

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
SLC	ILS OR LOC RWY 16R ILS RWY 16R (SA CAT I) ILS RWY 16R (CAT II) ILS RWY 16R (CAT III)	4	SALT LAKE CITY	UT		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
4231	4226	ILS OR LOC RWY 16R ILS RWY 16R (SA CAT I) ILS RWY 16R (CAT II) ILS RWY 16R (CAT III)	3E	11/08/2018	11E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-UAT			ROUTINE			

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
EKKHO	IAF	RRUFF/22.40 DME/RADAR		TF	FB	1.00	149.28	5.09	9000
WEBER	IAF	RRUFF/22.40 DME/RADAR		TF	FB	1.00	172.75	6.59	9000
FANDS/I-UAT 30.00 DME/RADAR	IAF	RRUFF/I-UAT 22.40 DME/RADAR					163.95 (I-UAT)	7.60	9000
OGD VORTAC	IAF	RRUFF/I-UAT 22.40 DME/RADAR					136.55	5.50	9000
RRUFF/I-UAT 22.40 DME/RADAR	IF	UFEMY/I-UAT 16.27 DME/RADAR					163.95 (I-UAT)	6.13	8000
UFEMY/I-UAT 16.27 DME/RADAR		BHIVE/I-UAT 12.21 DME/RADAR					163.95 (I-UAT)	4.06	7500
BHIVE/I-UAT 12.21 DME/RADAR		BNKER/I-UAT 7.55 DME/RADAR					163.95 (I-UAT)	4.67	6000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.41 NM AFTER BNKER/I-UAT 7.55 DME/RADAR OR AT I-UAT 2.14 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4800 THEN CLIMBING RIGHT TURN TO 8100 ON HEADING 310 AND ON TCH VORTAC R-249 TO STACO INT/TCH 20.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 4700 THEN CLIMBING RIGHT TURN TO 10000 ON HEADING 281. EXPECT RADAR VECTORS. (RADAR REQUIRED). ILS (CAT II - III) MISSED APPROACH REQUIRES MINIMUM CLIMB OF 285 FEET PER NM TO 7420; IF UNABLE TO MEET CLIMB GRADIENT, SEE ILS OR LOC RWY 16R.



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	PROFILE STARTS AT RRUFF/I-UAT 22.40 DME/RADAR					
3.	FAC:	163.95	FAF:	BNKER/I-UAT 7.55 DME/RADAR	DIST FAF TO MAP:	5.41
4.	MIN ALT:	RRUFF/I-UAT 22.40 DME/RADAR 9000, UFEMY/I-UAT 16.27 DME/RADAR 8000, BHIVE/I-UAT 12.21 DME/RADAR 7500, BNKER/I-UAT 7.55 DME/RADAR 6000				
5.	DIST TO THLD FROM OM:	MM:	IM:	100 HAT:	919	150 HAT: 1872
6.	MIN GS INCPT:	6000	GS ALT AT PFAF:	BNKER/I-UAT 7.55 DME/RADAR 6000	OM:	MM:
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	54.4
8.	MSA FROM:	TCH VORTAC 050-230 12700, 230-320 8700, 320-050 10900				

PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM EKKHO OR WEBER.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT A, B, C, D, RA 154, RVR 1400, HAT 150, DA 4376 MSL
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT A, B, C, D, RA 104, RVR 1200, HAT 100, DA 4326 MSL
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT A, B, C, D, RVR 300,
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON OGD VORTAC AIRWAY RADIALS 068 CW 153.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 16R CAT A AND B VISIBILITIES TO RVR 5500, AND CAT C AND D VISIBILITIES TO 1 3/8 SM.
CHART SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD W, LT, 069.32 INBOUND.
FAS OBST: 4413 AAO 405151N/1120021W.
CHART VDP AT 3.34 DME.
DISTANCE VDP TO THLD 1.20 NM.
CHART MANDATORY 11000 AT EKKHO.
CHART AT OR ABOVE 12000 AT WEBER.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 16R	4426	1800	200	4426	1800	200	4426	1800	200	4426	1800	200			
S-LOC 16R	4680	2400	454	4680	2400	454	4680	4500	454	4680	4500	454			



CHANGES - REASONS

1. AIRPORT ELEVATION CHANGED FROM 4227 TO 4231 AND TDZE CHANGED FROM 4223 TO 4226 - UPDATED SURVEY DATA IN AIRNAV 05/03/2017.
2. TERMINAL ROUTES: ADDED INITIAL PBN INITIAL SEGMENTS FROM EKKHO TO RRUFF AND WEBER TO RRUFF - ADDED TO SUPPORT NEW STARS AT KSLC PER ATC.
3. ALL REFERENCES TO FIX BHIVE DISTANCE TO I-UAT CHANGED FROM 12.60 TO 12.21, AND FIX BNKER DISTANCE TO I-UAT CHANGED FROM 7.49 TO 7.55 - FIXES MOVED TO ALIGN WITH NEW DESIGN TCH FOR RWY 16R.
4. TERMINAL ROUTES: INTERMEDIATE SEGMENTS UFEMY/I-UAT 16.27 DME/RADAR TO BHIVE/I-UAT 12.21 DME/RADAR DISTANCE CHANGED FROM 3.67 TO 4.06, AND BHIVE/I-UAT 12.21 DME/RADAR TO BNKER/I-UAT 7.55 DME/RADAR DISTANCE CHANGED FROM 5.11 TO 4.67 - BHIVE AND BNKER MOVED TO ALIGN WITH NEW DESIGN TCH FOR RWY 16R.
5. MAP: LOC CHANGED FROM "5.34 NM AFTER BNKER/I-UAT 7.49 DME/RADAR OR AT I-UAT 2.14 DME" TO "5.41 NM AFTER BNKER/I-UAT 7.55 DME/RADAR OR AT I-UAT 2.14 DME" - BHIVE AND BNKER MOVED TO ALIGN WITH NEW DESIGN TCH FOR RWY 16R.
6. MISSED APPROACH INSTRUCTIONS: HEADING CHANGED FROM 300 TO 310 - TO AVOID RISING TERRAIN TO THE SOUTH PER ATC.
7. ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART): CHANGED FROM "CLIMB TO 4800 THEN CLIMBING RIGHT TURN TO 10000 ON HEADING 280. EXPECT RADAR VECTORS. (RADAR REQUIRED)" TO "CLIMB TO 4700 THEN CLIMBING RIGHT TURN TO 10000 ON HEADING 281. EXPECT RADAR VECTORS. (RADAR REQUIRED). ILS (CAT II - III) MISSED APPROACH REQUIRES MINIMUM CLIMB OF 285 FEET PER NM TO 7420; IF UNABLE TO MEET CLIMB GRADIENT, SEE ILS OR LOC RWY 16R" - NEW DESIGN PER ATC TO AVOID RISING TERRAIN TO THE SOUTH, ILS CAT II - III CG NEEDED FOR TERRAIN IN SECTION 2, WAIVER REQUEST ON FILE.
8. PROFILE LINE 3: DIST FAF TO MAP AND DIST FAF TO THLD CHANGED FROM 5.34 TO 5.41 - FIX BNKER MOVED TO ALIGN WITH NEW DESIGN TCH FOR RWY 16R.
9. PROFILE LINE 5: 100 HAT CHANGED FROM 956.00 TO 919, AND 150 HAT CHANGED FROM 1910.00 TO 1872 - UPDATED TERRAIN DATA CHANGED TERRAIN HEIGHT AT DA FROM 4219 TO 4222 AND UPDATED AIRNAV DATA SURVEY 05/03/2017 CHANGED TDZE FROM 4223 TO 4226, REMOVED DECIMAL AND HUNDREDTHS PLACE-HAT IS IN FT NOT NM.
10. PROFILE LINE 7: TCH CHANGED FROM 52.1 TO 54.4 - DESIGN TCH UPDATED IN AIRNAV.
11. PROFILE LINE 8: MSA SECTOR 230-320 CHANGED FROM 8600 TO 8700, AND SECTOR 320-050 CHANGED FROM 11000 TO 10900 - NEW CONTROLLING OBSTACLES IDENTIFIED IN EVALUATION; 230-320: 7694 FT MSL AAO 404148.00N/1121330.00W, 320-050: 9895 FT MSL AAO 410454.00N/1115106.00W.
12. PBN REQUIREMENTS NOTE: ADDED RNP APCH-GPS. FROM EKKHO OR WEBER - NEW RNAV STARS DEVELOPED AT KSLC REQUIRED PBN TRANSITIONS TO ILS OR LOC RWY 16R/IAW 8260.19J 8-6-8D(1).
13. NOTES: SA CAT I ILS NOTE CHANGED FROM "SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT A, B, C, D, RA 157, RVR 1400, HAT 150, DA 4373 MSL" TO "SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT A, B, C, D, RA 154, RVR 1400, HAT 150, DA 4376 MSL" - UPDATED TERRAIN DATA CHANGED TERRAIN HEIGHT AT DA FROM 4219 TO 4222 AND UPDATED AIRNAV DATA SURVEY 05/03/2017 CHANGED TDZE FROM 4223 TO 4226.
14. NOTES: CAT II ILS NOTE CHANGED FROM "SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT A, B, C, D, RA 108, RVR 1200, HAT 100, DA 4323 MSL" TO "SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT A, B, C, D, RA 104, RVR 1200, HAT 100, DA 4326 MSL" - UPDATED TERRAIN DATA CHANGED TERRAIN HEIGHT AT DA FROM 4219 TO 4222 AND UPDATED AIRNAV DATA SURVEY 05/03/2017 CHANGED TDZE FROM 4223 TO 4226.
15. NOTES: SA CAT I CHART NOTE CHANGED FROM "REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH" TO "REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL" - IAW 8260.19J 8-6-12M(1) NOTE.
16. NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS" - TERMINAL POINT SPEED REQUIRED FOR NEW RNAV STAR DEVELOPED AT KSLC PER ATC, IAW 8260.19J 4-6-10G.
17. NOTES: INOPERATIVE ALS NOTE CHANGED FROM "FOR INOPERATIVE ALS, INCREASE S-LOC 16R CAT C AND D VISIBILITIES TO RVR 5500" TO "FOR INOPERATIVE ALS, INCREASE S-LOC 16R CAT A AND B VISIBILITIES TO RVR 5500, CAT C AND D VISIBILITIES TO 1 3/8 SM" - IAW 8260.3F TABLES 3-3-1, 3-3-3 AND 3-3-4.
18. ADDITIONAL FLIGHT DATA: FAS OBSTACLE CHANGED FROM "4328 TRMSN TWR (KSLC0050) 404925N/1120018W" TO "4413 AAO 405151N/1120021W" - NEW OBSTACLE EVALUATION RESULTS.
19. ADDITIONAL FLIGHT DATA: REMOVED LOC ONLY* - NO LONGER REQUIRED PER CRITERIA.
20. ADDITIONAL FLIGHT DATA: REMOVED ASTERISK FROM VDP NOTE, AND CHANGED FROM "CHART VDP AT 3.04 DME" TO "CHART VDP AT 3.34 DME", DISTANCE VDP TO THLD CHANGED FROM 0.90 NM TO 1.20 NM - ASTERISK NO LONGER REQUIRED PER CRITERIA, VDP DISTANCE UPDATED WITH NEW FAF PLACEMENT AND DESIGN TCH UPDATE WITH NEW FINAL EVALUATION.
21. ADDITIONAL FLIGHT DATA: ADDED CHART MANDATORY 11000 AT EKKHO - REQUIRED FOR NEW RNAV STAR DEVELOPED PER ATC.
22. ADDITIONAL FLIGHT DATA: ADDED CHART AT OR ABOVE 12000 AT WEBER - REQUIRED FOR NEW RNAV STAR DEVELOPED PER ATC.
23. MINIMUMS: S-ILS 16R ALL CATS DA CHANGED FROM 4423 TO 4426 - TDZE ELEVATION UPDATED FROM 4223 TO 4226 PER NEW SURVEY DATED 05/03/2017.
24. MINIMUMS: S-LOC 16R ALL CATS MDA/HAT CHANGED FROM 4580/357 TO 4680/454, AND CAT C/D VISIBILITIES CHANGED FROM 3000/4000 TO 4500/4500 - NEW CONTROLLING OBSTACLE IDENTIFIED IN OBSTACLE EVALUATION; 4413 FT MSL AAO 405151N/1120021W AND VISIBILITIES IAW 8260.3F TABLE 3-3-1.
25. NOTES: CAT III ILS NOTE CHANGED FROM "SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT III A, B, C, D, RVR 700, CAT IIIB A, B, C, D, RVR 300, CAT IIIC NA" TO "SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT A, B, C, D, RVR 300" - I-UAT ILS CLASS III/STRUCTURAL TOLERANCE E, IAW RVR 8400.13 CHAPTER 7, PARA 4A(3).

COORDINATED WITH:

A4A

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ALPA

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AOPA

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APA

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HAI

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NBAA

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OTHER:

ZLC, SLC ATCT, UT AERO, AMGR

FLIGHT CHECKED BY

ANTHONY D VALLERA

Digitally signed by

ROBERT G HAMILTON

Jan 13, 2025

OFFICE

AJF

DATE

01/08/2025

DEVELOPED BY

RICHARD CHRISTENSEN

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RICHARD E CHRISTENSE

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AJV-A431

DATE

09/05/2024

APPROVED BY

ERIC N SUSKI

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Nov 04, 2024

OFFICE

AJV-A431

DATE

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> SLC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 16R ILS RWY 16R (SA CAT I) ILS RWY 16R (CAT II) ILS RWY 16R (CAT III)	<u>AMDT NO.</u> 4	<u>CITY</u> SALT LAKE CITY	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 4231	<u>FACILITY</u> I-UAT
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

<u>FROM</u> EKKHO	<u>TO</u> RRUFF/22.40 DME/RADAR
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<u>RNP</u> 1.00	<u>DISTANCE</u> 5.09	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (49-052074)	410756.35N/1120028.71W	4865	20	3	1A	1000				AT3135	9000
TERRAIN	410900.00N/1120018.00W	4668 (4700)								AS1500	6200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL

<u>FROM</u> WEBER	<u>TO</u> RRUFF/22.40 DME/RADAR
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<u>RNP</u> 1.00	<u>DISTANCE</u> 6.59	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (49-052074)	410756.35N/1120028.71W	4865	20	3	1A	1000				AT3005 PR130	9000
TERRAIN	410842.00N/1120009.00W	4750 (4800)								AS1500	6300

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL

FROM

FANDS/I-UAT 30.00 DME/RADAR

TO

RRUFF/I-UAT 22.40 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	7.60										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	411645.00N/1115518.00W	8232	215	8	4B	1000				PR380 SA-996 AT384	9000
TERRAIN	410939.00N/1115709.00W	4849 (4800)								AS1500	6300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

OBSTACLE #1 LOCATED 1.95NM INTO INITIAL SECONDARY AREA.

INITIAL

FROM

OGD VORTAC

TO

RRUFF/I-UAT 22.40 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	5.50										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	411112.00N/1115509.00W	6893	215	8	4B	1000				PR380 SA-995 AT1722	9000
TERRAIN	410939.00N/1115712.00W	4839 (4800)								AS1500	6300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

OBSTACLE #3 LOCATED 1.98NM INTO INITIAL SECONDARY AREA.

INTERMEDIATE

FROM

RRUFF/I-UAT 22.40 DME/RADAR

TO

UFEMY/I-UAT 16.27 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	6.13										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	410951.00N/1115430.00W	6385	215	8	4B	500				PR280 AT1331 SA-496	8000
TERRAIN	410812.00N/1115942.00W	4780 (4800)								AS1500	6300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

OBSTACLE #4 LOCATED 1.99NM INTO INTERMEDIATE SECONDARY AREA.
INTERMEDIATE STEP DOWN FIXES LOCATION AND ALTITUDE PER ATC REQUEST TO PROCEDURALLY SEPARATE AIRCRAFT.

INTERMEDIATE: STEPDOWN

FROM

UFEMY/I-UAT 16.27 DME/RADAR

TO

BHIVE/I-UAT 12.21 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	4.06										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (49-020259)	410247.00N/1120138.80W	4578	500	50	5D	500				AT2422	7500
TERRAIN	410242.00N/1115900.00W	4281 (4300)								AS1500	5800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

OBSTACLE #6 ACCURACY CODE VERIFIED BY FLIGHT INSPECTION.
INTERMEDIATE STEP DOWN FIXES LOCATION AND ALTITUDE PER ATC REQUEST TO PROCEDURALLY SEPARATE AIRCRAFT.

INTERMEDIATE: STEPDOWN

FROM

BHIVE/I-UAT 12.21 DME/RADAR

TO

BNKER/I-UAT 7.55 DME/RADAR

RNP	DISTANCE	PAT	MAP		HAT		HMAS				
	4.67										
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	405354.00N/1120039.00W	4413	215	8	4B	500				AT1087	6000
TERRAIN	405354.00N/1120039.00W	4212 (4200)								AS1500	5700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

BNKER/I-UAT 7.55 DME/RADAR

TO

RW16R

RNP	DISTANCE	PAT	MAP		HAT		HMAS				
	5.41		DA		200						
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4426

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS SA CAT I

FROM

BNKER/I-UAT 7.55 DME/RADAR

TO

RW16R

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.41		DA			150				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4376

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS CAT II

FROM

BNKER/I-UAT 7.55 DME/RADAR

TO

RW16R

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.41		DA			100				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4326

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

BNKER/I-UAT 7.55 DME/RADAR

TO

5.41 NM AFTER BNKER/I-UAT 7.55 DME/RADAR OR AT I-UAT 2.14 DME

RNP

DISTANCE

5.41

PAT

MAP

5.41 NM AFTER BNKER/I-UAT 7.55 DME/RADAR OR AT I-UAT 2.14 DME

HAT

454

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	405151.00N/1120021.00W	4413	215	8	4B	250					4680

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

STACO INT/TCH 20.00 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS

4257

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				8100
AAO	405254.00N/1121136.00W	5784	215	8	4B	1000					6800
TERRAIN	405254.00N/1121136.00W	5583 (5600)								AS1500	7100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS SA CAT I

FROM

DA

TO

STACO INT/TCH 20.00 DME

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				8100
AAO	405254.00N/1121136.00W	5784	215	8	4B	1000					6800
TERRAIN	405254.00N/1121136.00W	5583 (5600)								AS1500	7100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS CAT II

FROM

DA

TO

STACO INT/TCH 20.00 DME

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				8100
AAO	405254.00N/1121136.00W	5784	215	8	4B	1000					6800
TERRAIN	405254.00N/1121136.00W	5583 (5600)								AS1500	7100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.41 NM AFTER BNKER/I-UAT 7.55 DME/RADAR OR AT I-UAT 2.14 DME

TO

STACO INT/TCH 20.00 DME

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
								4430			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				8100
AAO	405254.00N/1121136.00W	5784	215	8	4B	1000					6800
TERRAIN	405254.00N/1121136.00W	5583 (5600)								AS1500	7100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

10000 MSL

RNP	DISTANCE	PAT	MAP				HAT	HMAS			
								4257			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				10000
AAO	405048.00N/1122957.00W	6847	215	8	4B	1000					7900
TERRAIN	405048.00N/1122957.00W	6646 (6600)								AS1500	8100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

AIRPORT ID
SLC

PROCEDURE NAME
ILS OR LOC RWY 16R
ILS RWY 16R (SA CAT I)
ILS RWY 16R (CAT II)
ILS RWY 16R (CAT III)

AMDT NO.
4

CITY
SALT LAKE CITY

STATE
UT

AIRPORT ELEVATION
4231

FACILITY
I-UAT

MISSED APPROACH ALTERNATE: ILS SA CAT I

FROM
DA

TO
10000 MSL

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				10000
AAO	405048.00N/1122957.00W	6847	215	8	4B	1000					7900
TERRAIN	405048.00N/1122957.00W	6646 (6600)								AS1500	8100

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: ILS CAT II

FROM
DA

TO
10000 MSL

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	404139.00N/1121154.00W	7940	215	8	4B		CG/34.00 :1				10000
AAO	404206.00N/1121318.00W	6861	215	8	4B	1000					7900
TERRAIN	404206.00N/1121318.00W	6660 (6700)								AS1500	8200

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

ILS CAT II - III ALTERNATE MISSED APPROACH REQUIRES CG 285 FT/NM TO 7420.

MISSED APPROACH ALTERNATE: LOC

FROM

5.41 NM AFTER BNKER/I-UAT 7.55 DME/RADAR OR AT I-UAT 2.14 DME

TO

10000 MSL

RNP	DISTANCE	PAT	MAP		HAT	HMAS					
						4430					
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				10000
AAO	405048.00N/1122957.00W	6847	215	8	4B	1000					7900
TERRAIN	405048.00N/1122957.00W	6646 (6600)								AS1500	8100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

TCH VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
050-230	AAO	403306.00N/1113924.00W	124	23.3	11667	215	8	4B	1000			12700
230-320	AAO	404148.00N/1121330.00W	214	14.4	7693	215	8	4B	1000			8700
320-050	AAO	410454.00N/1115106.00W	007	15.1	9895	215	8	4B	1000			10900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

SLC APP CON, SLC TOWER, ZLC ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	SLC	24	SLC	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

BACK-UP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES (TWR).

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-UAT	ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW14 - HIRL, PAPI-4L	BSC-G	
RW32 - HIRL, PAPI-4L	BSC-G	
01H	H-F	
02H	H-F	
RW16L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW16R - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17 - MALSR, TDZ, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW34L - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34R - ALSF-2, TDZ, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35 - MALSR, HIRL, TDZ, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	4223.4	54.4	4218.7	1051	3.00	73.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

50 FT VEGETATION HEIGHT USED PER FPT.
CIRCLING NOT AUTHORIZED AT AIRPORT.
CAT IIIB RVR 300 PER SEA AWO.
MANDATORY ALTITUDE AT EKKHO AND AT OR ABOVE ALTITUDE AT WEBER FOR RNAV STARS.
WAIVER: CLIMB GRADIENT OF 285 FT/NM TO CLIMB-TO ALTITUDE OF 7420 FOR ALTERNATE MISSED APPROACH DUE TO RISING TERRAIN IN SECTION 2 FOR ILS RWY 16R CAT II/III.
WAIVER: DESCENT GRADIENT IN EXCESS OF 318 FT/NM IN INTERMEDIATE SEGMENT TO PFAF.
MISSED APPROACH ALTERNATE ILS CAT II: ADD CG/CGTA TO 7940 AAO – IAW 8260.19J, 8-7-1.B.(22)(B).

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	174.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	4200
DISTANCE FROM	THLD	TO 1500FT POINT	4.81
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.26
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	174.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	4200

THRESHOLD COORDINATES (IF STR-IN)

404828.00N/1115957.43W

ARP COORDINATES

404718.22N/1115839.98W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 16R DISTANCE 1.52 NM

FAF COORDINATES

405351.36N/1120035.12W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME

RICHARD CHRISTENSEN

OFFICE

AJV-A431

DATE

09/05/2024

TITLE

AERONAUTICAL INFORMATION SPECIALIST

