| LOC/DME I-UTJ 111.5 Chan 52 | APP CRS 346° | Rwy ldg 9272 TDZE 4224 Apt Elev 4227 |
|---|---|---|

# ILS or LOC/DME RWY 35

## SALT LAKE CITY INTL (SLC)

For inoperative MALSR, increase S-ILS 35 all CATs visibility to RVR 4000 and S-LOC 35 CAT E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 9000 via left turn direct TCH VORTAC and TCH VORTAC R-326 to POGJI/TCH 21.9 DME and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 127.625 | 124.3 322.3 | 119.05 257.8 (Rwy 16L-34R) | 118.3 257.8 (Rwys 14-32, 17-35) | 132.65 336.4 (Rwy 16R-34L) | 121.9 348.6 (Rwys 14-32, 17-35) | 133.65 348.6 (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 387.1

MISSED APCH FIX POGJI TCH 21.9 R-326 146° 326°

WASATCH 116.8 TCH Chan 115

LOCALIZER 111.5 I-UTJ Chan 52

SUPNE I-UTJ 3.1

KERNN I-UTJ 6.3

(IF) CYRSS INT I-UTJ 16.2

MSA TCH 25 NM 11000 140° 230° 8600 050° 12700

15 NM 6400 346° (9.9)

R-6412 C & D

R-6412 A & B

R-312 108.4 PVU Chan 21

9100 to Cyrss 340° (13.5) 166°

IAF FAIRFIELD 116.6 FFU Chan 113

Procedure NA for arrivals at FFU VORTAC on airway radials 310 CW 030.

ELEV 4227

Rwy 35 ldg 9272'

HIRL all Rwys

REIL Rwys 14 and 32

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

12000 X 150 12004 X 150 9296 X 150 4692 X 150

346° 6.5 NM from FAF

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| | | | | | |

9000 | TCH 116.8 | TCH R-326 | POGJI TCH 21.9

* LOC ONLY

CYRSS INT I-UTJ 16.2

VGSI and ILS glidepath not coincident.

KERNN I-UTJ 6.3

SUPNE I-UTJ 3.1

I-UTJ DME ANT 1

I-UTJ 0.2

346° 9100 6400 5320*

Procedure Turn NA

GS 3.00° TCH 53

0.2 1 NM 2.1 NM 3.2 NM 9.9 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35 | 4424/18 200 (200-½) | | | | 4424/24 200 (200-½) |
| S-LOC 35 | 4700/24 476 (500-½) | | 4700/40 476 (500-¾) | 4700/50 476 (500-1) | 4700/60 476 (500-1¼) |

SW-4, 03 JUL 2008 to 31 JUL 2008

SW-4, 03 JUL 2008 to 31 JUL 2008