

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: 9A55A6BEE8DC4E438ABA73B578E163C4	APWS Project ID: 33ECB9336BB540DCB55AC2663F56EAB0
Procedure: ILS OR LOC RWY 34L AMDT 4		Enroute: NO	Specialist: Keefer, John		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID: UUH	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: Waiver for leg length to support ATC vectors for leg QWENN to PUTER. Contact Joseph Zeder 405-954-9111. 11/15/2024: THIS IS AN UPDATED COPY OF THE FORMS DEVELOPED ON 8/22/2024. ADDED JUGOX 8260-2 TO THE 8260-2 FOLDER. QUALITY 9 CHECKED BEGUE QUALITY 16 CHECKED QUALITY 34 CHECKED					

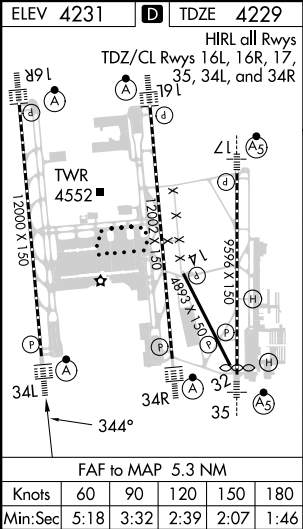
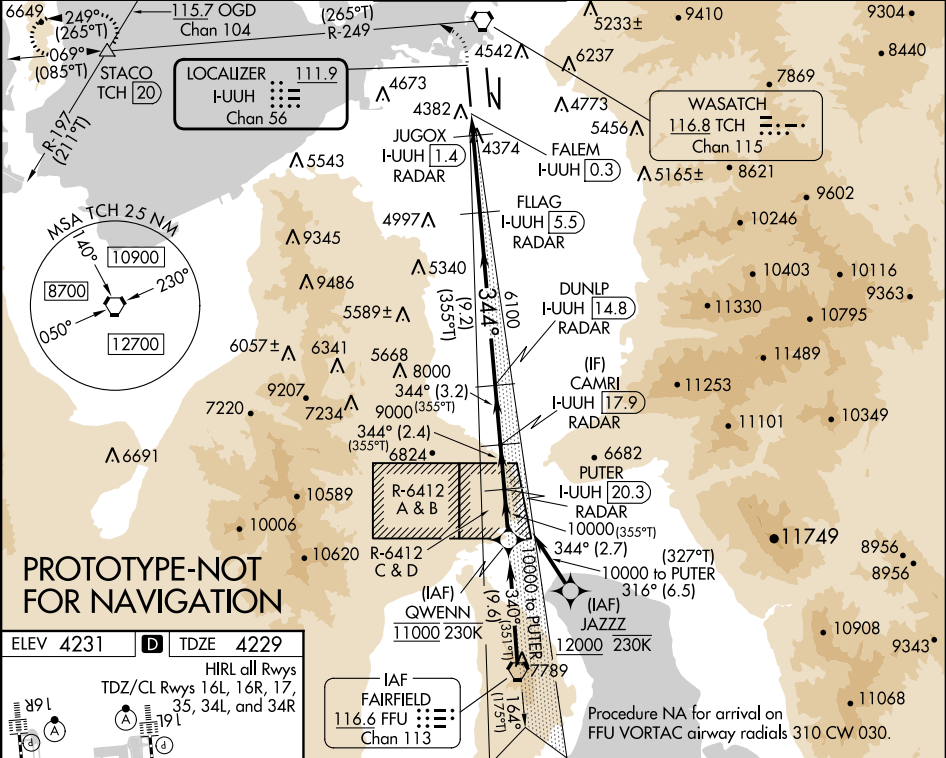
FIPC BASIC FORM						
PROCEDURE: ILS OR LOC RWY 34L AMDT 4			AIRPORT NAME: SALT LAKE CITY INTL		AIRPORT ID: KSLC	SPECIAL CONTROL NO: SP-11-066-24
FAC ID: UUH		CITY: SALT LAKE CITY			ST: UT	ORIG CHART DATE: 02/20/2025
DFL TYPE: PROC/AR	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: 9A55A6BEE8DC4E438ABA73B578E163C4		
PREFLIGHT NOTES						
REVIEWER: anthony d vallera					DATE: 01/07/2025	
COMMENTS:					CHECK ONE:	
					☒ FLT CK REQ ☐ NFCR ☐ REJECT	
					 YES NO	
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 01/07/2025	CREW #: VN218	N #: N87	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: anthony d vallera @ 01/07/2025 18:20			PRINTED NAME: VALLERA, ANTHONY DOMINIC			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

LOC/DME I-UUH	APP CRS	Rwy Idg	12000
111.9	344°	TDZE	4229
Chan 56		Apt Elev	4231

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

RNP APCH - GPS. From QWENN or JAZZZ.	ALSIF-2	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
DME or RADAR required.		
Simultaneous approach authorized. For inop ALS, increase S-LOC 34L Cat C/D visibility to RVR 6000.		

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	132.65 336.4	123.775 348.6	127.3 379.975	



ELEV 4231	TDZE 4229	HIRL all Rwys			
		TDZ/CL Rws 16L, 16R, 17, 35, 34L, and 34R			
		TWR 4552			
		34L 344°			
		34R 344°			
		35 344°			
		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 34L	4429/18 200 (200-½)				
S-LOC 34L	4640/24 411 (500-½)		4640/40 411 (500-¾)		

LOC/DME I-UUH 111.9 Chan 56	APP CRS 344°	Rwy Idg TDZE 4229 Apt Elev 4231
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ILS RWY 34L (CAT II & III)

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ. DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
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 132.65 336.4	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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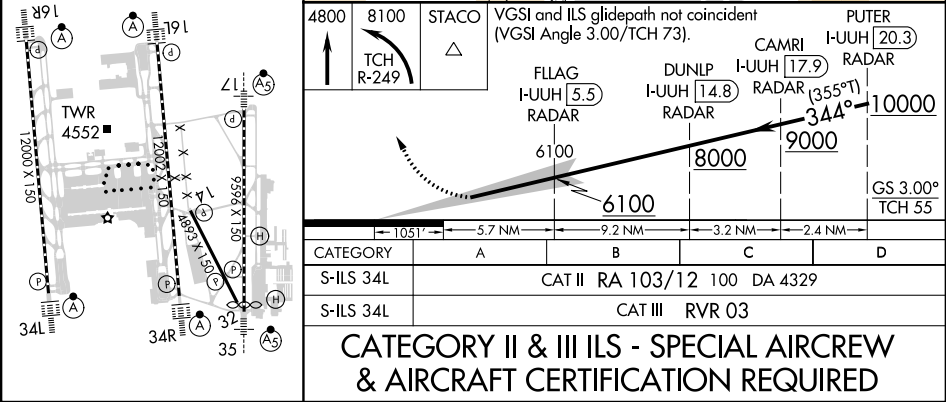
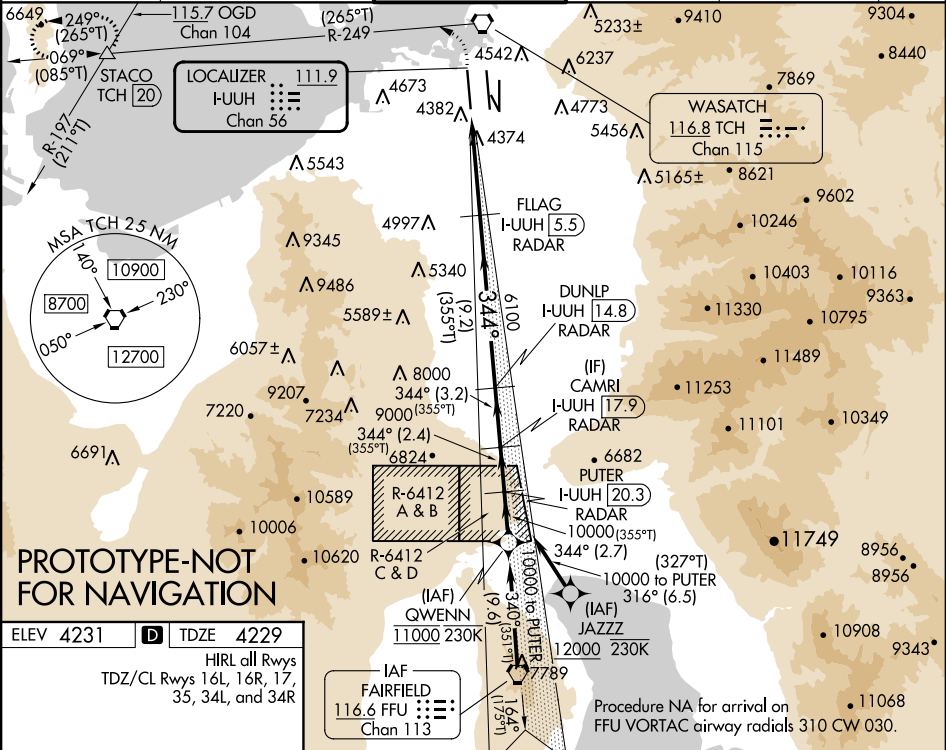


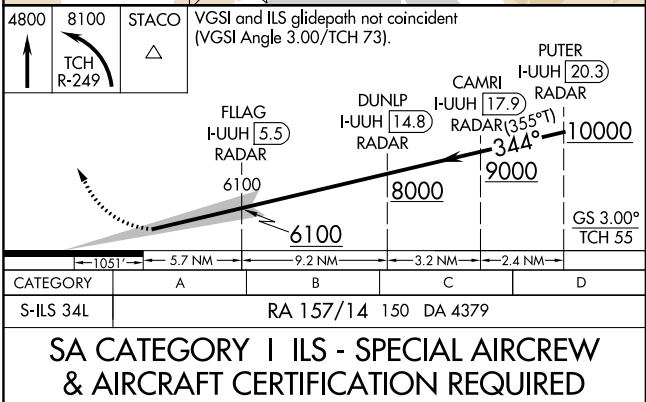
FIG Rework

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

D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 132.65 336.4	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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	HIRL all Rwy's
TDZ/CL Rwy's	16L, 16R, 17, 35, 34L, and 34R



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

LOC/DME I-UUH	APP CRS	Rwy Idg	12000
111.9	344°	TDZE	4229
Chan 56		Apt Elev	4231

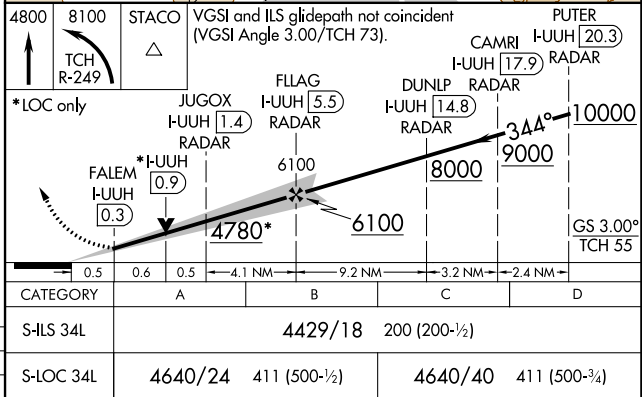
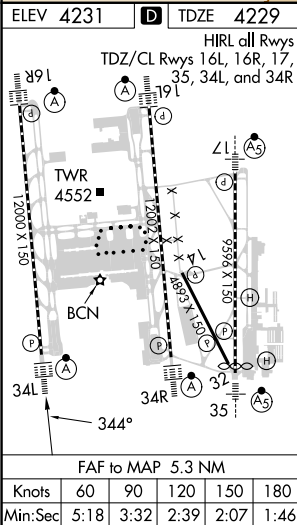
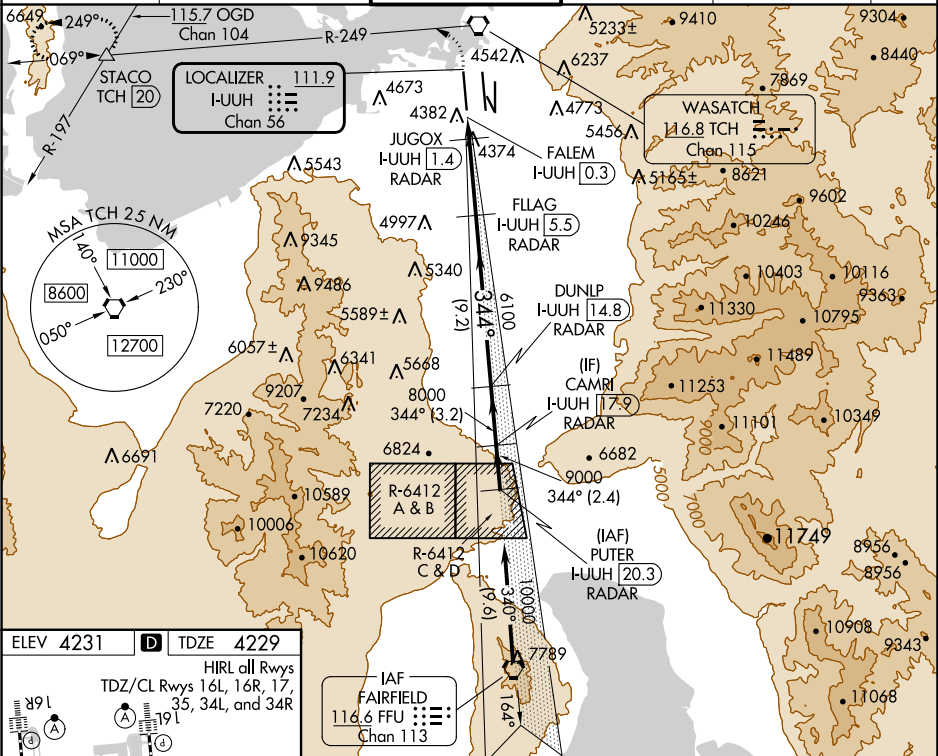
OLD

ILS or LOC RWY 34L

SALT LAKE CITY INTL (SLC)

RADAR required for arrivals at PUTER. DME or RADAR required.		ALSIF-2	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
Simultaneous approach authorized. For inop ALS, increase S-LOC 34L Cat C/D visibility to RVR 6000.			

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	132.65 336.4	123.775 348.6	127.3 379.975	



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

MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

T Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

WASATCH
116.8 TCH
Chan 115

LOCALIZER
111.9
I-UUH
Chan 56

STACO
TCH 20

MSA TCH 25 NM
11000
8600
12700

FLAG
I-UUH 5.5
RADAR

DUNLP
I-UUH 14.8
RADAR

(IF) CAMRI
I-UUH 17.9
RADAR

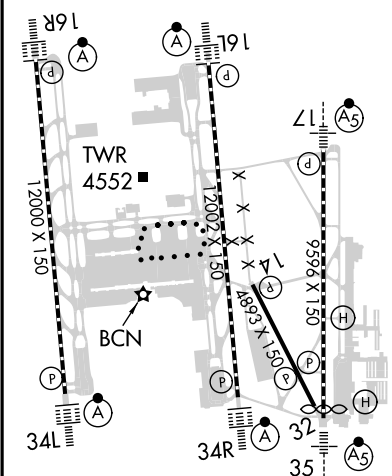
(IAF) PUTER
I-UUH 20.3
RADAR

IAF FAIRFIELD
116.6 FFU
Chan 113

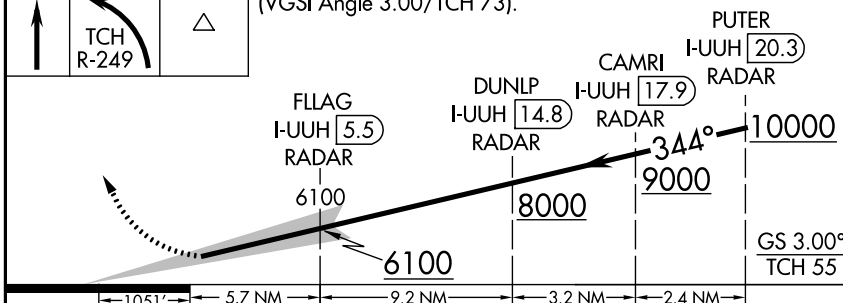
ELEV 4231 **D** **TDZE 4229**

HIRL all Rwy's
TDZ/CL Rwy's 16L, 16R, 17, 35, 34L, and 34R

HIRL all Rwy's
TDZ/CL Rwy's 16L, 16R, 17,
35, 34L, and 34R



4800	8100	STACO	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).
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CATEGORY	A	B	C	D
S-ILS 34L	RA 158/14 150 DA 4379			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SW-4, 08 AUG 2024 to 05 SEP 2024

SW-4, 08 AUG 2024 to 05 SEP 2024

LOC/DME I-UUH 111.9 Chan 56	APP CRS 344°	Rwy Idg TDZE Apt Elev	12000 4229 4231
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OLD

ILS RWY 34L (CAT II & III)

SALT LAKE CITY INTL (SLC)

RADAR required for arrivals at PUTER. DME or RADAR required.

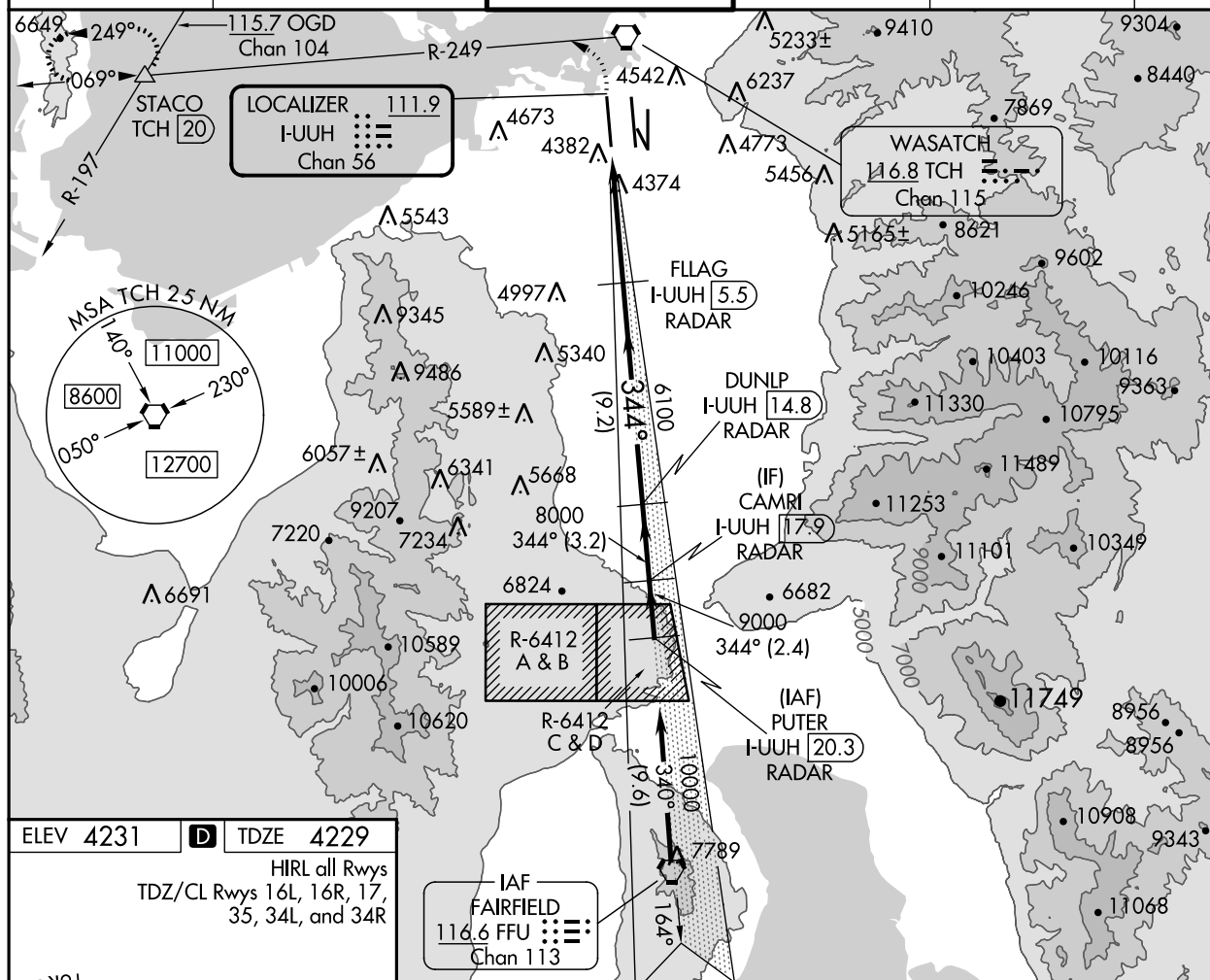
Simultaneous approach authorized.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

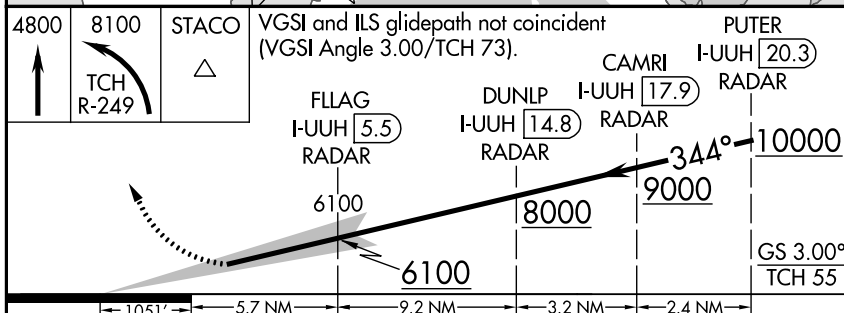
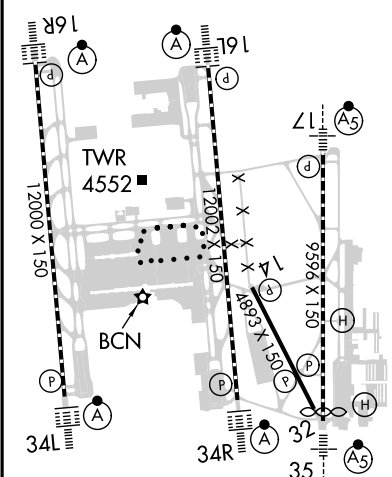


MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 132.65 336.4	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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ELEV 4231 **D** TDZE 4229

HIRL all Rwy's
TDZ/CL Rwy's 16L, 16R, 17,
35, 34L, and 34R



CATEGORY	A	B	C	D
S-ILS 34L	CAT II RA 102/12 100 DA 4329			
S-ILS 34L	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

KSLC
SALT LAKE CITY INTL
SALT LAKE CITY, UT
ILS OR LOC RWY 34L A4
ALL SURFACES CLEAR
1:525K

Missed Level Surface
TERRAIN+AAO (5784)

STACO

STACO
TERRAIN+AAO (6847)

DUNLP to FLLAG
TERRAIN+AAO (5197)

PUTER to CAMRI
TERRAIN+AAO (7025)

CAMRI to DUNLP
TERRAIN+AAO (7025)

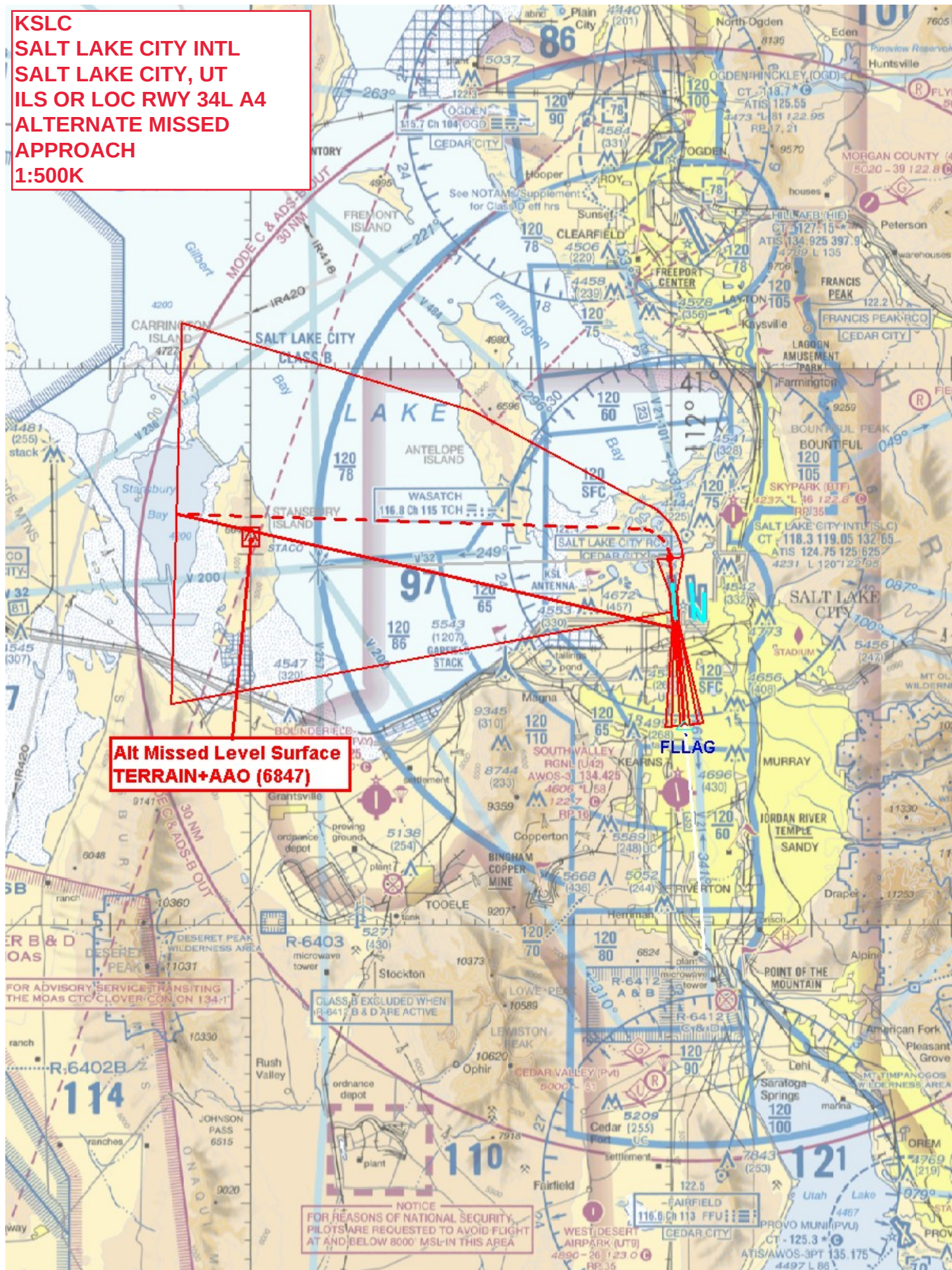
Initial JAZZZ UD to PUTER
TERRAIN+AAO (6690)

Initial PUTER to CAMRI
Initial QWENN to PUTER
TERRAIN+AAO (6736)

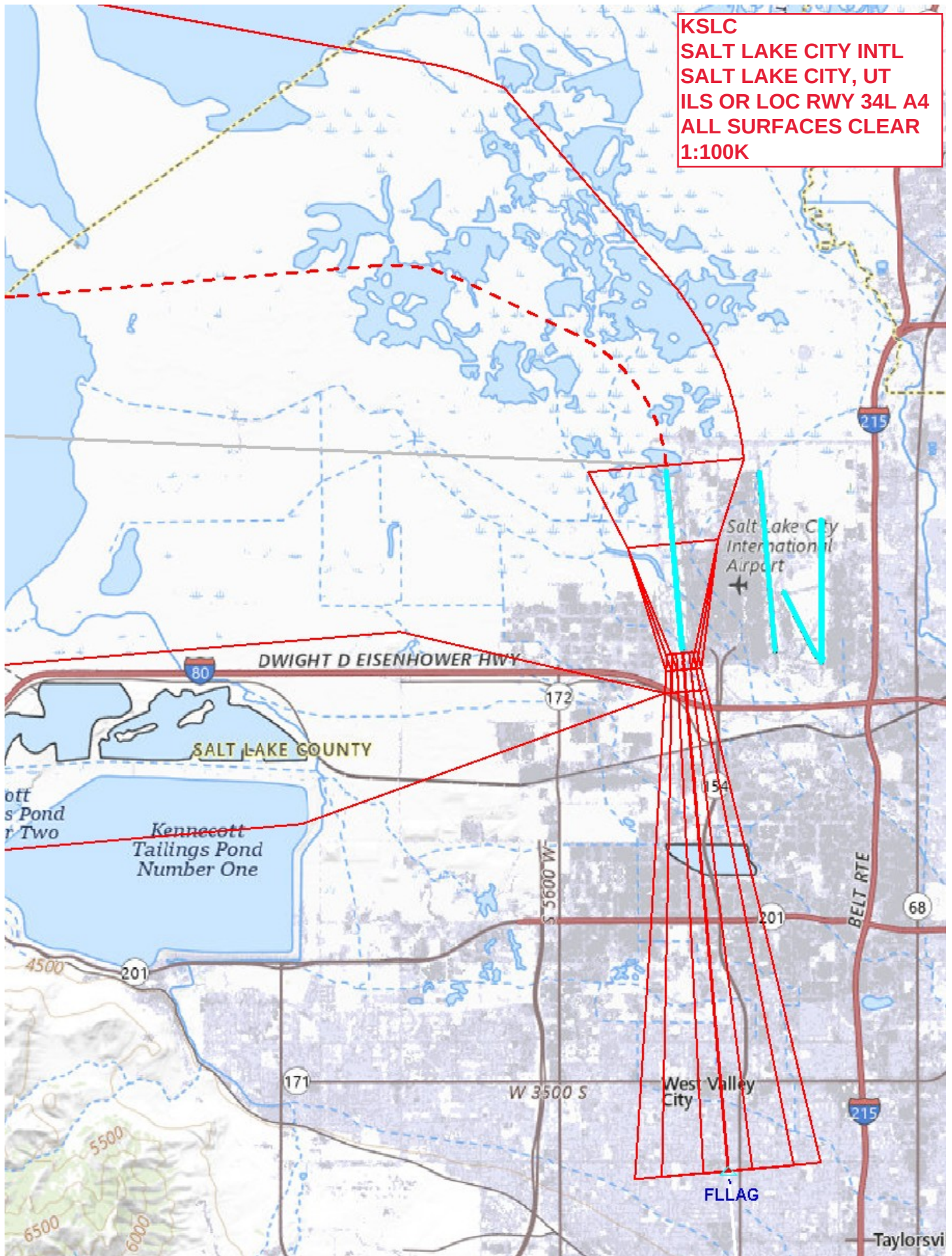
FFU:VORTAC to PUTER
TERRAIN+AAO (7888)

CAUTION
High Volume Flight Training
Monitor 122.75
See Supplement

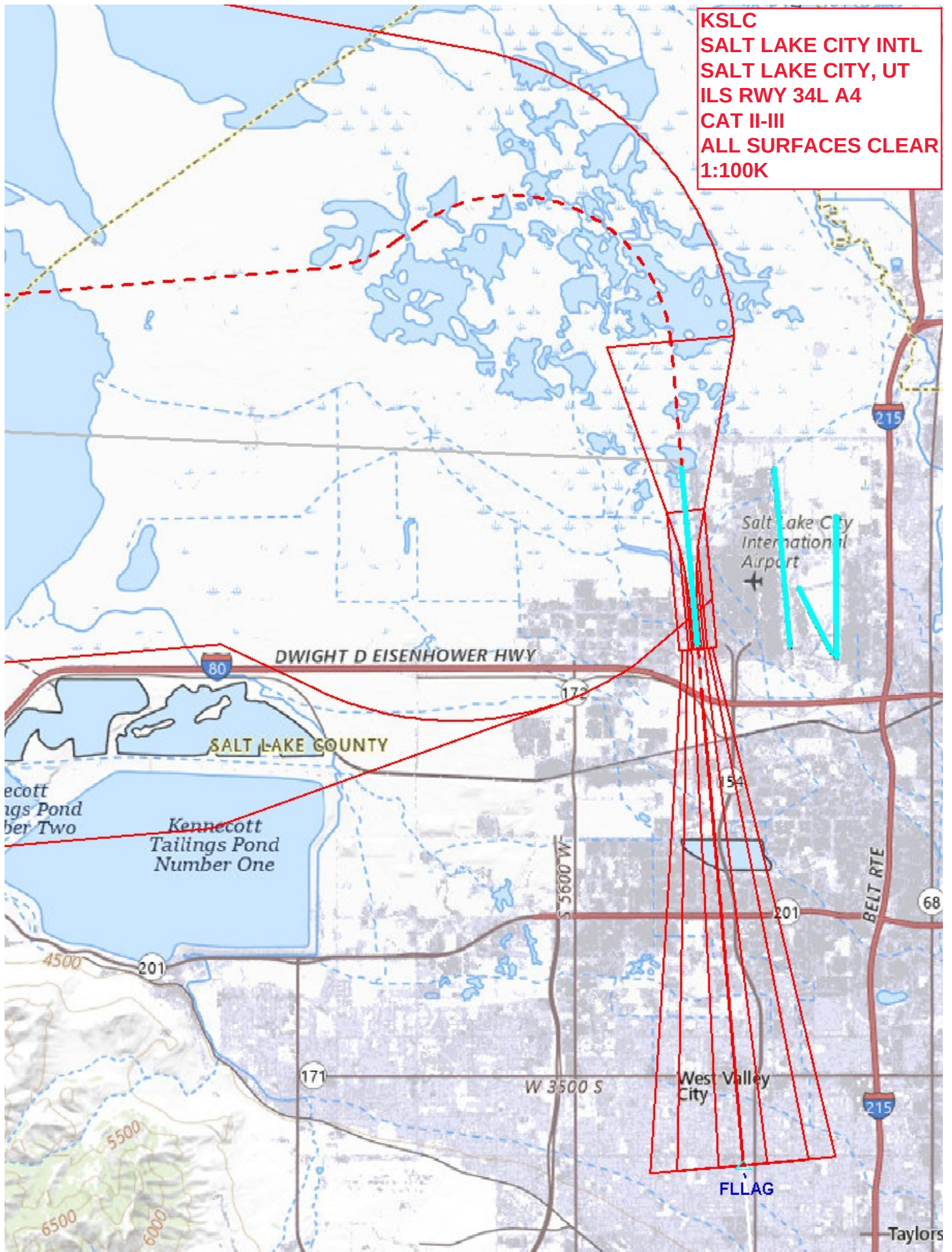
**KSLC
SALT LAKE CITY INTL
SALT LAKE CITY, UT
ILS OR LOC RWY 34L A4
ALTERNATE MISSED
APPROACH
1:500K**



KSLC
SALT LAKE CITY INTL
SALT LAKE CITY, UT
ILS OR LOC RWY 34L A4
ALL SURFACES CLEAR
1:100K



KSLC
SALT LAKE CITY INTL
SALT LAKE CITY, UT
ILS RWY 34L A4
CAT II-III
ALL SURFACES CLEAR
1:100K



KSLC
SALT LAKE CITY INTL
SALT LAKE CITY, UT
ILS OR LOC RWY 34L A4
LOC FINAL
1:100K

Salt Lake City International Airport

FALEM

JUGOX

LOC:JUGOX to FALEM
POLE (4374)
49-051038

LOC:FLLAG to JUGOX
AAO (4530)

FLLAG TO JUGOX
7:1 AAO (4660)

FLLAG

DWIGHT D EISENHOWER HWY

SALT LAKE COUNTY

Kennecott Tailings Pond Number One

West Valley City

Taylorsville

BECK ST

215

15

80

172

171

173

68

85

111

201

W 3500 S

S 5600 W

BELT

South

Mill C

1. FLIGHT PROCEDURE IDENTIFICATION:

(Salt Lake City, UT)
(Salt Lake City International, KSLC)
RWY 34L ILS OR LOC RWY 34L
ILS RWY 34L SA CAT 1; ILS RWY 34L 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 34L using a leg length from QWENN to PUTER of 2.71 NM versus the minimum leg length of 3.09 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 the initial segment fixes.
2. Aircraft established on the QWENN STAR between QWENN and PUTER will be TF and require no heading change when reaching the (IAF).
3. The prohibition against vectoring to PUTER, CAMRI (IF) or DUNLP which are aligned on the straight-in final approach course where aircraft should be established on one of the two STARS or on the initial segment due to R-6412 C & D located directly on the final approach course and with parallel operations to RWY 34R 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 PUTER 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/airspace with their traffic patterns just south of KSLC.
2. Moving PUTER 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	SIGNATURE
10/07/24	AJV-A432	MANAGER	

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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