

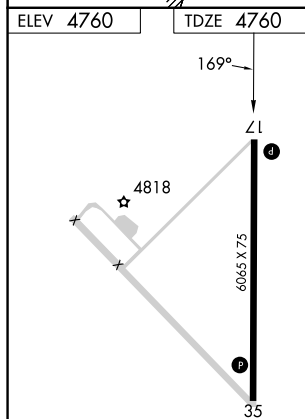
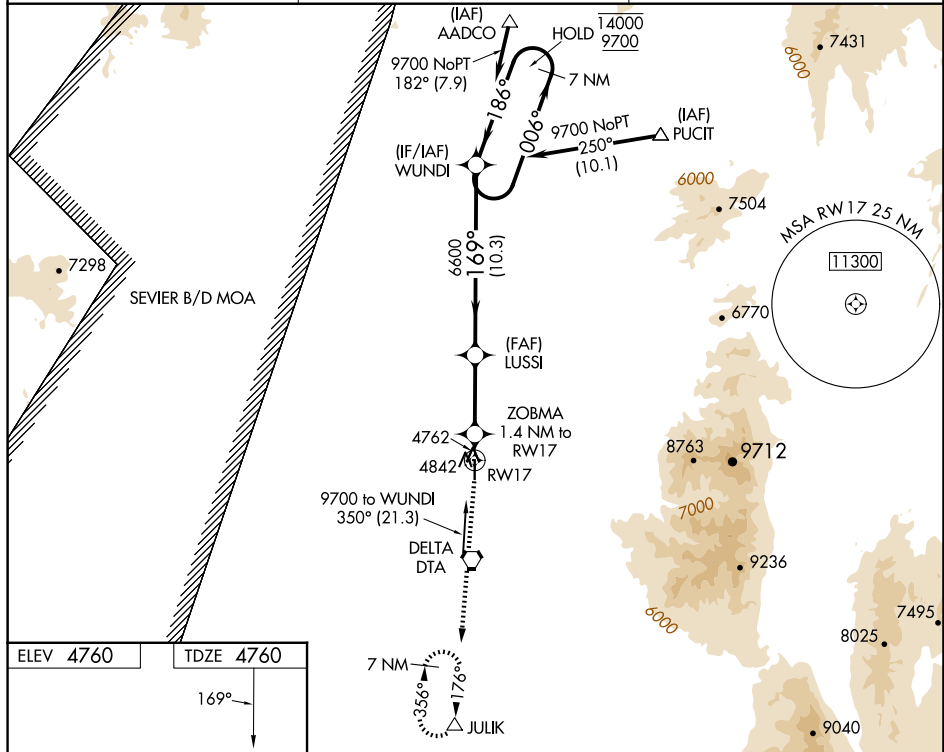
25163

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', the path turns 186° to the left, indicated by a curved arrow, and continues as a horizontal line labeled '006°'. This horizontal segment is 7 NM long, labeled 'Holding Pattern', and ends at a point labeled '14000' over '9700'. A vertical line labeled 'LUSSI' is positioned between the 4.2 NM and 10.3 NM segments. A vertical line labeled 'ZOBMA' is positioned between the 1.4 NM and 4.2 NM segments. A vertical line labeled 'JULIK' is positioned to the left of the 1.4 NM segment. A vertical line labeled '5300' is positioned to the left of the 1.4 NM segment. A vertical line labeled '12000' is positioned to the left of the 1.4 NM segment. A vertical line labeled 'VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48)' is positioned to the right of the 10.3 NM segment. A vertical line labeled 'GP 3.00° TCH 48' is positioned to the right of the 10.3 NM segment.

DELTA MUNI (DTA)
RNAV (GPS) RWY 17

SW-4, 03 SEP 2026 to 01 OCT 2026