

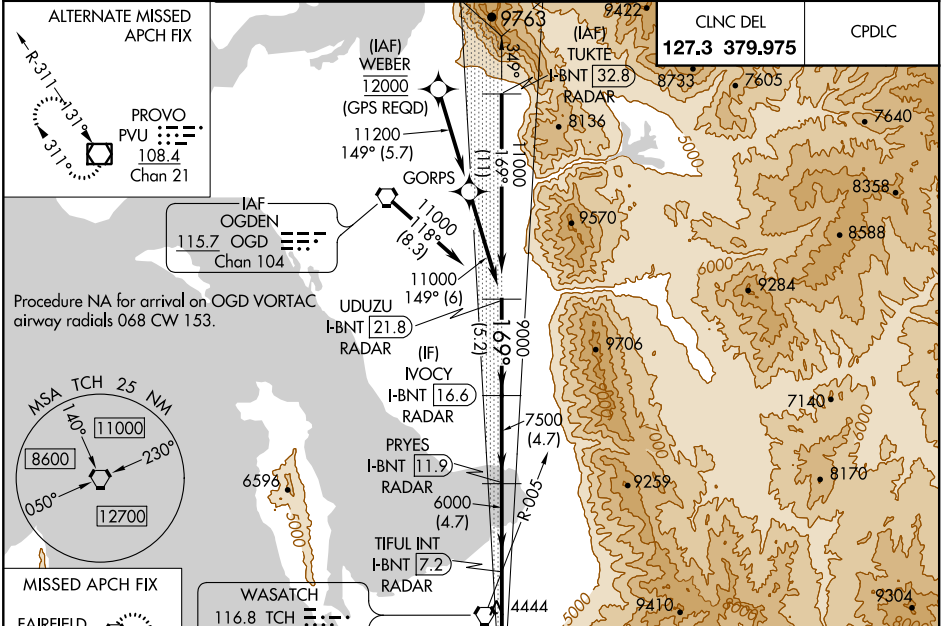
LOC/DME I-BNT 111.5 Chan 52	APP CRS 169°	Rwy Idg TDZE Apt Elev	9597 4219 4227
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ILS or LOC RWY 17

SALT LAKE CITY INTL (SLC)

<p>▼ DME or RADAR required. Simultaneous approach authorized. For inop ALS, increase S-ILS 17 Cat E visibility to RVR 4000, increase S-LOC 17 Cat C/D/E visibility to 1$\frac{1}{2}$ SM.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 direct FFU VORTAC and hold.</p>
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D-ATIS 124.75	SALT LAKE CITY APP CON 124.3 322.3	SALT LAKE CITY TOWER 119.05 257.8 118.3 257.8 132.65 336.4 (Rwy 16L-34R) (Rwys 14-32, 17-35) (Rwy 16R-34L)			GND CON 121.9 348.6 123.775 348.6 (Rwys 14-32, 17-35) (Rwys 16L-34R, 16R-34L)
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ALTERNATE MISSED APCH FIX

PROVO PVU
108.4
Chan 21

IAF OGDEN
115.7 OGD
Chan 104

Procedure NA for arrival on OGD VORTAC
airway radials 068 CW 153.

MSA TCH 25 NM

8600 11000 12700

050° 140° 230°

MISSED APCH FIX

FAIRFIELD FFU
116.6
Chan 113

WASATCH
116.8 TCH
Chan 115

LOCALIZER 111.5
I-BNT
Chan 52

UDZUZU I-BNT 21.8
RADAR

IVOCY I-BNT 16.6
RADAR

PRYES I-BNT 11.9
RADAR

TIFUL INT I-BNT 7.2
RADAR

5800 10000 FFU

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).

*LOC only

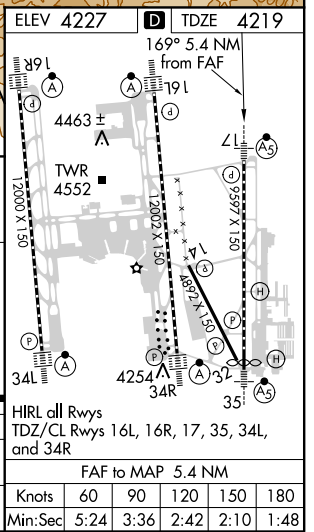
*I-BNT 3

I-BNT 1.8

GS 3.00° TCH 55

5.2 NM 4.7 NM 4.7 NM 4.1 NM 1.3 NM

CLNC DEL 127.3 379.975	CPDLC
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UDZUZU I-BNT 21.8 RADAR	IVOCY I-BNT 16.6 RADAR	PRYES I-BNT 11.9 RADAR	TIFUL INT I-BNT 7.2 RADAR	*I-BNT 3	I-BNT 1.8
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CATEGORY	A	B	C	D	E
S-ILS 17	4419/18 200 (200- $\frac{1}{2}$)				
S-LOC 17	4700/24	481 (500- $\frac{1}{2}$)	4700/50 481 (500-1)		
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SW-4, 21 JUN 2018 to 19 JUL 2018

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