

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: F79104419C19477684157160BA68408D	APWS Project ID: 5277DE6E952348A794F8DE4DC7D2D7CC
Procedure: ILS OR LOC RWY 34L AMDT 5		Enroute: NO	Specialist: Taylor, Jantzen		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

**Procedure Comments:**

ACTIVE DATA USED FOR AIRPORT AND RUNWAY

**WAIVER:**

CANCEL EXISTING WAIVER FOR TF LEG LENGTH TO SUPPORT 90 DEGREE INTERCEPT ANGLE.

**KMZ Files:**

IAP WITH PRI MA: KSLC\_ILS\_OR\_LOC\_RWY\_34L\_AMDT\_5  
IAP WITH ALT MA: KSLC\_ILS\_OR\_LOC\_RWY\_34L\_AMDT\_5\_1

CONTACT RAKE MCGRAW: AJV-A422, 405.954.8711.

02/26/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/05/25.

1. MISSED APPROACH: CHANGED LOC MAP FROM LOC: FALEM/I-UUH 0.29DME TO LOC: 5.25 NM AFTER FLLAG/I-UUH 5.53 DME/RADAR OR AT FALEM/I-UUH 0.29 DME – ADDED TIMING BLOCK.
2. PROFILE LINE 3: ADDED FAF TO MAP 5.25 – ADDED TIMING BLOCK.
3. EQUIPMENT REQUIRMENTS NOTES: REMOVED NOTE DME REQUIRED FOR LOC ONLY – ADDED TIMING BLOCK.
4. CHANGED FLLAG DME FROM 5.54 TO 5.53 ON LINE 6 - CORRECT ADMINISTRATIVE ERROR.



## FIPC BASIC FORM

<b>PROCEDURE:</b> ILS OR LOC RWY 34L AMDT 5		<b>AIRPORT NAME:</b> SALT LAKE CITY INTL		<b>AIRPORT ID:</b> KSLC	<b>SPECIAL CONTROL NO:</b> SP-01-161-26
<b>FAC ID:</b> UUH		<b>CITY:</b> SALT LAKE CITY		<b>ST:</b> UT	<b>ORIG CHART DATE:</b> 05/14/2026
<b>DFL TYPE:</b> PROC/AR	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> F79104419C19477684157160BA68408D	

## PREFLIGHT NOTES

<b>REVIEWER:</b>	<b>DATE:</b>
<b>COMMENTS:</b>	<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	<b>YES</b> <b>NO</b>
	<b>CPV COMPLETE?</b> <input checked="" type="checkbox"/> X <input type="checkbox"/>

## PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 02/25/2026	<b>CREW #:</b> VN588	<b>N #:</b> N69	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> james r jones @ 02/25/2026 17:56		<b>PRINTED NAME:</b> JONES, JAMES ROBERT		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**  
ILS or LOC 34L, AMDT 5, Salt Lake City International, Salt Lake City, UT. SAT

## IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
--------------------------	---------------------------------	-----------------------------	-----------------------------------	-----------------------------------

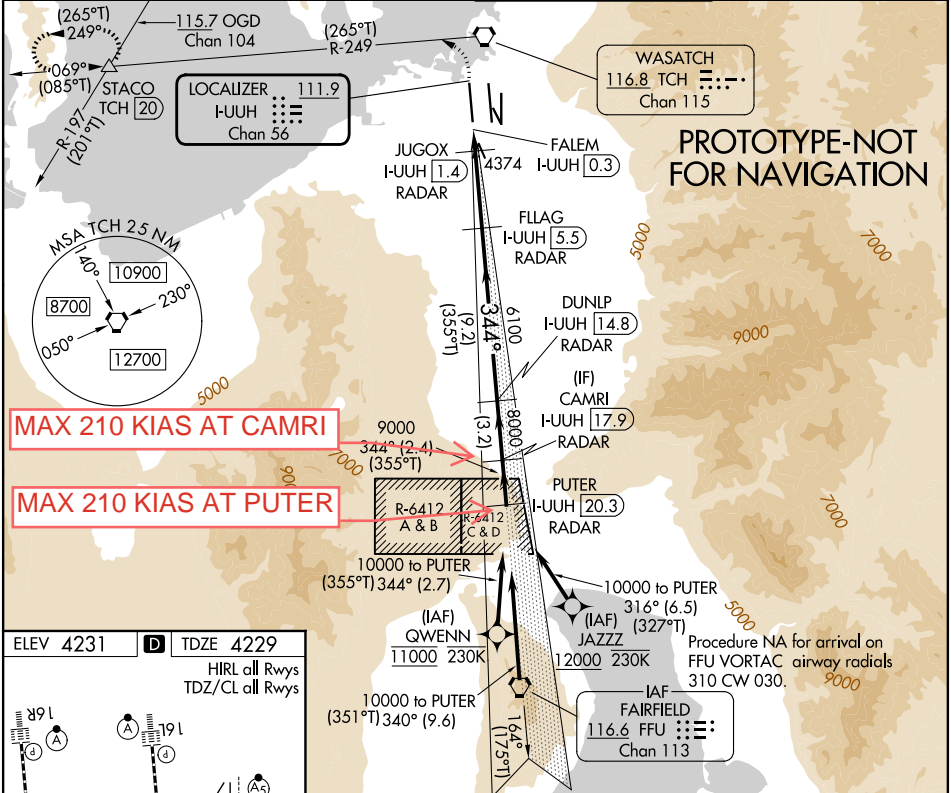


LOC/DME I-UUH <b>111.9</b> Chan <b>56</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE Apt Elev <b>12000</b> <b>4229</b> <b>4231</b>
-------------------------------------------------	------------------------	---------------------------------------------------------------------------

# ILS or LOC RWY 34L

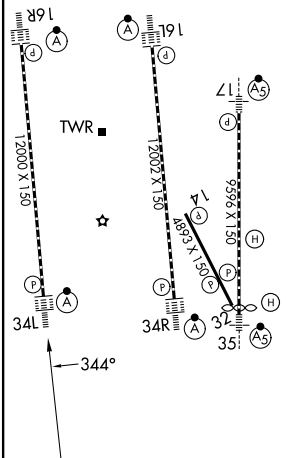
SALT LAKE CITY INTL (SLC)

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>



**PROTOTYPE-NOT FOR NAVIGATION**

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 DME ANTENNA	JUGOX I-UUH 1.4 RADAR	FLAG I-UUH 5.5 RADAR	DUNLP I-UUH 14.8 RADAR	CAMRI I-UUH 17.9 RADAR
FALEM I-UUH 0.3		6100	8000	9000
		4780	6100	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)

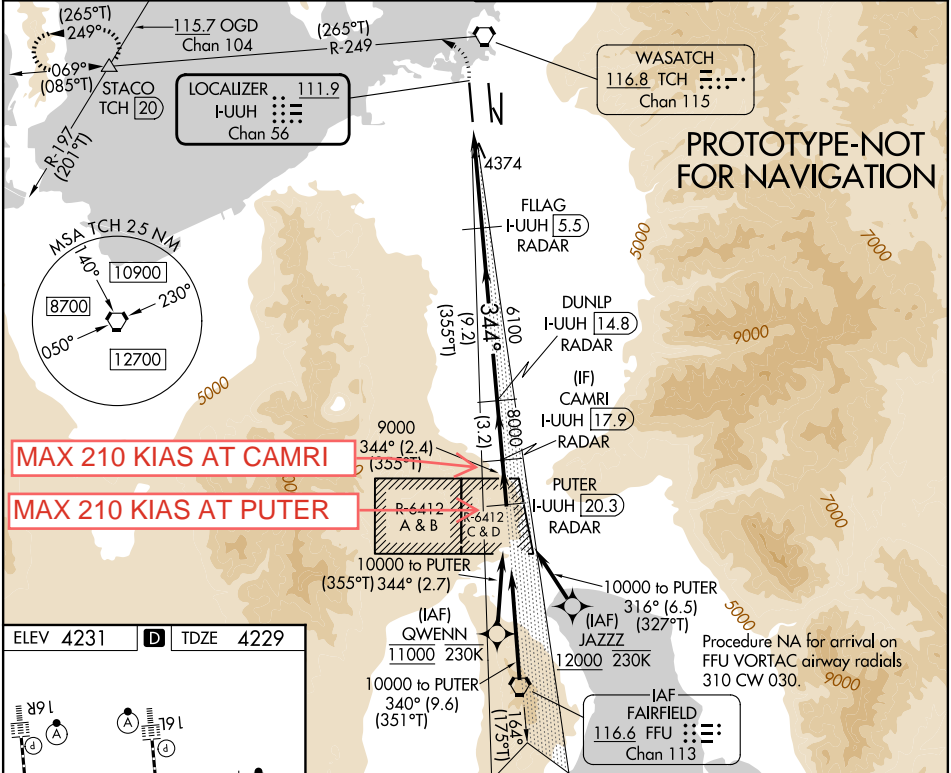
LOC/DME I-UUH <b>111.9</b> Chan <b>56</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE Apt Elev <b>12000</b> <b>4229</b> <b>4231</b>
-------------------------------------------------	------------------------	---------------------------------------------------------------------------

# ILS RWY 34L (SA CAT I)

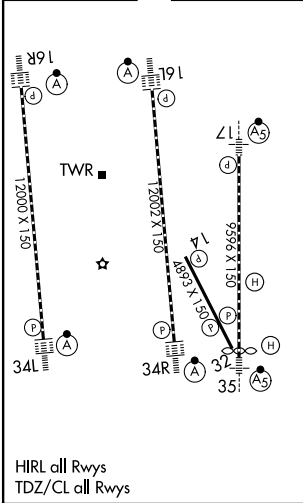
SALT LAKE CITY INTL (SLC)

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>
---------------------------------	----------------------------------------------	---------------------------------------------	---------------------------------



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



4800	8100	STACO	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 73).		PUTER
TCH R-249			FLAG I-UUH [5.5] RADAR	DUNLP I-UUH [14.8] RADAR	CAMRI I-UUH [17.9] RADAR
			6100	8000	9000
				3.2 NM	2.4 NM
				GS 3.00°	TCH 55

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

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

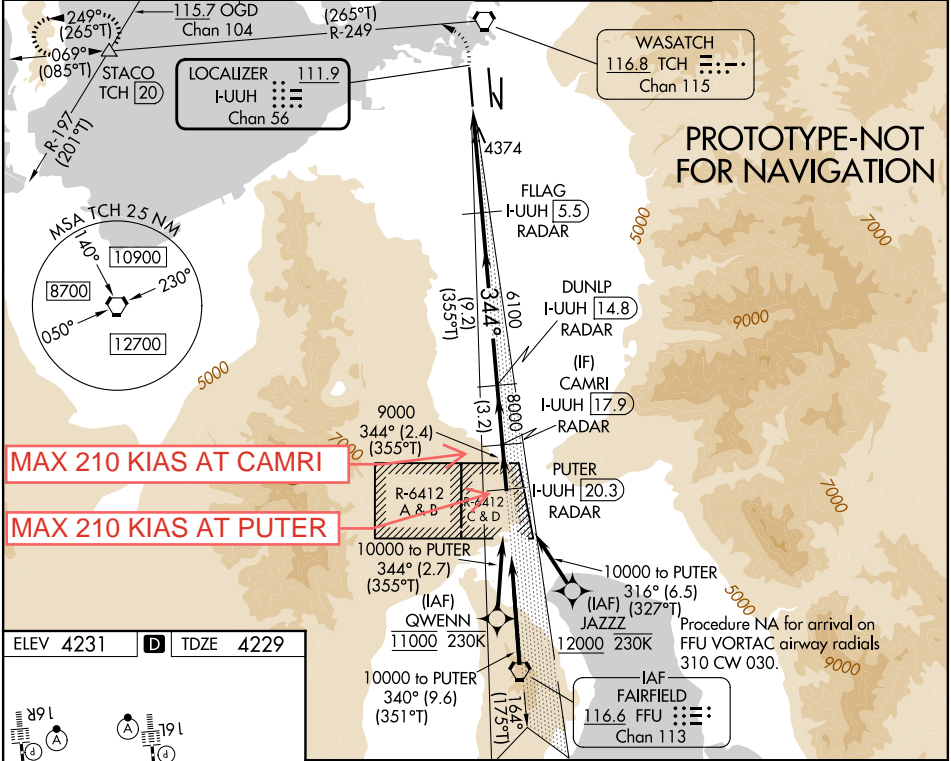
LOC/DME I-UUH <b>111.9</b> Chan <b>56</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE Apt Elev <b>12000</b> <b>4229</b> <b>4231</b>
-------------------------------------------------	------------------------	---------------------------------------------------------------------------

# ILS RWY 34L (CAT II & III)

SALT LAKE CITY INTL (SLC)

RNP APCH - GPs. From QWENN or JAZZZ.	ALS-F-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.		

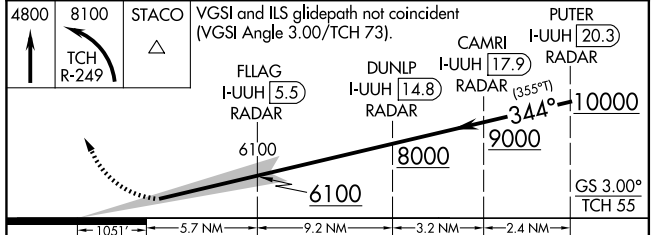
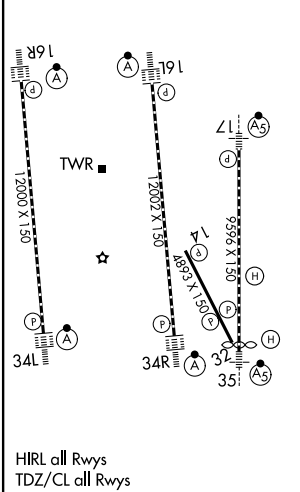
D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>
---------------------------------	----------------------------------------------	---------------------------------------------	---------------------------------



**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**

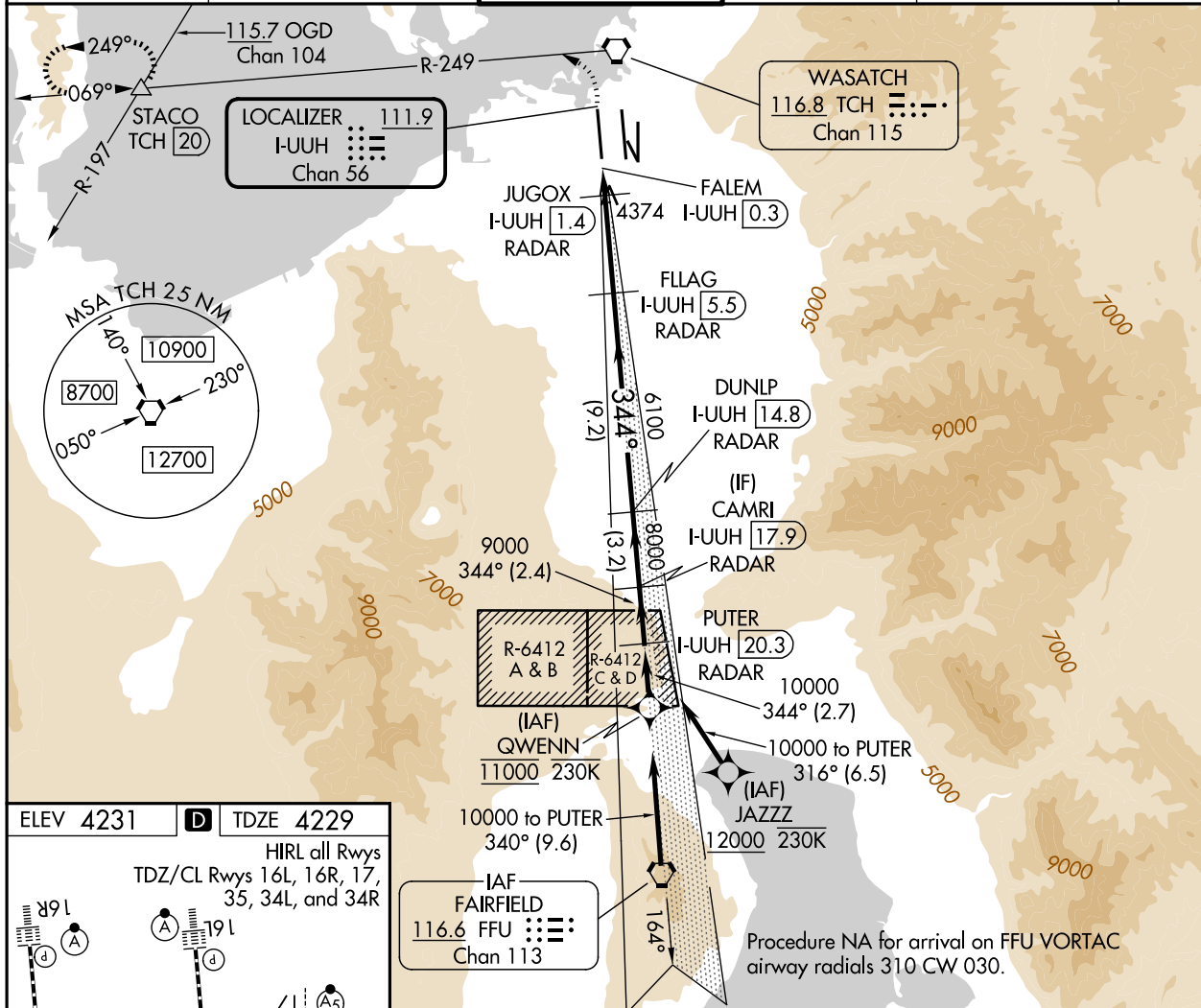
LOC/DME I-UUH <b>111.9</b> Chan <b>56</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE Apt Elev	<b>12000</b> <b>4229</b> <b>4231</b>
-------------------------------------------------	------------------------	-----------------------------	--------------------------------------------

**OLD**

**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.		
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>	CLNC DEL <b>127.3 379.975</b>	CPDLC
---------------------------------	----------------------------------------------	---------------------------------------------	---------------------------------	----------------------------------	-------



SW-4, 02 OCT 2025 to 30 OCT 2025

SW-4, 02 OCT 2025 to 30 OCT 2025

ELEV 4231	<b>D</b> TDZE 4229
HIRL all Rwy's TDZ/CL Rwy's 16L, 16R, 17, 35, 34L, and 34R	
FAF to MAP 5.3 NM	
Knots	60 90 120 150 180
Min:Sec	5:18 3:32 2:39 2:07 1:46

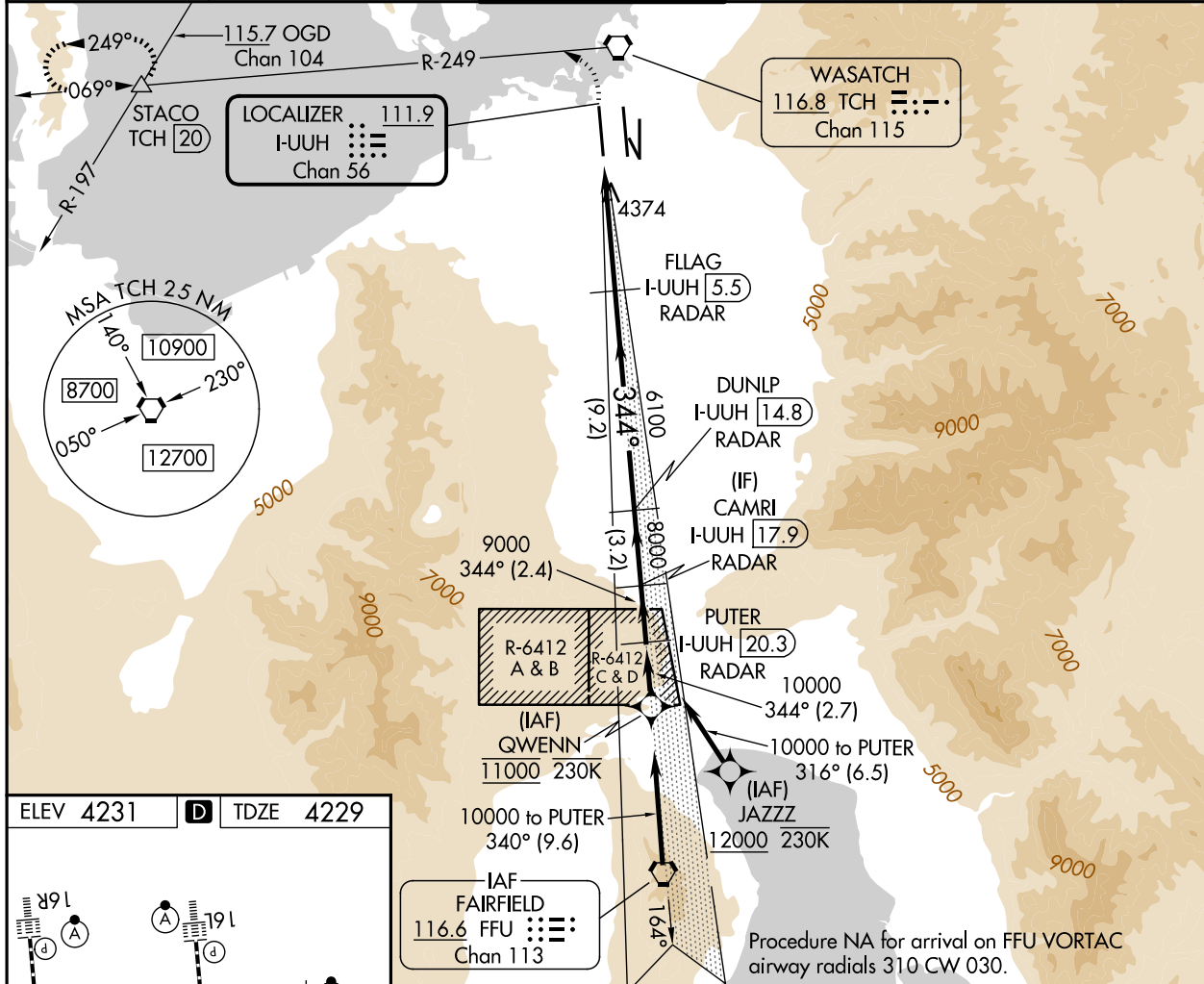
4800	8100	STACO	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 73).		PUTER
	TCH R-249		JUGOX I-UUH 1.4 RADAR	FLAG I-UUH 5.5 RADAR	CAMRI I-UUH 17.9 RADAR
			FALEM I-UUH 0.3	DUNLP I-UUH 14.8 RADAR	I-UUH 20.3 RADAR
			6100	8000	9000
			4780	6100	10000
			0.5	0.6	0.5
			4.1 NM	9.2 NM	3.2 NM
			2.4 NM		
CATEGORY			A	B	C
S-ILS 34L			4429/18 200 (200-1/2)		
S-LOC 34L			4640/24 411 (500-1/2)	4640/40 411 (500-3/4)	

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>
-------------------------------------------------	------------------------	-----------------------------	--------------------------------------------

**OLD**

**ILS RWY 34L (SA CAT I)**  
SALT LAKE CITY INTL (SLC)

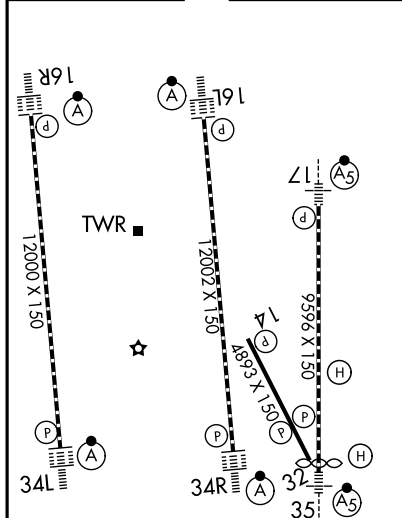
RNP APCH - GPS. From QWENN or JAZZ.		ALSIF-2 	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.		
DME or RADAR required.					
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.					
D-ATIS <b>124.75 125.625</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>	CLNC DEL <b>127.3 379.975</b>	CPDLC



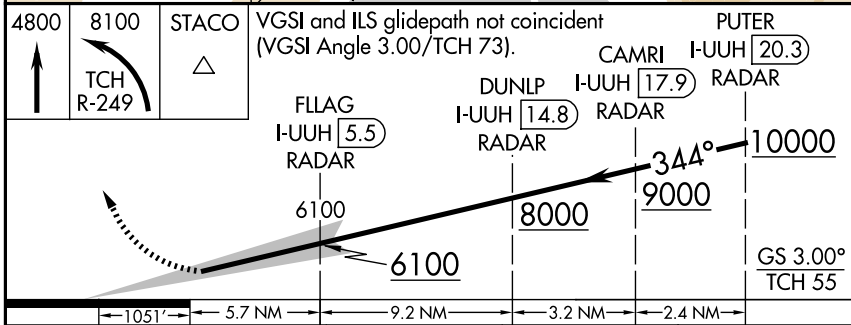
SW-4, 02 OCT 2025 to 30 OCT 2025

SW-4, 02 OCT 2025 to 30 OCT 2025

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



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



CATEGORY S-ILS 34L	A	B	C	D
-----------------------	---	---	---	---

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>
-------------------------------------------------	------------------------	-----------------------------	--------------------------------------------

**OLD**

# ILS RWY 34L (CAT II & III)

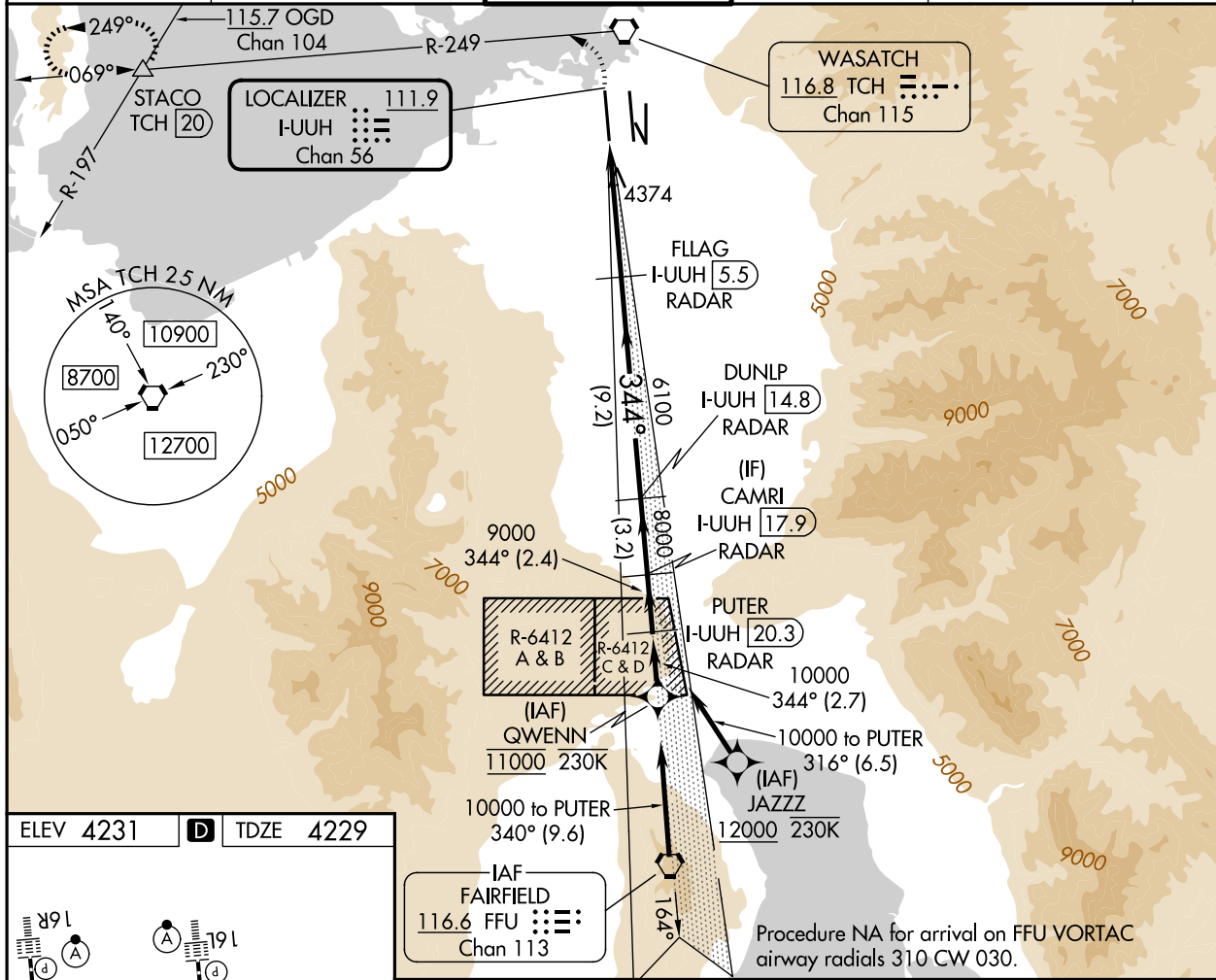
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ.  
DME or RADAR required.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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.

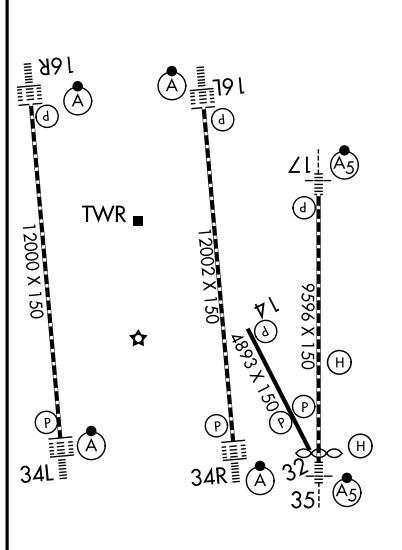
D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
---------------------------------	----------------------------------------------	---------------------------------------------	---------------------------------	----------------------------------	-------



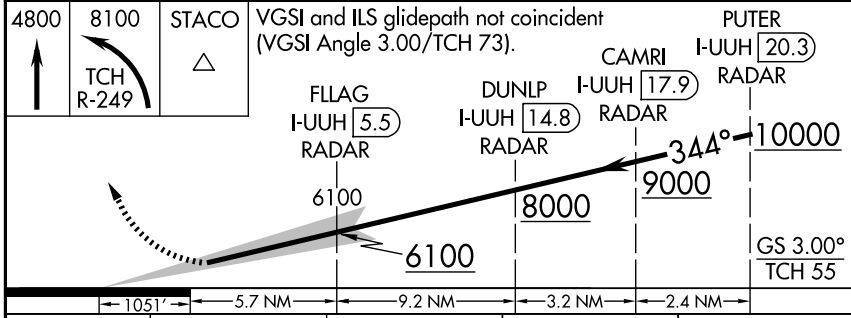
SW-4, 02 OCT 2025 to 30 OCT 2025

SW-4, 02 OCT 2025 to 30 OCT 2025

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



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



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**