

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: AA54A7FB1C7D4829AD46483077125A76	APWS Project ID: 341A28A8E1A54837937E2FADF6D8B9CF
Procedure: LDA RWY 35 AMDT 1		Enroute: NO	Specialist: Dugan, Joshua		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<p>Procedure Comments: PENDING DATA USED FOR KSLC</p> <p>WAIVERS (5): WAIVER ON FILE: FOR GLIDESLOPE PROCEDURE CONSTRUCTION. WAIVER ON FILE: FOR SIPIA. WAIVER ON FILE: FOR LDA AUTHORIZATION FOR SIMULTANEOUS APPROACH. WAIVER SUBMITTED FOR MINIMUM AIRSPEED RESTRICTION WAIVER SUBMITTED: FOR MINIMUM LEG LENGTH..</p> <p>CONTACT: ERIC SUSKI WK: (405) 954-7331.</p> <p>12/2/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 8/27/24. 1. ADDED INFORMATION ONLY NOTE TO WAIVERS FOR GLIDESLOPE PROCEDURER CONSTRUCTION, FOR SIPIA, AND FOR LDA AUTHORIZATION FOR SIMULTANEOUS APPROACH. 2. ADDED WAVIER FOR MINIMUM LEG LENGTH.</p> <p>12/2/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 8/27/24. 1. REMOVED QWENN AND JAZZZ ALTITUDES FROM PROFILE LINE 4 2. ADDED CHART NOTE: CAT E RESTRICTED TO USAF/USN AIRCRAFT. - REQUIRED PER ELOS OF WAIVER.</p> <p>1/13/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 8/27/24. 1. TERMINAL ROUTES REMOVED BOAGY TO HLMET. 2. TERMINAL ROUTES REMOVED I-BNT AND REPLACED WITH I-UTJ. 3. ADDITIONAL FLIGHT DATA REMOVED NOTE CHART I-BNT DME IN PROFILE VIEW.</p> <p>01/14/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/27/2024. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 02/20/2025</p> <p>01/15/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 01/14/2025. ADDITIONAL FLIGHT DATA: ADDED CHART IN PROFILE VIEW: I-BNT DME ANTENNA</p>					



SALT LAKE CITY, UTAH

AL-365 (FAA)

FIG

LOC/DME I-UTJ <b>111.5</b> Chan <b>52</b>	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev <b>9272</b> <b>4227</b> <b>4231</b>
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# LDA RWY 35

SALT LAKE CITY INTL (SLC)

RNP APCH-GPS. From QWENN or JAZZZ.

DME required.

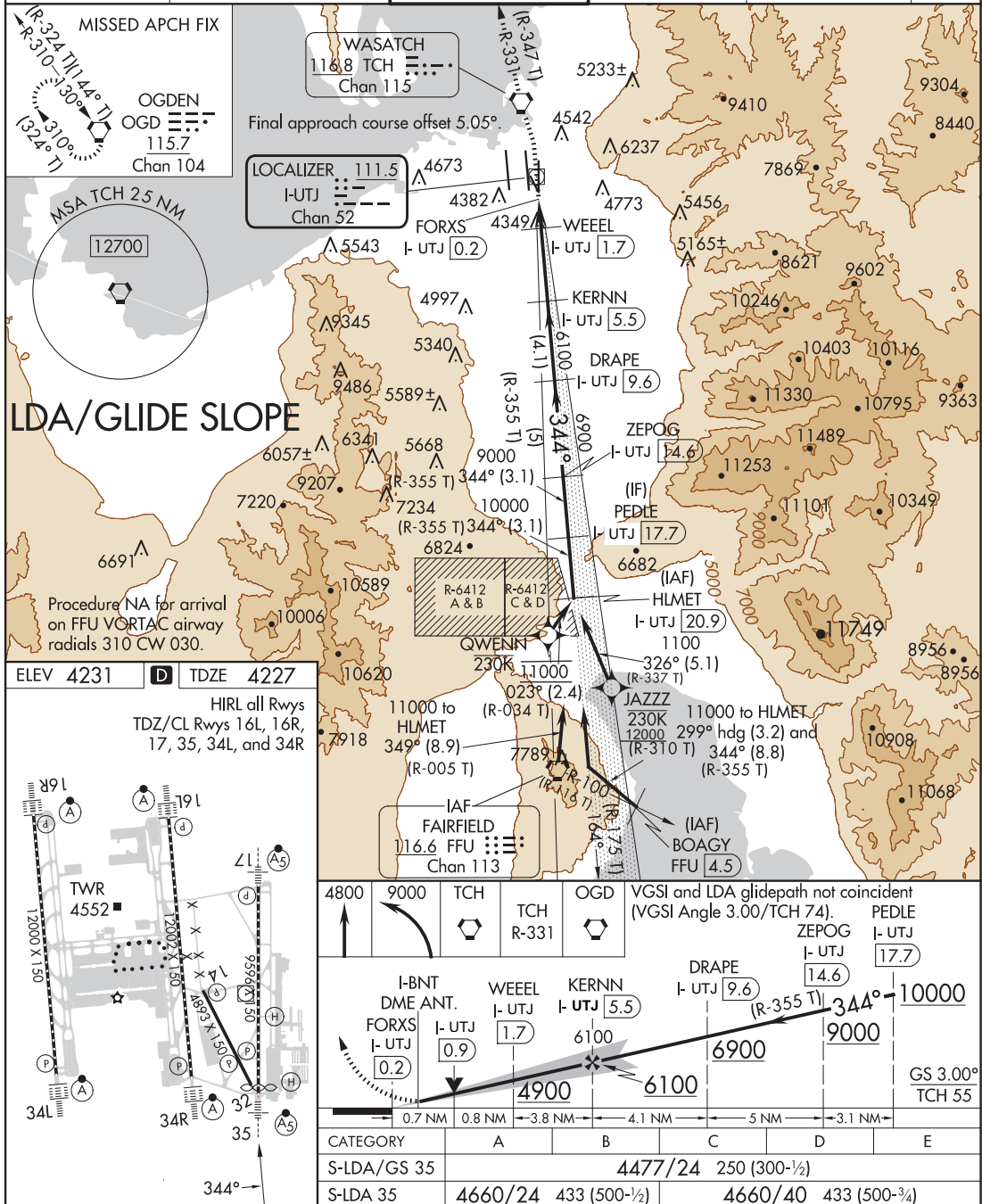
Simultaneous approach authorized. For inop ALS, increase S-LDA/GS 35 all Cnts visibility to 1¼ SM.

MALSR



MISSED APPROACH: Climb to 4800 then climbing left turn to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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SALT LAKE CITY, UTAH

Amdt 1 FIG

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

LDA RWY 35

AUTOMATED AL-365 LDA RWY 35  
AUTOMATED AL-365 LDA RWY 35

1:750000

SW-4

24 OCT 2024

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

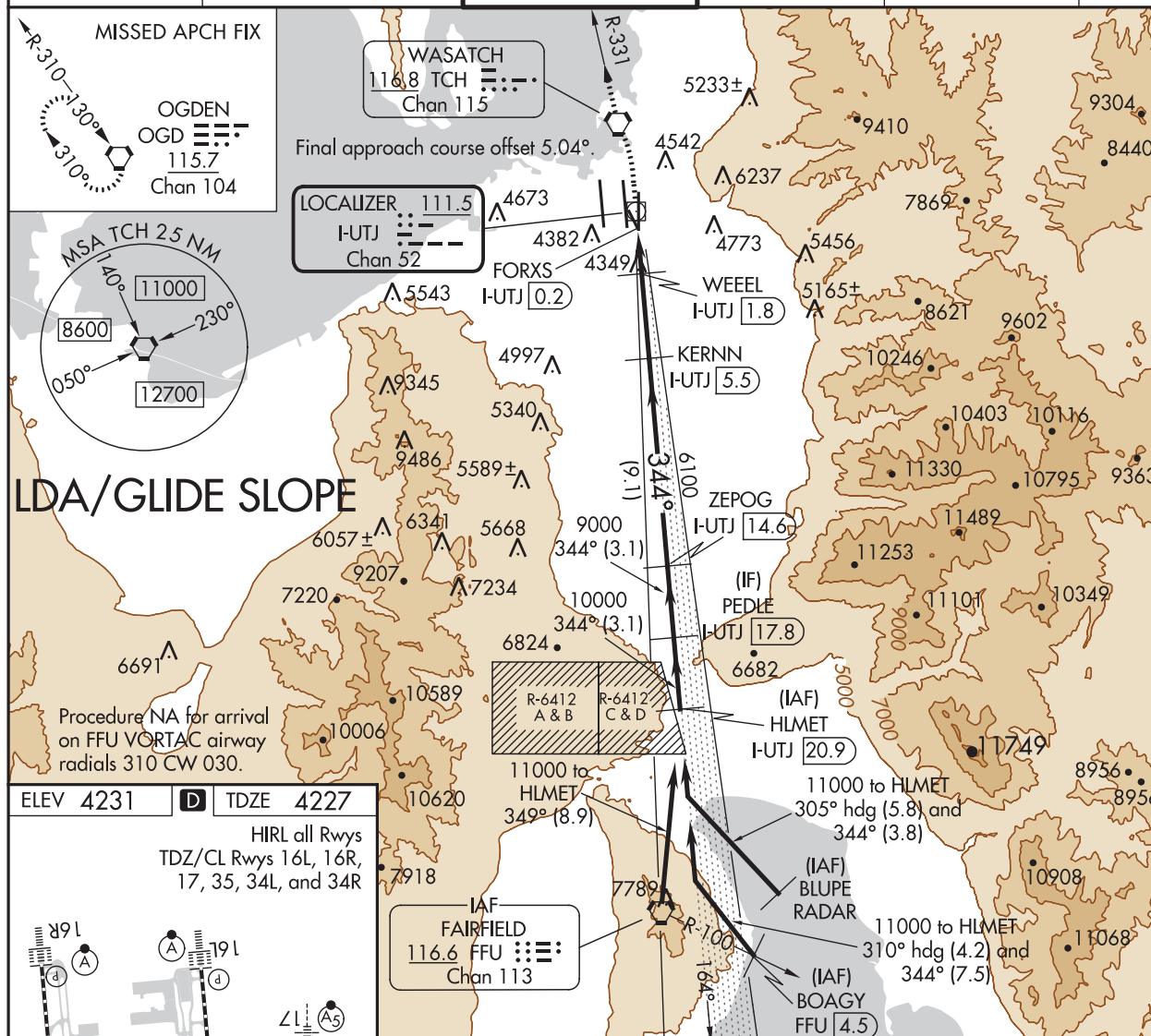
LOC/DME I-UTJ <b>111.5</b> Chan <b>52</b>	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev <b>9272</b> <b>4227</b> <b>4231</b>
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# LDA RWY 35

## SALT LAKE CITY INTL (SLC)

DME required. Simultaneous approach authorized. For inop ALS, increase S-LDA/GS 35 Cat E visibility to RVR 4000, increase S-LDA 35 Cat E visibility to 1¼ SM.	MALS R A5	MISSED APPROACH: Climb to 4800 then climbing left turn to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.
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D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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SW-4, 08 AUG 2024 to 05 SEP 2024

SW-4, 08 AUG 2024 to 05 SEP 2024

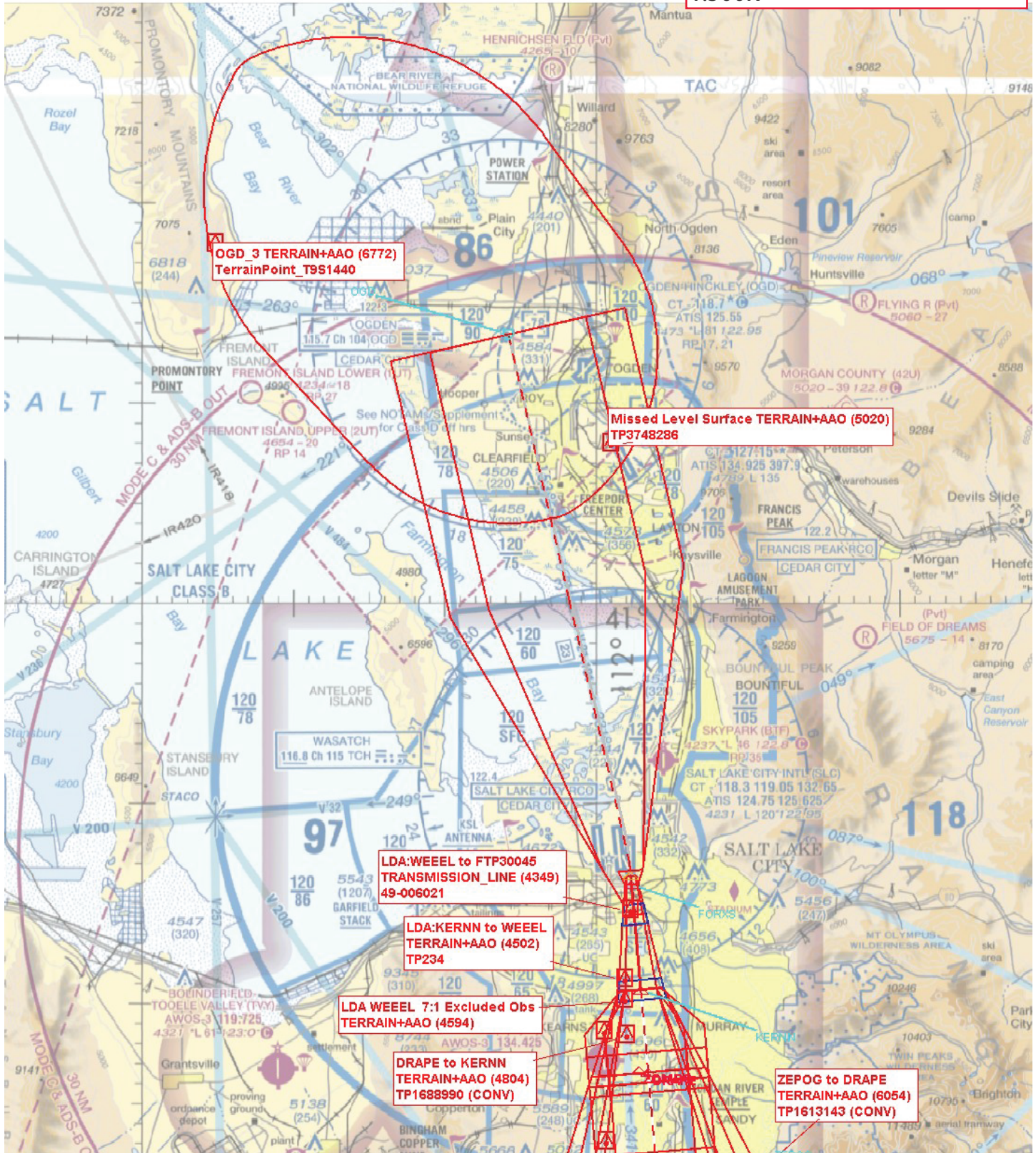








KSLC  
SALT LAKE CITY INTL  
SALT LAKE CITY, UTAH  
LDA RWY 35 A1  
1:500K







KSLC  
SALT LAKE CITY INTL  
SALT LAKE CITY, UTAH  
LDA RWY 35 A1  
1:500K ALT MISSED

OGD\_3 TERRAIN+AAO (6772)  
TerrainPoint T951440

Missed Level Surface  
TERRAIN+AAO (7605)  
TP3806058

LDA:WEEEL to FTP30045 TRANSMISSION\_LINE (4349)  
49-006021

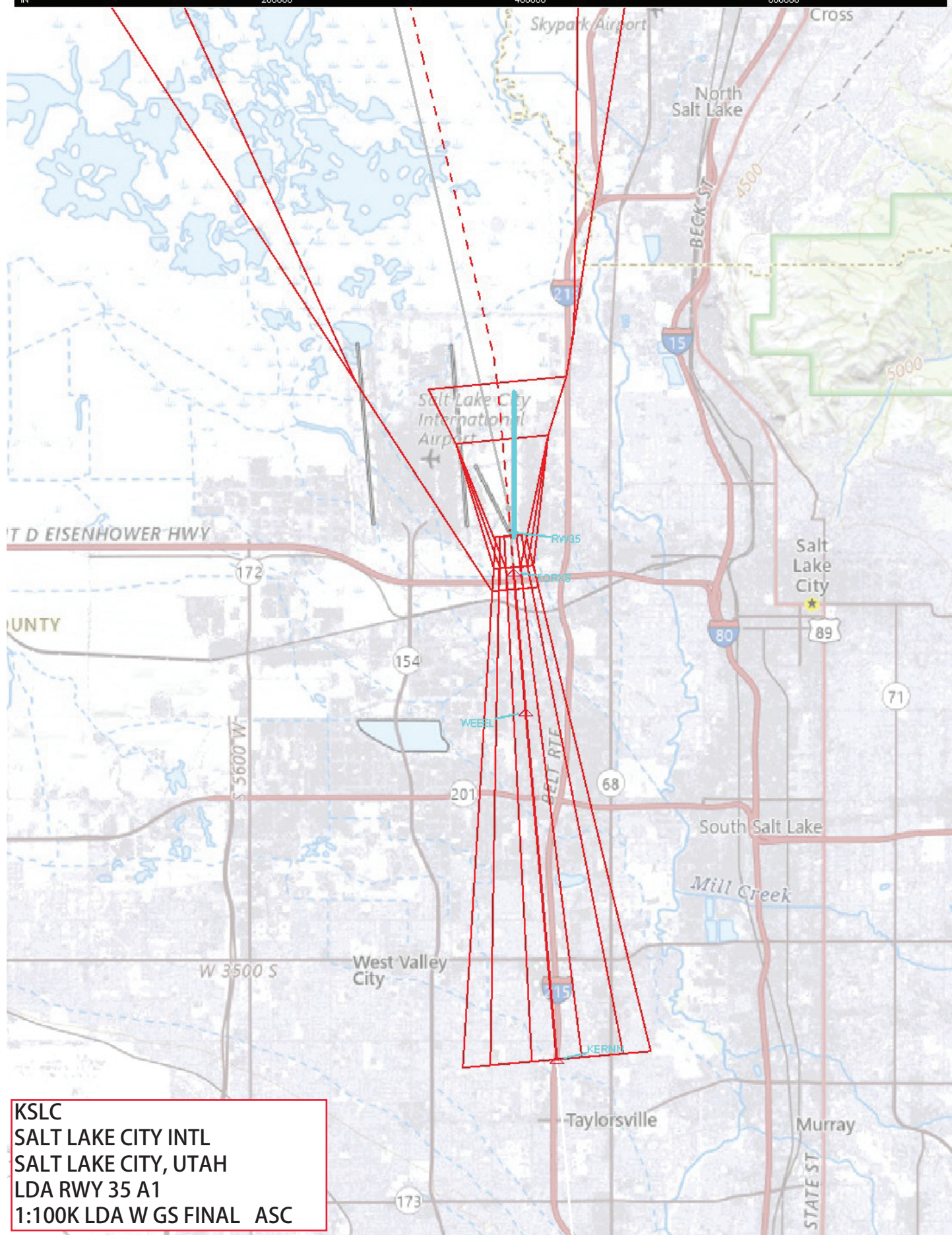
Initial QWENN UD to HLMET TERRAIN+AAO (6631)  
TP1

Initial  
TP91

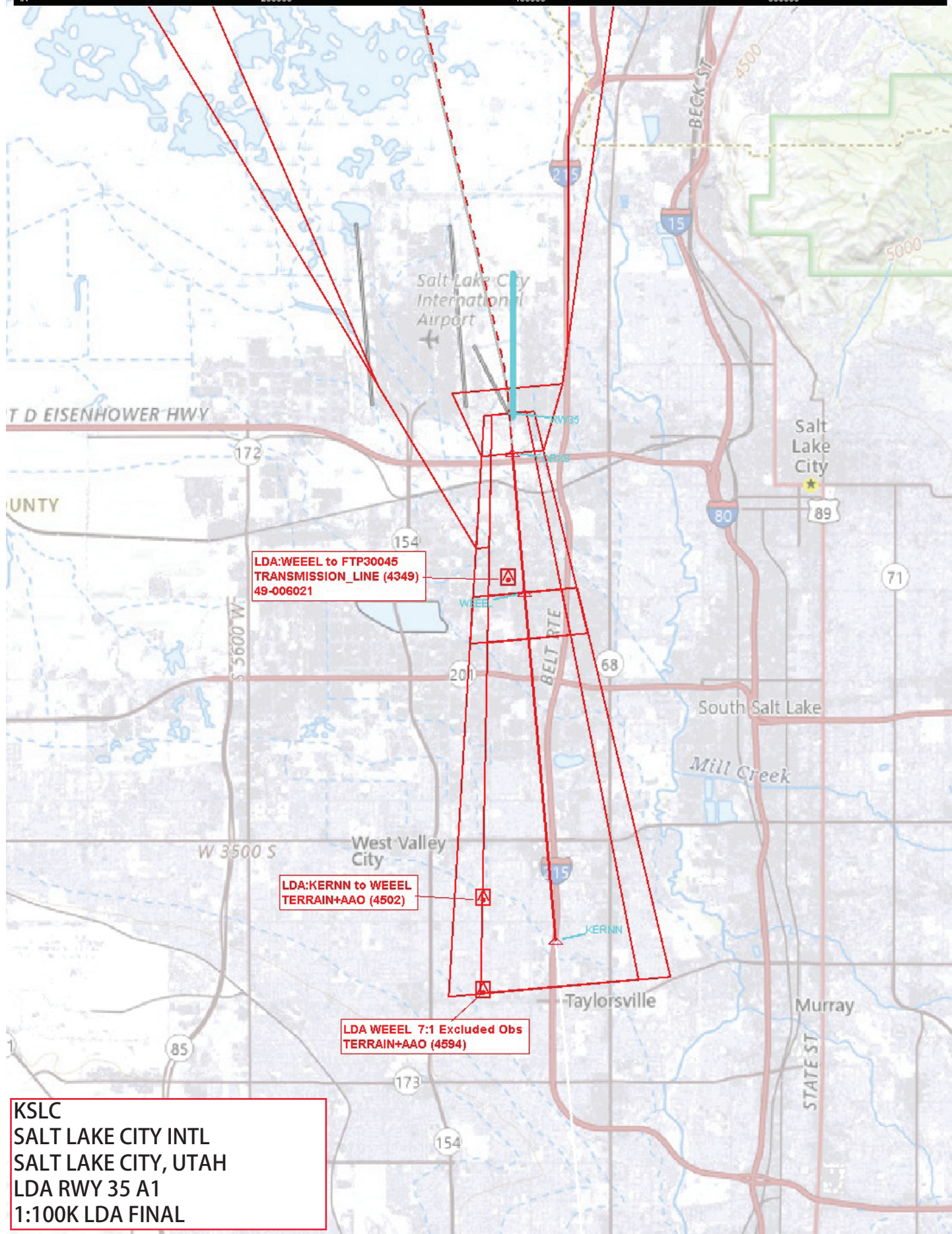
Initial HLMET to PEDLE



FT 10000 20000 30000 40000 50000 60000  
IN 200000 400000 600000











# Federal Aviation Administration

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## Memorandum

Date:

To: Manager, Production Integration Team, AJV-341

From: Manager, Flight Technologies and Procedures Division, AFS-400

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Waiver Request; AJV-341 Memorandum Dated 10/04/2013

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 **Gary L. Powell**   
Signed By: Gary L. Powell  
Thu May 09 2013 11:40:01 GMT-0400 (Eastern Daylight Time)

The attached waivers for the “LDA/DME RWY 35, ORIG” at Salt Lake City Intl, Salt Lake City, UT are approved and forwarded for your action.

This waiver approval is contingent on a satisfactory flight inspection.

Please direct all inquiries to Danny E. Hamilton, AFS-460, at (405) 954-9359.

Attachment

cc:

AJV-341

ANM-220

AFS-400/410/420/440/460/470

**INFORMATION ONLY**

US Department of Transportation Federal Aviation Administration		<b>FLIGHT PROCEDURES STANDARDS WAIVER</b>		<b><u>FLIGHT STANDARDS USE ONLY</u></b>  CONTROL NO:
1. Flight Procedure Identification: Salt Lake City, UT (SLC) Salt Lake City Intl LDA/DME Rwy 35				
2. Waiver Required and Applicable Standard: Policy Memo "Localizer Directional Aid (LDA) with Glide Slope Procedure Construction Criteria" dated Aug 28, 2008.  1.2.3 The final approach course must cross the extended runway centerline at least 3,000 feet from threshold, but no more than 5,200 feet from threshold.				
3. Reason for Waiver ( <i>Justification for nonstandard treatment</i> ): The UTJ LDA was sited 5.04 degrees offset from runway 35 and crosses the extended runway centerline at 2,631 feet, less than the minimum of 3,000 feet.				
4. Equivalent Level of Safety Provided: 1. The LDA is offset 5.04 degrees, significantly less than the maximum of 15 degrees. This results in a shallow turn to line up with the runway.				
<div style="border: 2px solid black; border-radius: 15px; padding: 10px; display: inline-block;"> <b>INFORMATION ONLY</b> </div>				
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: The UTJ LDA is optimally placed to allow service to this runway while supporting simultaneous operations.				
6. Coordination With User Organizations ( <i>Specify</i> ): AJV-354 //,,{				
7. SUBMITTED BY				
DATE: FEB 04 2013	Office Identification: AJV-35	Title: Manager, Terminal Products Group		



## 8. CONTINUATION

Comments:

## 9. AFS ACTION

Approved

Disapproved

Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

This waiver approval is contingent on a satisfactory flight inspection.

**INFORMATION ONLY**

Date:

Routing Symbol:

Signature:

  
Gary L. Powell

Signed By: Gary L. Powell  
Thu May 09 2013 11:40:20 GMT-0400 (Eastern Daylight Time)

**SIGN HERE**

## FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

Salt Lake City, UT (SLC)  
Salt Lake City Intl  
LOA/OME Rwy 35

2. Waiver Required and Applicable Standard:

FMO 8260.38, Volume 3, Appendix 2.

This LOA/OME approach procedure requires an authorization for simultaneous independent\* operations with a runway (Rwy 34L) that is not parallel. There is no applicable standard that covers this exact situation. Request to apply the standard for simultaneous independent operations to parallel runways to this situation of nonparallel runways.

3. Reason for Waiver (*Justification for nonstandard treatment*):

Use of LOA during simultaneous operations with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), ILS Rwy 34L (CAT II), ILS Rwy 34L (CAT III). LOA approaches aren't specifically authorized to support SIPIA operations.

4. Equivalent Level of Safety Provided:

The LOA course is offset 5.04 degrees from the runway centerline and in the direction away from Rwy 34L/R. That offset establishes the Rwy 35 final approach course to be parallel to the Rwy 34L/R final approach courses that will be used for simultaneous operations and increases the width of the normal operating zone. The glide slope associated with the LOA provides vertical guidance.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

The UTJ localizer is optimally placed to allow service to this runway while supporting simultaneous operations.

**INFORMATION ONLY**

6. Coordination With User Organizations (*Specify*):

AJV-354

7. SUBMITTED BY

DATE:

MAR 27 2013

Office Identification:

AJV-35

Title:

Manager, Terminal Products Group

Gregory Yamamoto

8. CONTINUATION

Comments:

9. AFS ACTION

V	Approved
	Disapproved
	Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

This waiver approval is contingent on a satisfactory flight inspection.

**INFORMATION ONLY**

Date:

Routing Symbol:

Signature:

Gary L. Powell

Signed By: Gary L. Powell  
Thu May 09 2013 11:40:28 GMT-0400 (Eastern Daylight Time)

**SIGN HERE**





# Federal Aviation Administration

## Memorandum

Date:

To: Manager, Production Integration Team, AJV-341

From: Manager, Flight Technologies and Procedures Division, AFS-400

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Waiver Request; AJV-341 Memorandum Dated 10/04/2013

The attached waivers for the "LDA/DME RWY 35, ORIG" at Salt Lake City Intl, Salt Lake City, UT are approved and forwarded for your action.

This waiver approval is contingent on a satisfactory flight inspection.

Please direct all inquiries to Danny E. Hamilton, AFS-460, at (405) 954-9359.

Attachment





cc:

AJV-341

ANM-220

AFS-400/410/420/440/460/470

**INFORMATION ONLY**

CONCURRENCES
ROUTING SYMBOL
AFS-420
 Signed By: George Gonzalez Fri Apr 19 2013 11:35:22 GMT-0500 (Central Daylight Time)
DATE
ROUTING SYMBOL
AFS-460
 Signed By: Danny E. Hamilton Fri Apr 19 2013 15:20:54 GMT-0500 (Central Daylight Time)
ROUTING SYMBOL
AFS-470
INITIALS/SIG
DATE
ROUTING SYMBOL
AFS-410
 Signed By: Coby Johnson Mon May 06 2013 11:03:14 GMT-0400 (Eastern Daylight Time)
DATE
ROUTING SYMBOL
AFS-400
 Signed By: Gary L. Powell Thu May 09 2013 11:40:35 GMT-0400 (Eastern Daylight Time)
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE




# Federal Aviation Administration

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## Memorandum

Date: **FEB 04 2013**

To: Bruce DeCleene, Flight Technologies and  
Procedures Division  
THRU: Danny E. Hamilto , Flight Procedure Implementation & Oversight

From:   
kerstaff, Manag , Production Integration Team  
AJV-34

Subject: **ACTION:** Waiver Request

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The attached Waiver(s) for Salt Lake City Intl, Salt Lake City, UT (KSLC) are forwarded for your review and approval.

Please return a signed copy for our files.

8260-1            LDA/DME RWY 35 (2)

Please respond by 5 APRIL 2013.

Attachment

**INFORMATION ONLY**

## FLIGHT PROCEDURE STANDARDS WAIVER

US Department of Transportation

FLIGHT STANDARDS

USE ONLY CONTROL NO:

Federal Aviation Administration

### 1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT  
SALT LAKE CITY INTL  
LDA RWY 35

### 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  $2 \times \text{XTT}$  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):

Request to publish the LDA RWY 35 using a leg length of 2.35 NM from QUENN to HLMET versus the minimum leg length of 4.66 NM and a leg length from JAZZZ to HLMET of 5.05 NM versus the minimum leg length of 10.14 NM to support ATC vectors. ATC is requesting that procedures be connected to newly developed/proposed QWENN/JAZZZ Standard Terminal Arrival Routes (STARs) for arrivals from the south. The terminus points QWENN/JAZZZ is strategically located to avoid the R-4612 C/D as much as feasible while providing a continuous descent to meet established descent gradient for all procedures.

### 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 HLMET and on the JAZZZ STAR between JAZZZ and HLMET will be TF and require a heading change of less than 40 degrees when reaching the IAF.

3. The prohibition against vectoring to HLMET, PEDLE (IF), or ZEPOG (Intermediate SDF) which are 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 R-6412 C & D located directly on the final approach course and with 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 HLMET and QWENN and JAZZZ 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 FFU VORTAC, HLMET, PEDLE or ZEPOG to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.

3. Relocating R-6412 C – D.

### 6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-354

### 7: SUBMITTED BY:

DATE

OFFICE IDENTIFICATION  
AJV-A

TITLE

SIGNATURE

### 8. AFS ACTIONS:

☐

APPROVED

☐

DISAPPROVED

☐

NOT REQUIRED

### COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE



**1. FLIGHT PROCEDURE IDENTIFICATION:**

SALT LAKE CITY, UT  
SALT LAKE CITY INTL  
LDA RWY 35

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

FAAO Order 8260.58C, table 1-2-2. 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 35 using an AT OR BELOW 230 KIAS at the QWENN and JAZZZ (IF), which is less than the 310 KIAS required for CAT E operations. The 230 KIAS speed restriction is needed on the QWENN and JAZZZ 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	

**8. AFS ACTIONS:**

<input type="checkbox"/> APPROVED	<input type="checkbox"/> DISAPPROVED	<input type="checkbox"/> NOT REQUIRED
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**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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