

LOC/DME I-MOY <u>109.5</u> Chan 32	APP CRS 164°	Rwy Ldg 12002 TDZE 4231 Apt Elev 4231
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ILS RWY 16L (CAT II & III)
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From EKKHO.	ALSF-2 	MISSED APPROACH: Climb to 4800 then climb to 10000 on FFU VORTAC R-341 to FFU VORTAC and hold.
DME or RADAR required. V 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 119.05 257.8	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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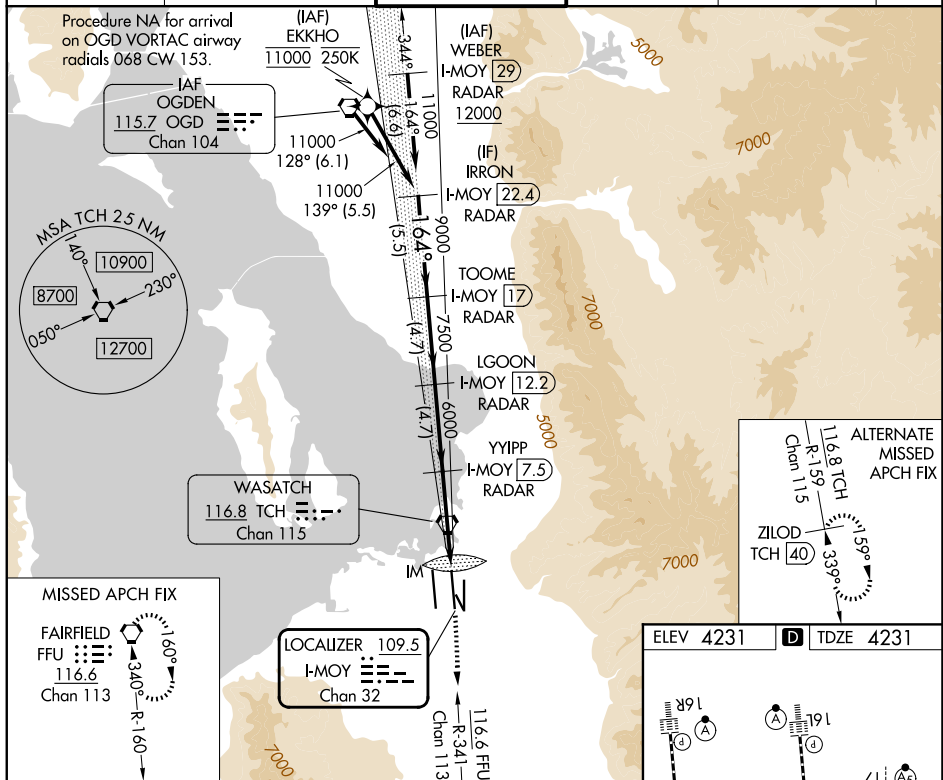


Diagram illustrating the S-ILS 16L approach for Cat II and Cat III. The diagram shows the glide path starting at 11000ft, descending at 3.00° to 4331ft at the IM point. Key altitudes and distances are marked: 11000ft, 9000ft, 7500ft, 6000ft, and 4331ft. Distances are 5.5 NM, 4.7 NM, 4.7 NM, and 5.4 NM. Radar stations and their I-MOY altitudes are listed: IRRON (22.4), TOOME (17), LGOON (12.2), and YYIPP (7.5). A note states 'VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 70)'. A table at the bottom shows the approach category and minimums: Cat II RA 109/12 100 DA 4331 and Cat III RVR 03.

CATEGORY	A	B	C	D
S-ILS 16L		CAT II RA 109/12 100 DA 4331		
S-ILS 16L		CAT III RVR 03		

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

