

LOC/DME I-UAT 111.9 Chan 56	APP CRS 164°	Rwy Idg 12000 TDZE 4223 Apt Elev 4227
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ILS RWY 16R (SA CAT I)
SALT LAKE CITY INTL (SLC)

DME or RADAR required.

T Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 4800 then climbing right turn to 8100 on heading 300° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

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

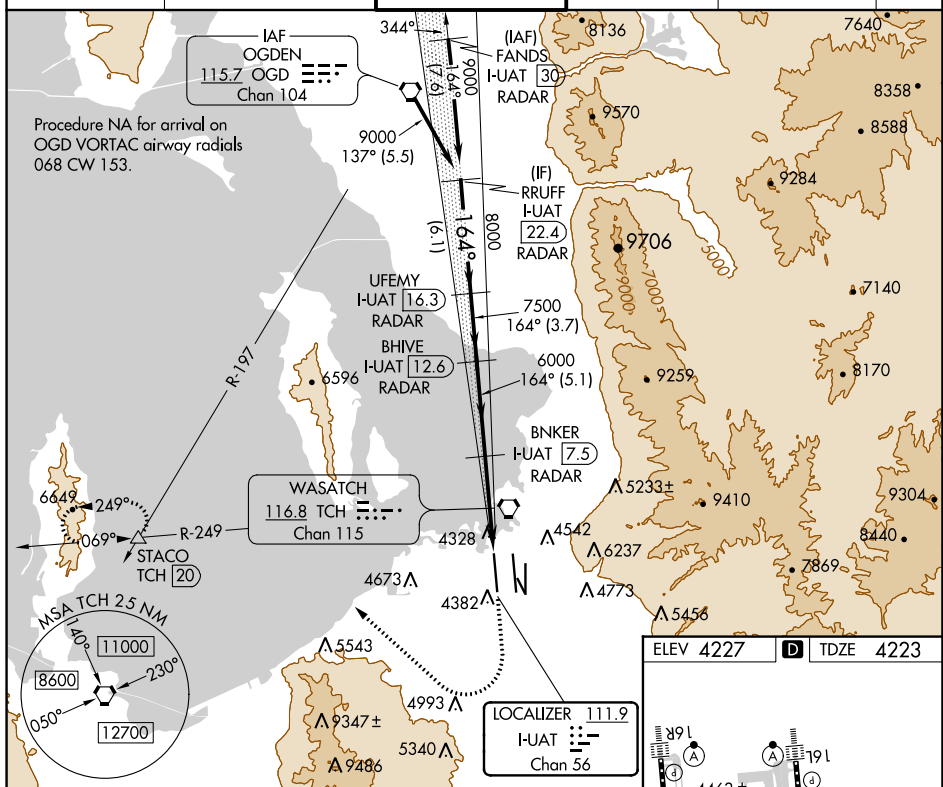


Diagram illustrating a VGS (Visual Glide Slope) glidepath not coincident with the ILS (Instrument Landing System) glidepath. The diagram shows a 3D perspective of a runway with a 3.00° TCH 52 glidepath. A VGS glidepath is shown at a 3.00° angle, which is not coincident with the ILS glidepath. The diagram includes various radar stations (RRUFF, UFEMY, BHIVE, BNKER) and their respective I-UAT angles (22.4, 16.3, 12.6, 7.5). The diagram also shows the VGS angle (3.00°) and the TCH (52). The diagram includes a table with the following data:

RRUFF	I-UAT 22.4	4800	8100	TCH	STACO
UFEMY	I-UAT 16.3				
BHIVE	I-UAT 12.6				
BNKER	I-UAT 7.5				

The diagram also shows a table with the following data:

RRUFF	I-UAT 22.4	4800	8100	TCH	STACO
UFEMY	I-UAT 16.3				
BHIVE	I-UAT 12.6				
BNKER	I-UAT 7.5				

CATEGORY	A	B	C	D
S-ILS 16R	RA 157/14 150 DA 4373			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

