

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: A19AE58AF6CF4AB29561E93F0AD3EFAA	APWS Project ID: 0BAE08E4B5CC4AA48E30864122C5ABE1
Procedure: ILS OR LOC RWY 16L AMDT 4A		Enroute: NO	Specialist: Young, Silvia		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID: MOY	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			

**Procedure Comments:**

ACTIVE DATA USED FOR SLC AIRPORT AND RWY.

ACTIVE DATA USED FOR I-MOY.

WAIVER FOR INCREASED DESCENT GRADIENT FROM THE IF (IRRON) TO THE FAF/PFAF (YYIPP).

ALTERNATE MISSED APPROACH NEEDS TO GO THROUGH FC DUE TO TCH VORTAC PREVIOUSLY OTS DURING PROCEDURE FC DUE TO MAINTENANCE.

CONTACT CASIMIR TABAKA 405.202.7857

01/21/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/18/25.

1. REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS.
2. REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S ZILOD/TCH 40.00 DME, RT, 339.03 INBOUND" FROM ADDITIONAL FLIGHT DATA.
3. REMOVED "CHART IN PLANVIEW: ZILOD/TCH 40.00 DME" FROM ADDITIONAL FLIGHT DATA.

8260-2 ZILOD  
CANCELLATION OF FIX ADDED



**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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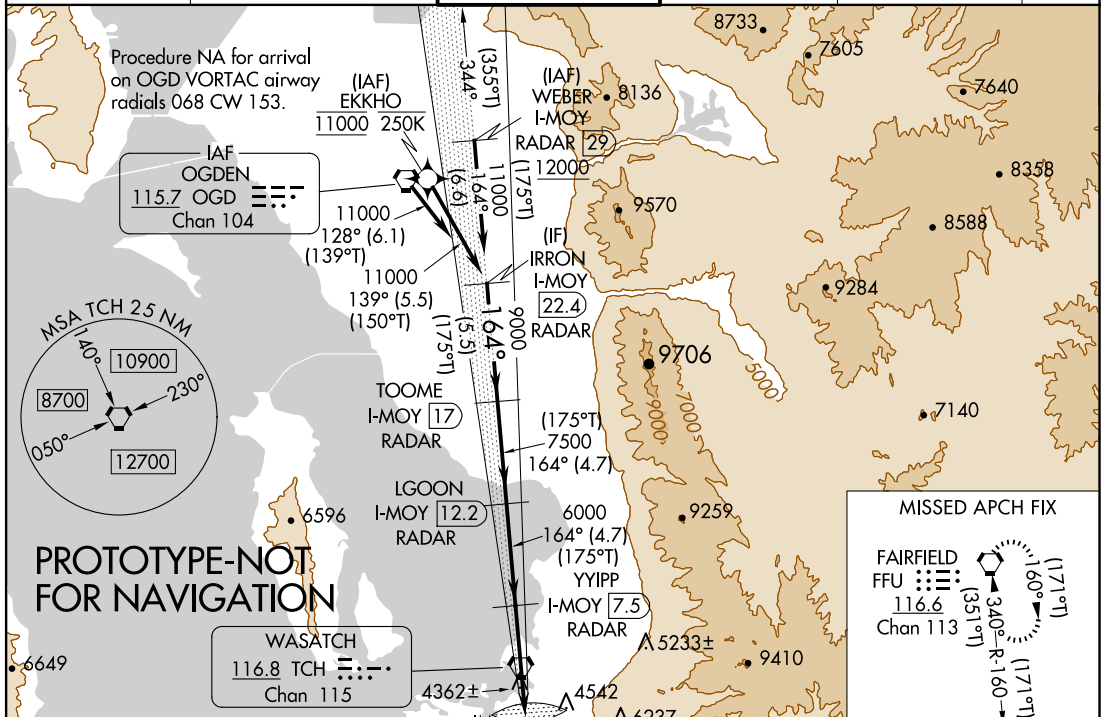
LOC/DME I-MOY <b>109.5</b> Chan <b>32</b>	APP CRS <b>164°</b>	Rwy ldg <b>12002</b> TDZE <b>4231</b> Apt Elev <b>4231</b>
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# ILS or LOC RWY 16L

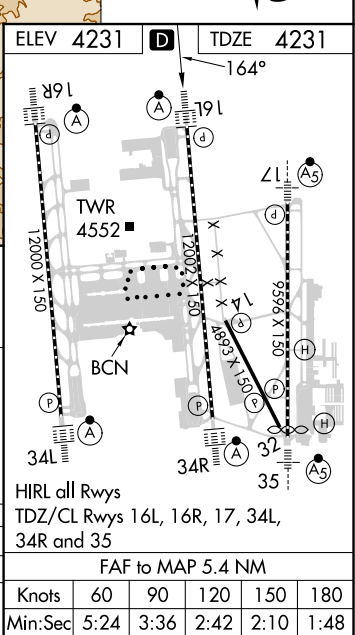
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From EKKHO or WEBER. 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.
Simultaneous approach authorized. When ALS inop, increase S-LOC 16L Cat C/D visibility to 1 3/8 SM.			

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>119.05 257.8</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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**PROTOTYPE-NOT FOR NAVIGATION**



IRRON I-MOY 22.4 RADAR	TOOME I-MOY 17 RADAR	LGOON I-MOY 12.2 RADAR	YYIPP I-MOY 7.5 RADAR	I-MOY 3.5 I-MOY 2.2	
VGSIs and ILS glidepaths not coincident (VGSIs Angle 3.00/TCH 70).					
4800 10000 FFU					
FFU R-341					
GS 3.00° TCH 55					
5.5 NM 4.7 NM 4.7 NM 4.1 NM 1.2 NM 0.1 NM					
CATEGORY	A	B	C	D	
S-ILS 16L	4431/18		200 (200-1/2)		
S-LOC 16L	4720/24	489 (500-1/2)	4720/50	489 (500-1)	
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

**AUTOMATED AL-365 ILS or LOC RWY 16L**  
**AUTOMATED AL-365 ILS or LOC RWY 16L**

1:750,000

SW-4  
10-1-24  
COMPILER: JUN  
REVIEWER:  
DBL CHKR:  
EFF: FIG

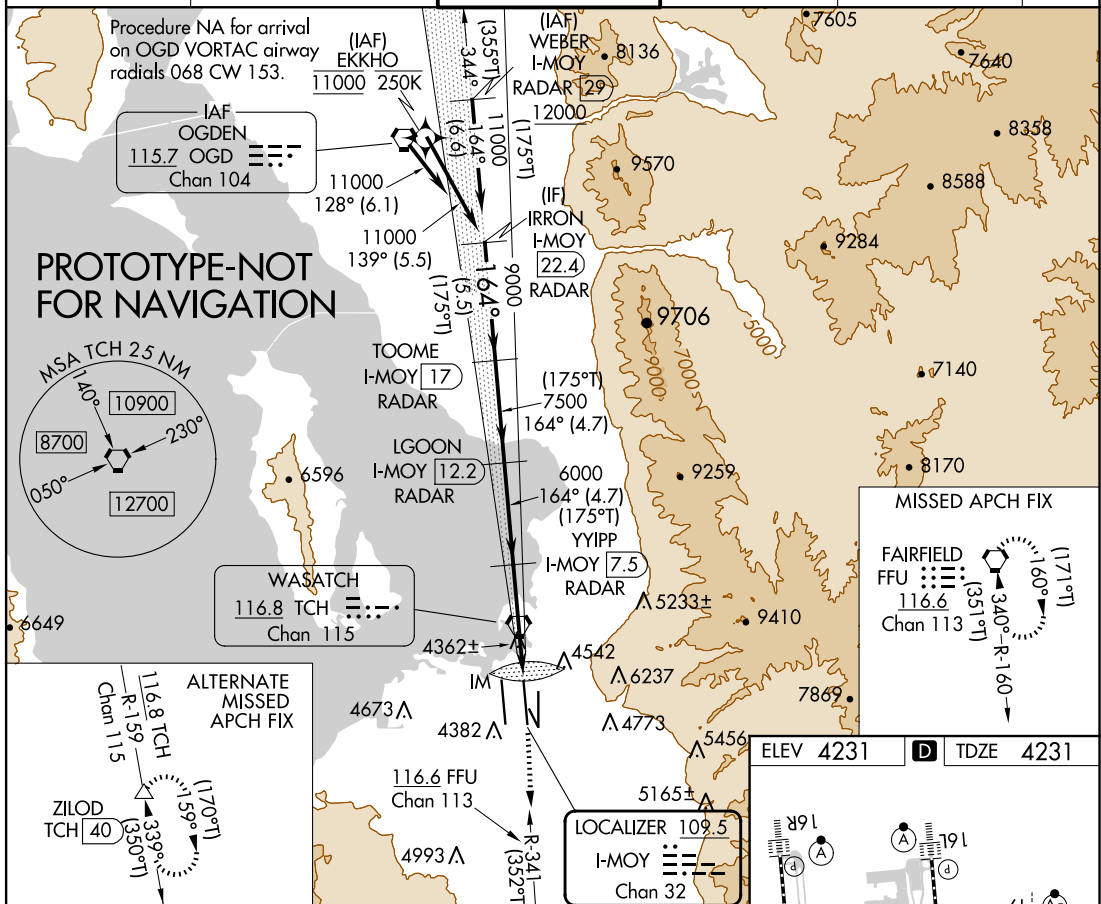
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# ILS RWY 16L (CAT II & III)

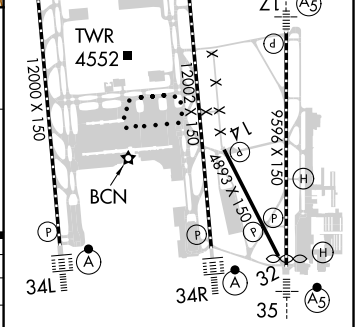
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From EKKHO or WEBER. 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.
⚠ 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 <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>119.05 257.8</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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IRRON I-MOY 22.4 RADAR	TOOME I-MOY 17 RADAR	LGOON I-MOY 12.2 RADAR	YYIPP I-MOY 7.5 RADAR	FFU
11000	9000	7500	6000	4800
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).				10000
GS 3.00° TCH 55				FFU R-341
5.5 NM    4.7 NM    4.7 NM    5.3 NM    1026'				
CATEGORY	A	B	C	D
S-ILS 16L	CAT II RA 109/12 100 DA 4331			
S-ILS 16L	CAT III RVR 03			



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

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

**AUTOMATED AL-365 ILS RWY 16L (CAT II & III)**  
**AUTOMATED AL-365 ILS RWY 16L (CAT II & III)**

1:750000  
SW-4  
10-3-24  
COMPILER: JUN  
REVIEWER:  
DBL CHKR:  
EFF: FIG

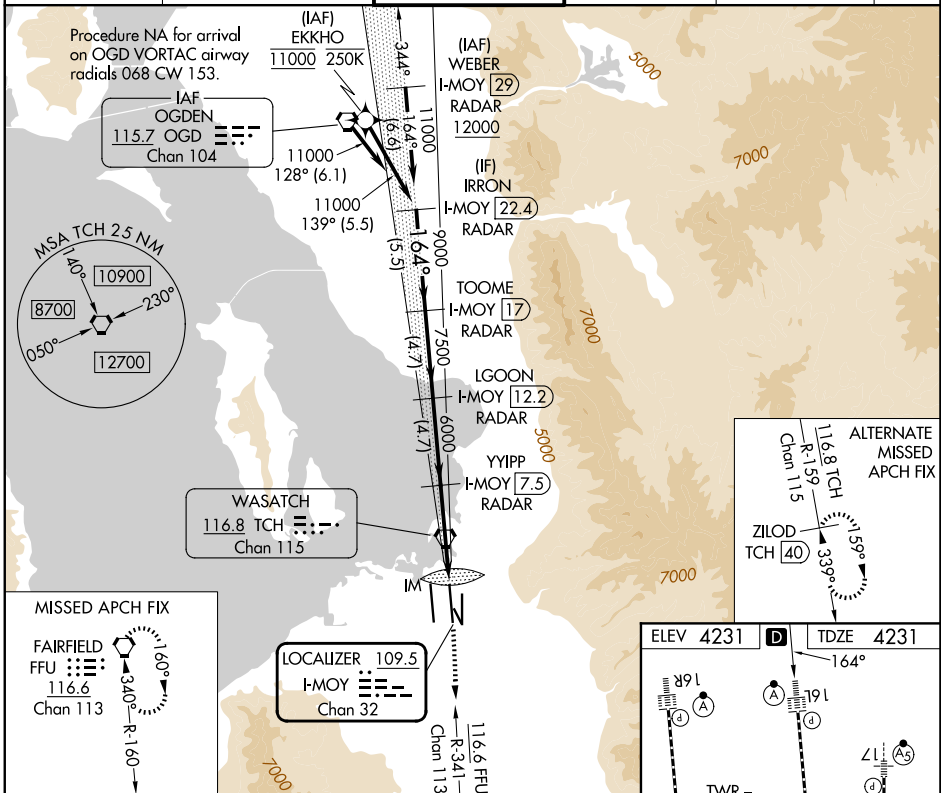
LOC/DME I-MOY <b>109.5</b> Chan <b>32</b>	APP CRS <b>164°</b>	Rwy Ldg <b>12002</b> TDZE <b>4231</b> Apt Elev <b>4231</b>
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# ILS or LOC RWY 16L

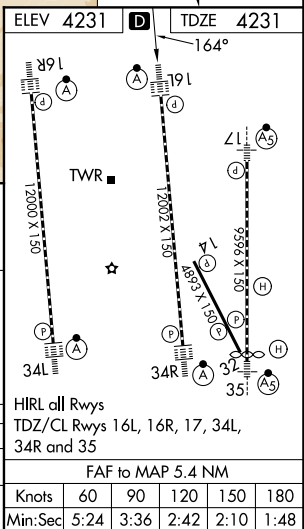
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From EKKHO. 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.
Simultaneous approach authorized. For inop ALS, increase S-LOC 16L Cat C/D visibility to 1 3/8 SM.		

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IRRON I-MOY <b>22.4</b> RADAR	TOOME I-MOY <b>17</b> RADAR	LGOON I-MOY <b>12.2</b> RADAR	YYIPP I-MOY <b>7.5</b> RADAR	I-MOY <b>3.5</b>	I-MOY <b>2.2</b>
<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).</p> <p>4800 10000 FFU</p> <p>↑ ↑</p> <p>FFU R-341</p> <p>11000 9000 7500 6000</p> <p>GS 3.00° TCH 55</p> <p>164°</p> <p>5.5 NM 4.7 NM 4.7 NM 4.1 NM 1.2 0.1</p>					
CATEGORY	A	B	C	D	
S-ILS 16L	4431/18		200 (200-1/2)		
S-LOC 16L	4720/24 489 (500-1/2)		4720/50 489 (500-1)		



SW-4, 30 OCT 2025 to 27 NOV 2025

SW-4, 30 OCT 2025 to 27 NOV 2025

OLD

SALT LAKE CITY, UTAH

AL-365 (FAA)

25219

LOC/DME I-MOY <b>109.5</b> Chan <b>32</b>	APP CRS <b>164°</b>	Rwy Ldg <b>12002</b> TDZE <b>4231</b> Apt Elev <b>4231</b>
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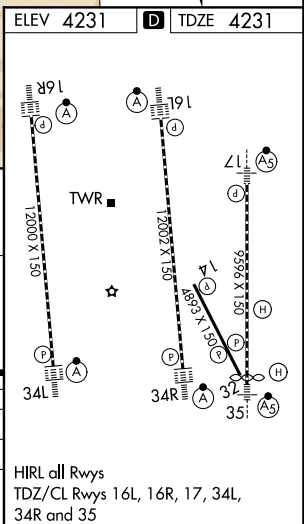
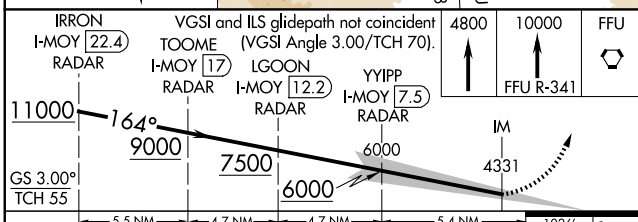
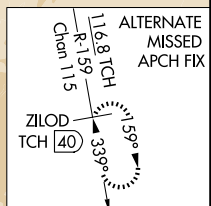
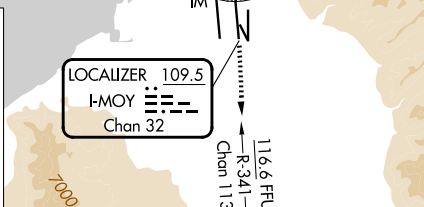
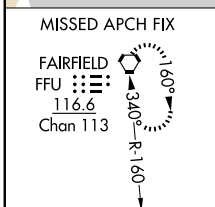
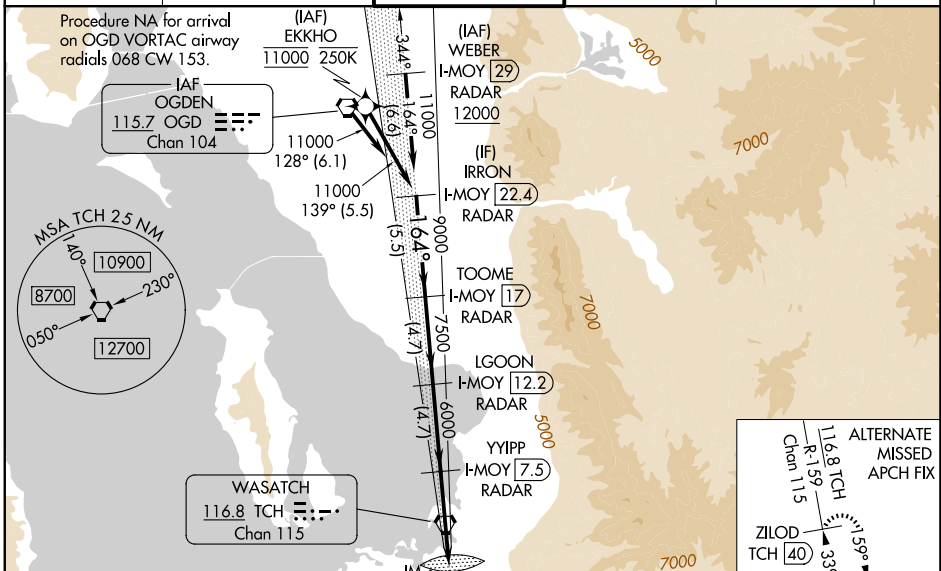
# ILS RWY 16L (CAT II & III)

SALT LAKE CITY INTL (SLC)

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ALSF-2  
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CATEGORY	A	B	C	D
S-ILS 16L	CAT II RA 109/12 100 DA 4331			
S-ILS 16L	CAT III RVR 03			

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

SALT LAKE CITY, UTAH  
Amdt 4 20FEB25

40°47'N-111°59'W

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

SW-4, 30 OCT 2025 to 27 NOV 2025

SW-4, 30 OCT 2025 to 27 NOV 2025

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