

LOC/DME I-MOY <u>109.5</u> Chan 32	APP CRS 164°	Rwy Idg 12002 TDZE 4231 Apt Elev 4231
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ILS RWY 16L (CAT II & III)
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From EKKHO.	 ALSF-2	MISSED APPROACH: Climb to 4800 then climb to 10000 on FFU VORTAC R-341 to FFU VORTAC and hold.
DME or RADAR required.		
▼ Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 119.05 257.8	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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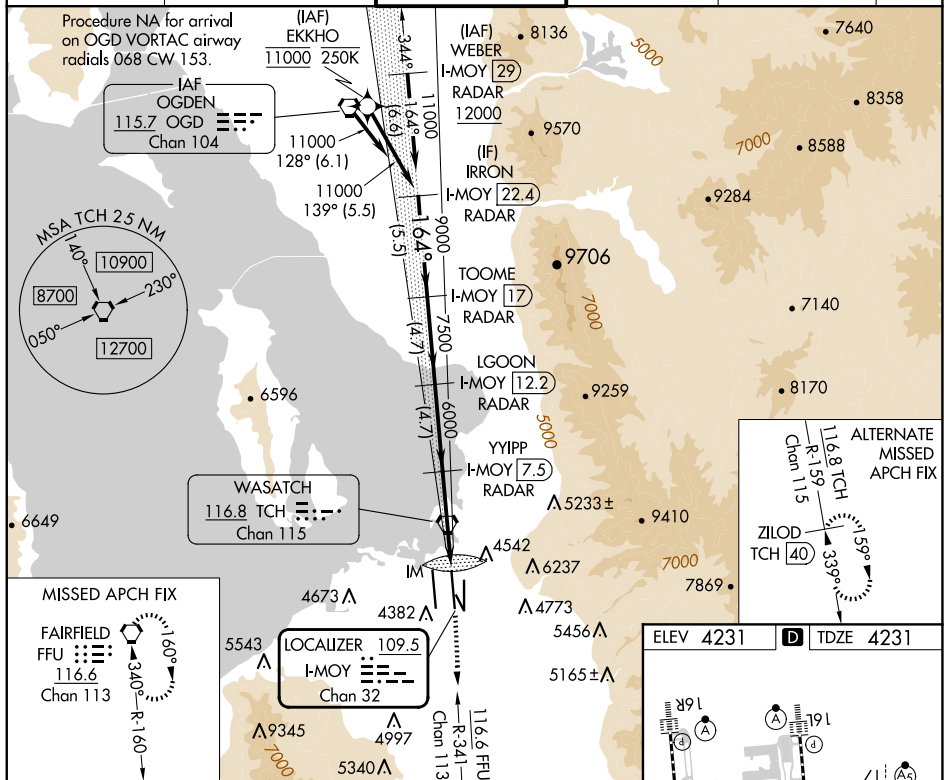


Diagram illustrating the S-ILS 16L approach for Cat II and Cat III operations. The diagram shows the glidepath, decision height (4331 ft), and various radar stations (IRRON, TOOME, LGOON, YYIPP, FFU) and their I-MOY values. The glidepath angle is 3.00 degrees. The decision height is 4331 ft. The approach is for Cat II and Cat III operations.

CATEGORY	A	B	C	D
S-ILS 16L	CAT II RA 109/12 100 DA 4331			
S-ILS 16L	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

