LDA RWY 35

SALT LAKE CITY INTL (SLC)

LOC/DME I-UTJ	APP CRS	Rwy Idg	9272
111.5	344°	TDZE	4227
Chan 52		Apt Elev	4231

DME required.

T Simultaneous approach authorized. For inop ALS, increase S-LDA/GS 35 Cat E visibility to RVR 4000, increase S-LDA 35 Cat E visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 4800 then climbing left turn to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC 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	118.3 257.8	121.9 348.6	127.3 379.975	

MISSED APCH FIX

R-310–130°

310°

OGDEN OGD 115.7 Chan 104

WASATCH 116.8 TCH Chan 115

R-331

Final approach course offset 5.04°.

LOCALIZER 111.5 I-UTJ Chan 52

MSA TCH 25 NM

040° 11000

230° 8600

050° 12700

FORXS I-UTJ 0.2

WEEEL I-UTJ 1.8

KERNN I-UTJ 5.5

ZEPOG I-UTJ 14.6

(IF) PEDLE I-UTJ 17.8

(IAF) HLMET I-UTJ 20.9

(IAF) BLUPE RADAR

(IAF) BOAGY FFU 4.5

IAF FAIRFIELD 116.6 FFU Chan 113

344° (11.1)

6100

9000 344° (3.1)

10000 344° (3.1)

5000

7000

LDA/GLIDE SLOPE

R-6412 A & B

R-6412 C & D

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

11000 to HLMET 349° (8.9)

11000 to HLMET 305° hdg (5.8) and 344° (3.8)

11000 to HLMET 310° hdg (4.2) and 344° (7.5)

R-100

164°

5233± 9410 9304 8440 4542 6237 7869 4673 4382 4349 4773 5456 5165± 8621 9602 5543 4997 10246 9345 5340 10403 10116 9486 5589± 11330 10795 9363 6057± 6341 5668 11489 9207 7234 11253 7220 11101 10349 6691 6824 6682 10589 10006 11749 8956 8956 10620 7918 7789 10908 11068

ELEV 4231 D TDZ 4227

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

TWR 4552

BCN

12000 X 150

7200 X 150

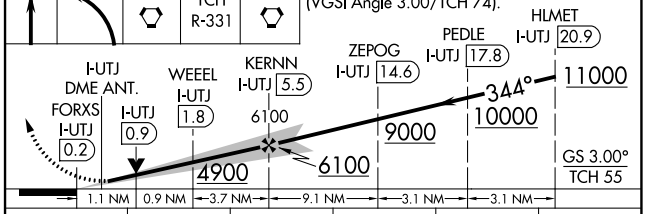
9299 X 150

4893 X 150

16R 19L 17 14 32 35 34L 34R 344°

4800	9000	TCH	TCH R-331	OGD

VGSI and LDA glidepath not coincident (VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D	E
S-LDA/GS 35	4477/24 250 (300-½)				
S-LDA 35	4660/24 433 (500-½)		4660/40 433 (500-¾)		

SW-4, 05 SEP 2024 to 03 OCT 2024
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