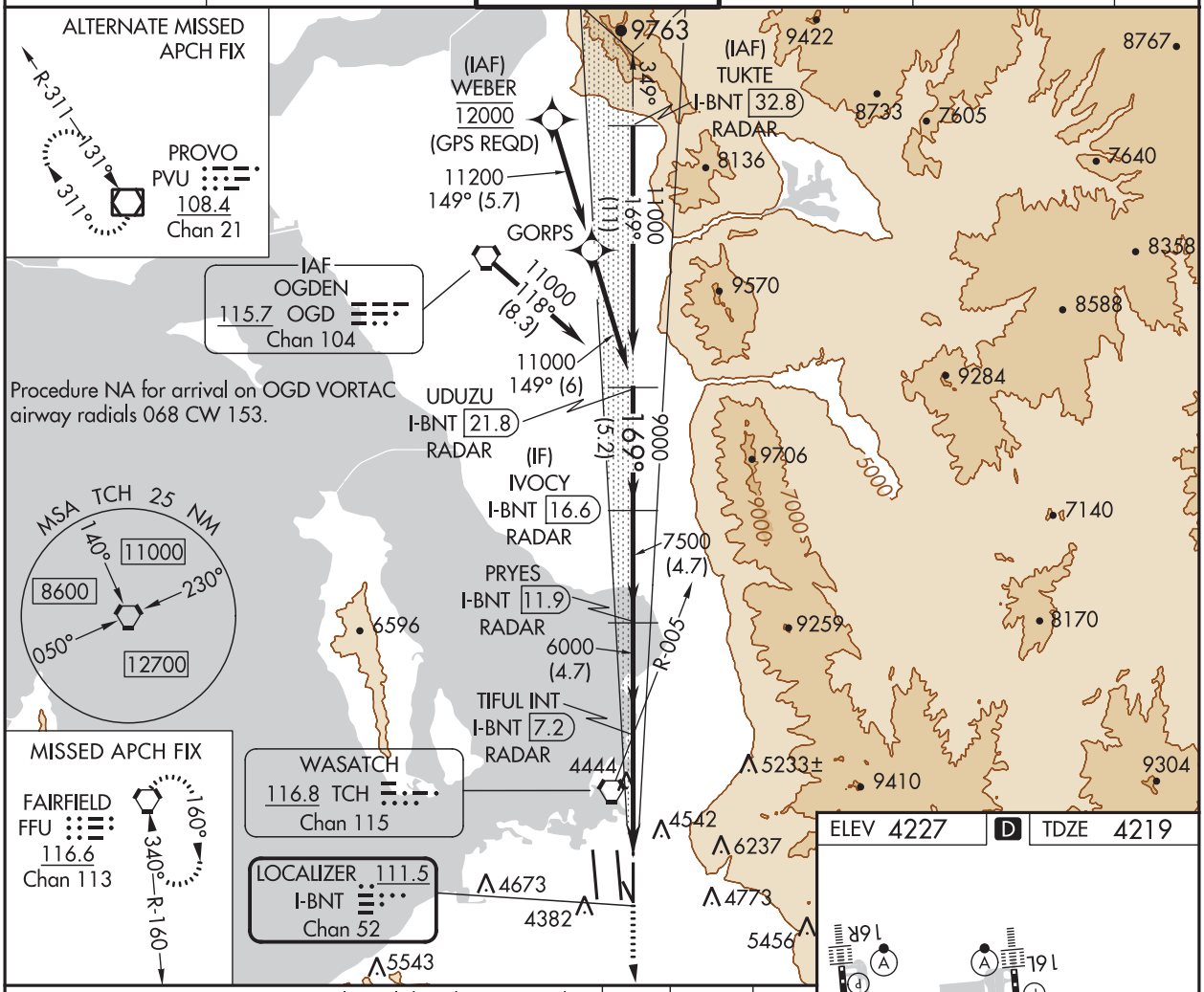
SALT LAKE CITY INTL (SLC)

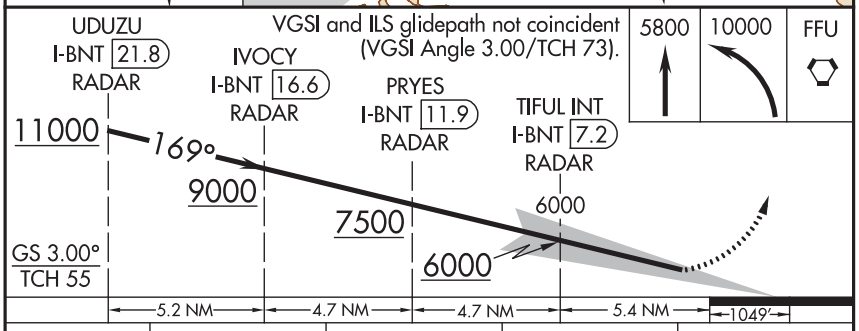
DME or RADAR required. Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 direct FFU VORTAC and hold.

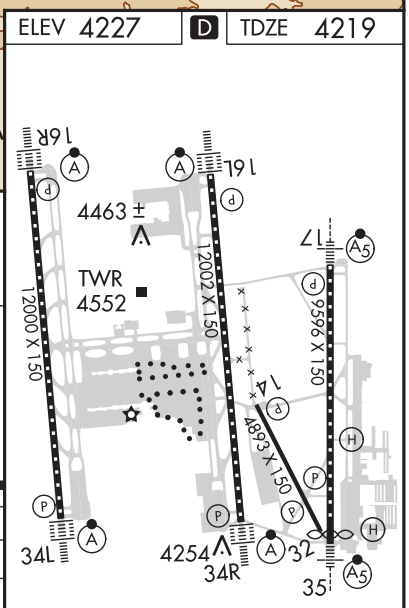
D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	118.3 257.8	121.9 348.6	127.3 379.975	





CATEGORY	A	B	C	D
S-ILS 17	SA CAT I RA 149/14 150 DA 4369			
S-ILS 17	SA CAT II RA 99/12 100 DA 4319			

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



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

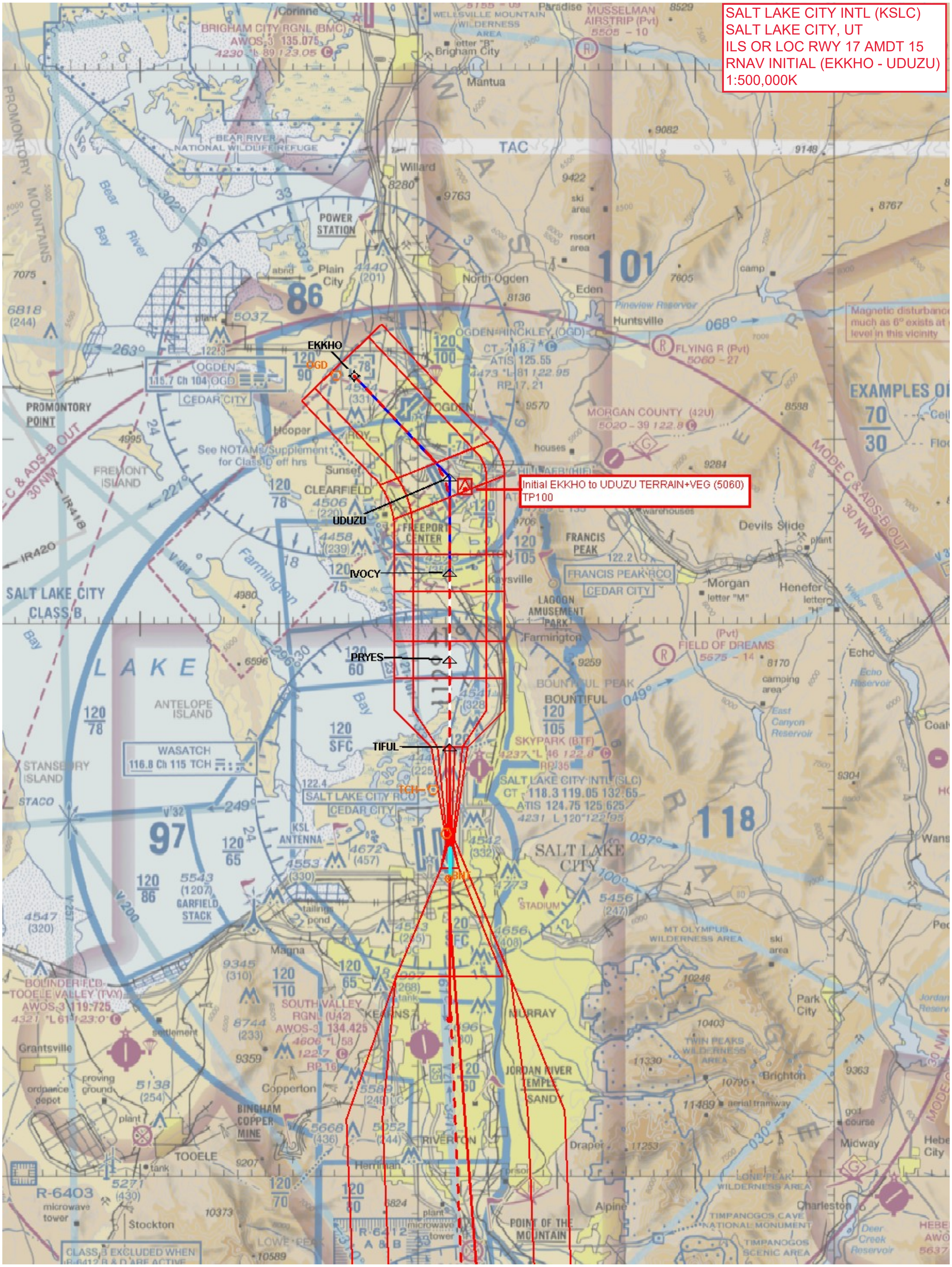
SALT LAKE CITY, UTAH
Amdt 14A 17AUG17

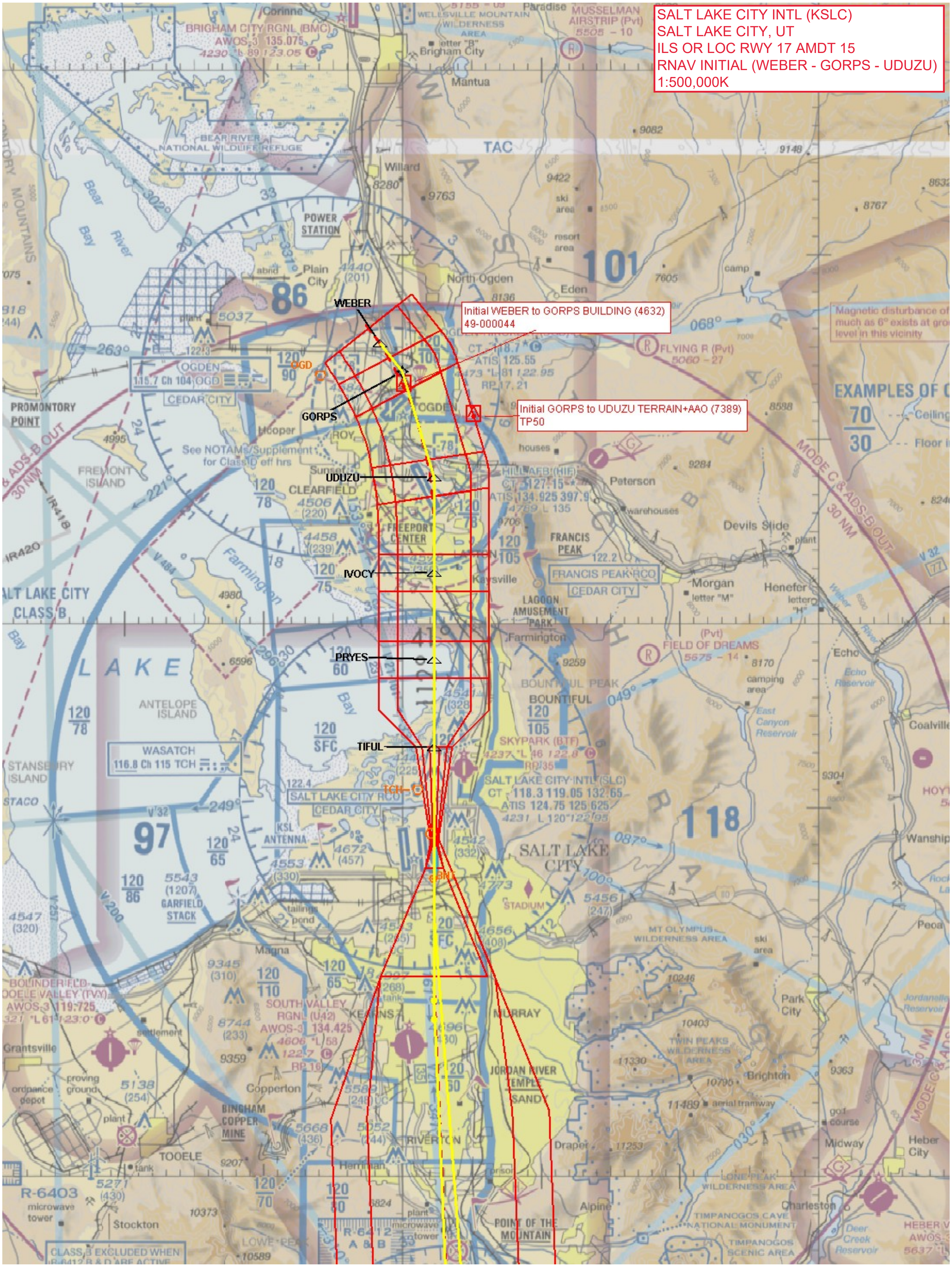
40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)
ILS RWY 17 (SA CAT I & II)

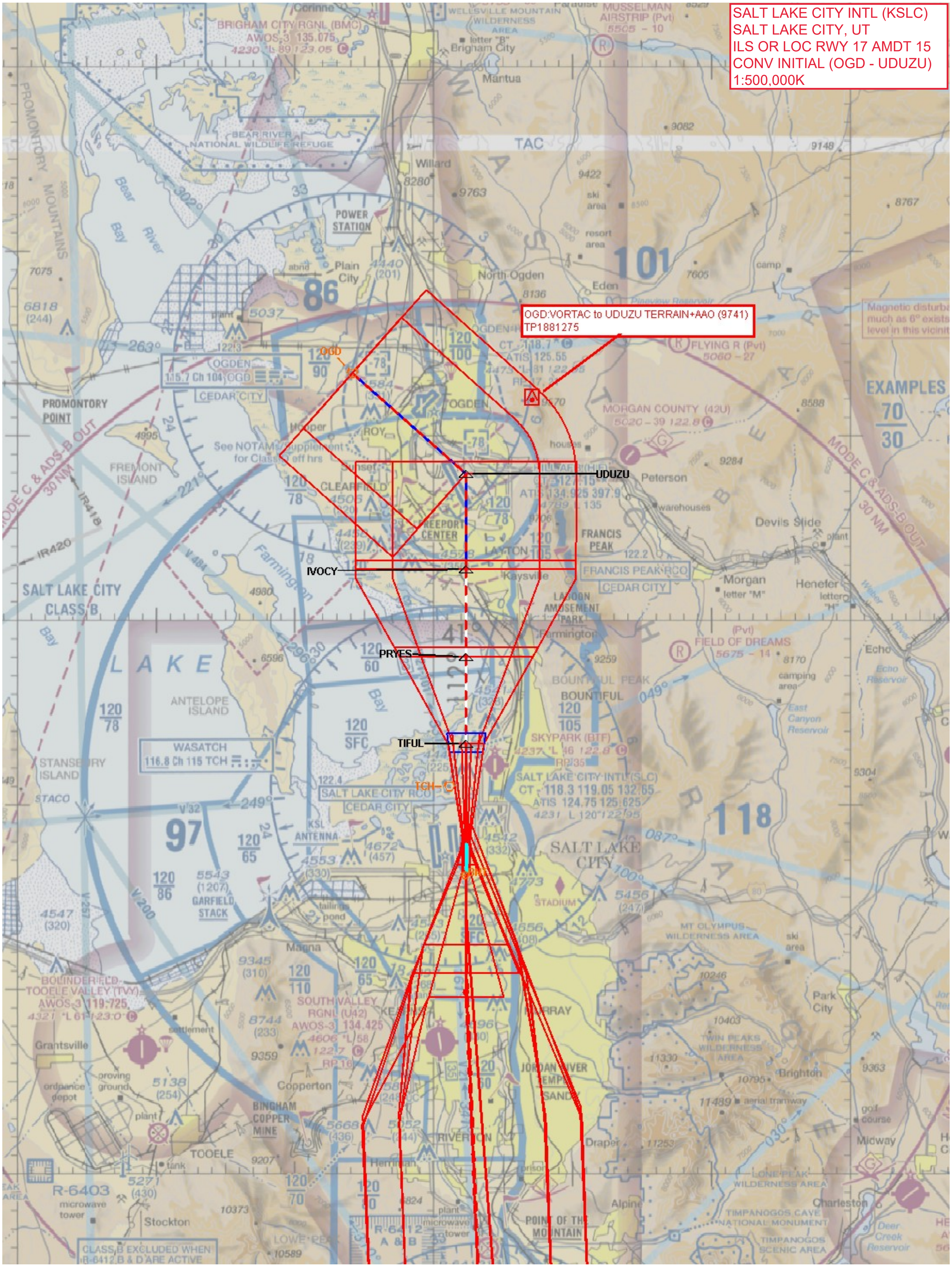
SW-4, 16 MAY 2024 to 13 JUN 2024

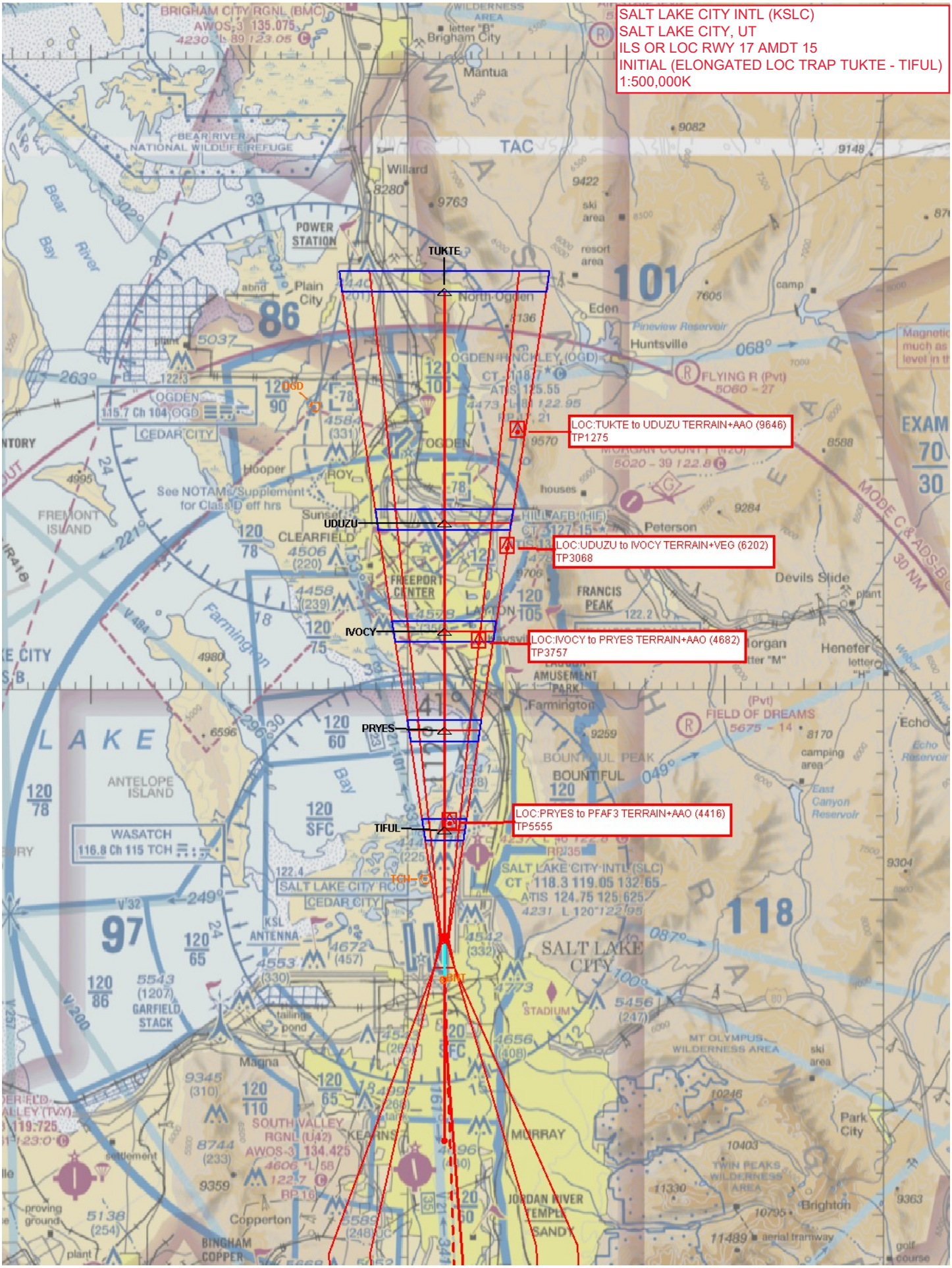
SW-4, 16 MAY 2024 to 13 JUN 2024

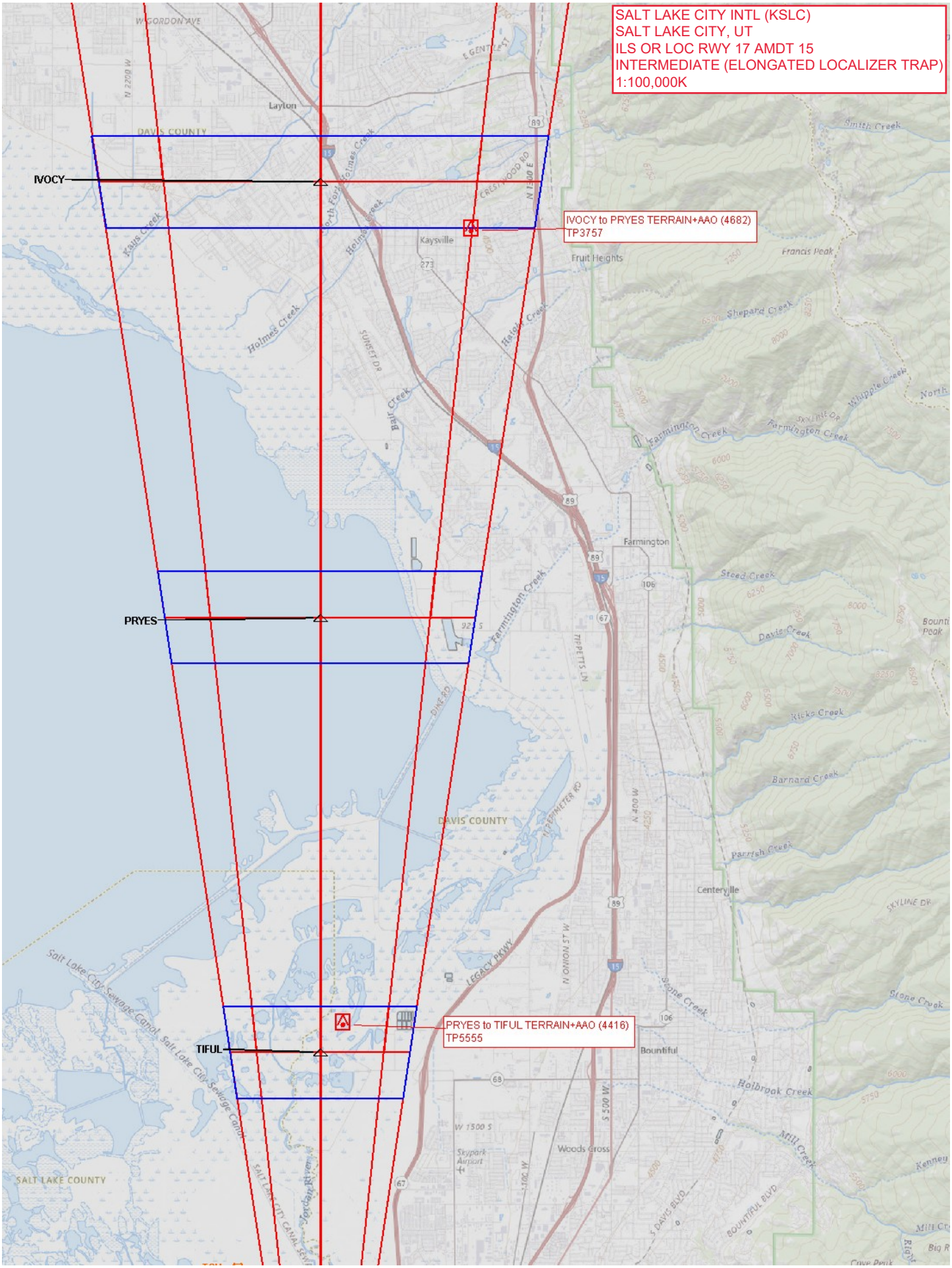

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
RNAV INITIAL (EKKHO - UDUZU)
1:500,000K
EKKHO
OGD
Initial EKKHO to UDUZU TERRAIN+VEG (5060)
TP100
UDUZU
IVOCY
PRYES
TIFUL
TCH

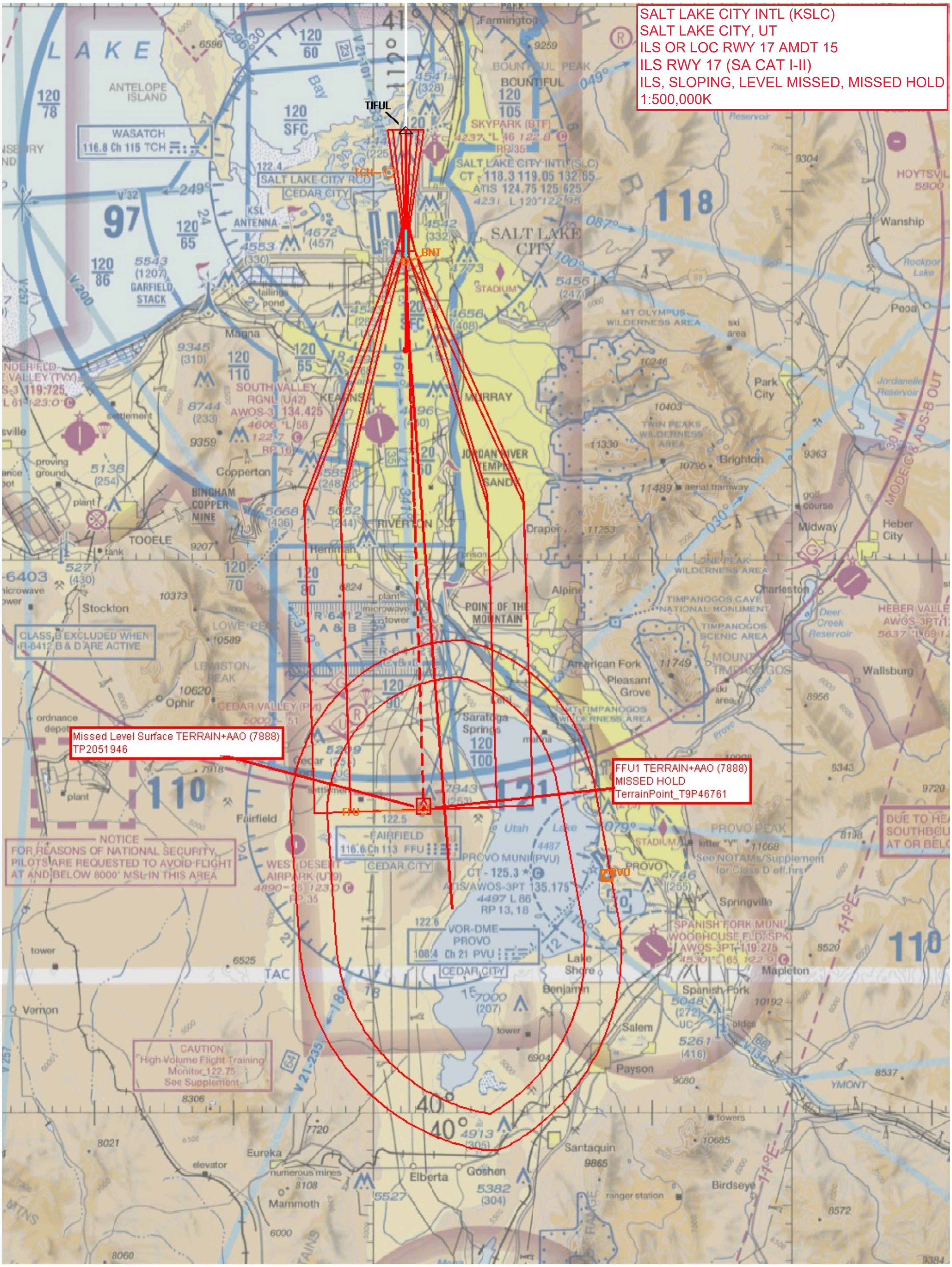

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
RNAV INITIAL (WEBER - GORPS - UDUZU)
1:500,000K
Initial WEBER to GORPS BUILDING (4632)
49-000044
Initial GORPS to UDUZU TERRAIN+AAO (7389)
TP50
WEBER
GORPS
UDUZU
IVOCY
PRYES
TIFUL
OGD
TCH
BRIGHAM CITY RGNL (BMC)
AWOS-3 135.075
BEAR RIVER NATIONAL WILDLIFE REFUGE
POWER STATION
OGDEN
115.7 Ch 104 OGD
CEDAR CITY
PROMONTORY POINT
FREMONT ISLAND
See NOTAMs/Supplement for Class D eff hrs
CLEARFIELD
FREEPORT CENTER
SALT LAKE CITY CLASS B
ANTELOPE ISLAND
WASATCH
116.8 Ch 115 TCH
SALT LAKE CITY RCO
KSL ANTENNA
GARFIELD STACK
BOLINDER FLD-TOOELE VALLEY (TVY)
SOUTH VALLEY RGNL (U42)
AWOS-3 134.425
BINGHAM COPPER MINE
TOOELE
R-6403
R-6412 A & B
CLASS B EXCLUDED WHEN R-6412 B & D ARE ACTIVE
HILL AFB (HIF)
FRANCIS PEAK
FRANCIS PEAK RCO
LAGOON AMUSEMENT PARK
FIELD OF DREAMS
SKYPARK (BTF)
SALT LAKE CITY INTL (SLC)
CT - 118.3 119.05 132.65
ATIS 124.75 125.625
SALT LAKE CITY
MT OLYMPUS WILDERNESS AREA
TWIN PEAKS WILDERNESS AREA
LONE PEAK WILDERNESS AREA
TIMPANOGOS CAVE NATIONAL MONUMENT
MODE C & ADS-B OUT 30 NM
Magnetic disturbance of as much as 6° exists at ground level in this vicinity
EXAMPLES OF CEILING 70 30 Floor

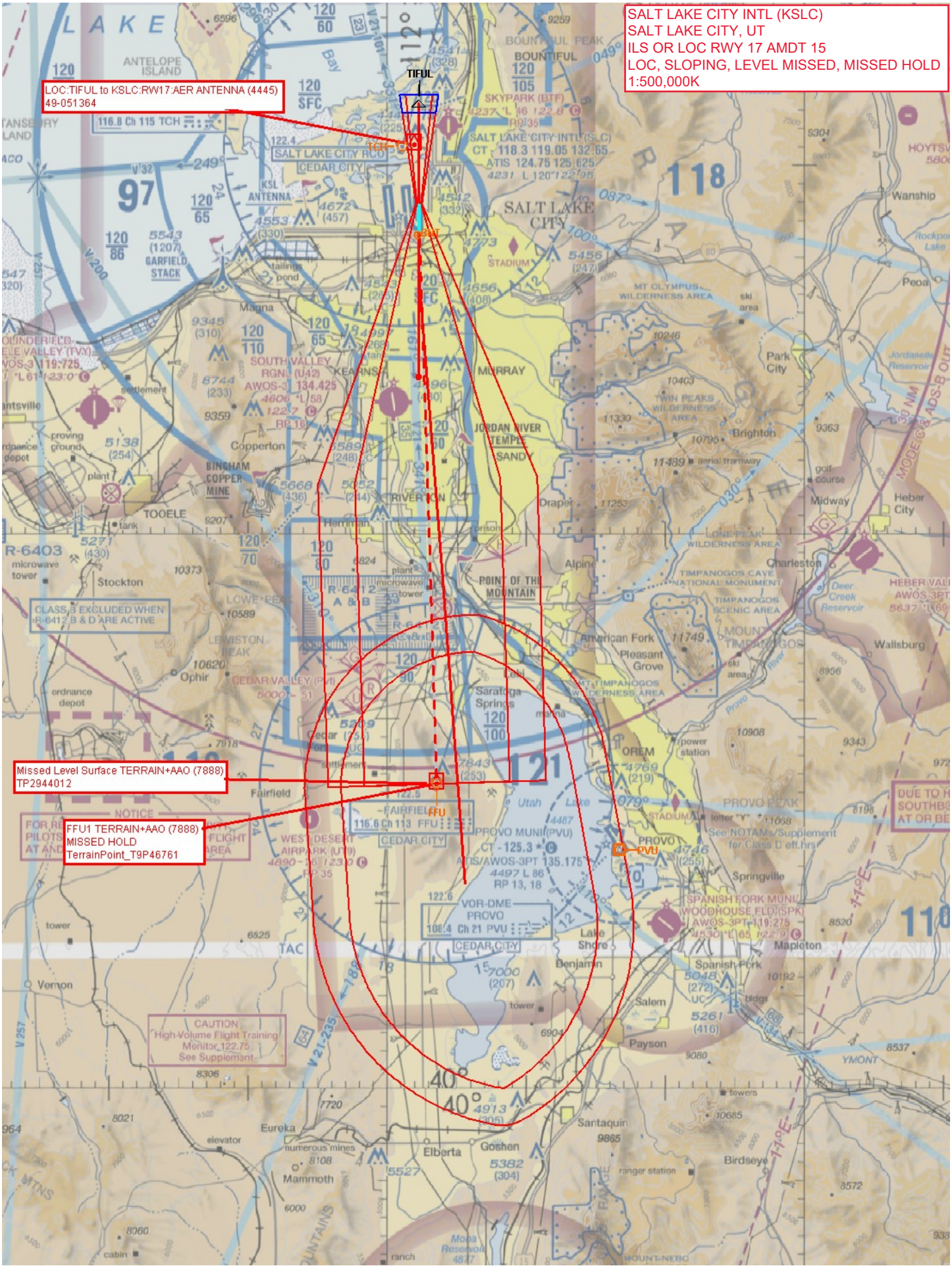
SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
CONV INITIAL (OGD - UDUZU)
1:500,000K

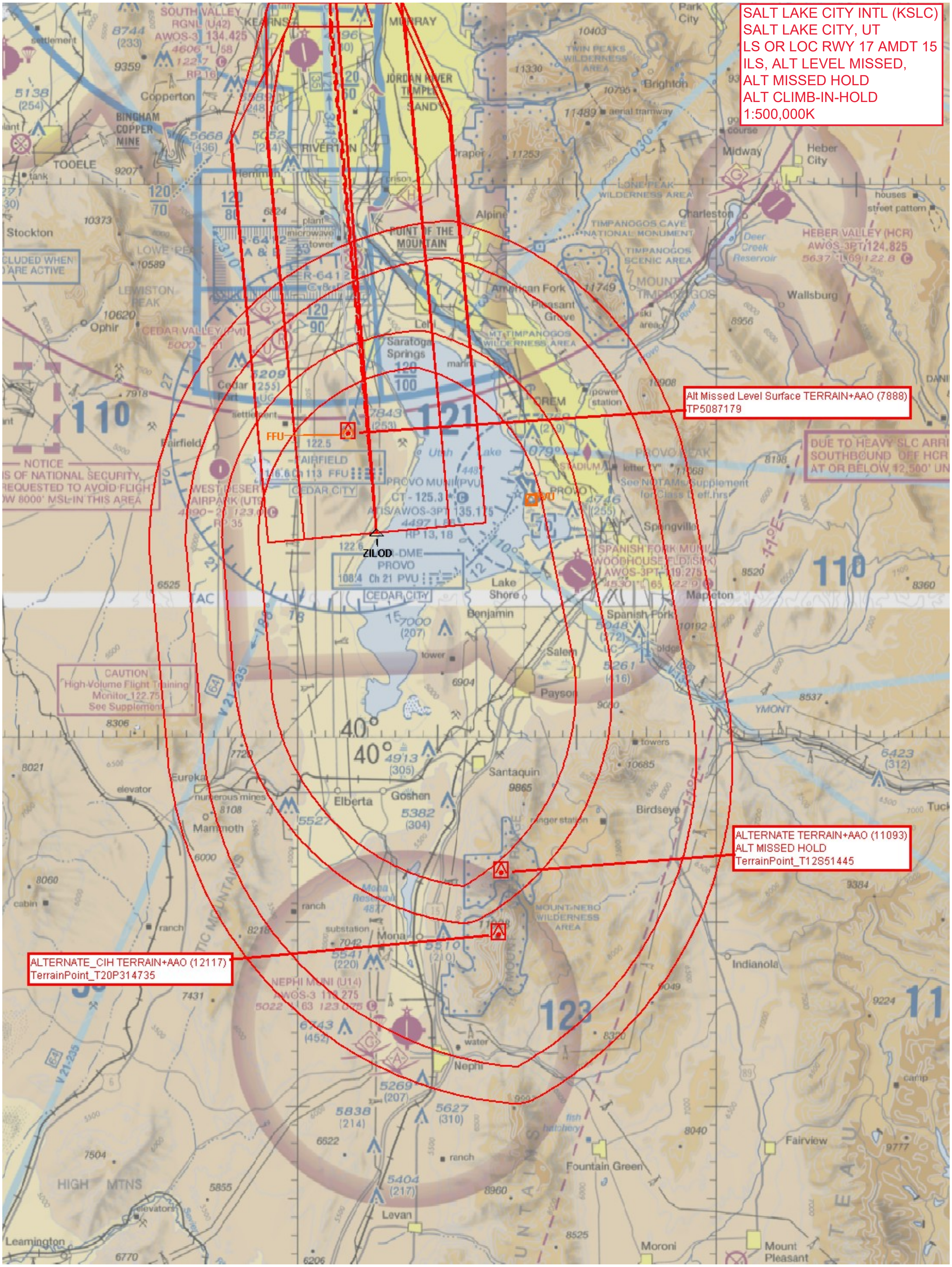


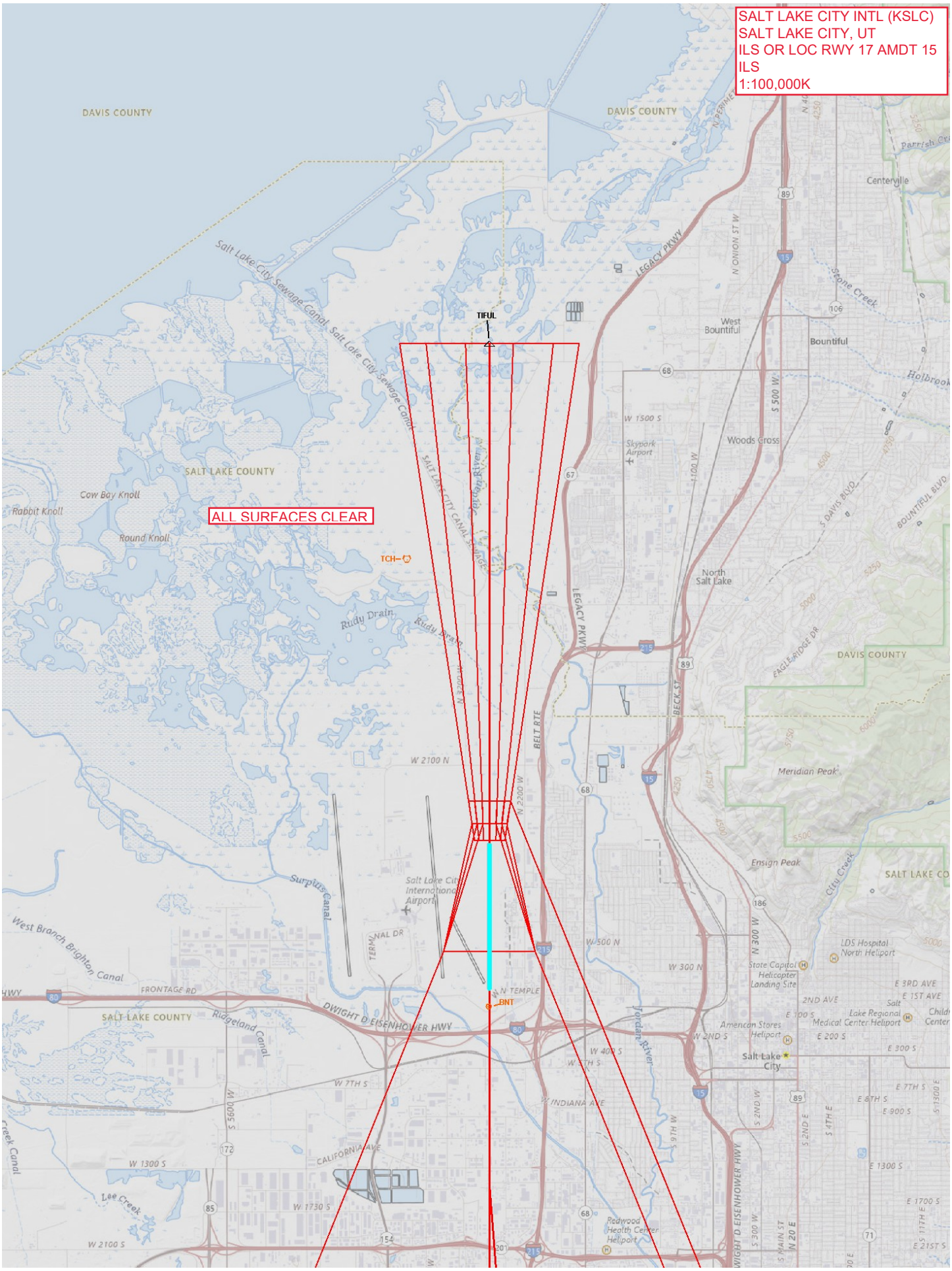

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
INITIAL (ELONGATED LOC TRAP TUKTE - TIFUL)
1:500,000K
TUKTE
UDUZU
IVOCY
PRYES
TIFUL
LOC:TUKTE to UDUZU TERRAIN+AAO (9646)
TP1275
LOC:UDUZU to IVOCY TERRAIN+VEG (6202)
TP3068
LOC:IVOCY to PRYES TERRAIN+AAO (4682)
TP3757
LOC:PRYES to PFAF3 TERRAIN+AAO (4416)
TP5555
SALT LAKE CITY INTL (SLC)
CT 118.3 119.05 132.65
ATIS 124.75 125.625
SALT LAKE CITY
OGDEN
CEDAR CITY
WASATCH
116.8 Ch 115 TCH
SALT LAKE CITY RCO
122.4
BRIGHAM CITY RGNL (BMC)
AWOS-3 135.075
SOUTH VALLEY RGNL (U42)
AWOS-3 134.425
FLYING R (Pvt)
FIELD OF DREAMS
(Pvt)
See NOTAM Supplement for Class D eff hrs
MODE C & ADS-B 30 NM
EXAM
70
30
TAC
101
86
97
118
LAKE
Bear River
Farmington
Bountiful
Peterson
Devils Slide
Huntsville
Eden
Willard
Mantua
Brigham City
Plain City
North Ogden
Hooper
Sunset
Clearfield
Roy
Magna
Murray
Copperton
Park City
Brighton
Echo
Henefer
Morgan
Francis Peak
Antelope Island
Garfield Stack
Freeport Center
Hill AFB (HIF)
Pineview Reservoir
Echo Reservoir
East Canyon Reservoir
Mt Olympus Wilderness Area
Twin Peaks Wilderness Area
Bear River National Wildlife Refuge
Power Station
Stadium
Jordan River Temple
Sandy
Kearns
Amusement Park

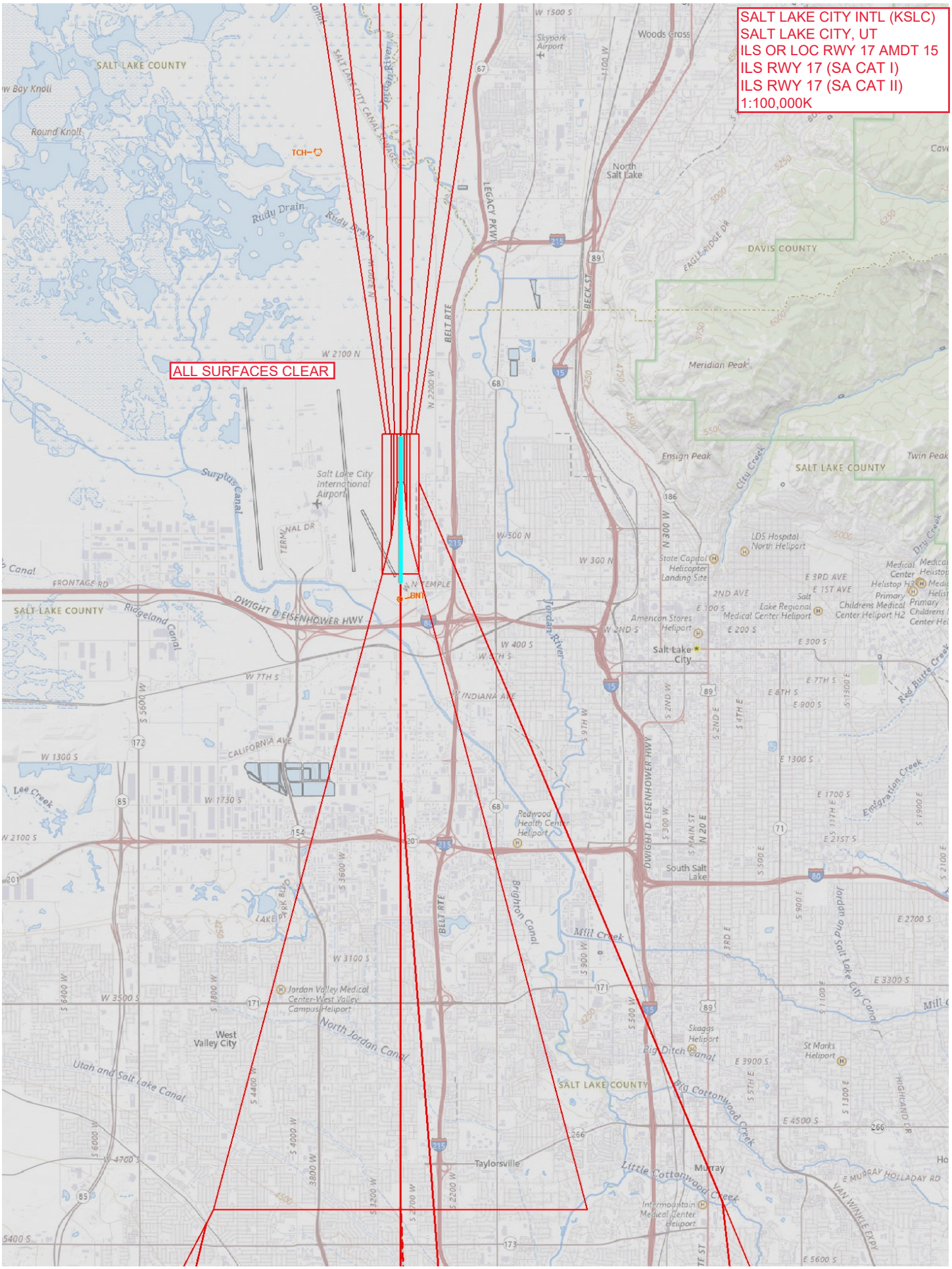

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
INTERMEDIATE (ELONGATED LOCALIZER TRAP)
1:100,000K
IVOCY
PRYES
TIFUL
IVOCY to PRYES TERRAIN+AAO (4682)
TP3757
PRYES to TIFUL TERRAIN+AAO (4416)
TP5555
Layton
Kaysville
Fruit Heights
Farmington
Centerville
Bountiful
Woods Cross
DAVIS COUNTY
SALT LAKE COUNTY
Holmes Creek
Farmington Creek
Steed Creek
Davis Creek
Ricks Creek
Barnard Creek
Parrish Creek
Stone Creek
Holbrook Creek
Mill Creek
Shepard Creek
Francis Peak
Smith Creek
Whipple Creek
Skypark Airport
Salt Lake City Sewage Canal
Jordan River
W GORDON AVE
E GENTILE ST
N 2200 W
CRESTWOOD RD
N 1100 E
SUNSET DR
Bair Creek
TIPPETTS LN
DIKE RD
N PERIMETER RD
N 400 W
N ONION ST W
LEGACY PKWY
SKYLINE DR
W 1500 S
W 100 S
S DAVIS BLVD
BOUNTIFUL BLVD


SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
ILS RWY 17 (SA CAT I-II)
ILS, SLOPING, LEVEL MISSED, MISSED HOLD
1:500,000K
TIFUL
TCH
BNT
Missed Level Surface TERRAIN+AAO (7888)
TP2051946
FFU1 TERRAIN+AAO (7888)
MISSED HOLD
TerrainPoint_T9P46761
FFU
PVU
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
CLASS B EXCLUDED WHEN R-6412 B & D ARE ACTIVE

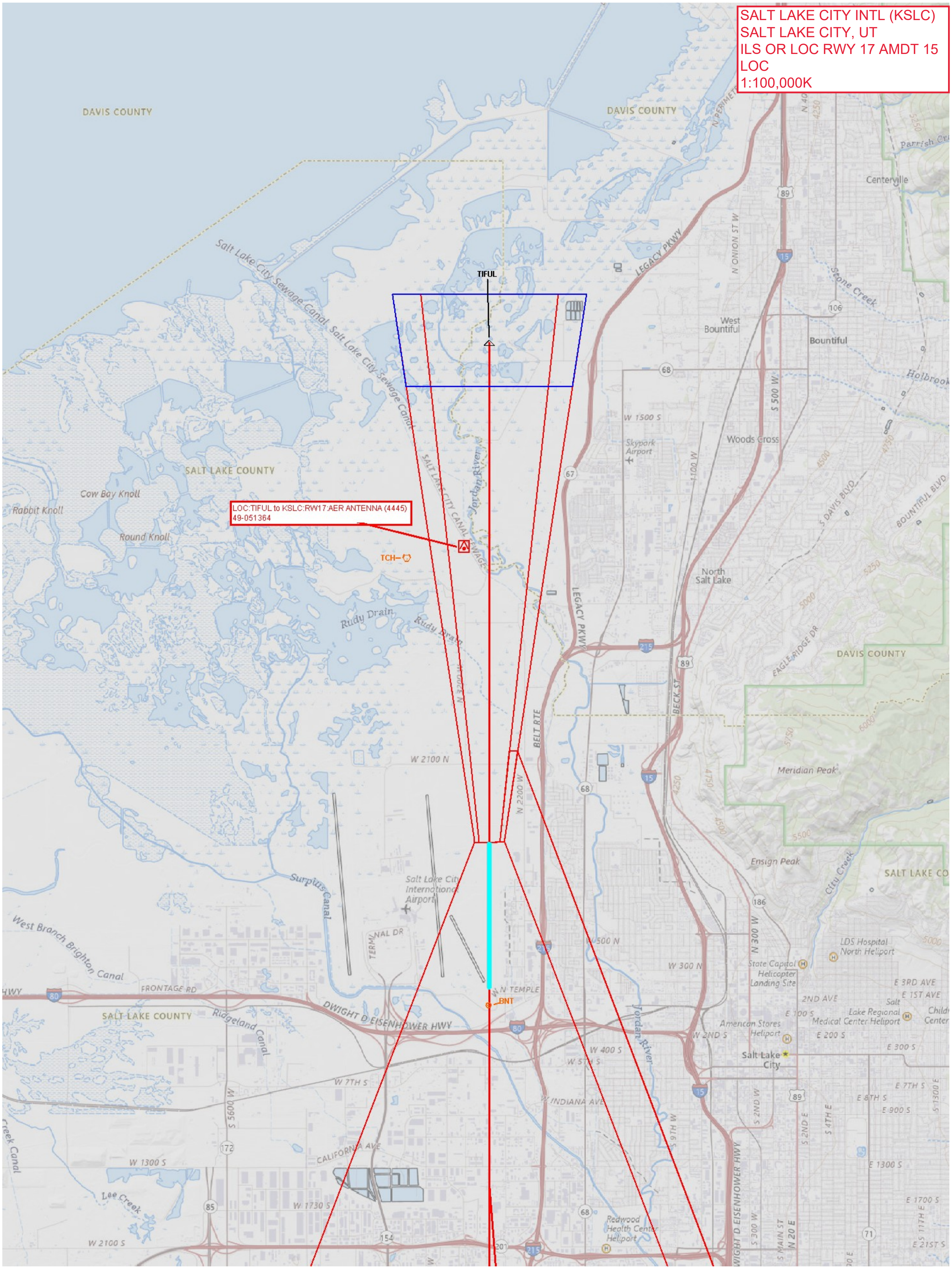

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
LOC, SLOPING, LEVEL MISSED, MISSED HOLD
1:500,000K
LOC:TIFUL to KSLC:RW17:AER ANTENNA (4445)
49-051364
TIFUL
Missed Level Surface TERRAIN+AAO (7888)
TP2944012
FFU1 TERRAIN+AAO (7888)
MISSED HOLD
TerrainPoint_T9P46761
SALT LAKE CITY
PROVO
FFU
PVU


SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
LS OR LOC RWY 17 AMDT 15
ILS, ALT LEVEL MISSED,
ALT MISSED HOLD
ALT CLIMB-IN-HOLD
1:500,000K
Alt Missed Level Surface TERRAIN+AAO (7888)
TP5087179
FFU
PVU
ZILOD
ALTERNATE TERRAIN+AAO (11093)
ALT MISSED HOLD
TerrainPoint_T12S51445
ALTERNATE_CIH TERRAIN+AAO (12117)
TerrainPoint_T20P314735


SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
ILS
1:100,000K
ALL SURFACES CLEAR
TIFUL
BNT
TCH
DAVIS COUNTY
SALT LAKE COUNTY
Centerville
West Bountiful
Bountiful
Woods Cross
North Salt Lake
Meridian Peak
Ensign Peak
Cow Bay Knoll
Rabbit Knoll
Round Knoll
Rudy Drain
Jordan River
Surplus Canal
West Branch Brighton Canal
Ridgeland Canal
Lee Creek
Stone Creek
Holbrook
Parrish Cr
Cotu Creek
Skypark Airport
Salt Lake City International Airport
State Capitol Helicopter Landing Site
LDS Hospital North Heliport
Lake Regional Medical Center Heliport
American Stores Heliport
Redwood Health Center Heliport
Salt Lake City
LEGACY PKWY
BELT RTE
BECK ST
N ONION ST W
S 500 W
S DAVIS BLVD
BOUNTIFUL BLVD
EAGLE RIDGE DR
N 300 W
N 2200 W
W 2100 N
W 1500 S
W 500 N
W 300 N
W N TEMPLE
W 2ND S
W 4TH S
W 7TH S
W INDIANA AVE
CALIFORNIA AVE
W 1300 S
W 1730 S
W 2100 S
S 5600 W
S 9TH W
S 2ND W
S 2ND E
S 4TH E
S MAIN ST
E 3RD AVE
E 1ST AVE
2ND AVE
E 100 S
E 200 S
E 300 S
E 7TH S
E 8TH S
E 900 S
E 1300 S
E 1700 S
E 21ST S
DWIGHT D EISENHOWER HWY
FRONTAGE RD
TERMINAL DR
SALT LAKE CANAL SURGE
Salt Lake City Sewage Canal
N PERIMETER
67
68
89
15
80
215
186
106
154
172
85
71
201


SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
ILS RWY 17 (SA CAT I)
ILS RWY 17 (SA CAT II)
1:100,000K
ALL SURFACES CLEAR
SALT LAKE COUNTY
DAVIS COUNTY
Woods Cross
North Salt Lake
Skypark Airport
Round Knoll
Rudy Drain
LEGACY PKWY
BELT RTE
BECK ST
Meridian Peak
Ensign Peak
City Creek
Twin Peak
Surplus Canal
Salt Lake City International Airport
TERMINAL DR
W 2100 N
N 2200 W
W 500 N
W 300 N
N 300 W
FRONTAGE RD
DWIGHT D EISENHOWER HWY
Ridgeland Canal
W 400 S
W 7TH S
W INDIANA AVE
CALIFORNIA AVE
W 1300 S
W 1730 S
W 2100 S
W 3100 S
W 3500 S
W 4700 S
S 5600 W
S 6400 W
S 4400 W
S 4000 W
S 3800 W
S 3200 W
S 2700 W
S 2200 W
S 1800 W
S 1600 W
LAKE PARK BLVD
Lee Creek
Jordan River
Brighton Canal
Mill Creek
North Jordan Canal
Utah and Salt Lake Canal
Big Cottonwood Creek
Little Cottonwood Creek
Emigration Creek
Red Butte Creek
Dry Creek
Jordan and Salt Lake City Canal
Big Ditch Canal
Redwood Health Center Heliport
Jordan Valley Medical Center-West Valley Campus Heliport
West Valley City
Taylorsville
Murray
South Salt Lake
Salt Lake City
State Capitol Helicopter Landing Site
LDS Hospital North Heliport
Lake Regional Medical Center Heliport
Childrens Medical Center Heliport
American Stores Heliport
Skaggs Heliport
St Marks Heliport
Intermountain Medical Center Heliport
E 100 S
E 200 S
E 300 S
E 900 S
E 1300 S
E 1700 S
E 2100 S
E 2700 S
E 3300 S
E 3900 S
E 4500 S
E 5600 S
E 3RD AVE
E 1ST AVE
2ND AVE
E 6TH S
E 7TH S
E 21ST S
S 1300 E
S 1900 E
S 2100 E
S 3RD E
S 2ND E
S 14TH E
S 11TH E
S 5TH E
S 500 E
S 900 E
S 1100 E
S 1300 E
S 2ND W
S 9TH W
S 500 W
S 300 W
S MAIN ST
N 20 E
EAGLE RIDGE DR
HIGHLAND DR
VAN WINKLE EXPY
E MURRAY HOLLADAY RD
TCH
BNT
N TEMPLE

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
ILS OR LOC RWY 17 AMDT 15
LOC
1:100,000K



INFORMATION ONLY

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.

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO:

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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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/airspaces 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**

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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 × 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 × 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/airspaces 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
	AJV-A	MANAGER	

Digitally signed by
ERIC N SUSKI
Nov 04, 2024

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

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Federal Aviation Administration

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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

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COMMENTS:

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