

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: 6CAE4AD3372142B68782E66BCEE97BC0	APWS Project ID: 29634A2953E142628C8E52DD1105A4A9
Procedure: ILS OR LOC RWY 34R AMDT 5		Enroute: NO	Specialist: Blanco, Joseph		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: USED ACTIVE DATA FOR AIRPORT KSLC FAA FORM 8260-1: LEG LENGTH WAIVER. CONTACT JOSEPH ZEDER (405) 954-9111 01/15/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/21/2024. ADDITIONAL FLIGHT DATA: ADDED CHART IN PROFILE VIEW: I-SLC DME ANTENNA. QUALITY 16 CHECKED QUALITY 38 CHECKED QUALITY 34 CHECKED					

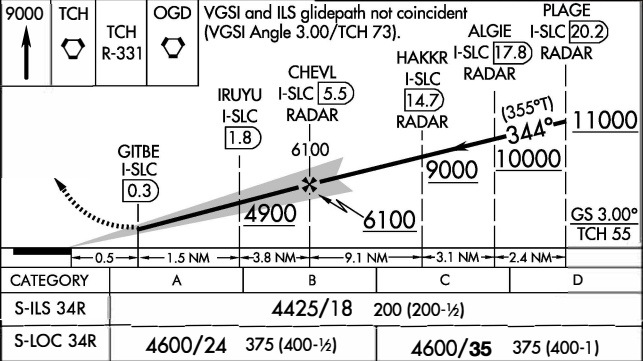
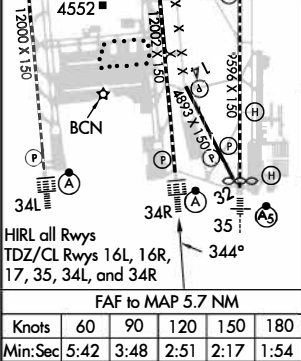
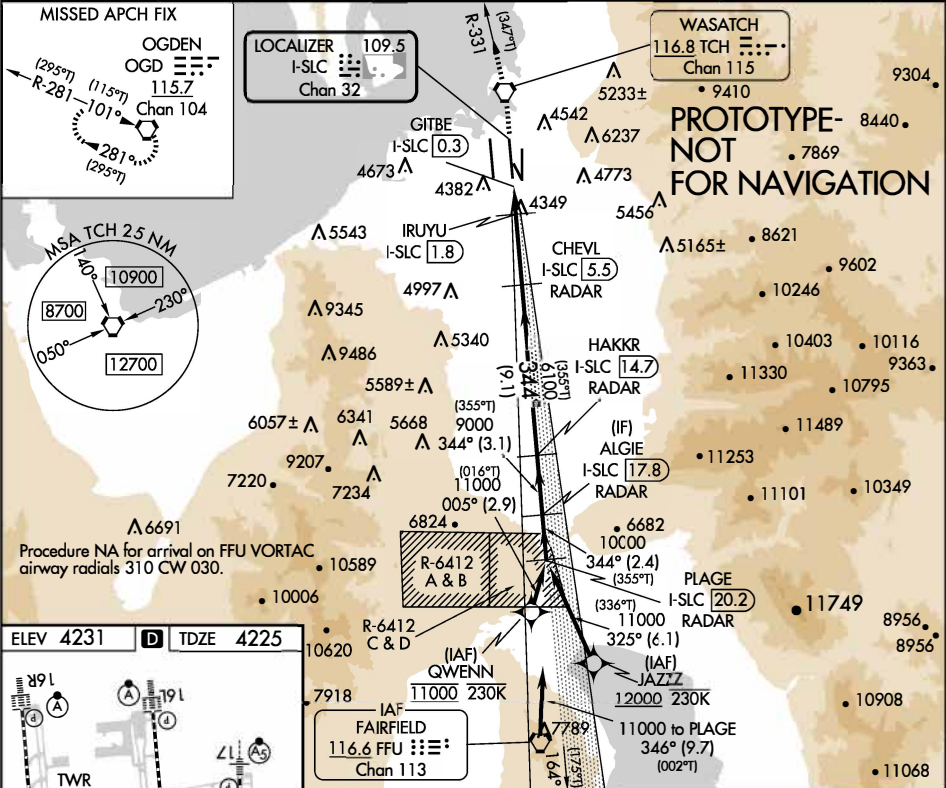
[illegible]

LOC/DME I-SLC	APP CRS	Rwy Idg	12002
109.5	344°	TDZE	4225
Chan 32		Apt Elev	4231

ILS or LOC RWY 34R
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.
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.		

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	119.05 257.8	123.775 348.6	127.3 379.975	



FIG

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

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

T Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

9000 TCH TCH OGD VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 7.3) PLAGE

↑

CHEVL I-SLC [5.5] RADAR

HAKKR I-SLC [14.7] RADAR

ALGIE I-SLC [17.8] RADAR

PLAGE I-SLC [20.2] RADAR

6400 9000 10000 11000

35.57°

344°

GS 3.00° TCH 55

10.45 NM 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

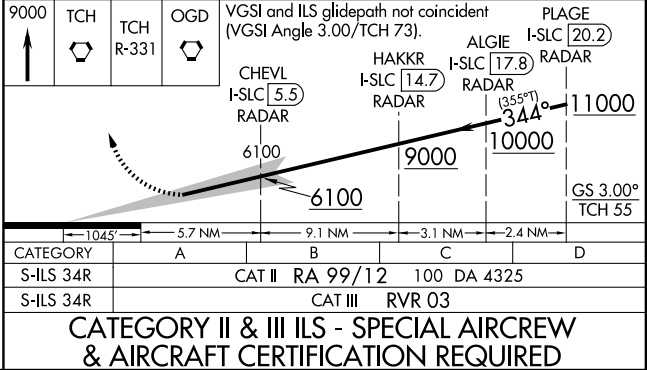
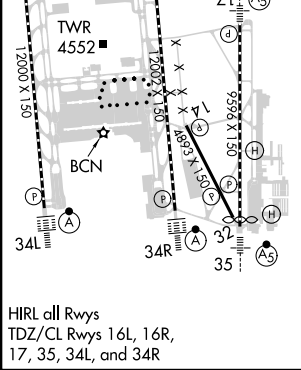
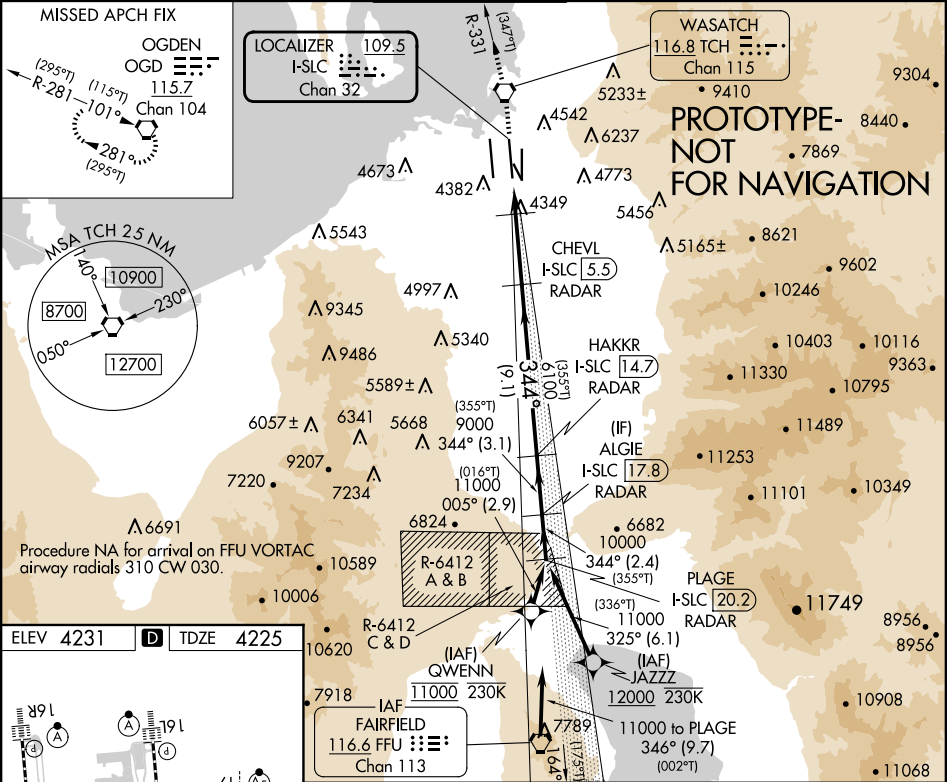
SALT LAKE CITY INTL (SLC)
ILS RWY 34R (SA CAT I)

LOC/DME I-SLC 109.5 Chan 32	APP CRS 344°	Rwy Idg TDZE Apt Elev	12002 4225 4231
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ILS RWY 34R (CAT II & III)
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.
DME or RADAR required.		
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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LOC/DME I-SLC

109.5

Chan 32

APP CRS

344°

Rwy Idg

12002

TDZE

4225

Apt Elev

4231

OLD

ILS or LOC RWY 34R

SALT LAKE CITY INTL (SLC)

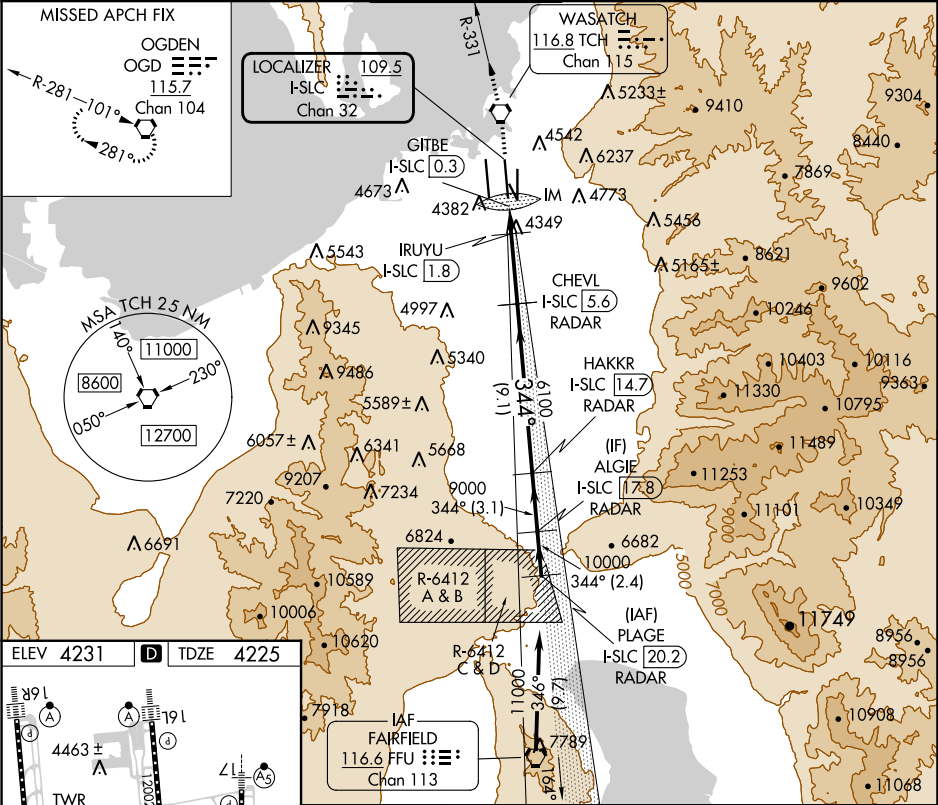
DME required for LOC only.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD 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	119.05 257.8	123.775 348.6	127.3 379.975	



9000	TCH	TCH R-331	OGD	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).		PLAGE	
						ALGIE I-SLC 20.2	
						HAKKR I-SLC 17.8	
						CHEVL I-SLC 5.6	
						IRUYU I-SLC 1.8	
						GITBE I-SLC 0.3	
						IM	
						6100	
						4900	
						6100	
						344°	
						11000	
						9000	
						10000	
						GS 3.00°	
						TCH 53	
CATEGORY		A		B		C	
S-ILS 34R		4425/18		200 (200-½)			
S-LOC 34R		4700/24		475 (500-½)		4700/50	
						475 (500-1)	

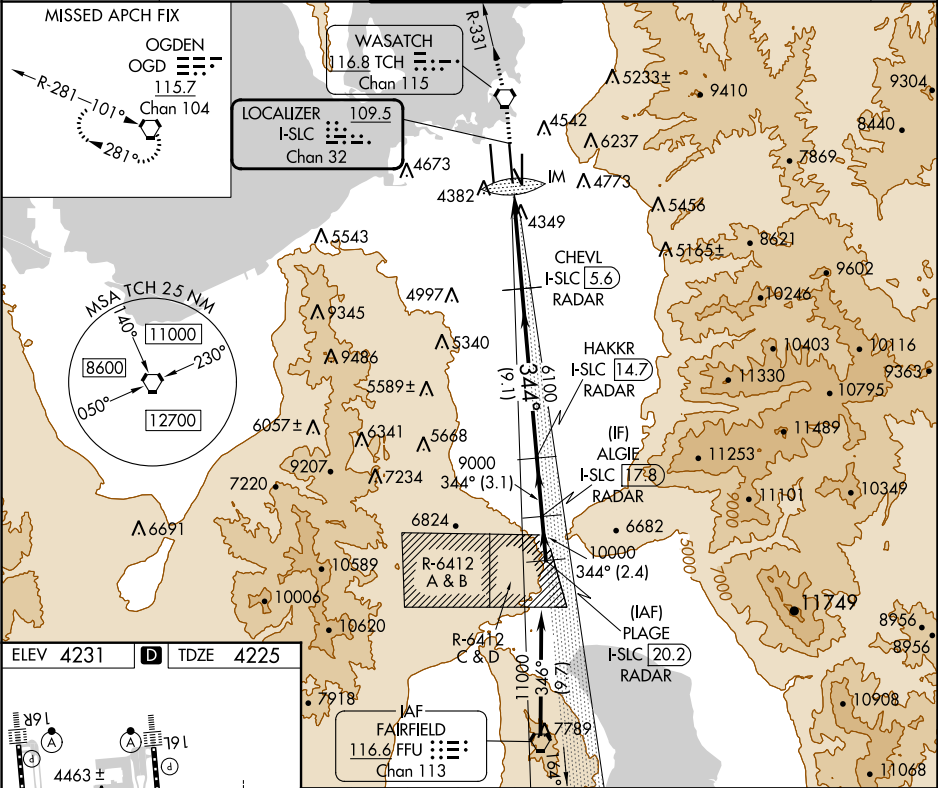
LOC/DME I-SLC	APP CRS	Rwy Idg	12002
109.5	344°	TDZE	4225
Chan 32		Apt Elev	4231

OLD

ILS RWY 34R (SA CAT I)

SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		ALSF-2	MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD 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	119.05 257.8	123.775 348.6	127.3 379.975	



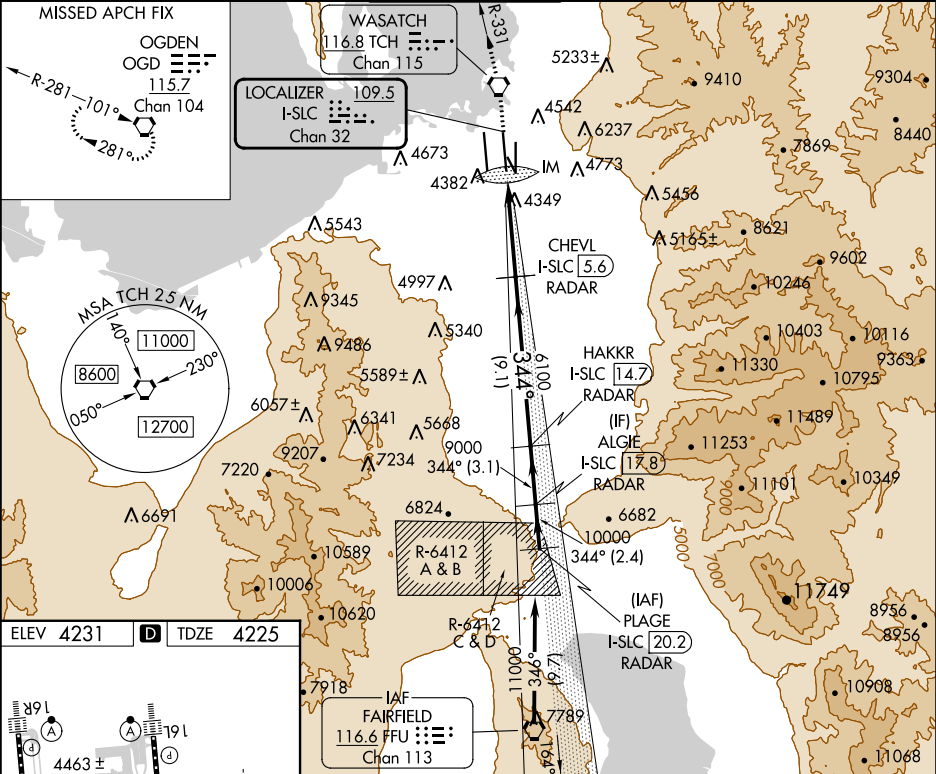
SW-4, 13 JUN 2024 to 11 JUL 2024

SW-4, 13 JUN 2024 to 11 JUL 2024

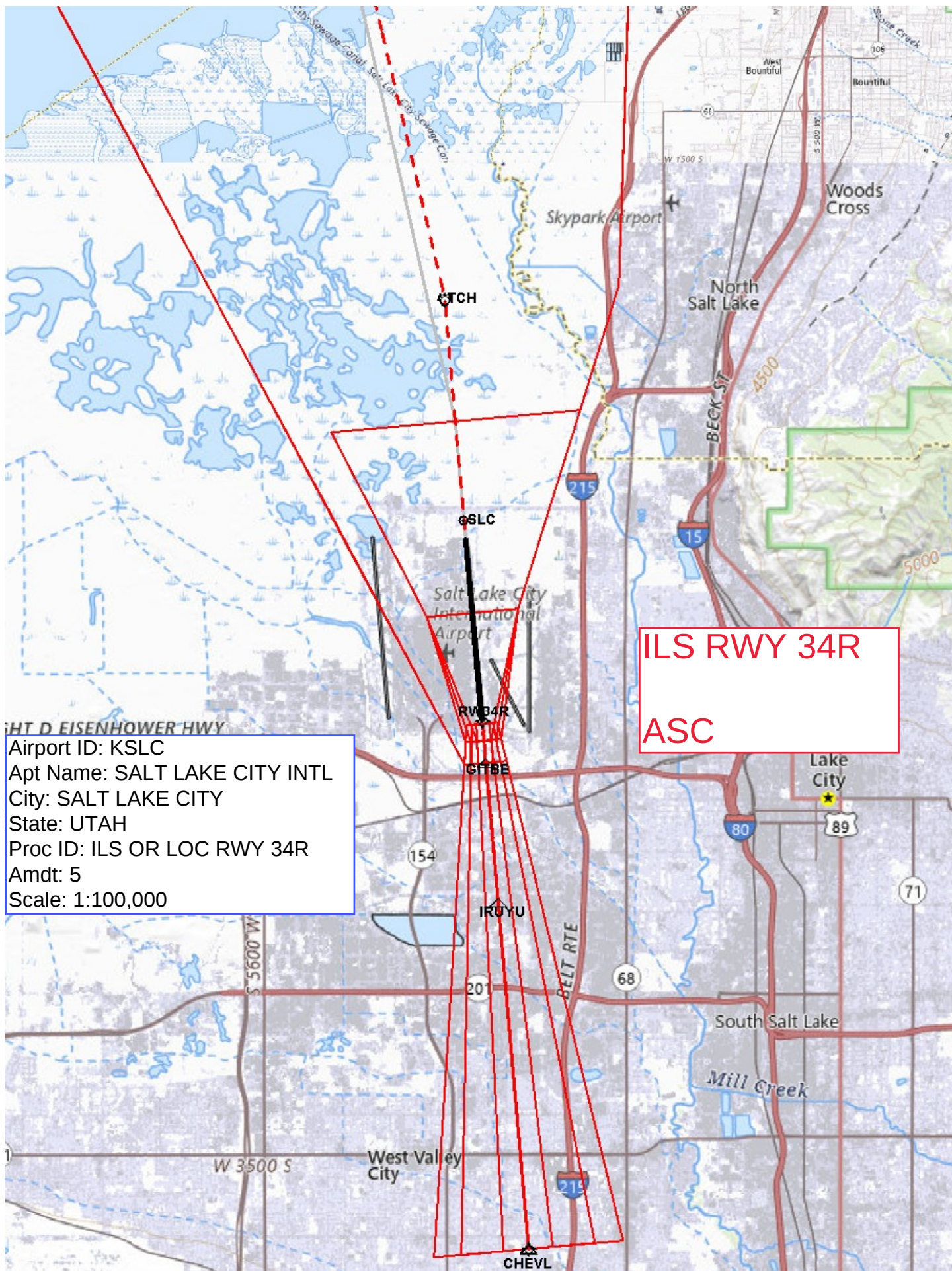
LOC/DME I-SLC 109.5 Chan 32	APP CRS 344°	Rwy Idg 12002 TDZE 4225 Apt Elev 4231	OLD	ILS RWY 34R (CAT II & III) SALT LAKE CITY INTL (SLC)
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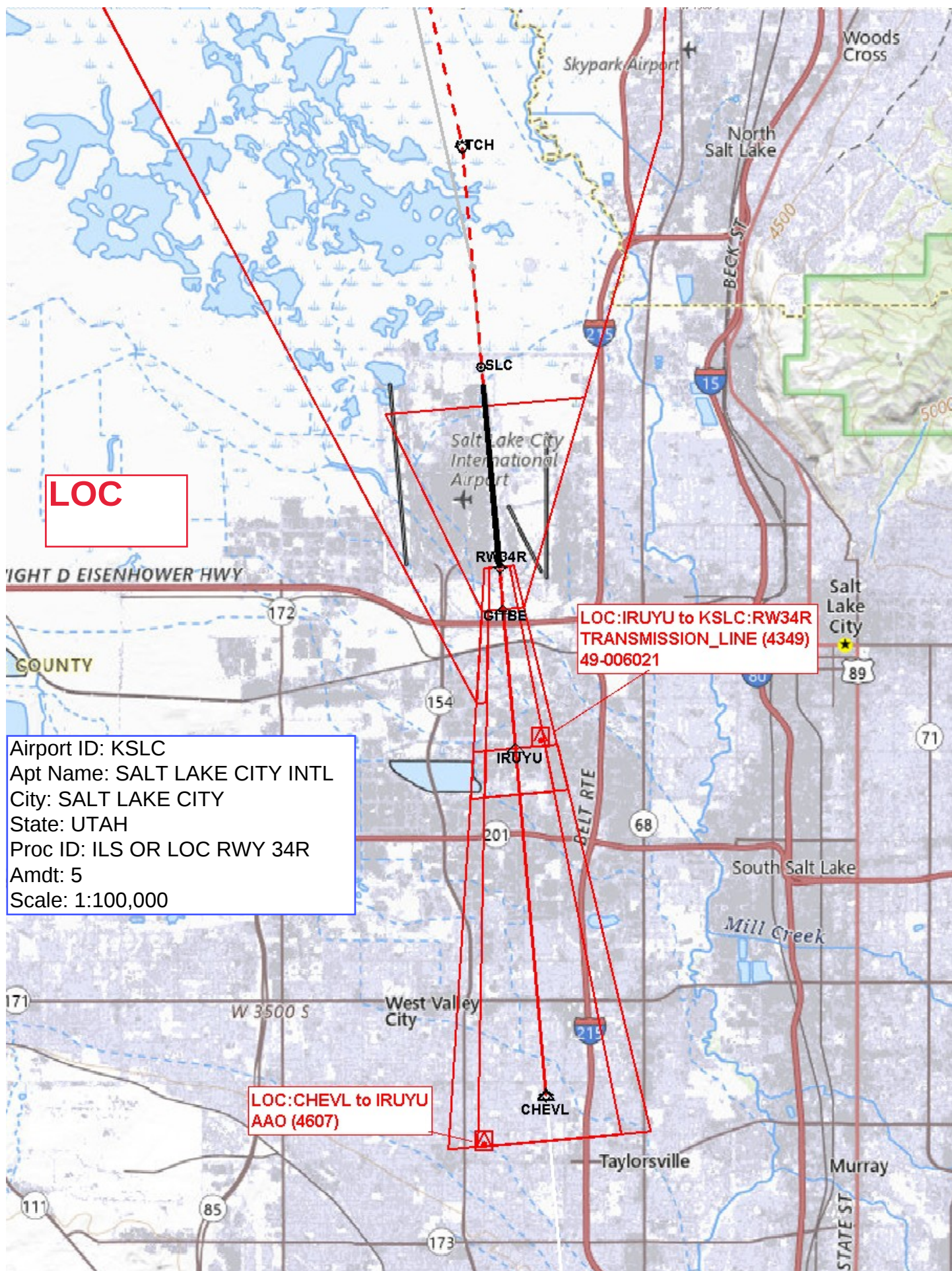
Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	ALSF-2 A	MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.
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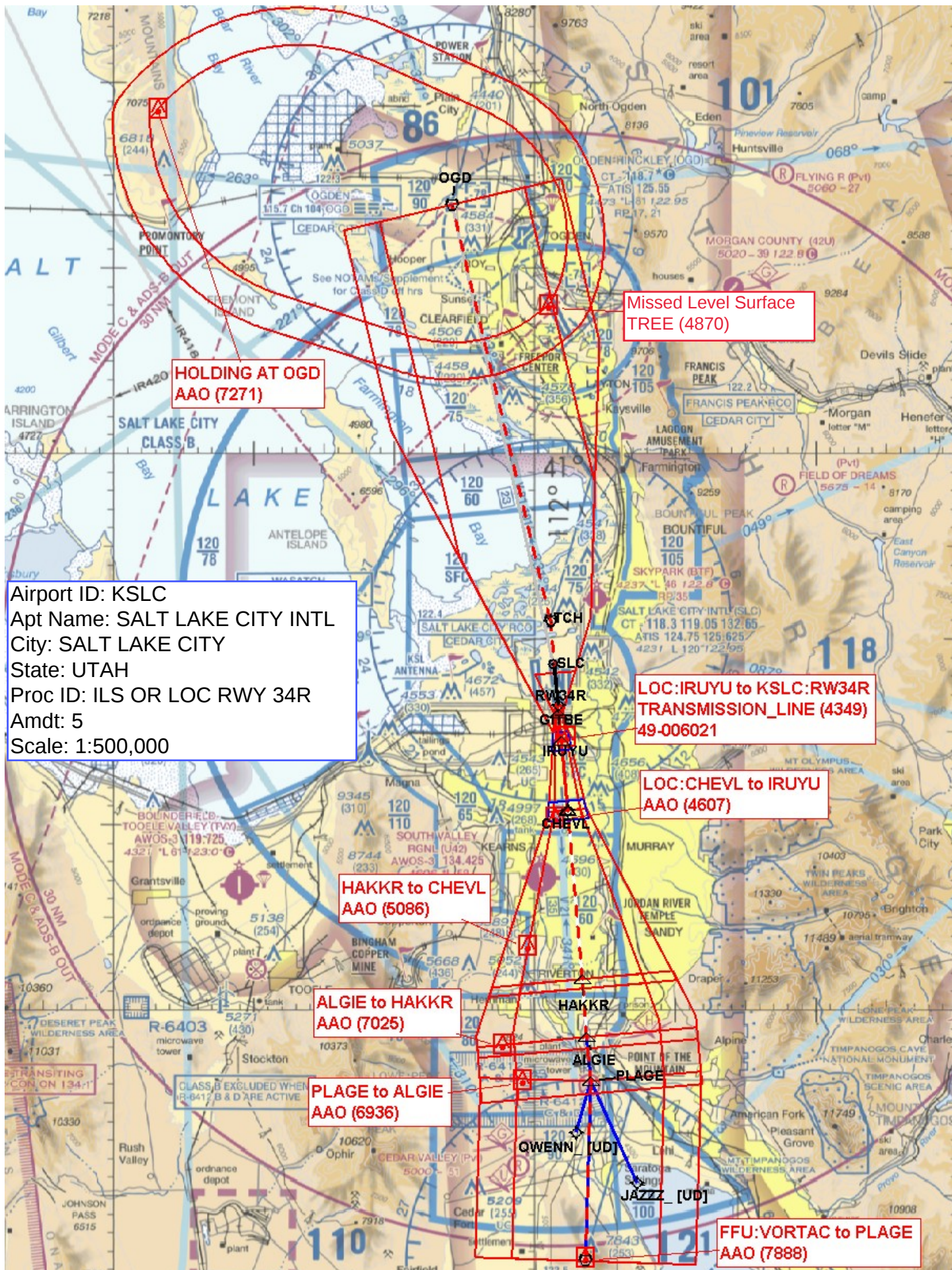
D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 119.05 257.8	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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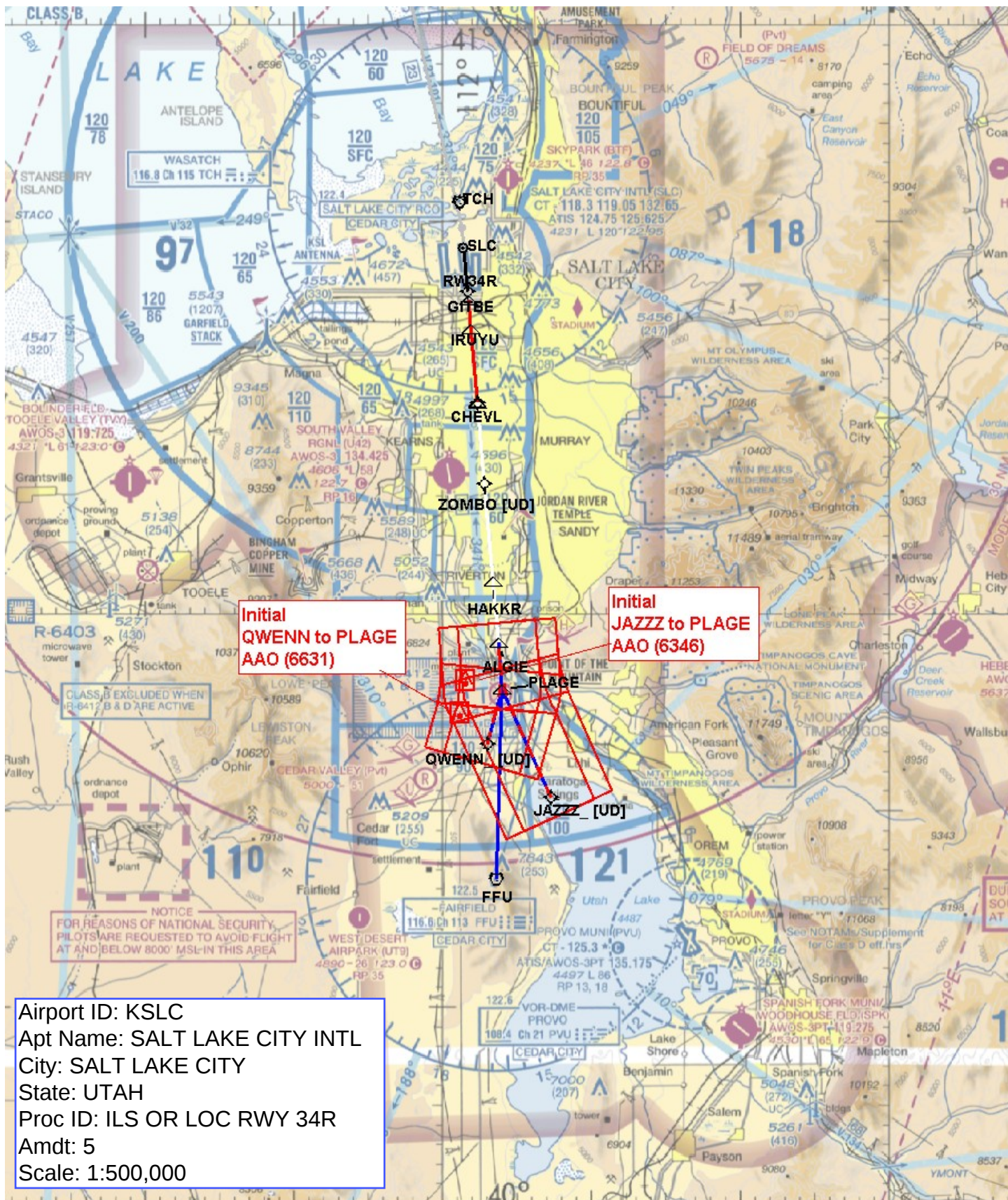


9000 ↑	TCH ⬡	TCH R-331	OGD ⬡	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).			PLAGE I-SLC [20.2] RADAR
				CHEVL I-SLC [5.6] RADAR	HAKKR I-SLC [14.7] RADAR	ALGIE I-SLC [17.8] RADAR	









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

Digitally signed by
ERIC N SUSKI
Oct 17, 2024

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

Date:

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.

Digitally signed by

ERIC N SUSKI

Oct 17, 2024