

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: EBD5FFAC3E5243D3BFCE9CCD96F5DD7F	APWS Project ID: 9333D72E652C4A1E8788851CE3691745
Procedure: ILS OR LOC RWY 16R AMDT 4		Enroute: NO	Specialist: Christensen, Richard		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID: UAT	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>ACTIVE DATA USED FOR AIRPORT AND RUNWAY AT KSLC AND I-UAT.</div> <div>DESIGN TCH UPDATED TO 54.4.</div> <div>REDESIGN TO INCLUDE TWO PBN TRANSITIONS FROM FIXES EKKHO AND WEBER TO INCORPORATE NEW STARS FOR SLC.</div> <div>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.</div> <div>WAIVER: DESCENT GRADIENT IN EXCESS OF 318 FT/NM IN INTERMEDIATE SEGMENT TO PFAF.</div> <div>CONTACTS: ERIC SUSKI (AJV-A431), 405.954.7331 BEVERLY L. BORDY (AJV-A430), 405.954.8293</div> <div>QUALITY 20 CHECKED</div> <div>QUALITY 9 CHECKED BEGUE</div>					

FIPC BASIC FORM						
PROCEDURE: ILS OR LOC RWY 16R AMDT 4			AIRPORT NAME: SALT LAKE CITY INTL		AIRPORT ID: KSLC	SPECIAL CONTROL NO: SP-11-090-24
FAC ID: UAT		CITY: SALT LAKE CITY			ST: UT	ORIG CHART DATE: 02/20/2025
DFL TYPE: PROC/AR	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: EBD5FFAC3E5243D3BFCE9CCD96F5DD7F		
PREFLIGHT NOTES						
REVIEWER: anthony d vallera					DATE: 01/08/2025	
COMMENTS:					CHECK ONE:	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 01/08/2025	CREW #: VN218	N #: N87	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: anthony d vallera @ 01/08/2025 20:26			PRINTED NAME: VALLERA, ANTHONY DOMINIC			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

OLD



SALT LAKE CITY, UTAH

AL-365 (FAA)

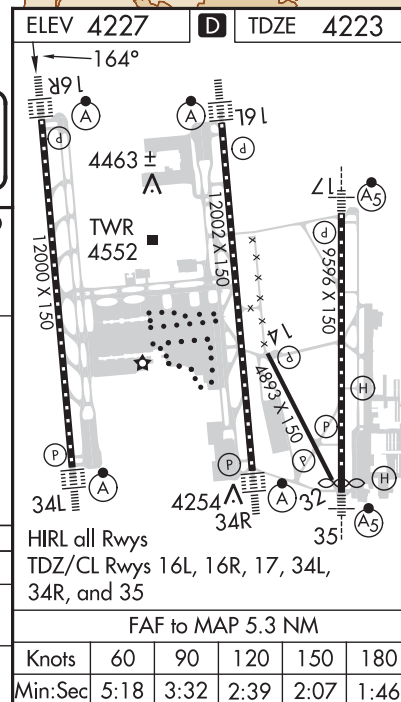
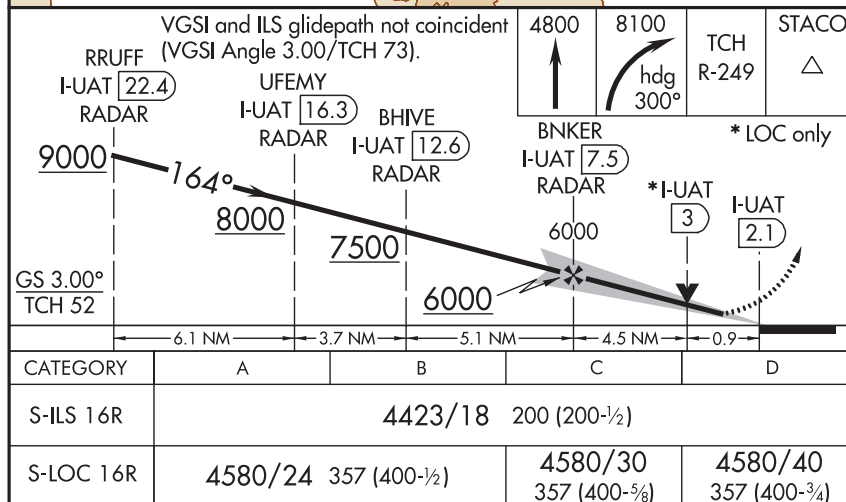
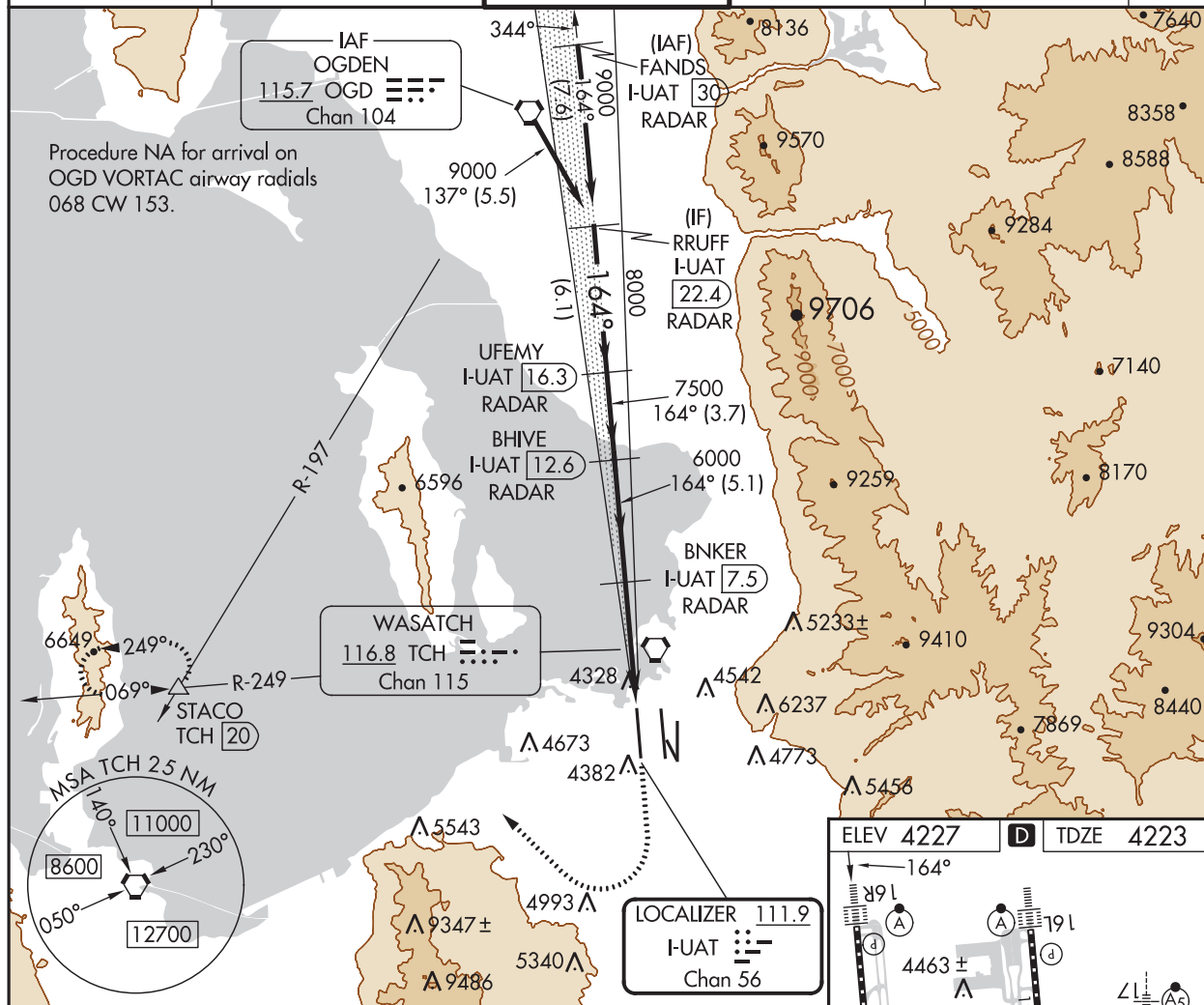
24025

LOC/DME I-UAT 111.9 Chan 56	APP CRS 164°	Rwy Idg 12000 TDZE 4223 Apt Elev 4227
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ILS or LOC RWY 16R SALT LAKE CITY INTL (SLC)

DME or RADAR required.	ALS-F-2 	MISSED APPROACH: Climb to 4800 then climbing right turn to 8100 on heading 300° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
 Simultaneous approach authorized. For inop ALS, increase S-LOC 16R Cat C and D visibilities to RVR 5500.		

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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SALT LAKE CITY, UTAH
Amdt 3E 08NOV18

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC) ILS or LOC RWY 16R

SW-4, 16 MAY 2024 to 13 JUN 2024

OLD

SALT LAKE CITY, UTAH

AL-365 (FAA)

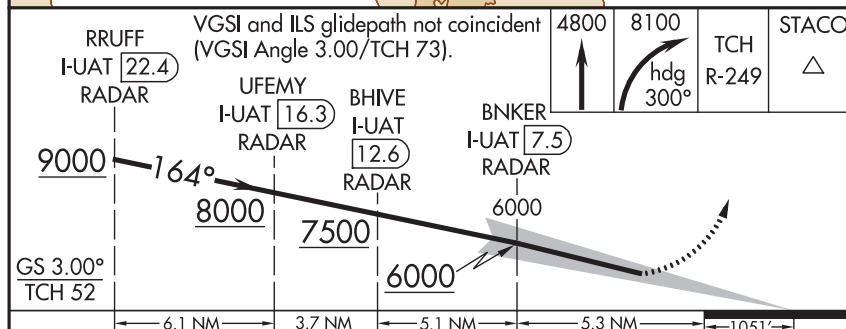
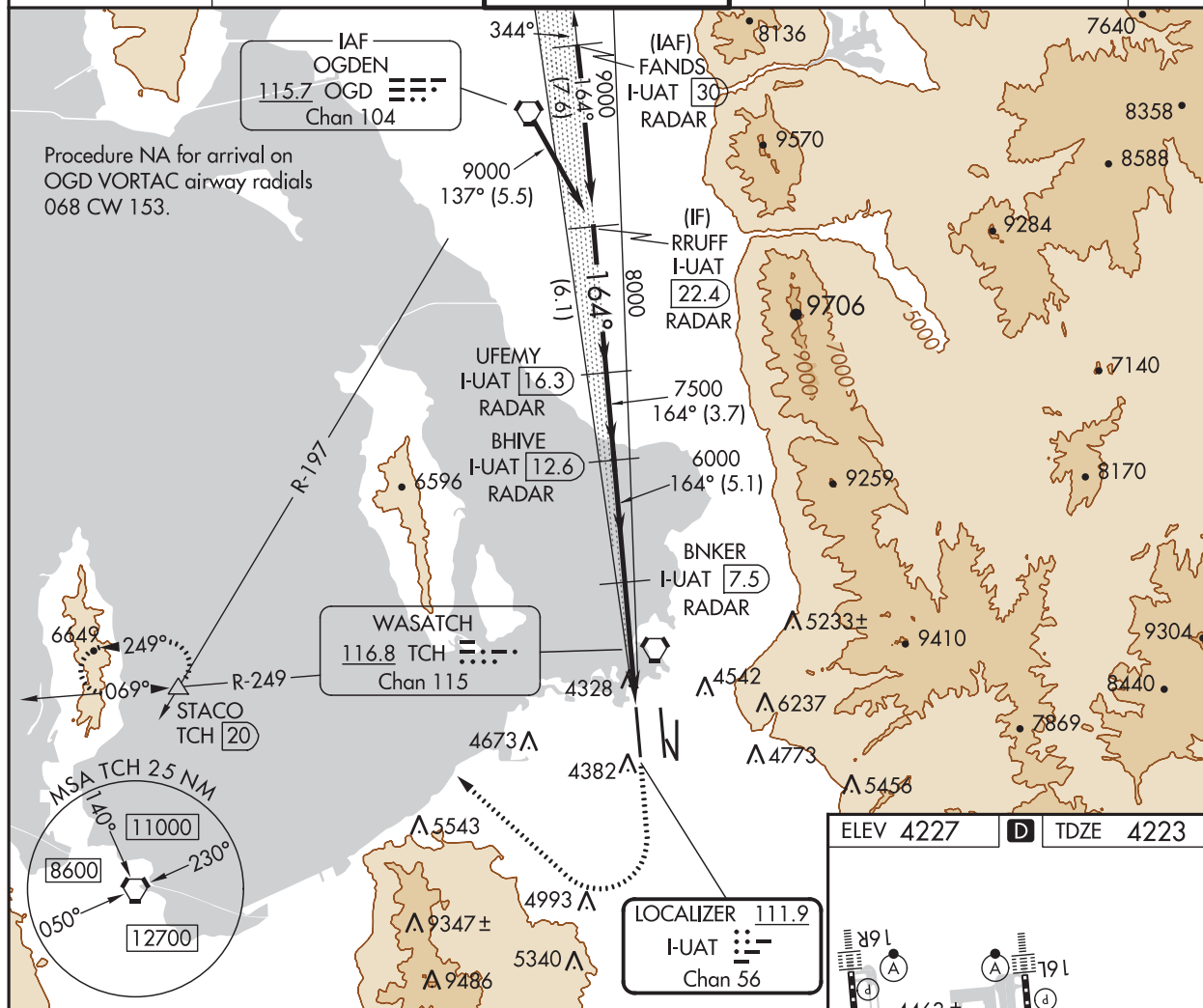
24025

LOC/DME I-UAT 111.9 Chan 56	APP CRS 164°	Rwy Idg 12000 TDZE 4223 Apt Elev 4227
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ILS RWY 16R (SA CAT I) SALT LAKE CITY INTL (SLC)

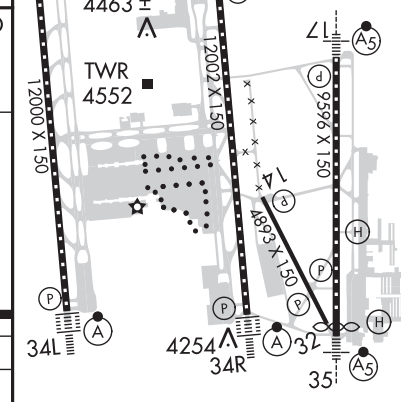
DME or RADAR required.	ALSF-2	MISSED APPROACH: Climb to 4800 then climbing right turn to 8100 on heading 300° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	(A)	

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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CATEGORY	A	B	C	D
S-ILS 16R	RA 157/14 150	DA 4373		

**SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



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

SW-4, 16 MAY 2024 to 13 JUN 2024

SW-4, 16 MAY 2024 to 13 JUN 2024

SALT LAKE CITY, UTAH
Amdt 3E 08NOV18

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)
ILS RWY 16R (SA CAT I)

OLD

SALT LAKE CITY, UTAH

AL-365 (FAA)

24025

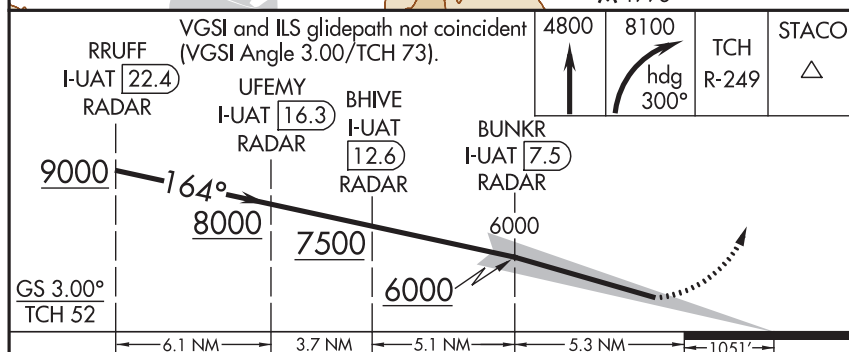
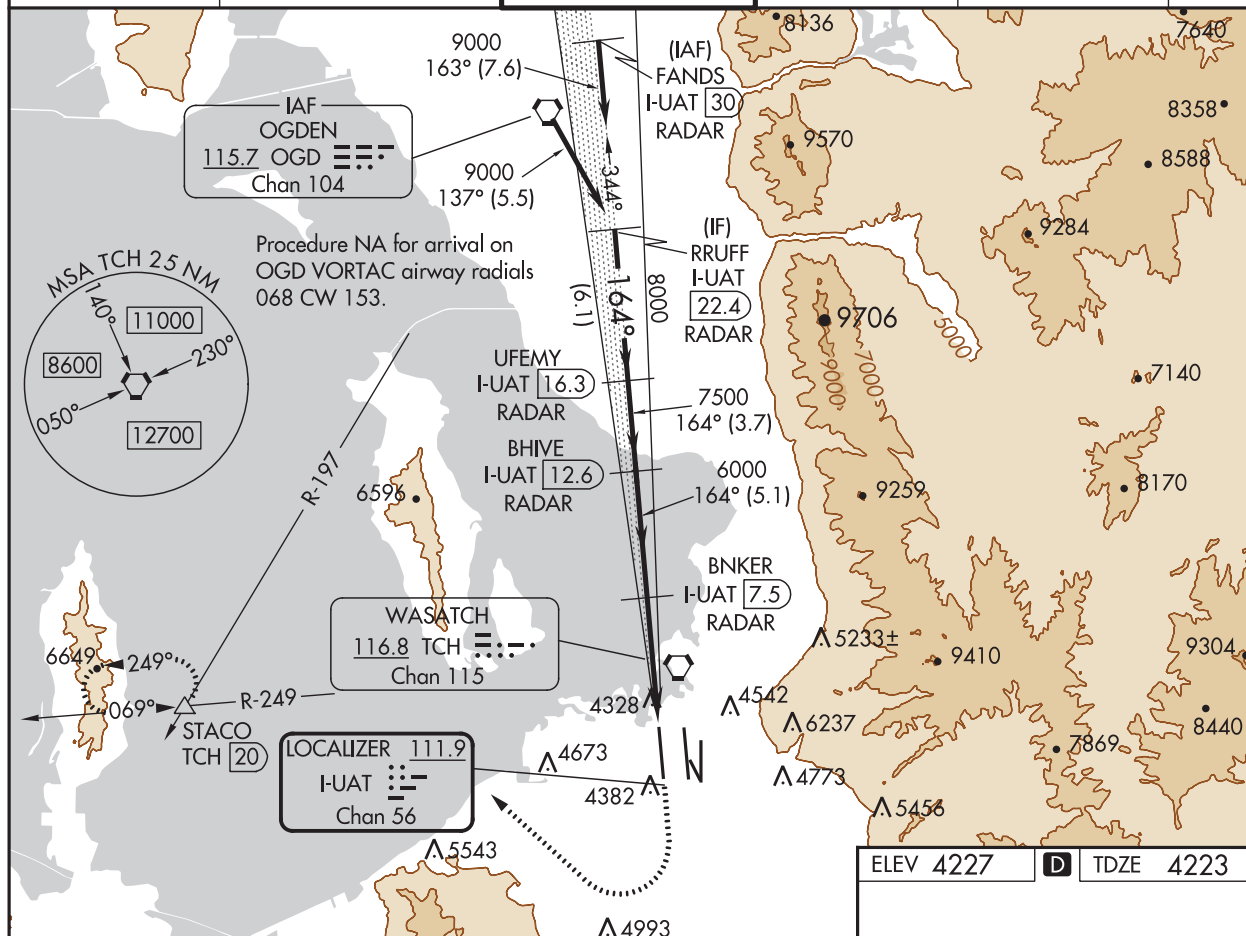
LOC/DME I-UAT 111.9 Chan 56	APP CRS 164°	Rwy Idg TDZE Apt Elev	12000 4223 4227
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ILS RWY 16R (CAT II & III)

SALT LAKE CITY INTL (SLC)

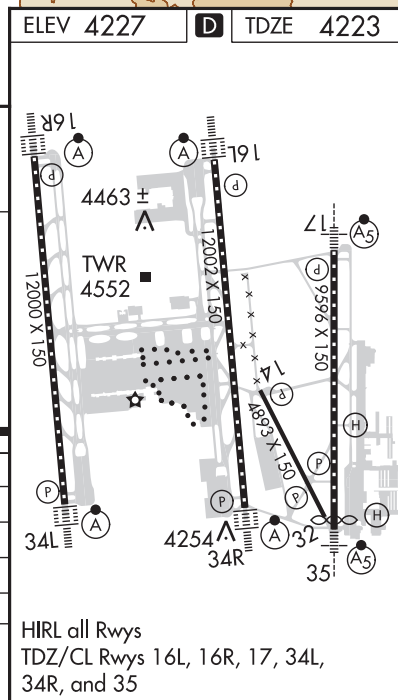
DME or RADAR required.	ALSIF-2 (A)	MISSED APPROACH: Climb to 4800 then climbing right turn to 8100 on heading 300° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or 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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CATEGORY	A	B	C	D
S-ILS 16R	CAT II RA 108/12 100 DA 4323			
S-ILS 16R	Cat IIIa RVR 07			
S-ILS 16R	Cat IIIb RVR 03			
S-ILS 16R	Cat IIIc NA			

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



SALT LAKE CITY, UTAH
Amdt 3E 08NOV18

40°47'N-111°59'W

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

SW-4, 16 MAY 2024 to 13 JUN 2024

NEW FIG
WILL BE
INSERTED
WHEN
RECEIVED

1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
ILS OR LOC RWY 16R
ILS RWY 16R (SA CAT I)
ILS RWY 16R (CAT II/III)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.3F, paragraph 10-5-5.b(3)(d). The ILS RWY 16R (SA CAT I; ILS RWY 16R CAT II/III) will require a climb gradient due to a missed approach penetration in Section 2.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the ILS RWY 16R CAT II/III radar alternate missed approach using a climb gradient of 285 FT/NM to a termination altitude of 7420 FT MSL. A waiver is required to permit publication of the ILS RWY 16R CAT II/III portion of the ILS or LOC RWY 16R procedure due to the 40:1 missed approach surface within section 2 is penetrated. Recent criteria updates as well the new MITRE 3 DEP terrain now creates a missed approach penetration for same currently published procedure.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

- a. Primary Missed Approach.
- 1) No climb gradients are required.
 - 2) The missed approach point will remain in it currently published location.
- b. Alternate Missed Approach
- 1) The ILS RWY 16R CAT II/III radar alternate missed approach climb gradient is 285 FT/NM to a termination altitude of 7420 FT MSL. The climb gradient and termination altitude was calculated using Order 8260.3F criteria which is embedded in the TARGETS software.
- c. The procedure is annotated with "SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED".

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Publish procedure without the alternate radar missed and limit ATC capabilities.
Relocated one or two of the surrounding navigational facilities to alleviate the need for a radar missed approach.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZLC
Department of Defense

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A430	MANAGER	

Digitally signed by
ERIC N SUSKI
Nov 04, 2024

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
ILS OR LOC RWY 16R
ILS RWY 16R (SA CAT I)
ILS RWY 16R (CAT II/III)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.3F, paragraph 2-5-3d. To permit intermediate segment descent gradients in excess of 318 feet per NM. The segment from BHIVE to the PFAF (BNKER) have a descent gradient of 321.92 and 322.0 feet per NM.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the ILS or LOC RWY 16R using a descent gradient of 321.40 feet per NM from BHIVE to the PFAF (BNKER) 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. The intermediate segment is using the RNP AR RPCH - GPS (minimum RNP 1.0) throughout the intermediate segment to the PFAF.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. All initial and intermediate segments prior to BHIVE meets descent gradient criteria and provides ample time for aircraft to configure for final approach.
2. This is compliant with FAAO 8260.58C, para 3-1-4.b. that the PFAF is a FB fix.
3. The intermediate segment descent gradient and final approach segment length contribute to a stabilized approach.
4. Five (5) years of National Climatic Data Center (NCDC) data indicates the historical high temperature for two (2) months of each year (July and August) does not exceed 92.6°F/33.7°C.

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-A430	MANAGER	

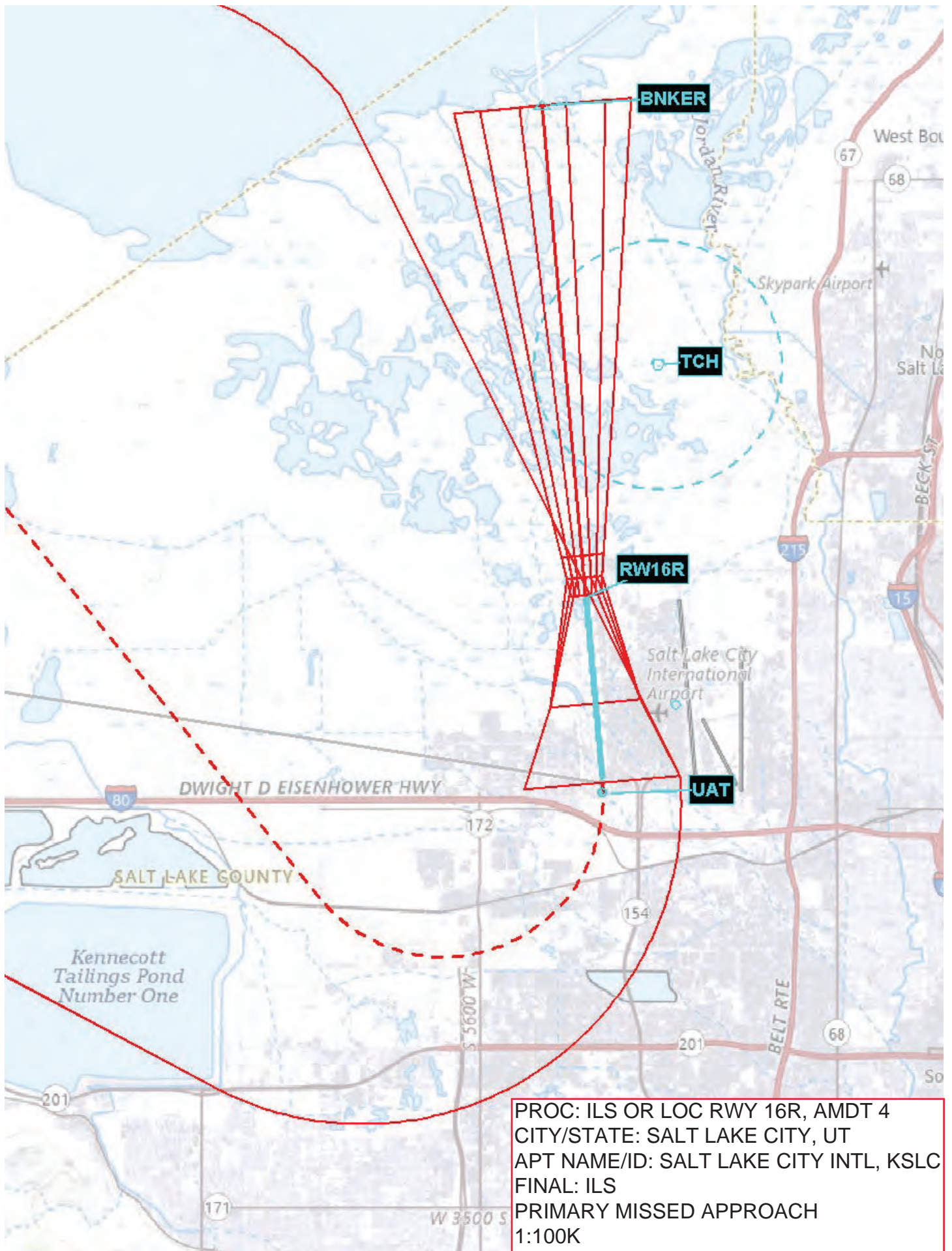
8. AFS ACTIONS:

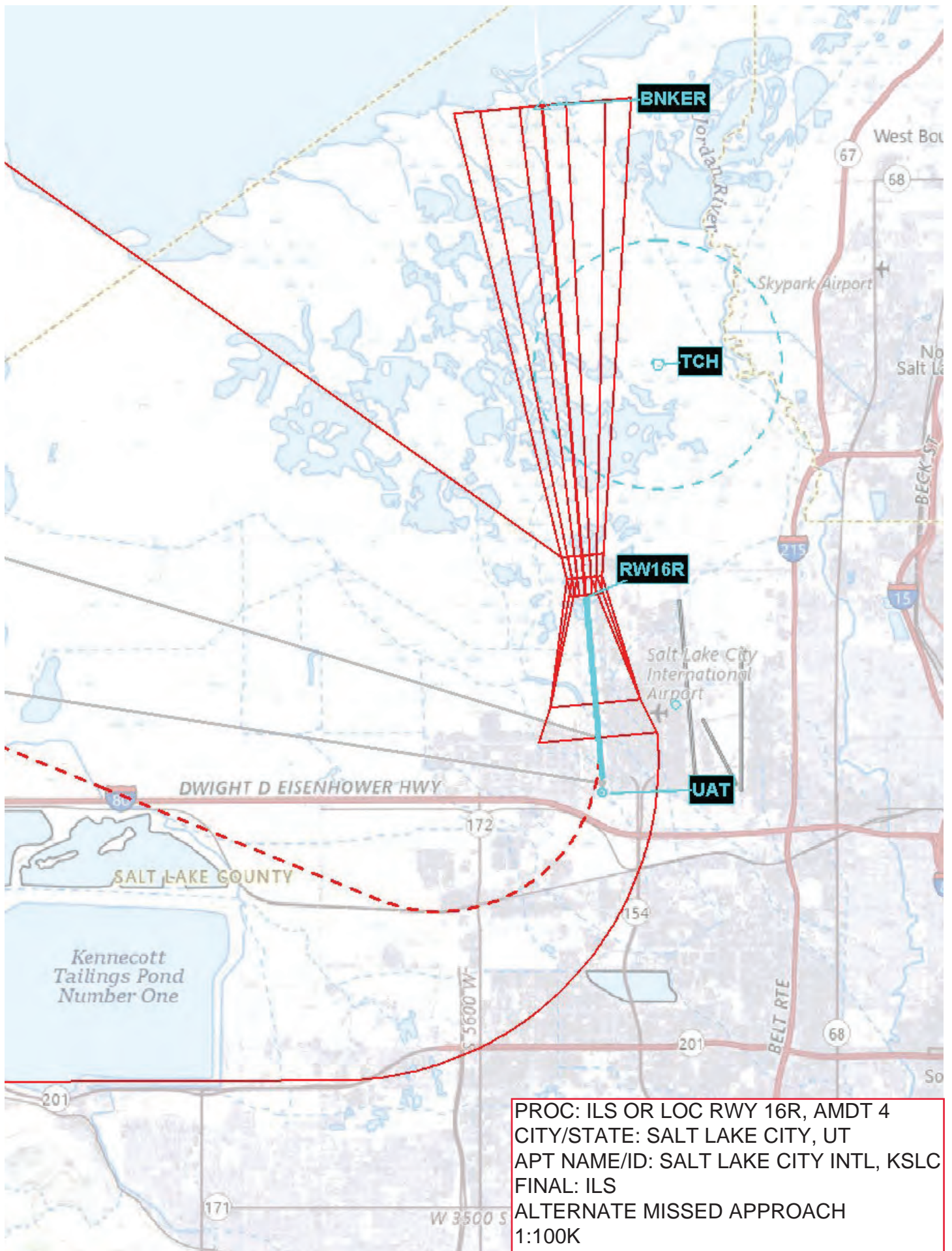
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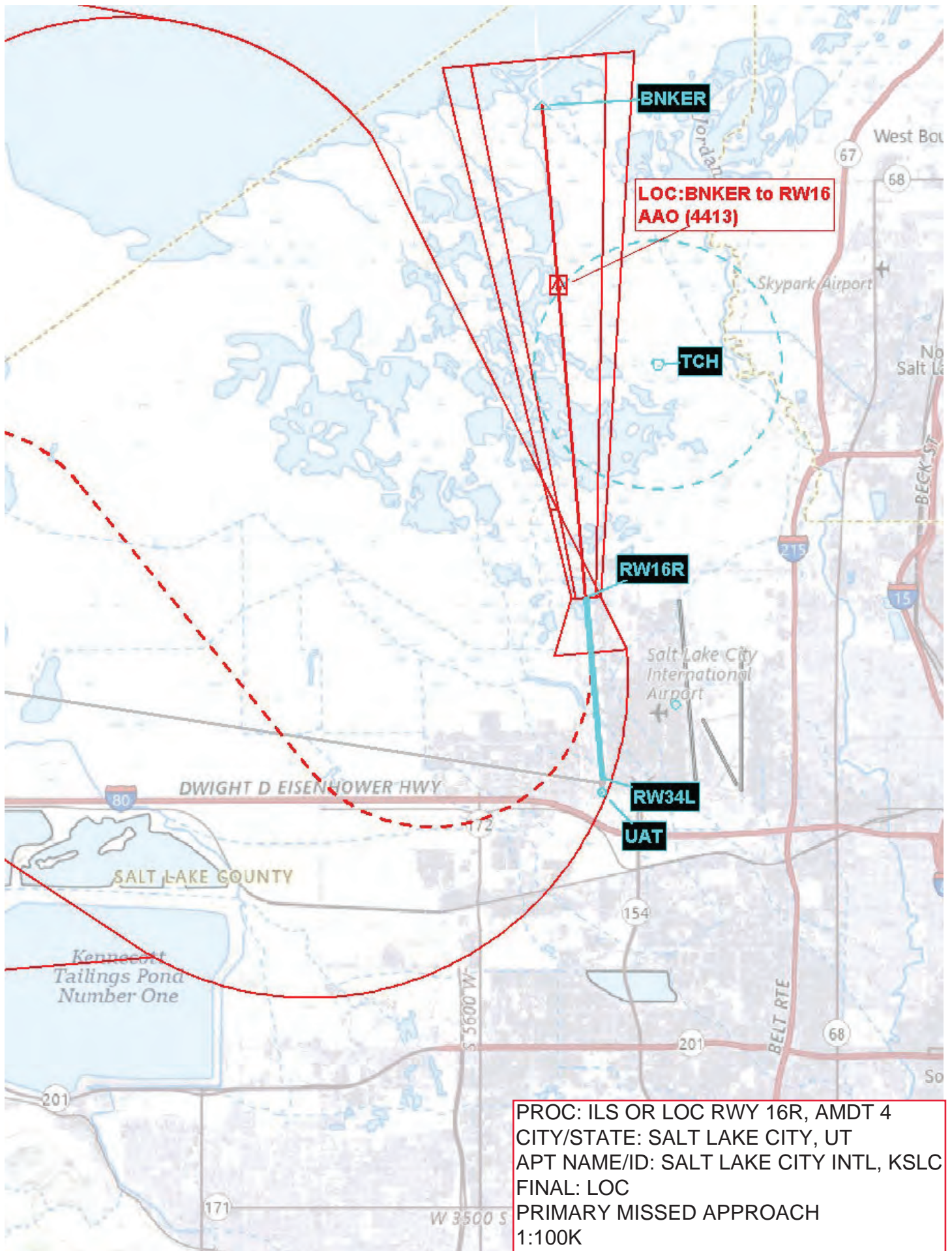
Digitally signed by
ERIC N SUSKI
Nov 04, 2024

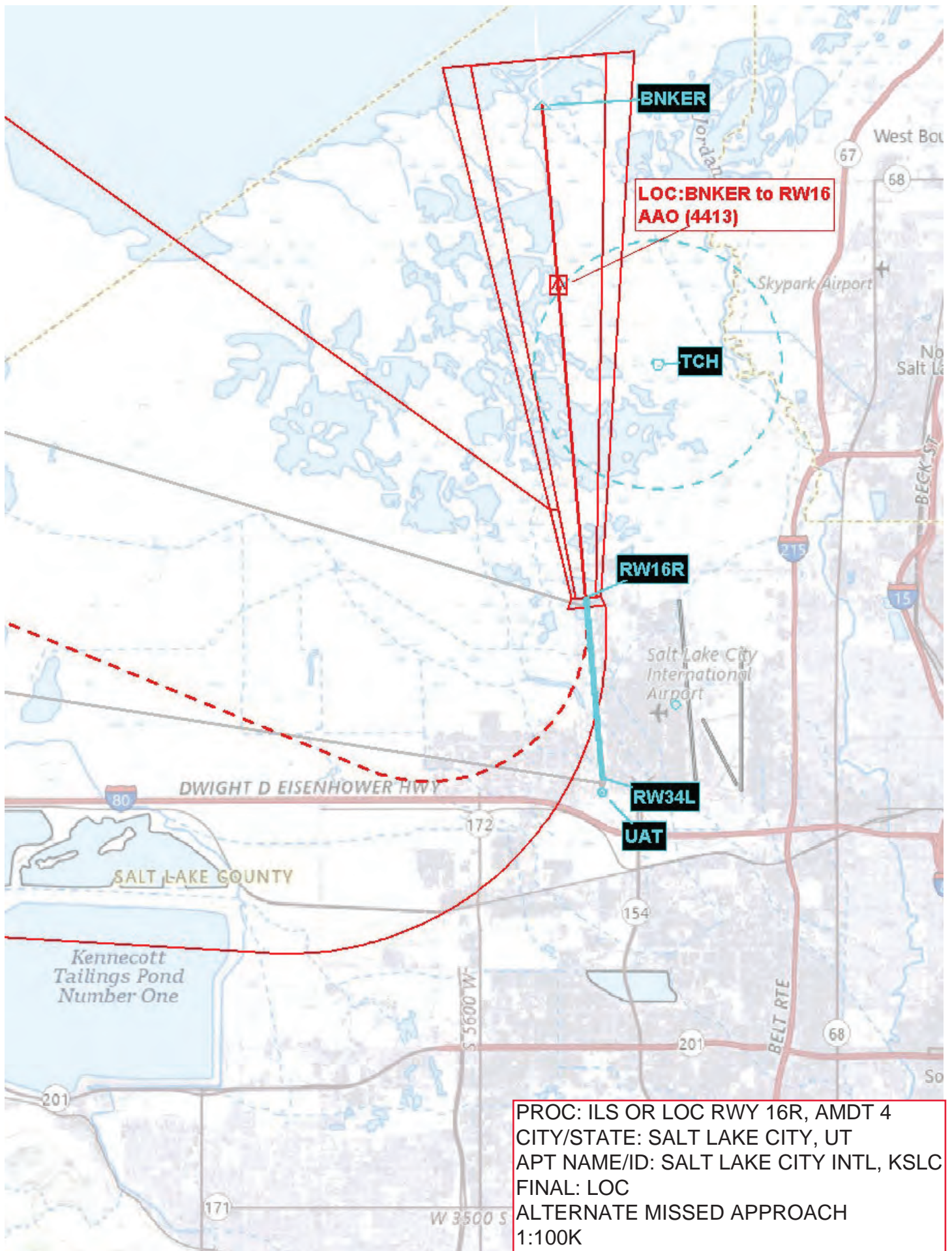
COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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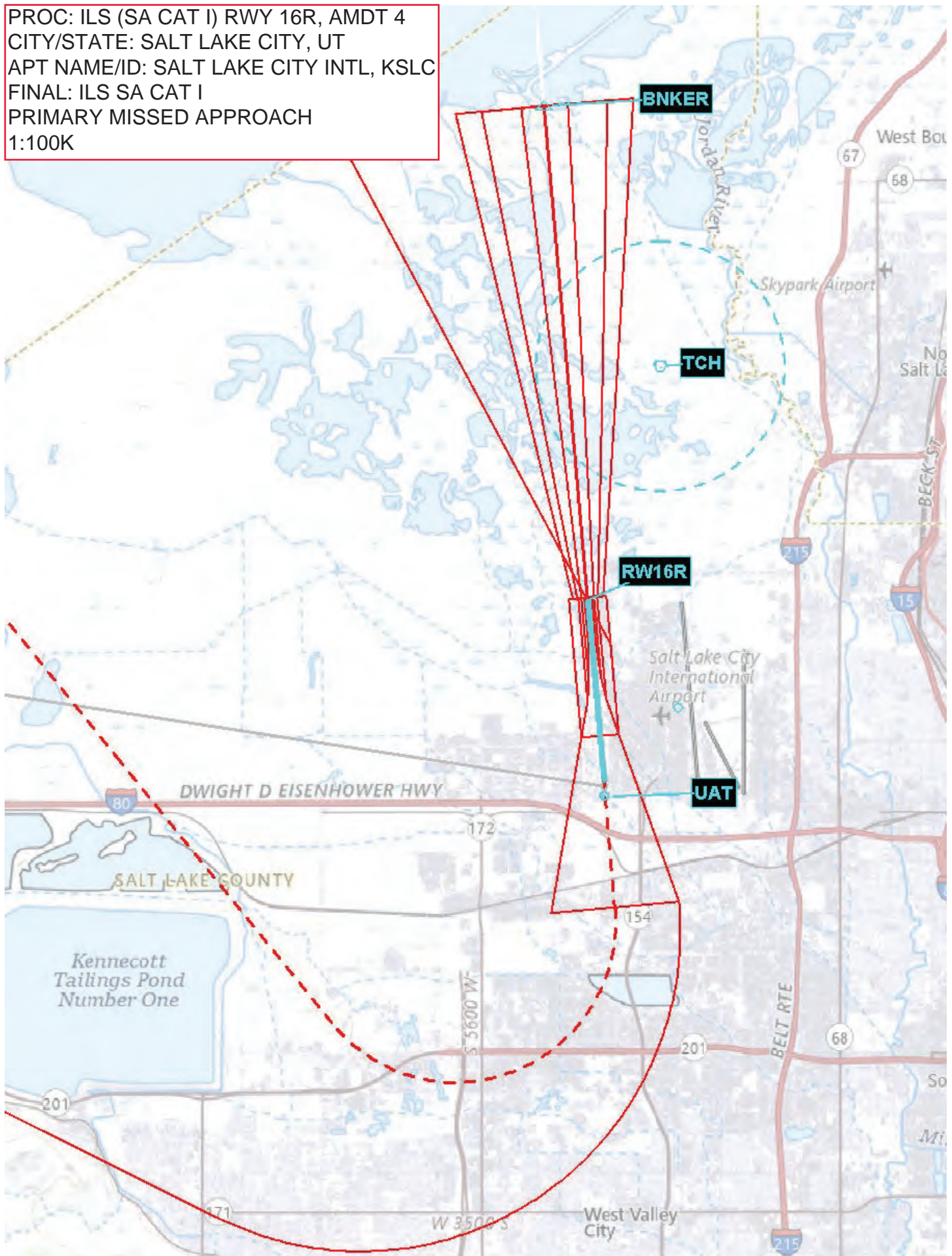




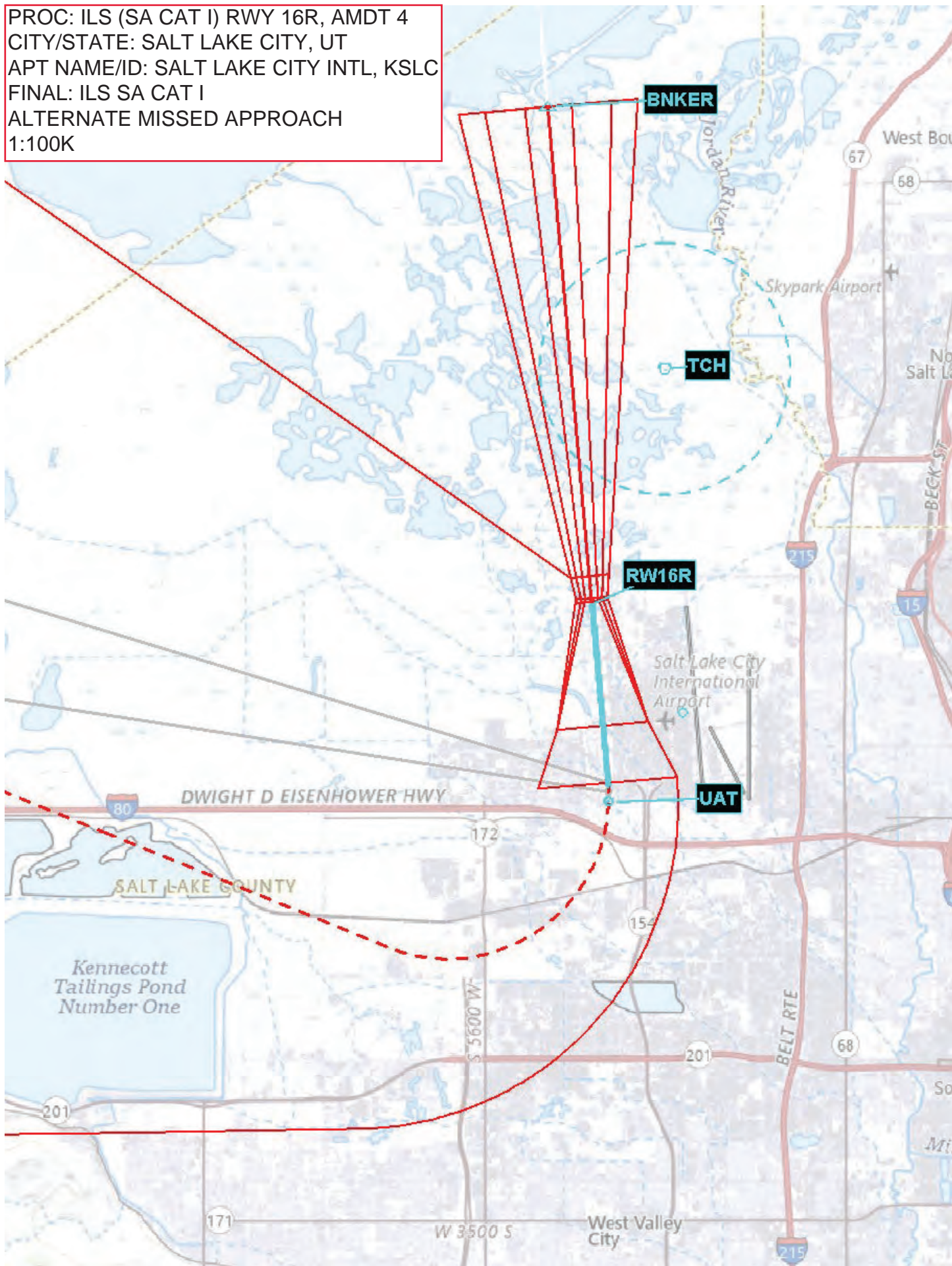




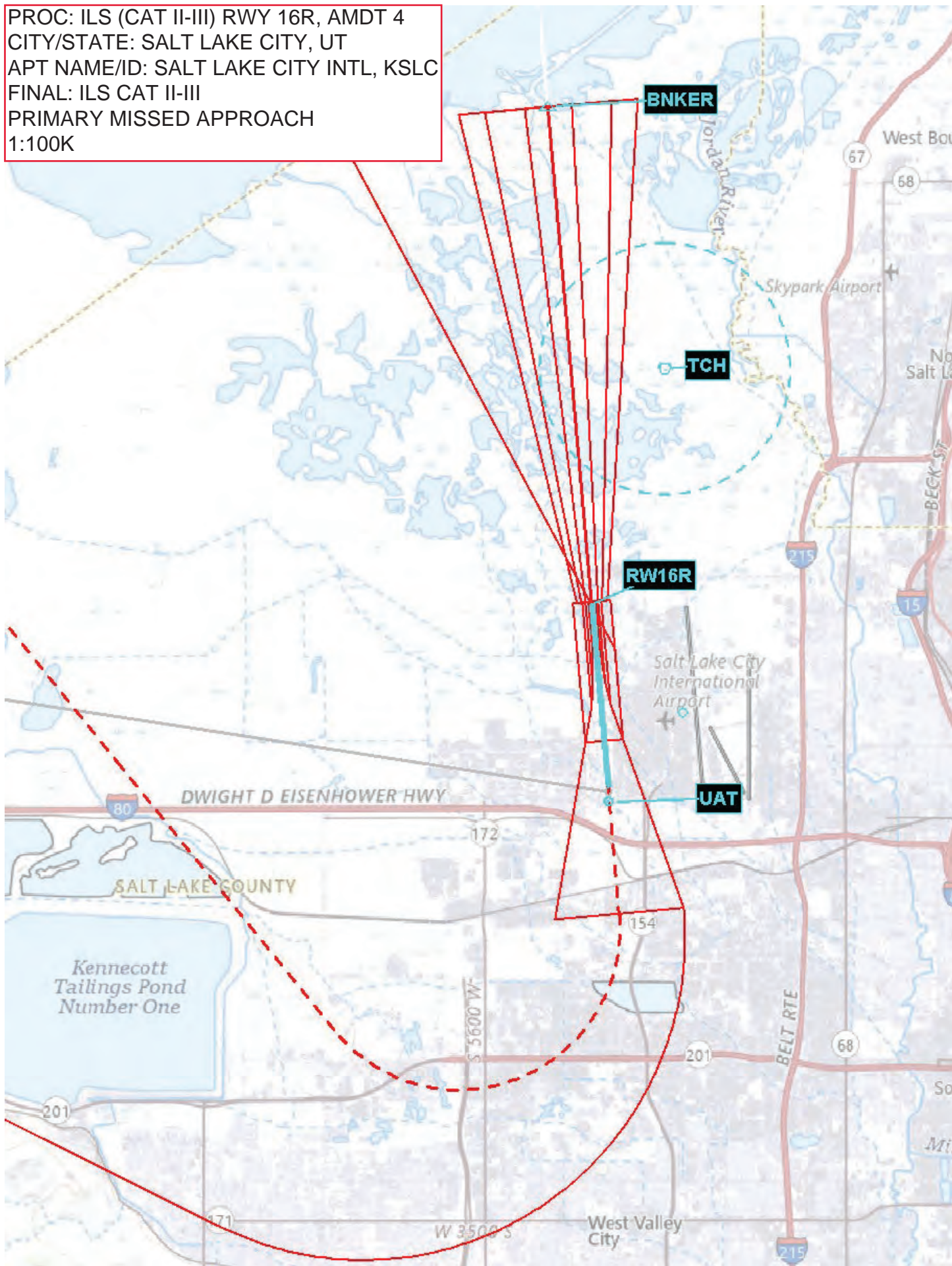
PROC: ILS (SA CAT I) RWY 16R, AMDT 4
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC
FINAL: ILS SA CAT I
PRIMARY MISSED APPROACH
1:100K



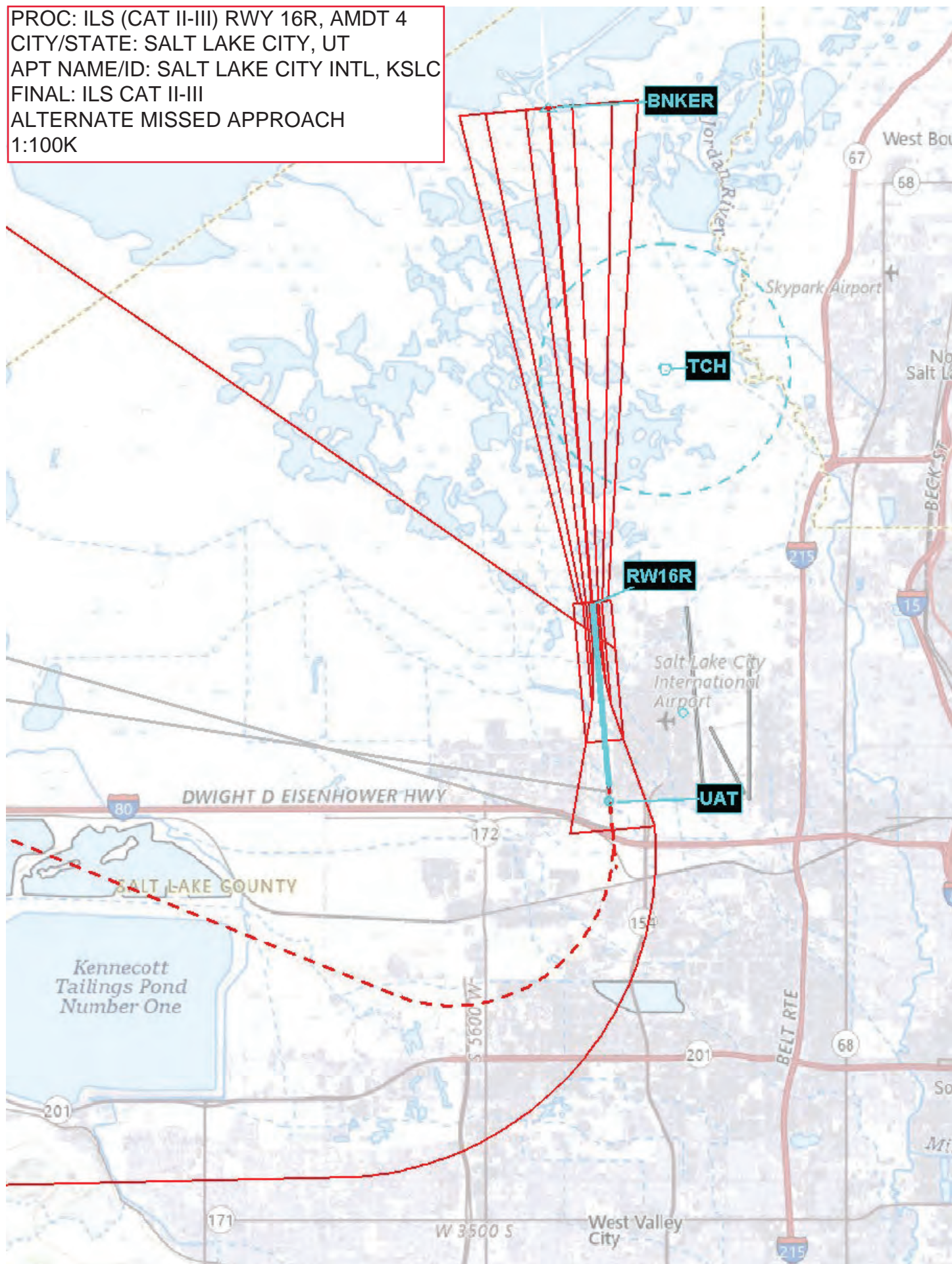
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CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC
FINAL: ILS SA CAT I
ALTERNATE MISSED APPROACH
1:100K



PROC: ILS (CAT II-III) RWY 16R, AMDT 4
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC
FINAL: ILS CAT II-III
PRIMARY MISSED APPROACH
1:100K

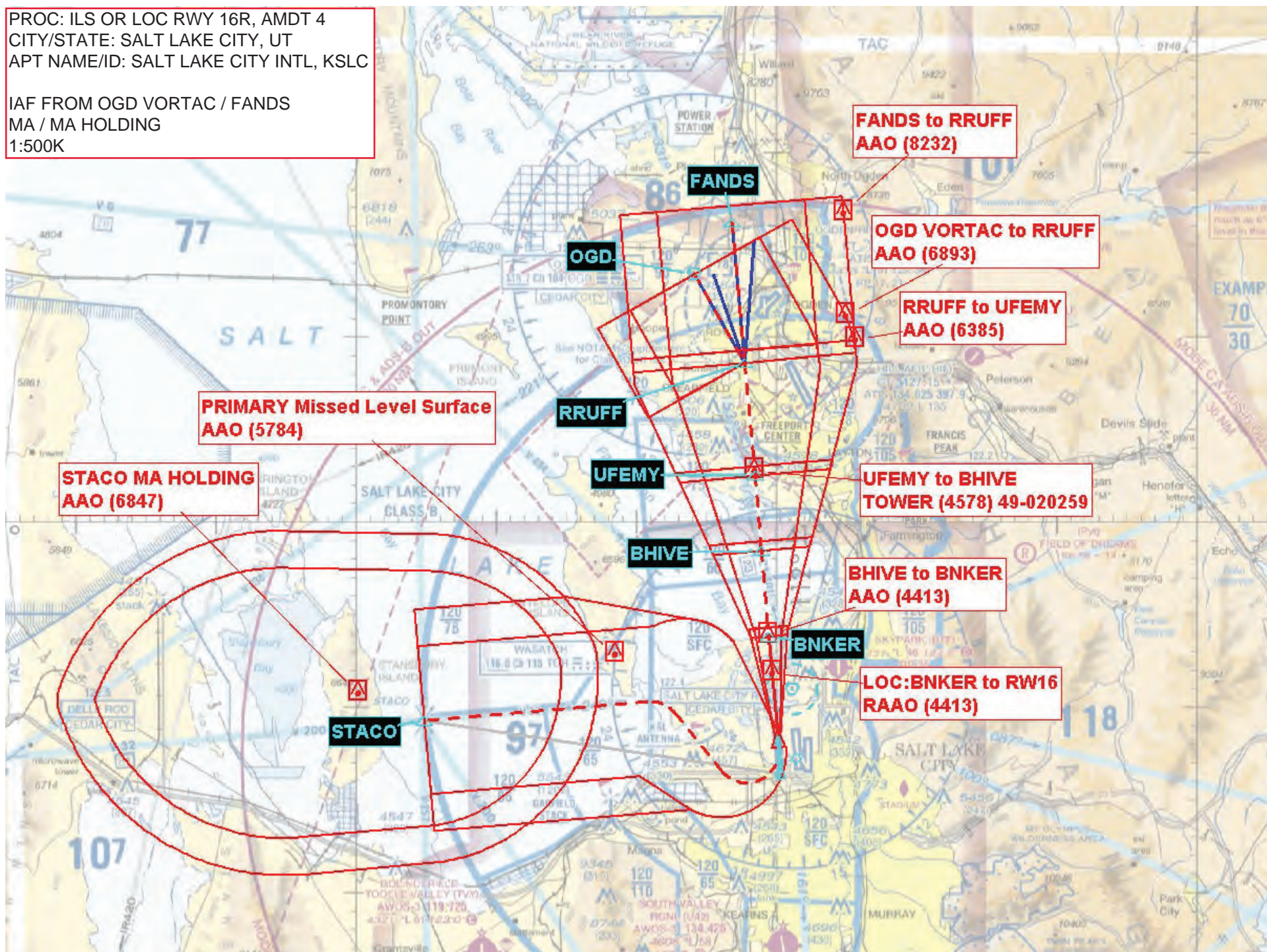


PROC: ILS (CAT II-III) RWY 16R, AMDT 4
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC
FINAL: ILS CAT II-III
ALTERNATE MISSED APPROACH
1:100K

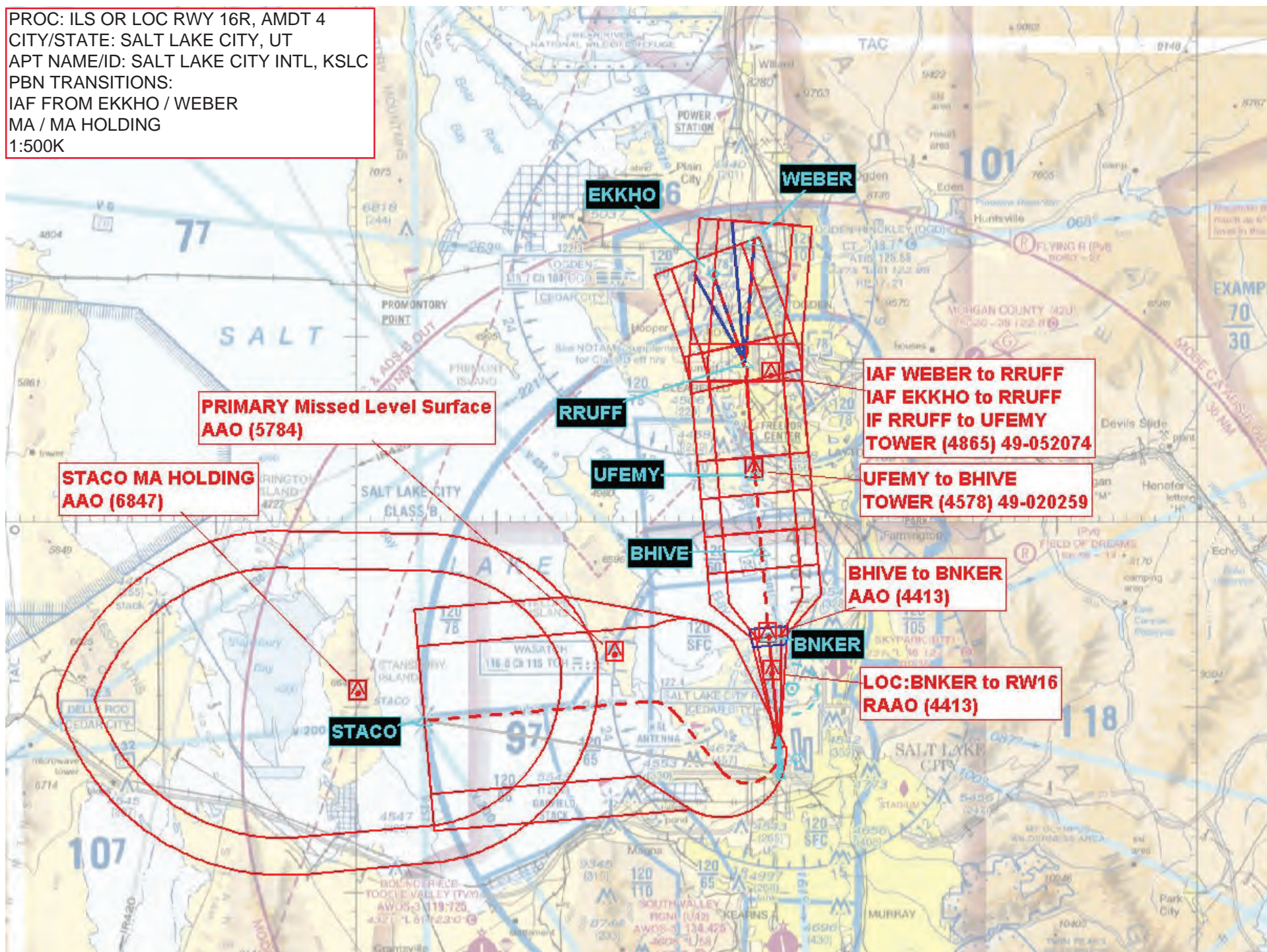


PROC: ILS OR LOC RWY 16R, AMDT 4
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC

IAF FROM OGD VORTAC / FANDS
MA / MA HOLDING
1:500K



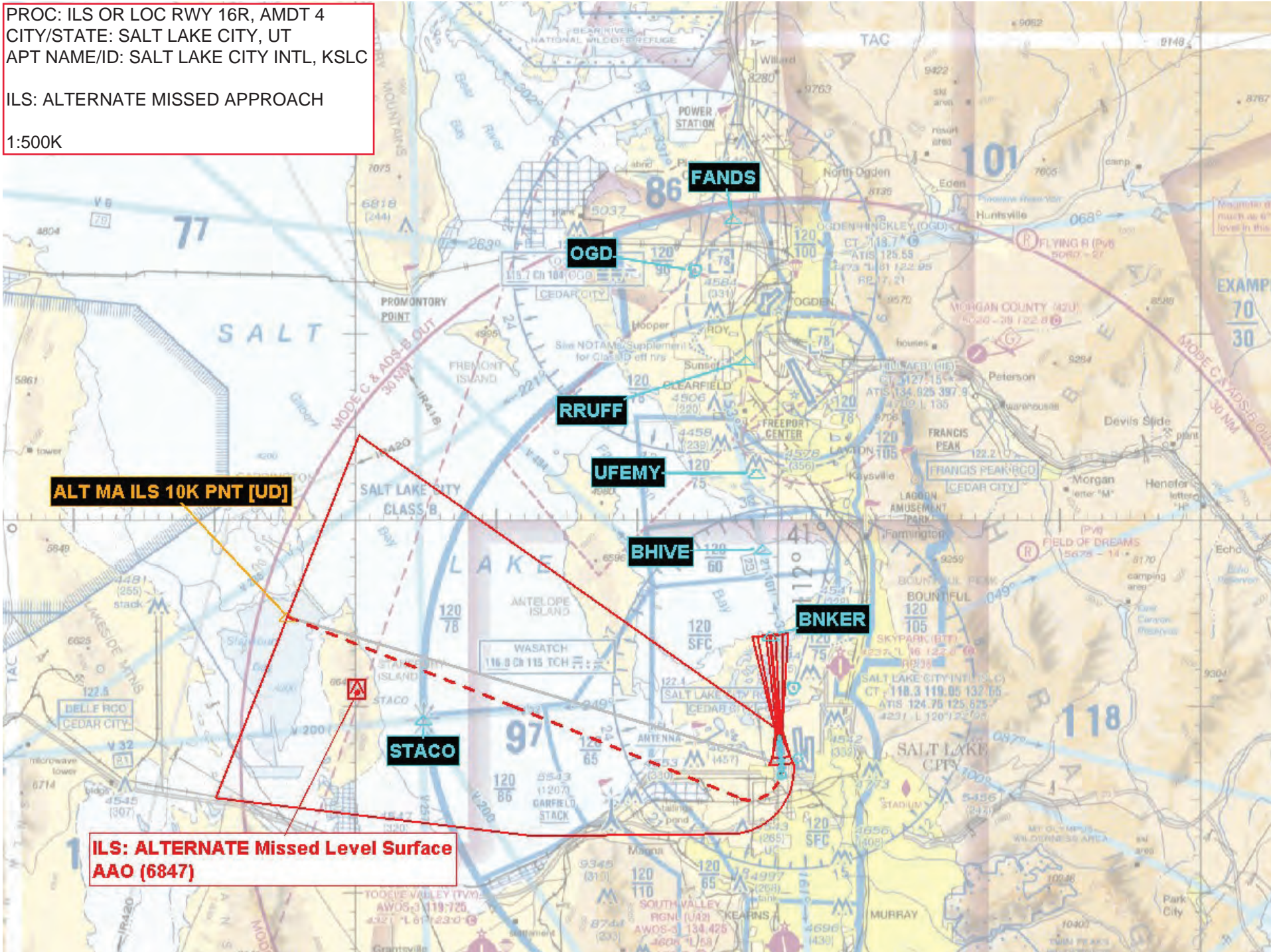
PROC: ILS OR LOC RWY 16R, AMDT 4
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC
PBN TRANSITIONS:
IAF FROM EKKHO / WEBER
MA / MA HOLDING
1:500K



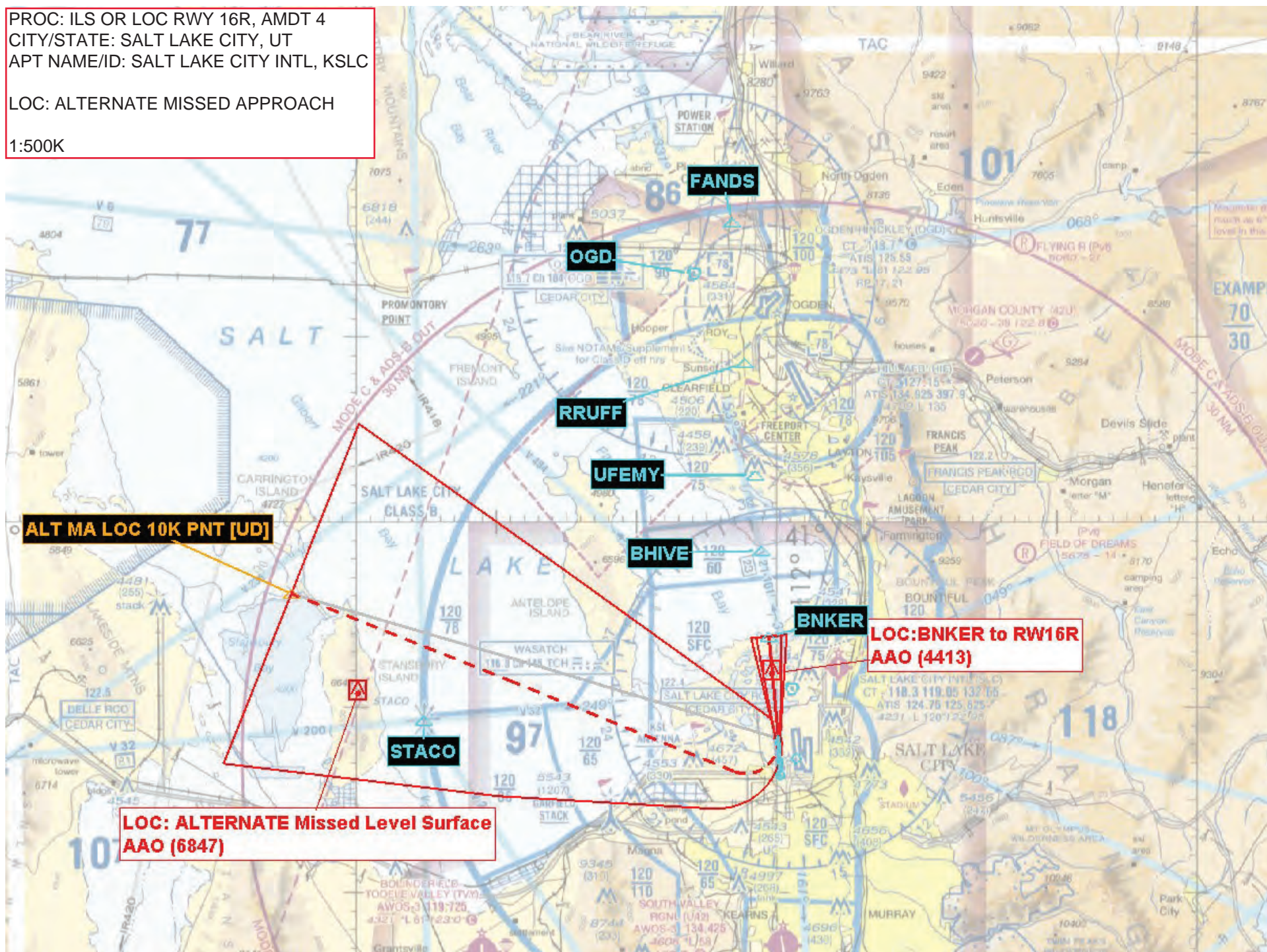
PROC: ILS OR LOC RWY 16R, AMDT 4
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC

ILS: ALTERNATE MISSED APPROACH

1:500K



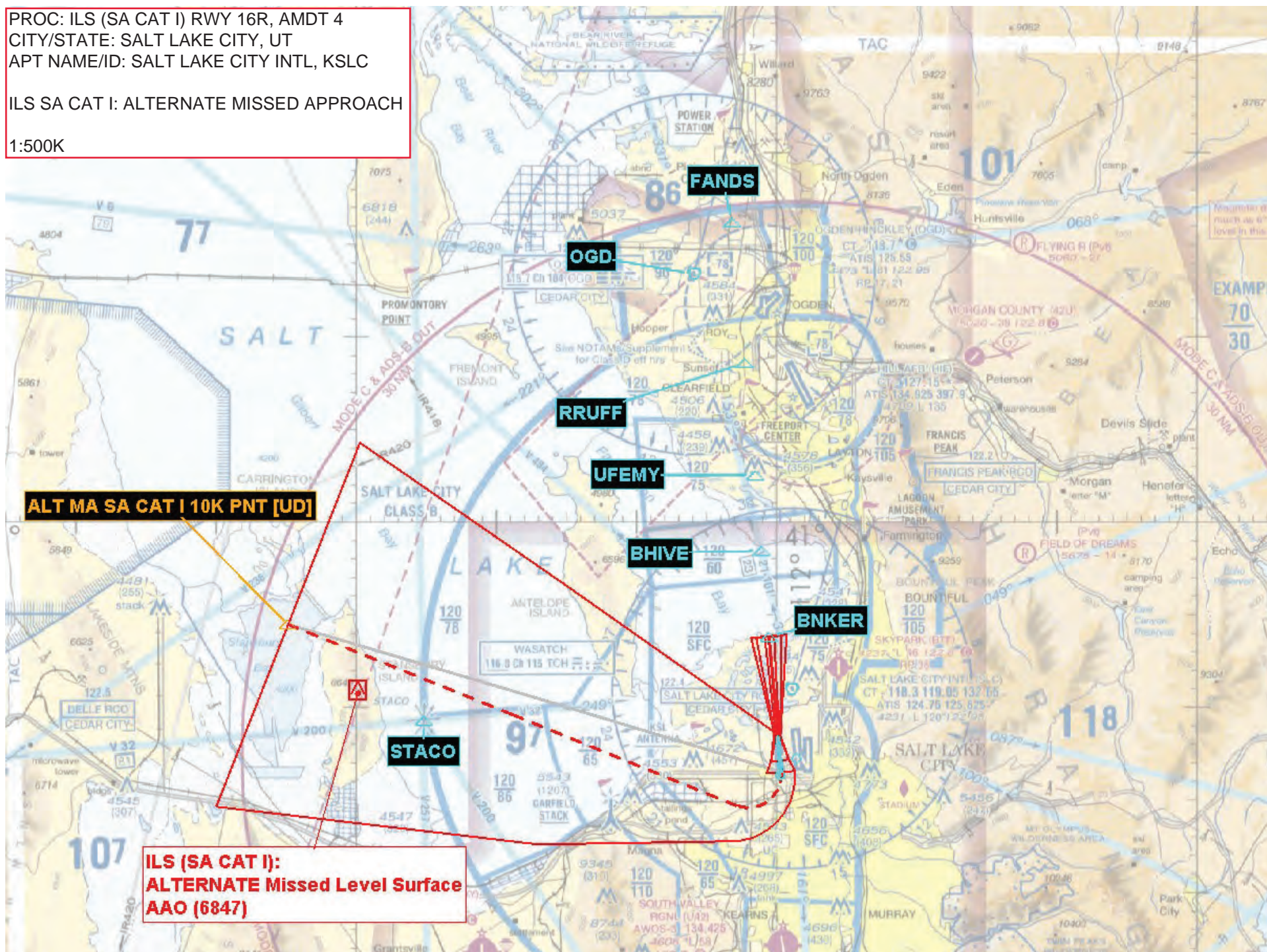
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PROC: ILS (SA CAT I) RWY 16R, AMDT 4
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC

ILS SA CAT I: ALTERNATE MISSED APPROACH

1:500K



PROC: ILS (CAT II-III) RWY 16R, AMDT 4
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC

ILS CAT II-III: ALTERNATE MISSED APPROACH

1:500K

