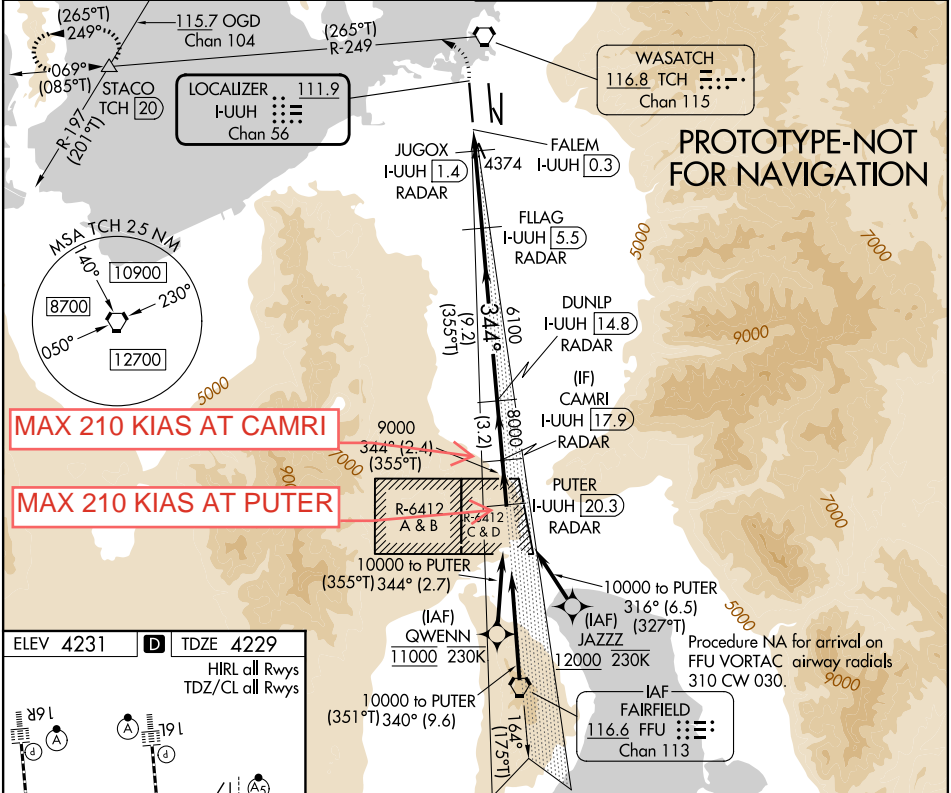


LOC/DME I-UUH <b>111.9</b> Chan <b>56</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE Apt Elev <b>12000</b> <b>4229</b> <b>4231</b>
---	------------------------	---

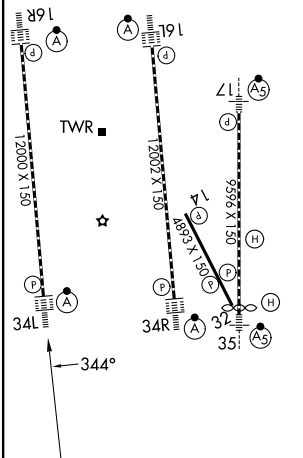
# ILS or LOC RWY 34L

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ.		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.
DME or RADAR required. DME required for LOC only.			
Simultaneous approach authorized. For inop ALS, increase S-LOC 34L Cat C/D visibility to RVR 6000.			
D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>



ELEV 4231	<b>D</b>	TDZE 4229
HIRL all Rwys TDZ/CL all Rwys		



4800	8100	STACO	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 73).	PUTER
				I-UUH [20.3] RADAR
I-UUH DME ANTENNA	JUGOX I-UUH [1.4] RADAR	FALEM I-UUH [0.3] RADAR	FLAG I-UUH [5.5] RADAR	DUNLP I-UUH [14.8] RADAR
			6100	8000
			4780	9000
				10000
				GS 3.00° TCH 55
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)		

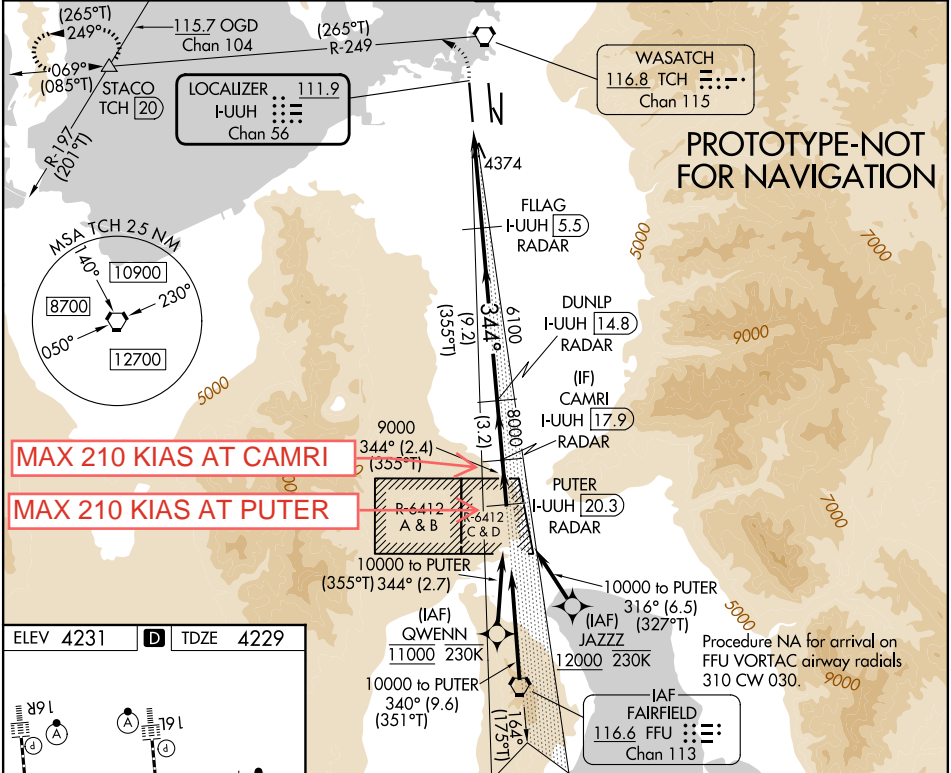
LOC/DME I-UUH <b>111.9</b> Chan <b>56</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE Apt Elev <b>12000</b> <b>4229</b> <b>4231</b>
---	------------------------	---

# ILS RWY 34L (SA CAT I)

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ.	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.
DME or RADAR required. DME required for LOC only.		
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		

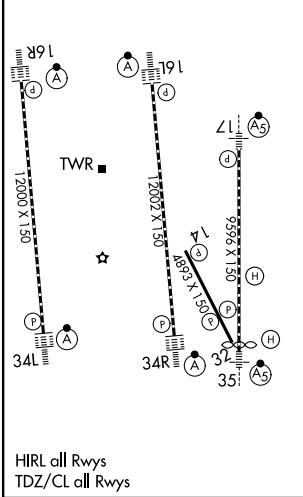
D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>
---------------------------------	--	---	---------------------------------



**MAX 210 KIAS AT CAMRI**

**MAX 210 KIAS AT PUTER**

ELEV 4231	<b>D</b>	TDZE 4229
-----------	----------	-----------



4800	8100	STACO	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	PUTER
TCH R-249				I-UUH [20.3] RADAR
				DUNLP I-UUH [14.8] RADAR
				FLAG I-UUH [5.5] RADAR
				CAMRI I-UUH [17.9] RADAR
				10000
				9000
				6100
				344° (355°T)
				GS 3.00°
				TCH 55
				1051' - 5.7 NM - 9.2 NM - 3.2 NM - 2.4 NM

CATEGORY	A	B	C	D
S-ILS 34L	RA 157/14 150 DA 4379			

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

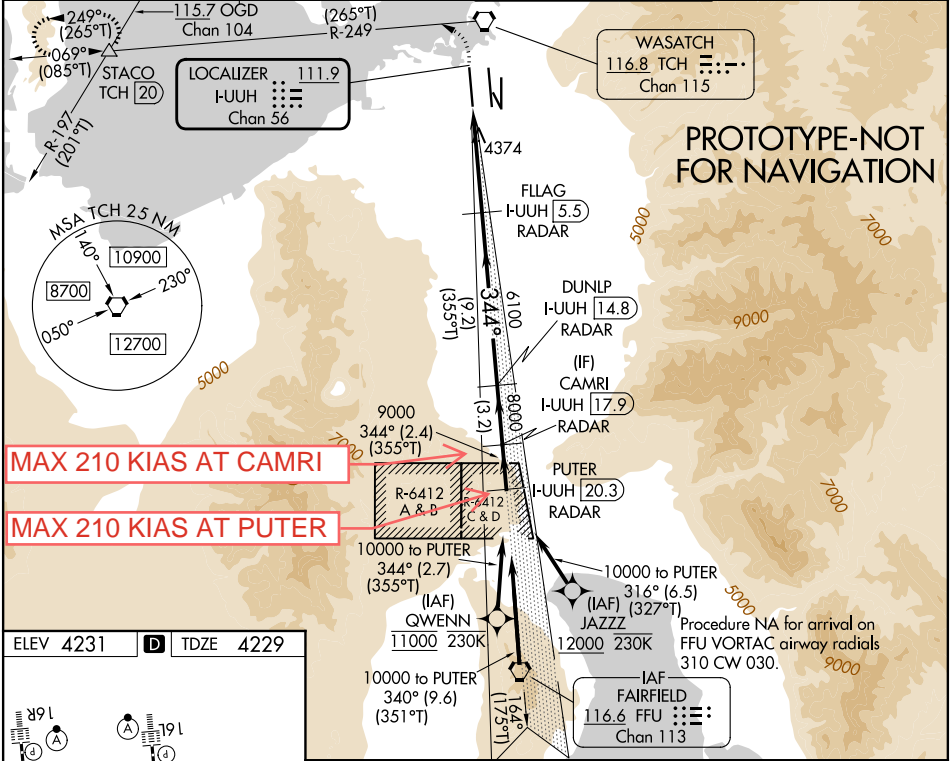
LOC/DME I-UUH <b>111.9</b> Chan <b>56</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE Apt Elev <b>12000</b> <b>4229</b> <b>4231</b>
---	------------------------	---

# ILS RWY 34L (CAT II & III)

SALT LAKE CITY INTL (SLC)

RNP APCH - GPs. From QWENN or JAZZZ.	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.
DME or RADAR required. DME required for LOC only.		
Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

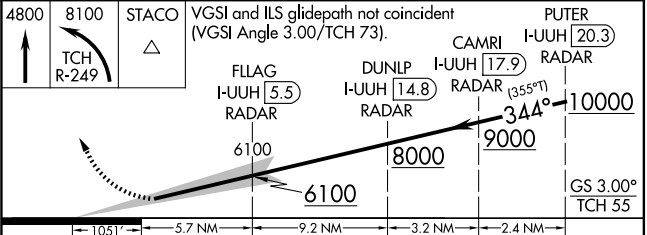
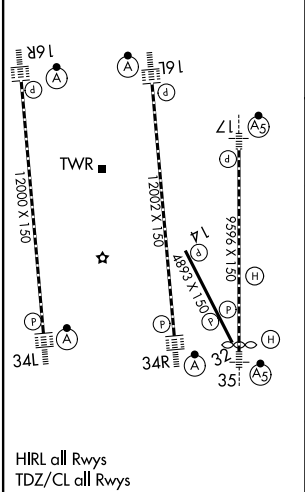
D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>
---------------------------------	--	---	---------------------------------



**MAX 210 KIAS AT CAMRI**

**MAX 210 KIAS AT PUTER**

ELEV 4231	<b>D</b>	TDZE 4229
-----------	----------	-----------



CATEGORY	A	B	C	D
S-ILS 34L	CAT II RA 103/12 100 DA 4329			
S-ILS 34L	CAT III RVR 03			

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