

|                                               |                        |                                                               |
|-----------------------------------------------|------------------------|---------------------------------------------------------------|
| VOR/DME PIH<br><b>112.6</b><br>Chan <b>73</b> | APP CRS<br><b>016°</b> | Rwy Idg <b>N/A</b><br>TDZE <b>N/A</b><br>Apt Elev <b>4492</b> |
|-----------------------------------------------|------------------------|---------------------------------------------------------------|

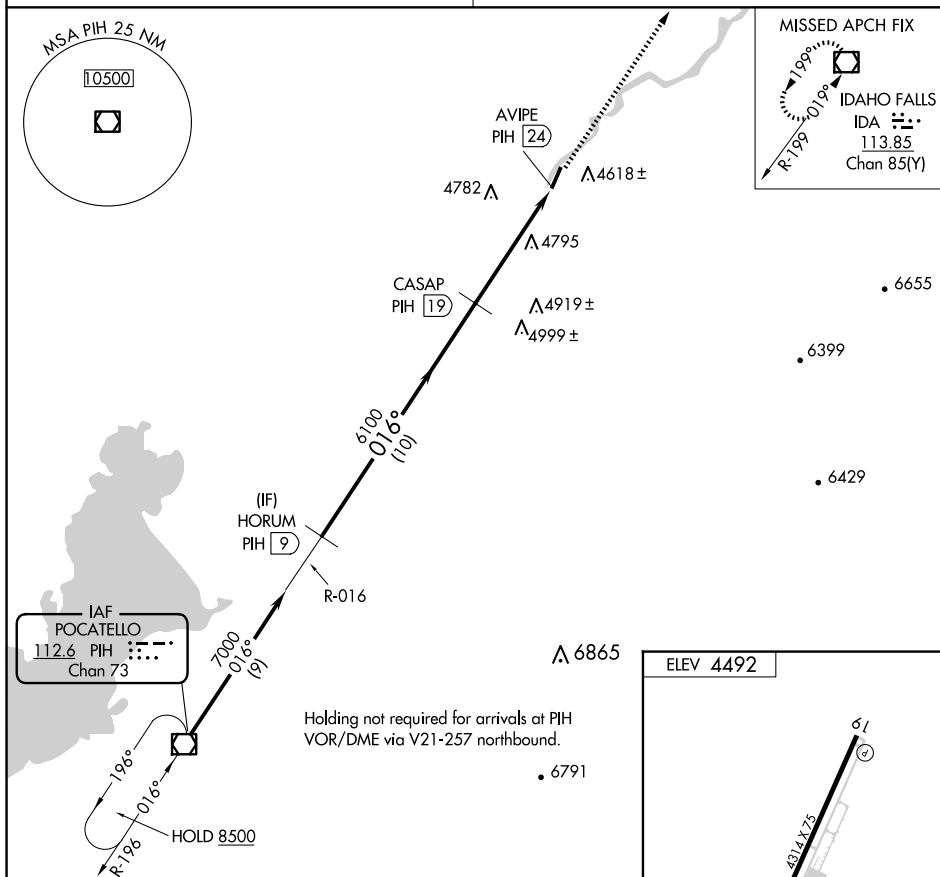
VOR/DME-C  
MCCARLEY FLD (U02)

**T** Use Pocatello altimeter setting, when not received  
**A** NA use Idaho Falls altimeter setting. Helicopter visibility  
reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 7000 direct IDA VOR/DME and hold.

SALT LAKE CITY CENTER  
128.35 239.25

UNICOM  
**122.8** (CTAF)



HORUM VGS1 and descent angle not coincident  
PIH 9 (VGS1 Angle 3.00/TCH 39).

Figure 1 illustrates a flight path with a turn. The path starts at an altitude of 7000 feet, turns 016 degrees, passes CASAP PIH 19, then turns 2.97 degrees to follow TCH 40, passing AVIPE PIH 24. The procedure turn is labeled 'Procedure Turn NA'.

|          |                          |                          |                        |                         |  |
|----------|--------------------------|--------------------------|------------------------|-------------------------|--|
|          | 10 NM                    |                          | 5 NM                   |                         |  |
| CATEGORY | A                        | B                        | C                      | D                       |  |
| CIRCLING | 5460-1¼<br>968 (1000-1¼) | 5460-1½<br>968 (1000-1½) | 5460-3<br>968 (1000-3) | 5900-3<br>1408 (1500-3) |  |

Diagram illustrating the MRL Rwy 1-19 structure, showing a 4314X75 structure oriented at 016° 5 NM from FAF.