

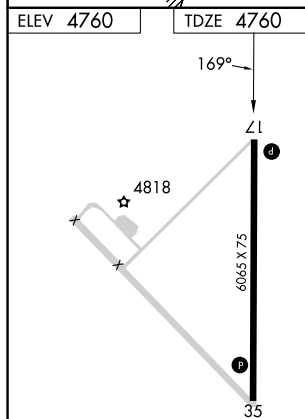
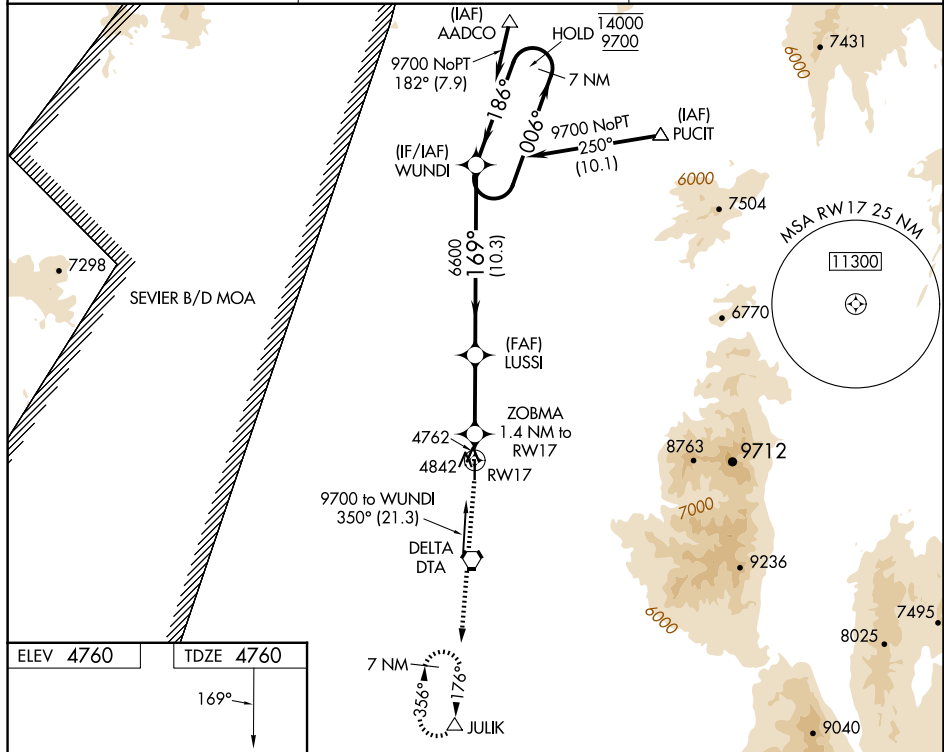
25163

RNAV (GPS) RWY 17
DELTA MUNI (DTA)

T Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5300, then climbing right turn to 12000 direct JULIK and hold, continue climb-in-hold to 12000.

AWOS-3 127.75	SALT LAKE CENTER 127.825 239.025	UNICOM 122.8 (CTAF) ①
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MIRL Rwy 17-35 **L**
REIL Rwy 17 and 35 **L**

The diagram illustrates a flight path starting from a point labeled '5240'. A dashed line indicates a 1.4 NM distance to 'RW17'. A solid line segment of 4.2 NM leads to a point marked with a cross, labeled '6600'. From this point, a solid line segment of 10.3 NM leads to a point labeled 'WUNDI'. The angle between the 4.2 NM segment and the 10.3 NM segment is 169°. At 'WUNDI', a horizontal line segment of 1.4 NM leads to a point labeled '14000' and '9700'. The angle between the 10.3 NM segment and this horizontal segment is 186°. A '7 NM Holding Pattern' is indicated at the end of the horizontal segment. A 'GP 3.00° TCH 48' is also shown. A legend at the top left defines symbols: '5300' (up arrow), '12000' (curved arrow), and 'JULIK' (triangle). A note at the top right states 'VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48)'.

DELTA MUNI (DTA)
RNAV (GPS) RWY 17

SW-4, 06 AUG 2026 to 03 SEP 2026