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

MSA TCH 2.5 NM

040° 11000

230° 8600

050° 12700

WASATCH 116.8 TCH Chan 115

R-331

Final approach course offset 5.04°.

LOCALIZER 111.5 I-UTJ Chan 52

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° (9.1)

6100

LDA/GLIDE SLOPE

9000 344° (3.1)

10000 344° (3.1)

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-6412 A & B

R-6412 C & D

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

ELEV 4231 D TDZE 4227

HIRL all Rwys

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

TWR 4552

12000 X 150

9502 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).

I-UTJ DME ANT. FORXS I-UTJ 0.2 I-UTJ 0.9 WEEEL I-UTJ 1.8 KERNN I-UTJ 5.5 ZEPOG I-UTJ 14.6 PEDLE I-UTJ 17.8 HLMET I-UTJ 20.9

4900 6100 9000 10000 11000 344° GS 3.00° TCH 55

1.1 NM 0.9 NM 3.7 NM 9.1 NM 3.1 NM 3.1 NM

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, 31 OCT 2024 to 28 NOV 2024

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