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Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Heber UT USA

IATA Code:

Lat/Long: N40° 28.9' W111° 25.7'

Elevation: 5637 ft

Airport Use: Public

Magnetic Variation: 11.8°E

Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, Low Pressure

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1403 Z

Sunset: 0114 Z,

Runway Information

Runway: 04

Length x Width: 6899 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 5608 ft

Lighting: Edge, Pilot controlled

Runway: 22

Length x Width: 6899 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 5637 ft

Lighting: Edge, Pilot controlled

Communication Information

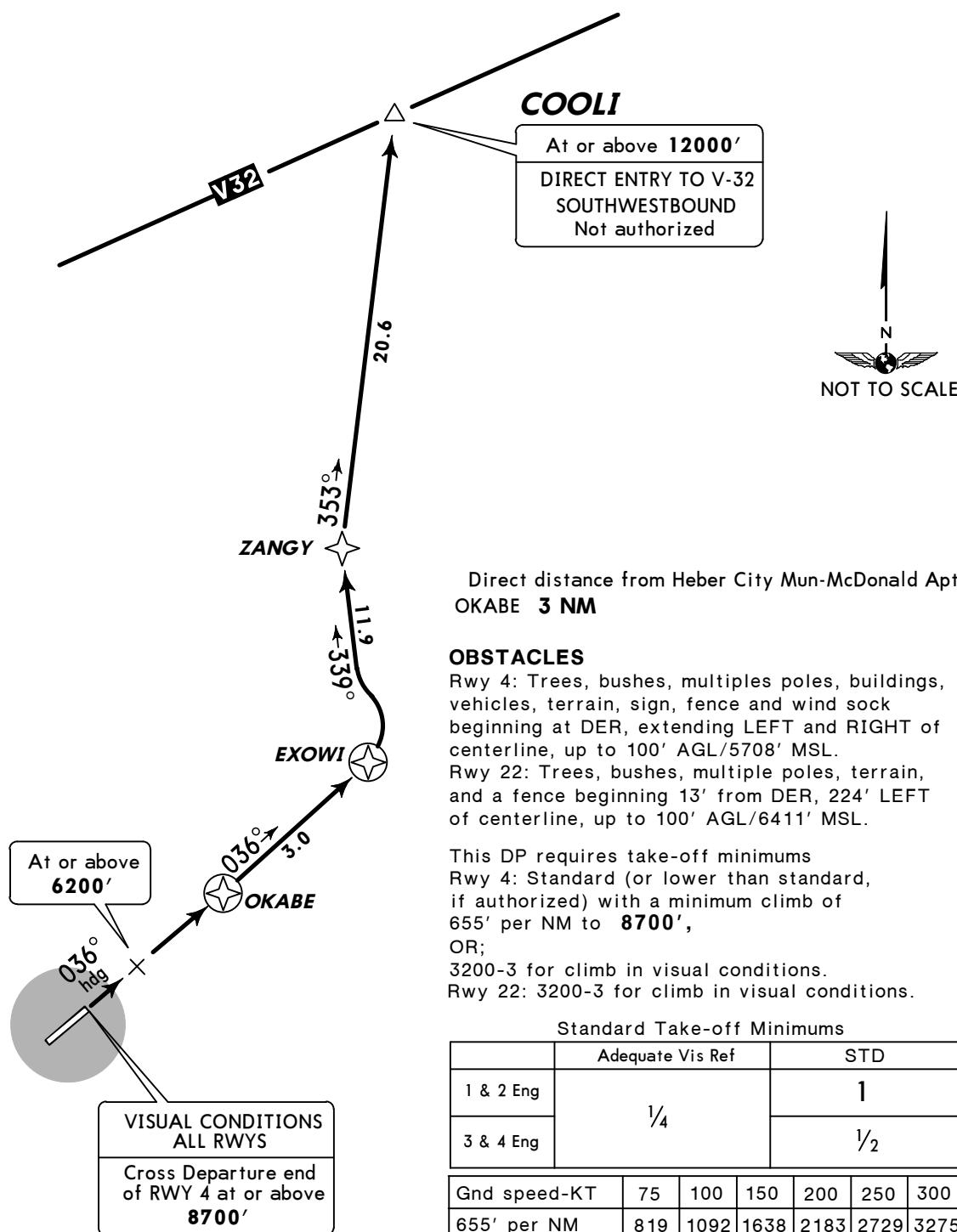
AWOS 124.825

Heber City Mun-Mcdonald Unicom 122.8 CTAF PCL

Salt Lake City Center 119.95 Remote Communications Air-Ground

4. Pilots electing to utilize visual climb over airport shall visually align aircraft over the departure end of RWY 4 at or above 8700' prior to commencing the route to COOLI.

COOLI TWO RNAV DEPARTURE (COOLI2.COOLI)



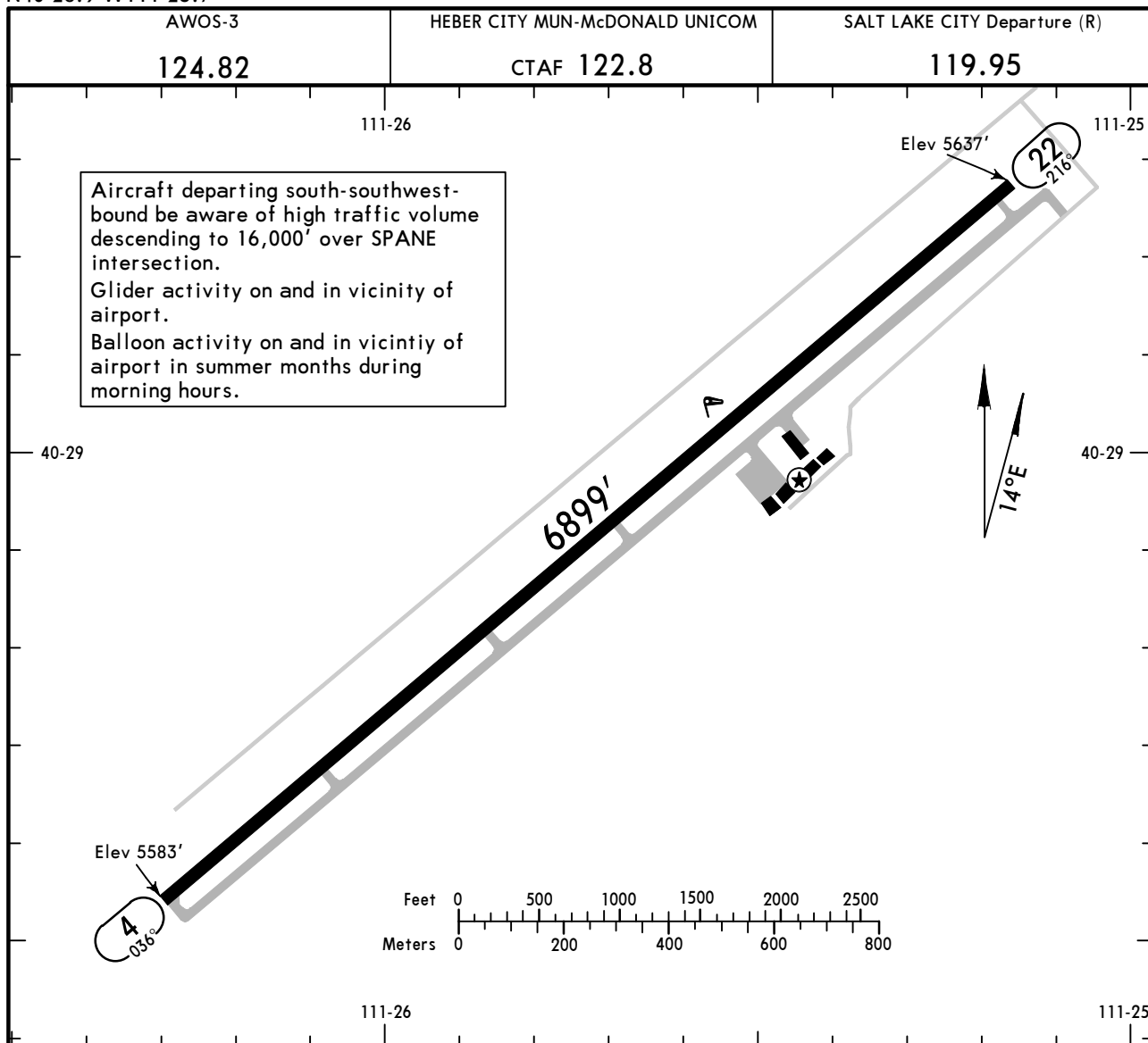
Standard Take-off Minimums						
	Adequate Vis Ref			STD		
1 & 2 Eng	1/4			1		
3 & 4 Eng				1/2		
Gnd speed-KT	75	100	150	200	250	300
655' per NM	819	1092	1638	2183	2729	3275

RWY	INITIAL CLIMB
4	Climb heading 036° to 6200' , then climb to 12000' (or assigned altitude) direct OKABE and on track 036° to EXOWI, then on depicted route to COOLI. OR; For climb in visual conditions cross the departure end of RWY 4 NORTHEASTBOUND at or above 8700' , then climb to 12000' (or assigned altitude) direct OKABE and on track 036° to EXOWI, then on depicted route.
22	Climb in visual conditions to cross the departure end of RWY 4 NORTHEASTBOUND at or above 8700' , then climb to 12000' (or assigned altitude) direct to OKABE and on track 036° to EXOWI, then on depicted route.

36U
Apt Elev 5637'
N40 28.9 W111 25.7

JEPPesen
6 JAN 12 (12-1)

HEBER CITY, UTAH
HEBER CITY MUN-McDONALD



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
4	① MIRL				75'
22	① MIRL ① ② PAPI-L (angle 4.00°)				

- ① Activate on 122.8.
- ② Unusable beyond 3.5 NM from threshold and 6° from centerline.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE	
All Rwys			
1 & 2 Eng	USE COOLI DEPARTURE	A	NA
3 & 4 Eng		B	
		C	
		D	

36U

HEBER CITY MUN-McDONALD

6 JAN 12

(12-1)

CAT A & B

HEBER CITY, UTAH

RNAV (GPS)-A

AWOS-3

SALT LAKE CITY Approach (R)

HEBER CITY MUN-McDONALD UNICOM

124.82

119.95

CTAF 122.8

RNAV

Final
Apch Crs
176°

Minimum Alt
UZEYU
9400' (3763')

MDA(H)
Refer to
Minimums

Apt Elev **5637'**

13,200'

MISSED APCH: Climbing LEFT turn to 12000' direct ZANGY and via track 353° to COOLI and hold.

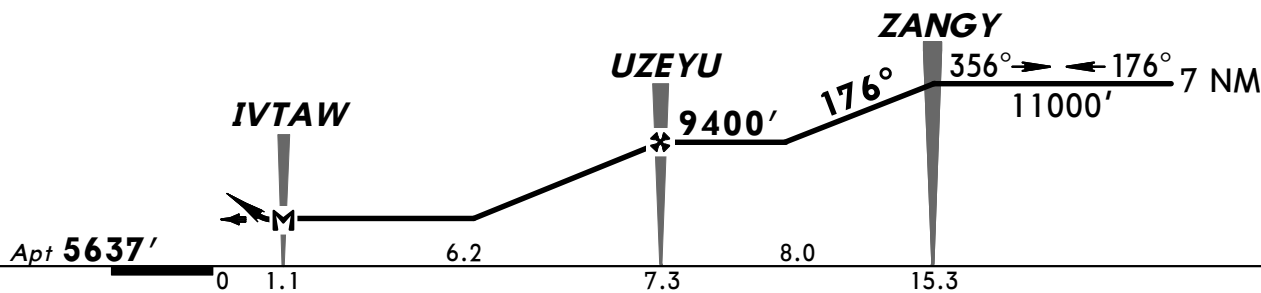
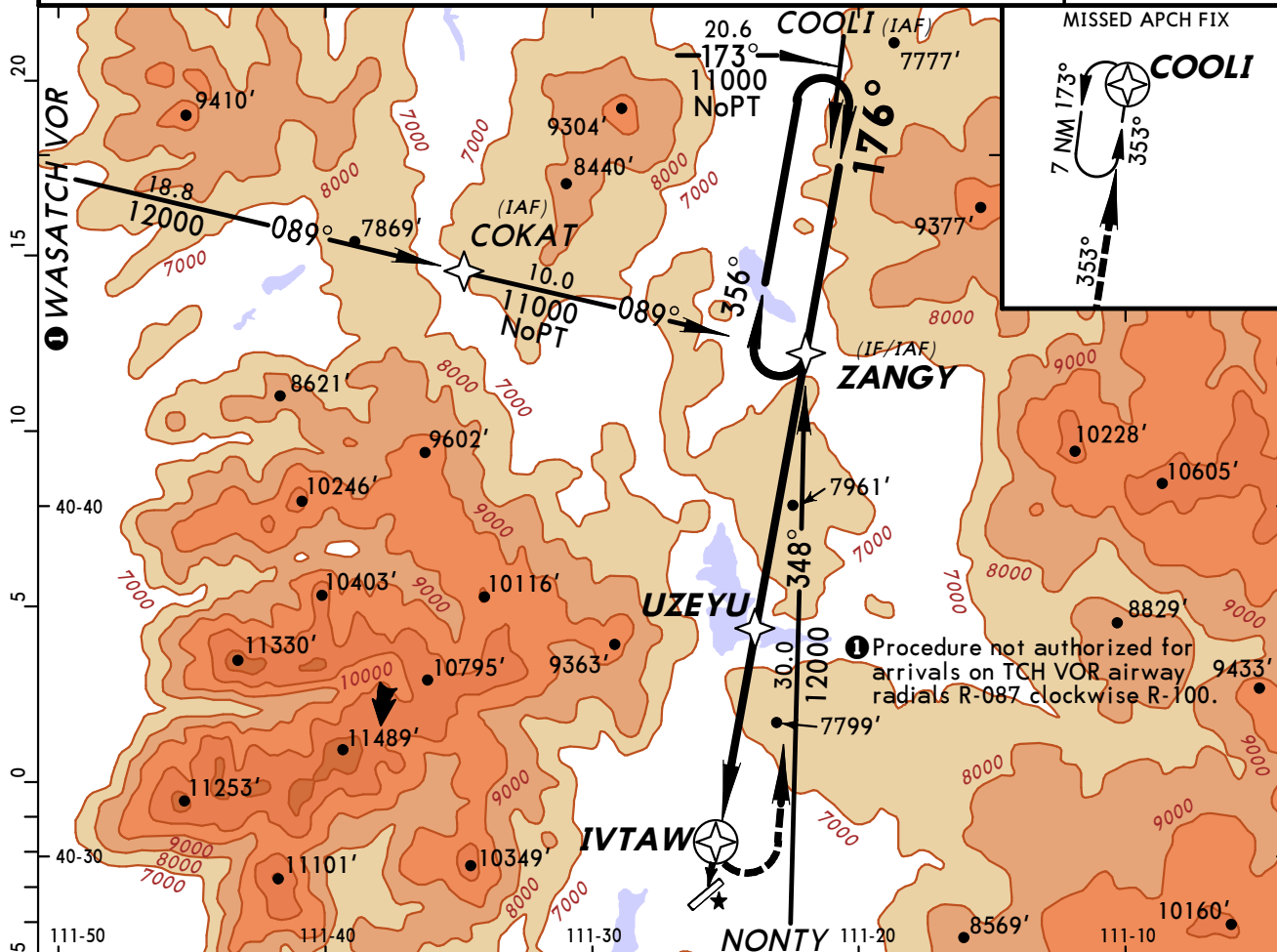
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, procedure not authorized.
2. DME/DME RNP-0.30 not authorized. 3. Procedure not authorized at night.
4. Pilot controlled lighting 122.8.

MSA IVTAW



						Lighting - Refer to Airport Chart	12000'	LT	ZANGY
MAP at IVTAW									

		CIRCLE-TO-LAND		NIGHT
		Not Authorized South of Rwy 3-21		
		Max Kts	DAY	
			MDA(H)	
	A	90	8280'(2643') - 1½	NA
	B	120		
	C		NA	
	D			

CHANGES: None.

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General Information

Location: Bryce Canyon UT USA
IATA Code: BCE
Lat/Long: N37° 42.4' W112° 08.7'
Elevation: 7590 ft

Airport Use: Public
Magnetic Variation: 11.6°E
Sectional Chart: Las Vegas

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1403 Z
Sunset: 0120 Z,

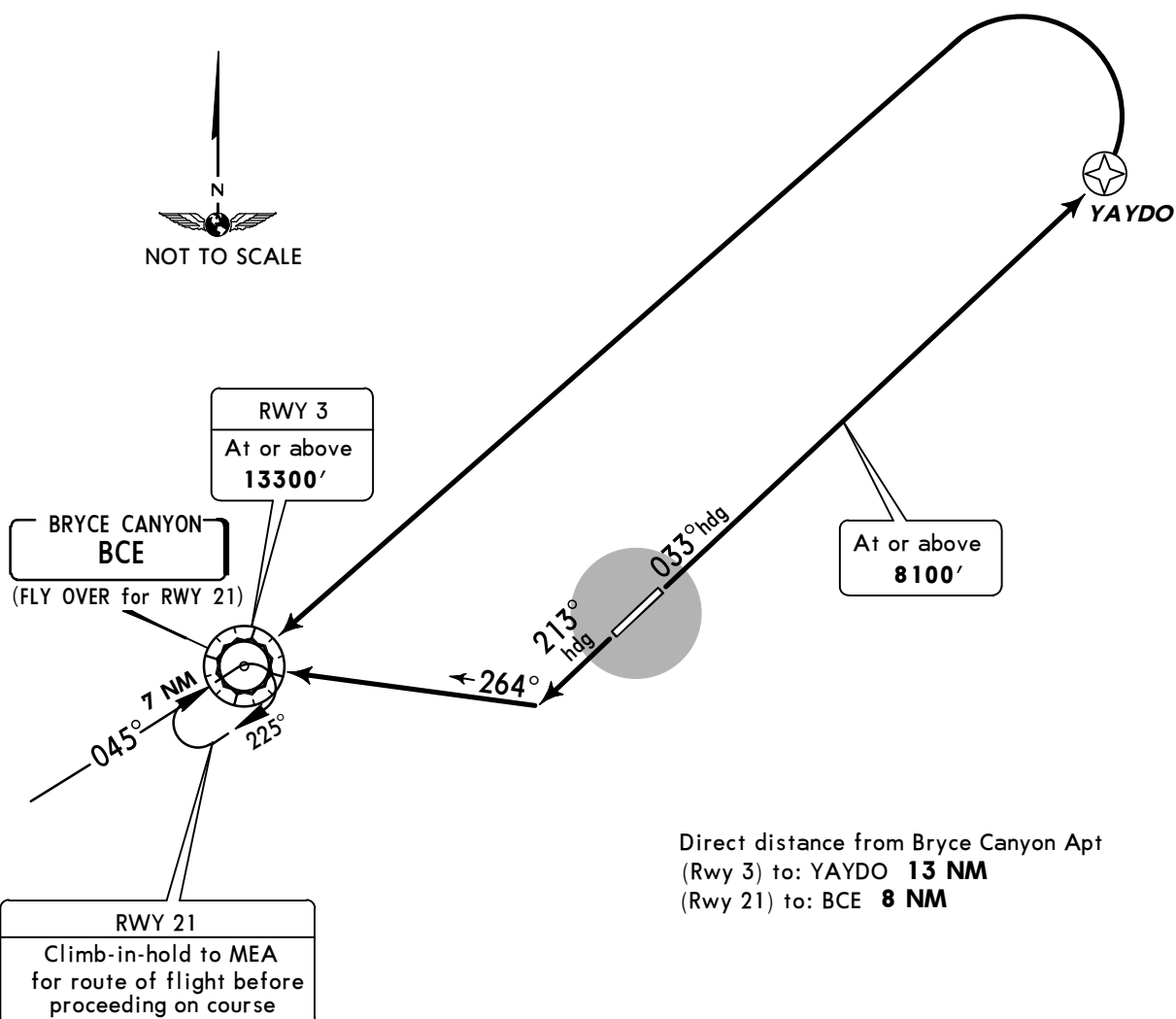
Runway Information

Runway: 03
Length x Width: 7395 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7590 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 7395 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7564 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS 135.475
Bryce Canyon Unicom 122.8 CTAF PCL
Cedar City Flight Service Station 122.2 RCO
Salt Lake City Center 133.6 Remote Communications Air-Ground

SALT LAKE CITY
Center
133.6Apt Elev
7590'Trans level: FL180 Trans alt: 18000'
1. GPS required.
2. RNAV 1.**OBSTACLE****BRYCE TWO RNAV DEPARTURE (BRYCE2.BRYCE)**

This DP requires take-off minimums:

Rwy 3: Standard (or lower than standard, if authorized) with a minimum climb of 285' per NM to **12100'**.Rwy 21: Standard (or lower than standard, if authorized) with a minimum climb of 310' per NM to **10500'**.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
285' per NM	356	475	713	950	1188	1425
310' per NM	388	517	775	1033	1292	1550

OBSTACLES

Rwy 3: Vehicles on road 135' from DER, 374' LEFT of centerline, 15' AGL/7588' MSL. Fence 38' from DER, 377' RIGHT of centerline, 8' AGL/7558' MSL.

Rwy 21: Fence 23' from DER, 375' LEFT of centerline, 4' AGL/7593' MSL. Fence 296' from DER, 530' RIGHT of centerline, 4' AGL/7601' MSL. Vehicles on road beginning 49' from DER, 28' RIGHT of centerline, 15' AGL/7623' MSL. Multiple poles beginning 867' from DER, 706' RIGHT of centerline, 39' AGL/7638' MSL.

RWY**INITIAL CLIMB****3**Climb heading 033° to **8100'**, then climb to **13300'** direct YAYDO and LEFT turn direct BCE before proceeding on course.**21**

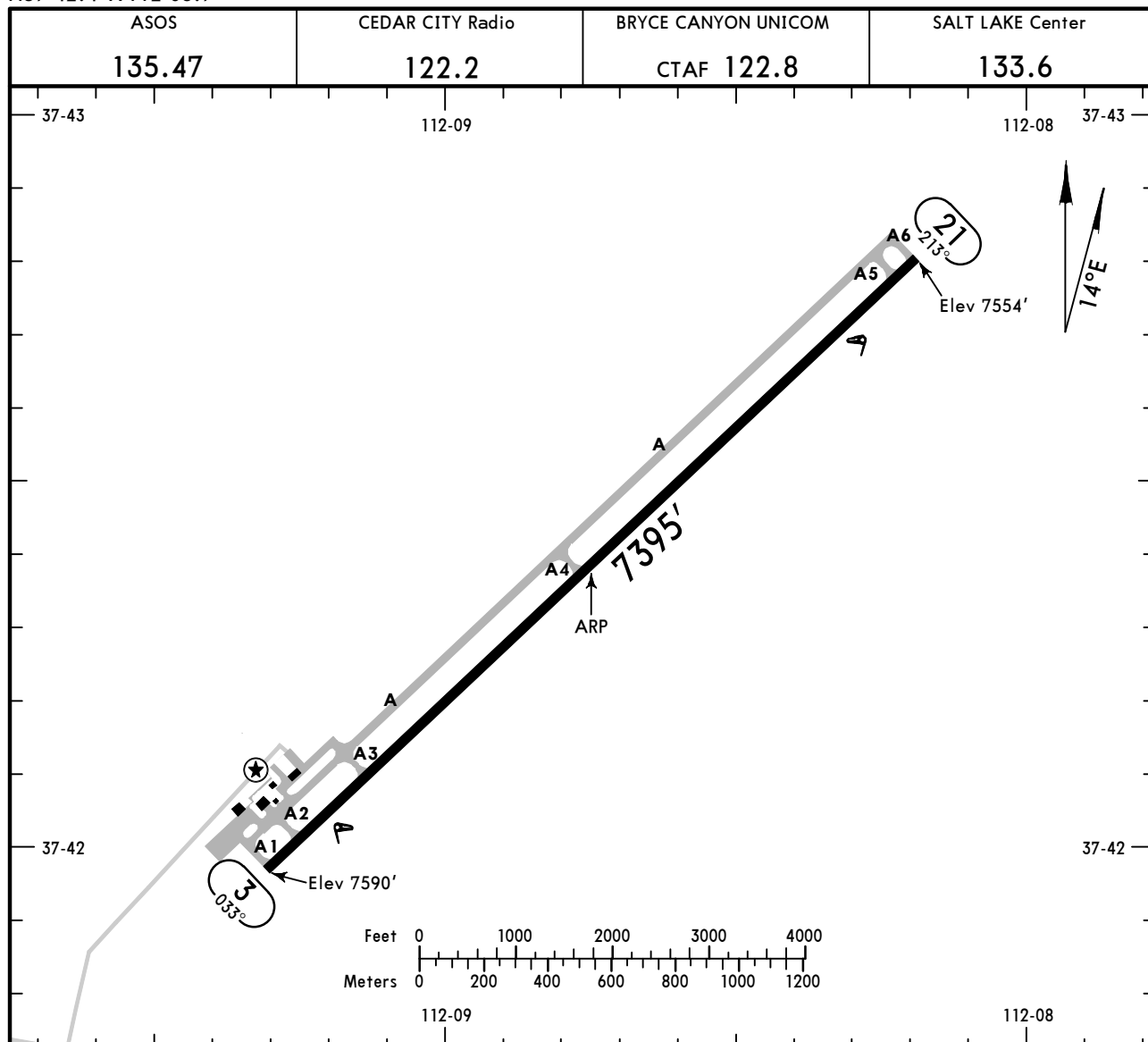
Climb heading 213° to intercept course 264° to BCE and hold. Continue climb-in-hold to MEA for route of flight before proceeding on course.

KBCE/BCE
Apt Elev **7590'**
N37 42.4 W112 08.7

JEPPesen
29 APR 11 (10-9)

Eff 5 May

BRYCE CANYON, UTAH
BRYCE CANYON



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				WIDTH
		—LANDING BEYOND—	Threshold	Glide Slope	TAKE-OFF	
3 21	① MIRL ① REIL PAPI-L (angle 3.0°) porous friction course overlay					75'

① Activate on 122.8.

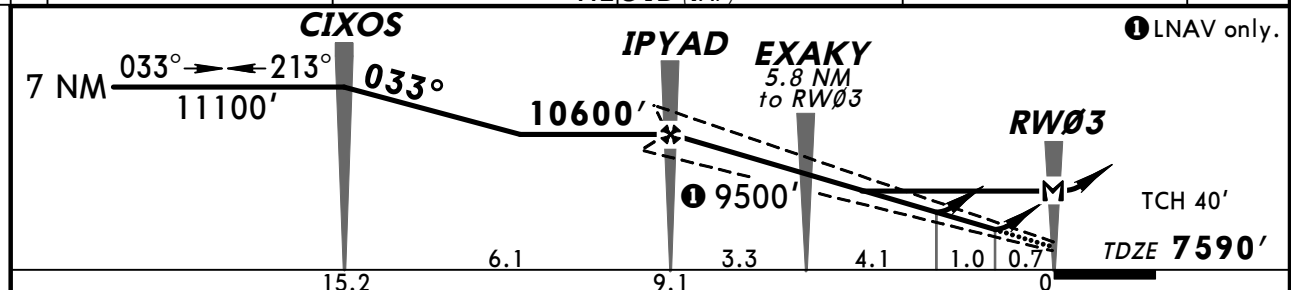
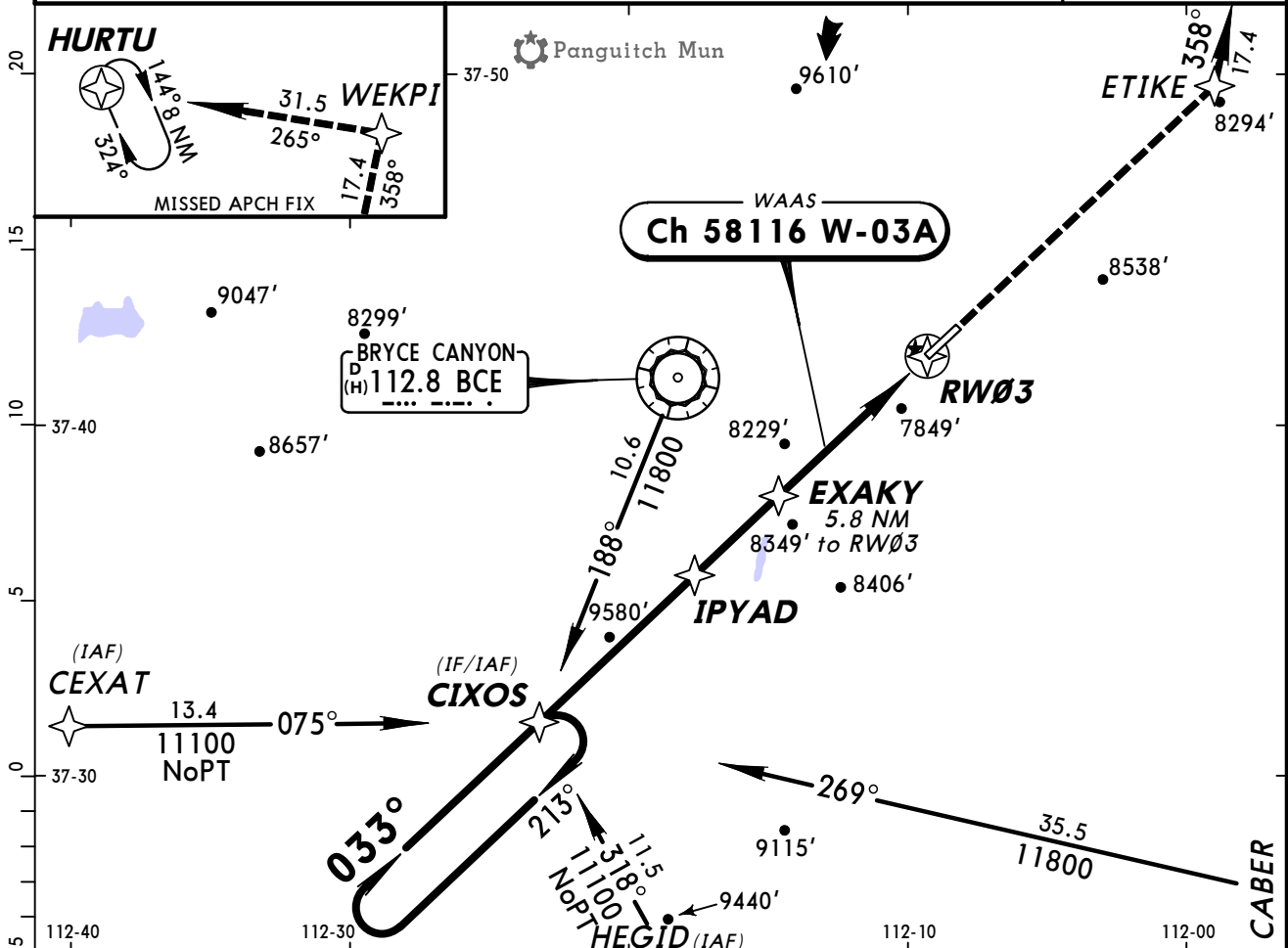
TAKE-OFF		FOR FILING AS ALTERNATE	
	All Rwy's	RNAV (GPS) Rwy 21	RNAV (GPS) Rwy 3
1 & 2 Eng	USE BRYCE DEPARTURE	A	900-2
		B	800-2
		C	900-2½
		D	NA
3 & 4 Eng			NA

CHANGES: Alternate minimums.

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A
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N
D
0

ASOS 135.47		SALT LAKE Center 133.6		CEDAR CITY Radio 122.2		BRYCE CANYON UNICOM CTAF 122.8	
WAAS Ch 58116 W-03A		Final Apch Crs 033°	Minimum Alt IPYAD 10600'(3010')	LPV DA(H) (CONDITIONAL) 7840'(250')	Apt Elev 7590' TDZE 7590'		12,400' MSA RW03
MISSED APCH: Climb to 13000' direct ETIKE and on track 358° to WEKPI and LEFT turn on track 265° to HURTU and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, procedure not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -30°C (-22°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.8.							

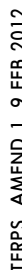


Gnd speed-Kts	70	90	100	120	140	160	REIL	13000'	ETIKE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI-L		
MAP at RW03									

1 STRAIGHT-IN LANDING RWY 3				CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV		Not Authorized at Night to Rwy 3	
DA(H) 7840' (250')	DA(H) 8183' (593')	MDA(H) 8440' (850')		Max Kts	MDA(H)
A		1		90	8440' (850')-1
B	1	2	1 1/4	120	8440' (850')-1 1/4
C			2 1/2	140	8440' (850')-2 1/2
D	NA	NA	NA	D	NA

1 Not authorized at night.

Percentage of respondents who believe the government should do more to protect the environment	Percentage of respondents
0	0
5	0
10	10
15	0
20	0

[illegible]

TERPS		STRAIGHT-IN LANDING RWY 21			CIRCLE-TO-LAND	
LPV		LNAV/VNAV	LNAV	Max Kts	MDA(H)	
DA(H) 7879' (325')		DA(H) 8006' (452')	MDA(H) 8040' (486')			
A	1 1/8	1 1/2	1	90	8200' (610') - 1	
B				120	8220' (630') - 1	
C			1 3/8	140	8240' (650') - 1 3/4	
D	NA	NA	NA	D	NA	

General Information

Location: Brigham City UT USA
IATA Code: BMC
Lat/Long: N41° 33.3' W112° 03.7'
Elevation: 4230 ft

Airport Use: Public
Magnetic Variation: 12.3°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1406 Z
Sunset: 0116 Z,

Runway Information

Runway: 17
Length x Width: 8900 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4230 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 8900 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4230 ft
Lighting: Edge, REIL, Pilot controlled

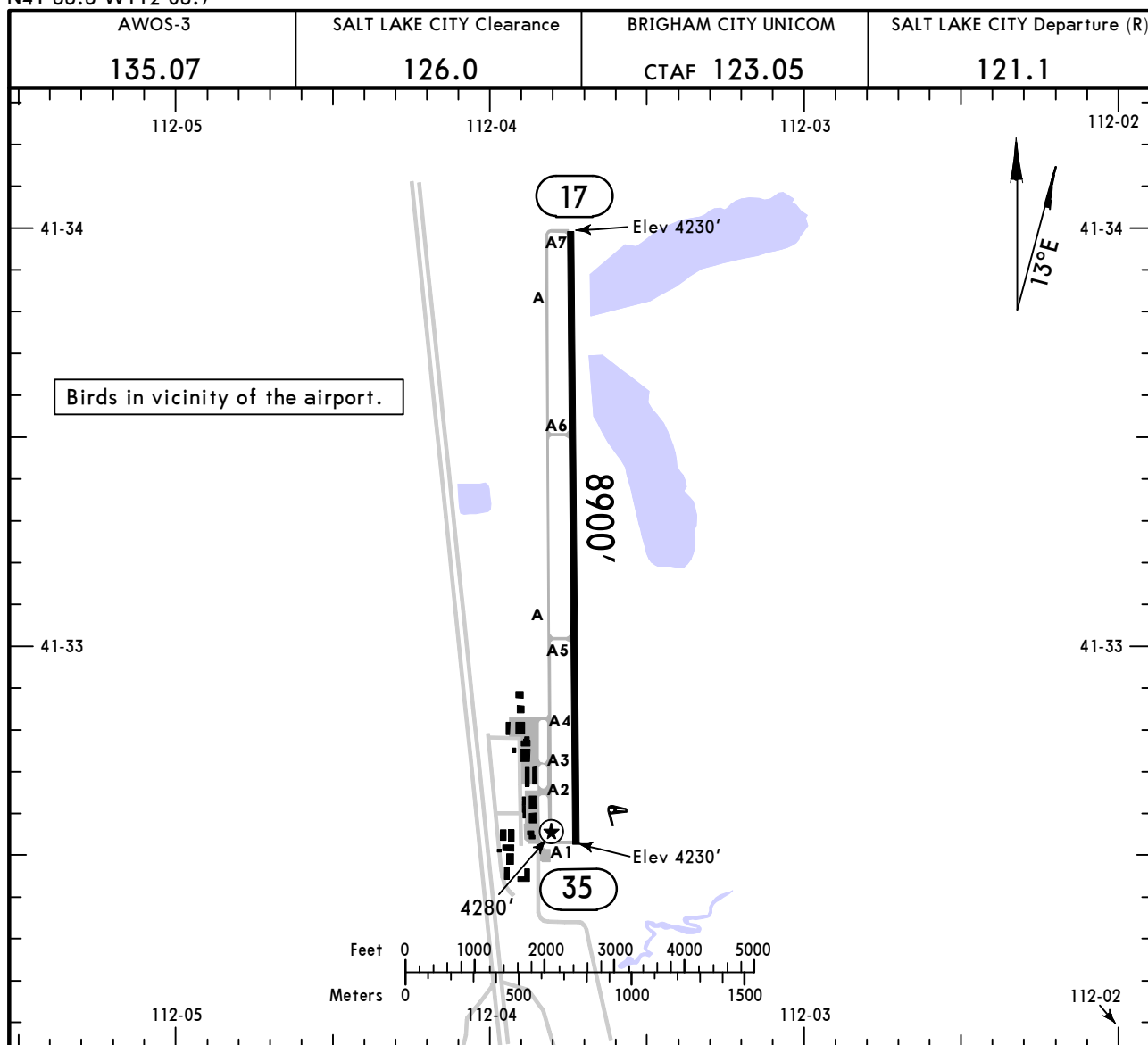
Communication Information

AWOS 135.075
Brigham City Unicom 123.05 CTAF PCL
Salt Lake City Clearance Delivery 126.0
Salt Lake City Approach Control 121.1
Salt Lake City Departure Control 121.1

KBMC/BMC
Apt Elev **4230'**
N41 33.3 W112 03.7

JEPPesen
9 DEC 11 **(10-9)** **Eff 15 Dec**

BRIGHAM CITY, UTAH
BRIGHAM CITY



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17 ① 35	② MIRL ② REIL ② PAPI-L (angle 3.00°) grooved				100'

① Mid-runway departures not authorized.

② Activate on 123.05.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

FOR FILING AS ALTERNATE

	Rwy 17		Rwy 35	
	Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	NA	A
3 & 4 Eng		1/2		B
				C
				D

OBSTACLE DP: Rwy 17, climbing right turn heading 207° and OGD VOR R-331 to OGD VOR before proceeding on course.

A
M
E
N
D
6
A

KBMC/BMC BRIGHAM CITY

9 DEC 11
Eff 15 Dec

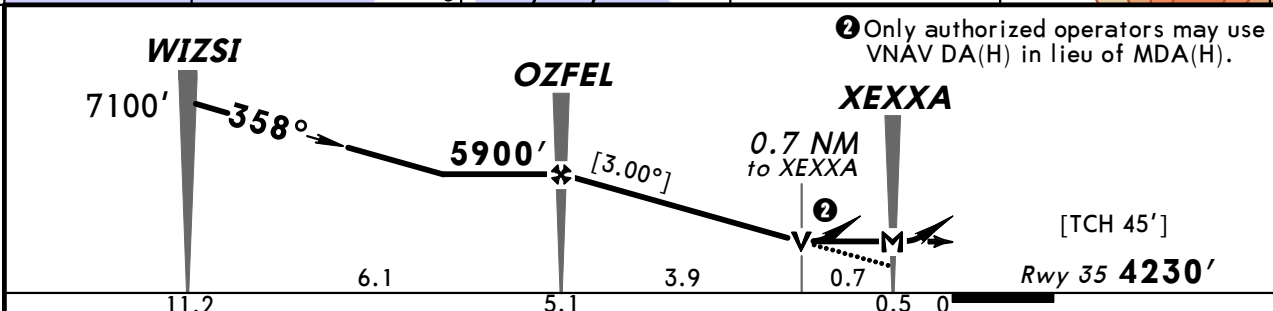
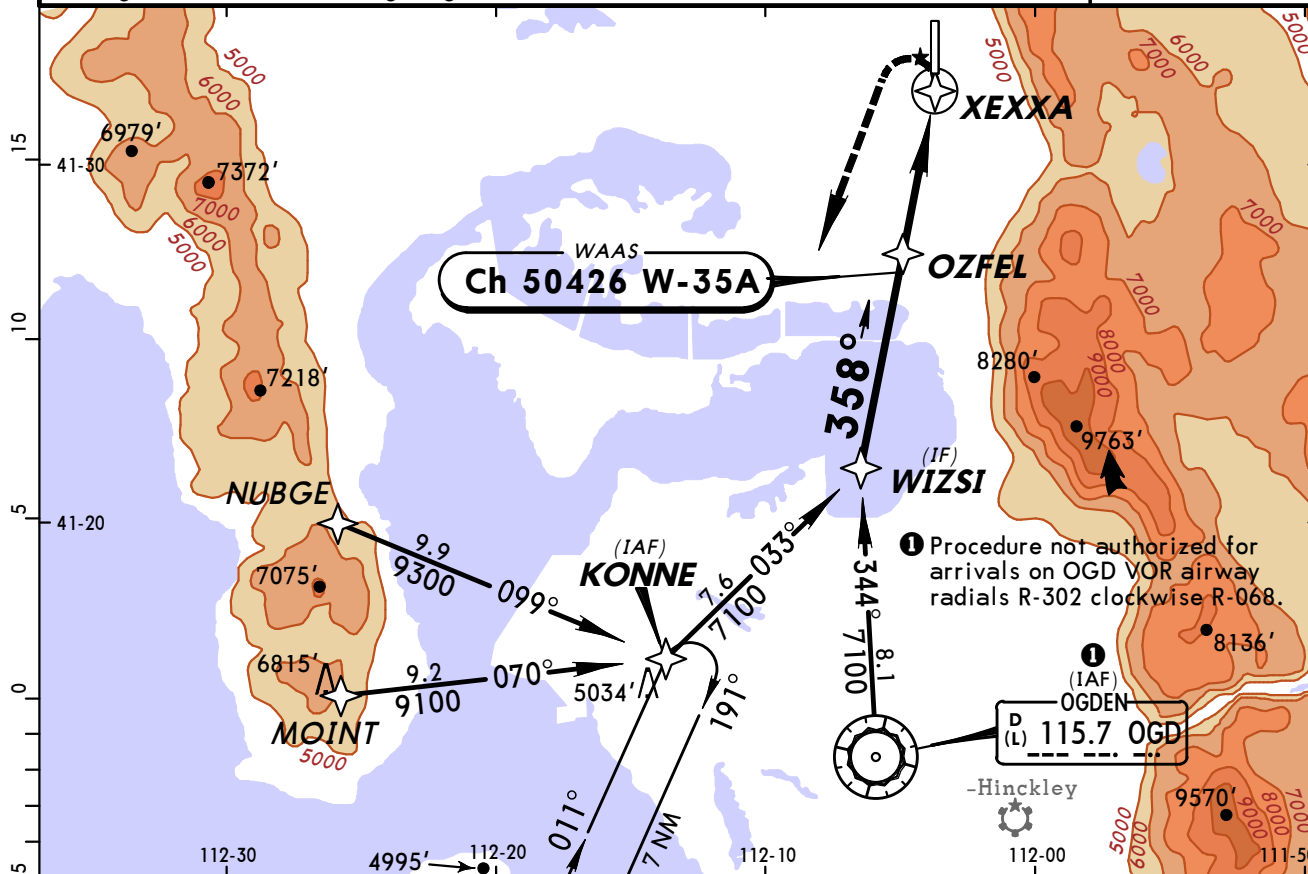
12-1

CAT A, B & C

BRIGHAM CITY, UTAH RNAV (GPS) Rwy 35

BRIEFING STRIP™

AWOS-3 135.07		SALT LAKE CITY Approach (R) 121.1		BRIGHAM CITY UNICOM CTAF 123.05	
WAAS Ch 50426 W-35A	Final Apch Crs 358°	Minimum Alt OZFEL 5900' (1670')	LP MDA(H) (CONDITIONAL) 4660' (430')	Apt Elev 4230' Rwy 35 4230'	11,200' MSA XEXXA
MISSED APCH: Climbing LEFT turn to 7100' direct KONNE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Ogden altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized with Ogden altimeter setting. 4. Pilot controlled lighting 123.05.					



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	7100'  LT		KONNE
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at XEXXA											

STRAIGHT-IN LANDING RWY 35 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LP MDA(H) 4660' (430')		LNAV MDA(H) 4900' (670')		Max Kts	MDA(H)
A	1	1		90	4900' (670') - 1
B	1	1		120	
C	1¼	1⅞		140	5020' (790') - 2¼
D	NA	NA		D	NA
With Ogden Altimeter Setting				With Ogden Altimeter Setting	
LP MDA(H) 4760' (530')		LNAV MDA(H) 5000' (770')		Max Kts	MDA(H)
A	1	1		90	5000' (770') - 1
B	1	1¼		120	5000' (770') - 1¼
C	1½	2½		140	5120' (890') - 2¾
D	NA	NA		D	NA

CHANGES: Procedure.

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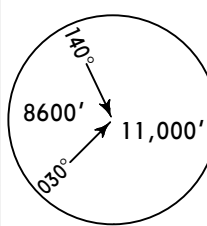
TERPS AMEND 2 15 DEC 2011

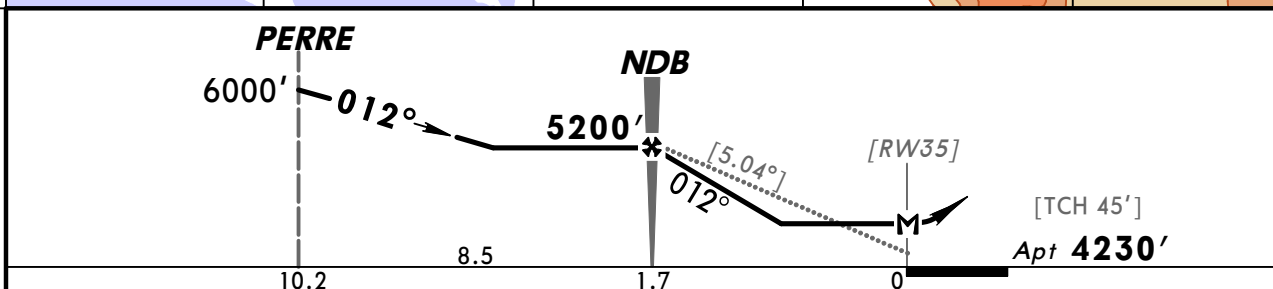
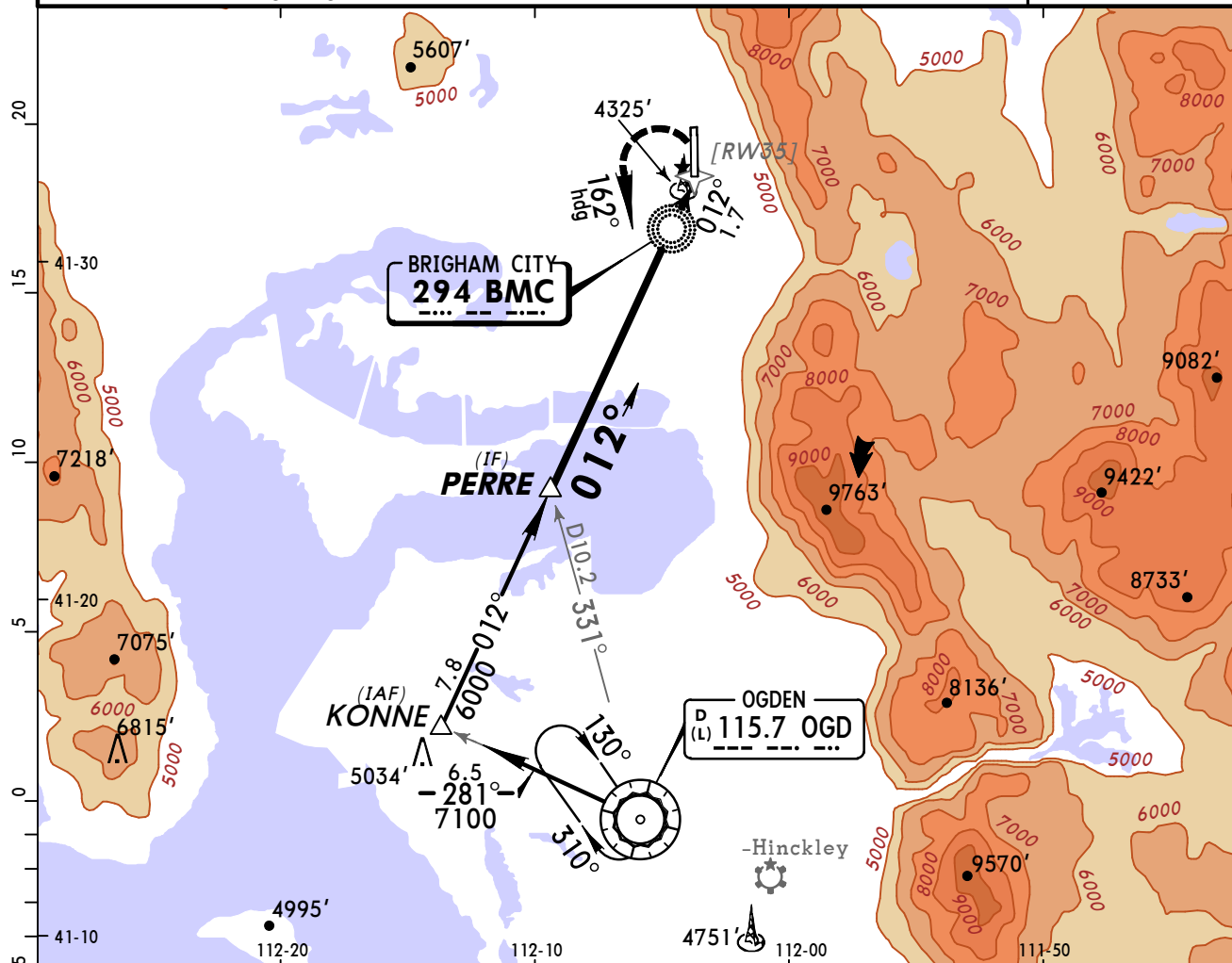
KBMC/BMC

BRIGHAM CITY

JEPPESEN
9 DEC 11 (16-1) Eff 15 Dec

BRIGHAM CITY, UTAH
CAT A, B, & C NDB-A

AWOS-3 135.07		SALT LAKE CITY Approach (R) 121.1		BRIGHAM CITY UNICOM CTAF 123.05	
NDB BMC 294	Final Apch Crs 012°	Minimum Alt NDB 5200' (970')	MDA(H) Refer to Minimums	Apt Elev 4230'	
MISSED APCH: Climbing LEFT turn to 7000' via 162° heading and 192° bearing from BMC NDB to KONNE INT and LEFT turn via OGD VOR R-281 inbound to OGD VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ogden-Hinckley altimeter setting. 2. Pilot controlled lighting 123.05.					MSA BMC NDB



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	7000' LT	via 162° hdg	BMC 294 192°
Descent angle [5.04°]	625	804	893	1072	1250	1429				
NDB to MAP	1:27	1:08	1:01	0:51	0:44	0:38				

CIRCLE-TO-LAND			
	Max Kts	With Local Altimeter Setting	With Ogden-Hinckley Altimeter Setting
		MDA(H)	MDA(H)
A	90	4640' (410') - 1	4740' (510') - 1
B	120	4680' (450') - 1	4780' (550') - 1
C	140	4840' (610') - 1 3/4	4940' (710') - 2
D		NA	NA

1 Circling not authorized to Rwy 17.

CHANGES: None.

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TERPS AMEND 1A 17 NOV 2011

General Information

Location: Cedar City UT USA
IATA Code: CDC
Lat/Long: N37° 42.1' W113° 05.9'
Elevation: 5622 ft

Airport Use: Public
Magnetic Variation: 11.9°E
Sectional Chart: Las Vegas

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 778 ft AGL

Sunrise: 1407 Z
Sunset: 0124 Z,

Runway Information

Runway: 02
Length x Width: 8653 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5590 ft
Lighting: Edge, REIL, Pilot controlled

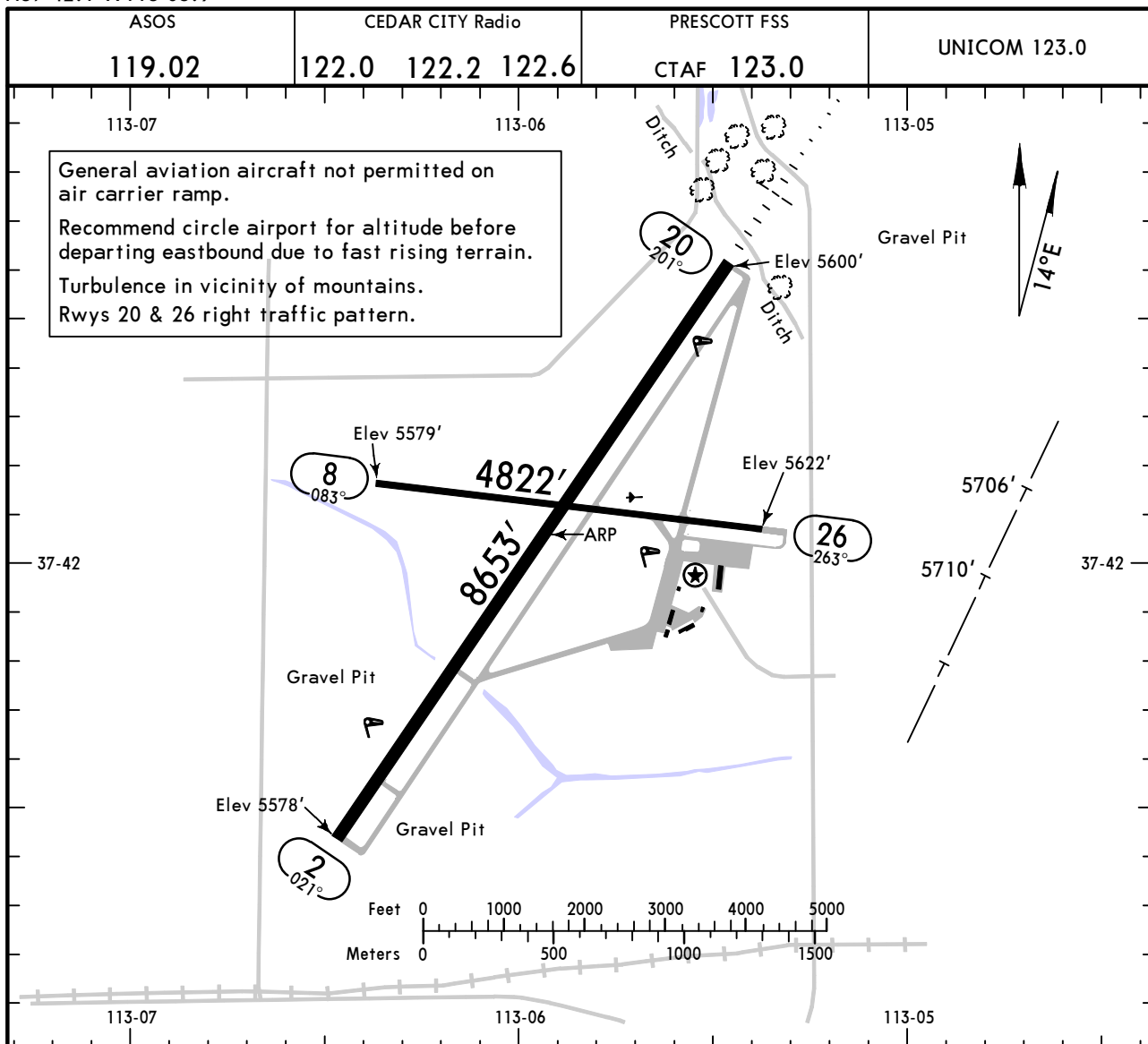
Runway: 08
Length x Width: 4822 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 5604 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 8653 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5600 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 26
Length x Width: 4822 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 5622 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS 119.025
Cedar City Unicom 123.0 CTAF PCL
Cedar City Flight Service Station 122.6 RCO
Cedar City Flight Service Station 122.2 RCO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
2	① HIRL ① REIL PAPI-L (angle 3.0°)				150'
20	① HIRL ① MALSR PAPI-L (angle 3.0°) — grooved		7653'		
8	① MIRL ① REIL PAPI-L (angle 3.0°)				60'
26	① MIRL ① REIL				

① Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

		Rwys 2, 20, 26		Rwy 8		Other
		Adequate Vis Ref	STD	With Mim climb of 450'/NM to 10000'		
				Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	3500-3	
3 & 4 Eng		1/2		1/2		

FOR FILING AS ALTERNATE

		ILS Rwy 20	LOC Rwy 20 VOR Rwy 20	NDB Rwy 20	RNAV(GPS) Rwy 20
A	600-2	800-2	1000-2		NA
B			1000-3		
C					
D	900-2 ³ / ₄	900-2 ³ / ₄			

OBSTACLE DP: Rwys 20 and 26 turn right, Rwys 2 and 8 turn left, climb direct CDC VOR, continue climb to 9000' via CDC VOR R-348. Northbound continue on course. All others reverse course and climb to

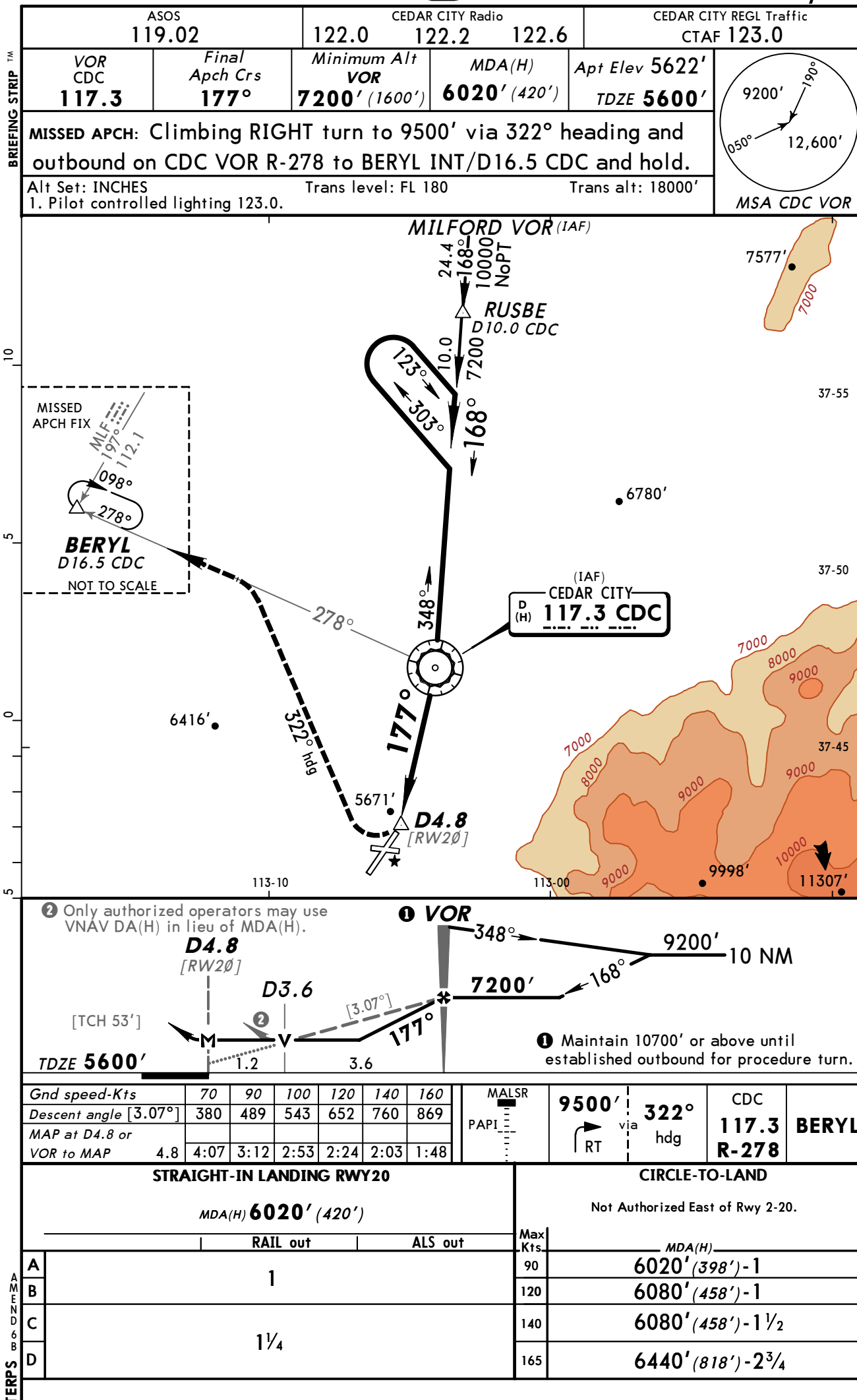
cross CDC VOR at or above MCA for direction of flight.

BRIEFING STRIP™



TERPS

TERPS
AMEND
0



General Information

Location: Moab UT USA
IATA Code: CNY
Lat/Long: N38° 45.3' W109° 45.3'
Elevation: 4557 ft

Airport Use: Public
Magnetic Variation: 10.9°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1355 Z
Sunset: 0109 Z,

Runway Information

Runway: 03
Length x Width: 7100 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4557 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 7100 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4557 ft
Lighting: Edge, REIL, Pilot controlled

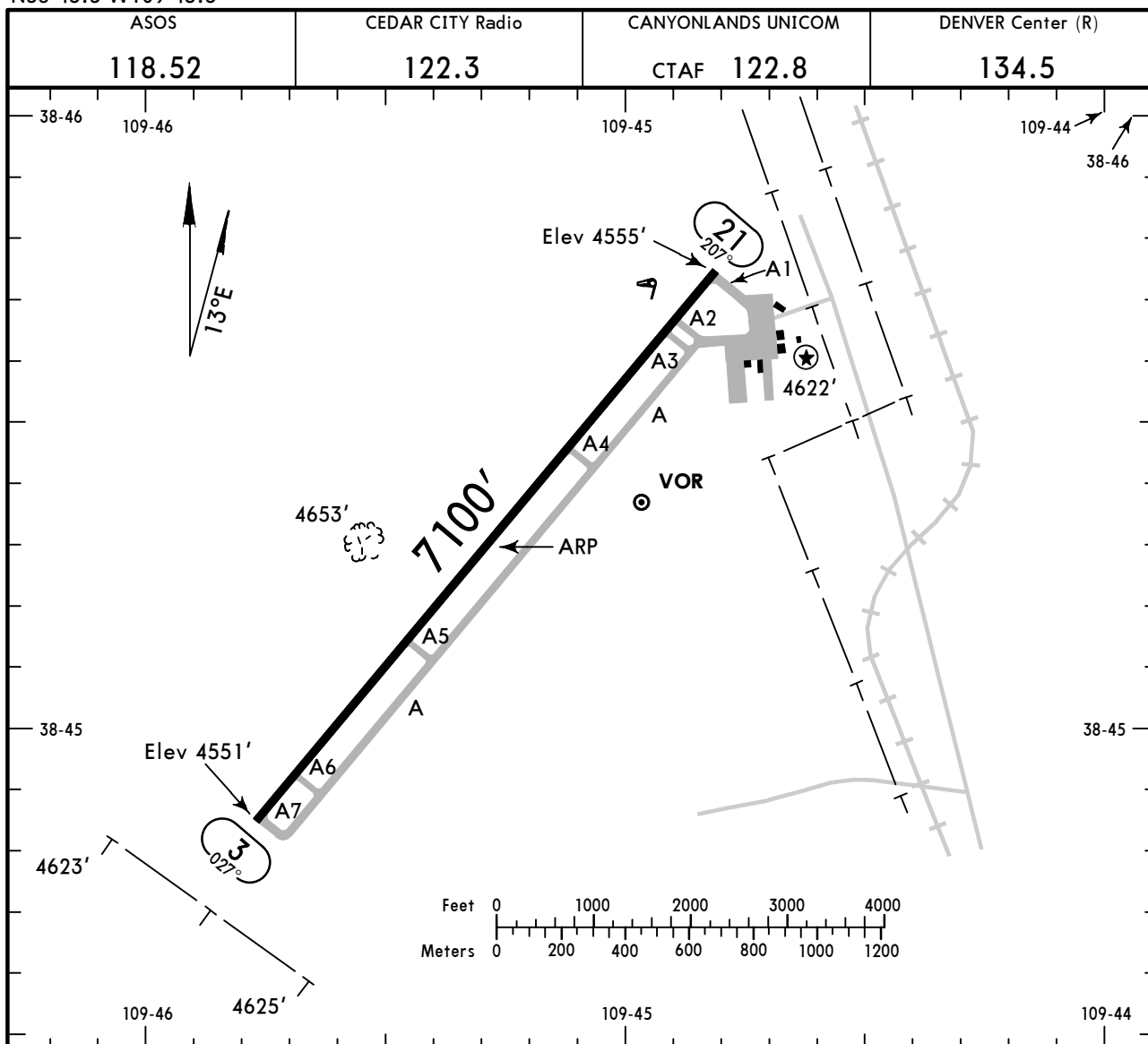
Communication Information

ASOS 118.525
Canyonlands Unicom 122.8 CTAF PCL
Cedar City Flight Service Station 122.3 RCO

KCNY/CNY
Apt Elev 4557'
N38 45.3 W109 45.3

JEPPESSEN
5 AUG 11 (10-9)

MOAB, UTAH
CANYONLANDS



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
RWY				LANDING BEYOND			
3				Threshold	Glide Slope		
21	① MIRL ① ② PAPI-L ① REIL	porous friction course overlay					75'

- ① Activate on 122.8.
- ② Angle 3.00°

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

FOR FILING AS ALTERNATE

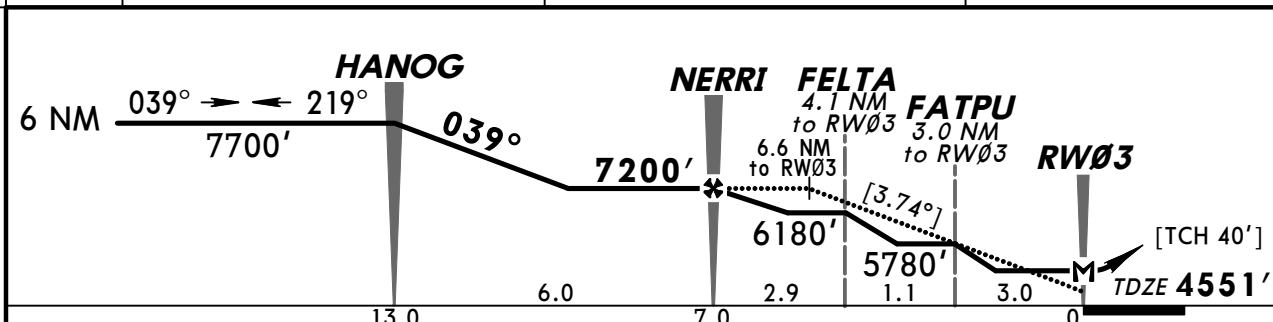
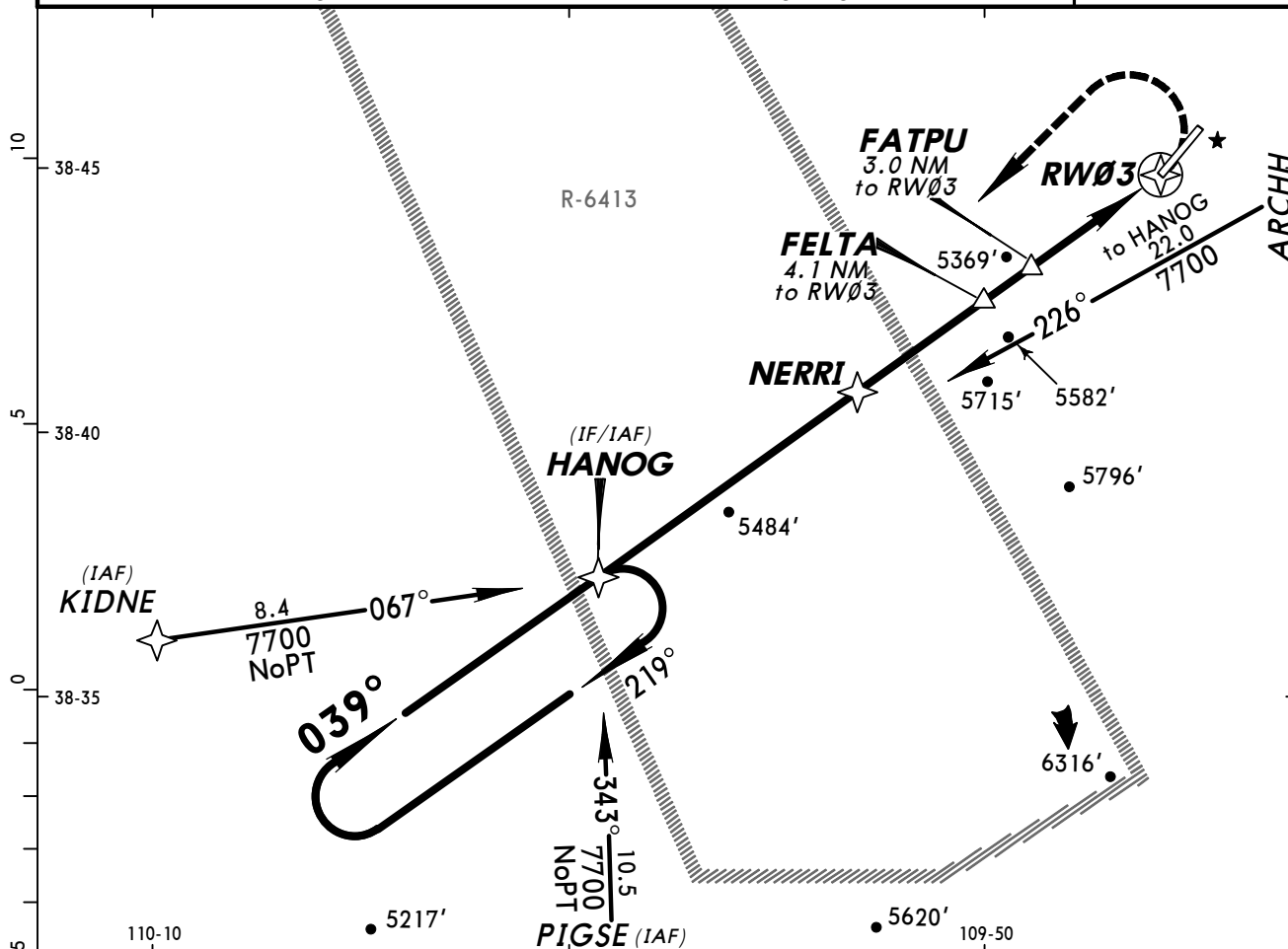
		Rwy 3		Rwy 21			
		With Mim climb of 320'/NM to 5800'		With Mim climb of 330'/NM to 5400'			
		Adequate Vis Ref	STD	Adequate Vis Ref	STD		
		1 & 2 Eng	1/4	1	1/4		
3 & 4 Eng	1/4	1/2	1/4	1/2	A	NA	
				B			
				C			
				D			

OBSTACLE DP: Rwy 3 turn left, Rwy 21 turn right, climb to 6700' via OAB VOR R-293 outbound, then climbing right turn direct OAB VOR. Climb in OAB VOR holding pattern. (Hold northwest, left turns,

113° inbound) to 10000' then proceed on course.

BRIEFING STRIP™

ASOS 118.52		DENVER Center (R) 134.5		CEDAR CITY Radio 122.3		CANYONLANDS UNICOM CTAF 122.8	
RNAV	Final Apch Crs 039°	Minimum Alt NERRI 7200' (2649')	LNAV MDA(H) (CONDITIONAL) 5380' (829')	Apt Elev 4555' TDZE 4551'		13,600' MSA RW03	
MISSED APCH: Climbing LEFT turn to 7700' direct HANOG and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Procedure not authorized when R-6413 in operation. 2. Procedure not authorized at night. 3. GPS or RNP-0.3 required. 4. DME/DME RNP-0.3 not authorized. 5. VGSI and descent angles not coincident. 6. Pilot controlled lighting 122.8.							

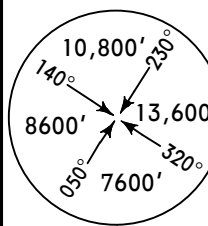


Gnd speed-Kts	70	90	100	120	140	160	REIL		7700'	HANOG	
Descent angle [3.74°]	463	596	662	794	927	1059	PAPI-L		LT	D	
MAP at RW03											

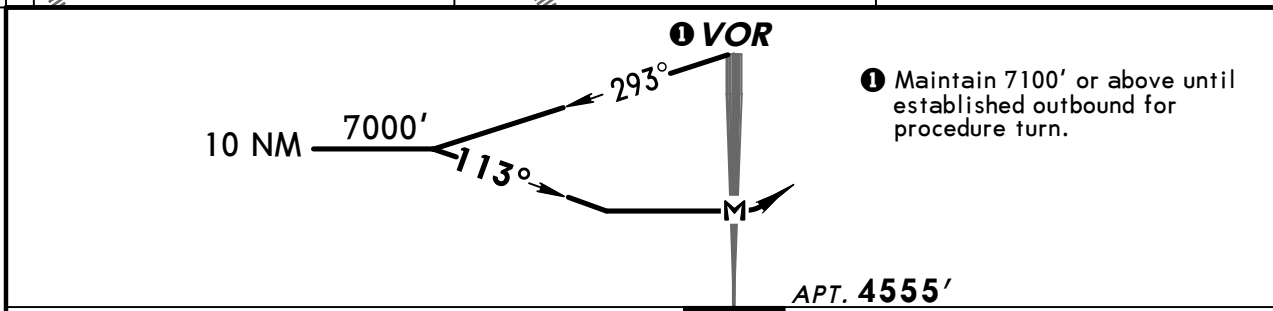
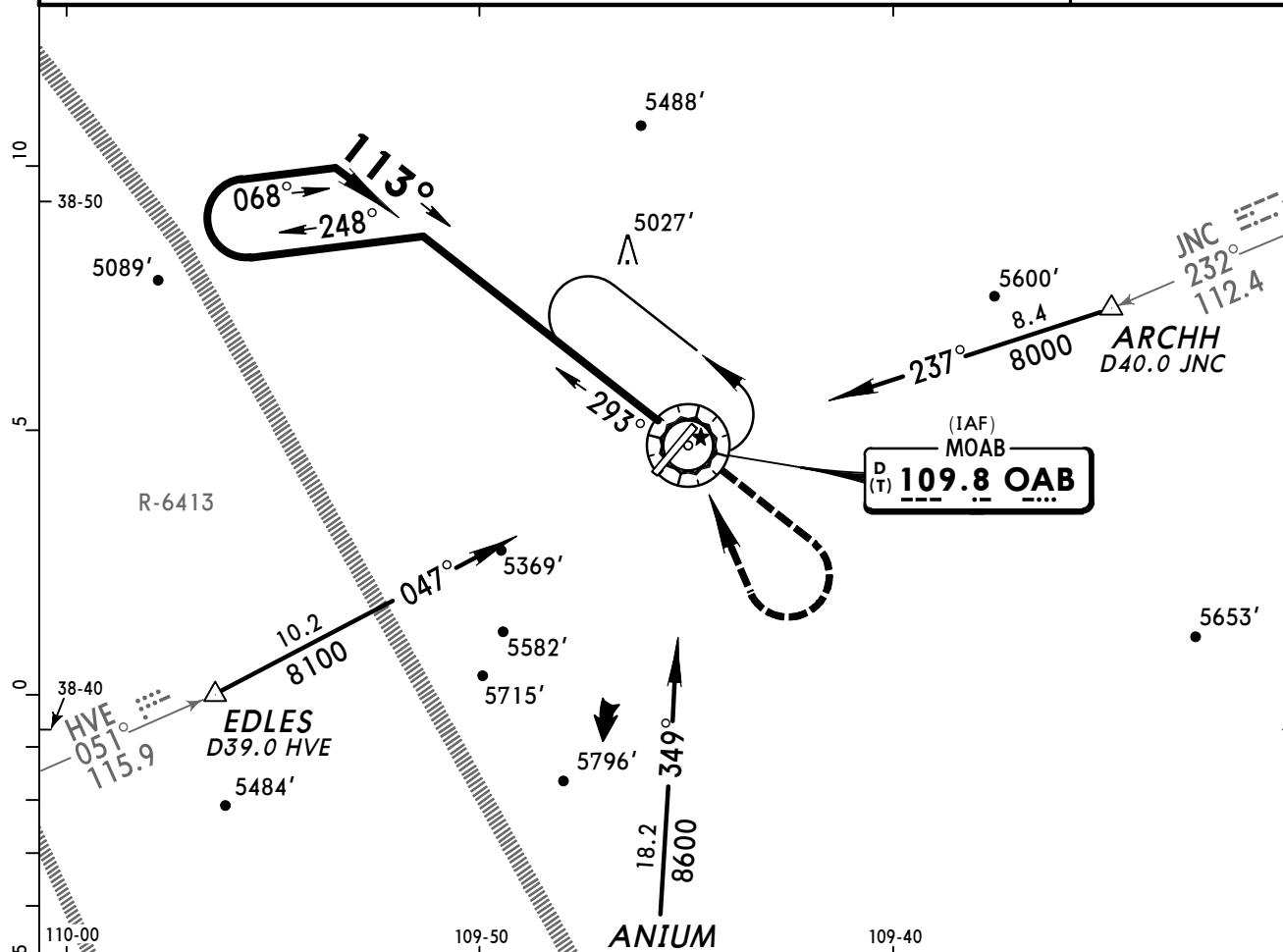
STRAIGHT-IN LANDING RWY 3				CIRCLE-TO-LAND			
DAY		NIGHT		DAY		NIGHT	
MDA(H) 5380' (829')				MDA(H)			
A	1	NA		90	5380' (825')-1	NA	
B	1 1/4			120	5380' (825')-1 1/4		
C	2 1/2			140	5380' (825')-2 1/2		
D	2 3/4			165	5440' (885')-3		

BRIEFING STRIP

TM

ASOS 118.52		DENVER Center (R) 134.5		CEDAR CITY Radio 122.3		CANYONLANDS UNICOM CTAF 122.8	
VOR OAB 109.8	Final Apch Crs 113°	No FAF		MDA(H) Refer to Minimums	Apt Elev 4555'		
MISSED APCH: Climb to 6100', then climbing RIGHT turn to 7100' direct OAB VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Procedure not authorized when R-6413 in operation. 2. Pilot controlled lighting 122.8.							

MSA OAB VOR



						Lighting - Refer to Airport Chart	6100' ↑	7100' RT	→ D →	OAB 109.8
MAP at VOR										

			CIRCLE-TO-LAND		
			Max Kts	MDA(H)	
			A 90	5500' (945') - 1 1/4	
			B 120	5500' (945') - 2 3/4	
			C 140	5500' (945') - 3	
			D 165		

TERPS
10 A

General Information

Location: Dugway Proving Ground UT USA

IATA Code: DPG

Lat/Long: N40° 11.8' W112° 56.1'

Elevation: 4351 ft

Airport Use: Military

Magnetic Variation: 12.3°E

Sectional Chart: Salt Lake City

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1409 Z

Sunset: 0121 Z,

Runway Information

Runway: 12

Length x Width: 11001 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 4346 ft

Lighting: Edge, ALS, Pilot controlled

Displaced Threshold: 1000 ft

Runway: 30

Length x Width: 11001 ft x 150 ft

Surface Type: asphalt

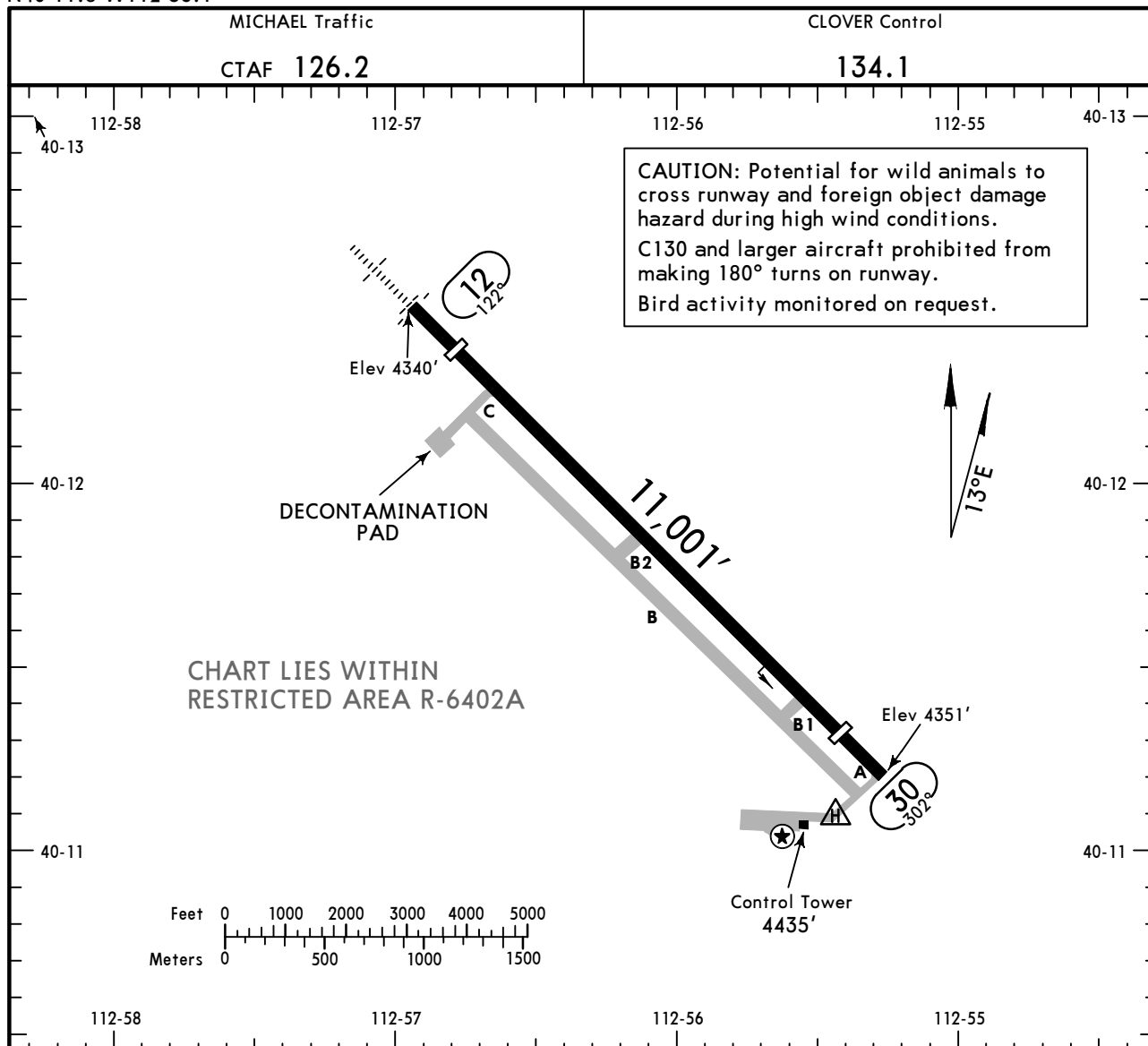
TDZ-Elev: 4350 ft

Lighting: Edge, Pilot controlled

Displaced Threshold: 1002 ft

Communication Information

Michael AAF Unicom 126.2 CTAF PCL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond	Glide Slope	TAKE-OFF
12	① HIRL SALS PAPI-R	10,001'			
30	① HIRL PAPI-L	9999'			

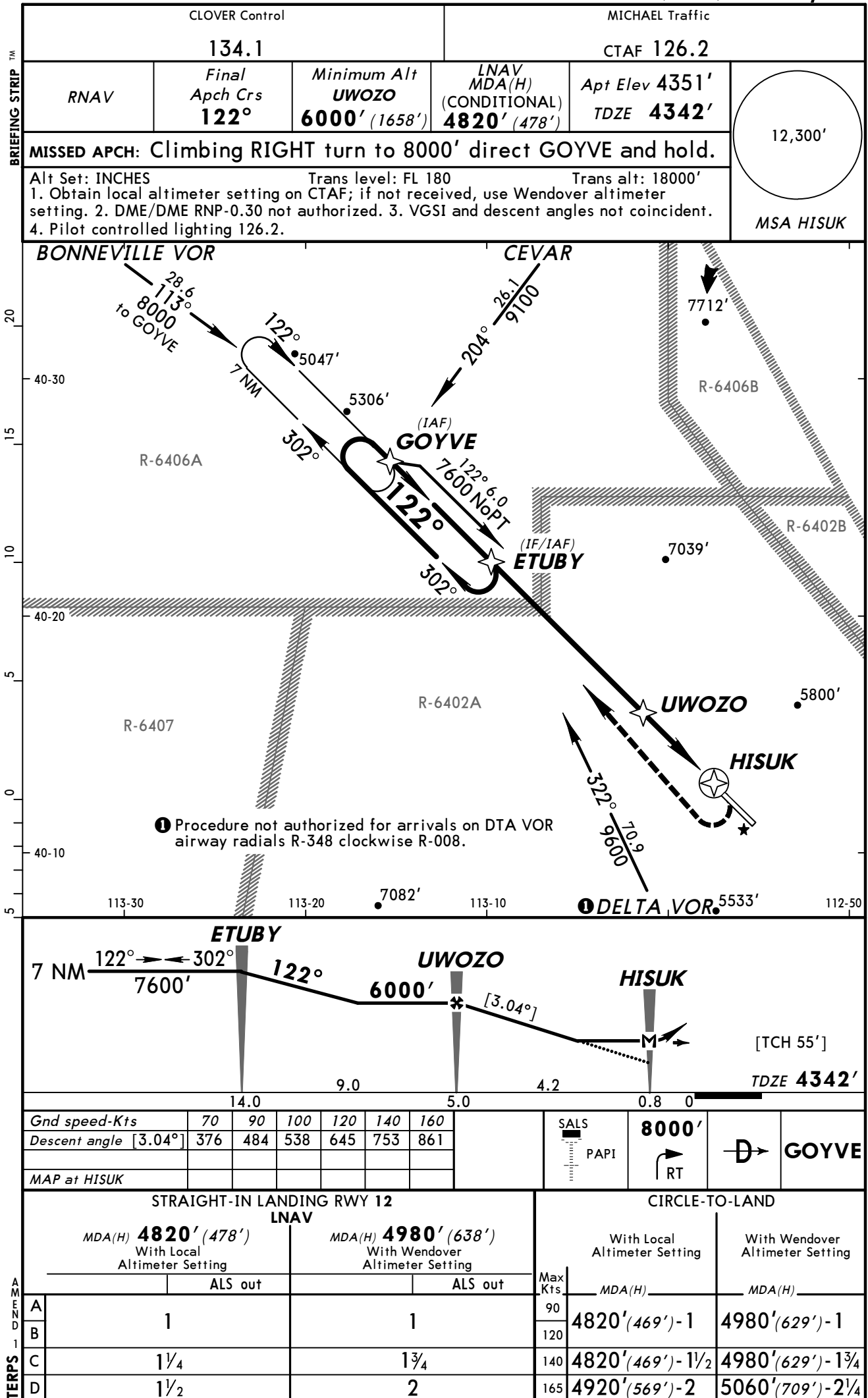
① Activate on 126.2.

TAKE-OFF

FOR FILING AS ALTERNATE

		Rwy 30		Rwy 12		FOR PLANS AS ALTERNATE		
		Adequate Vis Ref	STD	With Min climb of 305' /NM to 6100'				Other
				Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	1/4	1	4700-3	A	NA	
3 & 4 Eng		1/2		1/2		B		
						C		
						D		

NA



General Information

Location: Wendover UT USA
IATA Code: ENV
Lat/Long: N40° 43.1' W114° 01.9'
Elevation: 4237 ft

Airport Use: Public
Magnetic Variation: 12.8°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1413 Z
Sunset: 0124 Z,

Runway Information

Runway: 08
Length x Width: 8000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4230 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 12
Length x Width: 8001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4237 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 1000 ft

Runway: 26
Length x Width: 8000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4228 ft
Lighting: Edge, Pilot controlled

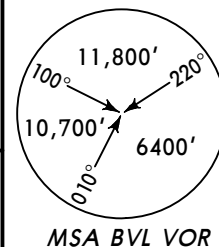
Runway: 30
Length x Width: 8001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4227 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 1000 ft

Communication Information

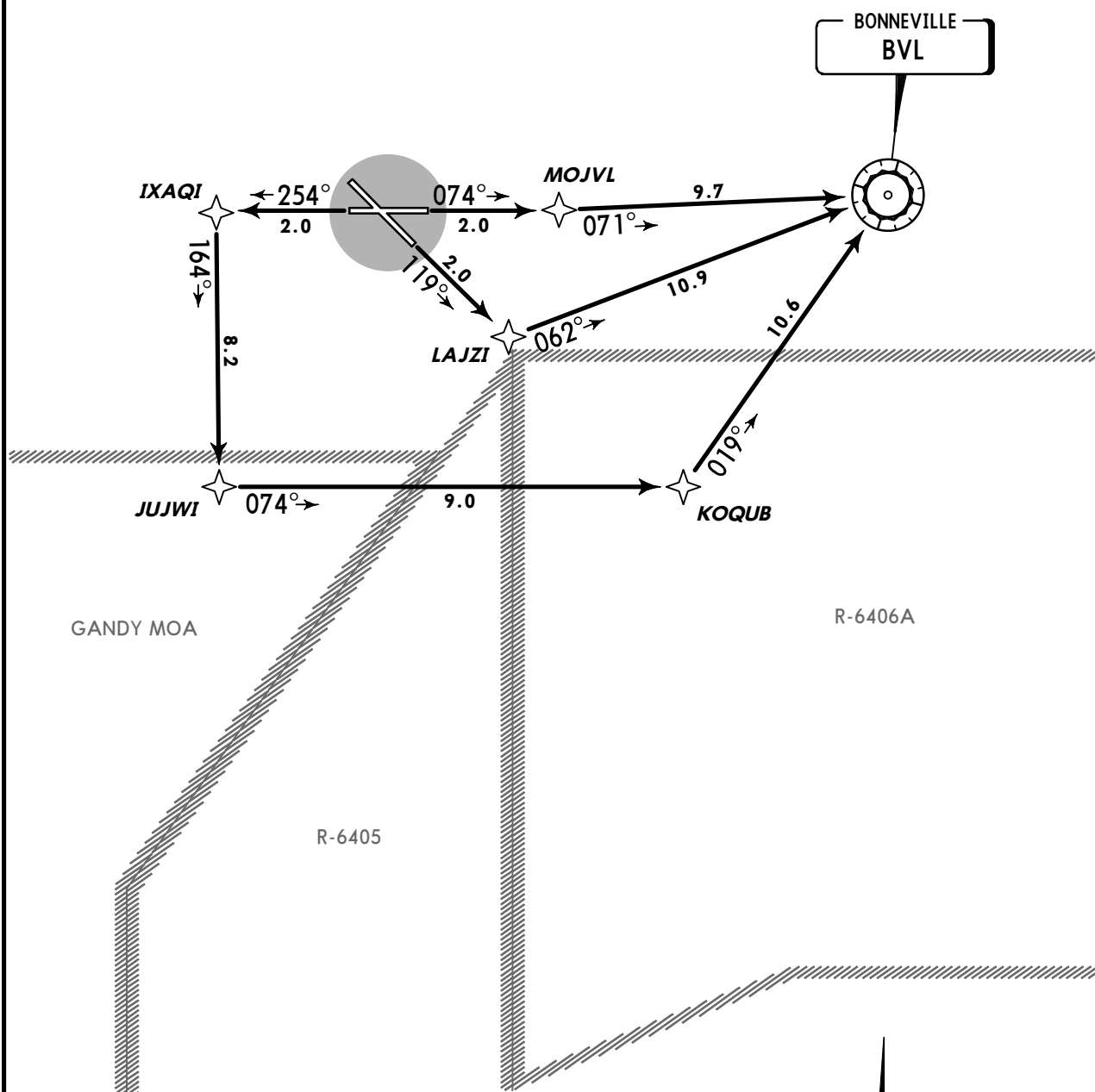
AWOS 135.075
Wendover Unicom 122.8 CTAF PCL
Cedar City Flight Service Station 122.1 RCO
Cedar City Flight Service Station 112.3 RCO

Apt Elev
4237'

Trans level: FL 180 Trans alt: 18000'
1. GPS required.
2. RNAV 1.
3. Rwy 30: Not authorized.



BONNEVILLE ONE RNAV DEPARTURE (ENV1.BVL)



This SID requires a minimum climb gradient of
Rwy 26: 280' per NM to **6000'**.

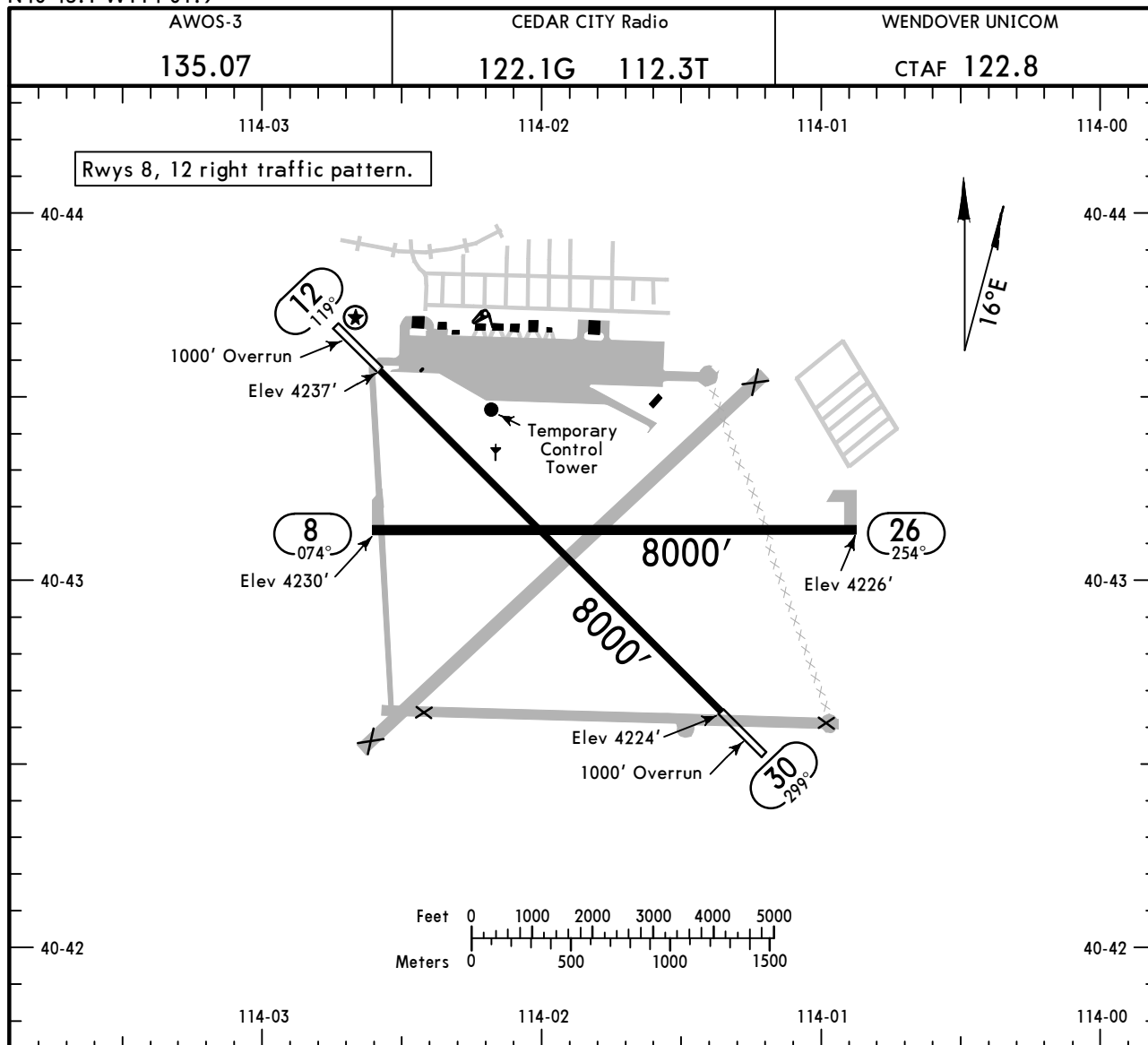
Gnd speed-KT	75	100	150	200	250	300
280' per NM	350	467	700	933	1167	1400



RWY

INITIAL CLIMB

8	Climb to 9000' via 074° course to MOJVL, then 071° course to BVL.
12	Climb to 9000' via 119° course to LAJZI, then 062° course to BVL.
26	Climb to 9000' via 254° course to IXAQI, then 164° course to JUJWI, then 074° course to KOQUB, then 019° course to BVL.



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
8	① MIRL	① REIL	① PAPI-L (angle 3.0°)	grooved	Threshold	Glide Slope	150'
26	① MIRL	① PAPI-L (angle 3.0°)		grooved			
12	① MIRL	REIL	PAPI-L (angle 4.0°)	grooved			100'
30	① MIRL	REIL	PAPI-L (angle 3.0°)	grooved			

① Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						FOR FILING AS ALTERNATE				
		Rwys 8, 12		Rwy 26		Rwy 30				
		Adequate Vis Ref	STD	With Min climb of 300' /NM to 7000'						
				Adequate Vis Ref	STD			VOR DME Rwy 26	VOR DME-B	Other
1 & 2 Eng	1/4	1	1/4	1	NA	A	800-2	1700-2	NA	
3 & 4 Eng		1/2		1/2		B		1700-3		
						C				
						D				

OBSTACLE DP: Rwys 8, 12, 26, climbing left turn direct BVL VOR. Aircraft departing BVL VOR R-330 clockwise R-150 climb on course. All others continue climb in BVL VOR holding pattern

(hold northeast, right turn, 247° inbound) to cross at or above 7400', then climb on course.

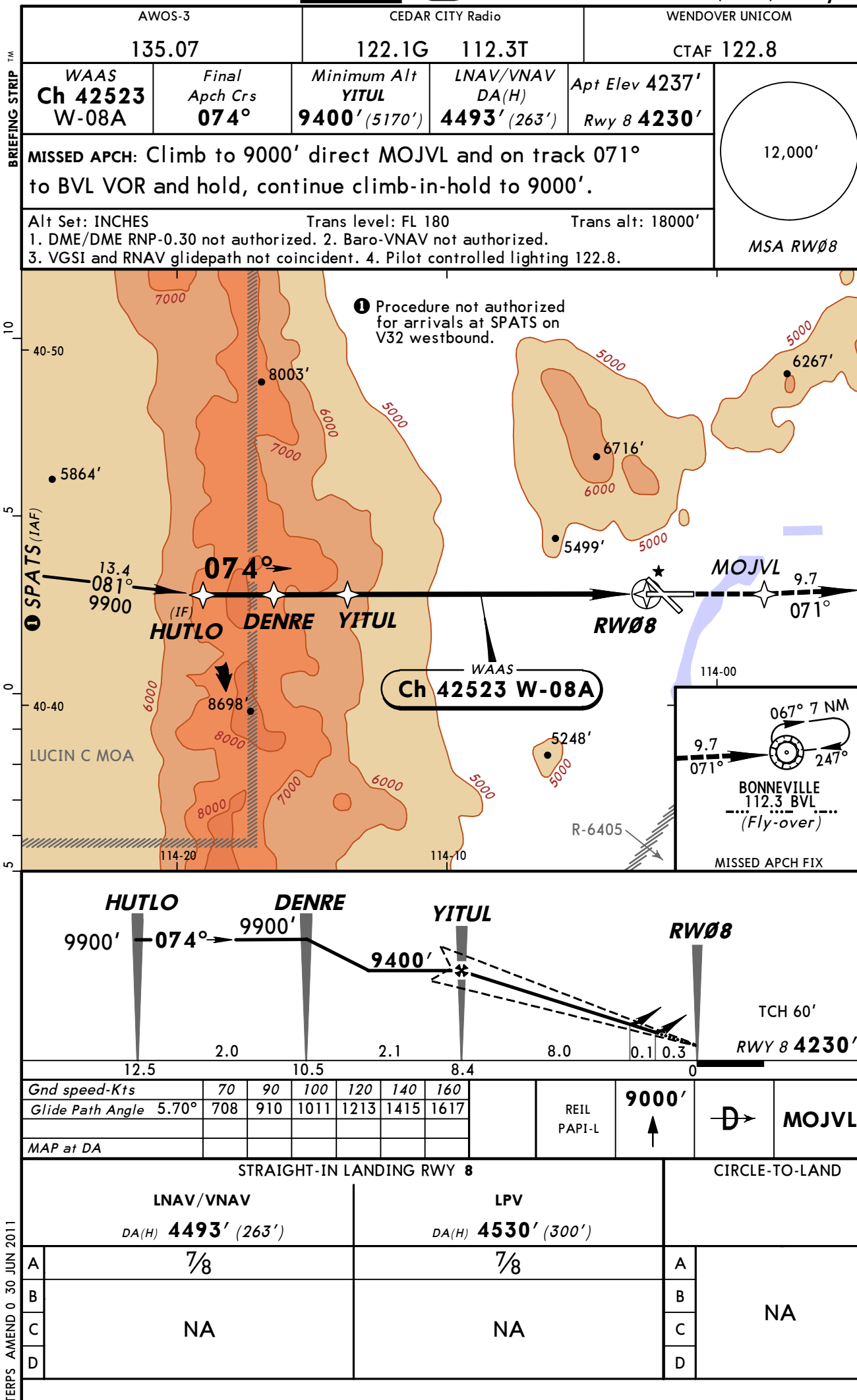
KENV/ENV
WENDOVER

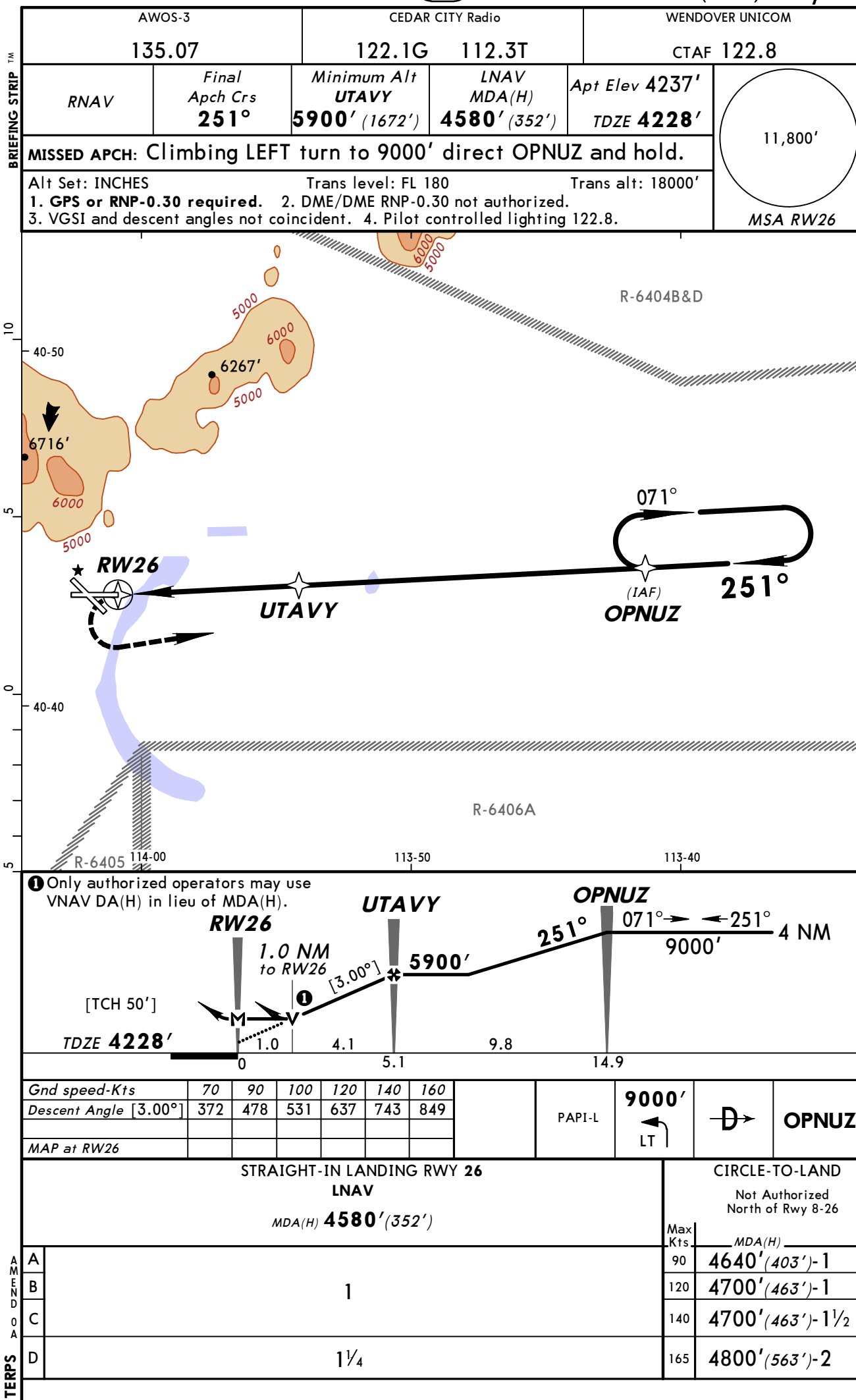
22 JUL 11
Eff 28 Jul

12-1

CAT A

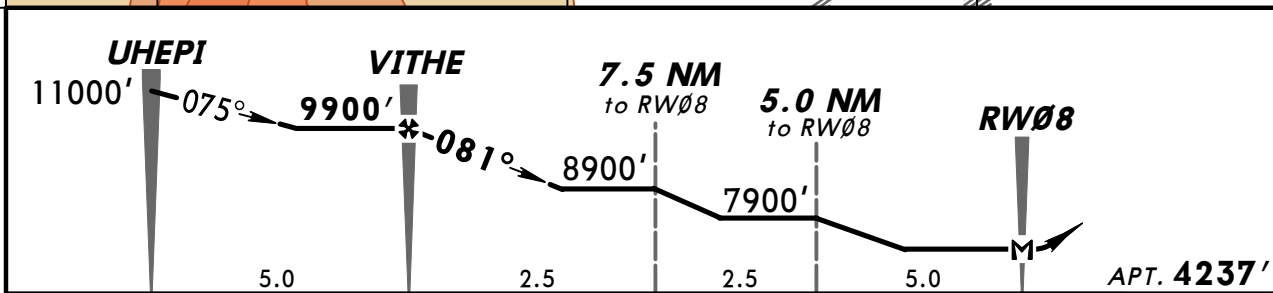
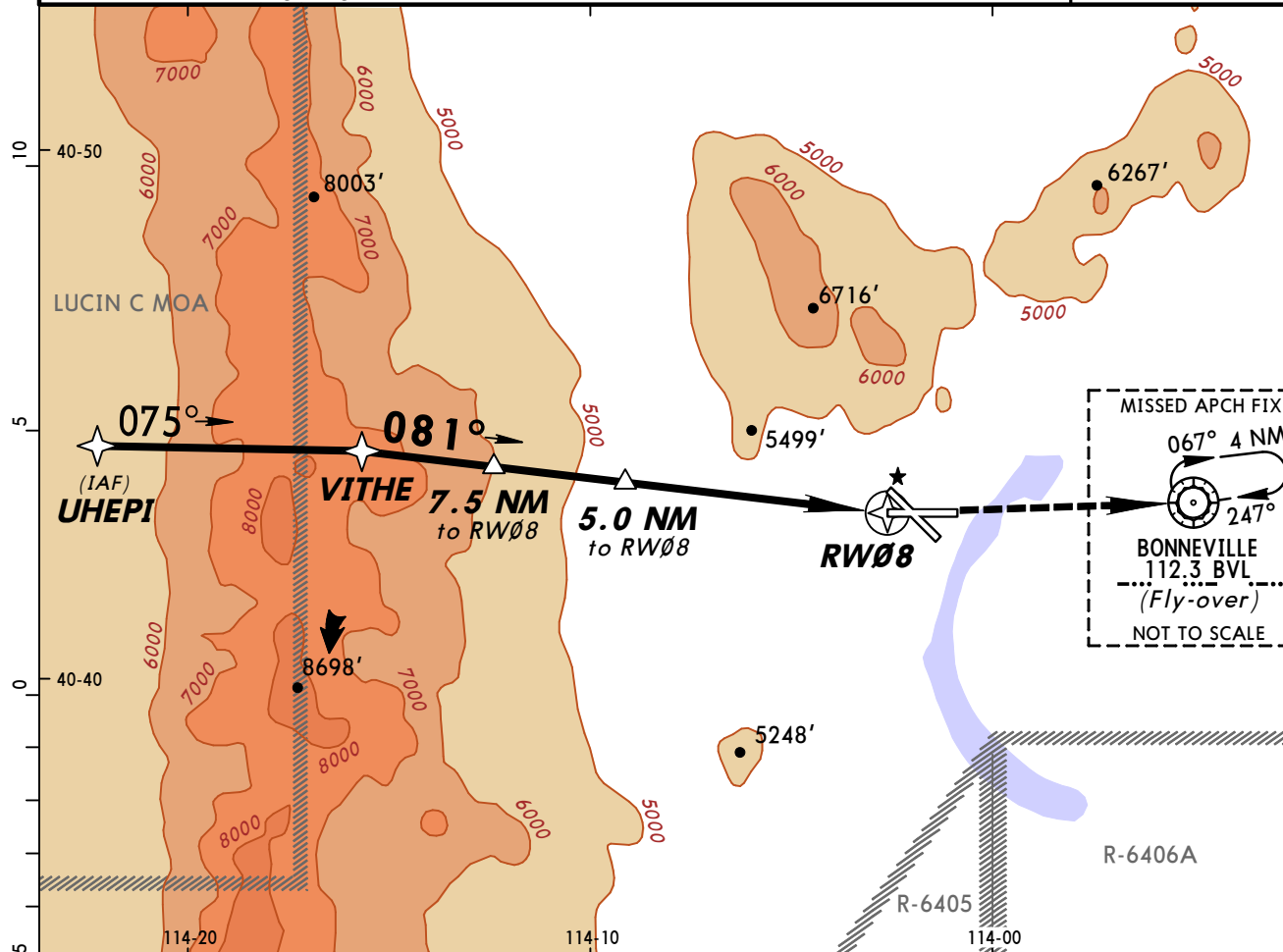
WENDOVER, UTAH
RNAV (GPS) Rwy 8





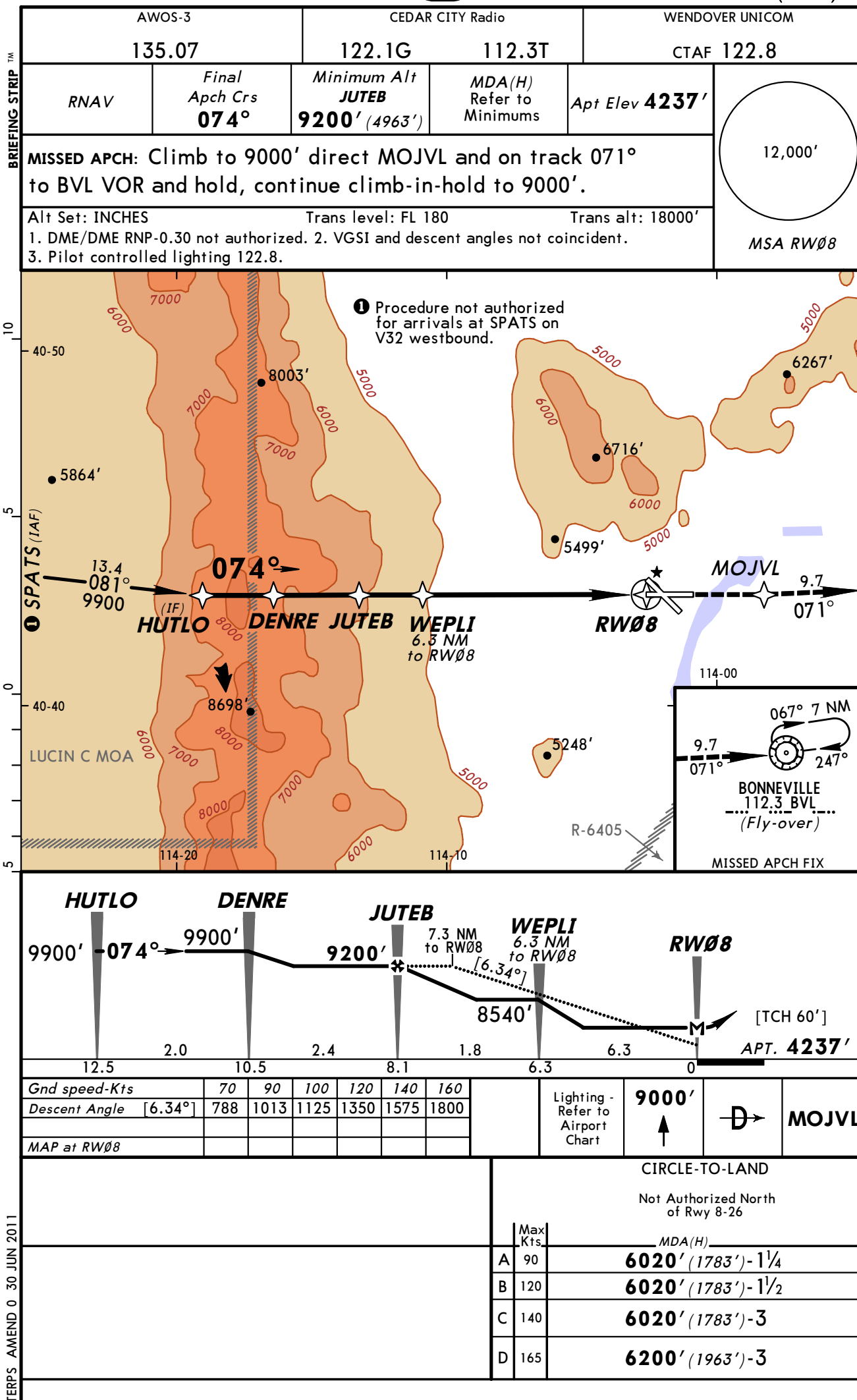
BRIEFING STRIP™

AWOS-3 135.07		CEDAR CITY Radio 122.1G 112.3T		WENDOVER UNICOM CTAF 122.8	
RNAV	Final Apch Crs 081°	Minimum Alt VITHE 9900' (5663')	MDA(H) Refer to Minimums	Apt Elev 4237'	11,800' MSA RW08
MISSED APCH: Climb to 9000' direct BVL VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.8.					



MAP at RW08					Lighting - Refer to Airport Chart	9000' ↑	→ D →	BVL VOR
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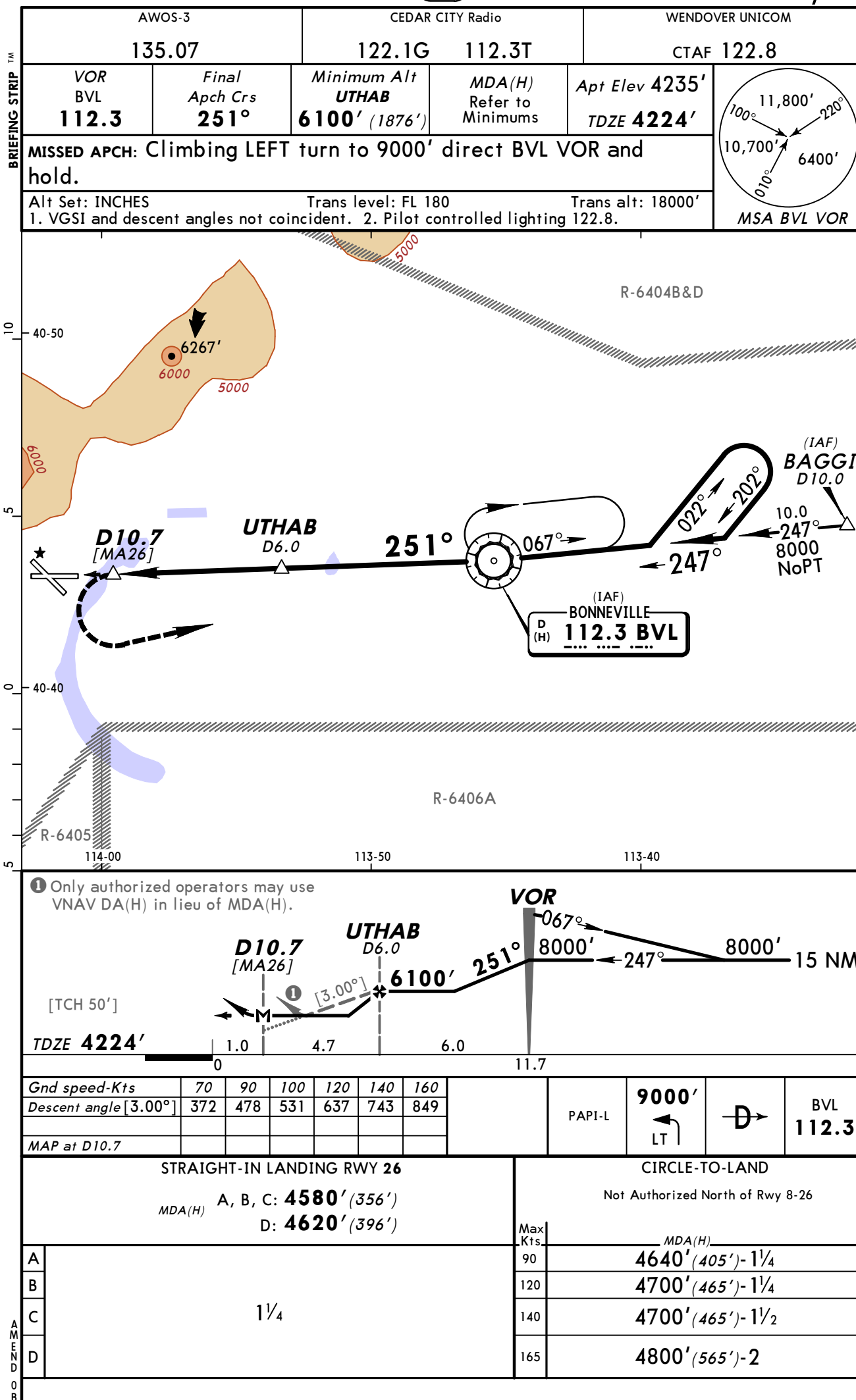
			CIRCLE-TO-LAND	
			Not Authorized North of Rwy 8-26	
			Max Kts.	MDA(H)
			A 90	5900' (1663') - 1 1/4
			B 120	5900' (1663') - 1 1/2
			C 140	5900' (1663') - 3
			D 165	

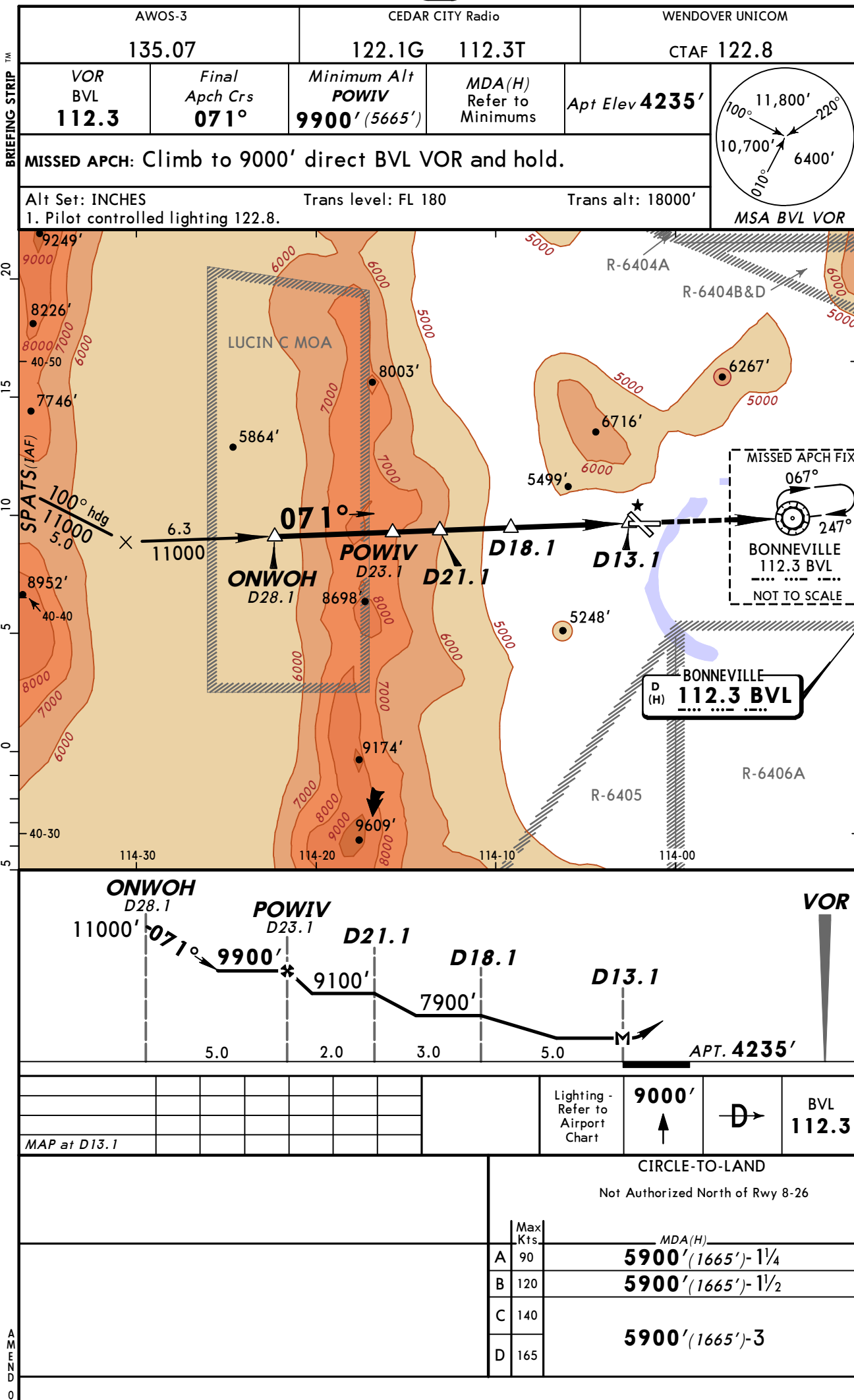


KENV/ENV
WENDOVER

JEPPESEN
18 JUL 03 (13-1)

WENDOVER, UTAH
VOR DME Rwy 26





General Information

Location: Ogden UT USA
IATA Code: HIF
Lat/Long: N41° 07.4' W111° 58.4'
Elevation: 4789 ft

Airport Use: Military
Magnetic Variation: 12.1 °E
Sectional Chart: Salt Lake City

Fuel Types: Jet 4
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1406 Z
Sunset: 0116 Z,

Runway Information

Runway: 14
Length x Width: 13508 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 4786 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Runway: 32
Length x Width: 13508 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 4783 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Communication Information

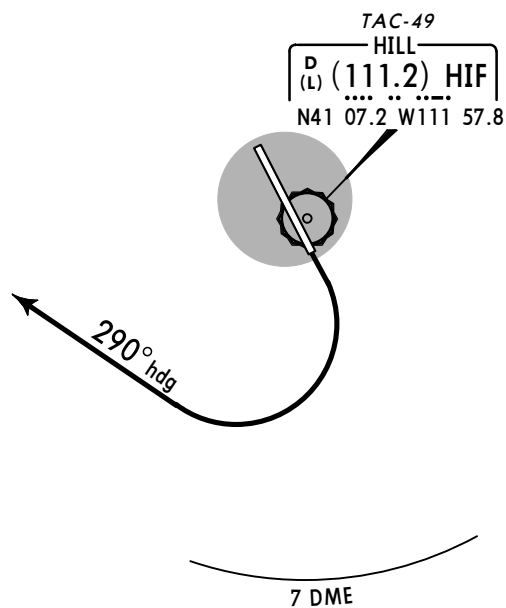
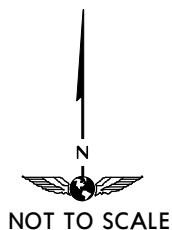
ATIS 134.925
Hill Tower 127.15
Hill Ground Control 121.6
Hill Clearance Delivery 124.1
Salt Lake City Approach Control 135.5
Salt Lake City Approach Control 126.8
Salt Lake City Approach Control 126.0
Salt Lake City Approach Control 124.9

Salt Lake City Approach Control 121.1
Salt Lake City Departure Control 121.1
Salt Lake City Approach Radar 135.5
Salt Lake City Approach Radar 126.8
Salt Lake City Approach Radar 124.9
Hill Operations 139.3
Clover Control Operations 134.1 Military

SALT LAKE CITY
Departure (R)
121.1*Apt Elev*
4789'Trans level: FL180 Trans alt: 18000'
Emergency safe altitude within 100 NM 15,600'.

10,800'

MSA HIF TAC

FREMONT ONE DEPARTURE (FRMNT1.FRMNT)
(RWY 14)

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
If radio contact has not been established by
HIF R-225 or 12 DME, squawk 7600 and
immediately climb to **7500'**.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS

ATC Climb Rate

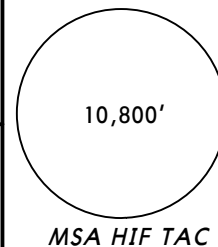
Rwy	Gnd speed-KT	75	100	150	200	250	300
14	V/V (fpm) to 5200'	725	967	1450	1933	2417	2900
14	V/V (fpm) 5200' to 6300'	325	433	650	867	1083	1300

INITIAL CLIMBTurn RIGHT heading 290°, remain within 7 DME.
TACAN OUT: Turn RIGHT heading 290°.**ALTITUDE****MAINTAIN 6500'**

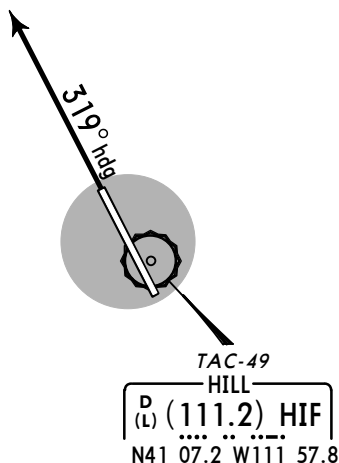
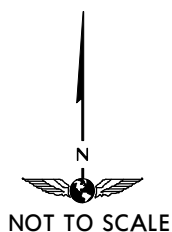
SALT LAKE CITY
 Departure (R)
121.1

Apt Elev
4789'

Trans level: FL180 Trans alt: 18000'
 Emergency safe altitude within 100 NM 15,600'.



WILLARD ONE DEPARTURE (WLLRD1.WLLRD)
(RWY 32)



ATC Climb Rate

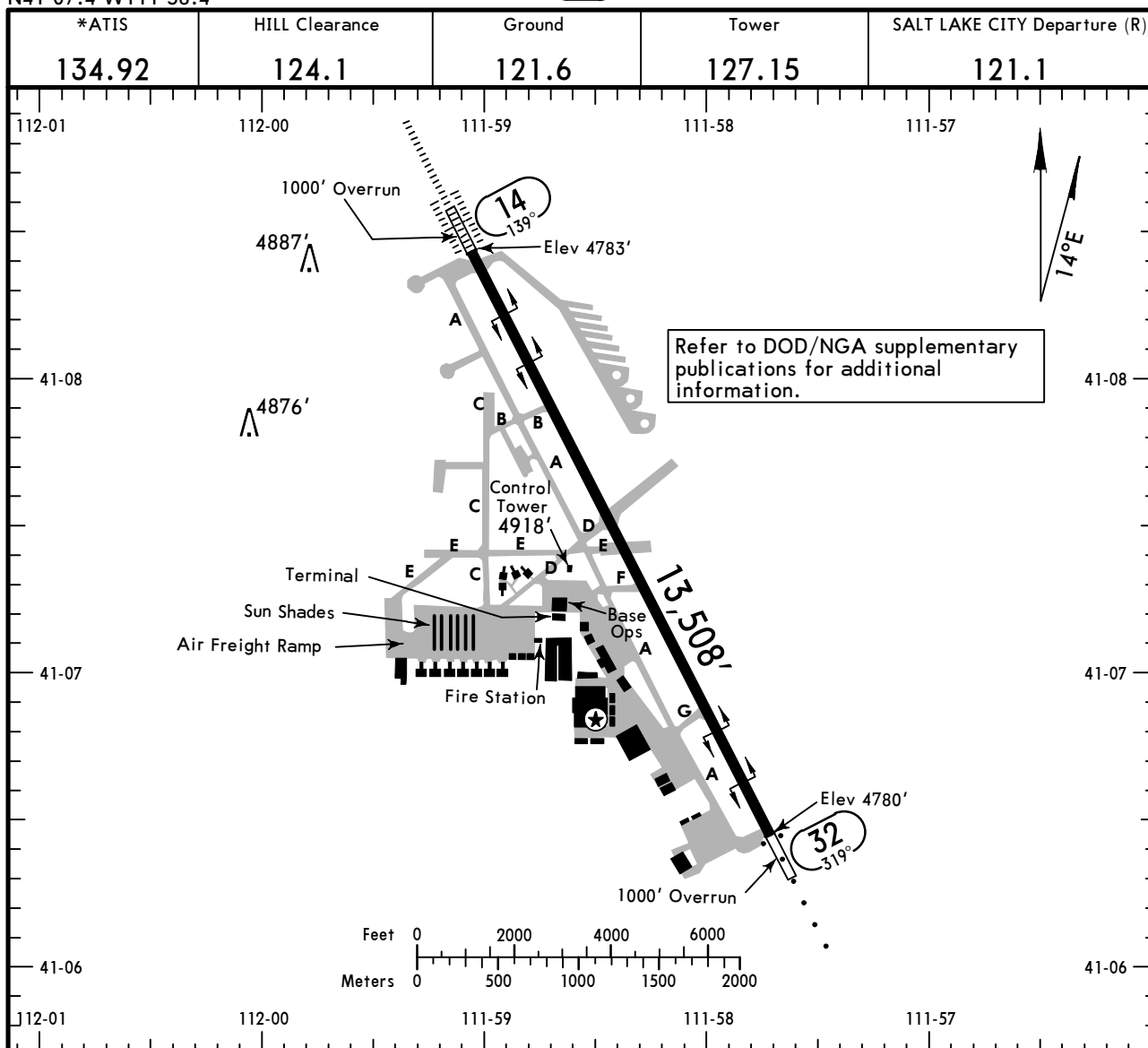
Rwy	Gnd speed-KT	75	100	150	200	250	300
32	V/V (fpm) to 5700'	825	1100	1650	2200	2750	3300

INITIAL CLIMB

Track heading 319°.

ALTITUDE

MAINTAIN 7000'



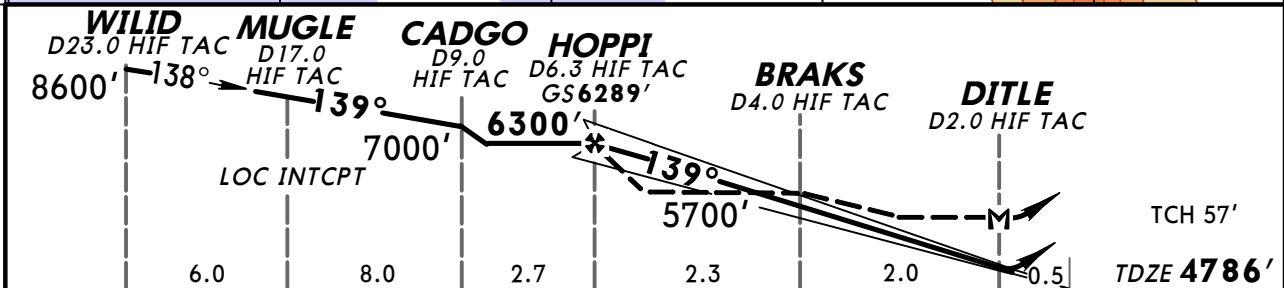
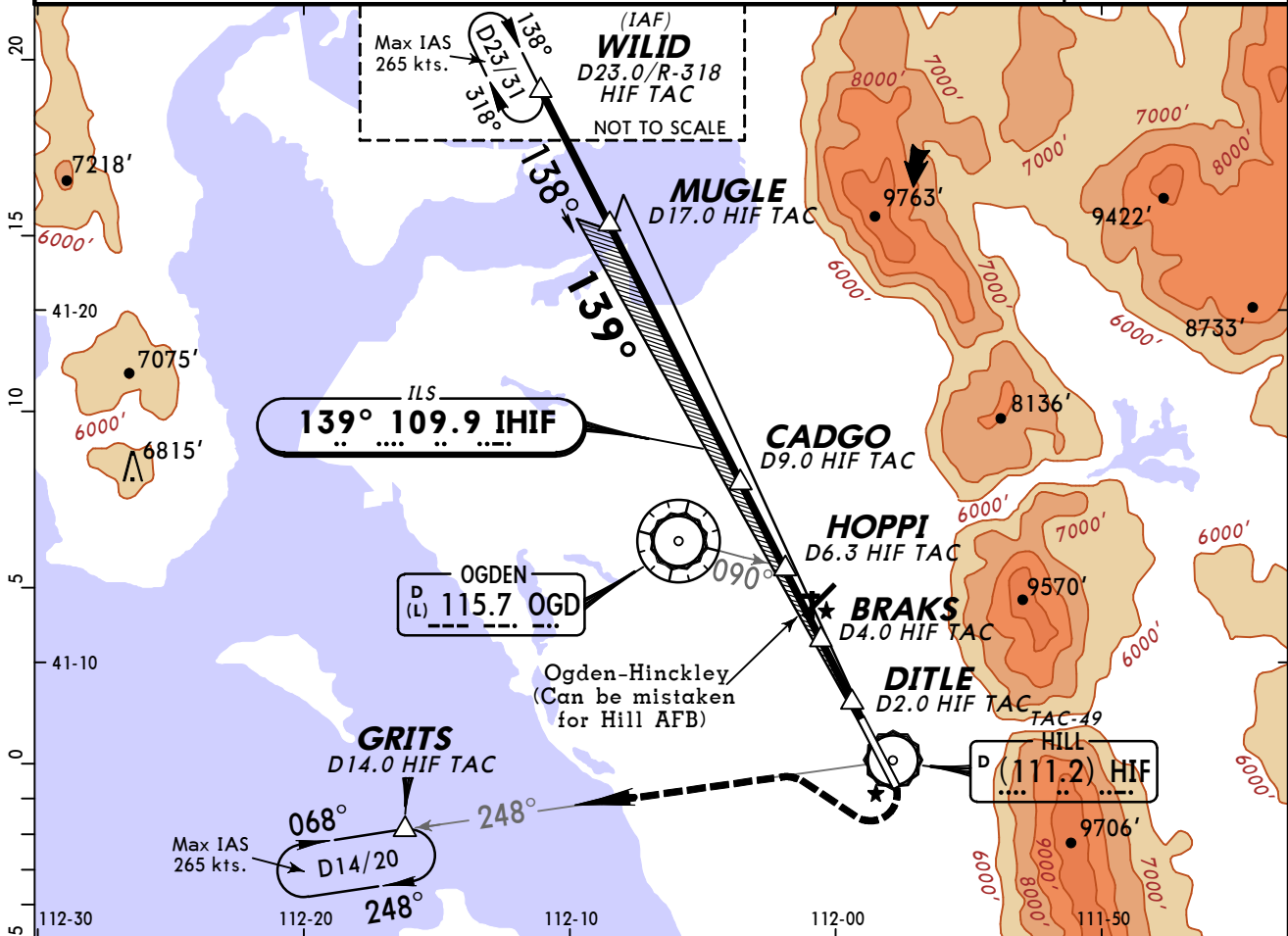
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
14	HIRL ALSF-II REIL PAPI-L RVR		12,008'		200'
32	HIRL ODALS (non std) REIL PAPI-L				

1 TAKE-OFF				FOR FILING AS ALTERNATE		
All Rwys				Precision	Non-Precision	
Adequate Vis Ref		STD				
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1		A	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2		B		
			C			
			D			

1 Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

*ATIS	SALT LAKE CITY Approach (R)	HILL Tower	Ground
134.92	121.1	127.15	121.6
LOC IHIF 109.9	Final Apch Crs 139°	GS HOPPI 6289' (1503')	ILS DA(H) 4986' (200')
Apt Elev 4789' TDZE 4786'			
MISSED APCH: Climb to 5500', then climbing RIGHT turn to 7900' outbound HIF TAC R-248 to GRITS and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: High terrain east of final approach course. 2. EMERG SAFE ALT 100 NM 15,600'.			
10,800' MSA HIF TAC			



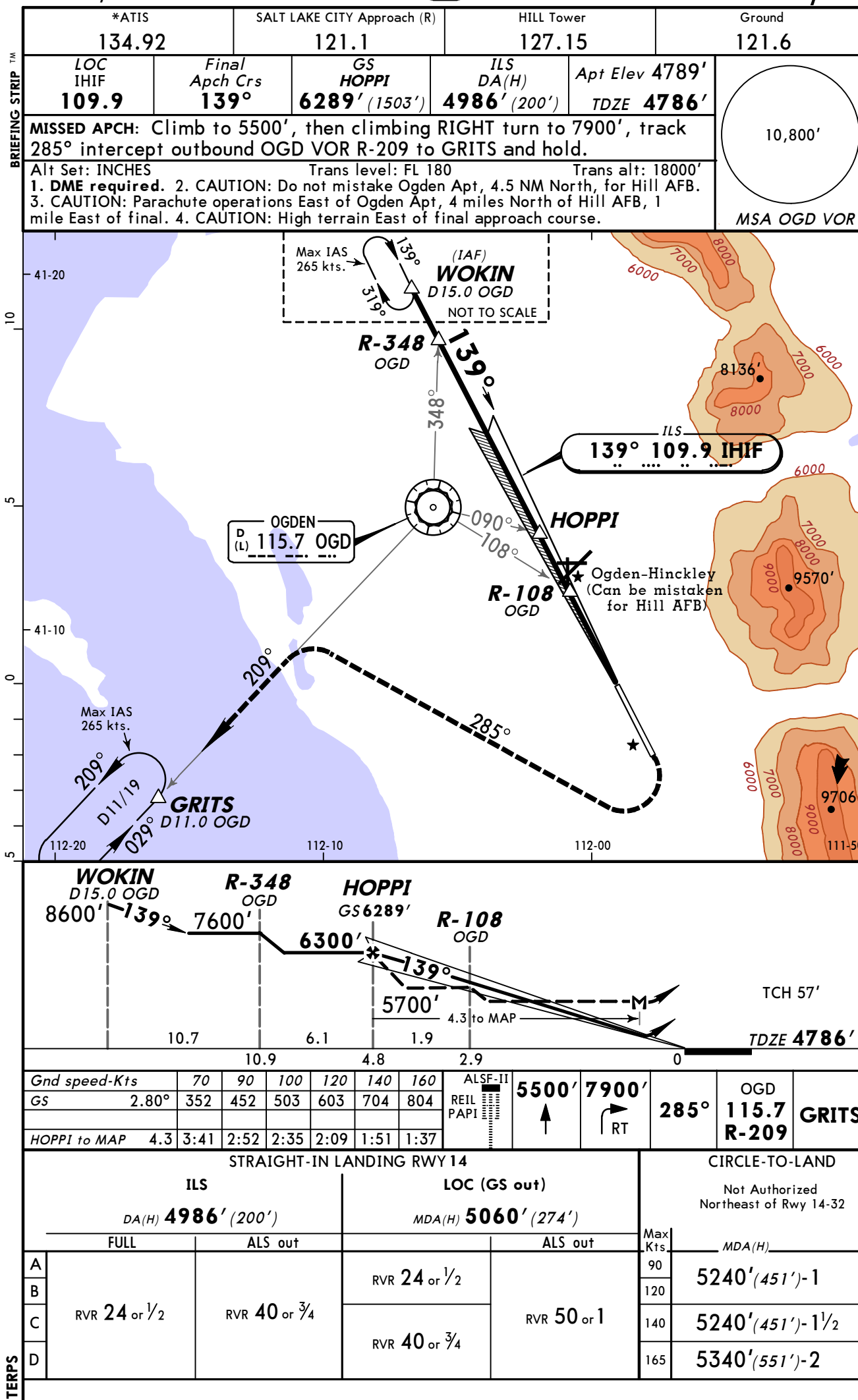
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI </
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STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
ILS		1 LOC (GS out)		Not Authorized Northeast of Rwy 14-32			
DA(H) 4986' (200')		MDA(H) 5040' (254')					
FULL		ALS out		Max Kts			
				90			
				120			
				140			
				165			
A				5240' (451')-1			
B				5240' (451')-1 1/2			
C	RVR 24 or 1/2	RVR 40 or 3/4		5340' (551')-2			
D							

1 RADAR or DME required.

CHANGES: None.

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General Information

Location: St George UT USA
IATA Code:
Lat/Long: N37° 02.2' W113° 30.6'
Elevation: 2884 ft

Airport Use: Public
Magnetic Variation: 11.9°E
Sectional Chart: Las Vegas

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1408 Z
Sunset: 0126 Z,

Runway Information

Runway: 01
Length x Width: 9300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2851 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 9300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2884 ft
Lighting: Edge, ALS, REIL, Pilot controlled

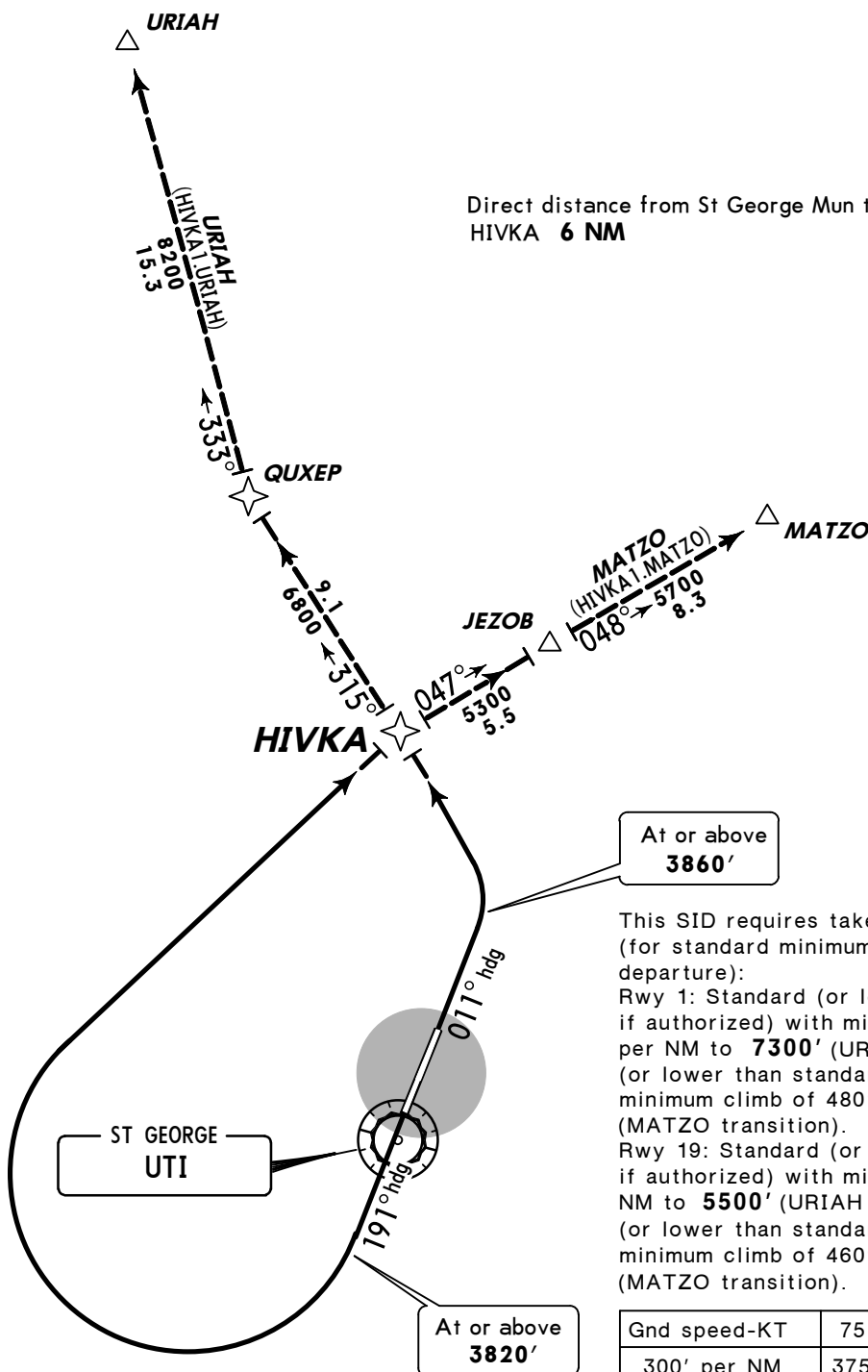
Communication Information

AWOS 135.075
St George Muni Unicom 122.8 PCL
Los Angeles Center 124.2 Remote Communications Air-Ground

Trans level: FL180 Trans alt: 18000'

1. GPS required.
2. RNAV 1.

Direct distance from St George Mun to:
HIVKA **6 NM**



This SID requires take-off minimums (for standard minimums, refer to JITKA departure):

Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 330' per NM to **7300'** (URIAH transition), standard (or lower than standard, if authorized) with minimum climb of 480' per NM to **12000'** (MATZO transition).

Rwy 19: Standard (or lower than standard, if authorized) with minimum climb of 300' per NM to **5500'** (URIAH transition), standard (or lower than standard, if authorized) with minimum climb of 460' per NM to **12000'** (MATZO transition).

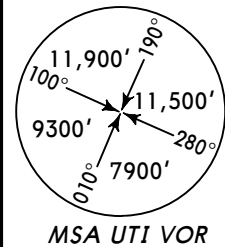
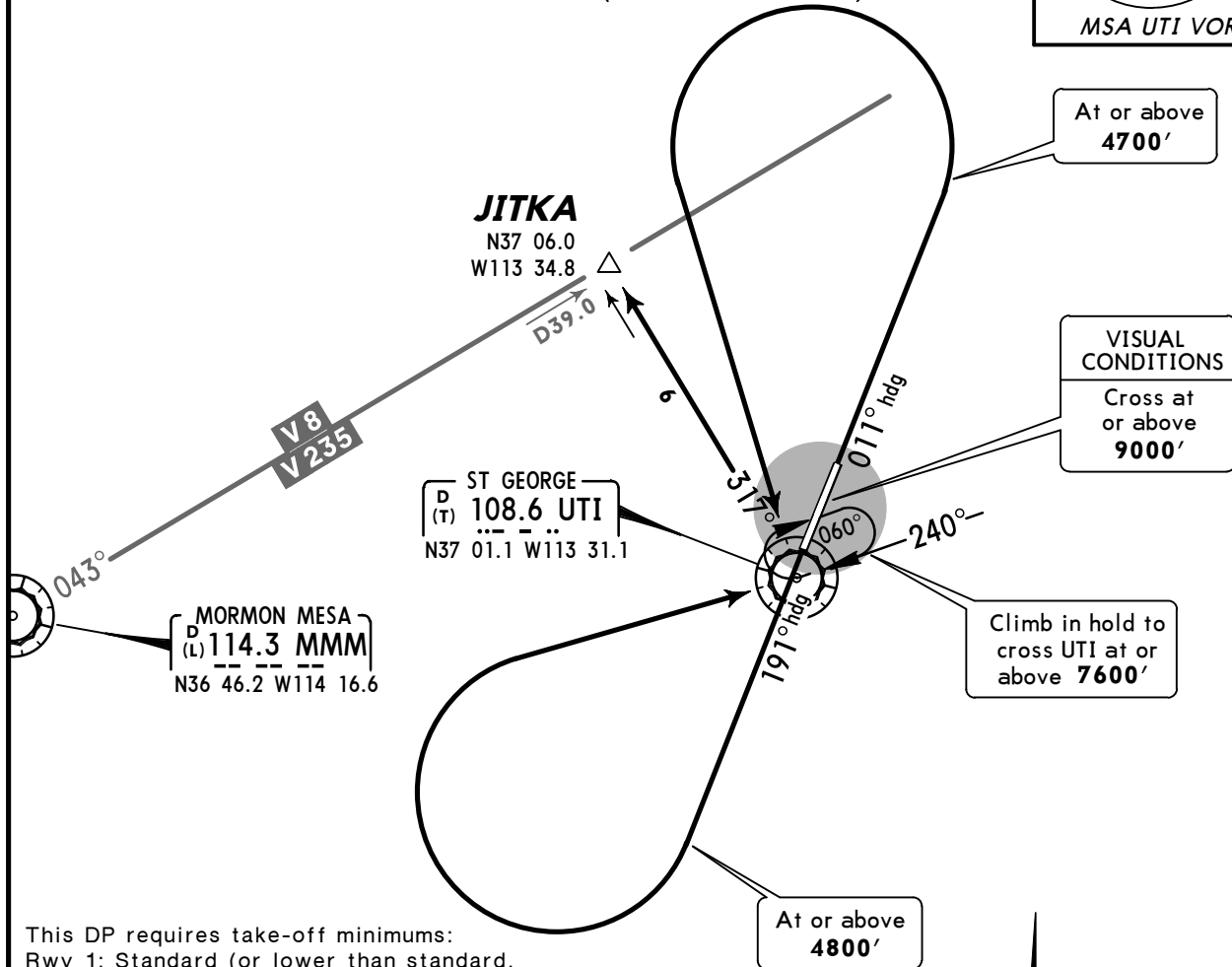
Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500
330' per NM	413	550	825	1100	1375	1650
460' per NM	575	767	1150	1533	1917	2300
480' per NM	600	800	1200	1600	2000	2400

Rwy 1: Terrain beginning 2.22 NM from DER, 3898' RIGHT of centerline, up to 3490' MSL. Rwy 19: Terrain 509' from DER, 44' LEFT of centerline, 2845' MSL. Terrain beginning 182' from DER, 64' RIGHT of centerline, up to 2856' MSL.

RWY	INITIAL CLIMB
1	Climb heading 011° to 3860' , then climbing LEFT turn direct HIVKA, then via transition.
19	Climb heading 191° to 3820' , then climbing RIGHT turn direct HIVKA, then via transition.

LOS ANGELES
Center
124.2Apt Elev
2884'

Trans level: FL180 Trans alt: 18000'

**OBSTACLE****JITKA ONE DEPARTURE (JITKA1.JITKA)**

This DP requires take-off minimums:
Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 330' per NM to **5400'** or 6300-3 for climb in visual conditions.
Rwy 19: Standard (or lower than standard, if authorized) with minimum climb of 380' per NM to **6100'** or 6300-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
330' per NM	413	550	825	1100	1375	1650
380' per NM	475	633	950	1267	1583	1900

OBSTACLES

Rwy 1: Terrain beginning 2.22 NM from DER, 3898' RIGHT of centerline, up to 3490' MSL.
Rwy 19: Terrain 509' from DER, 44' LEFT of centerline, 2845' MSL. Terrain beginning 182' from DER, 64' RIGHT of centerline, up to 2856' MSL.

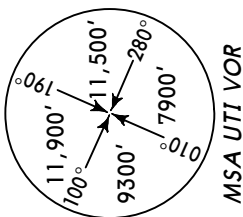
RWY**INITIAL CLIMB**

- | | |
|-----------|--|
| 1 | Climb heading 011° to 4700' , then climbing LEFT turn direct UTI. Continue climb in UTI holding pattern to cross UTI at or above 7600' , then on UTI R-317 to JITKA. Then proceed on course,
OR,
climb in visual conditions to cross St George Mun at or above 9000' . Then proceed on course. |
| 19 | Climb heading 191° to 4800' , then climbing RIGHT turn direct UTI. Continue climb in UTI holding pattern to cross UTI at or above 7600' , then on UTI R-317 to JITKA. Then proceed on course,
OR,
climb in visual conditions to cross St George Mun at or above 9000' . Then proceed on course. |

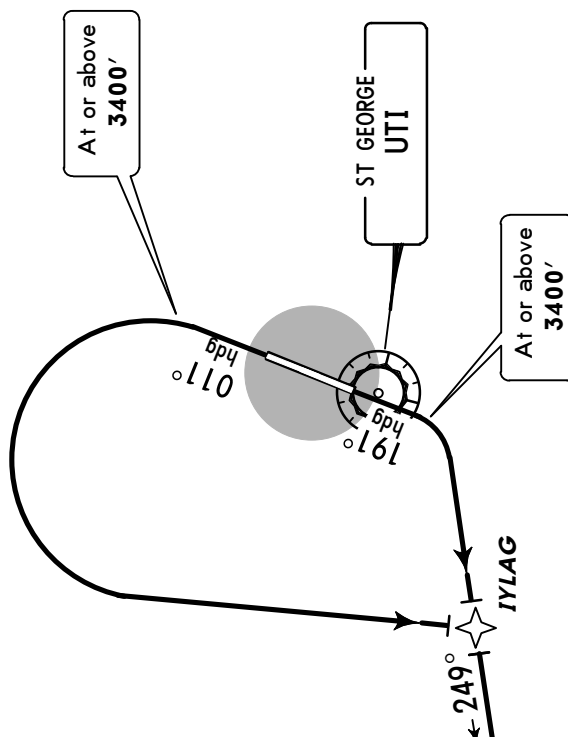
LOS ANGELES
Center
124.2

Apt Elev
2884'

Trans level: FL180 Trans alt: 18000'
1. GPS required.
2. RNAV 1.



PHYLI ONE RNAV DEPARTURE (PHYLI1.PHYLI)



Direct distance from St George Mun to:
IYLAG 5 NM

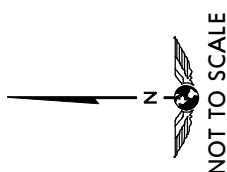
This SID requires take-off minimums (for standard minimums, refer to JITKA departure):

Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 245' per NM to **3800'**.
Rwy 19: Standard (or lower than standard, if authorized) with minimum climb of 240' per NM to **5900'**.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200
245' per NM	306	408	613	817	1021	1225

OBSTACLES

Rwy 1: Terrain beginning 2.22 NM from DER, 3898' RIGHT of centerline, up to 3490' MSL.
Rwy 19: Terrain 509' from DER, 44' LEFT of centerline, 2845' MSL. Terrain beginning 182' from DER, 64' RIGHT of centerline, up to 2856' MSL.



RWY	INITIAL CLIMB
1	Climb heading 011° to 3400' , then climbing LEFT turn to 9000' (or higher assigned altitude) direct IYLAG. At IYLAG, track 249° to PHYLI.
19	Climb heading 191° to 3400' , then climbing RIGHT turn to 9000' (or higher assigned altitude) direct IYLAG. At IYLAG, track 249° to PHYLI.

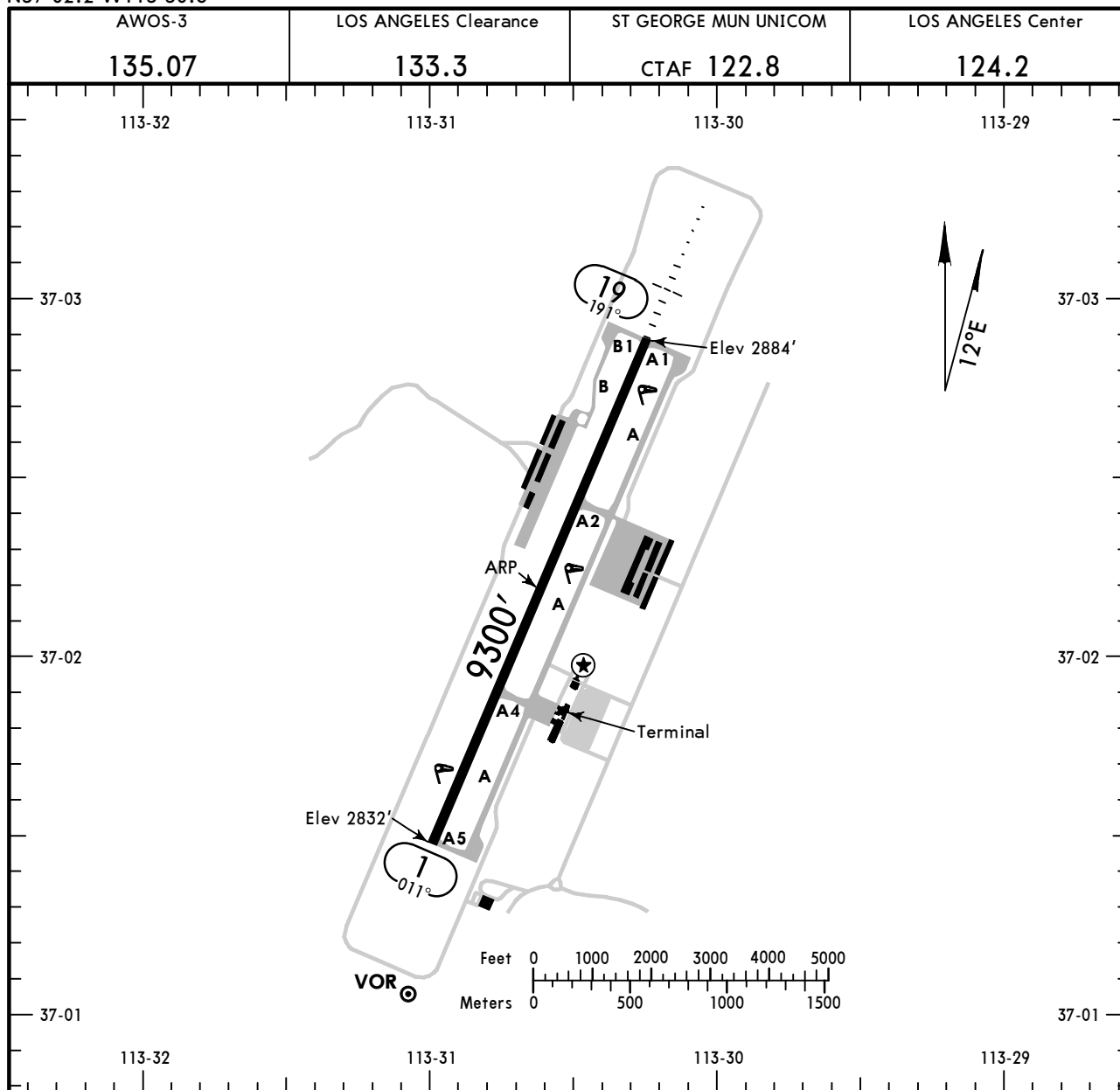
KSGU/SGU
Apt Elev **2884'**
N37 02.2 W113 30.6

3 FEB 12

11-1

Eff 9 Feb

ST GEORGE, UTAH
ST GEORGE MUN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
1	① HIRL ① REIL PAPI-L (angle 3.0°) grooved				
19	① HIRL ① MALSR ① REIL ② PAPI-L grooved		8206'		150'

① Activate on 122.8.

② Angle 3.1°.

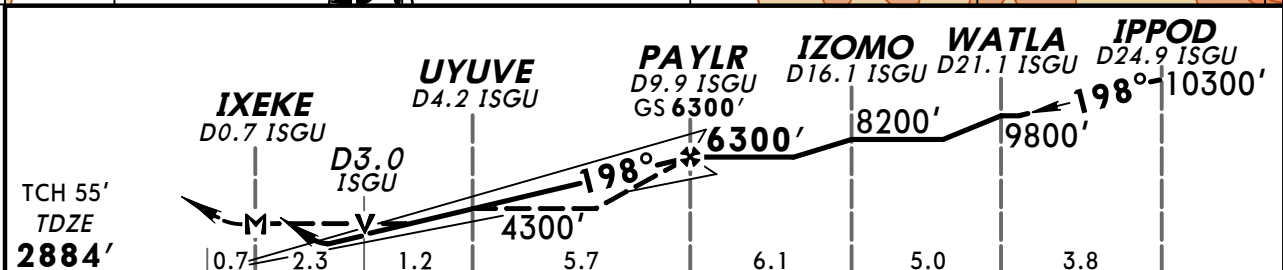
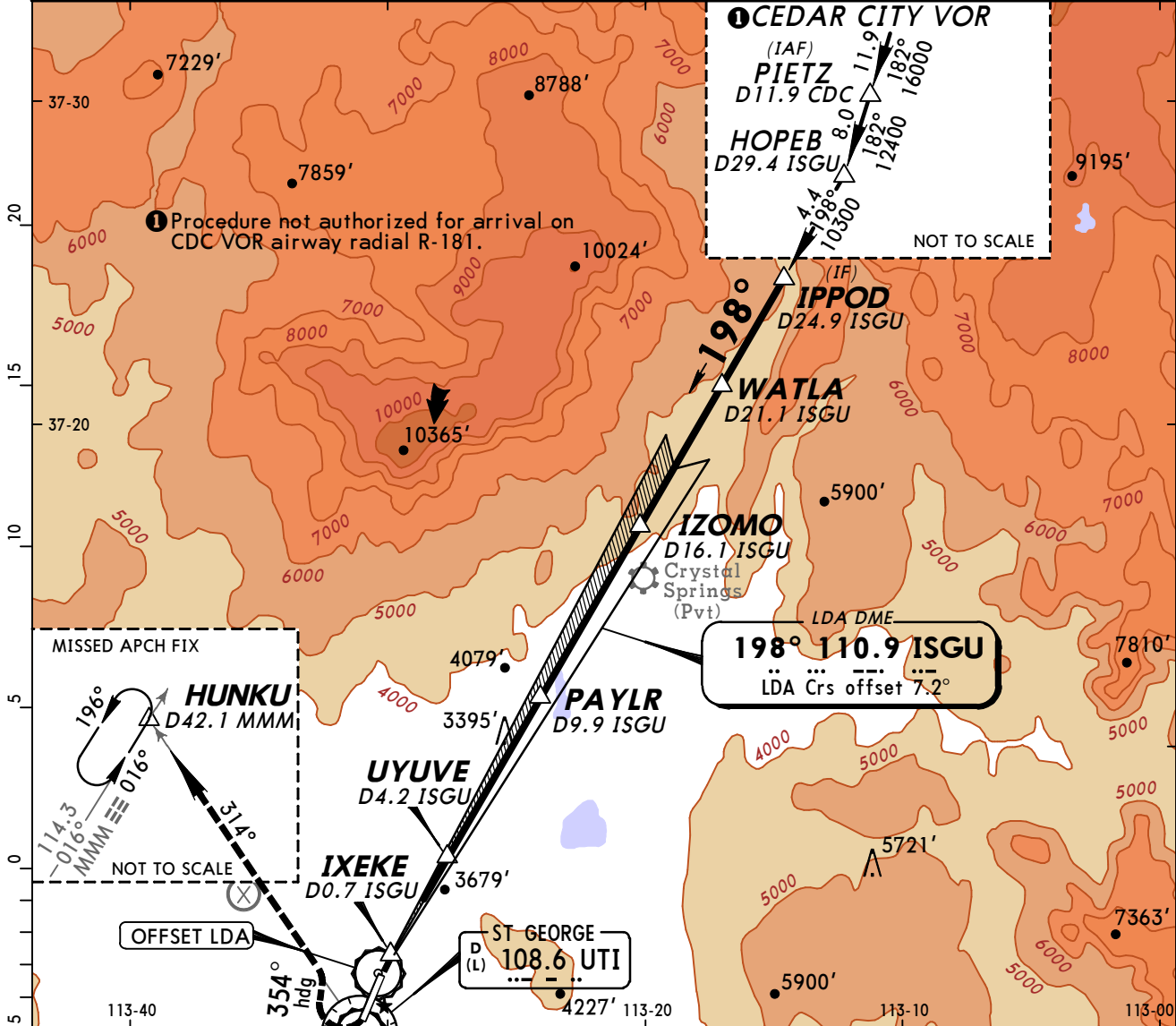
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE		
All Rwys				
1 & 2 Eng	USE JITKA DEPARTURE	VOR DME-A	RNAV (GPS) Rwy 1	LDA DME Rwy 19 RNAV (GPS) Rwy 19
		A 900-2	900-2	1100-2
		B 900-2	900-2	1100-2
		C 900-2½	900-2¾	1100-3
3 & 4 Eng		D 1000-3	NA	

CHANGES: Taxiways renamed.

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AMEND
0

AWOS-3 135.07		LOS ANGELES Center 124.2		ST GEORGE MUN UNICOM CTAF 122.8	
LDA ISGU 110.9	Final Apch Crs 198°	GS PAYLR 6300' (3416')	LDA WITH GS DA(H) 3170' (286')	Apt Elev 2884'	TDZE 2884'
MISSED APCH: Climb to 4200' then climbing RIGHT turn to 9800' on heading 354° and outbound on UTI VOR R-314 to HUNKU INT/D42.1 MMM and hold, continue climb-in-hold to 9800'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. LDA/GLIDESLOPE. 3. Use ISGU DME when on the localizer course. 4. LOC unusable inside 0.7 DME. 5. Pilot controlled lighting 122.8.					
					MSA UTI VOR

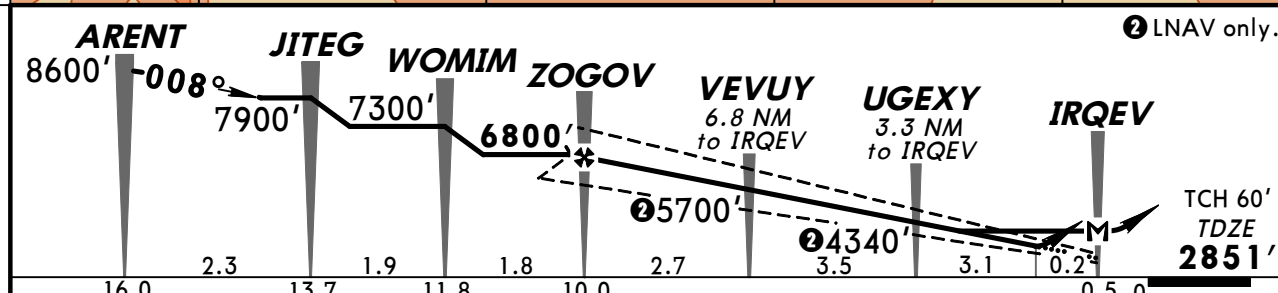
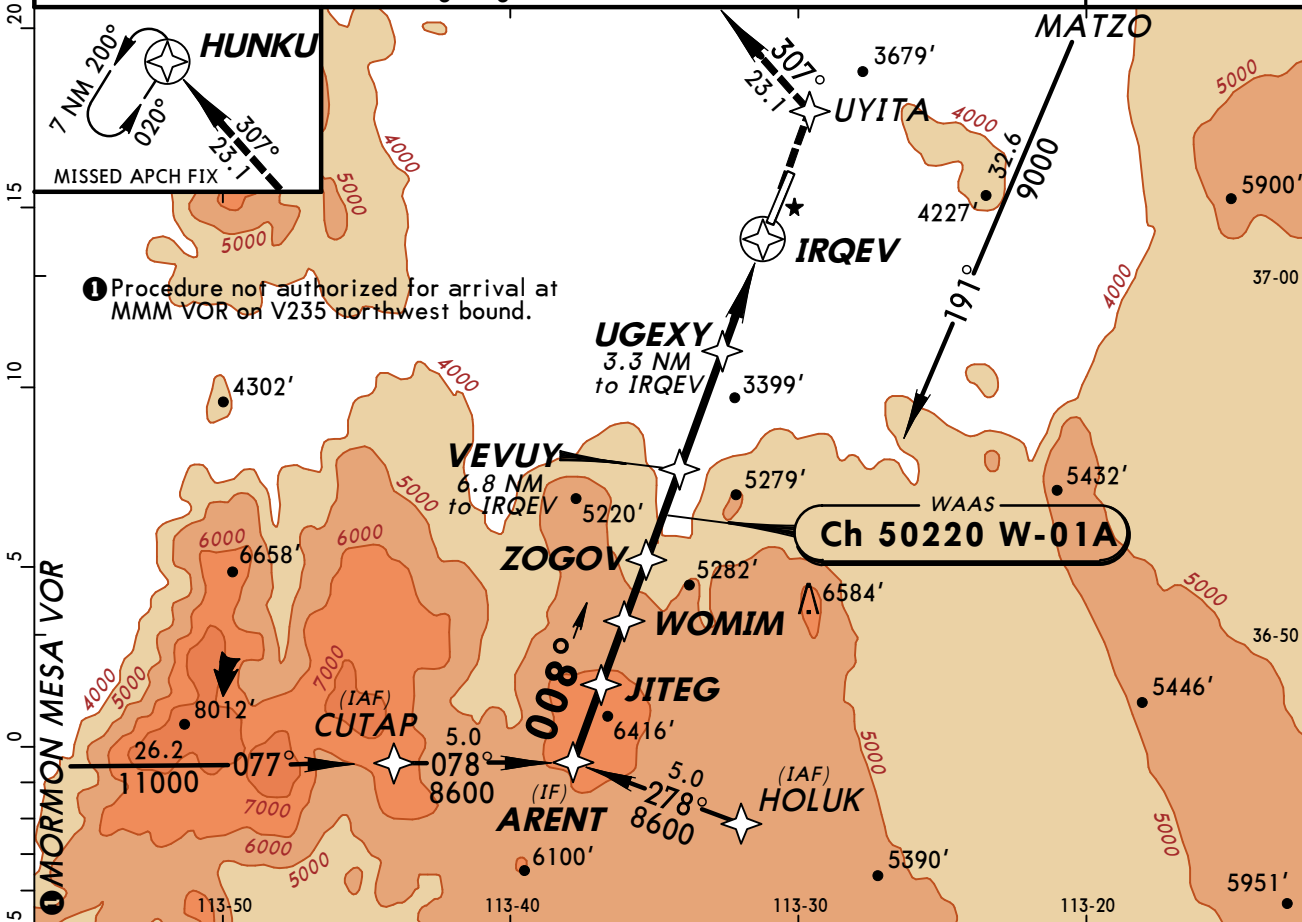


Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	4200'	9800'	354° hdg
GS	3.10°	384	494	548	658	768				

STRAIGHT-IN LANDING RWY 19						CIRCLE-TO-LAND	
LDA WITH GS DA(H) 3170' (286')			LDA WITHOUT GS MDA(H) 3940' (1056')			When VGSI inop, Circling to Rwy 1 Not Authorized at Night.	
FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
A			3/4	1 1/4	90	3940' (1056') - 1 1/4	
B	1/2	1	1	1 1/2	120	3940' (1056') - 1 1/2	
C					140		
D			2 1/2	3	165	3940' (1056') - 3	

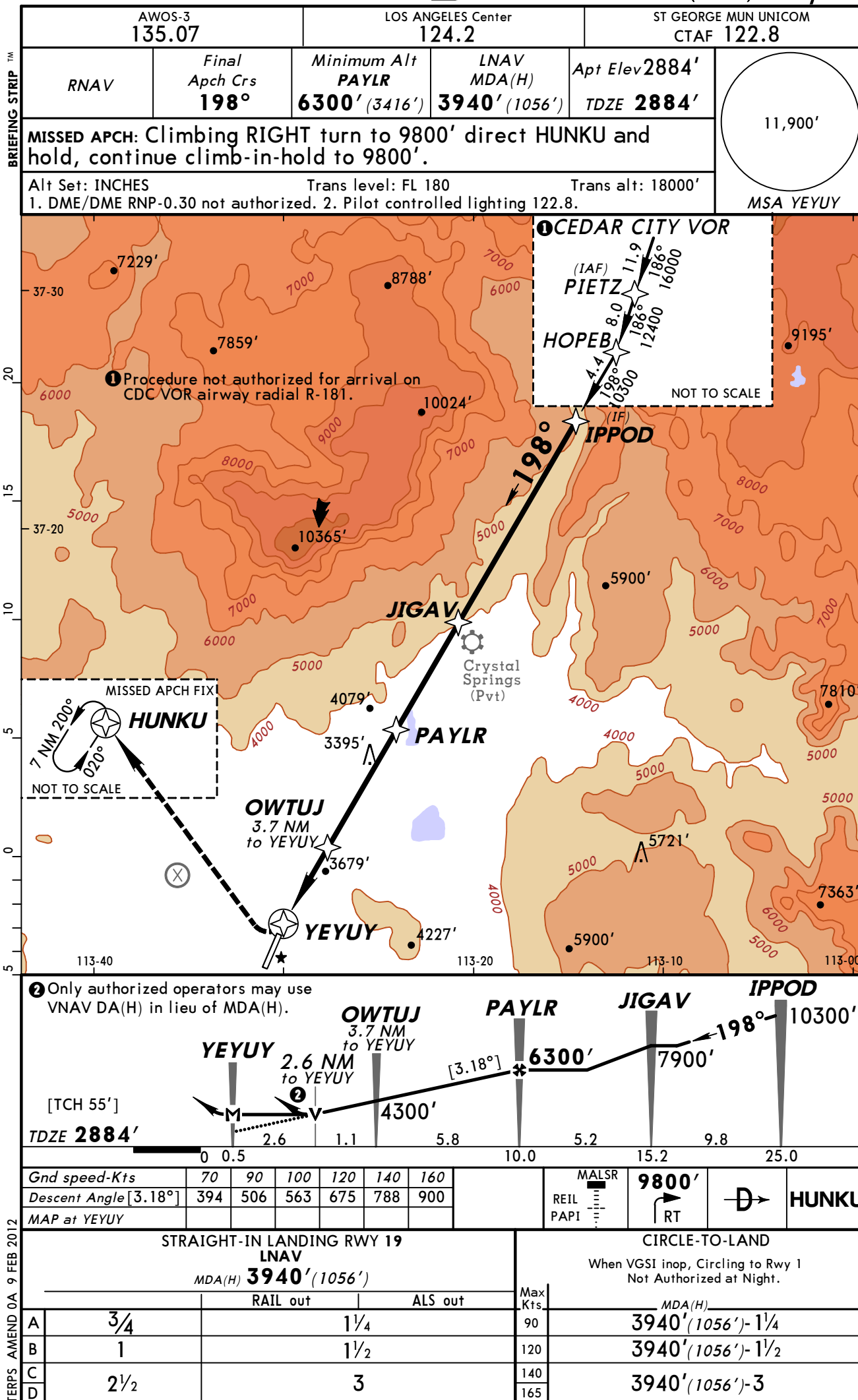
BRIEFING STRIP™

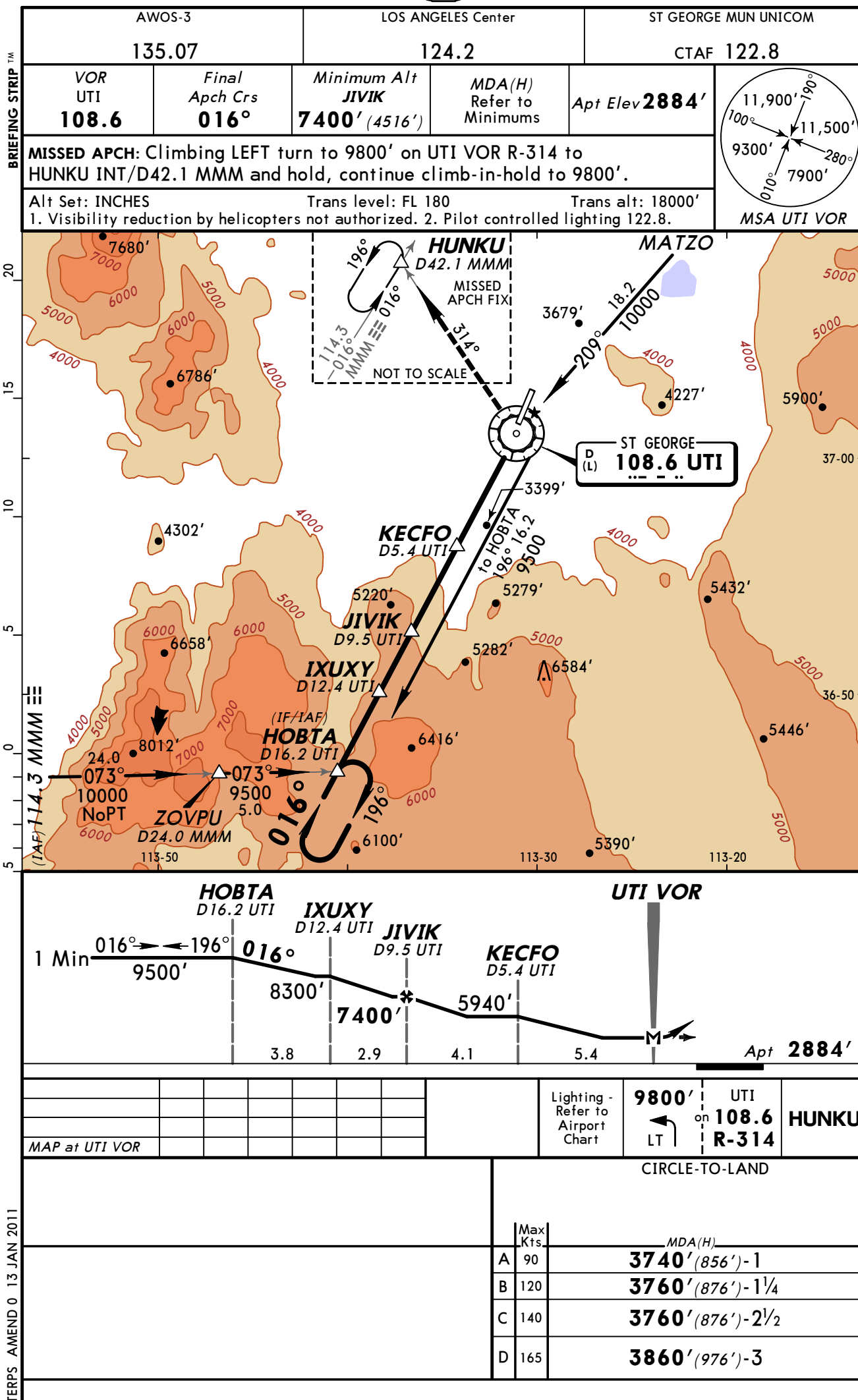
AWOS-3		LOS ANGELES Center		ST GEORGE MUN UNICOM	
135.07		124.2		CTAF 122.8	
WAAS Ch 50220 W-01A	Final Apch Crs 008°	Minimum Alt ZOGOV 6800' (3949')	LPV DA(H) 3151' (300')	Apt Elev 2884' TDZE 2851'	11,900' MSA IRQEV
MISSED APCH: Climb to 9800' direct UYITA and on track 307° to HUNKU and hold, continue climb-in-hold to 9800'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Final approach course offset 2.99°. 5. Pilot controlled lighting 122.8.					



Grnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		9800'	UYITA
Glide Path Angle 3.60°	446	573	637	765	892	1019				
MAP at IRQEV										

STRAIGHT-IN LANDING RWY 1			CIRCLE-TO-LAND	
LPV	RNAV	MDA(H)	Max Kts	MDA(H)
Missed Approach Requires a Minimum Climb of 225'/NM to 6800'	Missed Approach Requires a Minimum Climb of 220'/NM to 6700'	3760' (909')	90	3760' (876') - 1 1/4
DA(H) 3151' (300')	MDA(H) 3340' (489')		120	
A	1	1 1/4	140	3760' (876') - 2 3/4
B	1 1/4	2 3/4	D	NA
C	NA	NA		
D	NA	NA		





General Information

Location: Logan UT USA
IATA Code: LGU
Lat/Long: N41° 47.5' W111° 51.1'
Elevation: 4457 ft

Airport Use: Public
Magnetic Variation: 12.2°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1406 Z
Sunset: 0115 Z,

Runway Information

Runway: 10
Length x Width: 5005 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 4448 ft

Runway: 17
Length x Width: 9010 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4457 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 28
Length x Width: 5005 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 4452 ft
Displaced Threshold: 215 ft

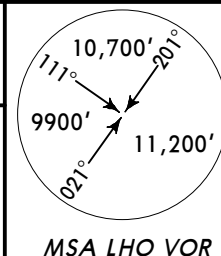
Runway: 35
Length x Width: 9010 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4457 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS 135.275
Logan-Cache Unicom 122.8 CTAF PCL
Cedar City Flight Service Station 122.2 RCO

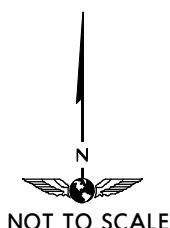
Apt Elev
4457'

Trans level: FL 180 Trans alt: 18000'



OBSTACLE ORNEY ONE DEPARTURE (ORNEY1.LHO)

MALAD CITY
[D (H) 117.4 MLD]
N42 12.0 W112 27.1



BRIGHAM CITY
[D (L) 112.9 LHO]
N41 47.6 W112 00.6

This DP requires take-off minimums:
Rwys 10/28: Not authorized-Obstacles.
Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 276' per NM to **7100'**, or 4700-3 for climb in visual conditions.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 274' per NM to **9500'**, or 4700-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

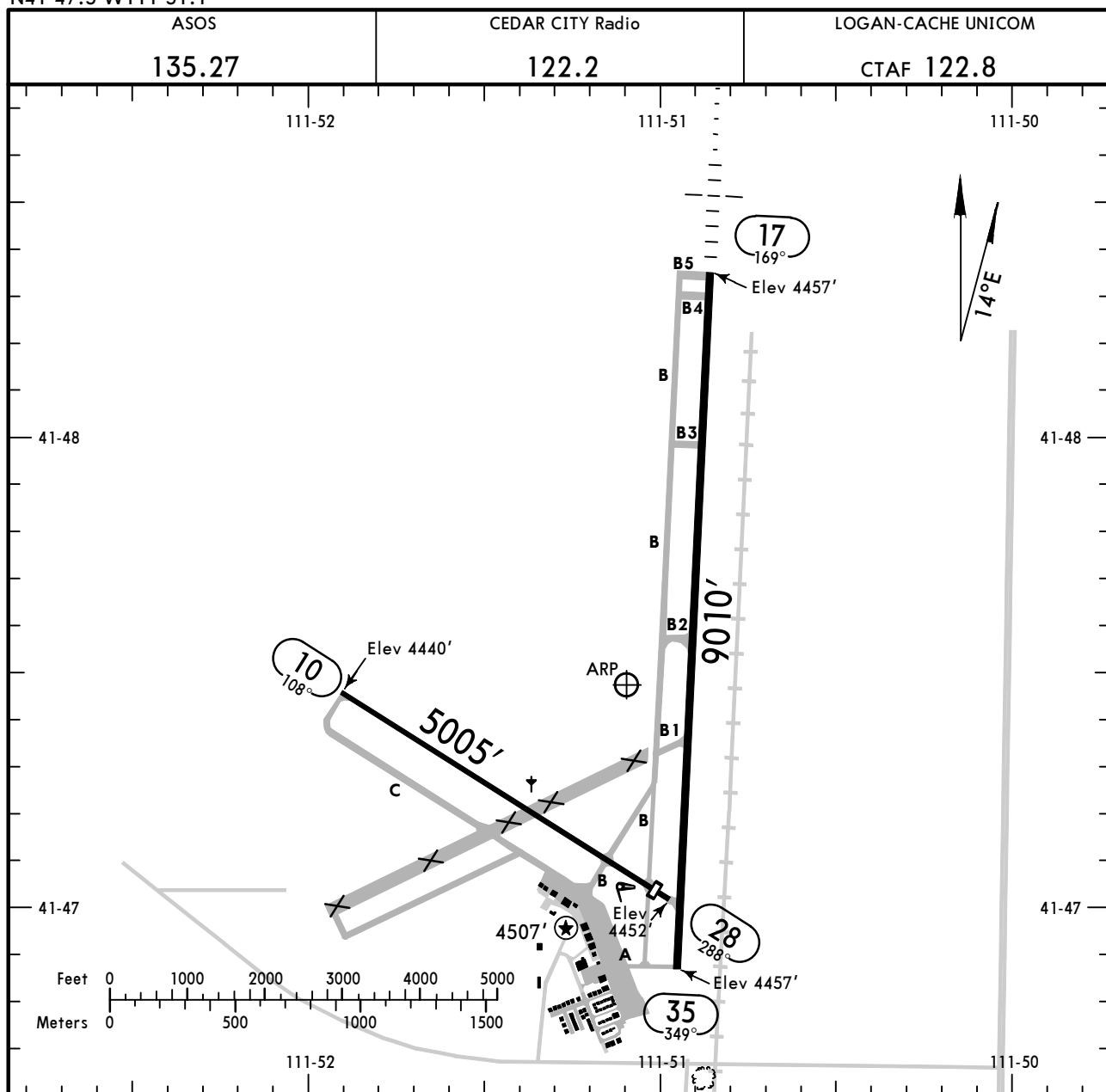
Gnd speed-KT	75	100	150	200	250	300
274' per NM	343	457	685	913	1142	1370
276' per NM	345	460	690	920	1150	1380

Direct distance from Cache Apt to:
LHO **7 NM**

OBSTACLES

Rwy 17: Railroad, poles and tree beginning 336' from DER, 220' LEFT of centerline, up to 45' AGL/4495' MSL.
Rwy 35: Railroad beginning 205' from DER, 554' RIGHT of centerline, up to 23' AGL/4490' MSL.

RWY	INITIAL CLIMB
17	Climbing RIGHT turn to 12000' via LHO R-094 to LHO and RIGHT turn via LHO R-012 to ORNEY (LHO 12 DME) and LEFT turn via LHO R-012 to LHO. OR For climb in visual conditions, cross Logan-Cache Airport at or above 9000' , climb to 12000' via LHO R-077 to LHO.
35	Climbing LEFT turn to 12000' via LHO R-059 to LHO and RIGHT turn via LHO R-012 to ORNEY (LHO 12 DME) and LEFT turn via LHO R-012 to LHO. OR For climb in visual conditions, cross Logan-Cache Airport at or above 9000' , climb to 12000' via LHO R-077 to LHO.
ROUTING	
Continue climbing in LHO holding pattern to 12000' before proceeding on course.	



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
10 ① 28		4790'			60'
17 35	② MIRL ② REIL ② MALSR ② PAPI-L (angle 3.0°)		8003'		100'
	② MIRL ② REIL ② PAPI-L (angle 3.0°)				

- ① Rutting, broken pavement and weeds growing through the asphalt on runway surface and taxiway.
 Runway markings faded.
 ② Activate on 122.8.

TAKE-OFF			FOR FILING AS ALTERNATE			
	Rwys 17, 35	Rwys 10, 28	ILS Rwy 17		LOC DME Rwy 17 RNAV (GPS) Rwy 35	RNAV (GPS) Rwy 17
1 & 2 Eng	USE ORNEY DEPARTURE	NA	A	600-2	800-2	1800-2
3 & 4 Eng			B			1800-3
			C			
			D			

KLGU/LGU
-CACHE

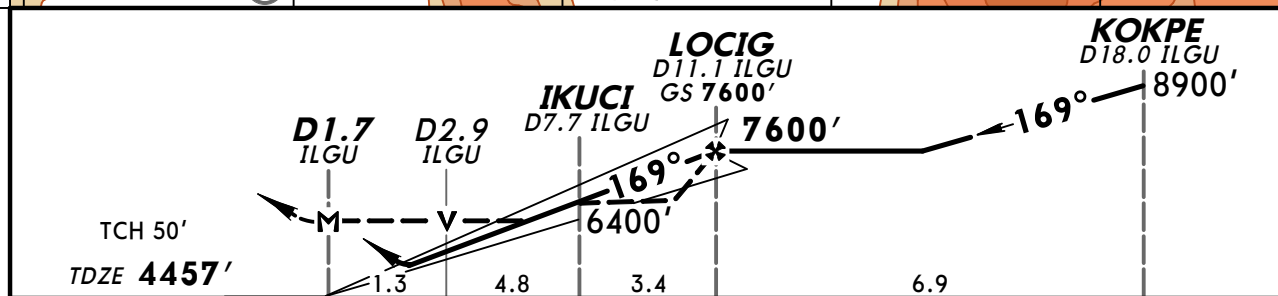
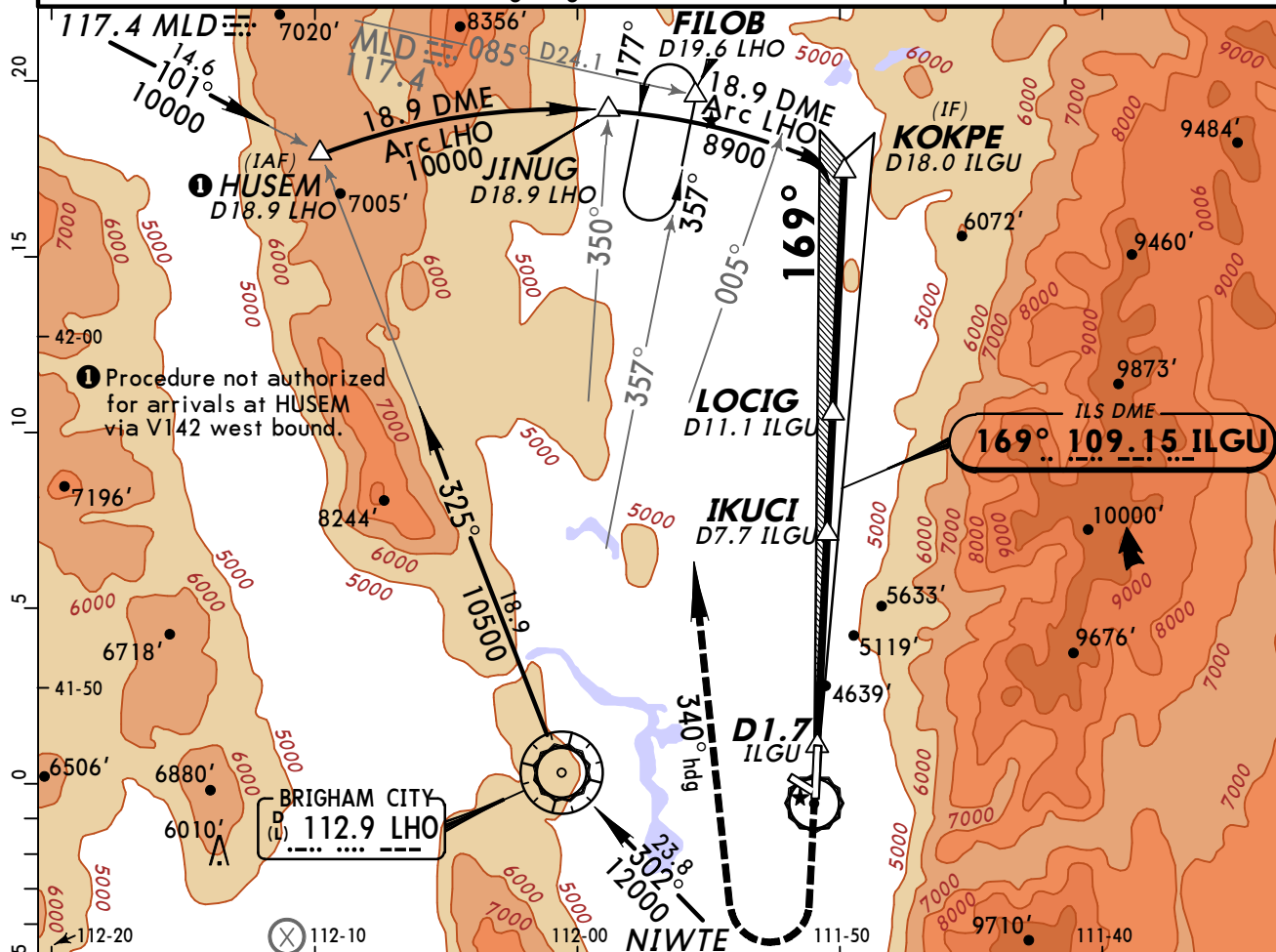
JEPPesen
9 DEC 11
Eff 15 Dec **(11-1)**

LOGAN, UTAH
ILS or LOC DME Rwy 17

BRIEFING STRIP™

ASOS 135.27		CEDAR CITY Radio 122.2		LOGAN-CACHE UNICOM CTAF 122.8	
LOC ILGU 109.15	Final Apch Crs 169°	GS LOCIG 7600' (3143')	ILS DA(H) 4657' (200')	Apt Elev 4457' TDZE 4457'	
MISSED APCH: Climb to 5800' then climbing RIGHT turn to 14000' via heading 340° and LHO VOR R-357 outbound to FILOB INT/D19.6 LHO and hold, continue climb-in-hold to 14000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. VGSI and ILS glidepath not coincident. 3. Use ILGU DME when on localizer course. 4. Pilot controlled lighting 122.8.					

MSA LHO VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI 	5800'	14000'	340° hdg
GS	3.00°	372	478	531	637	743		↑	↻ RT	via
MAP at D1.7 ILGU										

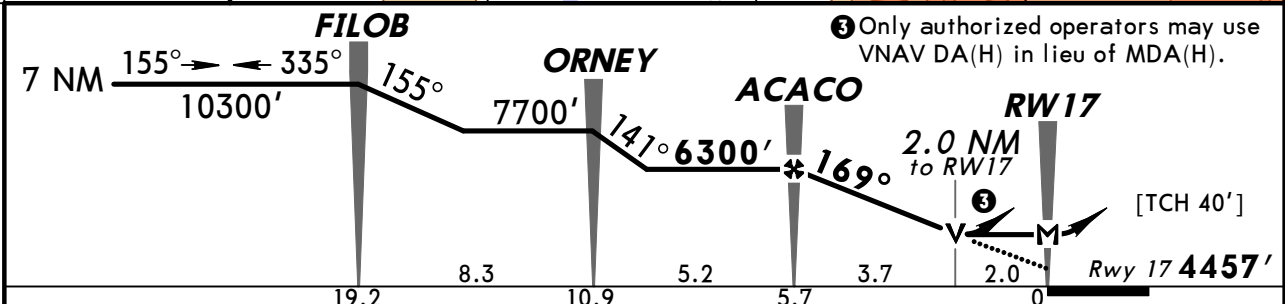
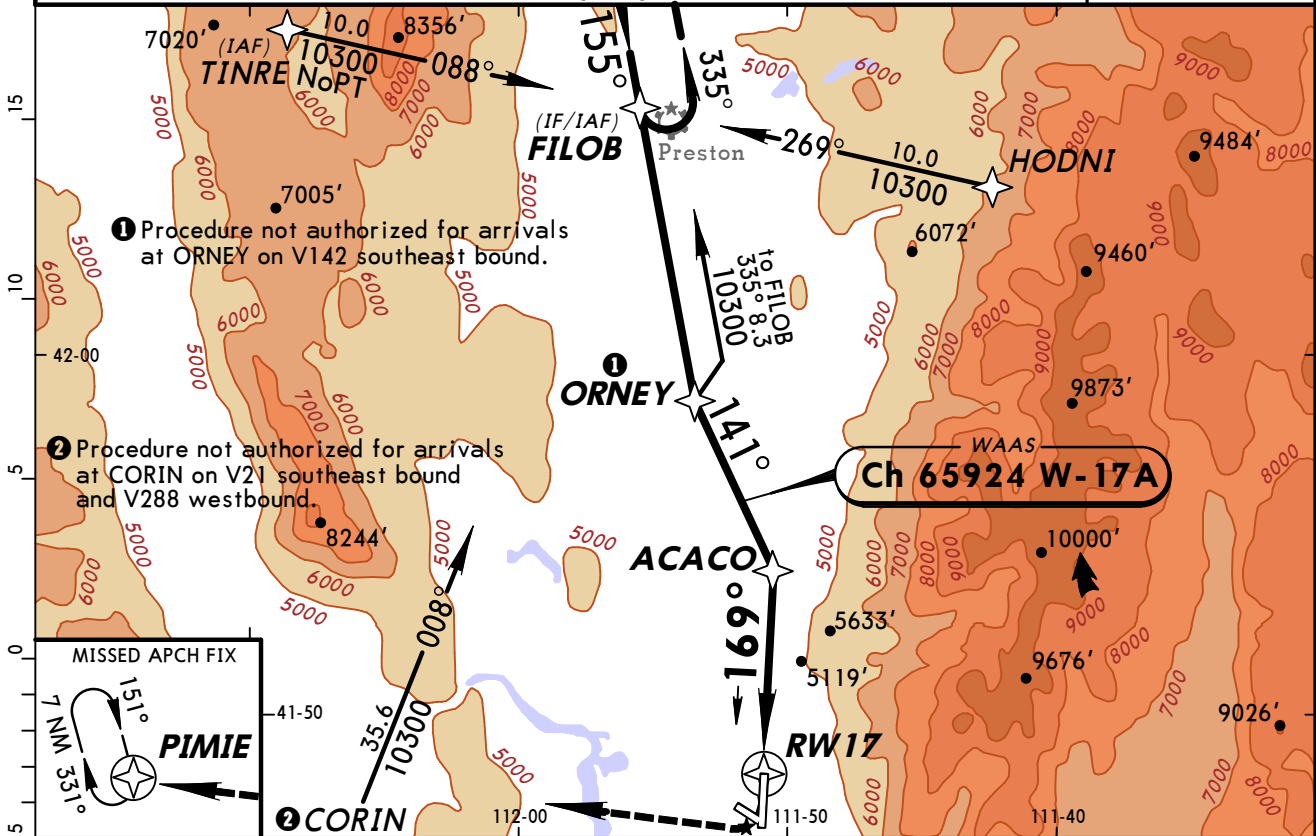
STRAIGHT-IN LANDING RWY 17					CIRCLE-TO-LAND				
ILS			LOC (GS out)			Not authorized East of Rwy 17-35 Not authorized at night to Rwy 10-28			
DA(H) 4657' (200')			MDA(H) 4900' (443')						
FULL			RAIL out			Max Kts	MDA(H)		
						90	4900' (443')-1		
			1			120	4920' (463')-1		
3/4			1 1/4			140	4920' (463')-1 1/2		
			1 1/2			165	5020' (563')-2		

CHANGES: None.

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BRIEFING STRIP™

ASOS 135.27		CEDAR CITY Radio 122.2		LOGAN-CACHE UNICOM CTAF 122.8	
WAAS Ch 65924 W-17A	Final Aptch Crs 169°	Minimum Alt ACACO 6300' (1843')	LP MDA(H) (CONDITIONAL) 5140' (683')	Apt Elev 4457' Rwy 17 4457'	11,200' MSA RW17
MISSED APCH: Climbing RIGHT turn to 10000' direct PIMIE and hold, continue climb-in-hold to 10000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When local altimeter setting not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI 10000' RT PIMIE
Descent Angle [3.00°]	372	478	531	637	743	849	
MAP at RW17							

TERPS		STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
Missed approach requires a minimum climb of 252'/NM to 7600'				Missed approach requires a minimum climb of 319'/NM to 7900'					
LP MDA(H) 5140' (683')				LP MDA(H) 5680' (1223')					
		RAIL or ALS out				RAIL or ALS out			
A	1/2	1	1 1/4						
B			1	1 1/2					
C/D	1 1/2	2	3						
Missed approach requires a minimum climb of 319'/NM to 7900'				Missed approach requires a minimum climb of 319'/NM to 7900'					
LNAV MDA(H) 5140' (683')				LNAV MDA(H) 6180' (1723')					
		RAIL out		ALS out		RAIL out		ALS out	
A	1/2	3/4	1	1 1/4				Max Kts	MDA(H)
B				1 1/2				90	
C/D	1 1/2	1 3/4	2	3				120	
								140/165	
								6180' (1723') - 1 1/4	
								6180' (1723') - 1 1/2	
								6180' (1723') - 3	

LOGAN, UTAH
RNAV (GPS) Rwy 35

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General Information

Location: Ogden UT USA
IATA Code: OGD
Lat/Long: N41° 11.7' W112° 00.8'
Elevation: 4473 ft

Airport Use: Public
Magnetic Variation: 12.2°E
Sectional Chart: Salt Lake City

Fuel Types: 100-130 Octane, Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 727 ft AGL

Sunrise: 1406 Z
Sunset: 0116 Z,

Runway Information

Runway: 03
Length x Width: 8103 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4473 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 07
Length x Width: 3618 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4448 ft
Lighting: REIL

Runway: 16
Length x Width: 5195 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4450 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 21
Length x Width: 8103 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4438 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 851 ft

Runway: 25
Length x Width: 3618 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4445 ft

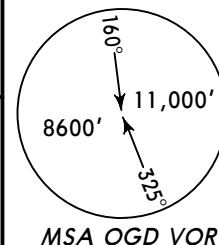
Runway: 34
Length x Width: 5195 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4457 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Communication Information

ATIS 125.55
ASOS 125.55
Ogden Tower 118.7 CTAF PCL
Ogden Ground Control 121.7
Salt Lake City Approach Control 121.1
Salt Lake City Departure Control 121.1
Ogden-Hinckley Unicom 122.95
Cedar City Flight Service Station 122.45 RCO

SALT LAKE CITY
Departure (R)
121.1Apt Elev
4473'

Trans level: FL180 Trans alt: 18000'

**OBSTACLE****EMONT ONE DEPARTURE (EMONT1.EMONT)**Direct distance from -Hinckley Apt
(Rwys 3, 34) to: OGD **4 NM**
(Rwys 21, 25) to: EMONT **21 NM**OGDEN
D (L) **115.7 OGD**
N41 13.4 W112 05.9**EMONT**
N41 03.0 W112 25.5**OBSTACLES**

Rwy 3: Multiple trees beginning 376' from DER, 62' LEFT of centerline, up to 42' AGL/4451' MSL. Tree 430' from DER, 503' RIGHT of centerline, 46' AGL/4455' MSL. Flagpole 348' from DER, 583' RIGHT of centerline, 42' AGL/4451' MSL. Light pole 241' from DER, 535' LEFT of centerline, 38' AGL/4447' MSL. Pole 628' from DER, 611' RIGHT of centerline, 45' AGL/4454' MSL. Obstacle light on DME 195' from DER, 268' RIGHT of centerline, 17' AGL/4426' MSL. Road 231' from DER, 470' RIGHT of centerline, 14' AGL/4423' MSL. Light pole 396' from DER, 385' RIGHT of centerline, 16' AGL/4425' MSL. Road 158' from DER, 307' LEFT of centerline, 10' AGL/4419' MSL.

Rwy 21: Multiple trees and poles beginning 702' from DER, 6' LEFT of centerline, up to 98' AGL/4570' MSL. Multiple trees beginning 2001' from DER, 421' RIGHT of centerline, up to 89' AGL/4561' MSL. Rod on building 2465' from DER, 858' LEFT of centerline, 62' AGL/4541' MSL.

Rwy 25: Multiple trees and bushes beginning 188' from DER, 244' LEFT of centerline, up to 81' AGL/4528' MSL. Tank 1229' from DER, 566' LEFT of centerline, 64' AGL/4494' MSL. Light pole 1038' from DER, 69' LEFT of centerline, 31' AGL/4478' MSL. Light pole 942' from DER, 30' RIGHT of centerline, 30' AGL/4477' MSL. Bush 202' from DER, 80' RIGHT of centerline, 8' AGL/4455' MSL.

Rwy 34: Multiple trees beginning 210' from DER, 186' LEFT of centerline, up to 11' AGL/4447' MSL. Multiple trees beginning 293' from DER, 87' RIGHT of centerline, up to 43' AGL/4479' MSL.

NOT TO SCALE

WASATCH
D (H) **116.8 TCH**
N40 51.0 W111 58.9

This DP requires take-off minimums:

Rwy 3: Standard (or lower than standard, if authorized) with minimum climb of 356' per NM to **6100'** or 4100-3 for climb in visual conditions.

Rwys 7, 16: Not authorized-Obstacles.

Rwys 21, 25, 34: Standard (or lower than standard, if authorized).

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
356' per NM	445	593	890	1187	1483	1780

RWY**INITIAL CLIMB****3**

Climbing LEFT turn direct OGD, then via OGD R-221 to EMONT.

OR

Climb in visual conditions to cross OGD SOUTHWEST bound at or above **8500'**, then on OGD R-221 to EMONT.**21**

Climbing RIGHT turn heading 250° to intercept OGD R-221 to EMONT.

25

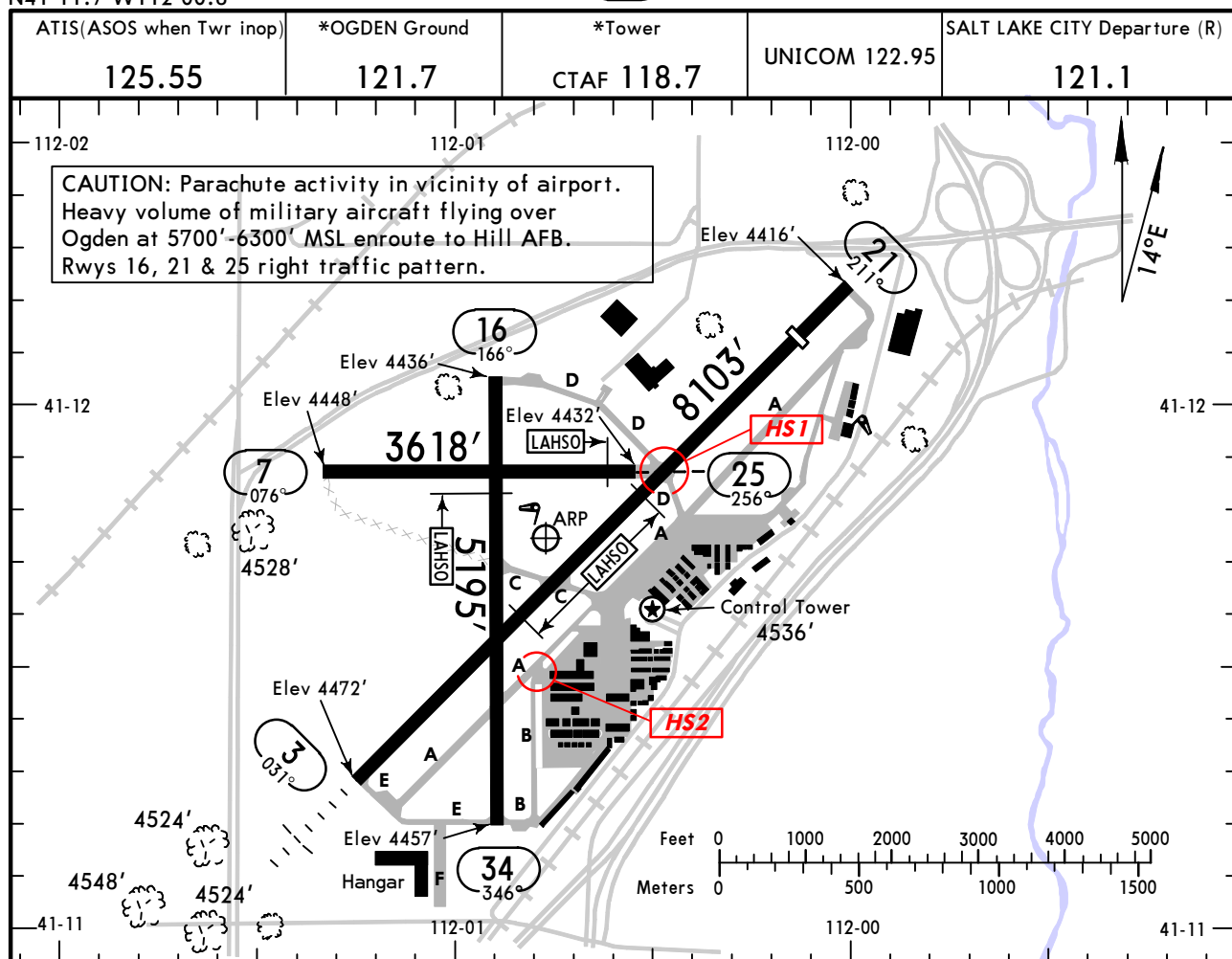
Climb heading 256° to intercept OGD R-221 to EMONT.

34

Climbing LEFT turn direct OGD, then via OGD R-221 to EMONT.

ROUTING

Climb in EMONT holding pattern to MEA/MCA for assigned route of flight.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				TAKE-OFF	WIDTH
		LANDING Threshold	BEYOND Glide Slope	LAHSO Distance			
3 21	① HIRL ① MALS ① PAPI-L (angle 3.0°)	④ 7252'	5927'	7/25 4700'			150'
	① HIRL PAPI-L (angle 3.0°)			16/34 4550'			
7 ② ③ 25	REIL VASI-L (angle 3.5°)			3/21 3450'			150'
16 34	① MIRL REIL PAPI-L (angle 3.0°)			7/25 3850'			150'
	porous friction course overlay						

- ① Activate on 118.7 when Twr inop. ③ Not available when Twr inop.
② Closed to acft over 12,500 lbs. ④ Last 851' not available for landing distance computations.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions

HS1 When crossing Rwy 3-21 on Twy Delta, there are no signs to indicate where Rwy 25 threshold begins. Pilots have inadvertently turned onto Rwy 25.

HS2 Pilots who miss the left turn on Twy Bravo while traveling south on Twy Alpha inadvertently taxi onto Rwy 16-34.

TAKE-OFF

	Rwys 3, 21, 25, 34	Rwys 7, 16
1 & 2 Eng	USE EMONT DEPARTURE	NA
3 & 4 Eng		

FOR FILING AS ALTERNATE

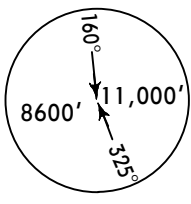
Authorized Only When Twr Operating and Local Weather Available		Authorized Only When Local Weather Available	
ILS Rwy 3	LOC Rwy 3	RNAV (GPS) Y Rwy 3 RNAV (GPS) Z Rwy 3	VOR Rwy 7
A	800-2	800-2	800-2
B			
C			
D	700-2		

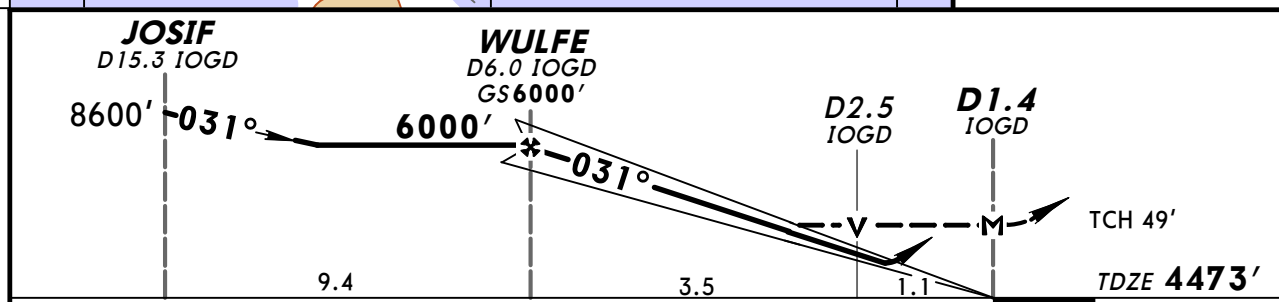
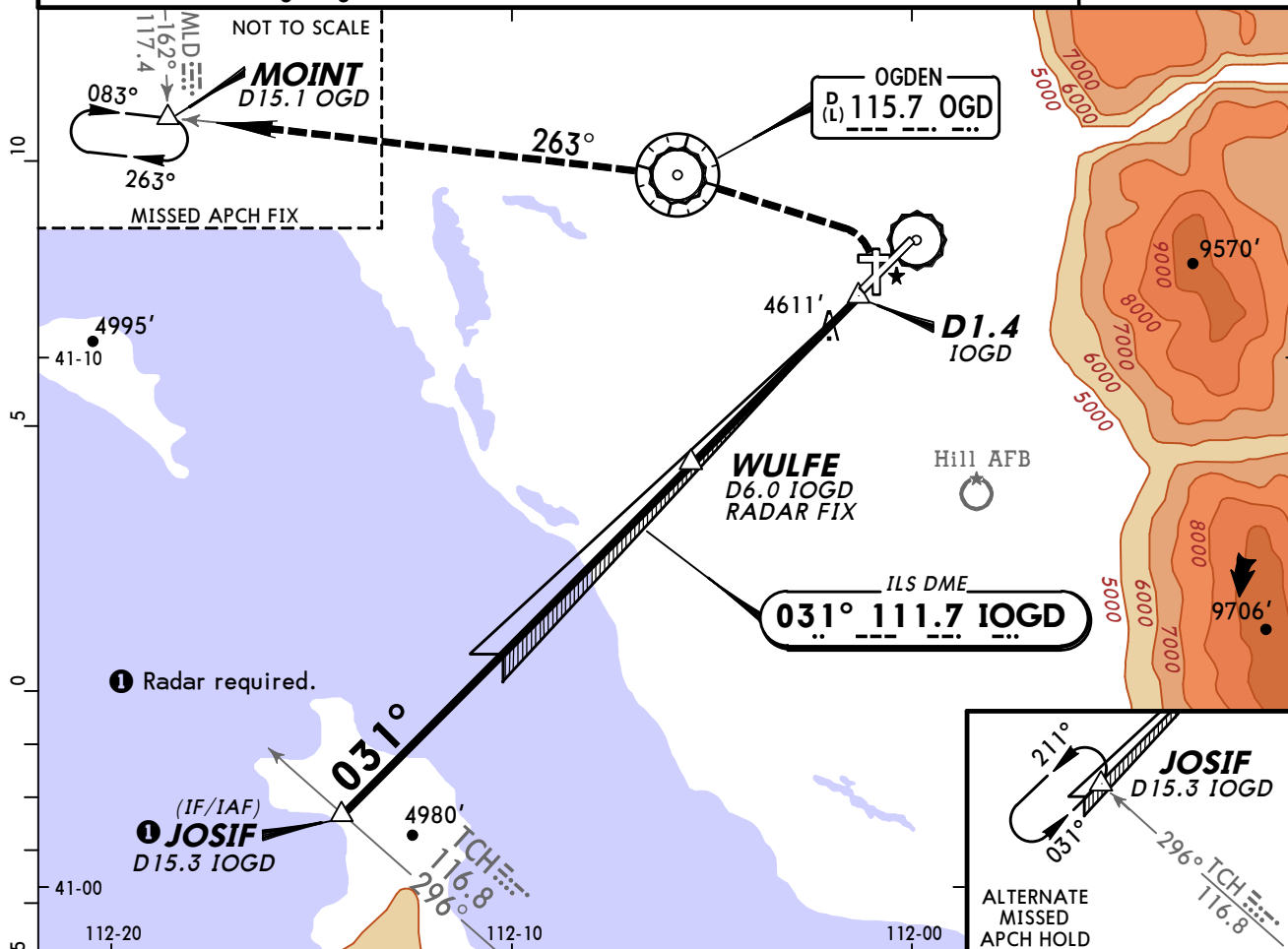
KOGD/OGD -HINCKLEY

JEPPESSEN
19 AUG 11 **11-1** Eff 25 Aug

OGDEN, UTAH
ILS or LOC Rwy 3

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 125.55		SALT LAKE CITY Approach (R) 121.1		*OGDEN Tower CTAF 118.7		*Ground 121.7
LOC IOGD 111.7	Final Apch Crs 031°	GS WULFE 6000' (1527')	ILS DA(H) 4673' (200')	Apt Elev 4473' TDZE 4473'		
MISSED APCH: Climb to 4900', then climbing LEFT turn to 6000' direct OGD VOR, then climb to 13000' outbound on OGD VOR R-263 to MOINT INT/D15.1 OGD and hold, continue climb-in-hold to 13000', or as directed by ATC.						 MSA OGD VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Use local altimeter setting, if not received, use Hill AFB altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 118.7.						



Gnd speed-Kts	70	90	100	120	140	160	MALS		4900'	6000'	→	OGD 115.7
GS 3.00°	372	478	531	637	743	849	PAPI		↑	LT		
MAP at D1.4 IOGD or WULFE to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43						

STRAIGHT-IN LANDING RWY 3				CIRCLE-TO-LAND Not Authorized at Night to Rwy 7 and 16 When VGSI Inop	
ILS DA(H) 4673' (200')		LOC (GS out) MDA(H) 4880' (407')		Max Kts	MDA(H)
FULL	ALS out	FULL	ALS out	90	4980' (507') - 1
A		3/4	1	120	5060' (587') - 1
B				140	5060' (587') - 1 1/2
C	1/2	3/4	1 1/4	165	5100' (627') - 2
D					

CHANGES: Minimums, notes.

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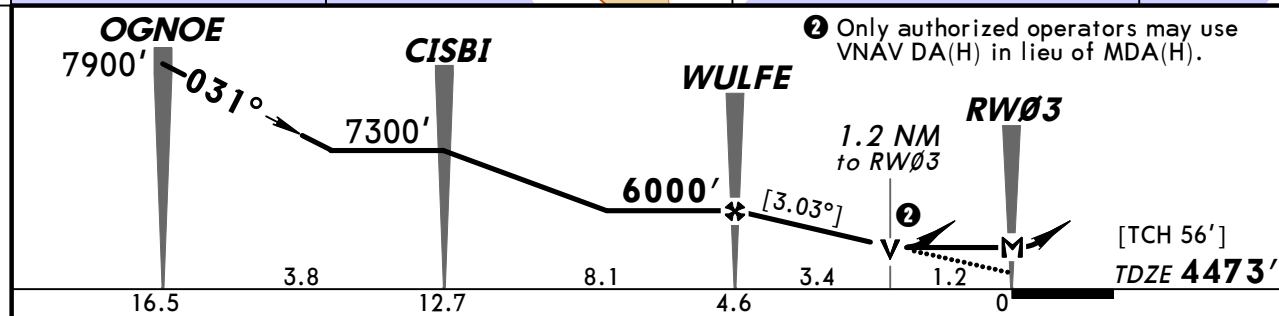
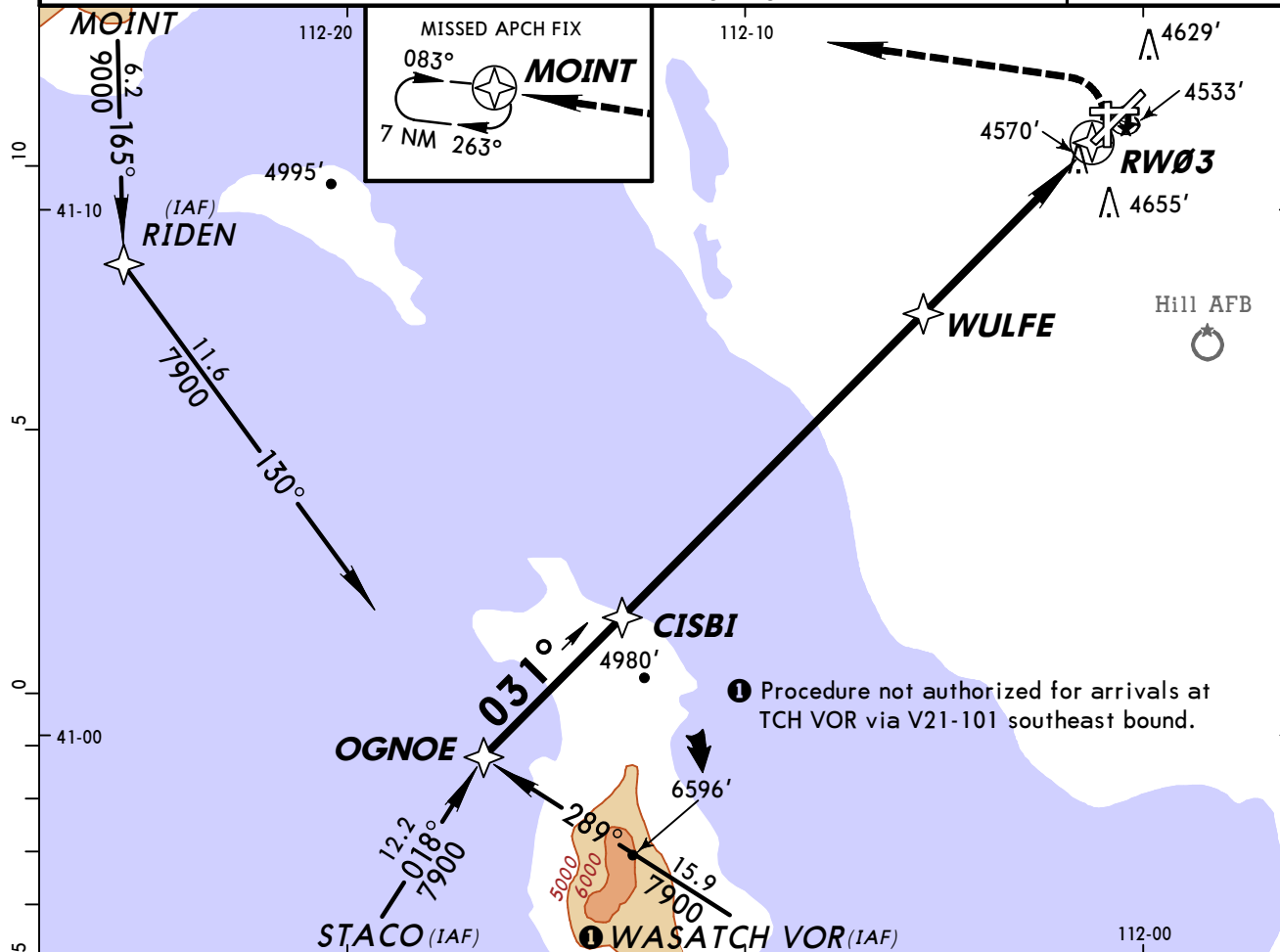
TERPS AMEND 4C 25 AUG 2011

KOGD/OGD
-HINCKLEY

JEPPESSEN
2 DEC 05 (12-1)

OGDEN, UTAH
RNAV (GPS) Y Rwy 3

ATIS (ASOS when Twr inop) 125.55	SALT LAKE CITY Approach (R) 121.1	*OGDEN Tower CTAF 118.7	*Ground 121.7
RNAV	Final Apch Crs 031°	Minimum Alt WULFE 6000' (1527')	LNAV MDA(H) 4920' (447')
Apt Elev 4473' TDZE 4473'			
MISSED APCH: Climbing LEFT turn to 9000' direct MOINT and hold. Continue climb-in-hold to 9000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting, if not received, use Hill AFB altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 118.7.			
MSA RW03			



Gnd speed-Kts	70	90	100	120	140	160		MALS	9000'	→	MOINT
Descent angle [3.03°]	375	482	536	643	750	858		PAPI	LT		
MAP at RW03											

STRAIGHT-IN LANDING RWY 3						CIRCLE-TO-LAND					
LNAV						Not Authorized at Night to Rwy 7 and 16 when VGSI Inop.					
MDA(H) 4920' (447')						Max Kts MDA(H)					
ALS out											
A	3/4			1			90	4980' (507') - 1			
B							120	5060' (587') - 1			
C				1 1/4			140	5060' (587') - 1 1/2			
D				1 1/2			165	5100' (627') - 2			

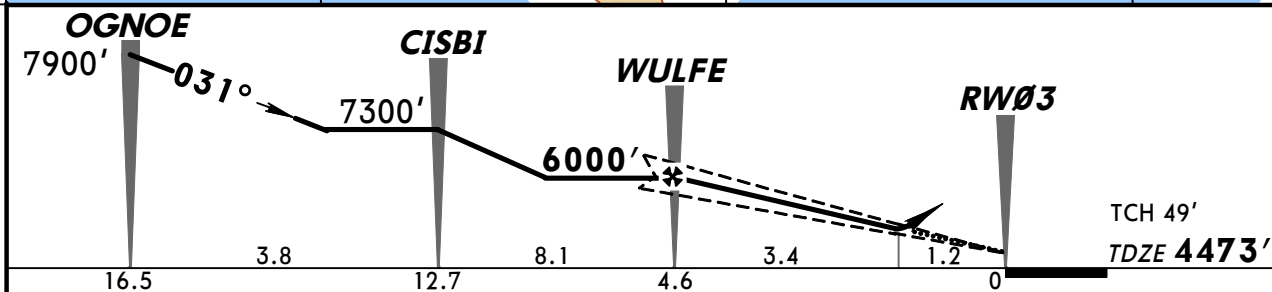
KOGD/OGD
-HINCKLEY

JEPPESSEN
2 DEC 05 (12-2)

OGDEN, UTAH
RNAV (GPS) Z Rwy 3

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 125.55		SALT LAKE CITY Approach (R) 121.1		*OGDEN Tower CTAF 118.7		*Ground 121.7				
WAAS Ch 65620 W-03A		Final Apch Crs 031°		Minimum Alt WULFE 6000' (1527')		LPV (CONDITIONAL) DA(H) 4890' (417')		Apt Elev 4473' TDZE 4473'		11,000' MSA RW03
MISSED APCH: Climb to 9000' direct JISUP and via 271° track to TOGTE and via 238° track to MOINT and hold. Continue climb-in-hold to 9000'.										
Alt Set: INCHES										

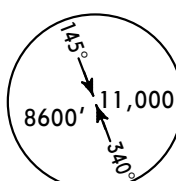


Gnd speed-Kts	70	90	100	120	140	160	MAL S PAPI	9000' ↑	D → JISUP
Glide Path angle 3.00°	372	478	531	637	743	849			

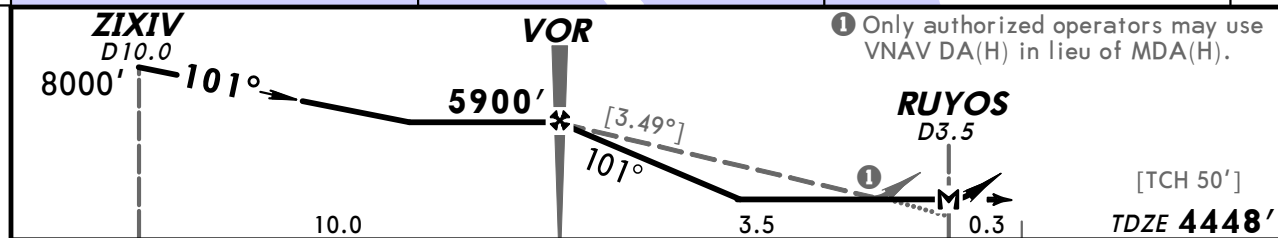
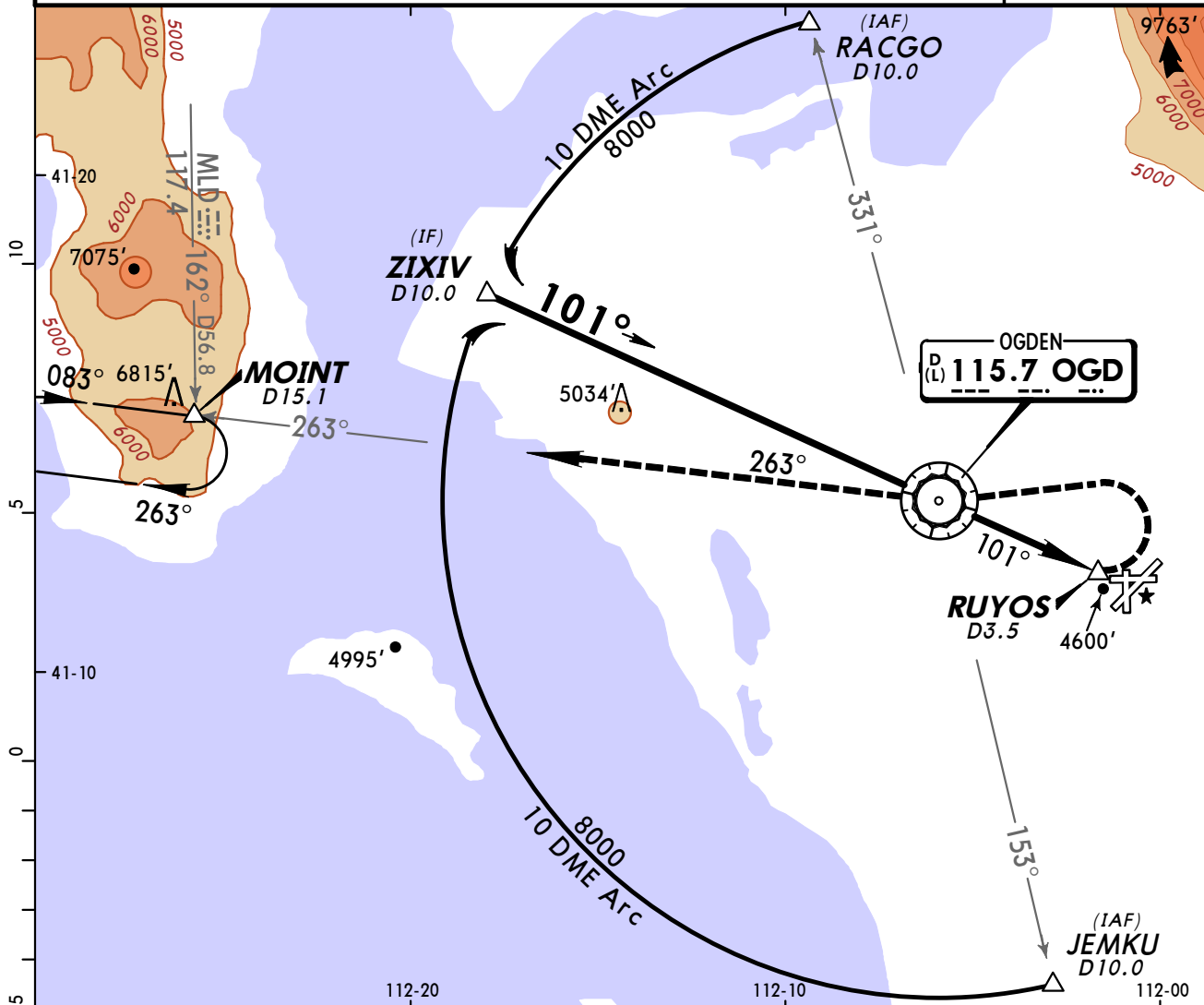
STRAIGHT-IN LANDING RWY 3 LPV DA(H) 4890' (417')						CIRCLE-TO-LAND			
ALS out						Max Kts			
A						A			
B						B			
C						C			
D						D			

CHANGES: None.

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ATIS (ASOS when Twr inop) 125.55		SALT LAKE CITY Approach (R) 121.1		*OGDEN Tower CTAF 118.7		*Ground 121.7	
VOR OGD 115.7	Final Apch Crs 101°	Minimum Alt VOR 5900' (1452')	MDA(H) 4900' (452')	Apt Elev 4473' TDZE 4448'			
MISSED APCH: Climbing LEFT turn to 9000' direct OGD VOR and via OGD VOR R-263 to MOINT/D15.1 and hold, continue climb-in-hold to 9000.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Hill AFB altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.7.							

MSA OGD VOR



Gnd speed-Kts	70	90	100	120	140	160	VASI-L	9000' LT		OGD 115.7
Descent angle	3.49°	556	618	741	865	988				
MAP at RUYOS/D3.5										

1 STRAIGHT-IN LANDING RWY 7				CIRCLE-TO-LAND	
MDA(H) 4900' (452')				Not Authorized at Night to Rwy 7 and 16 when VGSI inop	
				Max Kts	MDA(H)
A	1			90	4980' (507') - 1
B				120	5060' (587') - 1
C	1 1/4			140	5060' (587') - 1 1/2
D	1 1/2			165	5100' (627') - 2

1 When VGSI inop, procedure not authorized at night.

CHANGES: Procedure.

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General Information

Location: Price UT USA
IATA Code: PUC
Lat/Long: N39° 36.8' W110° 45.1'
Elevation: 5957 ft

Airport Use: Public
Magnetic Variation: 11.4 °E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1359 Z
Sunset: 0112 Z,

Runway Information

Runway: 07
Length x Width: 3541 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5888 ft

Runway: 14
Length x Width: 4514 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5861 ft
Lighting: Edge, Pilot controlled

Runway: 18
Length x Width: 8313 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5957 ft
Lighting: Edge, Pilot controlled

Runway: 25
Length x Width: 3541 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5893 ft
Displaced Threshold: 228 ft

Runway: 32

Length x Width: 4514 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 5847 ft

Lighting: Edge, Pilot controlled

Runway: 36

Length x Width: 8313 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 5863 ft

Lighting: Edge, ALS, REIL, Pilot controlled

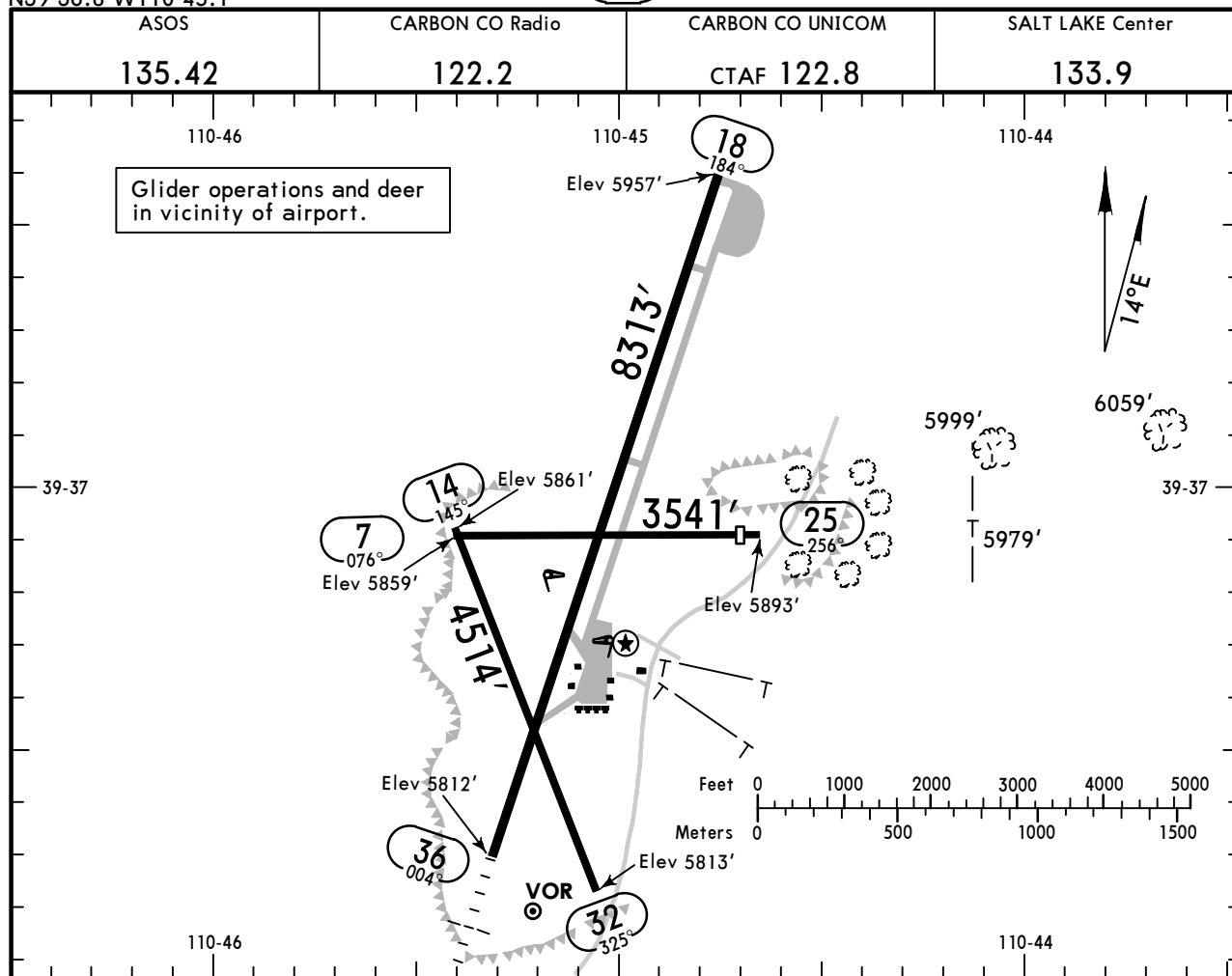
Communication Information

ASOS 135.425

Carbon Co Regl/Davis Unicom 122.8 CTAF PCL

Cedar City Flight Service Station 122.2 RCO

Salt Lake City Center 133.9 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond	Take-Off	Width
7	25	3313'			75'
14	32				75'
18	36		7526'		100'

① 60' drop off 520' from Rwy end. ② 40' drop off 250' from Rwy threshold. ③ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 14, 18, 25		Rwy 36		For Climb in Visual Conditions	Rwy 32		For Climb in Visual Conditions	Rwy 7
	Adequate Vis Ref	STD	Adequate Vis Ref	STD		Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	1/4	1	3400-3	1/4	1	3400-3	NA
3 & 4 Eng	1/4	1/2	1/4	1/2	3400-3	1/4	1/2	3400-3	NA

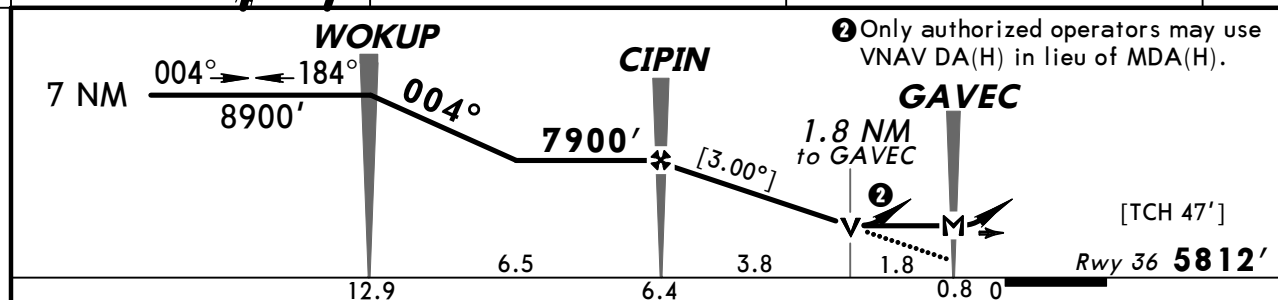
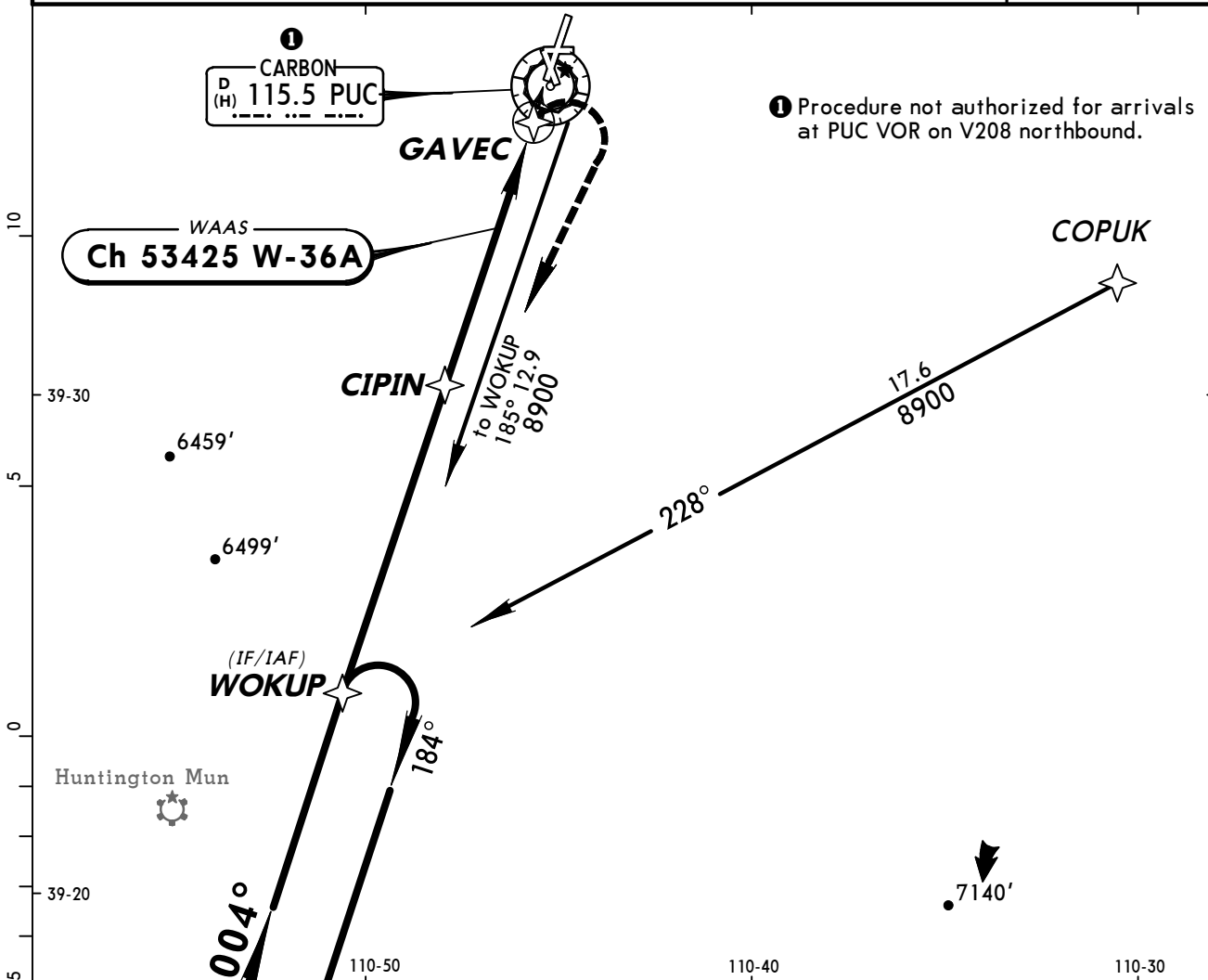
OBSTACLE DP: Rwy 14, climb on a heading between 126° clockwise to 193°, then continue climb to assigned altitude for direction of flight. Rwy 18, climb on a heading between 192° counterclockwise to 125°, then continue climb to assigned altitude for direction of flight. Rwy 25, climb on a heading between 176° counterclockwise to 124°, then continue climb to assigned altitude for direction of flight. Rwy 32, climb to 7000' then climbing left turn on a heading between 175° counterclockwise to 145°, then continue climb to assigned altitude for direction of flight. Rwy 36, climb to 6400' then climbing right turn on a heading between 141° clockwise to 184°, maintain 210 kts until completion of turn, then continue climb to assigned altitude for direction of flight. Rwys 32, 36: For climb in visual conditions cross Carbon County Regl/Davis Airport at or above 9200' before proceeding on course.

FOR FILING AS ALTERNATE

	VOR DME Rwy 36	Only Authorized When Local Weather Available RNAV (GPS) Rwy 36	VOR Rwy 36	ILS Rwy 36 LOC DME Rwy 36
A	800-2	800-2	2000-2	NA
B	900-2 1/2	900-2 1/2	2000-3	
C	1100-3	1100-3		

BRIEFING STRIP™

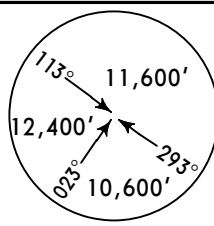
ASOS 135.42		SALT LAKE Center 133.9		CARBON CO Radio 122.2		CARBON CO UNICOM CTAF 122.8	
WAAS Ch 53425 W-36A	Final Apch Crs 004°	Minimum Alt CIPIN 7900' (2088')	LP MDA(H) 6300' (488')	Apt Elev 5957' Rwy 36 5812'		12,400' MSA GAVEC	
MISSED APCH: Climbing RIGHT turn to 8900' direct WOKUP and hold.							
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 122.8.							



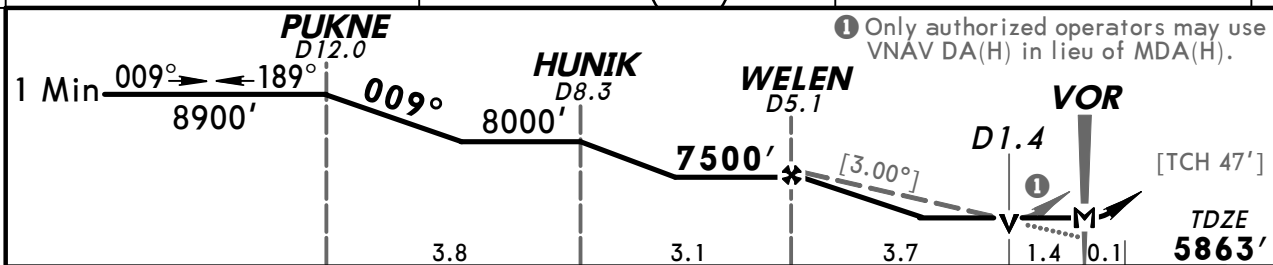
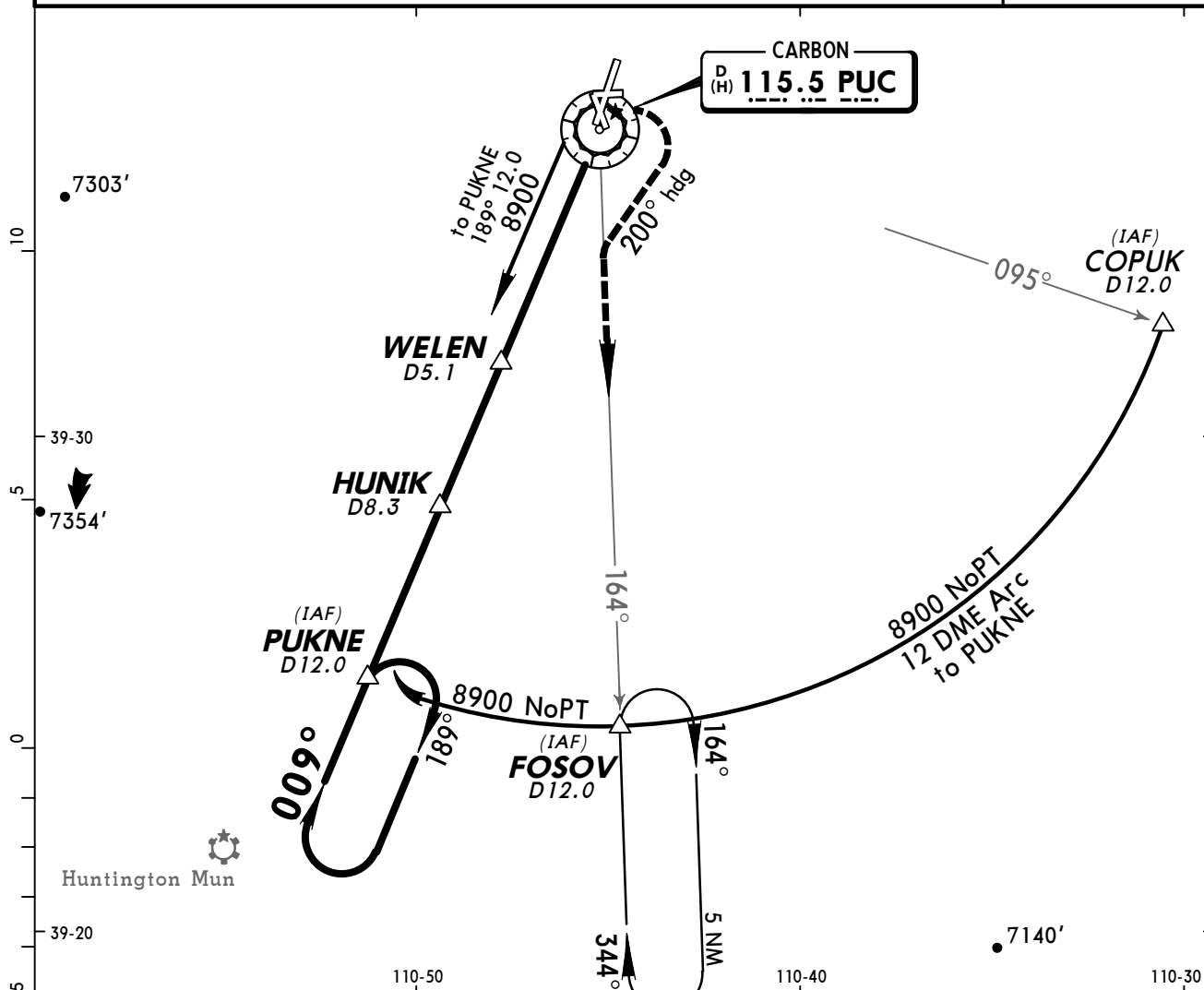
Gnd speed-Kts	70	90	100	120	140	160	MALSF VASI 8900' RT		WOKUP
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at GAVEC									

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
LP MDA(H) 6300' (488')		LNAV MDA(H) 6340' (528')		Not Authorized to Rwy 25 at Night.			
ALS out		ALS out		Max Kts	MDA(H)		
A	3/4	1 3/8	3/4	90	6700' (743') -1		
				120	6740' (783') -1		
				140	6780' (823') -2 1/2		
				165	7020' (1063') -3		

BRIEFING STRIP

ASOS 135.42		SALT LAKE Center 133.9		CARBON CO Radio 122.2		CARBON CO UNICOM CTAF 122.8	
VOR PUC 115.5	Final Apch Crs 009°	Minimum Alt WELEN 7500' (1637')	MDA(H) 6240' (377')	Apt Elev 5957' TDZE 5863'			
MISSED APCH: Climbing RIGHT turn to 10000' via 200° heading and outbound on PUC VOR R-164 to FOSOV D12.0 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 122.8.							

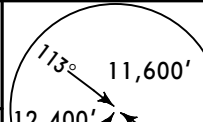
MSA PUC VOR

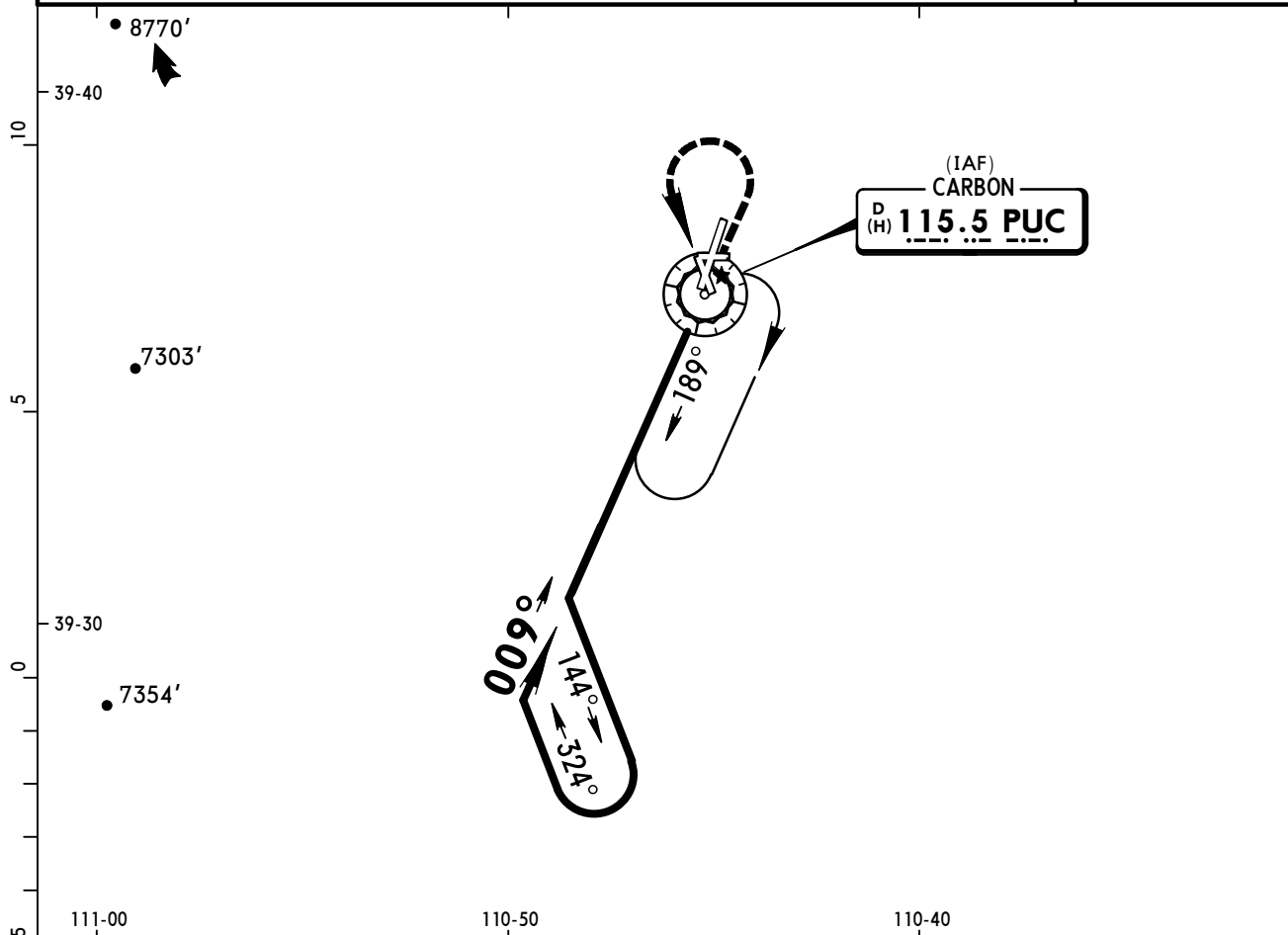


Gnd Speed-Kts	70	90	100	120	140	160	MALSF  VASI	10000'	via 	200°	and 115.5 PUC R-164	FOSOV
Descent angle [3.00°]	372	478	531	637	743	849						
MAP at VOR												

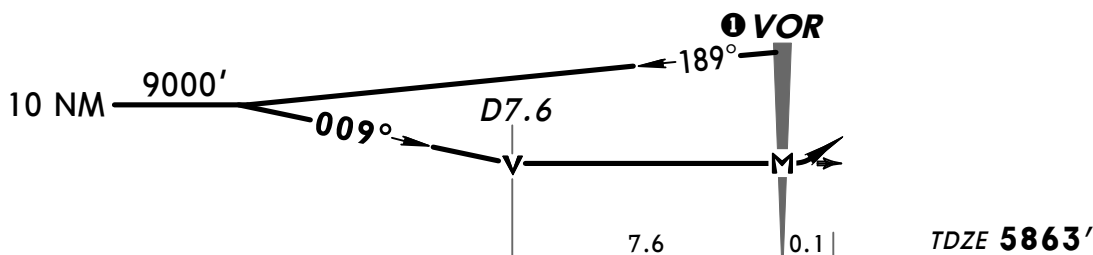
STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
MDA(H) 6240' (377')				Not Authorized at Night to Rwy 18, 25 and 32			
ALS out				Max Kts	MDA(H)		
A	1			90	6660' (703') - 1		
B				120	6740' (783') - 1 1/4		
C	1 1/4			140	6820' (863') - 2 1/2		
D				165	6980' (1023') - 3		

BRIEFING STRIP™

ASOS 135.42		SALT LAKE Center 133.9		CARBON CO Radio 122.2		CARBON CO UNICOM CTAF 122.8	
VOR PUC 115.5	Final Apch Crs 009°	No FAF		MDA(H) 7880' (2017')	Apt Elev 5957' TDZE 5863'		
MISSED APCH: Climb to 8200', then climbing LEFT turn to 10400' direct PUC VOR and hold.							
Alt Set: INCHES 1. Pilot controlled lighting 122.8.		Trans level: FL 180		Trans alt: 18000'			



- ① Maintain 9900' or above until established outbound for procedure turn.



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STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
MDA(H) 7880' (2017')				Not Authorized at Night to Rwy 18, 25 and 32			
			ALS out	Max Kts	MDA(H)		
A	1¼			90	7880' (1923') - 1¼		
B	1½			120	7880' (1923') - 1½		
C	3			140	7880' (1923') - 3		
D				165			

TERPS

General Information

Location: Provo UT USA
IATA Code: PVU
Lat/Long: N40° 13.2' W111° 43.4'
Elevation: 4497 ft

Airport Use: Public
Magnetic Variation: 11.9°E
Sectional Chart: Salt Lake City

Fuel Types: 100-130 Octane, Jet A
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1404 Z
Sunset: 0116 Z,

Runway Information

Runway: 13
Length x Width: 8599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4497 ft
Lighting: Edge, REIL

Runway: 18
Length x Width: 6614 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4494 ft
Lighting: Edge

Runway: 31
Length x Width: 8599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4494 ft
Lighting: Edge

Runway: 36
Length x Width: 6614 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4494 ft
Lighting: Edge

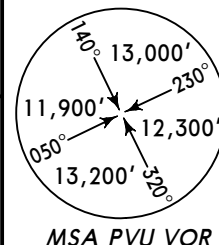
Communication Information

ATIS 135.175
AWOS 135.175
Provo Tower 125.3 CTAF
Provo Ground Control 119.4
Salt Lake City Approach Control 124.3
Salt Lake City Departure Control 118.85

SALT LAKE CITY
Departure (R)
118.85

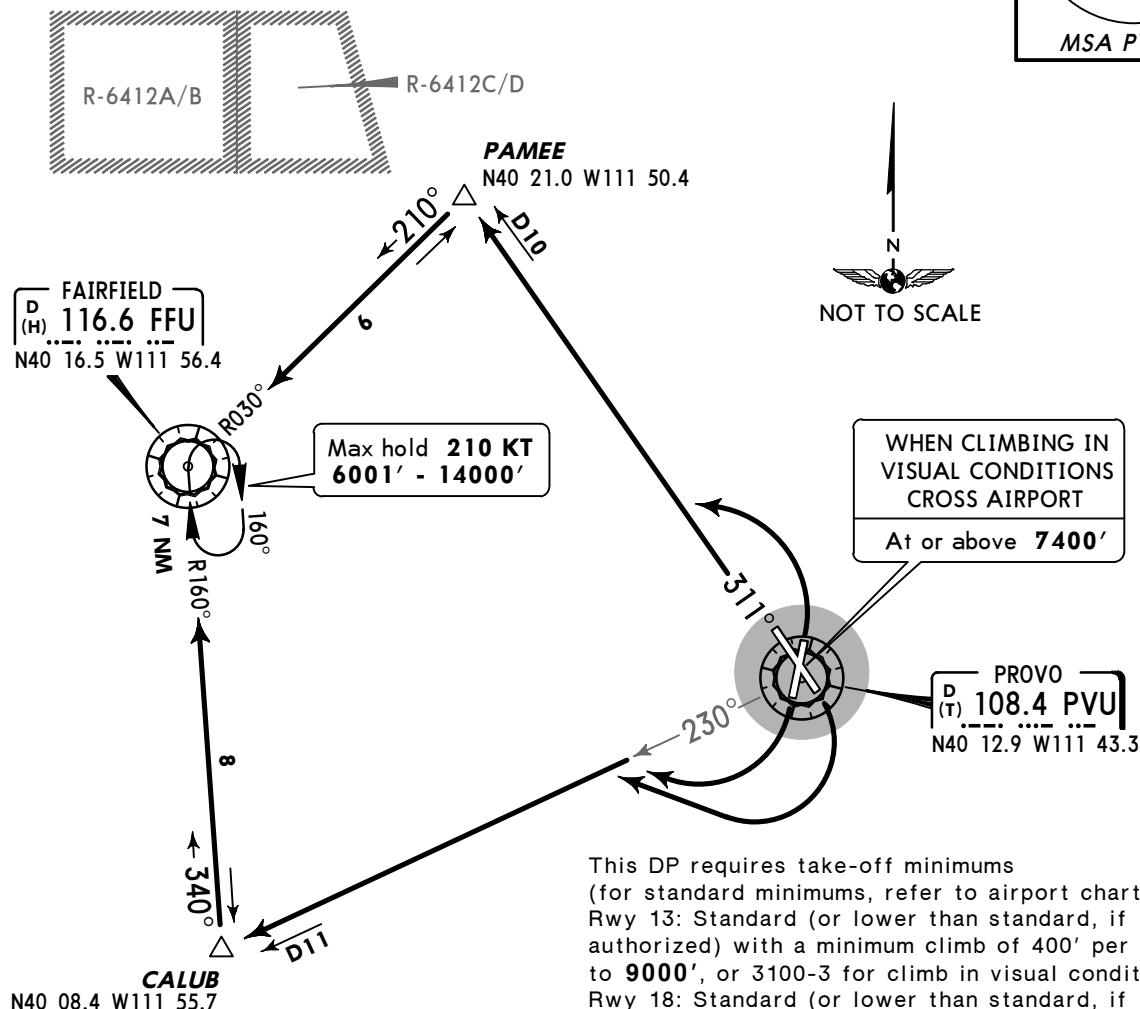
Apt Elev
4497'

Trans level: FL180 Trans alt: 18000'
Climb in visual conditions not authorized at night.



OBSTACLE

PROVO FOUR DEPARTURE (PROV04.FFU)



OBSTACLES

Rwy 18: Multiple trees beginning 429' from DER, 288' LEFT of centerline, up to 57' AGL/4533' MSL. Multiple trees beginning 852' from DER, 202' RIGHT of centerline, up to 57' AGL/4533' MSL. Road 775' from DER, on centerline, 15' AGL/4518' MSL.
Rwy 31: Multiple trees beginning 1954' from DER, 743' RIGHT of centerline, up to 72' AGL/4561' MSL.
Rwy 36: Multiple trees beginning 978' from DER, 18' RIGHT of centerline, up to 46' AGL/4541' MSL. Road 210' from DER, on centerline, 15' AGL/4516' MSL.

This DP requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 13: Standard (or lower than standard, if authorized) with a minimum climb of 400' per NM to **9000'**, or 3100-3 for climb in visual conditions.
Rwy 18: Standard (or lower than standard, if authorized) with a minimum climb of 350' per NM to **9000'**, or 3100-3 for climb in visual conditions.
Rwy 31: Standard (or lower than standard, if authorized) with a minimum climb of 380' per NM to **9000'**, or 3100-3 for climb in visual conditions.
Rwy 36: Standard (or lower than standard, if authorized) with a minimum climb of 365' per NM to **9000'**, or 3100-3 for climb in visual conditions.

Gnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750
365' per NM	456	608	913	1217	1521	1825
380' per NM	475	633	950	1267	1583	1900
400' per NM	500	667	1000	1333	1667	2000

RWY	INITIAL CLIMB
13, 18	Climbing RIGHT turn to 9000' via PVU R-230 to CALUB/D11 PVU, then turn RIGHT via FFU R-160 to FFU and hold. Or climb in visual conditions to cross Provo Mun SOUTHWEST bound at or above 7400' , climb to 9000' via PVU R-230 to CALUB/D11 PVU, then turn RIGHT via FFU R-160 to FFU and hold.
31	Climb to 9000' via PVU R-311 to PAMEE/D10 PVU, then turn LEFT direct to FFU and hold. Or climb in visual conditions to cross Provo Mun NORTHWEST bound at or above 7400' , climb to 9000' via PVU R-311 to PAMEE/D10 PVU, then turn LEFT direct to FFU and hold.
36	Climbing LEFT turn to 9000' via PVU R-311 to PAMEE/D10 PVU, then turn LEFT direct to FFU and hold. Or climb in visual conditions to cross Provo Mun NORTHWEST bound at or above 7400' , climb to 9000' via PVU R-311 to PAMEE/D10 PVU, then turn LEFT direct to FFU and hold.

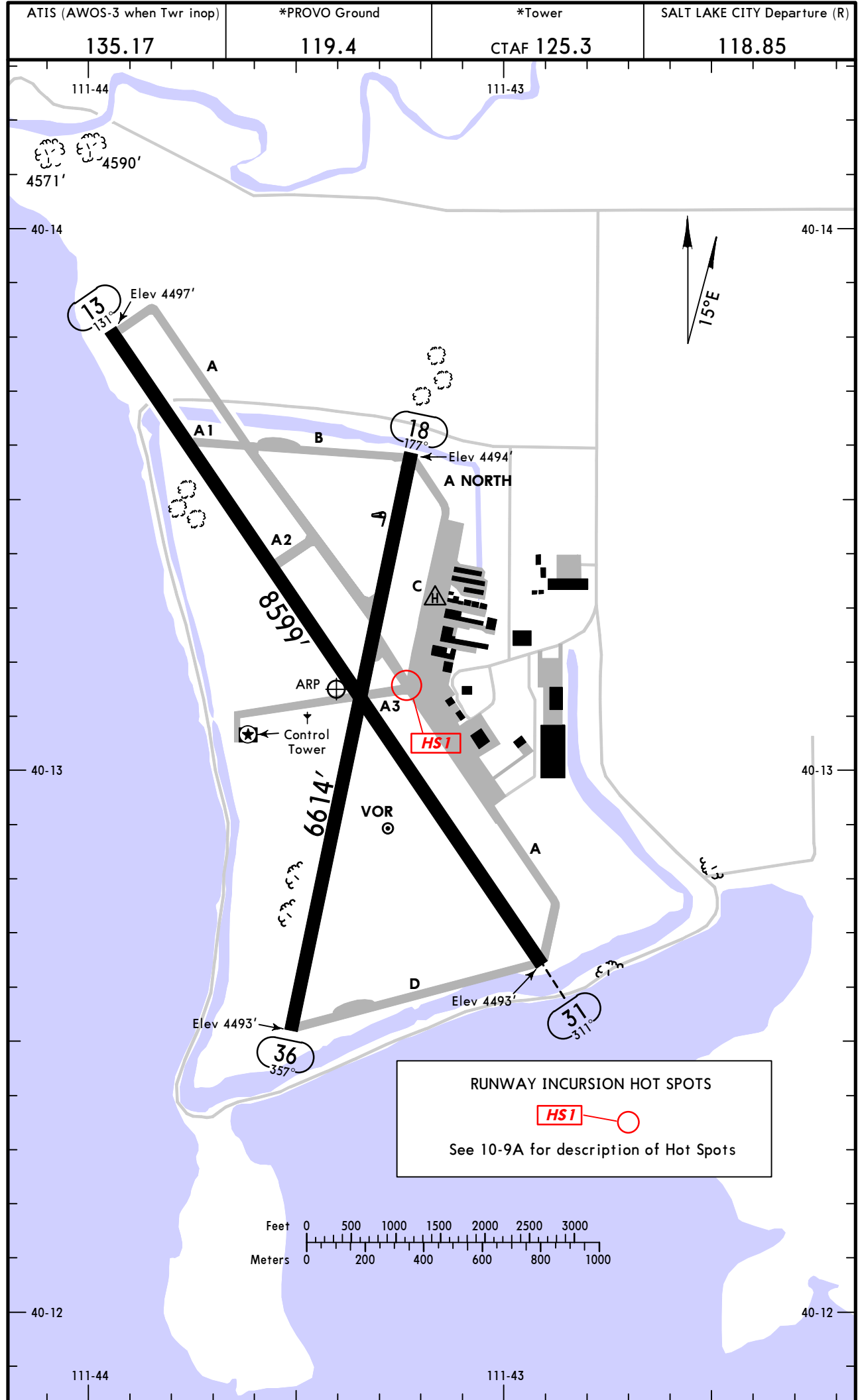
ROUTING

EXPECT clearance for filed route and altitude within 10 minutes after departure.

KPVU/PVU
Apt Elev **4497'**
N40 13.2 W111 43.4

JEPPESEN
16 APR 10 **(10-9)**

PROVO, UTAH
PROVO MUN



GENERAL

24 Hour prior permission required for unscheduled air carrier operations; call airport manager.
Rwys 13 & 18 right traffic pattern.
Be alert: Helicopters arriving and departing from runways and taxiways.
Deer on and in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			—LANDING BEYOND—			
			Threshold	Glide Slope		
13	HIRL REIL PAPI-L (angle 3.0°)	porous friction		7599'		150'
31	HIRL PAPI-L	course overlay				
18	MIRL PAPI-L (angle 3.0°)					150'
36						

RUNWAY INCURSION HOT SPOTS **HS1**

For information only, not to be construed as ATC instructions.

HS1 Pilots taxiing to Rwy 13 often take Twy A-3 instead of Twy A. Twy A-3 leads to the intersection of two runways.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 36		Rwy 31	
	With Mim climb of 310'/NM to 9000'		With Mim climb of 350'/NM to 9000'	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD
	1/4	1	1/4	1
1 & 2 Eng				
3 & 4 Eng		1/2		1/2

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 13		Rwy 18	
	With Mim climb of 380'/NM to 9000'		With Mim climb of 390'/NM to 9000'	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD
	1/4	1	1/4	1
1 & 2 Eng				
3 & 4 Eng		1/2		1/2

OBSTACLE DP

Use PROVO Departure.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		VOR DME Rwy 13 RNAV (GPS) Rwy13	Authorized Only When Twr Operating VOR Rwy 13
	ILS Rwy 13	LOC Rwy 13		
A	700-2	800-2	800-2	900-2
B				900-2 1/2
C				
D				900-2 3/4

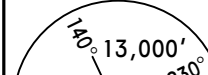
KPVU/PVU PROVO MUN

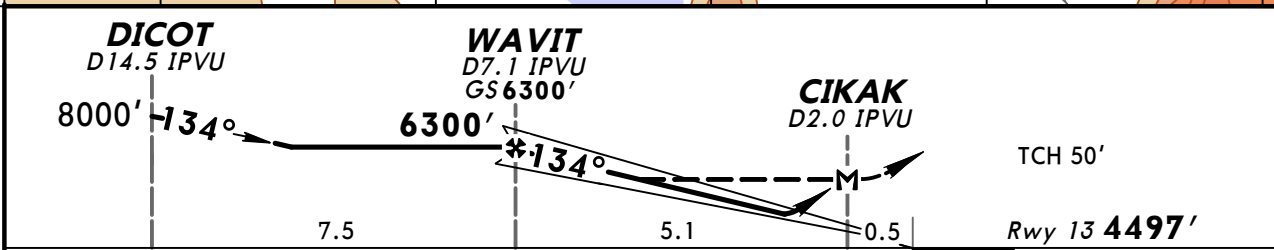
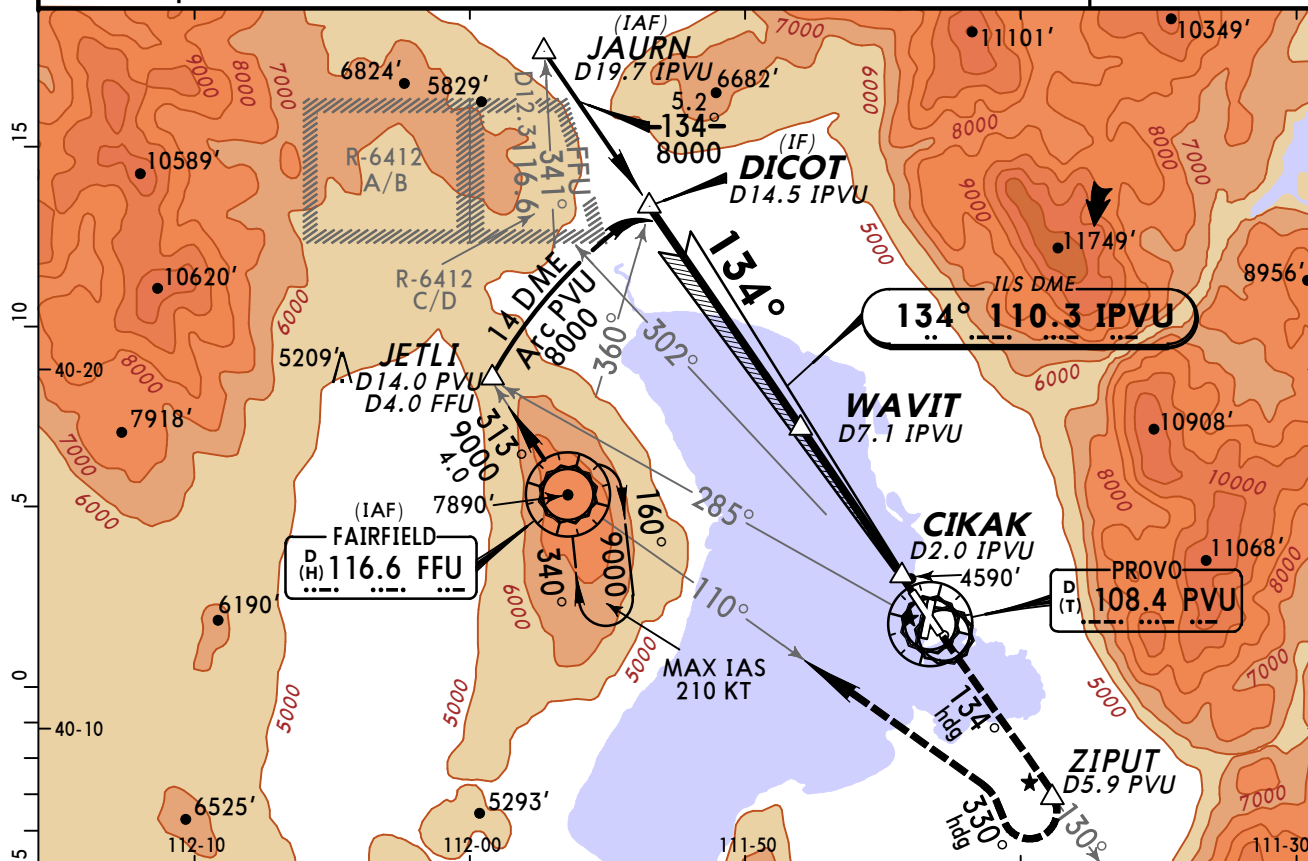
9 DEC 11
Eff 15 Dec

11-1

PROVO, UTAH ILS or LOC DME Rwy 13

BRIEFING STRIP™

ATIS (AWOS-3 when Twr inop) 135.17		SALT LAKE CITY Approach (R) 124.3		*PROVO Tower CTAF 125.3		*Ground 119.4			
LOC IPVU 110.3		Final Apch Crs 134°		GS WAVIT 6300' (1803')		ILS DA(H) (CONDITIONAL) 4697' (200')		Apt Elev 4497' Rwy 13 4497'	
MISSED APCH: Climb to 9000' on heading 134° to intercept PVU VOR R-130 to ZIPUT/D5.9 PVU. Then climbing RIGHT turn on heading 330° and inbound on FFU VOR R-110 to FFU VOR and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA PVU VOR			
1. DME required. 2. Use IPVU DME when on the localizer course.									



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	9000'	134° hdg	to intercept PVU 108.4 R-130	ZIPUT
GS	3.00°	372	478	531	637	743					
MAP at CIKAK											

TERPS			STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND					
			Missed approach requires minimum climb of 315'/NM to 8600'			Not Authorized East of Rwy 18 & 31					
			ILS		LOC (GS out)		Missed approach requires minimum climb of 315'/NM to 8600'				
			DA(H) 4697' (200')		MDA(H) 4820' (323')		Max Kts	MDA(H)			
A	3/4		1		90	4940' (443') - 1					
120					4960' (463') - 1						
140					4980' (483') - 1 1/2						
165					5060' (563') - 2						
Without minimum climb requirement						Without minimum climb requirement					
			DA(H) 4947' (450')		MDA(H) 5100' (603')		Max Kts	MDA(H)			
A	1 1/2		1		90	5100' (603') - 1					
120					5100' (603') - 1						
C			1 3/4		140	5100' (603') - 1 3/4					
D					165	5100' (603') - 2					

CHANGES: WAVIT location, FAF altitude, minimums.

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TERPS AMEND 2 15 DEC 2011

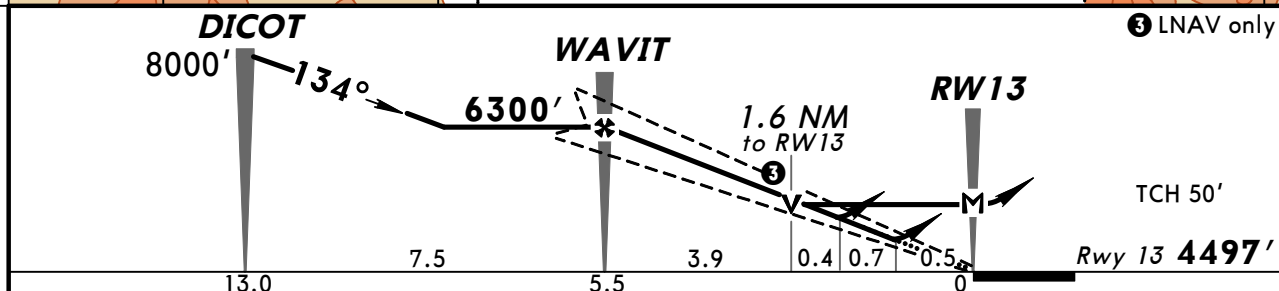
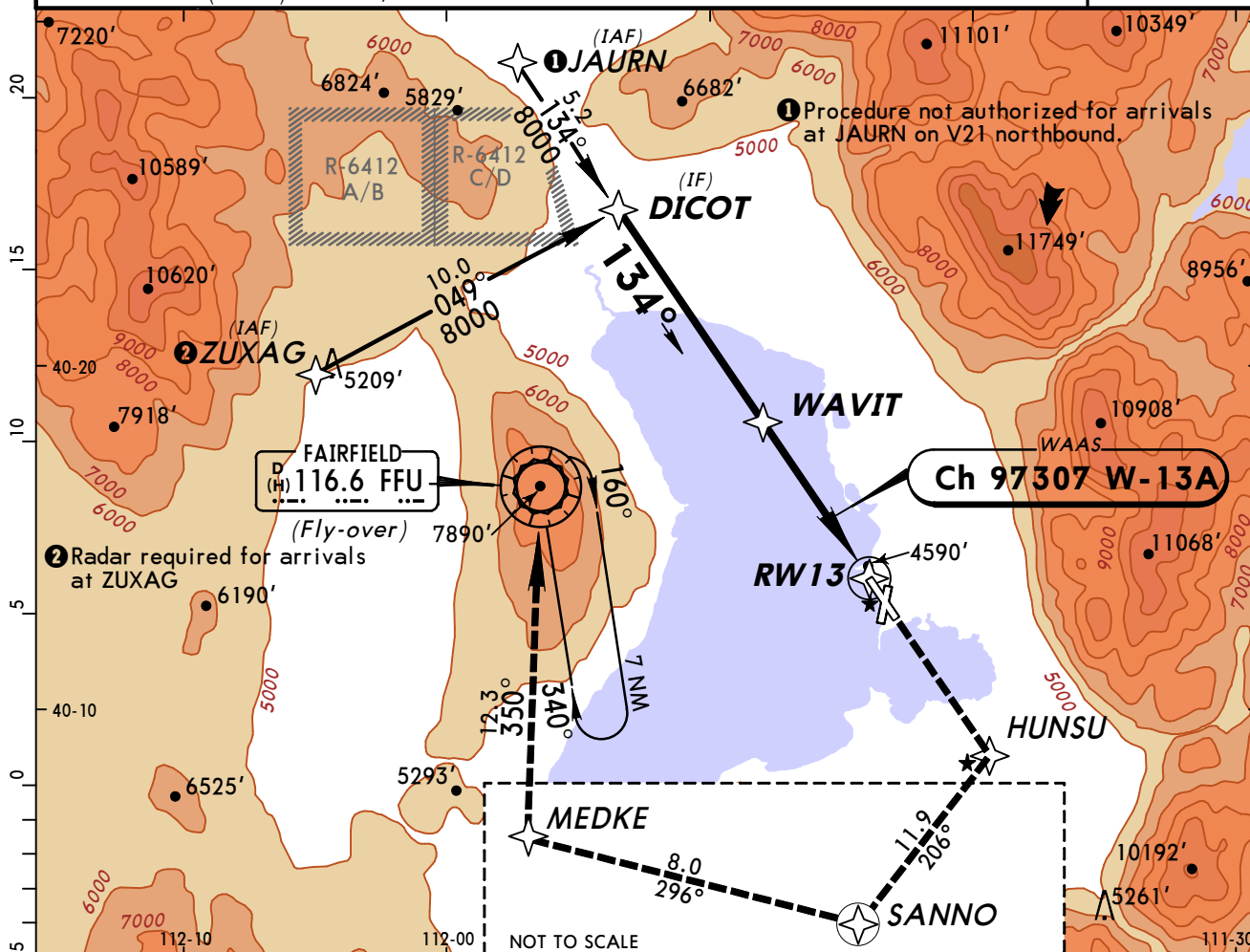
KPVU/PVU
PROVO MUN

JEPPESEN
9 DEC 11 (12-1) Eff 15 Dec

PROVO, UTAH
RNAV (GPS) Rwy 13

BRIEFING STRIP™

ATIS (AWOS-3 when Twr inop) 135.17		SALT LAKE CITY Approach (R) 124.3		*PROVO Tower CTAF 125.3		*Ground 119.4		
WAAS Ch 97307 W-13A		Final Apch Crs 134°	Minimum Alt WAVIT 6300' (1803')	LPV DA(H) 4697' (200')	Apt Elev 4497' Rwy 13 4497'			13,200' MSA RW13
MISSED APCH: Climb to 9000' direct HUNSU and on track 206° to SANNO and RIGHT turn on track 296° to MEDKE and on track 350° to FFU VOR and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 40°C (104°F). 2. DME/DME RNP-0.30 not authorized.								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	9000' ↑	D→	HUNSU
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW13										

TERPS				STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Not Authorized East of Rwy 18 & 31	
DA(H) 4697' (200')		DA(H) 4940' (443')		MDA(H) 5040' (543')		Max Kts	MDA(H)
A B C D		3/4 1 1/2		1 1 5/8		90	5040'(543')-1
						120	5040'(543')-1 5/8
						140	5040'(543')-1 5/8
						165	5060'(563')-2

CHANGES: Procedure.

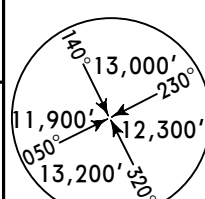
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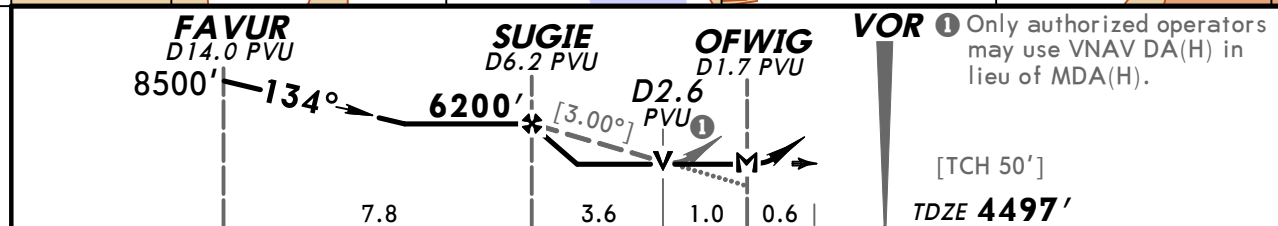
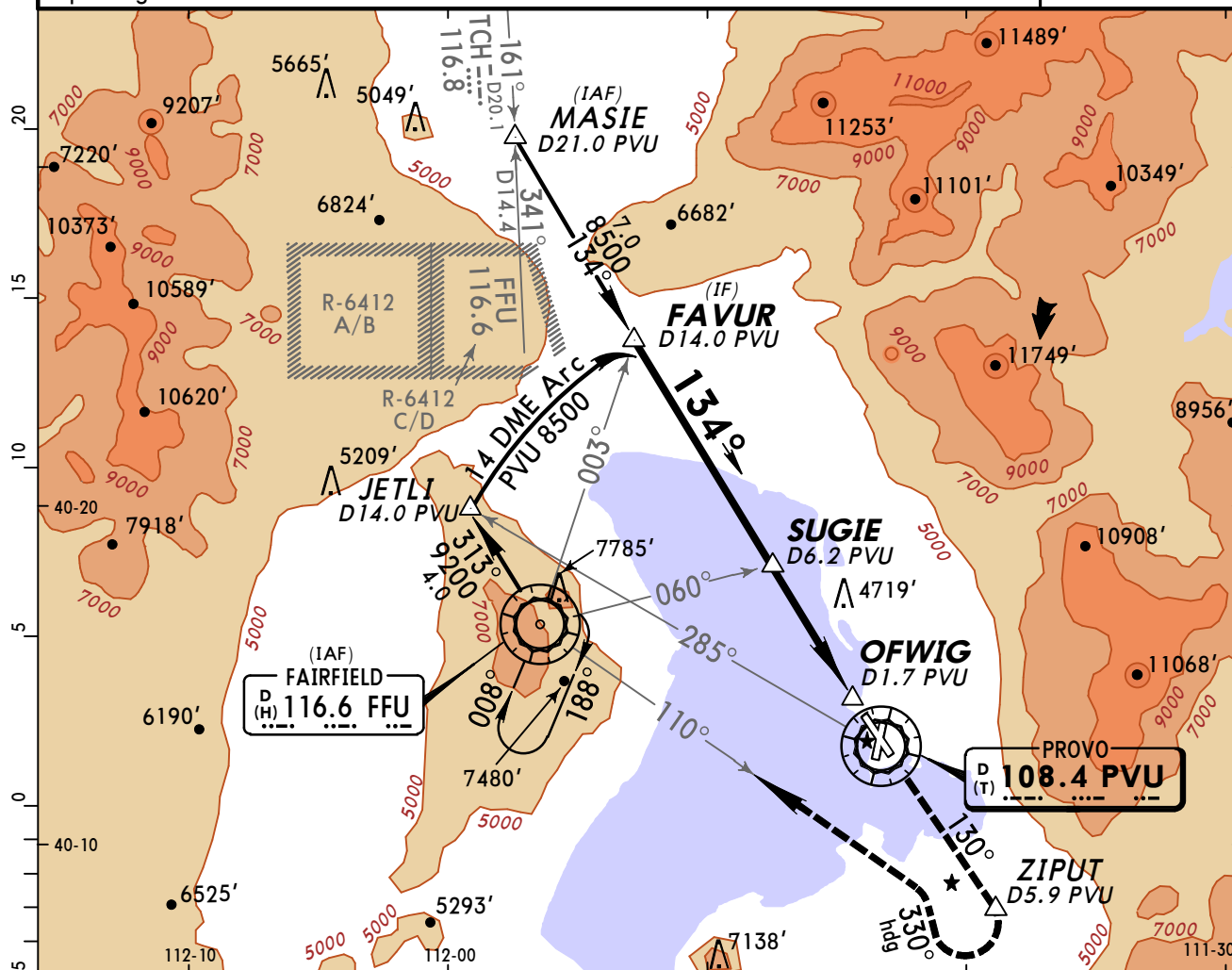
TERPS AMEND 2 15 DEC 2011

KPVU/PVU PROVO MUN

JEPPesen
21 AUG 09 **13-1** Eff 27 Aug

PROVO, UTAH
VOR DME Rwy 13

ATIS (AWOS-3 when Twr inop)		SALT LAKE CITY Approach (R)		*PROVO Tower		*Ground	
135.17		124.3		CTAF 125.3		119.4	
VOR PVU 108.4	Final Apch Crs 134°	Minimum Alt SUGIE 6200' (1703')	MDA(H) 5040' (543')	Apt Elev 4497' TDZE 4497'			
MISSED APCH: Climb to 9000' direct PVU VOR and outbound on PVU VOR R-130 to ZIPUT/D5.9 PVU, then climbing RIGHT turn via 330° heading and inbound on FFU VOR R-110 to FFU VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. All arrivals over FFU VOR descend to 11000' in FFU VOR holding pattern before departing FFU VOR.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	9000' ↑	D→	PVU 108.4
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at OFWIG										

STRAIGHT-IN LANDING RWY13						CIRCLE-TO-LAND					
MDA(H) 5040' (543')						Not Authorized East of Rwy 18 & 31					
A	B	C	D	Max Kts	MDA(H)						
				90	5040' (543') - 1						
				120	5040' (543') - 1½						
				140	5040' (543') - 1½						
				165	5060' (563') - 2						

CHANGES: Missed approach, circle to land.

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General Information

Location: Richfield UT USA
IATA Code: RIF
Lat/Long: N38° 44.2' W112° 05.9'
Elevation: 5301 ft

Airport Use: Public
Magnetic Variation: 11.8°E
Sectional Chart: Las Vegas

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1404 Z
Sunset: 0119 Z,

Runway Information

Runway: 01
Length x Width: 6600 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5301 ft
Lighting: Edge, Pilot controlled

Runway: 19
Length x Width: 6600 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5275 ft
Lighting: Edge, Pilot controlled

Communication Information

AWOS 133.375
Richfield Mun Unicom 122.8 CTAF PCL
Cedar City Flight Service Station 122.5 RCO
Salt Lake City Center 133.6 Remote Communications Air-Ground

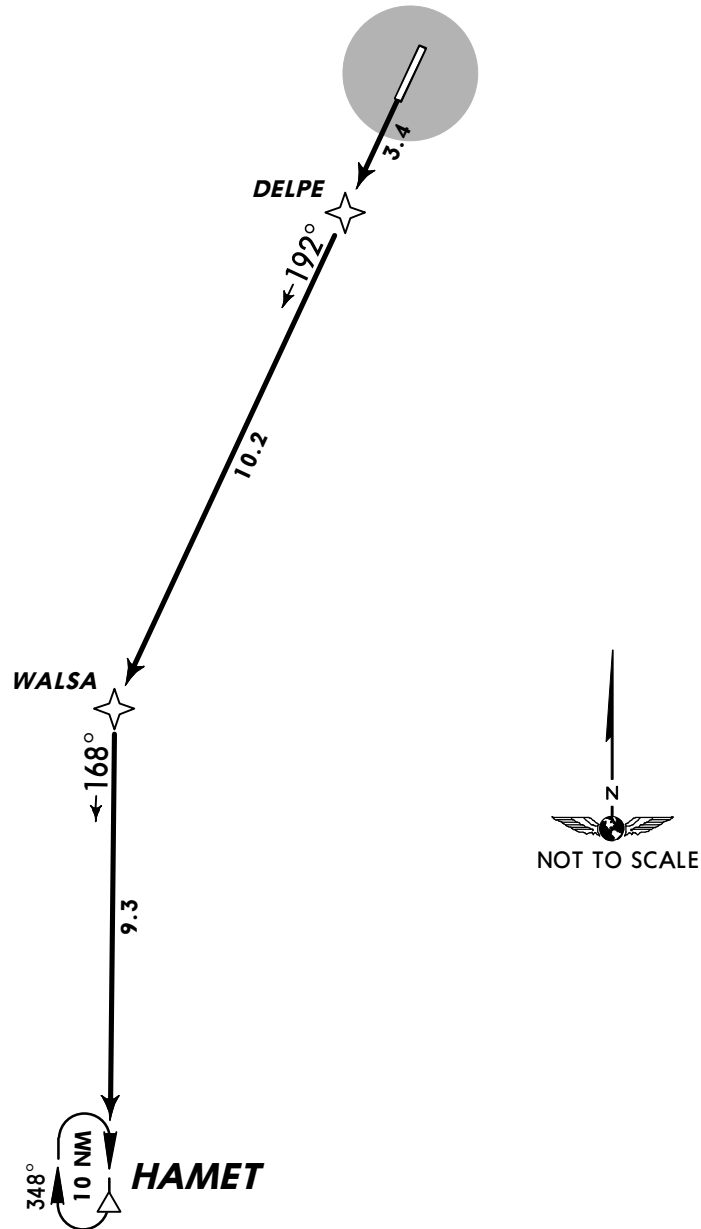
SALT LAKE CITY
 Center
 125.57

Apt Elev
 5301'

Trans level: FL180 Trans alt: 18000'
 1. RNAV 1.
 2. GPS required.

OBSTACLE

HAMET TWO RNAV DEPARTURE (HAMET2.HAMET)
 (RWY 19)



This DP requires take-off minimums
 Rwy 1: Not authorized - ATC.
 Rwy 19: Standard (or lower than standard, if
 authorized) with minimum climb of 382' per
 NM to **14700'**.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLE

Rwy 19: Road 0' from DER, 400' RIGHT of
 centerline, 15' AGL/5334' MSL.

Gnd speed-KT	75	100	150	200	250	300
382' per NM	478	637	955	1273	1592	1910

INITIAL CLIMB

Climb direct DELPE, then via 192° track to WALSA, then via 168° track to HAMET.
 Continue climb in hold at HAMET to **16000'** before proceeding on course.

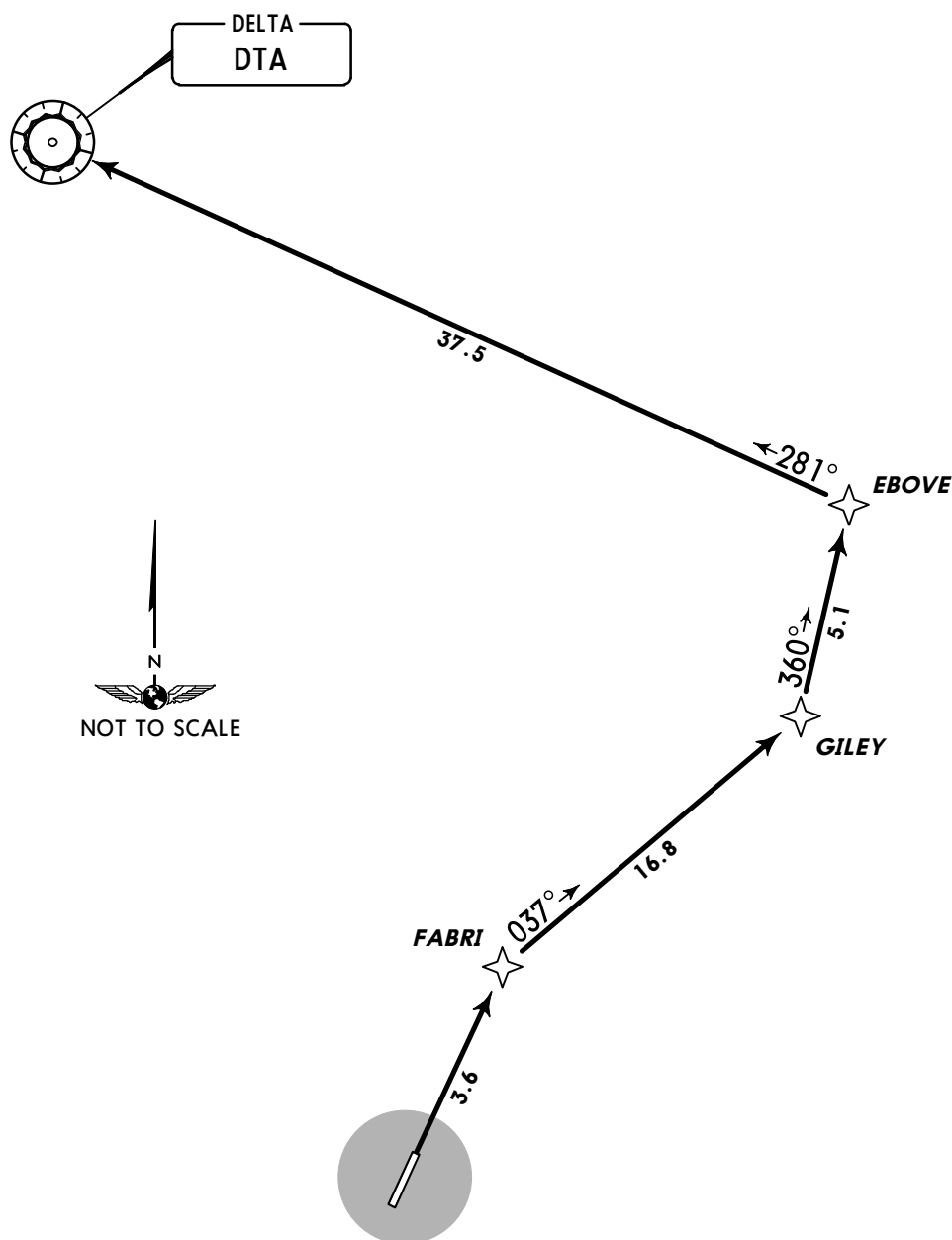
SALT LAKE CITY
Center
125.57

Apt Elev
5301'

Trans level: FL180 Trans alt: 18000'
1. RNAV 1.
2. GPS required.

OBSTACLE

RICHFIELD ONE RNAV DEPARTURE (RIF1.RIF)
(RWY 1)



This DP requires take-off minimums
Rwy 1: 400-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 366' per NM to **5800'**.
Rwy 19: Not authorized - ATC.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
366' per NM	458	610	915	1220	1525	1830

OBSTACLE

Rwy 1: Tower 7372' from DER, 1863' RIGHT of centerline, 286' AGL/5556' MSL.

INITIAL CLIMB

Climb direct FABRI, then via 037° track to GILEY, then via 360° track to EBOVE, then via 281° track to DTA.

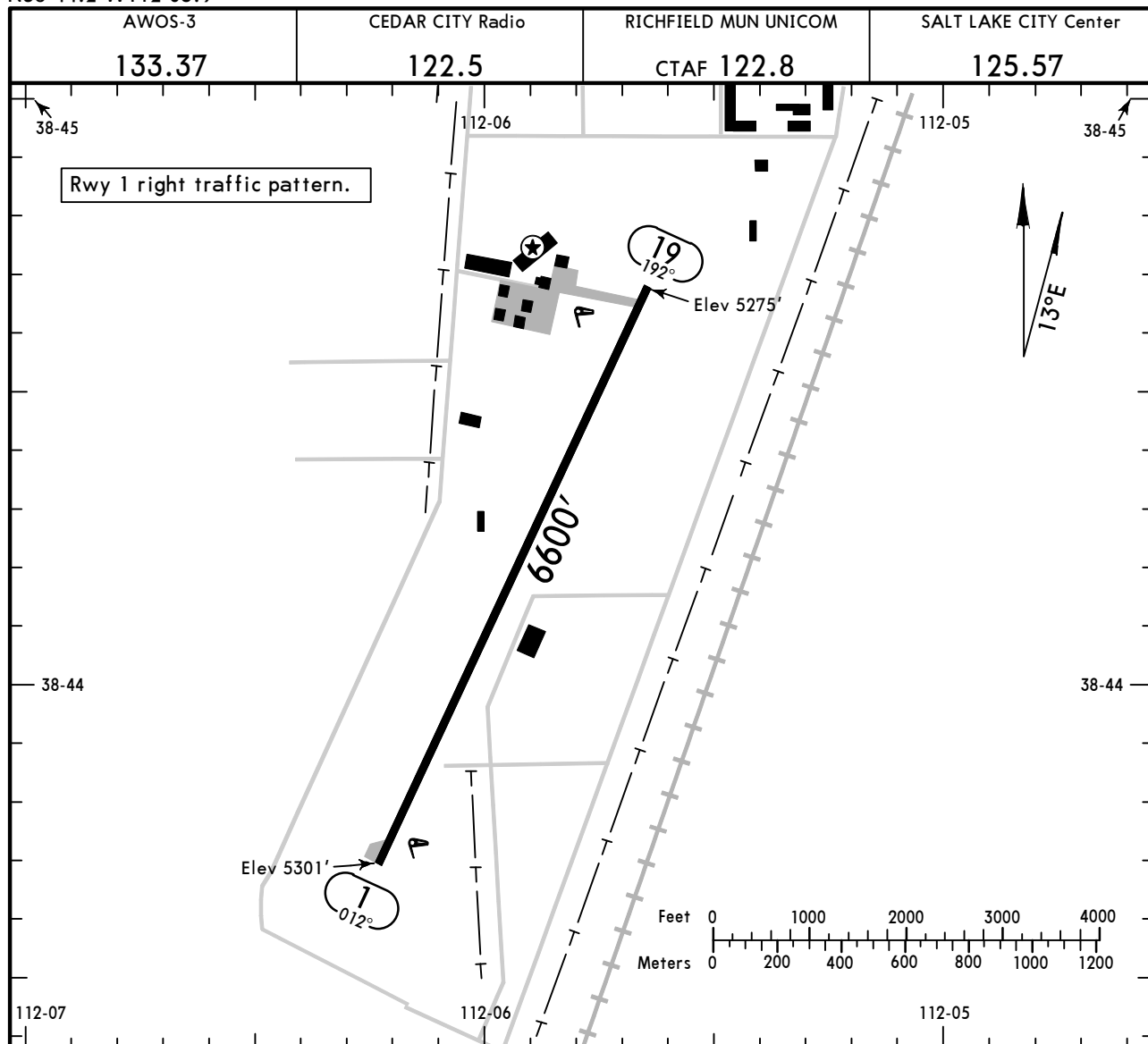
ALTITUDE

MAINTAIN 10700'

KRIF/RIF
Apt Elev 5301'
N38 44.2 W112 05.9

JEPPESSEN
15 OCT 10 (12-1)

RICHFIELD, UTAH
RICHFIELD MUN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
1	19	① MIRL ① PAPI-L (angle 3.5°)			75'

① Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE	
	Rwy 1	Rwy 19		
1 & 2 Eng	USE RICHFIELD (RNAV) DEPARTURE	USE HAMET (RNAV) DEPARTURE	A	NA
			B	
3 & 4 Eng			C	
			D	

CHANGES: Center frequency, Obstacle DP.

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AMEND
1

AWOS-3

133.37

SALT LAKE CITY Center

125.57

CEDAR CITY Radio

122.5

RICHFIELD MUN UNICOM

CTAF 122.8

RNAV

Final

Apch Crs

207°

Minimum Alt

CETNA

8200' (2925')

LNAV

MDA(H)

6440' (1165')

Apt Elev

5301'

TDZE 5275'

MISSED APCH: Climbing LEFT turn to 12900' direct EBOVE and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. GPS or RNP-0.30 required.

2. DME/DME RNP-0.30 not authorized.

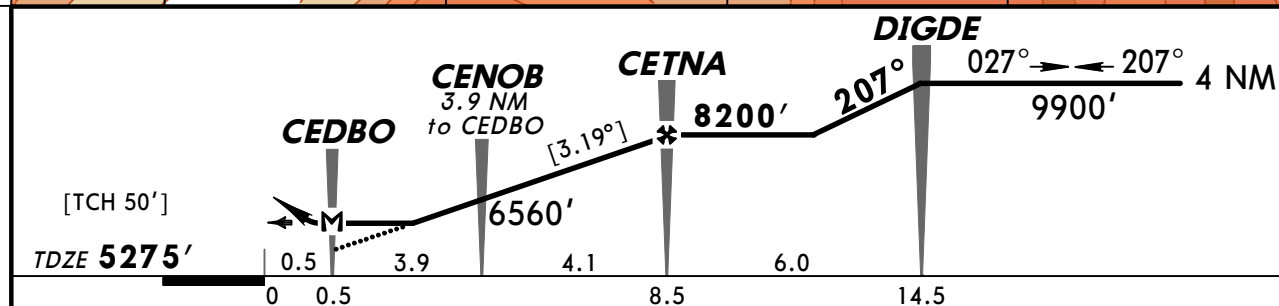
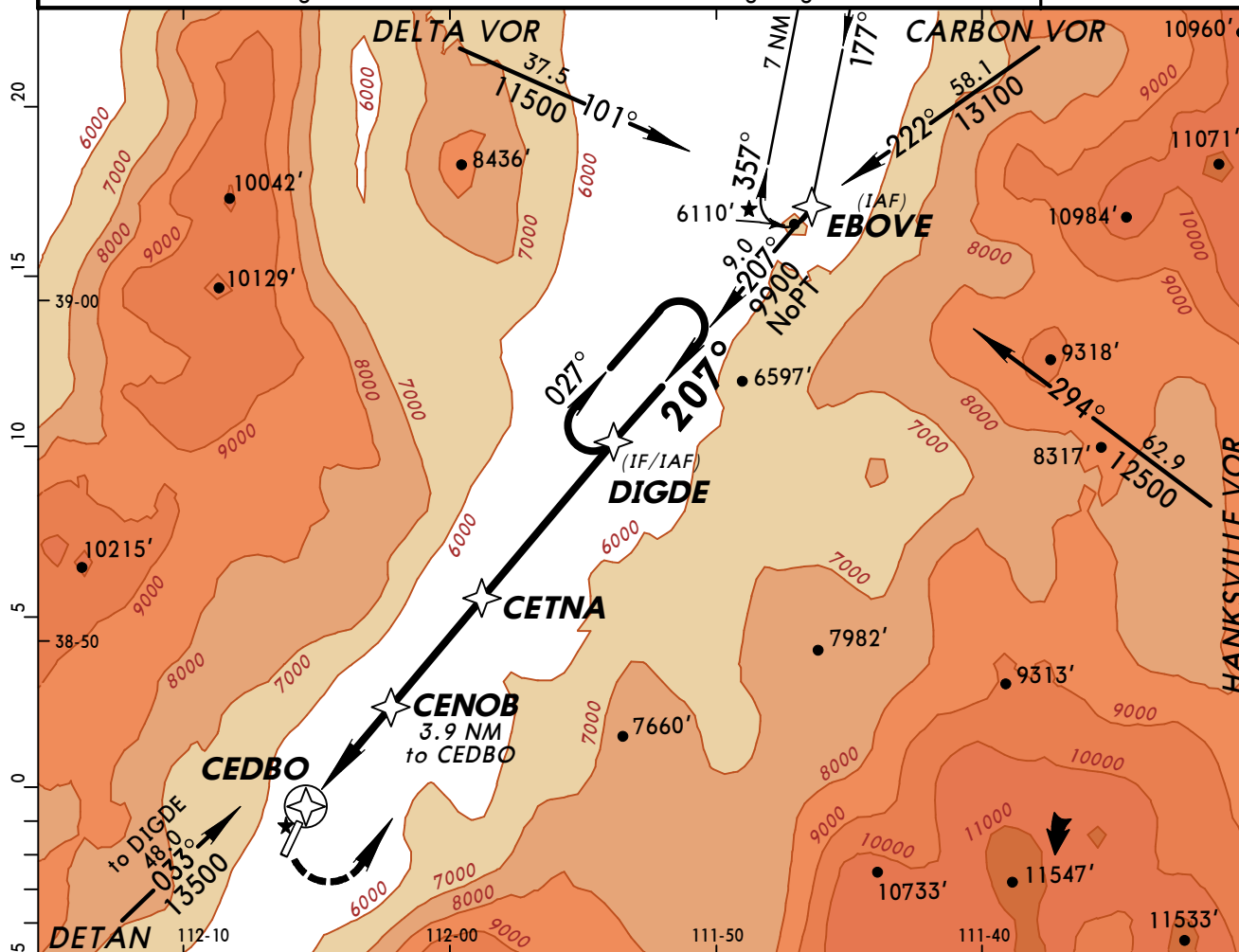
3. VGSI and descent angles not coincident.

4. Pilot controlled lighting 122.8.

13,600'

MSA CEDBO

BREITING STRT



Grnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.19°]	395	508	564	677	790	903				
MAP at CEDBO										

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
LNAV							
MDA(H) 6440' (1165')							
A	1 1/4			Max Kts	MDA(H)		
A	1 1/4			90	6780' (1479') - 1 1/4		
B	1 1/2			120	7120' (1819') - 1 1/2		
C	3			140	7280' (1979') - 3		
D	NA			D	NA		

General Information

Location: Roosevelt UT USA
IATA Code: ROL
Lat/Long: N40° 16.7' W110° 03.1'
Elevation: 5176 ft

Airport Use: Public
Magnetic Variation: 11.3°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1357 Z
Sunset: 0109 Z,

Runway Information

Runway: 07
Length x Width: 6501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5176 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 25
Length x Width: 6501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5140 ft
Lighting: Edge, REIL, Pilot controlled

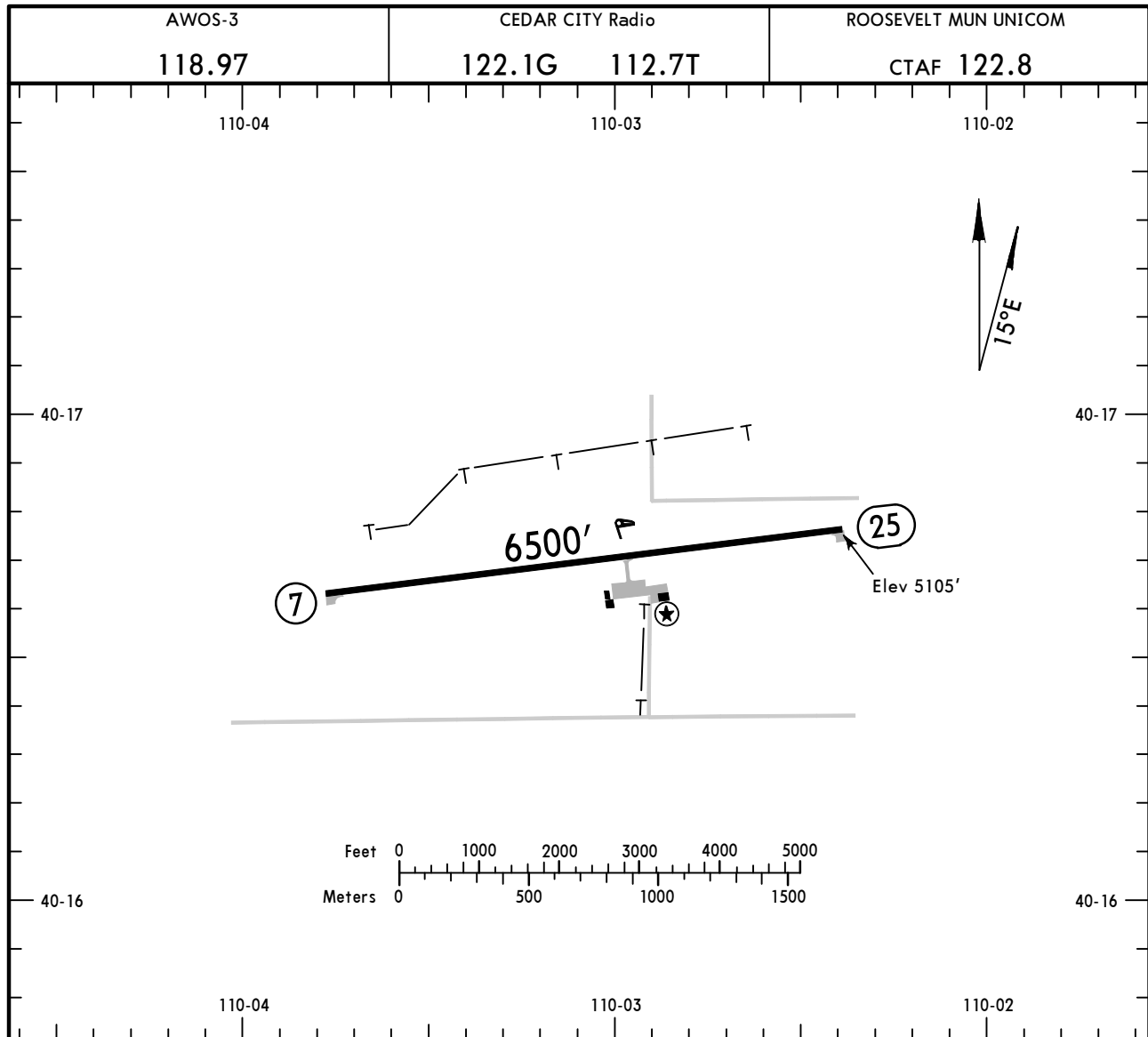
Communication Information

AWOS 118.975
Roosevelt Mun Unicom 122.8 CTAF PCL
Cedar City Flight Service Station 122.1 RCO
Cedar City Flight Service Station 112.7 RCO

74V/ROL
Apt Elev 5172'
N40 16.7 W110 03.1

JEPPESEN
9 SEP 05 (10-9)

ROOSEVELT, UTAH
ROOSEVELT MUN



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
7	25	① MIRL ① REIL ① PAPI-L (angle 3.0°)			75'

① Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						FOR FILING AS ALTERNATE	
Rwy 7			Rwy 25				
Adequate Vis Ref	STD	With Min climb of 300'/NM to 6100'		Other			
		Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	1/4	1	700-3	A	NA
3 & 4 Eng		1/2		1/2		B	
						C	
						D	

OBSTACLE DP: Rwy 25 turn left; Rwy 7 turn right.
All aircraft climb direct MTU VOR. Aircraft
departing MTU VOR R-040 clockwise R-150, climb
on course. All others continue climb in MTU holding

pattern (hold northeast, right turns, 213° inbound)
to cross MTU VOR R-151 clockwise R-290 at or above
8000'; R-291 clockwise R-039 at or above 10000'.
Then climb on course.

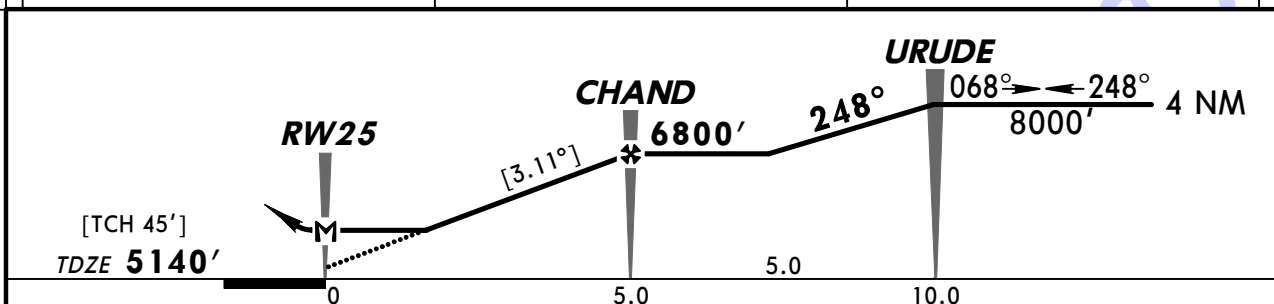
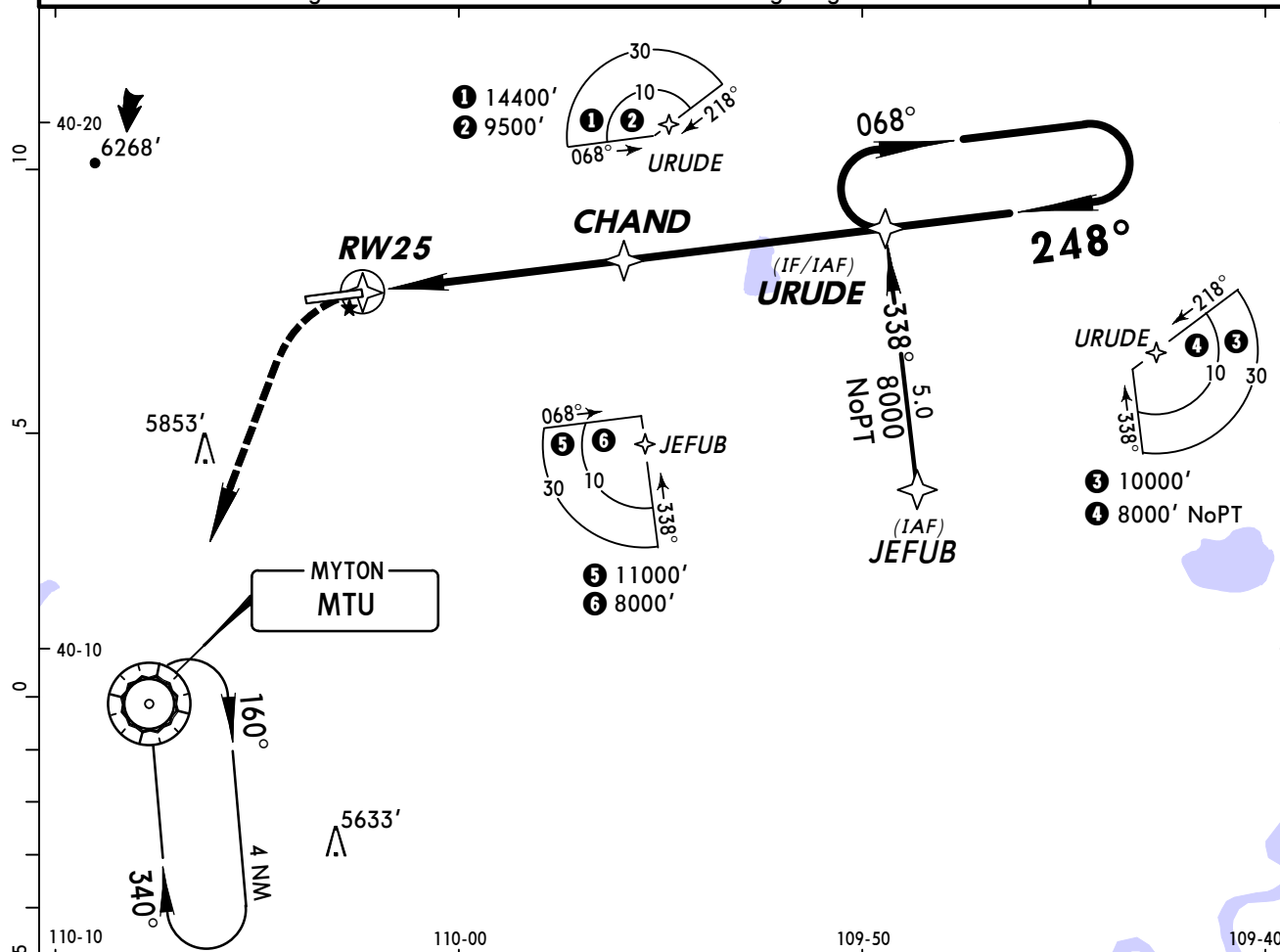
CHANGES: Lighting.

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AMEND 1

BRIEFING STRIP™

AWOS-3		CEDAR CITY Radio		ROOSEVELT MUN UNICOM	
118.97		122.1G 112.7T		CTAF 122.8	
RNAV	Final Apch Crs 248°	Minimum Alt CHAND 6800' (1660')	LNAV MDA(H) 5880' (740')	Apt Elev 5172' TDZE 5140'	TAA 30 NM IAF
MISSED APCH: Climbing LEFT turn to 9000' direct MTU VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use Vernal altimeter setting; if not received, procedure not authorized. 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 122.8.					



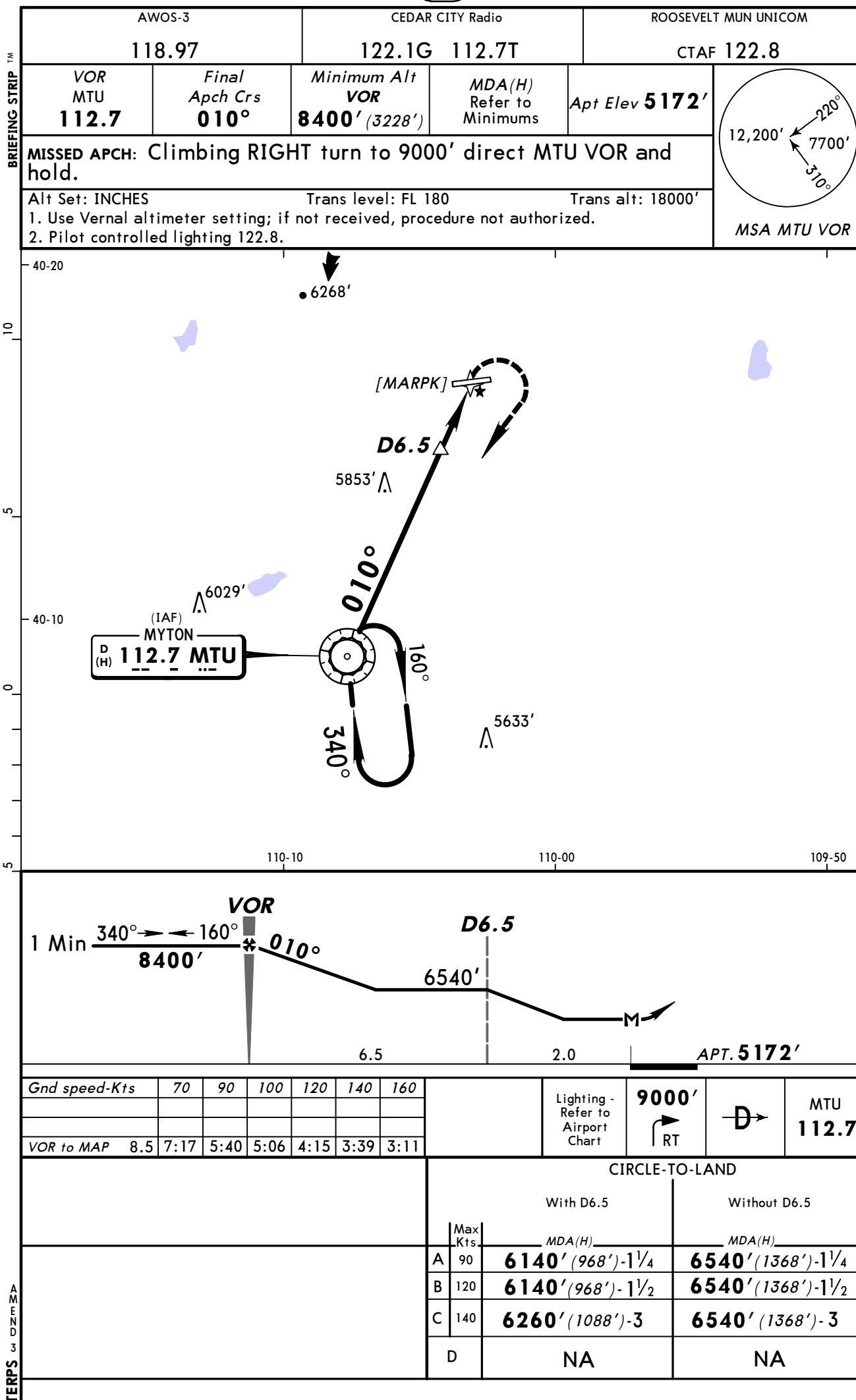
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	9000' LT	D	MTU VOR
Descent angle [3.11°]	385	495	550	660	770	880				
MAP at RW25										

STRAIGHT-IN LANDING RWY 25						CIRCLE-TO-LAND			
LNAV									
MDA(H) 5880' (740')									
A	1					Max Kts	MDA(H)		
B						90	6140' (968')-1 1/4		
C	2					120	6140' (968')-1 1/2		
D	NA					140	6260' (1088')-3		
						D	NA		

74V/ROL
ROOSEVELT MUN

JEPPESSEN
4 NOV 05 (13-1)

ROOSEVELT, UTAH
VOR or GPS-A



CHANGES: None.

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General Information

Location: Salt Lake City UT USA
IATA Code: SLC
Lat/Long: N40° 47.3' W111° 58.7'
Elevation: 4227 ft

Airport Use: Public
Magnetic Variation: 12.1 °E
Sectional Chart: Salt Lake City

Fuel Types: 100-130 Octane, Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1405 Z
Sunset: 0116 Z,

Runway Information

Runway: 14
Length x Width: 4892 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4222 ft
Lighting: Edge

Runway: 16L
Length x Width: 12004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4227 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 4223 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17
Length x Width: 9596 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4219 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32
Length x Width: 4892 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4224 ft
Lighting: Edge

Runway: 34L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 4226 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 12004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4222 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35
Length x Width: 9596 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4224 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 324 ft

Communication Information

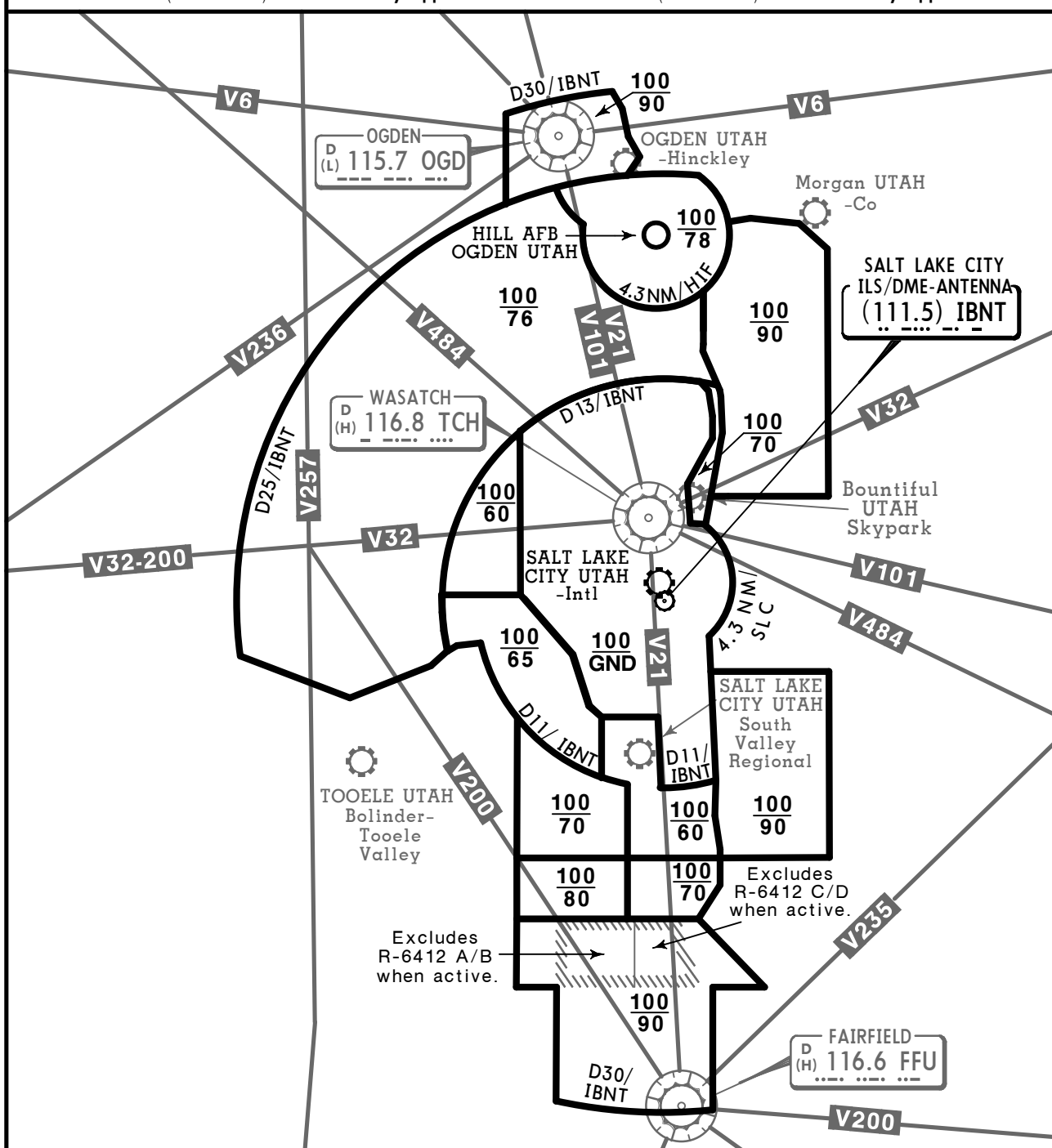
ATIS 125.625
ATIS 124.75
Salt Lake City Tower 118.3 Initial Contact
Salt Lake City Tower 132.65
Salt Lake City Tower 119.05 Initial Contact
Salt Lake City Ground Control 133.65
Salt Lake City Ground Control 121.9
Salt Lake City Clearance Delivery 127.3
Salt Lake City Pre-Taxi Clearance 127.3 Pre-Departure Clearance
Salt Lake City Approach Control 135.5 (340°-110°) At or above 8001 ft
Salt Lake City Approach Control 128.1 (160°-250°) At or above 8001 ft
Salt Lake City Approach Control 126.25 (250°-300°) At or above 8001 ft
Salt Lake City Approach Control 124.9 (300°-340°) At or above 8001 ft
Salt Lake City Approach Control 124.3 (110°-160°) At or above 8001 ft Initial Contact
Salt Lake City Approach Control 121.1
Salt Lake City Approach Control 120.9
Salt Lake City App TCA 120.9
Salt Lake City App TCA 121.1
Salt Lake City Departure Control 135.5 (340°-110°) At or above 8001 ft
Salt Lake City Departure Control 128.1 (160°-250°) At or above 8001 ft
Salt Lake City Departure Control 126.25 (250°-300°) At or above 8001 ft
Salt Lake City Departure Control 124.9 (300°-340°) At or above 8001 ft
Salt Lake City Departure Control 124.3 (110°-160°) At or above 8001 ft
Salt Lake City Departure Control 121.1
Salt Lake City Departure Control 120.9
Salt Lake City Intl Unicom 122.95
Cedar City Flight Service Station 122.4 RCO

SALT LAKE CITY CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

S of N41° (Below 8000) Salt Lake City App 120.9

N of N41° (Below 8000) Salt Lake City App 121.1



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace must be operated in accordance with ATC clearances and instructions.

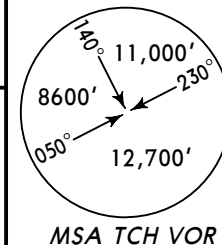
VFR Flights-

- Arriving aircraft should contact Salt Lake City Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Salt Lake City International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- Aircraft desiring to transit Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

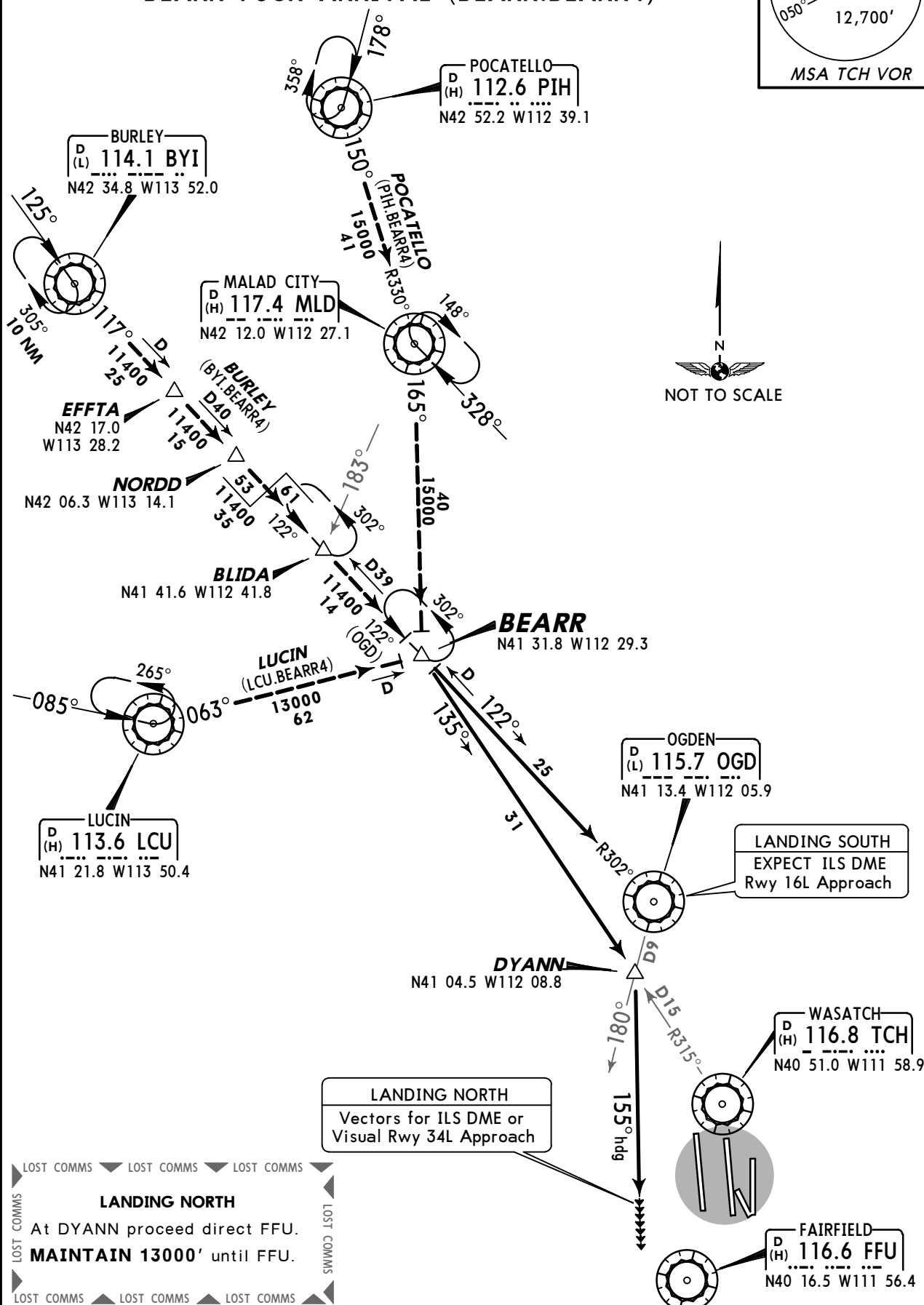
D-ATIS
124.75
125.62

Apt Elev
4227'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.



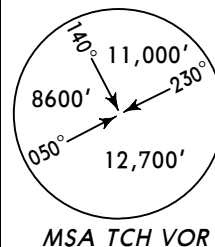
BEARR FOUR ARRIVAL (BEARR.BEARR4)



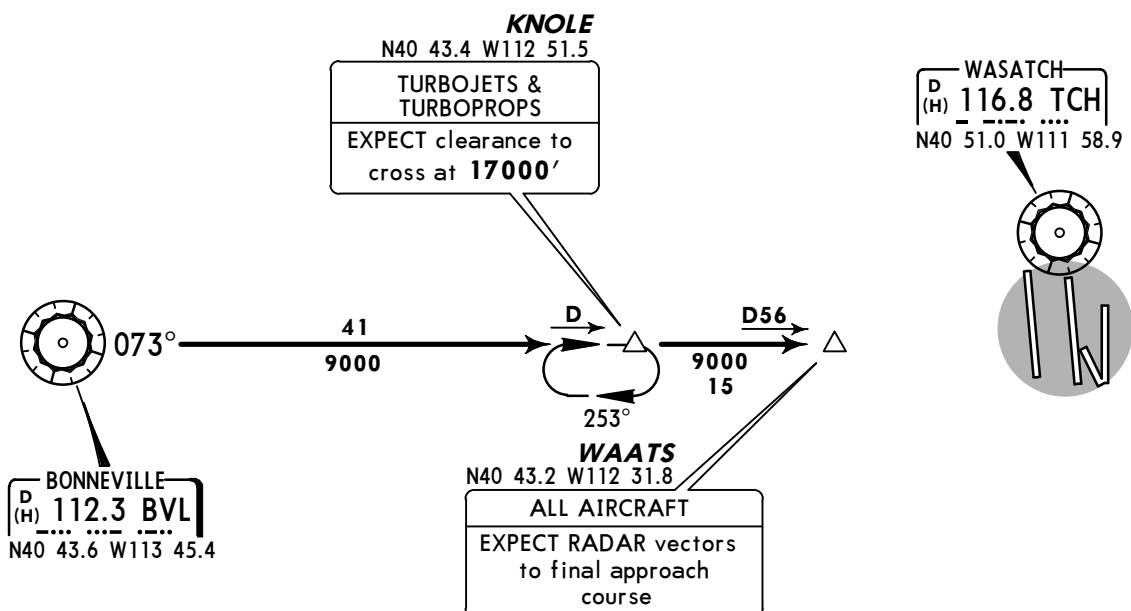
D-ATIS
124.75
125.62

Apt Elev
4227'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.



BONNEVILLE ONE ARRIVAL (BVL.BVL1)



Direct distance from WAATS to :
Salt Lake City Intl **26 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
At WAATS proceed direct TCH.
MAINTAIN 13000' until TCH.
LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



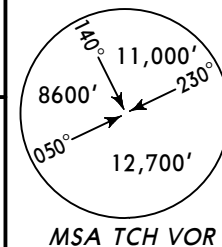
ROUTING

From over BVL via BVL R-073 to WATTS, then EXPECT RADAR vectors to final approach course.

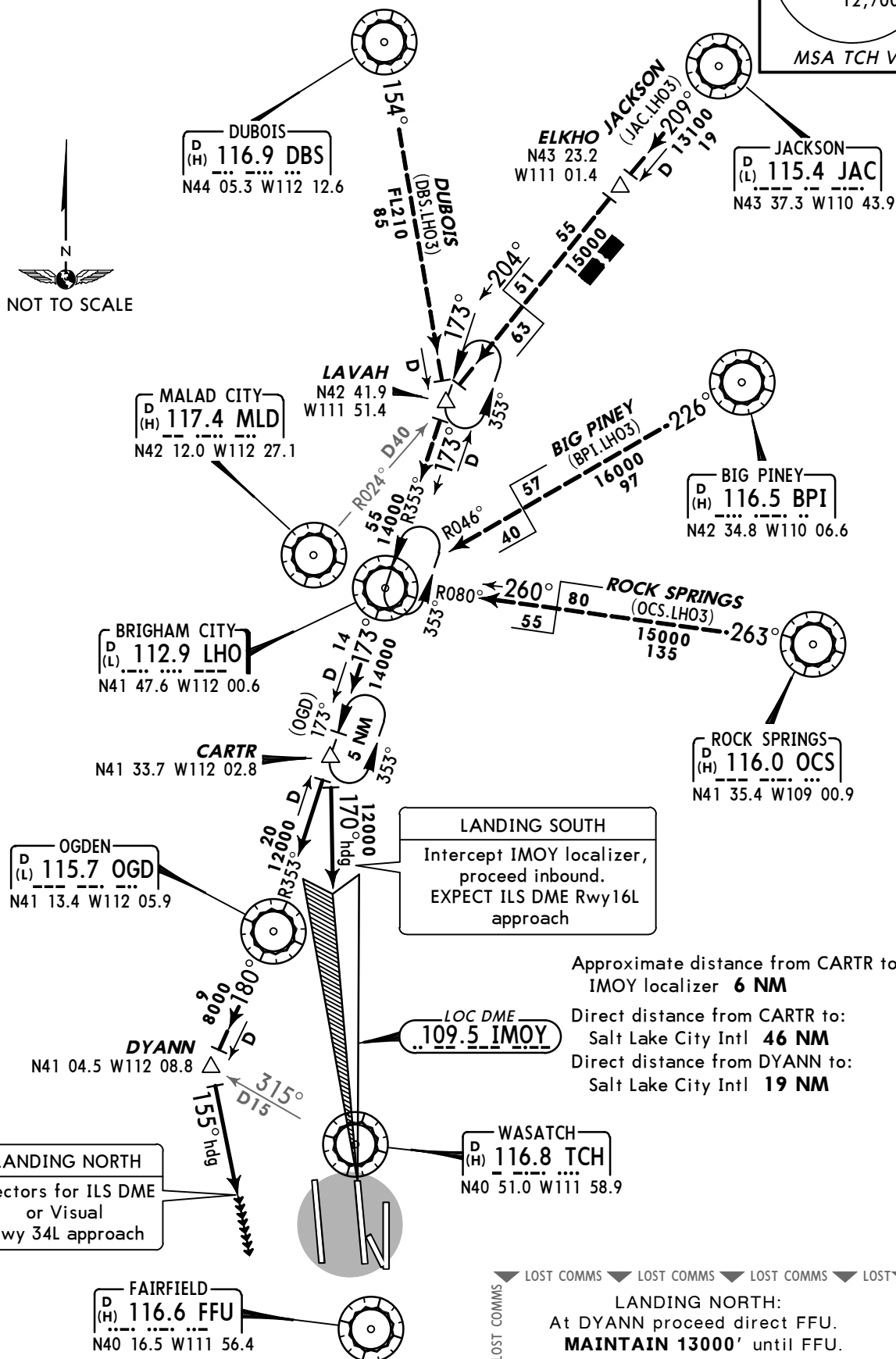
D-ATIS
124.75 125.62

Apt Elev
4227'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
DME required.



BRIGHAM CITY THREE ARRIVAL (LHO.LHO3)



ROUTING

LANDING NORTH	From LHO via LHO R-173 to CARTR, then via OGD R-353 to OGD, then via OGD R-180 to DYANN. After DYANN fly heading 155° for vectors to ILS DME Rwy 34L approach.
LANDING SOUTH	From LHO via LHO R-173 to CARTR. Fly heading 170° to intercept IMOY localizer, proceed inbound. EXPECT ILS DME Rwy 16L approach.

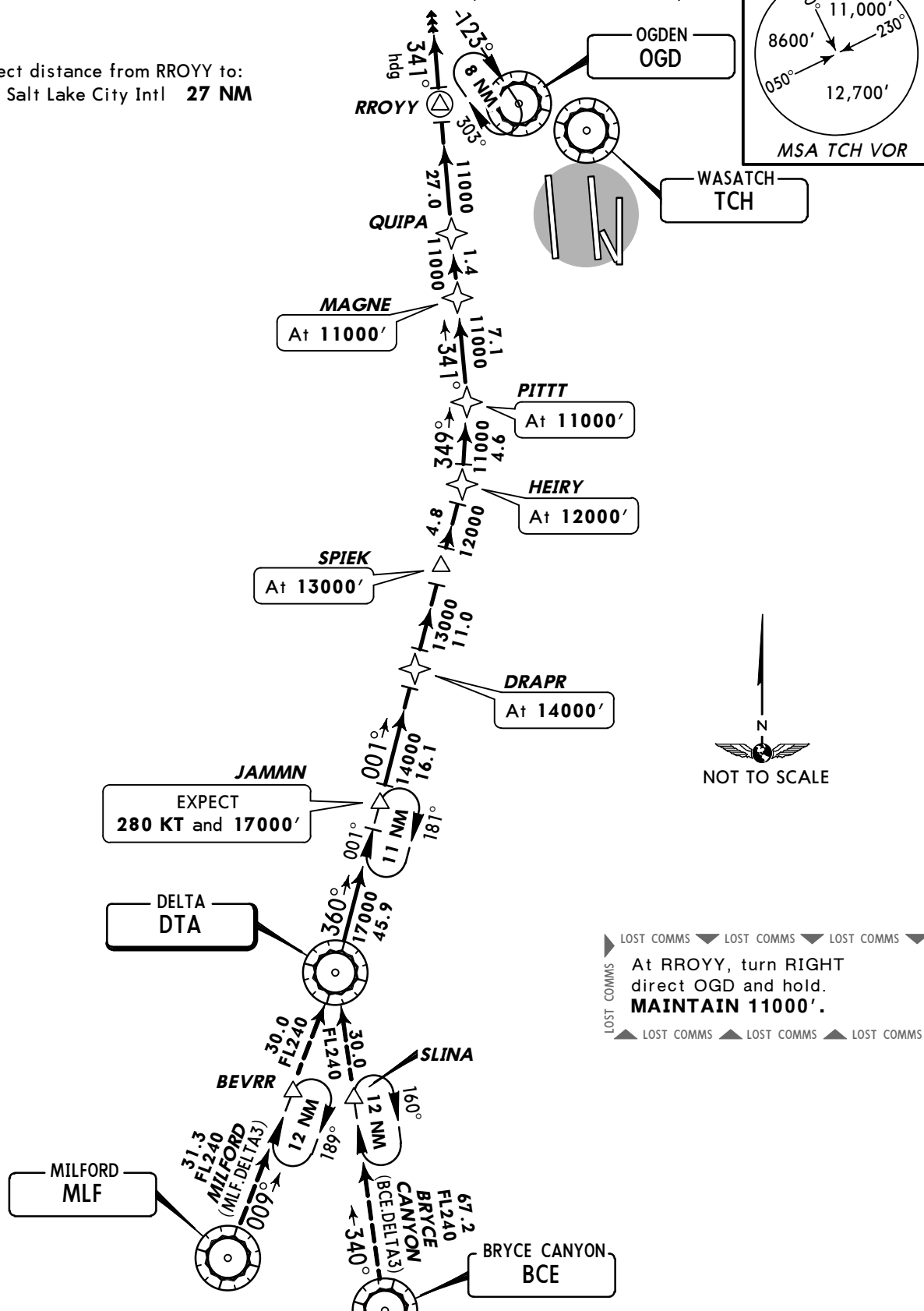
D-ATIS
124.75 125.62

Apt Elev
4227'

- Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. Turbojet aircraft only. 3. RNAV 1.
 4. DME/DME/IRU or GPS required.
 5. BRYCE CANYON Transition: For non-GPS equipped aircraft BVL, FFU, OGD and TCH DMEs must be operational.
 6. MILFORD Transition: For non-GPS equipped aircraft BVL, OGD and TCH DMEs must be operational.

DELTA THREE RNAV ARRIVAL (DELTA.DELTA3)

Direct distance from RROYY to:
Salt Lake City Intl 27 NM



LANDING

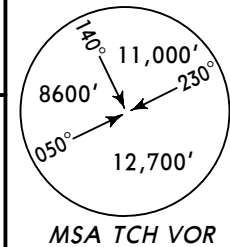
**SOUTH
(RWYS
16L/R, 17)**

From DTA via 360° track to JAMMN, then via 001° track to DRAPR, then via 001° track to SPIEK, then via 001° track to HEIRY, then via 349° track to PITTT, then as depicted to RROYY, then via 341° heading. EXPECT RADAR vectors to final approach course.

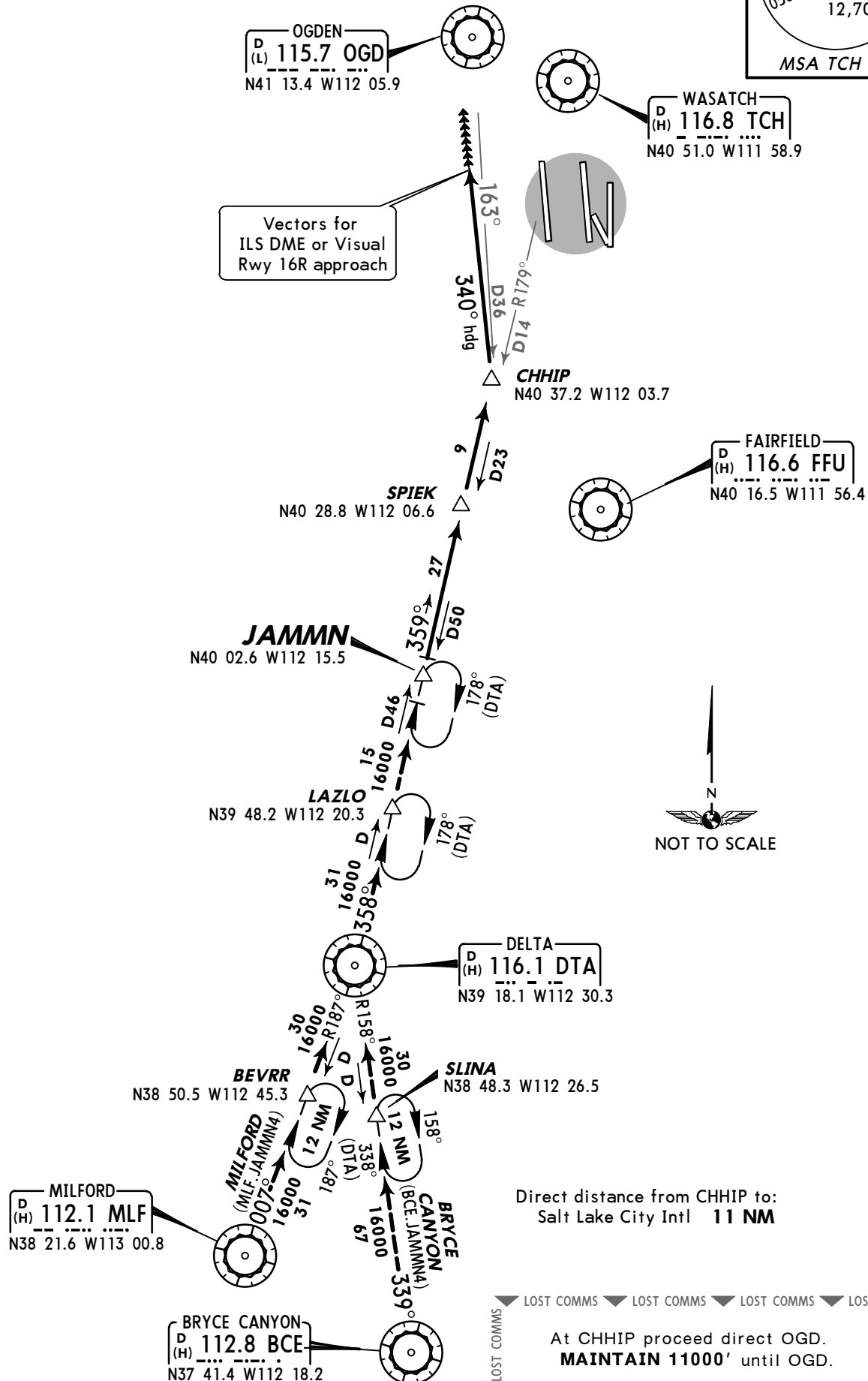
D-ATIS
124.75 125.62

Apt Elev
4227'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
DME required.



JAMMN FOUR ARRIVAL (JAMMN.JAMMN4)



ROUTING

From JAMMN via TCH R-179 to CHHIP, fly heading 340° for vectors ILS DME or Visual Rwy 16R approach.

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. RNAV 1.

3. Turbojet aircraft only.

4. DME/DME/IRU or GPS required.



LOST COMMS

LANDING

SOUTH From LEEHY via 282° track to FFU, then via 316° track to
(RWYS DRYVE, then as depicted to RROY, then via 341° heading.
DL/R, 17) EXPECT RADAR vectors to final approach course.

- A** **HELPR TRANSITION**
 - LANDING NORTH**
For non-GPS equipped aircraft, FFU DME must be operational
 - LANDING SOUTH**
For non-GPS equipped aircraft and TCH DMEs must be operational

WEEKER TRANSITION LANDING NORTH For non-GPS equipped aircraft DTA and PUC DMEs must be operational LANDING SOUTH For non-GPS equipped aircraft DTA, PUC, PVU and TCH DMEs must be operational

MEEKER
EKR

MYTON
MTU

079

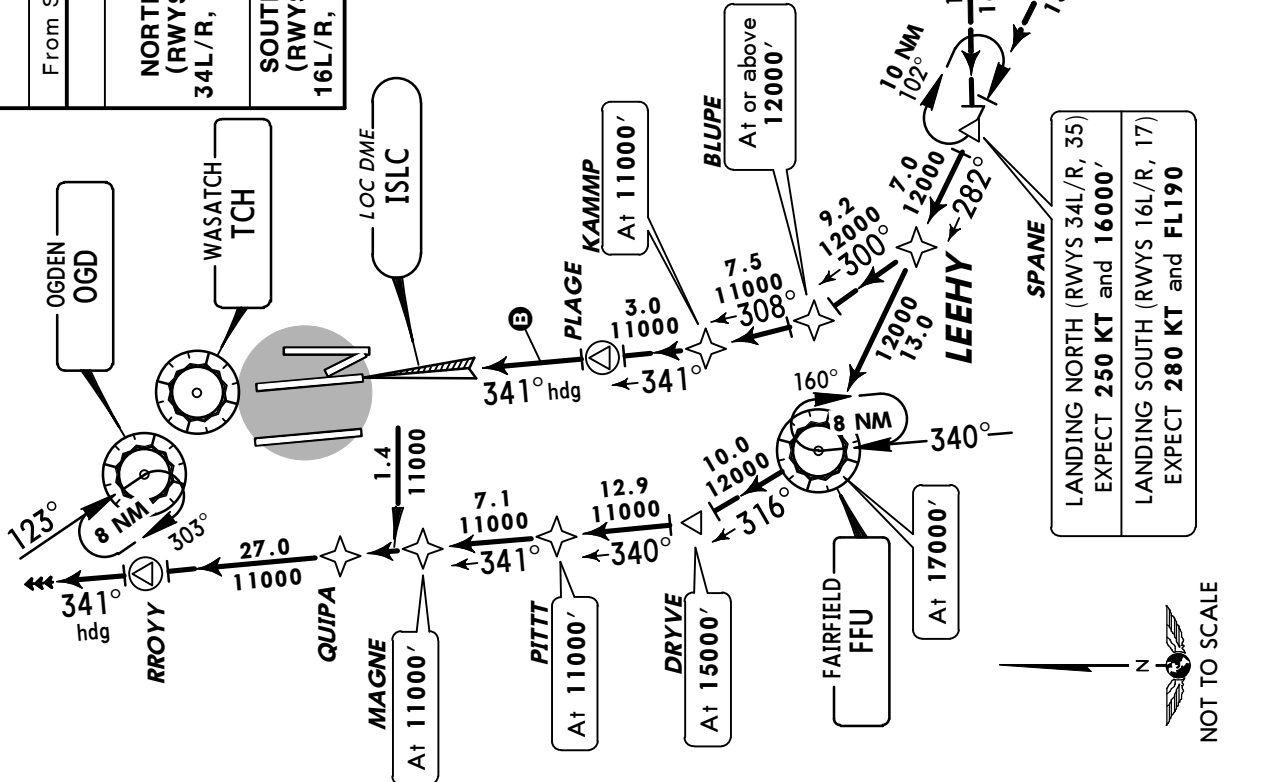
COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS

LANDING NORTH:
At PLAGE, turn LEFT direct FFU and hold.
MAINTAIN 1100'.

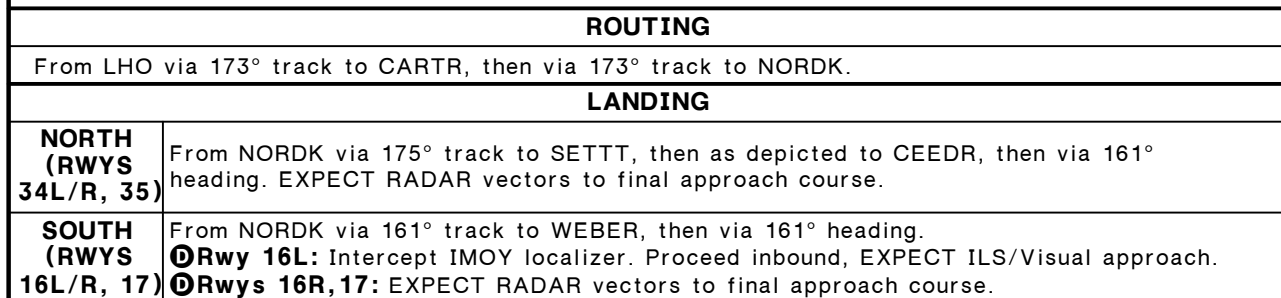
LANDING SOUTH:
At RROYY, turn RIGHT direct OGD and hold.
MAINTAIN 1100'.

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS

LANDING NORTH (RWYS 34L/R, 35) EXPECT 250 KT and 16000'	LANDING SOUTH (RWYS 16L/R, 17) EXPECT 280 KT and FL190
--	---



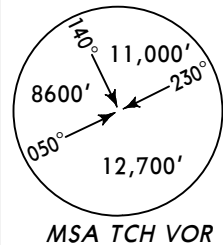
NOT TO SCALE



D-ATIS
124.75 125.62

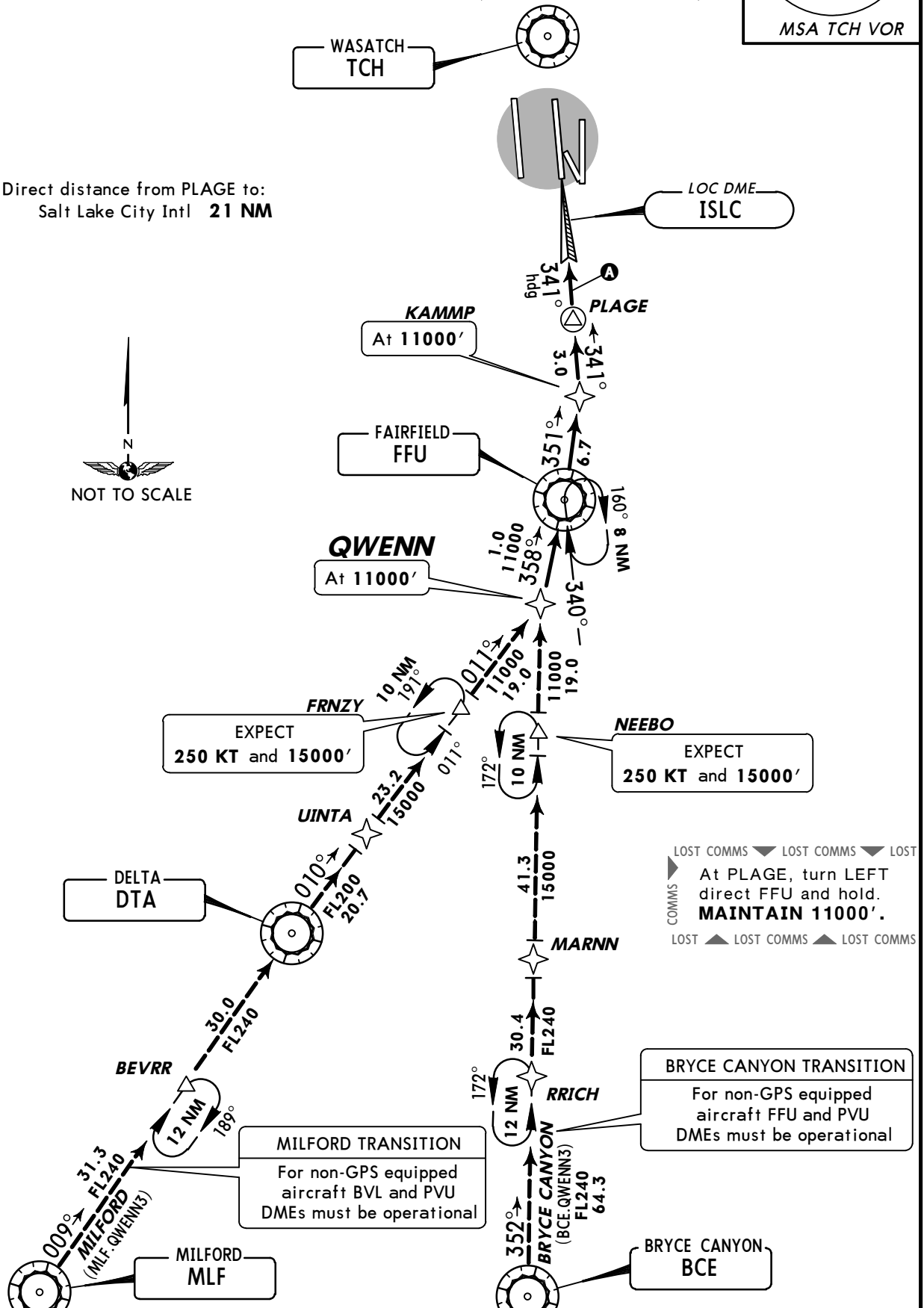
Apt Elev
4227'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. RNAV 1.
3. Turbojet aircraft only.
4. DME/DME/IRU or GPS required.



QWENN THREE RNAV ARRIVAL (QWENN.QWENN3)

Direct distance from PLAGE to:
Salt Lake City Intl **21 NM**



LANDING

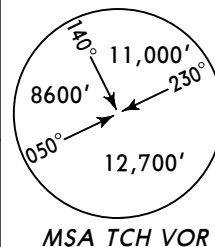
NORTH (RWYS 34L/R, 35)

From QWENN via 358° track to FFU, then as depicted to PLAGE, then via 341° heading.
▲ Rwy 34L, 35: EXPECT RADAR vectors to final approach course.
▲ Rwy 34R: Intercept ISLC localizer. Proceed inbound, EXPECT ILS/Visual approach.

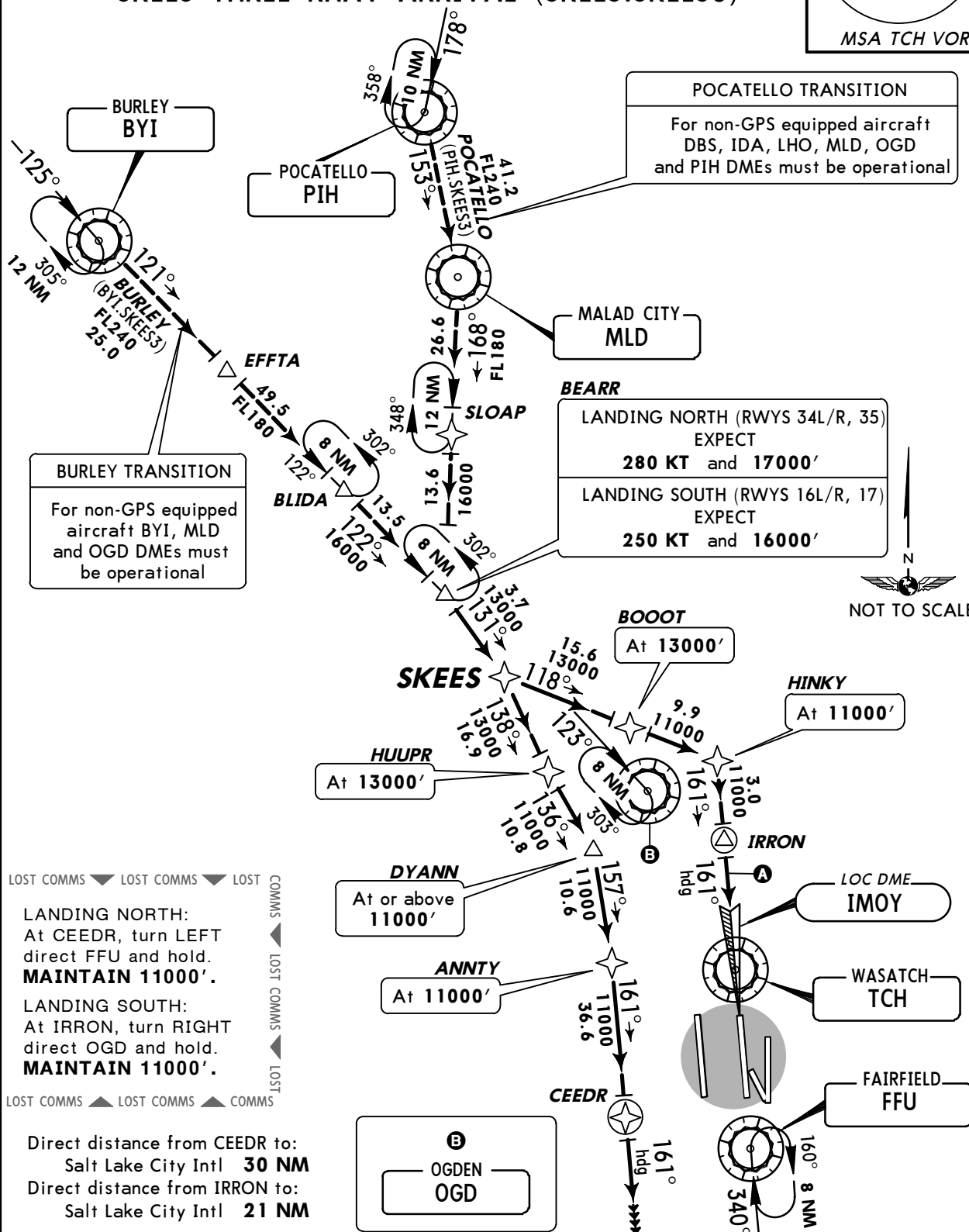
D-ATIS
124.75 125.62

Apt Elev
4227'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. RNAV 1.
3. Turbojet aircraft only.
4. DME/DME/IRU or GPS required.



SKEES THREE RNAV ARRIVAL (SKEES.SKEES3)



ROUTING

From BEARR via 131° track to SKEES.

LANDING

NORTH (RWYS 34L/R, 35)	From SKEES via 138° track to HUUPR, then as depicted to CEEDR, then via 161° heading. EXPECT RADAR vectors to final approach course.
SOUTH (RWYS 16L/R, 17)	From SKEES via 118° track to BOOOT, then as depicted to IRRON, then via 161° heading. Ⓐ Rwy 16L: Intercept IMOY localizer. Proceed inbound, EXPECT ILS/Visual approach. Ⓐ Rwy 16R, 17: EXPECT RADAR vectors to final approach course.

WASATCH
D
(H) 116.8 TCH
N40 51.0 W111 58.9

07 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

FAIRFIELD
D
(H) 116.6 FFU
... ..
N40 16.5 W111 56.4

LANDING NORTH
EXPECT clearance
to cross at **16000'**

LANDING SOUTH
EXPECT clearance
to cross at **FL190**

HELP
(HELP.SPANE5)

MYTON
D
(H) 112.7 MTU
N40 09.0 W110 07.7

A
MEEKER
(EKR.SPANE5)

MEEKER
D
(H) 115.2 EKR
N40 04.0 W107 55.5

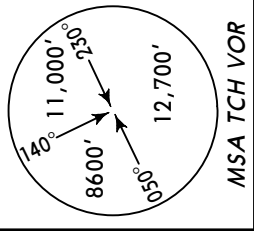
RACER
N40 06.5
W108 53.0
R078° ←
15000
MAA FL450
57

From over SPANE via FFU R-100 to FFU, then via FFU R-314 to DRYVE, then via OGD R-163 to CHHIP. After CHHIP, fly heading 340° for vectors to ILS or Visual Rwy 16R approach.

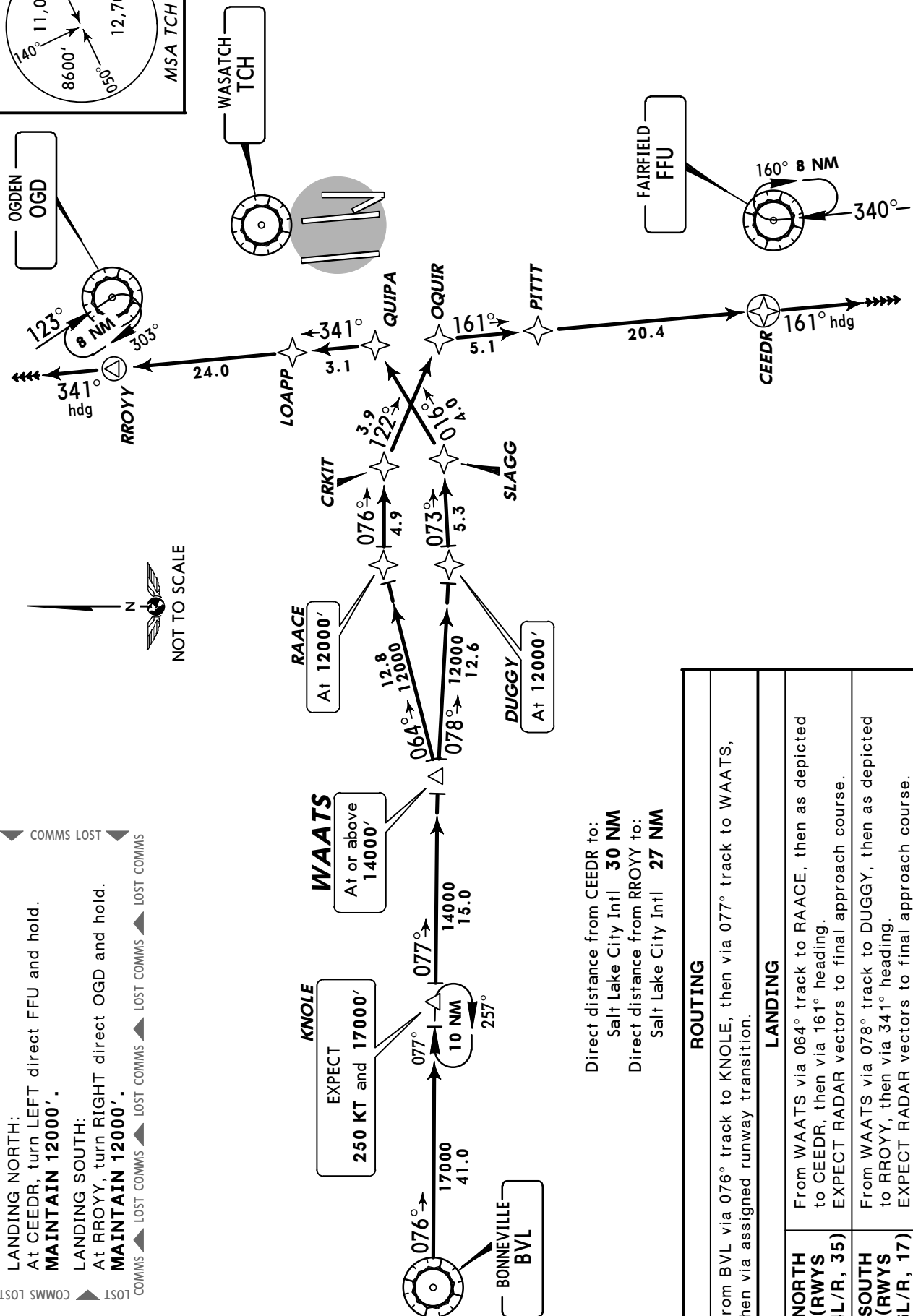
D-ATIS
124.75 125.62

Apt Elev
4227'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. RNAV 1.
3. Turbojet aircraft only.
4. DME/DME/IRU or GPS required.
5. For non-GPS equipped aircraft LCU, OGD and TCH DMEs must be operational.



WAATS THREE RNAV ARRIVAL (WAATS.WAATS3)



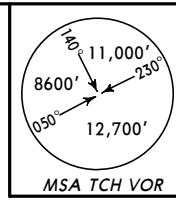
SALT LAKE CITY
Departure (R)
128.1

Apt Elev
4227'

Trans level: FL180

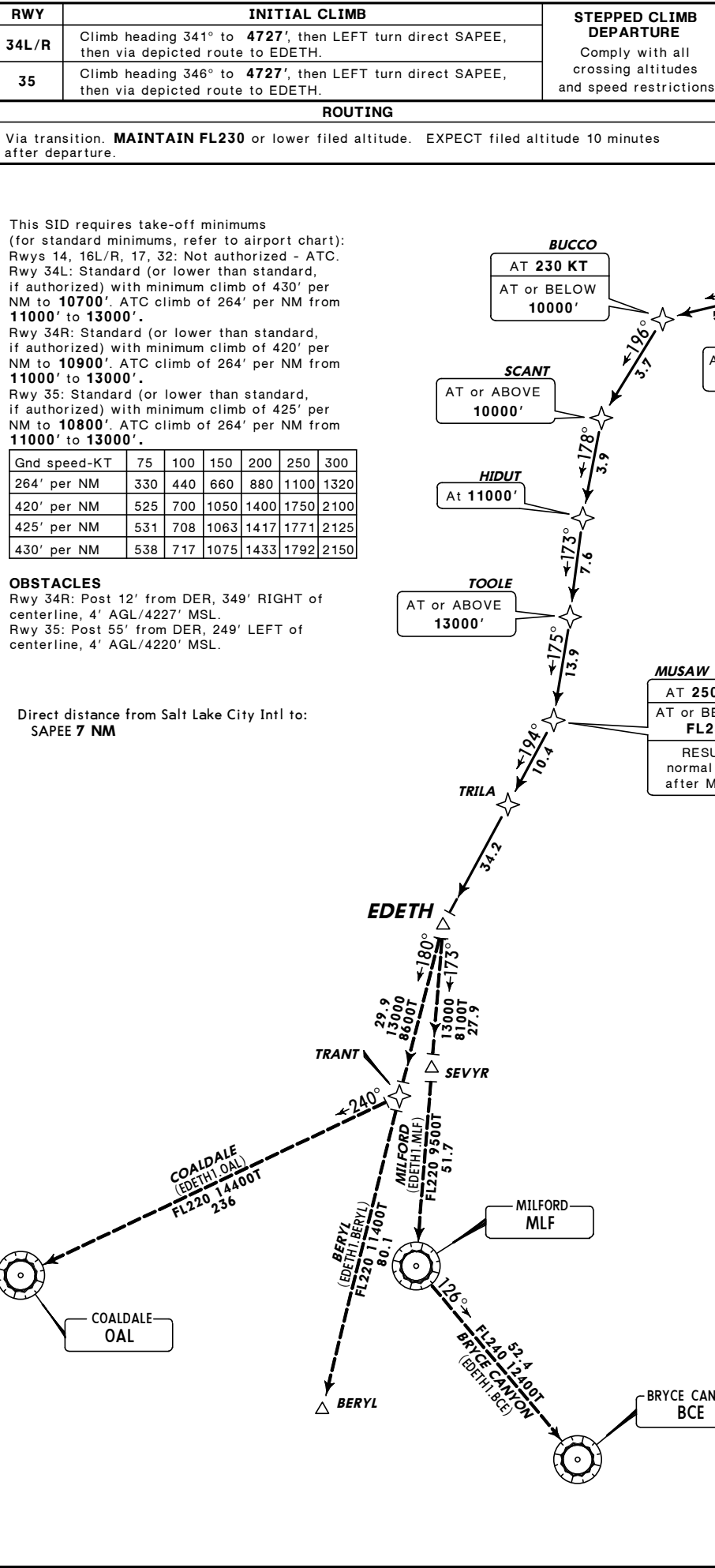
Trans alt: 18000'

1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.
4. Turbojet aircraft only.
5. If unable to accept climb rates and crossing restrictions, advise ATIS on initial contact.
6. BERYL, BRYCE CANYON and MILFORD Transitions: For non-GPS equipped aircraft DTA and FFU DMEs must be operational.
7. COALDALE Transition: For non-GPS equipped aircraft DTA, FFU, ILC, MVA, OAL and TPH DMEs must be operational.



EDETH ONE RNAV DEPARTURE
(EDETH1.EDETH)

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes
and speed restrictions



RWY	INITIAL CLIMB	STEPPED CLIMB DEPARTURE
34L/R	Climb heading 341° to 4727', then LEFT turn direct SAPEE, then via depicted route to EDETH.	Comply with all crossing altitudes and speed restrictions
35	Climb heading 346° to 4727', then LEFT turn direct SAPEE, then via depicted route to EDETH.	

ROUTING

Via transition. **MAINTAIN FL230** or lower filed altitude. EXPECT filed altitude 10 minutes after departure.

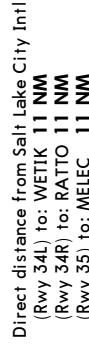
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 16L/R, 17, 32: Not authorized - ATC.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 430' per NM to 10700'. ATC climb of 264' per NM from 11000' to 13000'.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 420' per NM to 10900'. ATC climb of 264' per NM from 11000' to 13000'.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 425' per NM to 10800'. ATC climb of 264' per NM from 11000' to 13000'.

Gnd speed-KT	75	100	150	200	250	300
264' per NM	330	440	660	880	1100	1320
420' per NM	525	700	1050	1400	1750	2100
425' per NM	531	708	1063	1417	1771	2125
430' per NM	538	717	1075	1433	1792	2150

OBSTACLES
Rwy 34R: Post 12' from DER, 349' RIGHT of centerline, 4' AGL/4227' MSL.
Rwy 35: Post 55' from DER, 249' LEFT of centerline, 4' AGL/4220' MSL.

Direct distance from Salt Lake City Intl to:
SAPEE 7 NM

SALT LAKE CITY Departure (R)	135.5
Apt Elev	4227'

[illegible]

Gnd. speed-KT	75	100	150	200	250	300
409' per NM	511	682	1023	1363	1704	2045
414' per NM	518	690	1035	1380	1725	2070
415' per NM	519	692	1038	1383	1729	2075

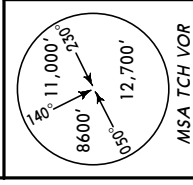
RWY	INITIAL CLIMB	ALTITUDE
34L	Climb heading 341° to 4727°, then direct WETIK, then via depicted route to NSIGN.	MAINTAIN FL230 or lower filed altitude.
34R	Climb heading 341° to 4727°, then LEFT turn direct RATTO, then via depicted route to NSIGN.	
35	Climb heading 348° to 4727°, then LEFT turn direct MELEC, then via depicted route to NSIGN.	

CHANGES: None.

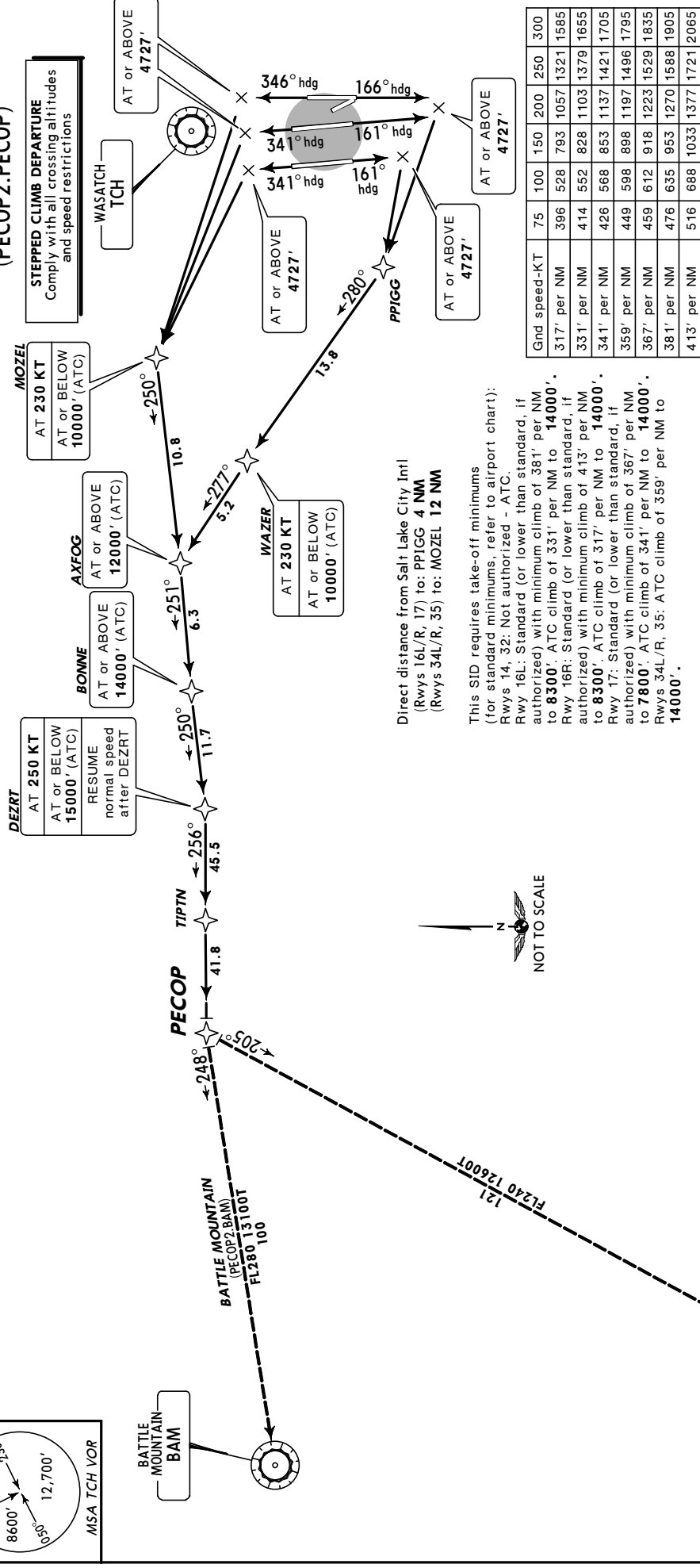
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SALT LAKE CITY Departure (R) 126.25	<i>Apt Elev</i> 4227'	Trans level: FL180 Trans alt: 18000'
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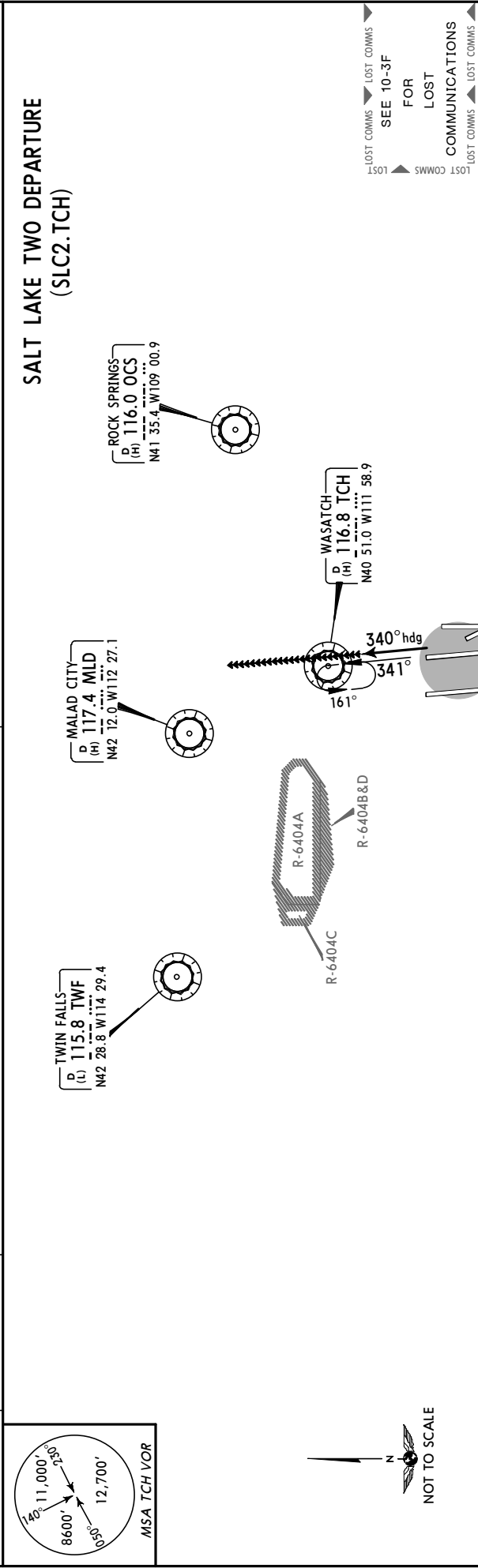
1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.
4. Turbojet aircraft only.
5. If unable to accept climb rates
6. BATTLE MOUNTAIN Transition: operational.
7. MINA Transition: Departing runway TCH DMEs must be operational. OGD and TCH DMEs must be operational.



**PECOP TWO RNAV DEPARTURE
(PECOP2.PECOP)**



SALT LAKE CITY Departure (R) 124.3	<i>Apt Elev</i> 4227'	Trans level: FL180 Trans alt: 18000'	1. This is a RADAR vector departure to assigned route or fix. 2. RADAR required.
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This SID requires take-off minimums (for ways 14, 16L/R, 17: Assigned heading 160°; Standard (or lower than standard, if authorized) with a minimum climb of 260' per NM to **6000'**; Assigned heading 280° clockwise through 340°; Standard (or lower than standard, if authorized) with a minimum climb of 400' per NM to **8300'**;

Rwy 32: Assigned heading 260° clockwise through 340°; Standard (or lower than standard, if authorized) with a minimum climb of 498' per NM to **7800'** or 400'-1 with minimum climb of 260' per NM to **7800'**;

Rwys 34L/R, 35: Assigned heading 260° clockwise through 319°; Standard (or lower than standard, if authorized) with a minimum climb of 260' per NM to **7800'**; Assigned heading 320° clockwise through 340°; Standard (or lower than standard, if authorized) with a minimum climb of 260' per NM to **7800'**; ATC climb of 340' per NM to **7500'**.

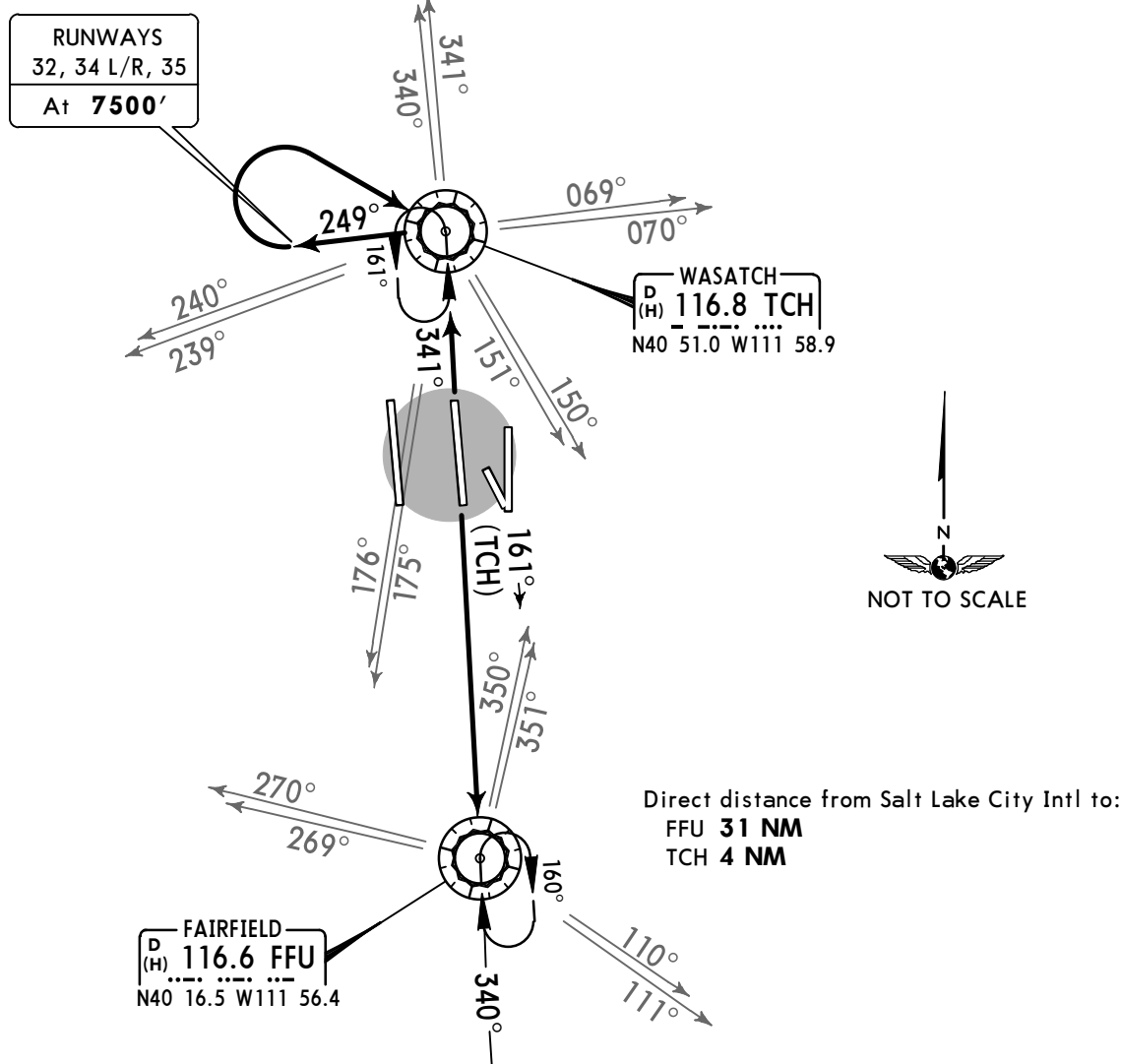
Gnd speed-KT	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300
340' per NM	425	567	850	1133	1417	1700
400' per NM	500	667	1000	1333	1667	2000
498' per NM	623	830	1245	1660	2075	2490

OBSTACLES

RWY	INITIAL CLIMB	ALTITUDE
14, 16L/R, 17	Climb heading 160° or as assigned.	MAINTAIN 10000' or assigned lower altitude
32, 34L/R, 35	Climb heading 340° or as assigned.	
ROUTING		
EXPECT vectors to assigned route or fix. EXPECT clearance to filed altitude 10 minutes after departure. Aircraft filed/assigned heading 331° clockwise through 109° EXPECT RADAR vectors EAST bound leaving 11000' due to high terrain EAST of TCH.		

LOST COMMUNICATIONS FOR
SALT LAKE TWO DEPARTURE (SLC2.TCH)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

**If NOT in contact with Departure control 1 minute after take-off:****Rwys 14, 16L, 17:** Aircraft assigned heading 160°, turn RIGHT, then. . .**Rwy 16R:** Aircraft assigned heading 160°, turn LEFT, then. Climb to **11000'** via TCH R-161 to FFU.

Aircraft departing FFU R-111 clockwise through R-269, climb on assigned route.

All others continue climb in FFU holding pattern (hold SOUTH, RIGHT turns, 340° inbound) to cross FFU at or above:

R-351 clockwise through R-110, **12500'**.R-270 clockwise through R-350, **11600'**.**OR;****Rwys 14, 16L/R, 17:**Aircraft assigned heading 280° clockwise through 340°: Fly assigned heading to **11000'**, then;1. Aircraft assigned heading 280° clockwise through 310°: Execute a climbing RIGHT turn direct to TCH and cross TCH at or above **11400'** then proceed on course.2. Aircraft assigned heading 311° clockwise through 340°: Execute a climbing LEFT turn direct to TCH and cross TCH at or above **11400'** then proceed on course.**Rwys 32, 34L/R, 35:**

Climb direct TCH.

Aircraft departing TCH R-240 clockwise through R-340: Climb on course.

All others continue climb via TCH R-249 to **7500'** then climbing RIGHT turn direct TCH.

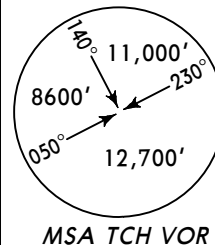
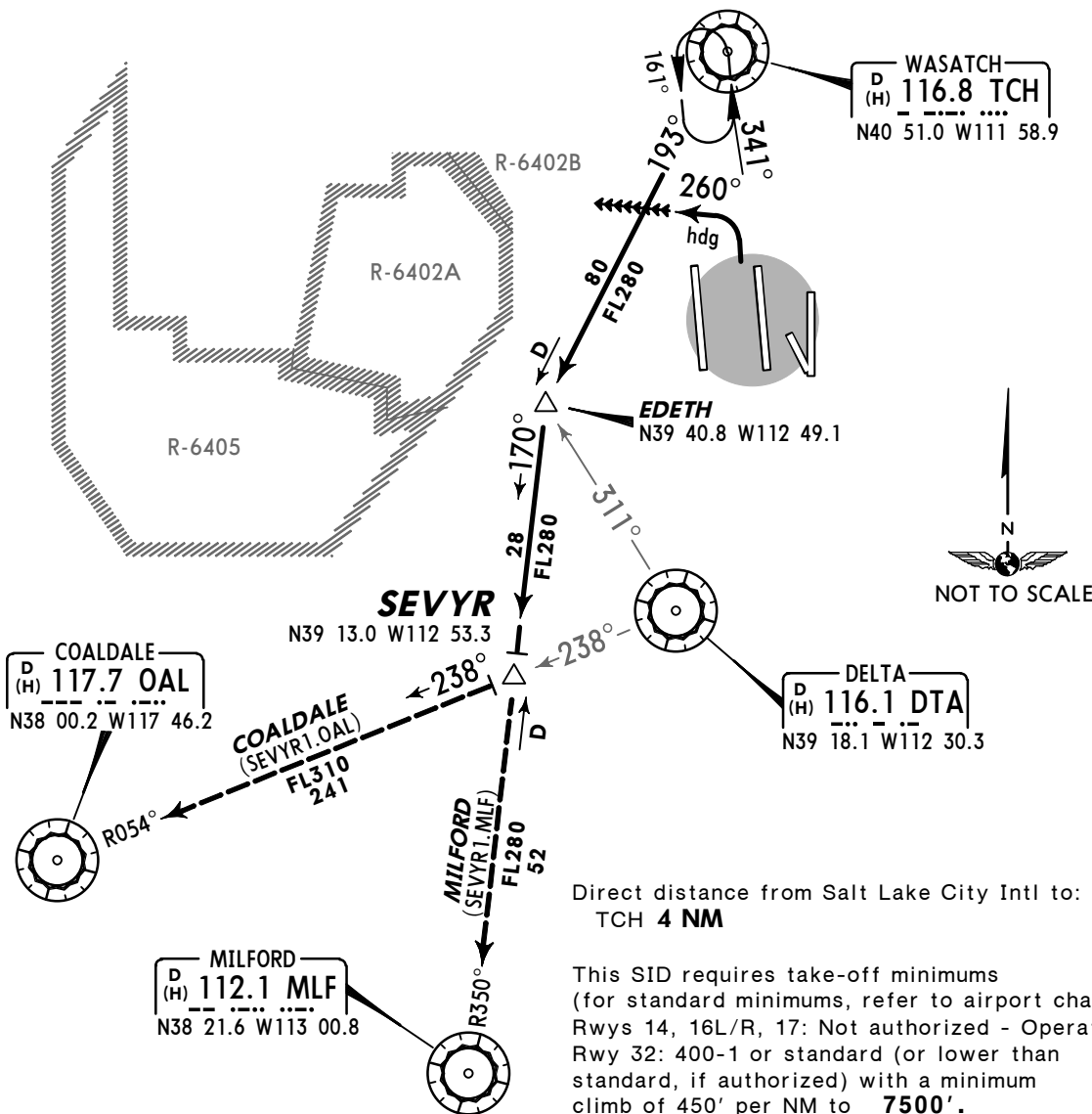
Continue climb in TCH holding pattern (hold SOUTH, LEFT turns, 341° inbound) to cross TCH at or above:

R-070 clockwise through R-150, **11400'**, then climb on course.R-151 clockwise through R-175, **8200'**, then climb on course.R-176 clockwise through R-239, **9900'**, then climb on course.R-341 clockwise through R-069, **10400'**, then climb on course.

SALT LAKE CITY
Departure (R)
128.1Apt Elev
4227'

Trans level: FL180 Trans alt: 18000'

1. This is a RADAR vector departure to assigned route or fix.
2. RADAR required.
3. Turbojet and turboprop aircraft only.

**SEVYR ONE DEPARTURE (SEVYR1.SEVYR)**
(RWYS 32, 34L/R, 35)Direct distance from Salt Lake City Intl to:
TCH 4 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 16L/R, 17: Not authorized - Operational.
Rwy 32: 400-1 or standard (or lower than standard, if authorized) with a minimum climb of 450' per NM to **7500'**.
Rwys 34L/R, 35: Aircraft assigned heading 260° clockwise through 319°: standard (or lower than standard, if authorized) with a minimum climb of 260' per NM to **7500'**.
Aircraft assigned heading 320° clockwise through 340°: standard (or lower than standard, if authorized) with a minimum climb of 340' per NM to **7500'** (ATC).

NOTE: Rwy 32: Tower 5260' from DER, 1760' LEFT of extended runway centerline, 329' AGL/4549' MSL.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If not in contact with Departure Control within 1 minute after take-off, fly assigned heading to **11000'**. Then, aircraft assigned heading 310° clockwise through 340°: Execute a climbing LEFT turn, all others execute a climbing RIGHT turn to TCH. Continue climb in the TCH holding pattern to cross TCH at or above **11500'**. Proceed on course.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Gnd speed-KT	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300
340' per NM	425	567	850	1133	1417	1700
450' per NM	563	750	1125	1500	1875	2250

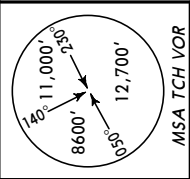
INITIAL CLIMB

Fly heading 260° or as assigned for RADAR vectors to assigned route or fix.

ALTITUDE**MAINTAIN 10000'** or assigned lower altitude**ROUTING**

EXPECT clearance to filed altitude 10 minutes after departure.

SALT LAKE CITY Departure (R) 126.25	Apt Elev 4227'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. If unable to accept ATC climb rates and crossing restrictions, advise ATC on initial contact. 6. For non-GPS equipped aircraft OGD and TCH DMEs must be operational.
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TWIN FALLS ONE RNAV DEPARTURE
(TWF1.TWF)

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes
and speed restrictions

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized - ATC.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 381' per NM, to **8300'**; ATC climb of 285' per NM to **15000'**.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 413' per NM to **8300'**; ATC climb of 287' per NM to **15000'**.
Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 367' per NM to **7800'**; ATC climb of 292' per NM to **15000'**.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 253' per NM to **7700'**; ATC climb of 365' per NM to **15000'**.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 238' per NM to **7700'**; ATC climb of 365' per NM to **15000'**.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 226' per NM to **7700'**; ATC climb of 365' per NM to **15000'**.

Gnd speed-KT	75	100	150	200	250	300
226' per NM	283	377	565	753	942	1130
238' per NM	298	397	595	793	992	1190
253' per NM	316	422	633	843	1054	1265
285' per NM	356	475	713	950	1188	1425
287' per NM	359	478	718	957	1196	1435
292' per NM	365	487	730	973	1217	1460
365' per NM	456	608	913	1217	1521	1825
367' per NM	459	612	918	1223	1529	1835
381' per NM	476	635	953	1270	1588	1905
413' per NM	516	688	1033	1377	1721	2065

Direct distance from Salt Lake City Intl
(Rwys 16L/R, 17) to: PPIGG **4 NM**
(Rwys 34L/R, 35) to: SHOLZ **14 NM**

OBSTACLES

Rwy 16L: Multiple light poles beginning 988' from DER, 689' RIGHT of centerline, up to 34' AGL/4254' MSL.
Rwy 17: Vehicle on road 434' from DER, 518' RIGHT of centerline, 17' AGL/4237' MSL.
Rwy 34R: Post 12' from DER, 349' RIGHT of centerline, 4' AGL/4227' MSL.
Rwy 35: Post 55' from DER, 249' LEFT of centerline, 4' AGL/4220' MSL.

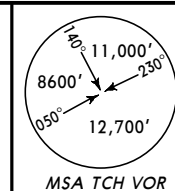
RWY	INITIAL CLIMB	STEPPED CLIMB DEPARTURE Comply with all crossing altitudes and speed restrictions
16L/R	Climb heading 161° to 4727' , then RIGHT turn direct PPIGG, then via depicted route to TWF.	
17	Climb heading 166° to 4727' , then RIGHT turn direct PPIGG, then via depicted route to TWF.	
34L/R	Climb heading 341° to 4727' , then LEFT turn direct SHOLZ, then via depicted route to TWF.	
35	Climb heading 346° to 4727' , then LEFT turn direct SHOLZ, then via depicted route to TWF.	
ROUTING		
MAINTAIN FL230 or lower filed altitude. EXPECT filed altitude 10 minutes after departure.		

CHANGES: Procedure climb note.

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CHANGES: Procedure renumbered, revised.

RWY	INITIAL CLIMB	STEPPED CLIMB DEPARTURE Comply with all crossing altitudes and speed restrictions
16L	Climb heading 161° to 4727' , then RIGHT turn direct HOPTO, then via depicted route to WEVIC.	
16R	Climb heading 161° to 4727' , then LEFT turn direct HOPTO, then via depicted route to WEVIC.	
17	Climb heading 166° to 4727' , then LEFT turn direct HOPTO, then via depicted route to WEVIC.	
ROUTING		
Via transition. MAINTAIN 16000' or lower filed altitude. EXPECT filed altitude 10 minutes after departure.		



SALT LAKE CITY
Departure (R)
124.3

Apt Elev
4227'

Trans level: FL180
Trans alt: 18000'

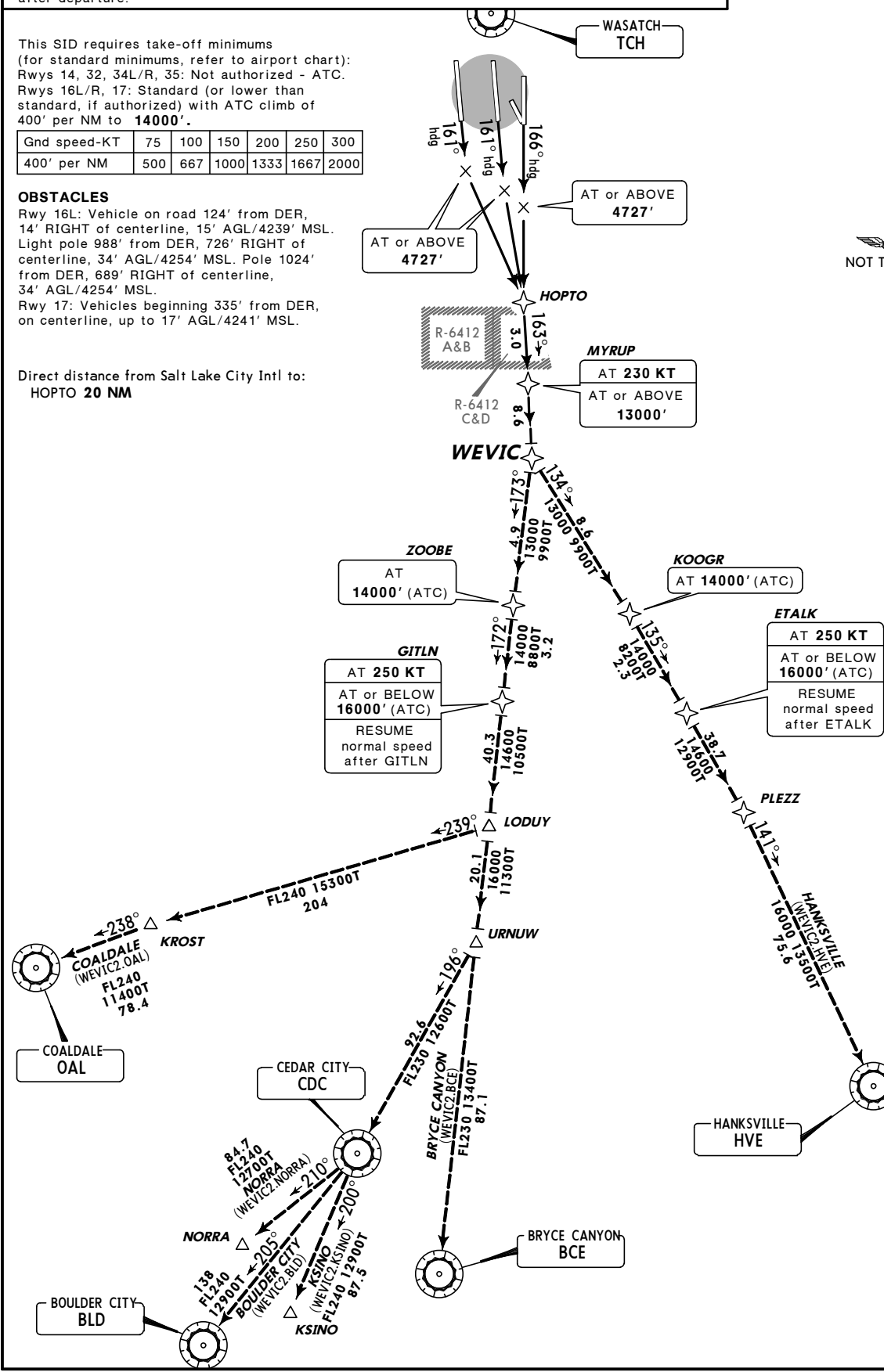
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32, 34L/R, 35: Not authorized - ATC.
Rwys 16L/R, 17: Standard (or lower than standard, if authorized) with ATC climb of 400' per NM to **14000'**.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000

OBSTACLES

Rwy 16L: Vehicle on road 124' from DER, 14' RIGHT of centerline, 15' AGL/4239' MSL.
Light pole 988' from DER, 726' RIGHT of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' RIGHT of centerline, 34' AGL/4254' MSL.
Rwy 17: Vehicles beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL.

Direct distance from Salt Lake City Intl to:
HOPTO 20 NM



WEVIC TWO RNAV DEPARTURE
(WEVIC2.WEVIC)

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes and speed restrictions

1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.
4. Turbojet aircraft only.
5. If unable to accept ATC climb rates and crossing restrictions, advise ATC on initial contact.
6. BOULDER CITY, BRYCE CANYON, KSINO and NORRA Transitions: For non-GPS equipped aircraft DTA and PUV DMEs must be operational.
7. HANKSVILLE Transition: For non-GPS equipped aircraft DTA, HVE, PUC and PUV DMEs must be operational.
8. COALDALE Transition: For non-GPS equipped aircraft DTA, LLC, MVA, OAL, TPH and PUV DMEs must be operational.

KSIC/SIC
SALT LAKE CITY INTL

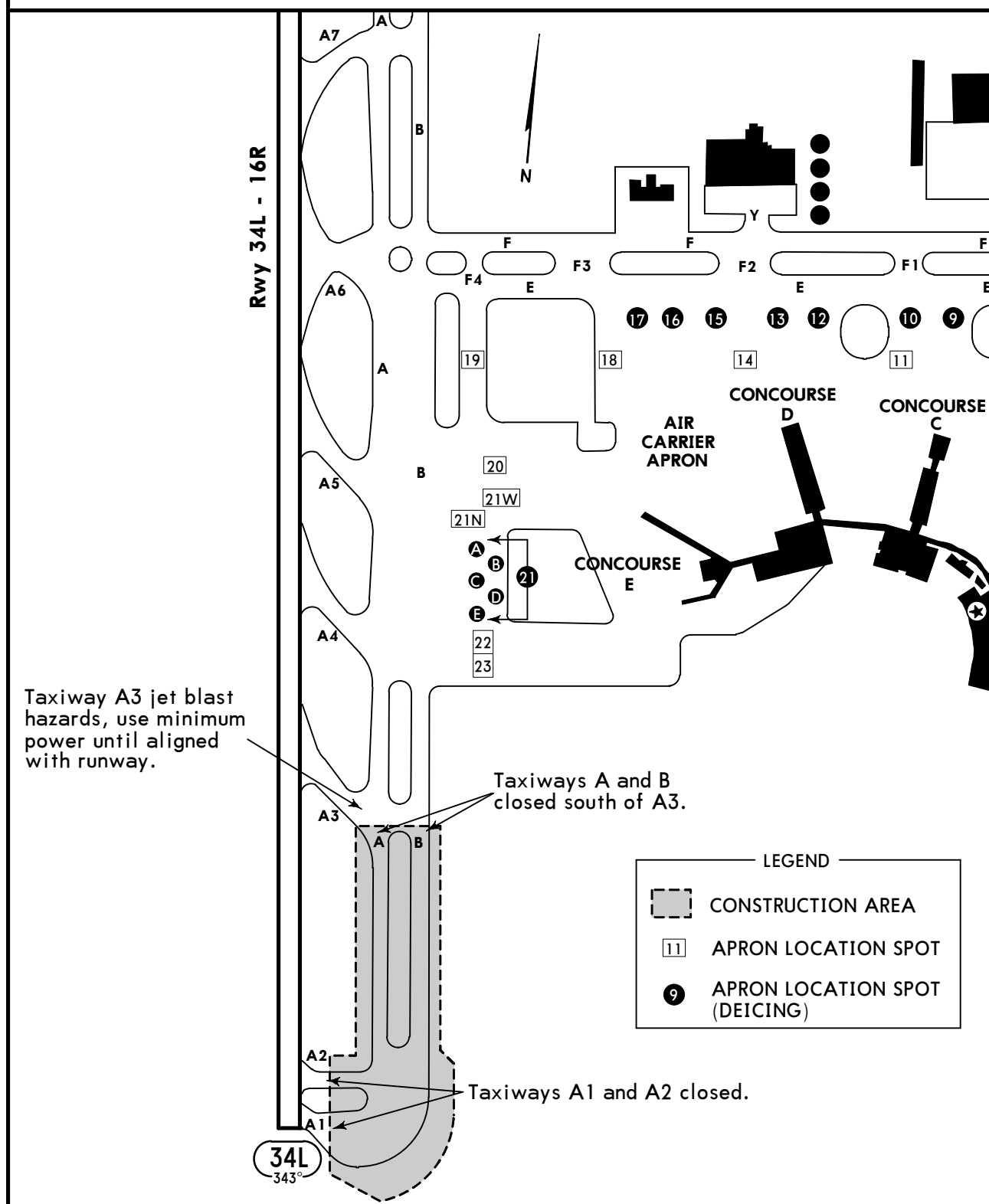
JEPPesen
28 MAY 10 (10-3J) **Eft 3 Jun**

SALT LAKE CITY, UTAH
RNAV SID

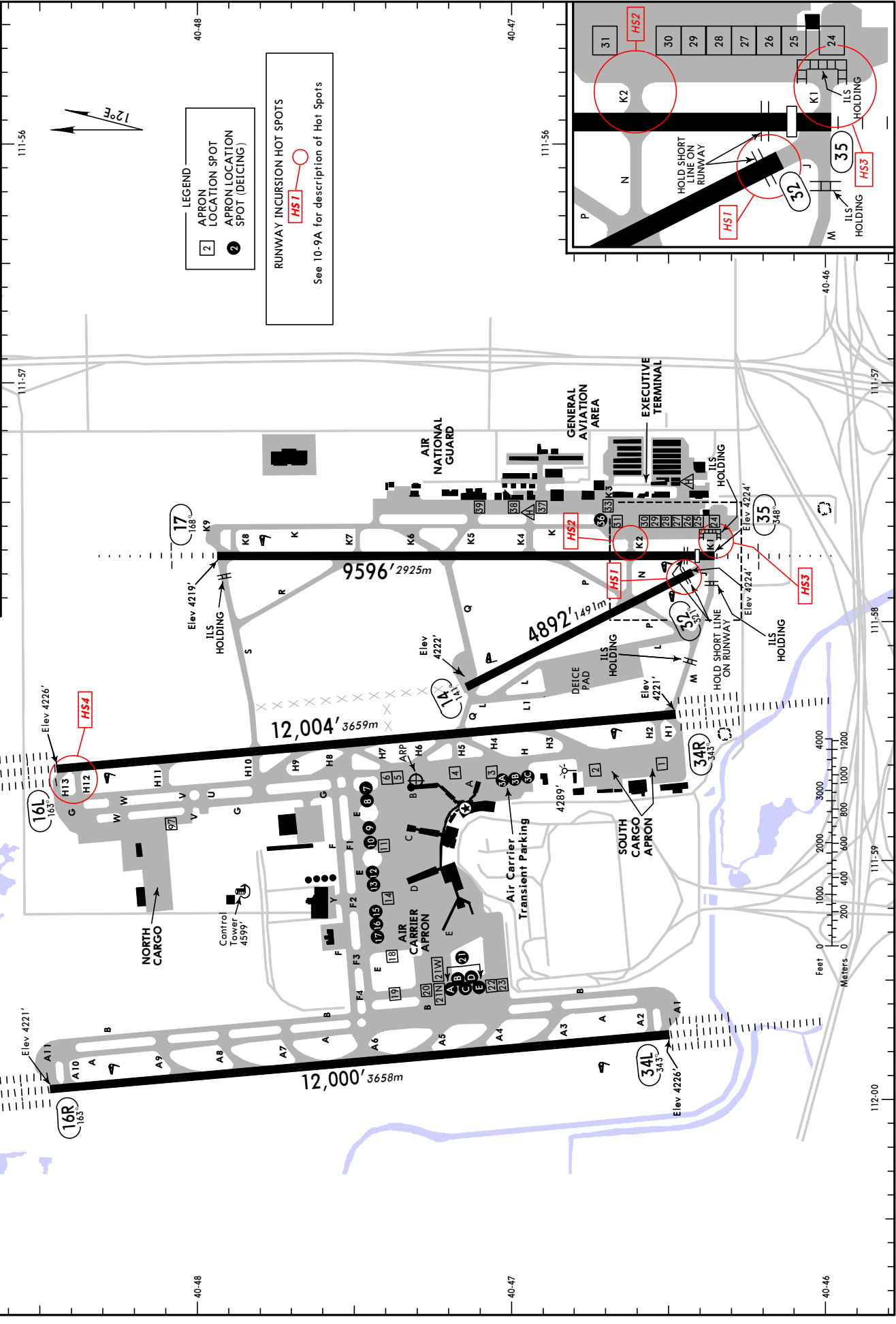
RUNWAY 34L DEICE PAD CONSTRUCTION - PHASE 2

(MAY 23, 2011 - OCTOBER 31, 2012)

All dates are approximate
Implementation should be verified through NOTAMs
See current NOTAMs for additional information

**RUNWAY 34L NOTES:**

- Length available from A3 8700'.
- Full length available upon request - make request prior to taxi - back taxi required.
- Full length available for landing.
- Low visibility departure operations (SMGCS) not available.



GENERAL

CAUTION: Birds in vicinity of airport.

ASDE-X surveillance system in use. Operate transponder with Mode C when on taxiways and runways.

Due to traffic volume, local departure and arrival operations are discouraged and delays can be expected between 1000-1200 and 2000-2300 local.

SMGCS and Low Visibility Taxi Procedures.

Air National Guard (ANG): PPR all aircraft 48 hr prior notice. Transient parking/service extremely limited.

All aircraft contact Utah Control with landing and departure times. Phase II wildlife activity during migration/morning/evening hrs from Oct-Apr. Military alternate Hill AFB (KHIF) 25 NM North.

CAUTION: Extensive paragliding in vicinity of Point of the Mountain.

ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		
				LANDING Threshold	GLIDE Slope	TAKE-OFF
14	1	32	HIRL PAPI-L (angle 3.0°)	grooved		150' 46m
1 Rwy 14/32 taxi operations only below 1200' RVR.						
16L	2	34R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		10,979' 33.46m 10,957' 33.40m	150' 46m
2 Runway grooved.						
16R	3	34L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		10,949' 33.7m 10,949' 33.7m	150' 46m
3 Runway grooved.						
17	4	35	HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR		8547' 2605m 9272' 2826m	150' 46m
4 Runway grooved.						

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

H51

CAUTION: Do not cross hold line for Rwy 35 during taxi Southeast on Rwy 14-32. Hold line is on North side of Rwy 32 numbers.

H52

Possible confusion between ramp, taxiway and runway due to large paved area. Do not cross runway hold lines without ATC clearance. ATC clearance is needed to enter the movement area, which is immediately West of vehicle drive lanes and marked by movement/ non-movement boundary line.

H53

Not visible from tower. Hold line for Rwy 32 and 35 at K1 with short taxi distance from ramp. Wrong rwy departure risk.

H54

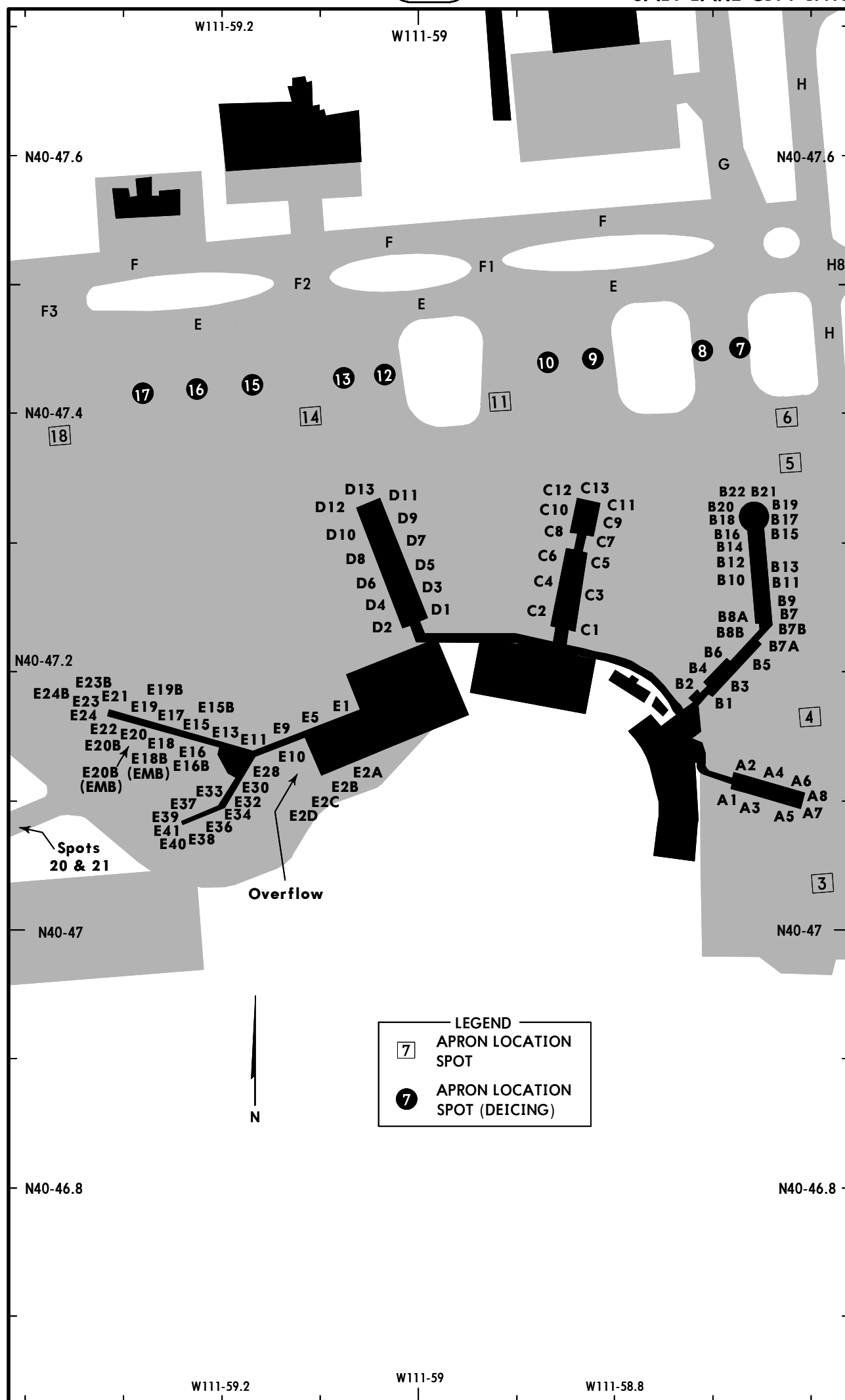
At approach end of Rwy 16L some aircraft experience radio communication problems. ATC will use Traffic Control Light Signals when radio contact cannot be established.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE							
Rwys 16L/16R/34L/34R							
2 operating RVRs are required. All operating RVRs are controlling.			Adequate Vis Ref		STD		
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL			3 & 4 Eng		
	TDZ RVR	TDZ RVR			1 & 2 Eng		
	Mid RVR	Mid RVR			RVR 24 or 1/2		
	Rollout RVR	Rollout RVR			RVR 50 or 1		
Rwys 17/35							
Both RVRs are required and controlling.			Adequate Vis Ref		STD		
CL & HIRL	CL, or RCLM & HIRL				3 & 4 Eng		
	TDZ RVR	TDZ RVR			1 & 2 Eng		
Rollout RVR	Rollout RVR	Rollout RVR			RVR 24 or 1/2		
	Rollout RVR	Rollout RVR			RVR 50 or 1		
Rwy 14							
Adequate Vis Ref	STD		With Min climb of 498' /NM to 4700'		Other		
	3 & 4 Eng	1 & 2 Eng			3 & 4 Eng		
	1/2	1			1 & 2 Eng		
OBSTACLE DP:							
Rwy 14, Climb to 10,000' via heading 189° and FFU VOR R-341 to FFU VOR before proceeding on course. Rwys 16L/R, Climb to 10,000' via heading 161° and FFU VOR R-341 to FFU VOR before proceeding on course. Rwy 17, Climb to 10,000' via heading 166° and FFU VOR R-341 to FFU VOR before proceeding on course. Rwy 32, Climb to 9000' via heading 359° and OGD VOR R-153 to OGD VOR before proceeding on course. Rwys 34L/R, Climb to 9000' via heading 341° and OGD VOR R-153 to OGD VOR before proceeding on course. Rwy 35, Climb to 9000' via heading 336° and OGD VOR R-153 to OGD VOR before proceeding on course.							

FOR FILING AS ALTERNATE					
ILS Rwy 16L ILS Rwy 16R ILS Rwy 17 ILS Rwy 34L ILS Rwy 34R ILS Rwy 35	LOC Rwy 16L RNAV (GPS) Rwy 16R LOC Rwy 17 RNAV (GPS) Rwy 17 LOC Rwy 34L RNAV (GPS) Rwy 34R LOC Rwy 35 RNAV (GPS) Rwy 35 LOC DME Rwy 35 RNAV (GPS) Rwy 16L RNAV (GPS) Rwy 17			RNAV (GPS) Rwy 34L VOR DME Rwy 34R	
600-2	800-2			NA	
A					
B					
C					
D					

CHANGES: Alternate minimums.

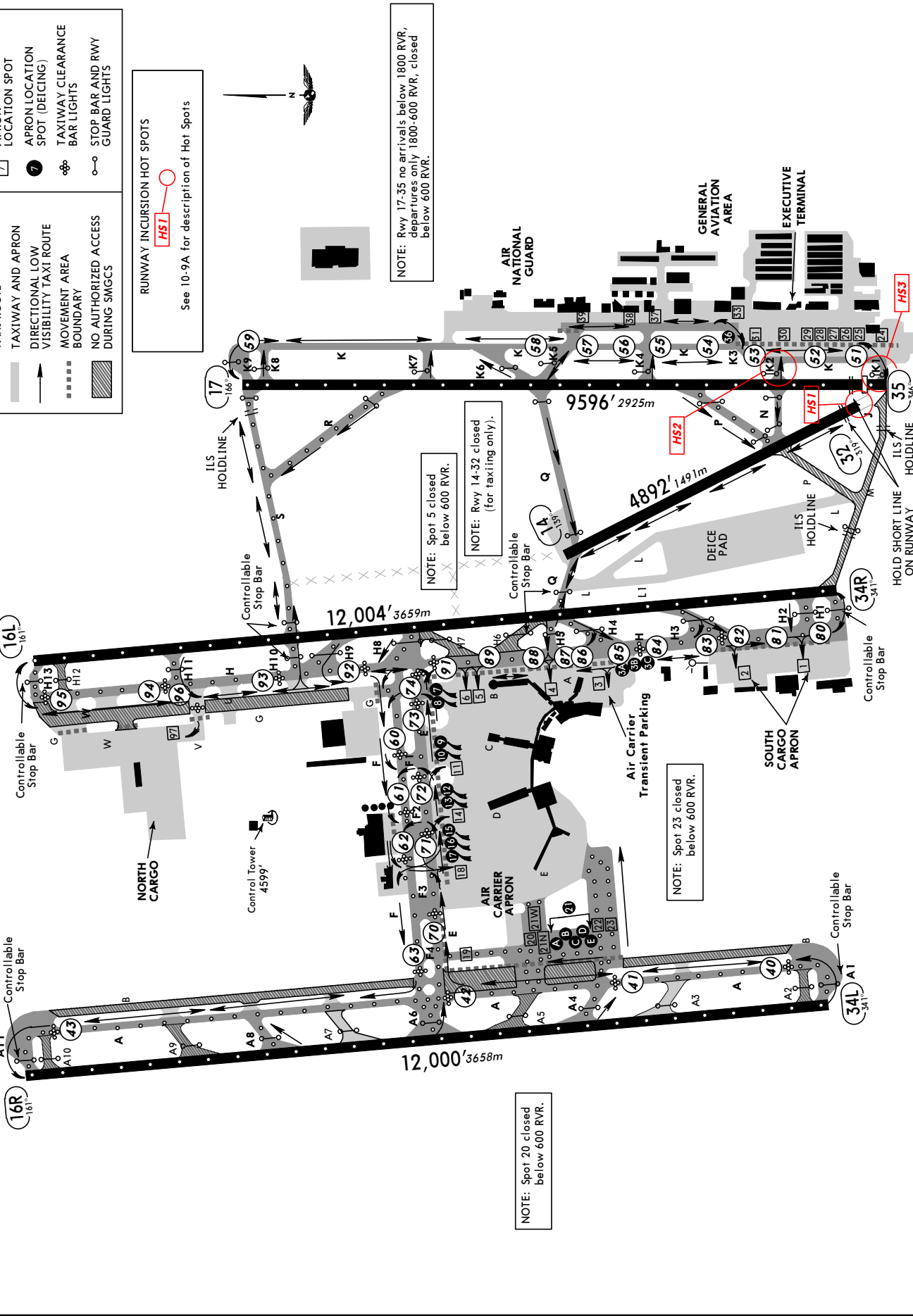
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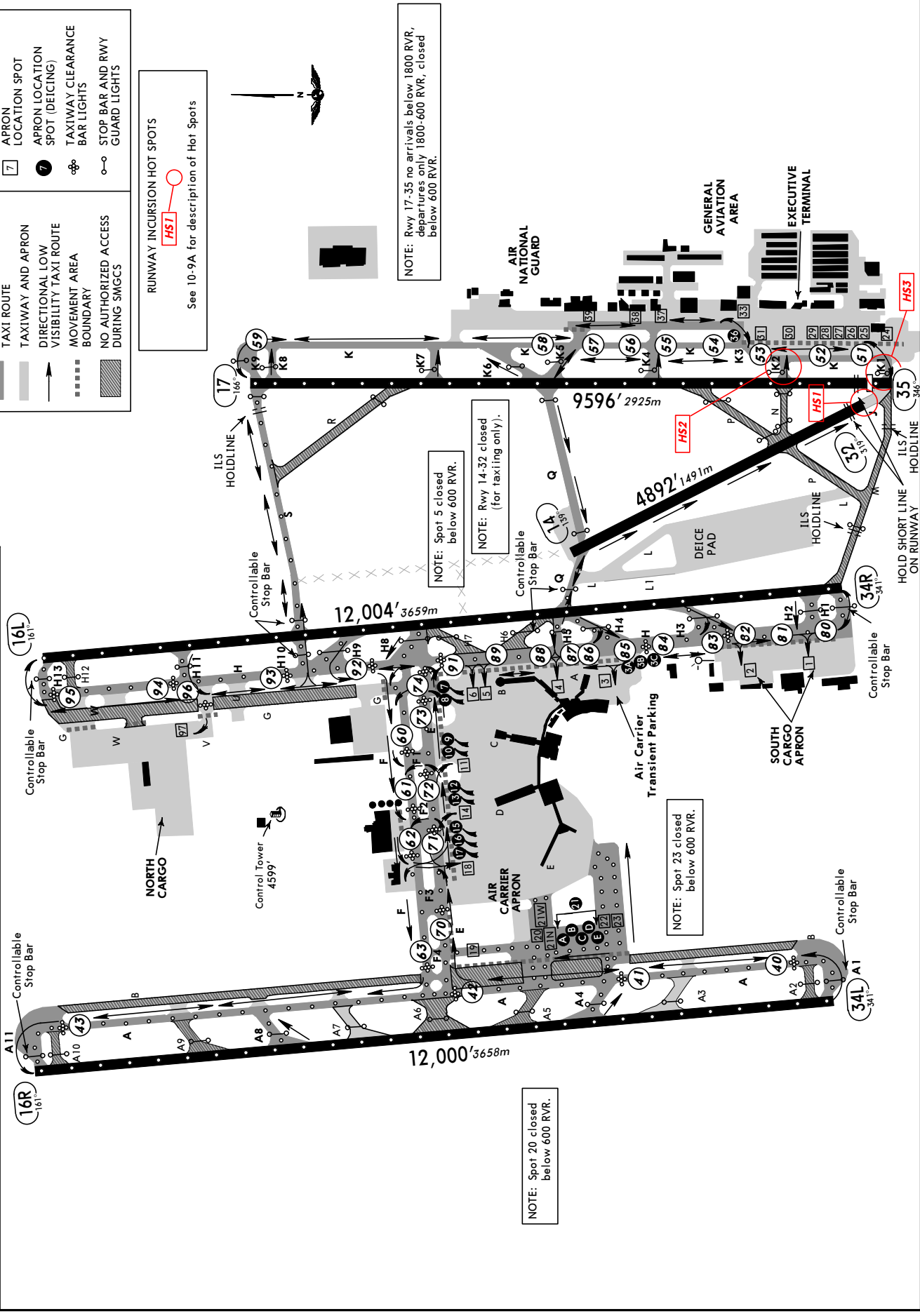
PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE A		CONCOURSE D	
A1 thru A3	N40 47.1 W111 58.7	D1, D2	N40 47.2 W111 59.0
A4 thru A8	N40 47.1 W111 58.6	D3 thru D7	N40 47.3 W111 59.0
CONCOURSE B		D8	N40 47.3 W111 59.1
B1 thru B6	N40 47.2 W111 58.7	D9	N40 47.3 W111 59.0
B7 thru B7B	N40 47.2 W111 58.6	D10	N40 47.3 W111 59.1
B8A, B8B	N40 47.2 W111 58.7	D11	N40 47.3 W111 59.0
B9	N40 47.3 W111 58.6	D12, D13	N40 47.3 W111 59.1
B10	N40 47.3 W111 58.7	CONCOURSE E	
B11	N40 47.3 W111 58.6	E1	N40 47.2 W111 59.1
B12	N40 47.3 W111 58.7	E2A thru E2D	N40 47.1 W111 59.1
B13	N40 47.3 W111 58.6	E5, E9	N40 47.2 W111 59.1
B14	N40 47.3 W111 58.7	E10	N40 47.1 W111 59.1
B15	N40 47.3 W111 58.6	E11	N40 47.1 W111 59.2
B16	N40 47.3 W111 58.7	E13, E15, E15B	N40 47.2 W111 59.2
B17	N40 47.3 W111 58.6	E16, E16B	N40 47.1 W111 59.2
B18	N40 47.3 W111 58.7	E17	N40 47.2 W111 59.3
B19	N40 47.3 W111 58.6	E18, E18B(EMB)	N40 47.1 W111 59.3
B20	N40 47.3 W111 58.7	E19, E19B, E20	N40 47.2 W111 59.3
B21	N40 47.3 W111 58.6	E20B, E20B(EMB)	N40 47.1 W111 59.3
B22	N40 47.3 W111 58.7	E21 thru E24	N40 47.2 W111 59.3
CONCOURSE C		E24B	N40 47.2 W111 59.4
C1	N40 47.2 W111 58.8	E28, E30	N40 47.2 W111 59.2
C2	N40 47.2 W111 58.9	E32 thru E34	N40 47.1 W111 59.2
C3	N40 47.3 W111 58.8	E36 thru E41	N40 47.1 W111 59.2
C4	N40 47.3 W111 58.9	SPOTS	
C5	N40 47.3 W111 58.8	20, 21	N40 47.1 W111 59.4
C6	N40 47.3 W111 58.9		
C7	N40 47.3 W111 58.8		
C8	N40 47.3 W111 58.9		
C9	N40 47.3 W111 58.8		
C10	N40 47.3 W111 58.9		
C11 thru C13	N40 47.3 W111 58.8		

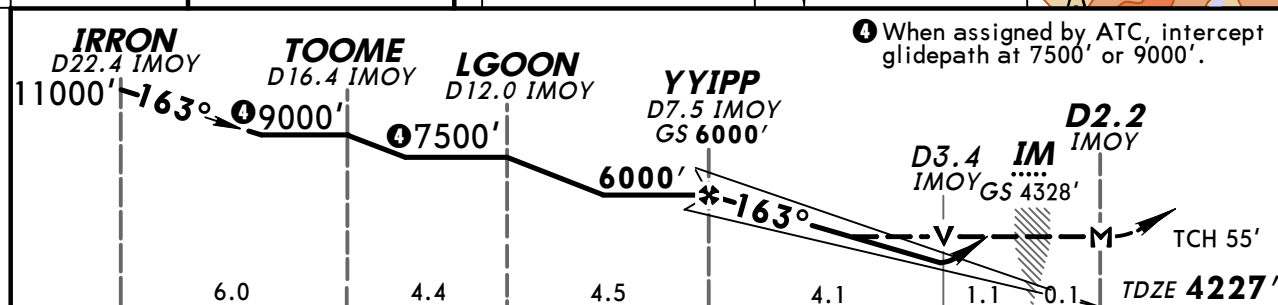
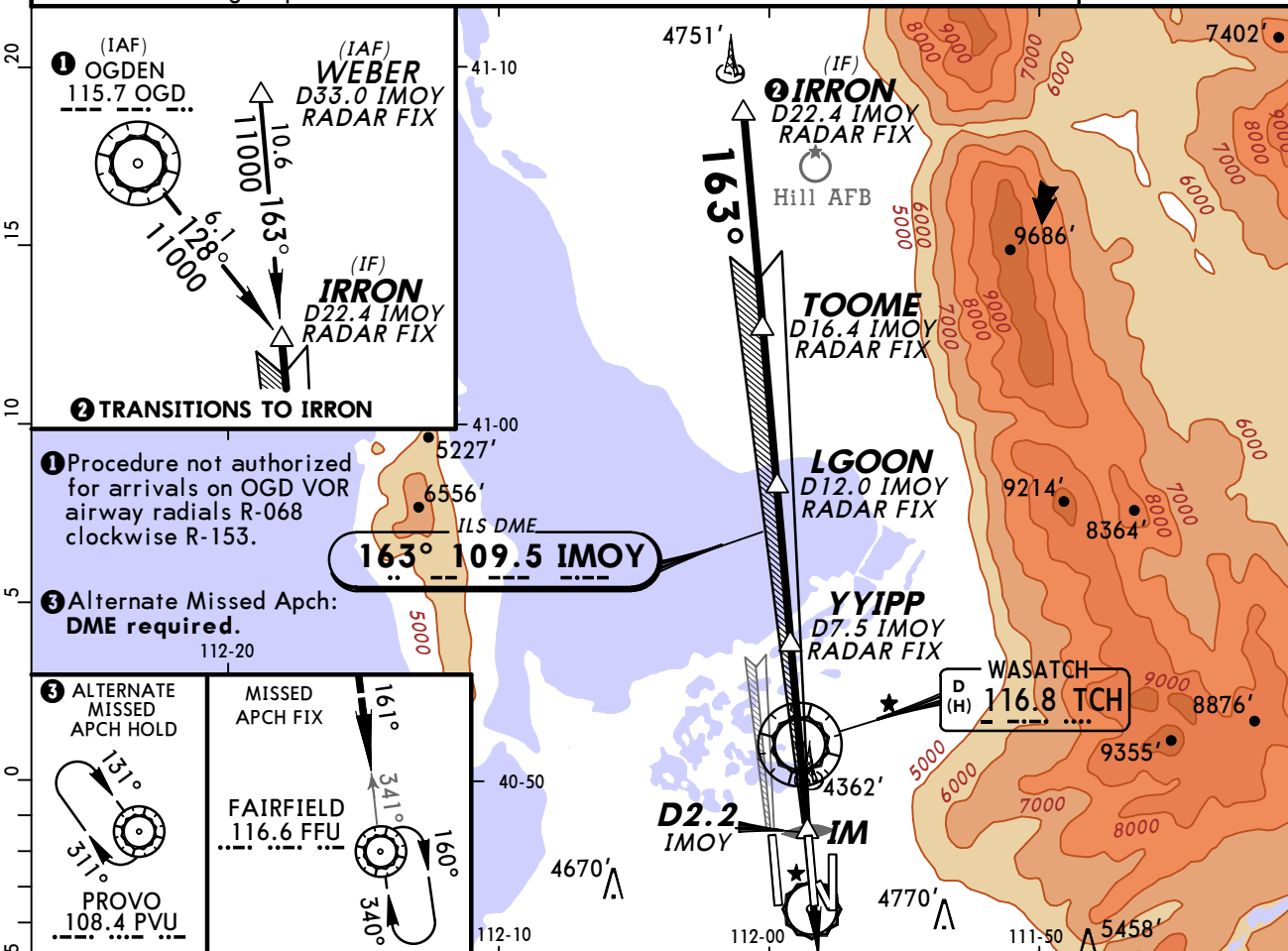
D-ATIS		ACARS: D-ATIS POC TWIP		SALT LAKE CITY Clearance (Cpt)	Ground	
VOT 111.0	124.75	125.62		127.3	Rwys 14/32, 17/35	Rwy 16L/34R, 16R/34L
Tower						
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	SALT LAKE CITY Departure (R)			
118.3	119.05	132.65	South of 41° latitude below 8000' 120.9			
			340°-110° above 8000' 135.5			
			110°-160° above 8000' 124.3			
			160°-250° above 8000' 128.1			
			North of 41° latitude below 8000' 121.1			
			250°-300° above 8000' 126.25			
			300°-340° above 8000' 124.9			
			121.9			
			133.65			

[illegible]

124.75 VOT 111.0	D-ATIS	125.62	ACARS: D-ATIS PDC TWIP	SALT LAKE CITY Clearance (Cpt)	Rwys 14/32, 17/35 121.9	Ground Rwy 16L/34R, 16R/34L 133.65
Tower						
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	SALT LAKE CITY Departure (R)			
South of 41° latitude below 8000'						
340°-110° above 8000'						
North of 41° latitude below 8000'						
250°-300° above 8000'						
300°-340° above 8000'						
118.3	119.05	132.65	120.9			
160°-250° above 8000'						
124.3						
128.1						



BRIEFING STRIP™	D-ATIS			SALT LAKE CITY Approach (R)	
	124.75		125.62	124.3	
	SALT LAKE CITY Tower			Ground	
	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
	119.05	132.65	118.3	133.65	121.9
	LOC IMOY 109.5	Final Apch Crs 163°	GS YYIPP 6000' (1773')	ILS DA(H) 4427' (200')	Apt Elev 4227' TDZE 4227'
MISSED APCH: Climb to 4800' then climb to 10000' inbound via FFU VOR R-341 to FFU VOR and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 16R. 3. VGSI and ILS glidepath not coincident.					
					MSA TCH VOR



Gnd speed-Kts	70	90	100	120	140	160				
GS 3.00°	377	484	538	646	753	861				
MAP at D2.2 IMOY or YYIPP to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59				

ALSF-II	4800'	10000'	FFU	FFU
PAPI	↑	↑	via 116.6 R-341	116.6

STRAIGHT-IN LANDING RWY 16L					
ILS DA(H) 4427' (200')			LOC (GS out) MDA(H) 4680' (453')		
FULL	TDZ or CL out	ALS out	ALS out		
A			RVR 24 or 1/2		
B			RVR 50 or 1		
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	
D				1 1/2	

BRIEFING STRIP™

D-ATIS

124.75

125.62

SALT LAKE CITY Approach (R)

124.3

SALT LAKE CITY Tower

Rwy 16L/34R

Rwy 16R/34L

Rwys 14/32, 17/35

119.05

132.65

118.3

Ground

Rwys 16L/34R, 16R/34L

Rwys 14/32, 17/35

133.65

121.9

LOC

Final

GS

CAT IIIC

CAT IIIB

CAT IIIA

CAT II ILS

Apt Elev

IMOY

Apch Crs

YYIPP

NA

Refer to

RA 108'

4227'

109.5

163°

6000'

Minimums

DA(H)

TDZE

(1773')

4327'(100')

4227'

MISSED APCH: Climb to 4800' then climb to 10000' inbound via FFU VOR R-341 to FFU VOR and hold, or as directed by ATC.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Special Aircrew & Acft Certification required.

2. DME or Radar required.

3. Simultaneous approach authorized with Rwy 16R.

4. VGSI and ILS glidepath not coincident.

140°

11,000'

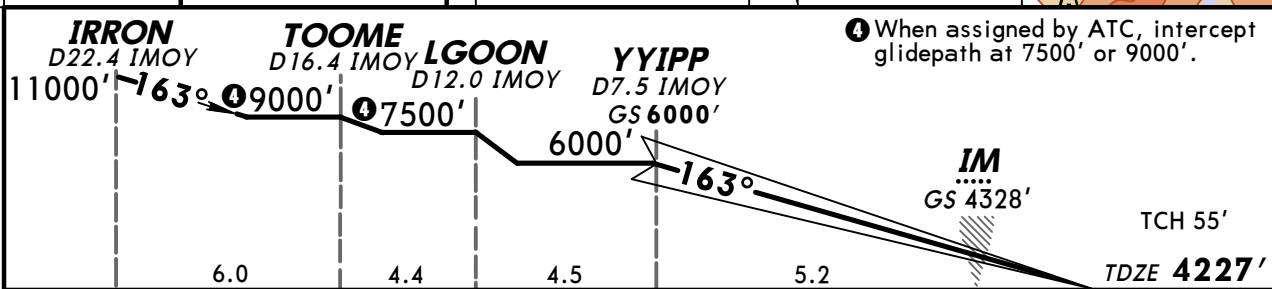
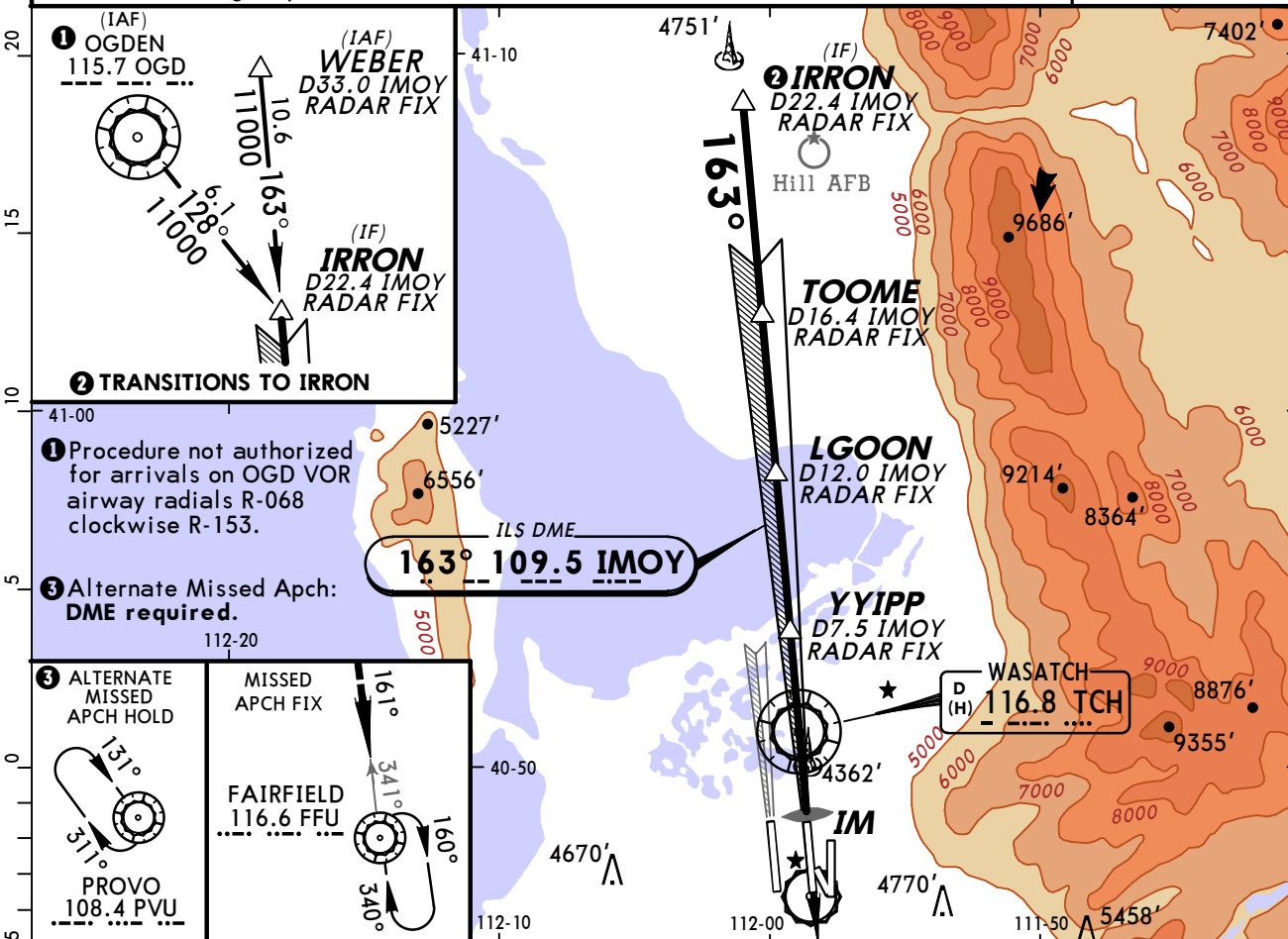
230°

8600'

050°

12,700'

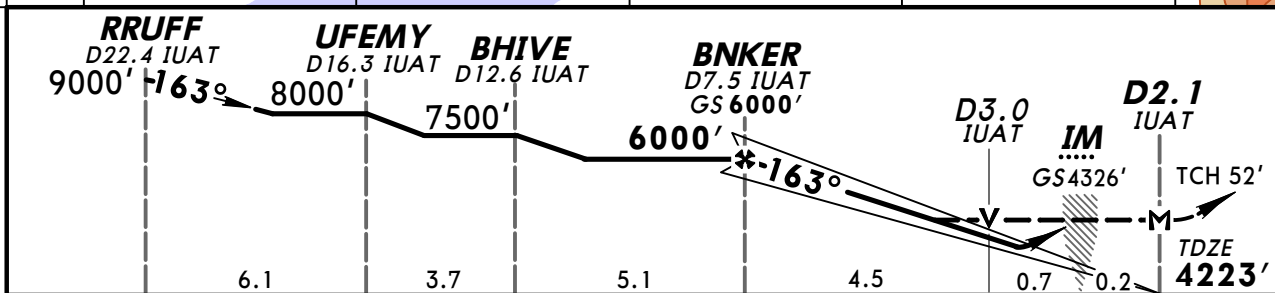
MSA TCH VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		4800'	10000'	FFU	FFU
GS	3.00°	377	484	538	646	753	PAPI		↑	↑	via 116.6 R-341	116.6

STRAIGHT-IN LANDING RWY16L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108' DA(H) 4327'(100')
NA	RVR 3	RVR 7	RVR 12

RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



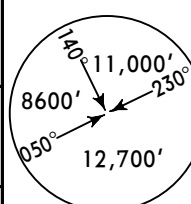
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALSF-II PAPI	4800' ↑	8100' ↗ RT	via 300° hdg	TCH 116.8 and R-249	
<i>GS</i>	3.00°	377	484	538	646	753						861
<i>MAP at D2.1 IUAT or</i>												
<i>BNKER to MAP 5.3</i>	4:33	3:32	3:11	2:39	2:16	1:59						

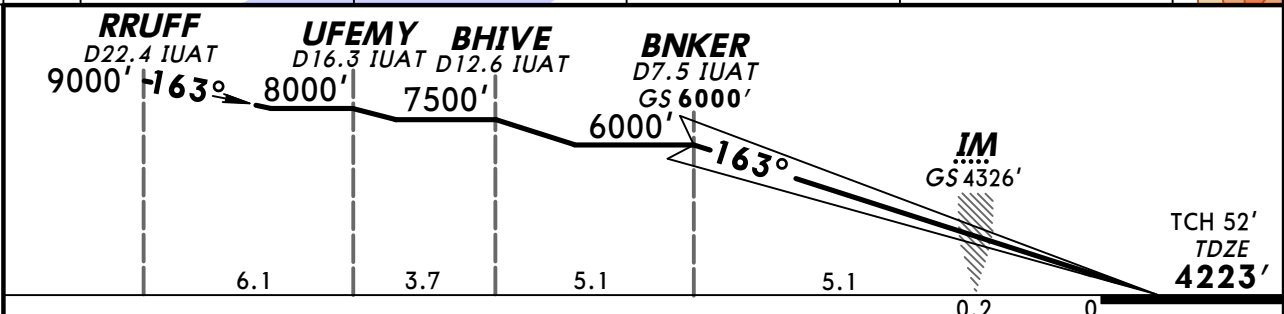
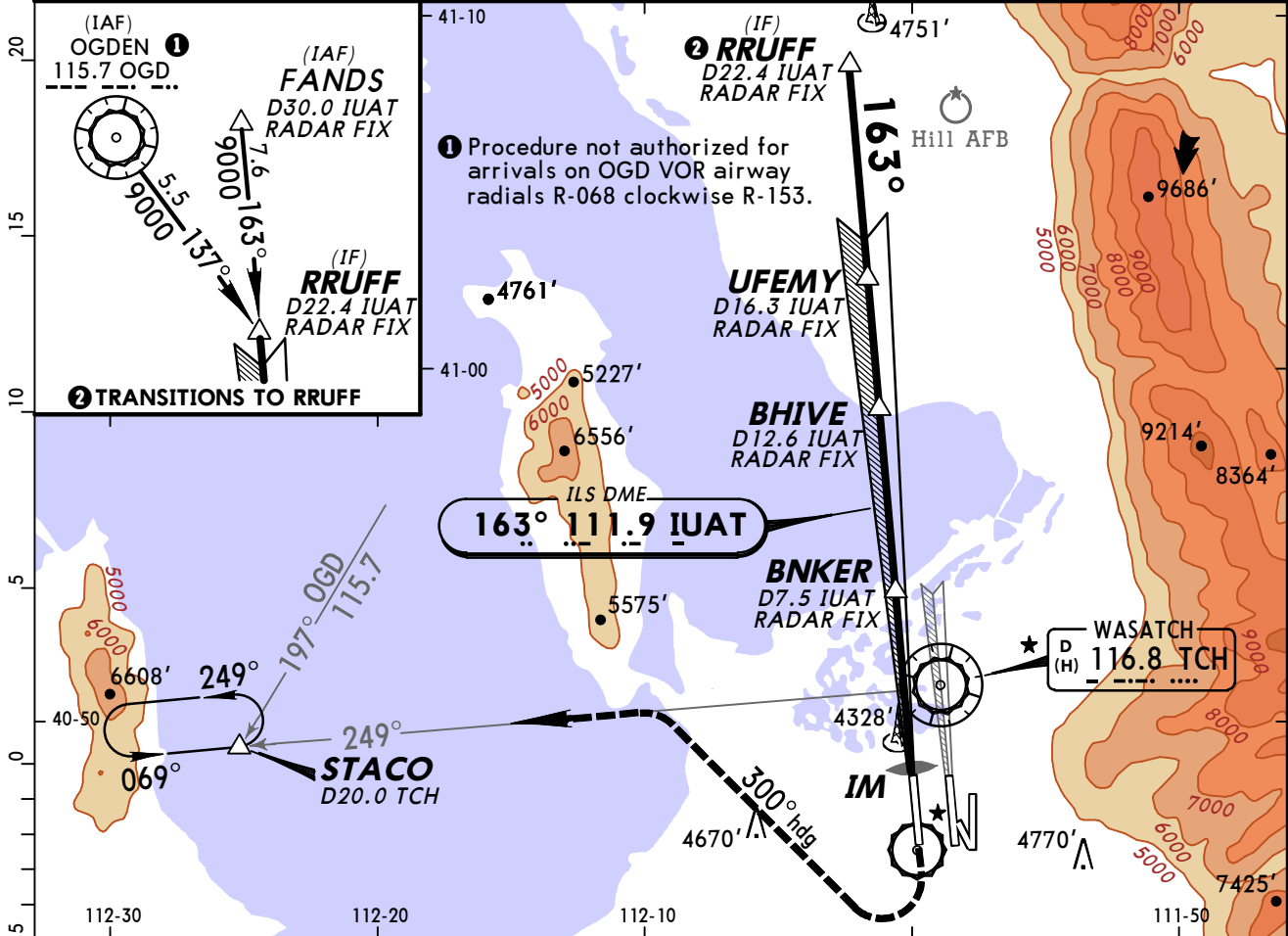
I SA CAT I ILS RA 157' <i>DA(H) 4373' (150')</i>		STRAIGHT-IN LANDING RWY 16R ILS <i>DA(H) 4423' (200')</i>			LOC (GS out) <i>MDA(H) 4580' (357')</i>	
		FULL	TDZ or CL out	ALS out		ALS out
A	RVR 14	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1/4
D						

CHANGES: Procedure.

TERPS AMEND 3 13 JAN 2011

BRIEFING STRIP™

124.75				D-ATIS		125.62		SALT LAKE CITY Approach (R)				124.3	
SALT LAKE CITY Tower								Ground					
Rwy 16R/34L		Rwy 16L/34R		Rwys 14/32, 17/35		Rwys 16L/34R, 16R/34L		Rwys 14/32, 17/35					
132.65		119.05		118.3		133.65		121.9					
LOC IUAT 111.9	Final Apch Crs 163°	GS BNKER 6000' (1777')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 108' DA(H) 4323'(100')	Apt Elev 4227' TDZE 4223'	 MSA TCH VOR					
MISSED APCH: Climb to 4800' then climbing RIGHT turn to 8100' via 300° hdg and outbound via TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.													
Alt Set: INCHES													



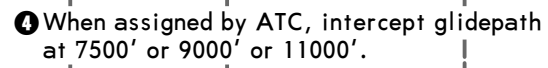
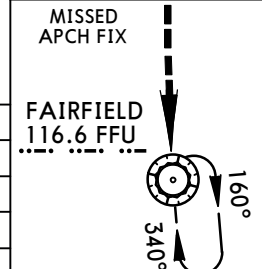
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4800'	8100'	300°	TCH
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	116.8
										via	R-249
										hdg	and

STRAIGHT-IN LANDING RWY16R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108' DA(H) 4323'(100')
NA	RVR 3	RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

CHANGES: Procedure.

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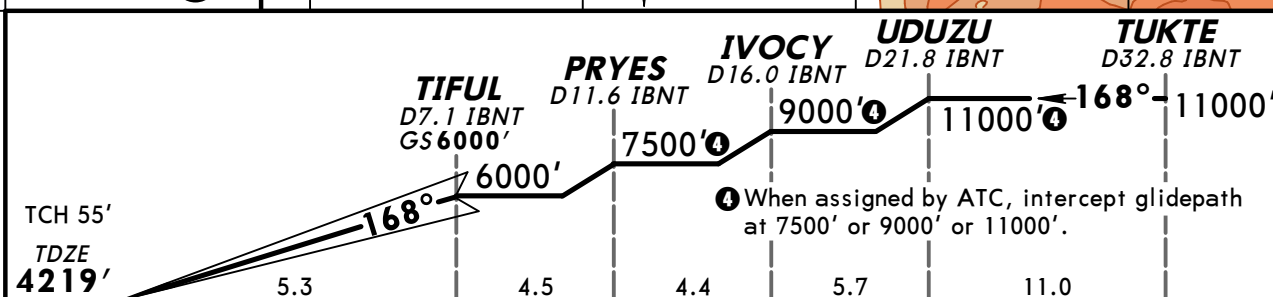
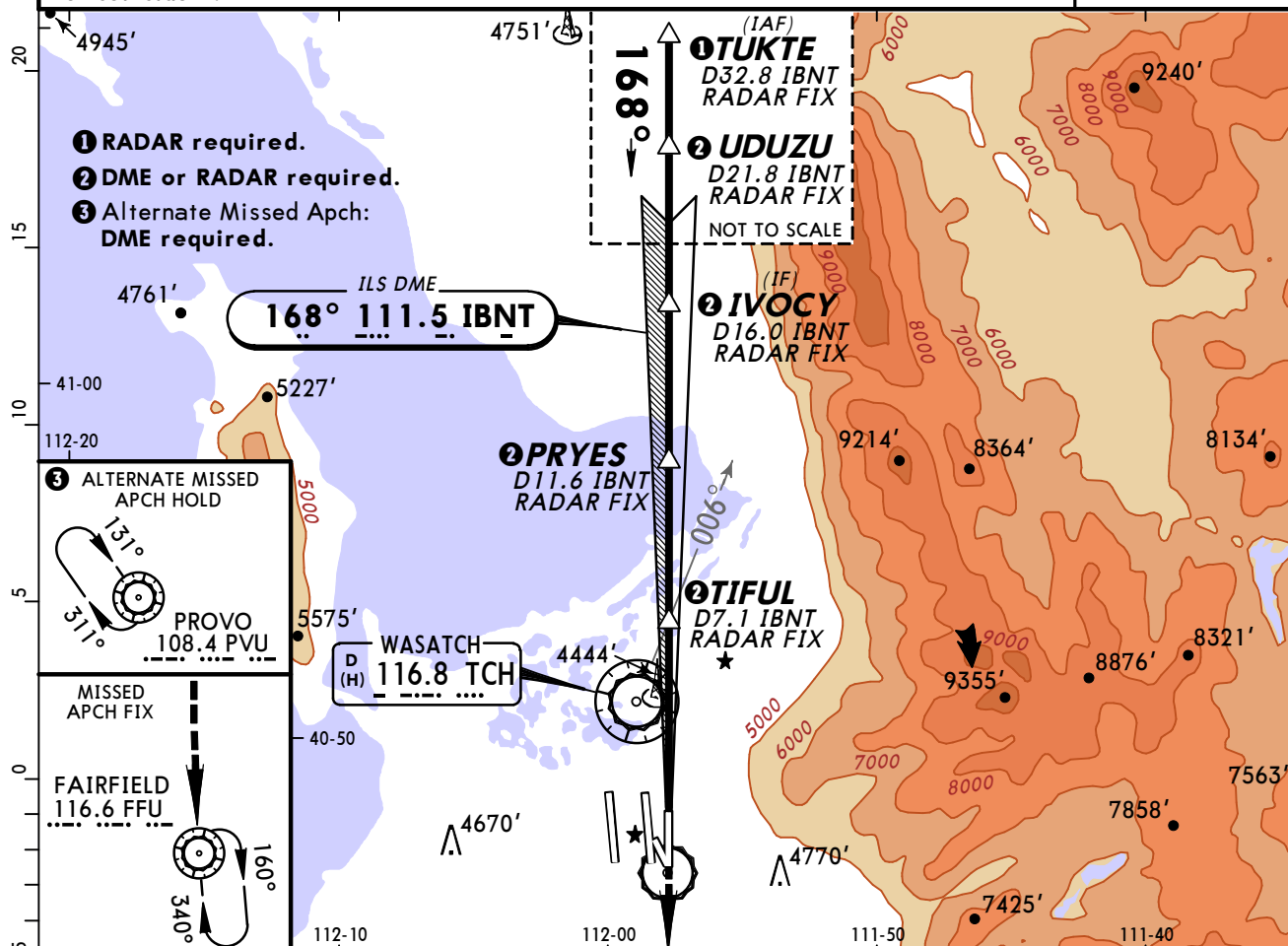
 MALSR PAPI	5800' 	10000'  LT	 FFU 116.6
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STRAIGHT-IN LANDING RWY 17				LOC (GS out)		
ILS DA(H) 4419' (200')				MDA(H) 4700' (481')		
FULL		TDZ or CL out	RAIL or ALS out	RAIL out		ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B				RVR 40 or 3/4	RVR 60 or 1 1/4	
C					RVR 50 or 1	
D					1 1/2	

BRIEFING STRIP

D-ATIS			SALT LAKE CITY Approach (R)		
124.75		125.62	124.3		
SALT LAKE CITY Tower Rwys 14/32, 17/35 Rwy 16L/34R Rwy 16R/34L			Ground Rwys 14/32, 17/35 Rwys 16L/34R, 16R/34L		
118.3		119.05	132.65		121.9
133.65					
LOC IBNT 111.5	Final Apch Crs 168°	GS TIFUL 6000' (1781')	CAT II ILS RA 99' DA(H)4319'(100')	Apt Elev 4227' TDZE 4219'	
MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' direct FFU VOR and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification required. 2. VGSI and ILS glidepath not coincident.					

MSA TCH VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5800'	10000'	D FFU 116.6
GS 3.00°	377	484	538	646	753	861		↑	LT	

STRAIGHT-IN LANDING RWY 17

CAT II ILS

RA 99'

DA(H) 4319'(100')

RVR 12

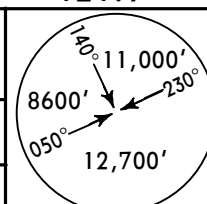
1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

BRIEFING STRIP™	D-ATIS			SALT LAKE CITY Approach (R)		
	124.75		125.62	124.3		
	SALT LAKE CITY Tower			Ground		
	Rwy 16R/34L 132.65	Rwy 16L/34R 119.05	Rwys 14/32, 17/35 118.3	Rwys 16L/34R, 16R/34L 133.65	Rwys 14/32, 17/35 121.9	
	LOC IUUH 111.9	Final Apch Crs 343°	GS FLAG 6100' (1874')	SA CAT I ILS RA 158' DA(H) 4376' (150')	ILS DA(H) 4426' (200')	Apt Elev 4227' TDZE 4226'

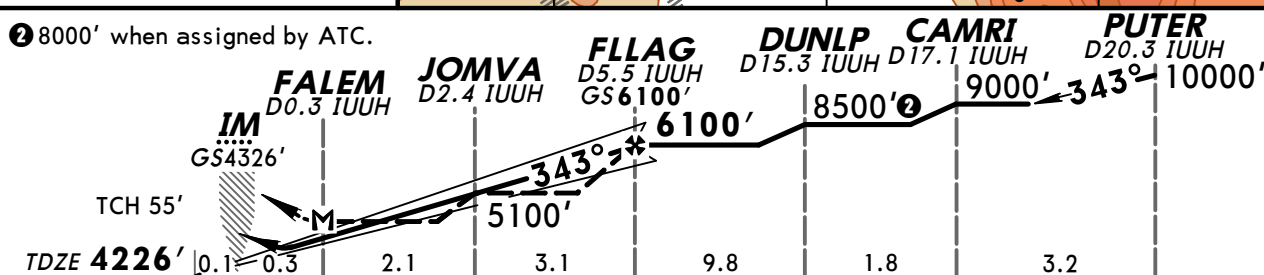
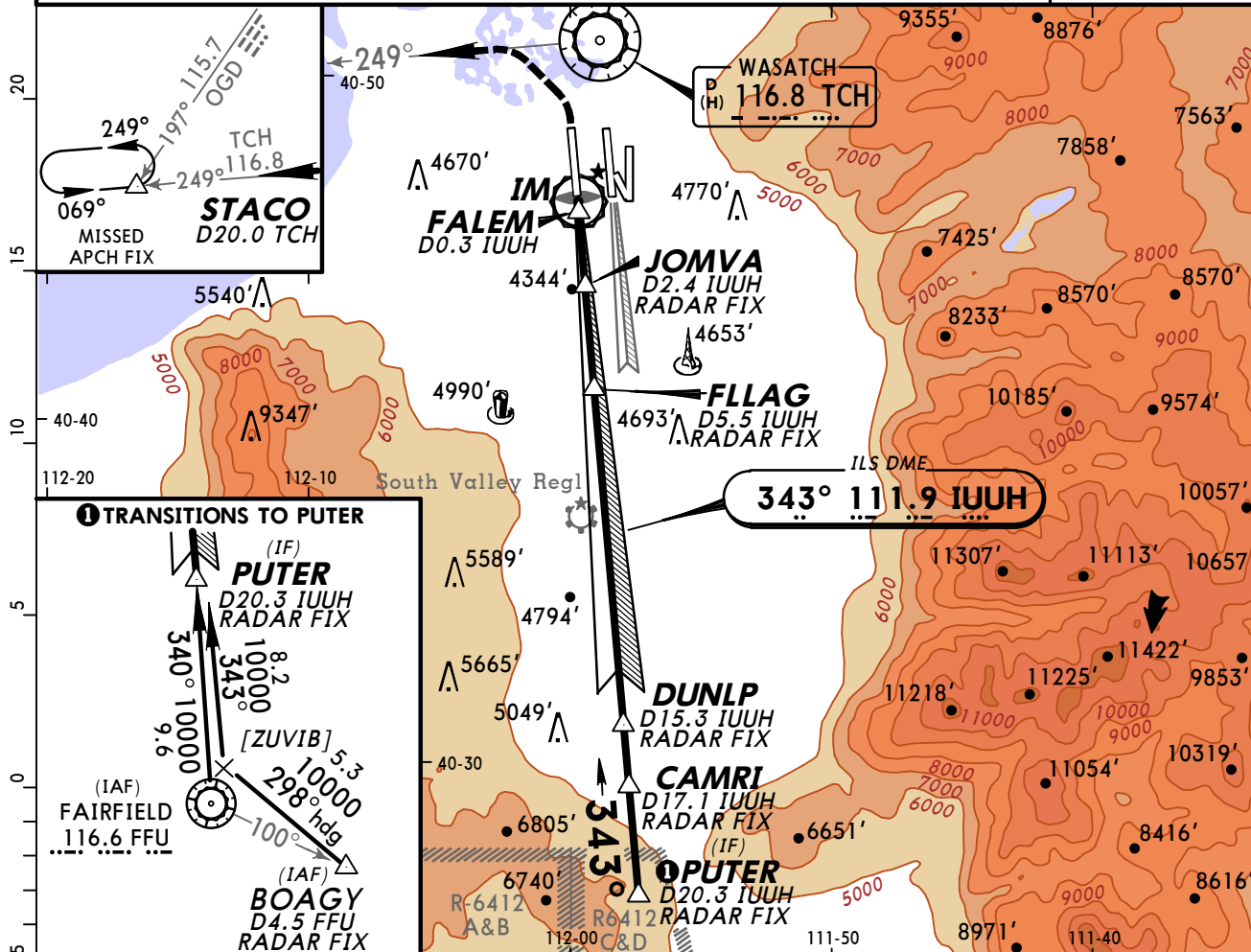
MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' outbound via TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification required for Special Auth CAT I ILS.
 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34R.
 4. VGSI and ILS glidepath not coincident.



MSA TCH VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		4800'	8100'	TCH
GS	3.00°	377	484	538	646	753	PAPI		↑	←	via 116.8
MAP at FALEM or FFLAG to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			LT	R-249

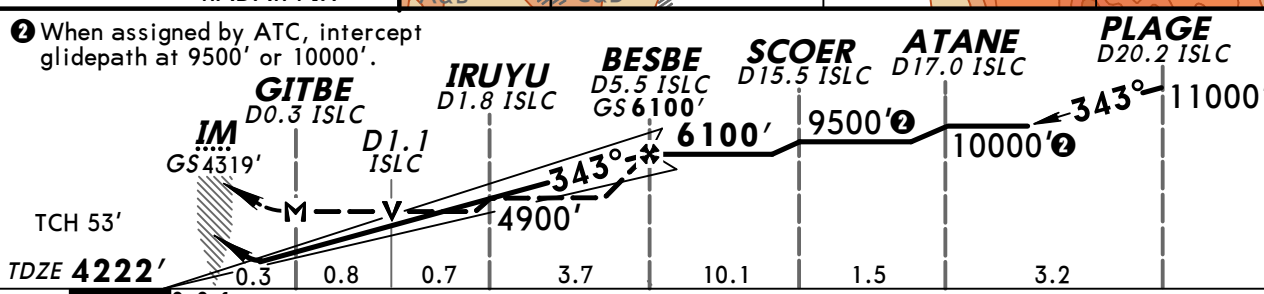
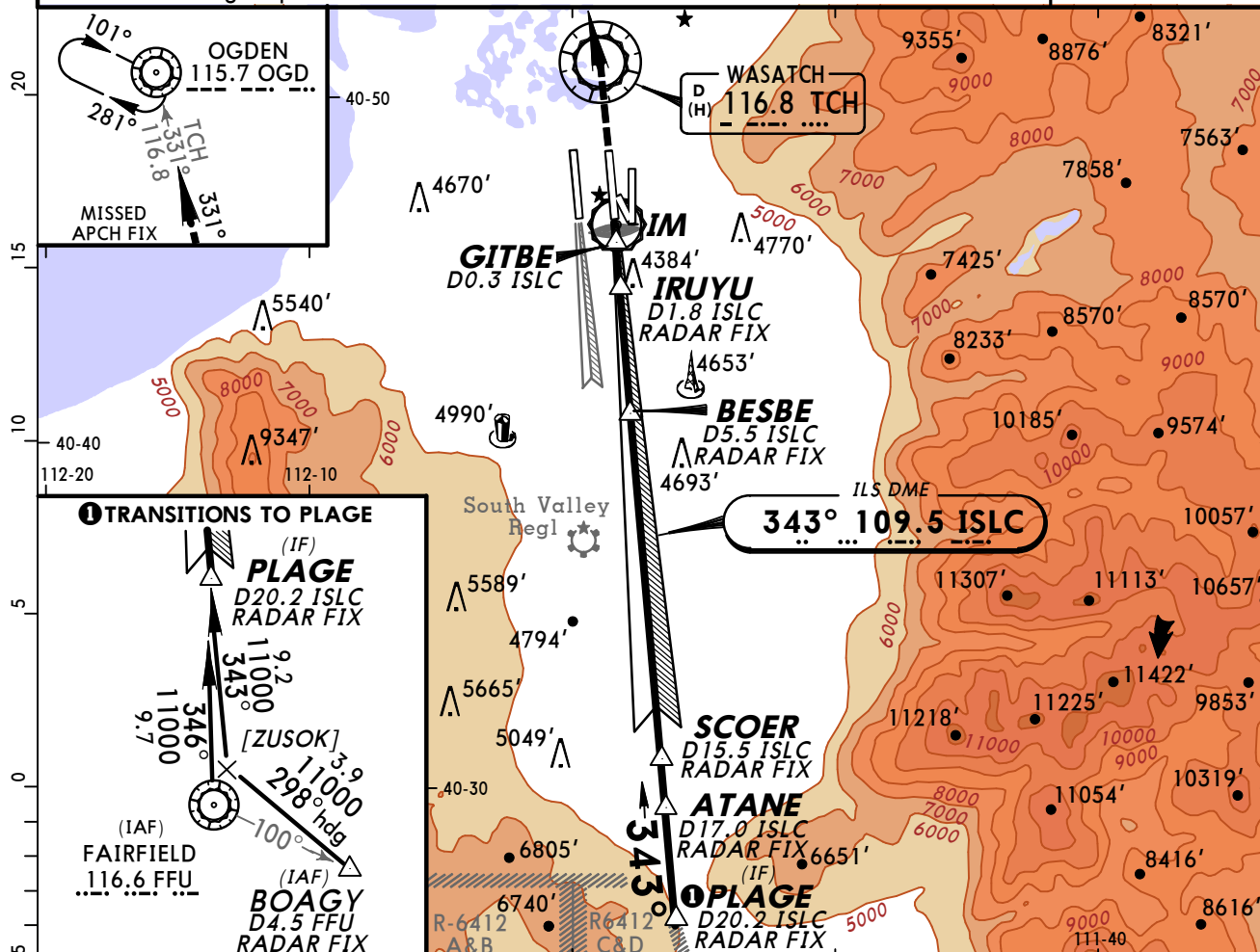
STRAIGHT-IN LANDING RWY 34L					
SA CAT I ILS RA 158' DA(H) 4376' (150')			ILS DA(H) 4426' (200')		LOC (GS out) MDA(H) 4600' (374')
FULL			TDZ or CL out		ALS out
A					
B					
C					
D					

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).

CHANGES: Procedure.

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D-ATIS		SALT LAKE CITY Approach (R)	
124.75	125.62	124.3	
Rwy 16L/34R 119.05	SALT LAKE CITY Tower Rwy 16R/34L 132.65	Rwys 16L/34R, 16R/34L 133.65	Rwys 14/32, 17/35 121.9
LOC ISLC 109.5	Final Apch Crs 343°	GS BESBE 6100' (1878')	SA CAT I ILS RA 151' DA(H) 4372' (150')
		ILS DA(H) 4422' (200')	Apt Elev 4227' TDZE 4222'
MISSED APCH: Climb to 9000' direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required for Special Auth CAT I ILS. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34L. 4. VGSI and ILS glidepath not coincident.			



0 0.1															
Gnd speed-Kts		70	90	100	120	140	160			ALSIF-II					
GS 3.00°		377	484	538	646	753	861			PAPI		9000'		TCH 116.8	
MAP at GITBE or															
BESBE to MAP 5.2		4:27	3:28	3:07	2:36	2:14	1:57								

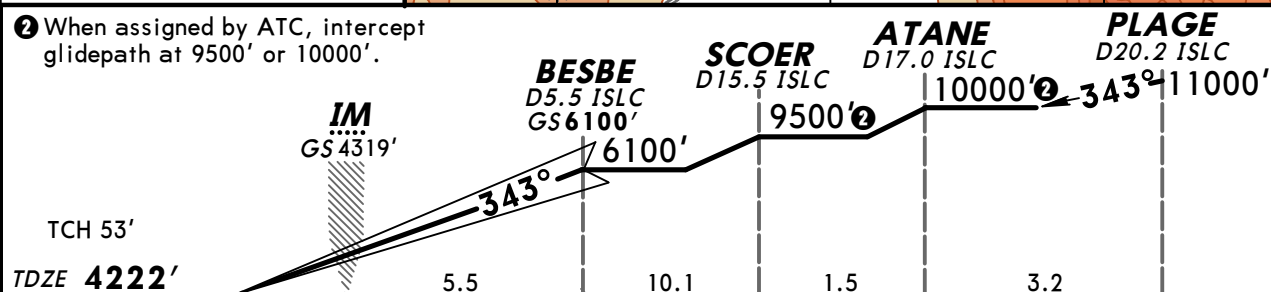
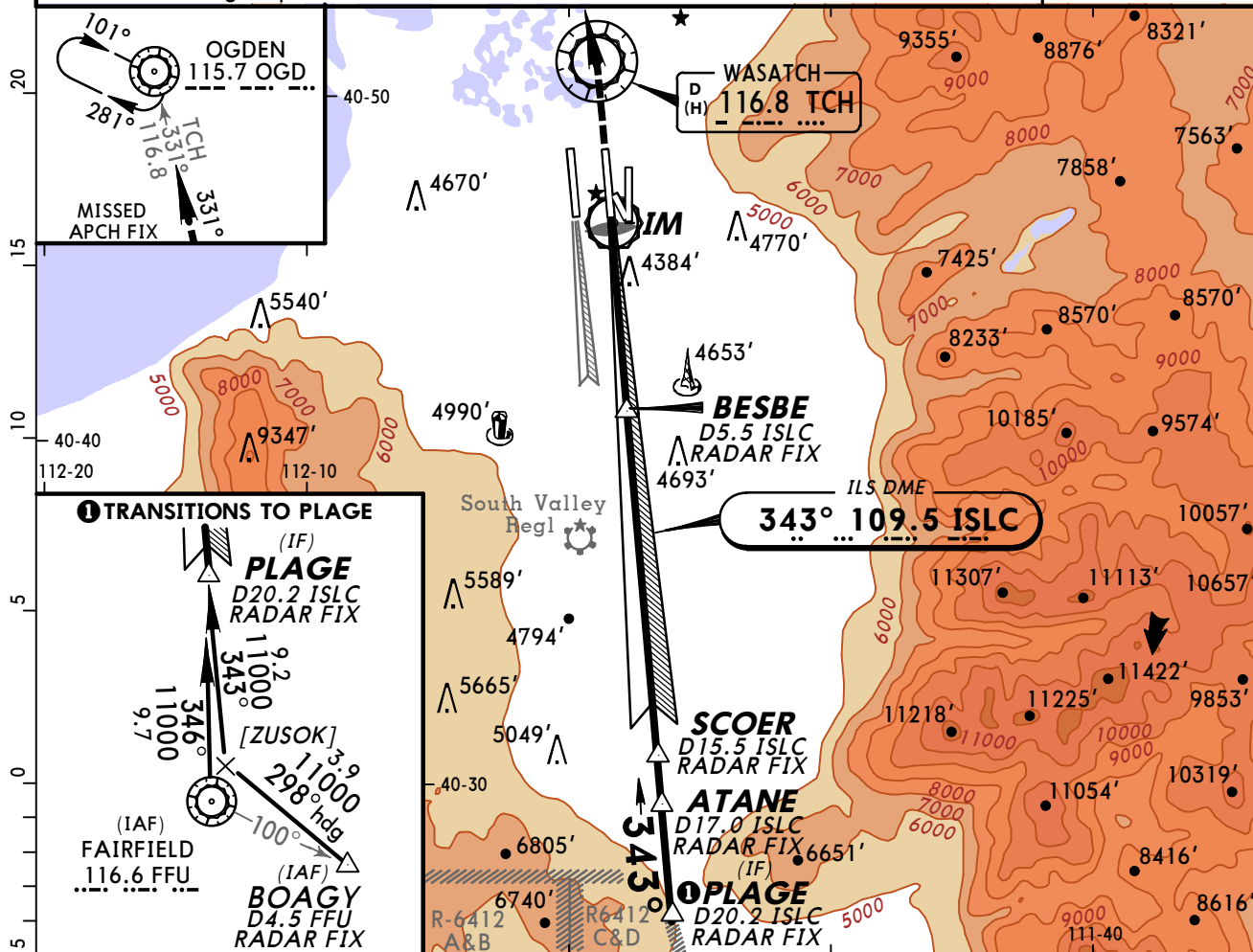
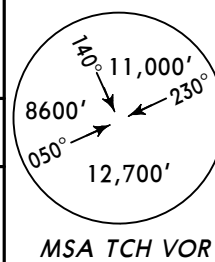
SA CAT I ILS				ILS		LOC (GS out)	
RA 151'				DA(H) 4422' (200')		MDA(H) 4700' (478')	
DA(H) 4372' (150')				FULL	TDZ or CL out	ALS out	ALS out
A							
B						RVR 24 or 1/2	RVR 50 or 1
C	RVR 14	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 40 or 3/4	RVR 60 or 1/4
D						RVR 50 or 1	1 1/2

① Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).

D-ATIS		SALT LAKE CITY Tower		SALT LAKE CITY Approach (R)	
124.75		125.62		124.3	
Rwy 16L/34R		Rwy 16R/34L		Rwys 16L/34R, 16R/34L	
119.05		132.65		133.65	
Rwys 14/32, 17/35		Rwys 14/32, 17/35		Ground	
118.3		121.9			
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA
ISLC	Apch Crs	BESBE	NA	Refer to	CAT II ILS
109.5	343°	6100'		Minimums	RA 100'
		(1878')			DA(H)
					4322' (100')
					Apt Elev
					4227'
					TDZE
					4222'

MISSED APCH: Climb to 9000' direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Special Aircrew & Acft Certification Required. **2. DME or Radar required.**
3. Simultaneous approach authorized with Rwy 34L.
4. VGSI and ILS glidepath not coincident.



When assigned by ATC, intercept glidepath at 9500' or 10000'.		BESBE D5.5 ISLC GS 6100'		SCOER D15.5 ISLC		ATANE D17.0 ISLC		PLAGE D20.2 ISLC	
TCH 53'		GS 4319'		9500'		10000'		343° 11000'	
TDZE 4222'		5.5		10.1		1.5		3.2	

STRAIGHT-IN LANDING RWY34R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100' DA(H) 4322' (100')
NA	RVR 3	RVR 7	I RVR 12

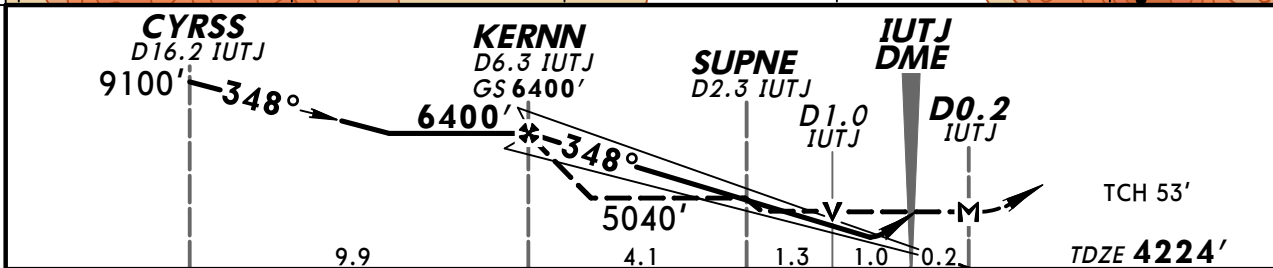
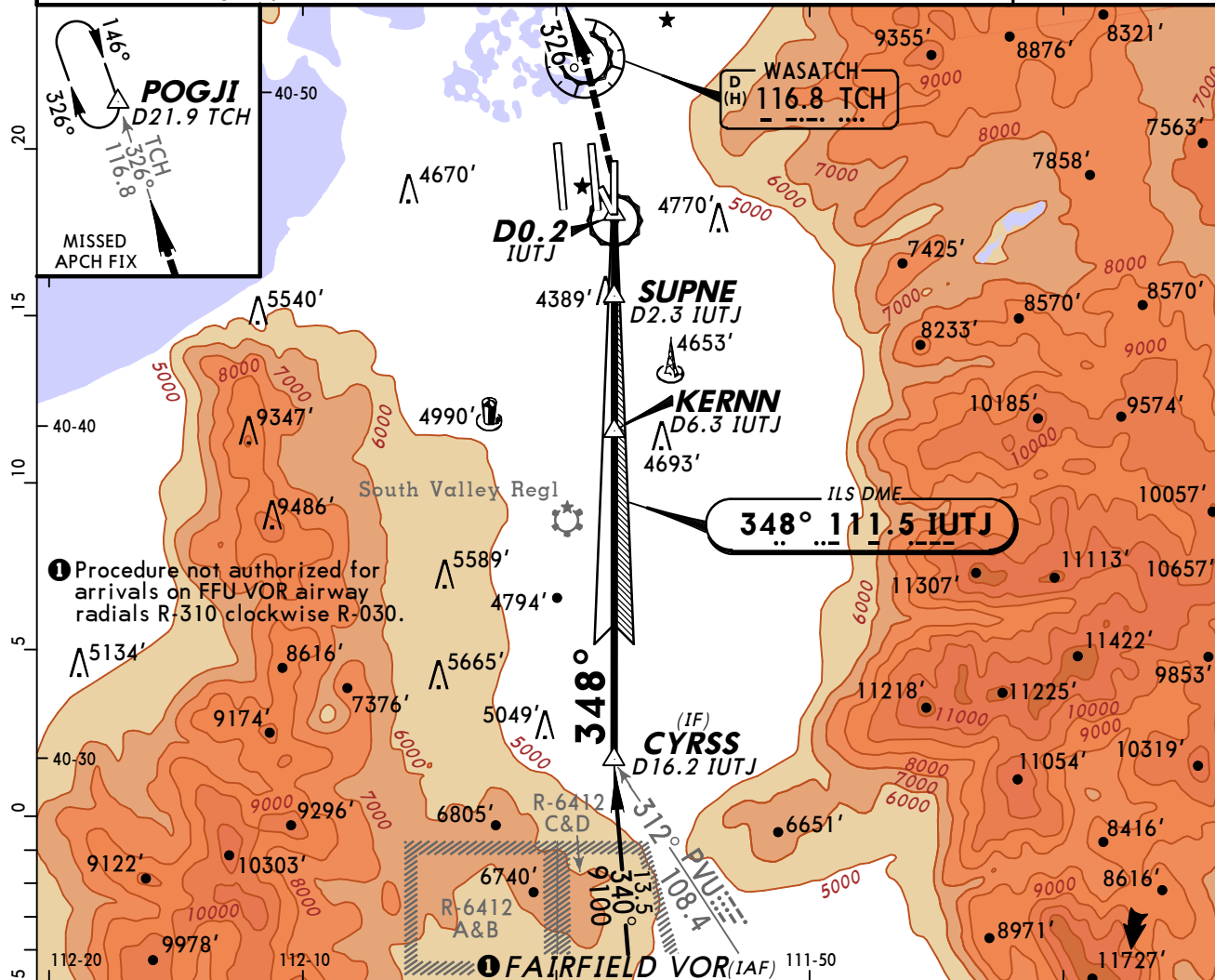
1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

CHANGES: Procedure.

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BRIEFING STRIP™

D-ATIS			SALT LAKE CITY Approach (R)		
124.75		125.62	124.3		
Rwys 14/32, 17/35		SALT LAKE CITY Tower Rwy 16L/34R	Rwys 14/32, 17/35		Ground Rwys 16L/34R, 16R/34L
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
118.3		119.05	132.65		121.9
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118.3		119.05	132.65		121.9
118.3					

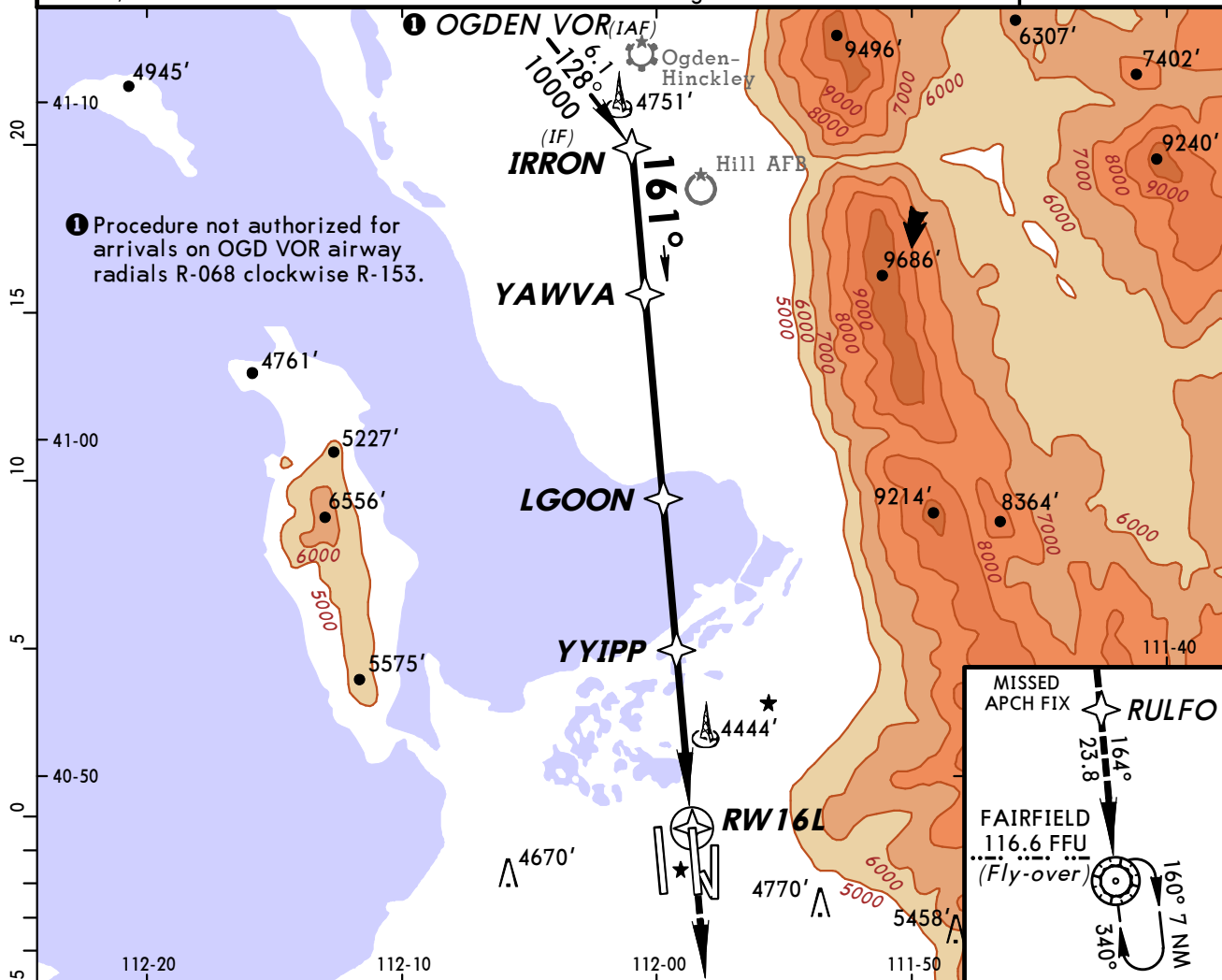


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4700'	9000'	D LT	TCH 116.8
Gs	3.00°	377	484	538	646	753		861			
MAP at D0.2 IUTJ											

STRAIGHT-IN LANDING RWY 35						LOC (GS out)		
ILS			DA(H) 4424' (200')			MDA(H) 4700' (476')		
FULL			TDZ or CL out			RAIL out		
RAIL or ALS out			RAIL out			ALS out		
A						RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						RVR 40 or 3/4	RVR 60 or 1/4	
C						RVR 50 or 1	1 1/2	
D								

BRIEFING STRIP™

D-ATIS			SALT LAKE CITY Approach (R)		
124.75		125.62		124.3	
SALT LAKE CITY Tower			Ground		
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35	
119.05	132.65	118.3	133.65	121.9	
RNAV	Final Apch Crs 161°	Minimum Alt YYIPP 6000' (1773')	LNAV MDA(H) 4760' (533')	Apt Elev 4227' TDZE 4227'	13,000' MSA RW16L
MISSED APCH: Climb to 10000' direct RULFO and on track 164° to FFU VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.					

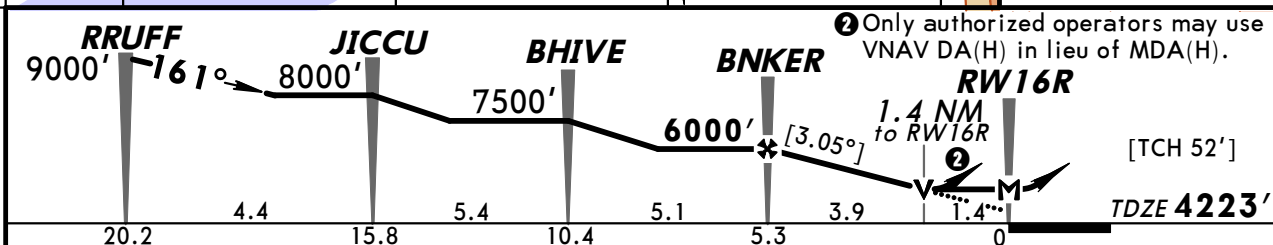
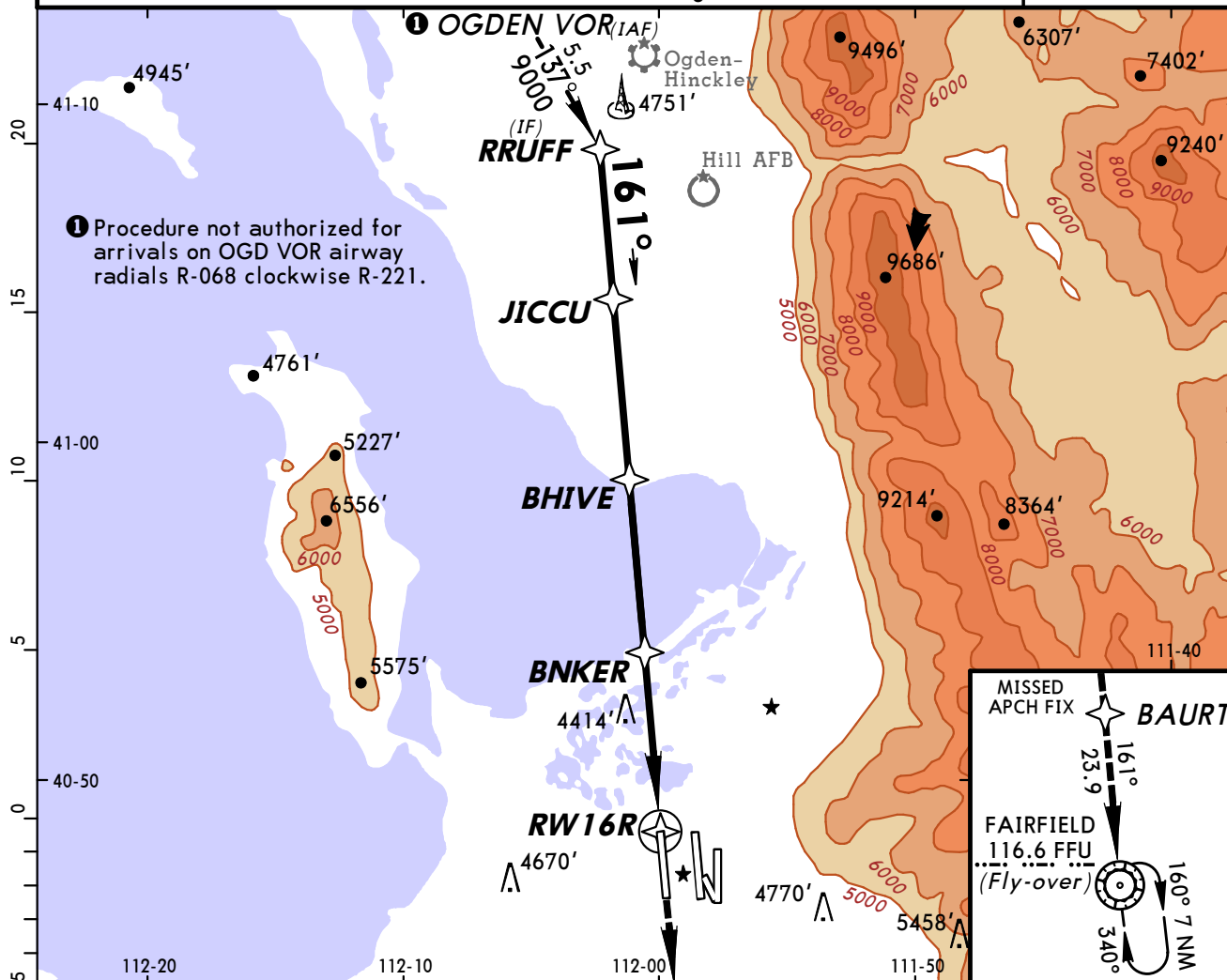


IRRON 10000'	YAWVA 9000'	LGOON 7500'	YYIPP 6000'	RW16L 1.5 NM to RW16L	RULFO
20.3	4.4	6.1	4.5	3.8	1.5
[TCH 55']					
TDZE 4227'					
Gnd speed-Kts	70	90	100	120	140
Descent angle [3.04°]	376	484	538	645	753
MAP at RW16L					

STRAIGHT-IN LANDING RWY 16L		ALS out	
LNAV		ALS out	
MDA(H) 4760' (533')		RVR	
A	RVR 24 or 1/2	RVR 50 or 1	
B	RVR 50 or 1	1 1/2	
C	RVR 60 or 1 1/4	1 3/4	

BRIEFING STRIP™

D-ATIS			SALT LAKE CITY Approach (R)		
124.75		125.62	124.3		
SALT LAKE CITY Tower			Ground		
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35	
132.65	119.05	118.3	133.65	121.9	
RNAV	Final Aptch Crs 161°	Minimum Alt BNKER 6000' (1777')	LNAV MDA(H) 4740' (517')	Apt Elev 4227' TDZE 4223'	12,700' MSA RW16R
MISSED APCH: Climb to 10000' direct BAURT and on track 161° to FFU VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.					



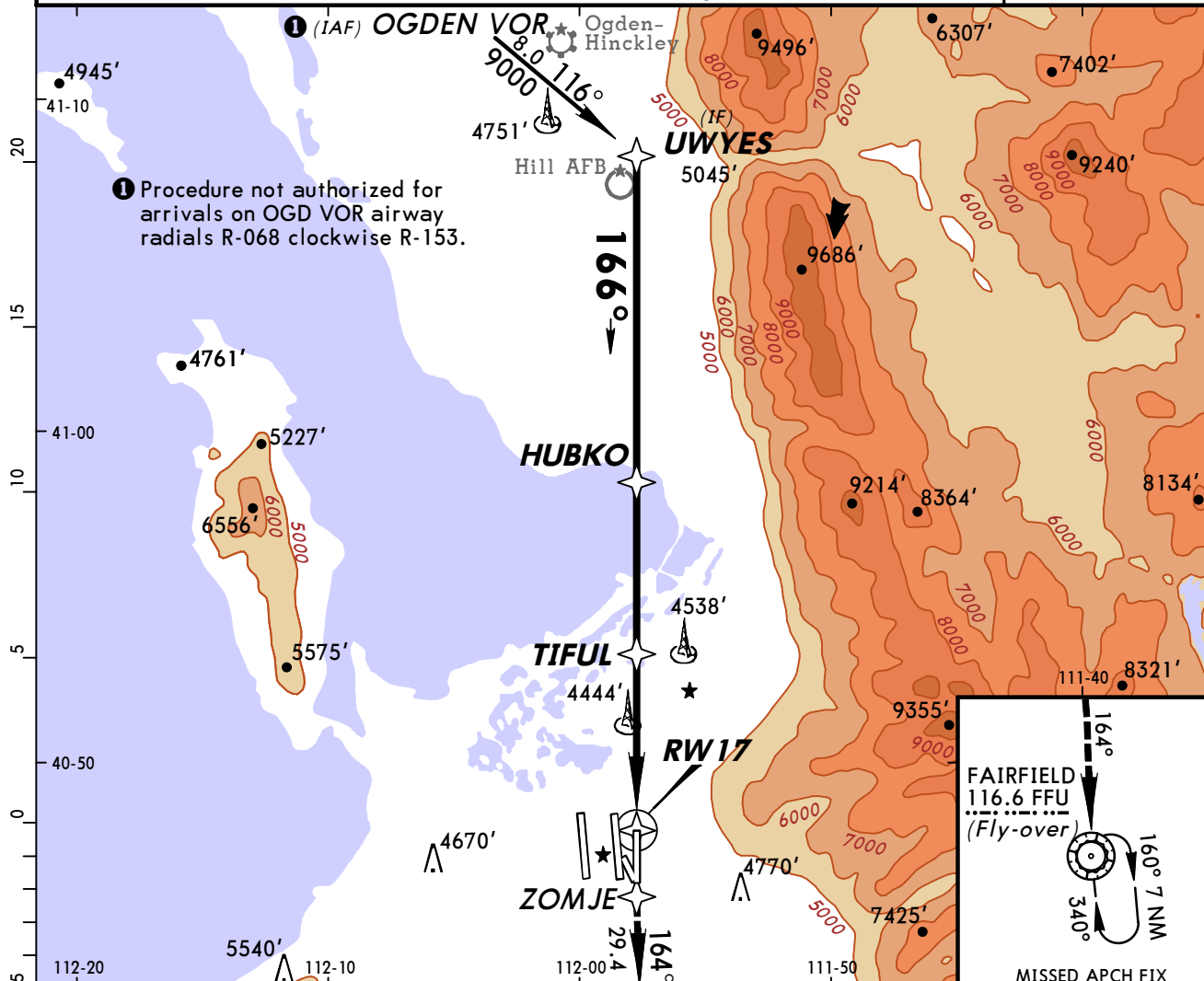
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	10000'	D→	BAURT
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW16R										

STRAIGHT-IN LANDING RWY 16R
LNAV
MDA(H) 4740' (517')

ALS out	
A	RVR 24 or 1/2
B	RVR 50 or 1
C	RVR 50 or 1
D	RVR 60 or 1/4

BRIEFING STRIP™

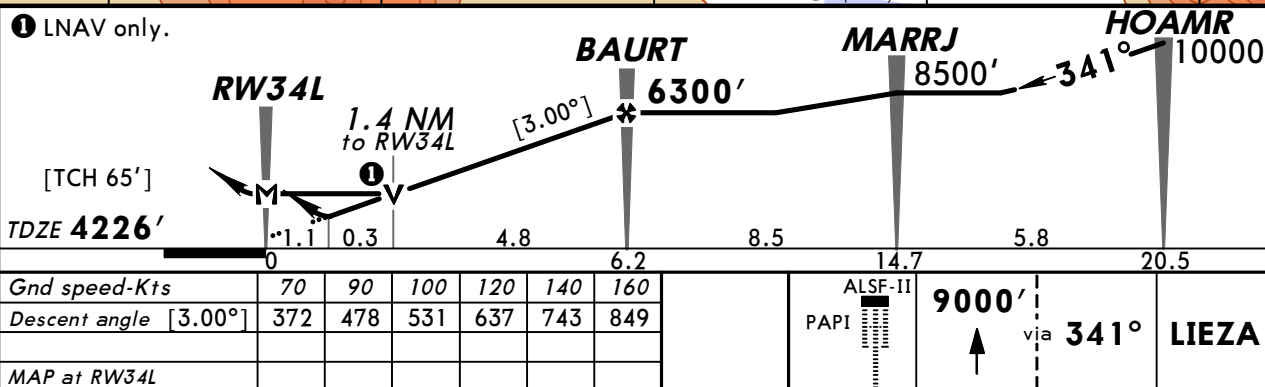
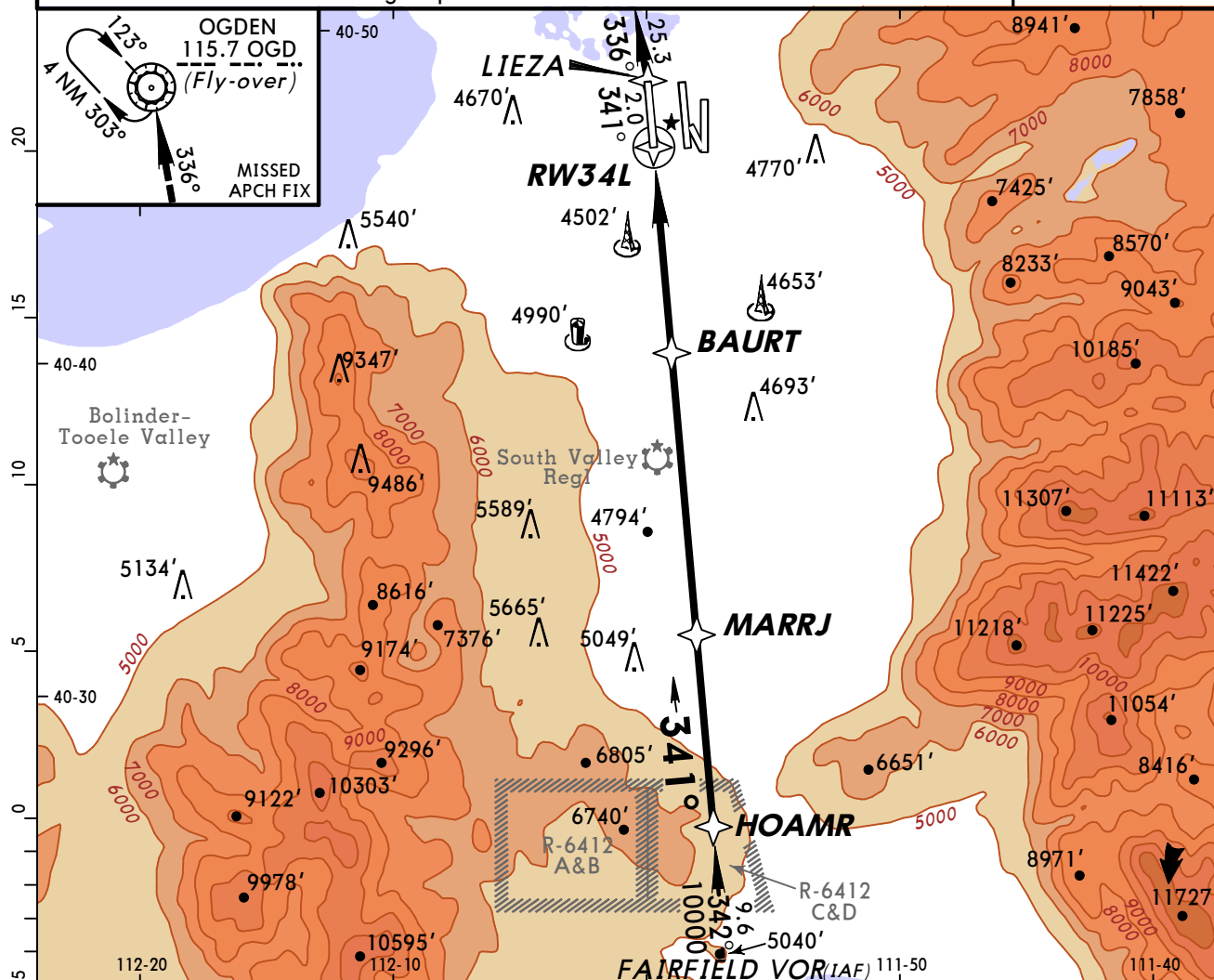
D-ATIS			SALT LAKE CITY Approach (R)		
124.75		125.62	124.3		
SALT LAKE CITY Tower			Ground		
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	
118.3	119.05	132.65	121.9	133.65	
RNAV	Final Apch Crs 166°	Minimum Alt TIFUL 6000' (1781')	LNAV MDA(H) 4800' (581')	Apt Elev 4227' TDZE 4219'	13,000' MSA RW17
MISSED APCH: Climb to 10000' direct ZOMJE and on track 164° to FFU VOR and hold.					
Alt Set: INCHES			Trans level: FL 180		
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.			Trans alt: 18000'		



UWYES		HUBKO		TIFUL		RW17		② Only authorized operators may use RNAV DA(H) in lieu of MDA(H).	
9000'	166°	7500'		6000'	[3.05°]	1.6 NM to RW17		[TCH 55']	
20.3	9.8	10.5	5.2	5.3	3.7	1.6	0	TDZE 4219'	
Gnd speed-Kts	70	90	100	120	140	160	MALSR		
Descent angle [3.05°]	378	486	540	648	755	863	PAPI		
MAP at RW17							10000'		
							ZOMJE		

STRAIGHT-IN LANDING RWY 17		
LNAV		
MDA(H) 4800' (581')		
	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1
B	RVR 40 or 3/4	
C	RVR 50 or 1	1 1/2
D	RVR 60 or 1 1/4	1 3/4

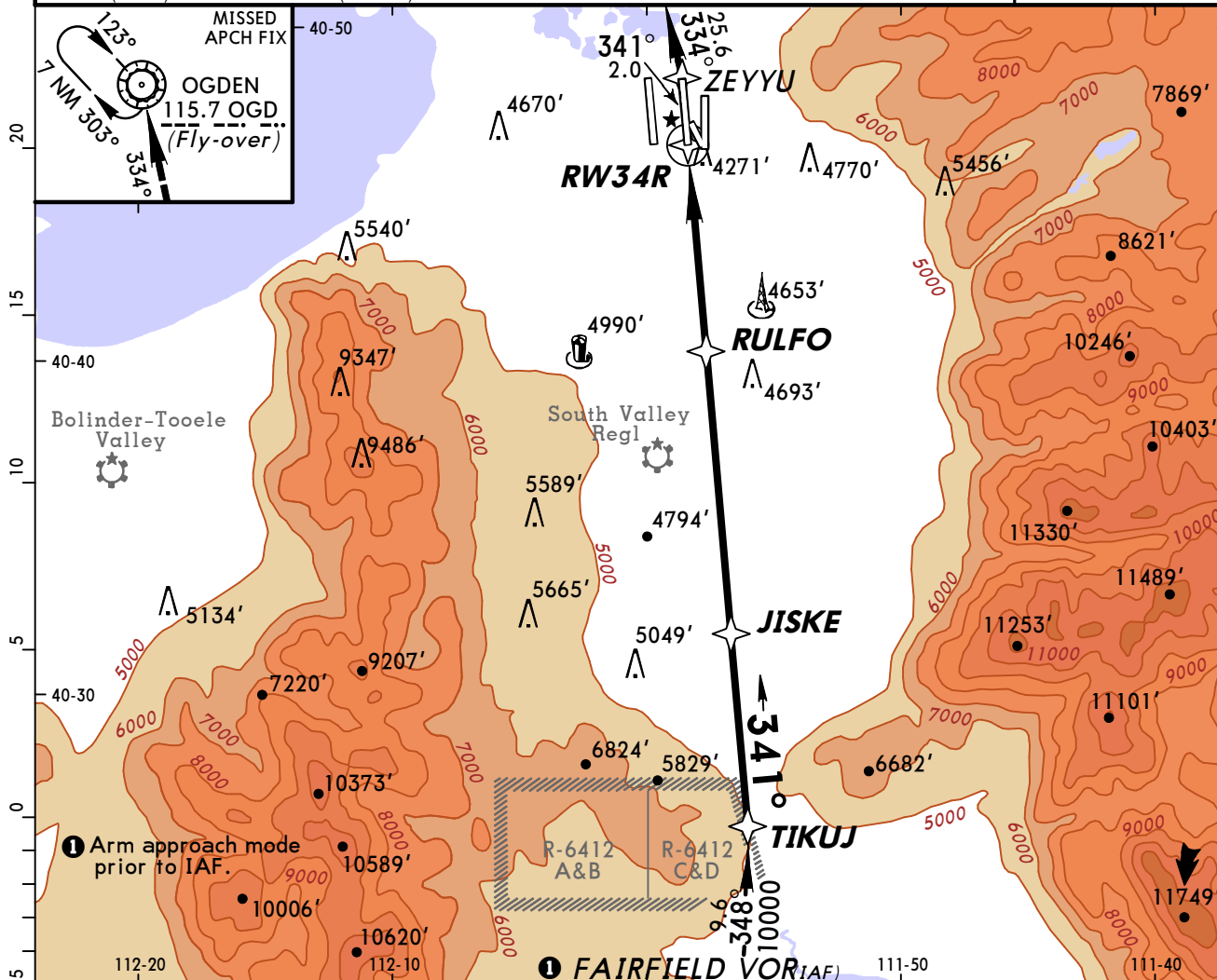
BRIEFING STRIP™	D-ATIS		SALT LAKE CITY Approach (R)		
	124.75		125.62		124.3
	SALT LAKE CITY Tower		Ground		
	Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
	132.65	119.05	118.3	133.65	121.9
	RNAV	Final Apch Crs 341°	Minimum Alt BAURT 6300' (2074')	LNAV/VNAV DA(H) 4640' (414')	Apt Elev 4227' TDZE 4226'
MISSED APCH: Climb to 9000' via 341° course to LIEZA then via 336° course to OGD VOR and hold.					14,000' MSA RW34L
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Baro-VNAV not authorized below -23°C (-9°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.					



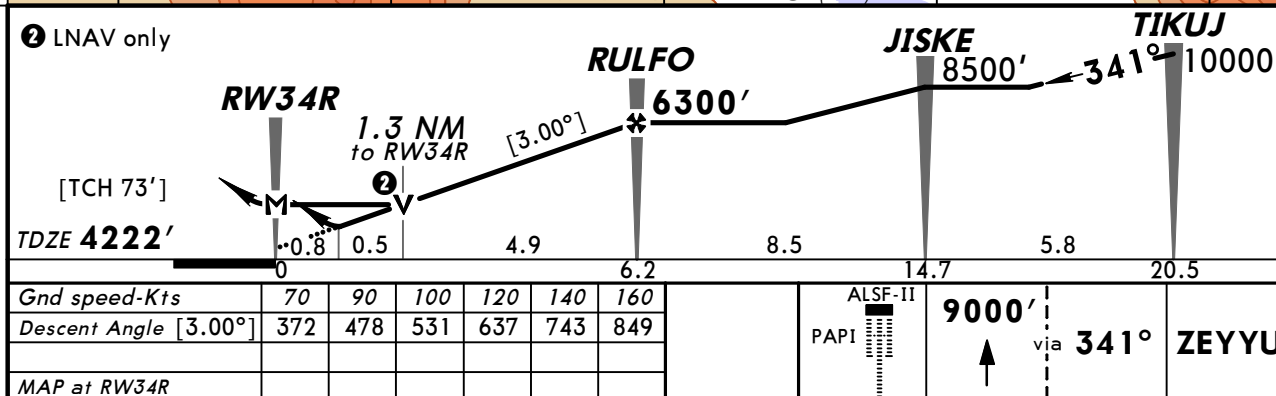
STRAIGHT-IN LANDING RWY 34L					CIRCLE-TO-LAND	
LNAV/VNAV			LNAV		NA	
DA(H) 4640' (414')			MDA(H) 4720' (494')			
ALS out			ALS out			
A	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1	A	
B					B	
C			RVR 40 or ¾	RVR 60 or 1¼	C	
D			RVR 50 or 1	1½	D	

BRIEFING STRIP™

D-ATIS			SALT LAKE CITY Approach (R)		
124.75		125.62	124.3		
SALT LAKE CITY Tower			Ground		
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35	
119.05	132.65	118.3	133.65	121.9	
RNAV	Final Apch Crs	Minimum Alt RULFO	LNAV MDA(H)	Apt Elev 4227'	13,000' MSA RW34R
	341°	6300' (2078')	4700' (478')	TDZE 4222'	
MISSED APCH: Climb to 9000' via 341° course to ZEYYU then via 334° course to OGD VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 40°C (105°F). 2. DME/DME RNP-0.30 not authorized.					



2 RNAV only



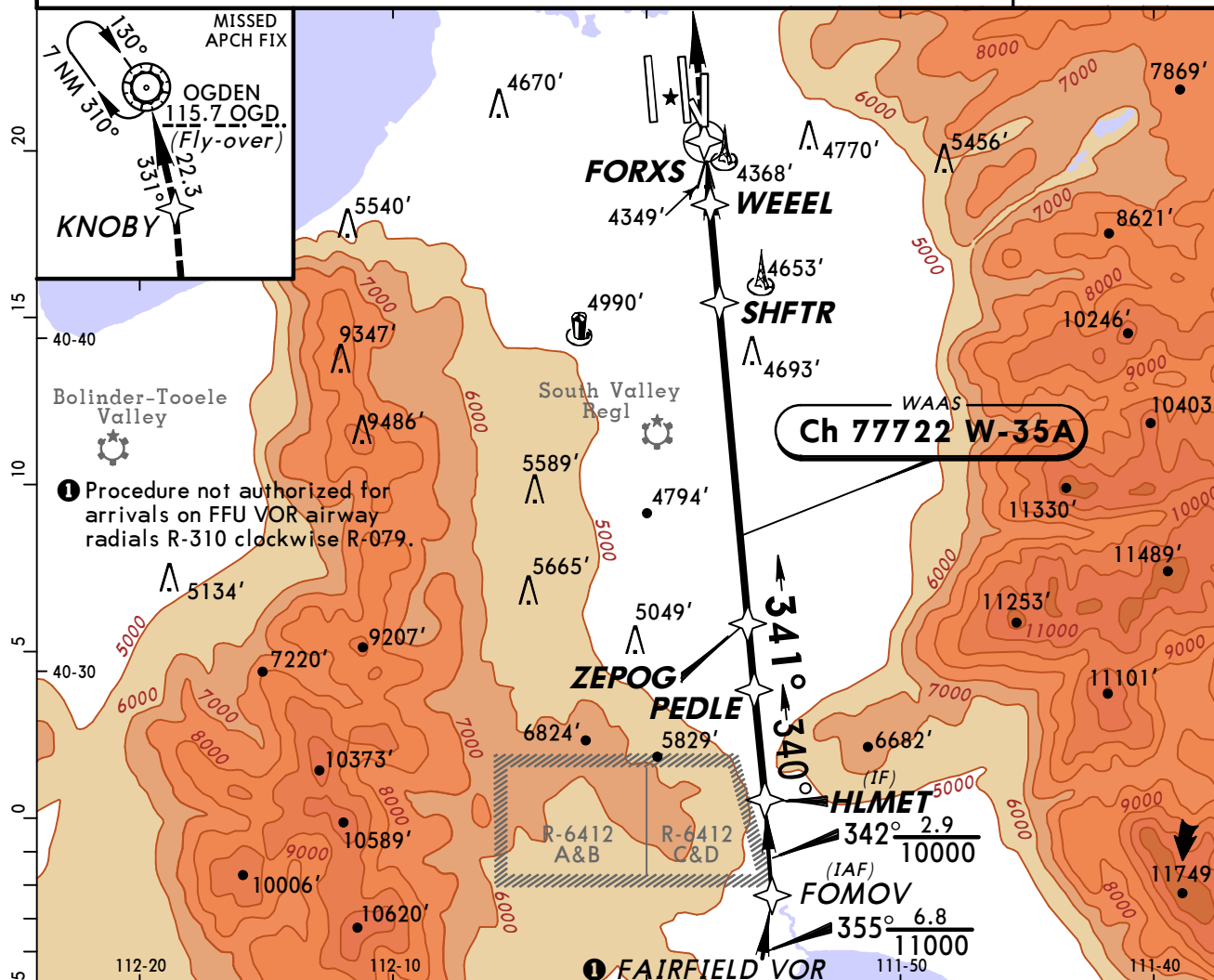
STRAIGHT-IN LANDING RWY 34R

CIRCLE-TO-LAND

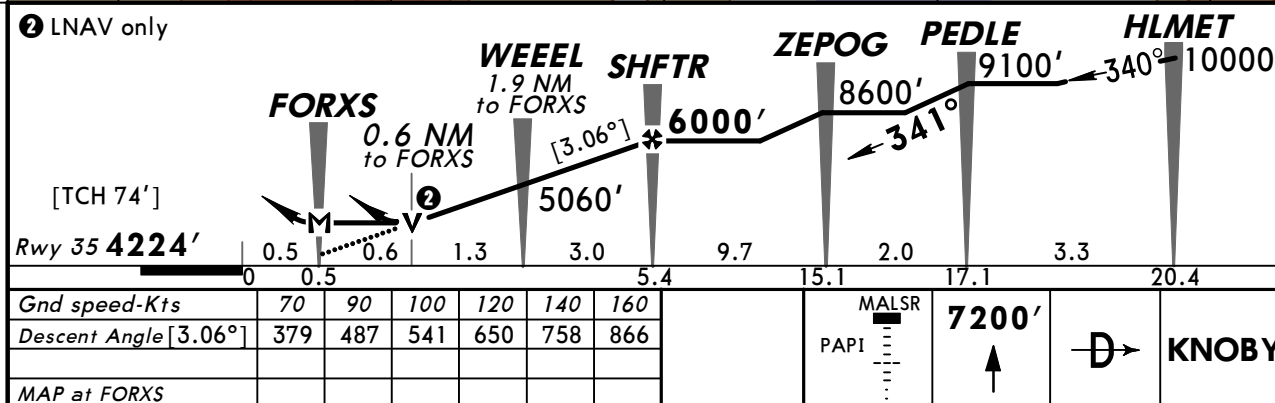
RNAV/VNAV		RNAV				
DA(H) 4734' (512')		MDA(H) 4700' (478')				
		ALS out				
A	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1	A	NA
B					B	
C			RVR 40 or ¾	RVR 60 or 1¼	C	
D			RVR 50 or 1	1½	D	

BRIEFING STRIP™

D-ATIS			SALT LAKE CITY Approach (R)		
124.75		125.62		124.3	
SALT LAKE CITY Tower			Ground		
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	
118.3	119.05	132.65	121.9	133.65	
WAAS Ch 77722 W-35A	Final Apch Crs 341°	Minimum Alt SHFTR 6000' (1776')	LP MDA(H) 4660' (436')	Apt Elev 4227' Rwy 35 4224'	13,000'
MISSED APCH: Climb to 7200' direct KNOBY and on track 331° to OGD VOR and hold.					
Alt Set: INCHES					
Trans level: FL 180					
Trans alt: 18000'					
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.					
MSA FORXS					



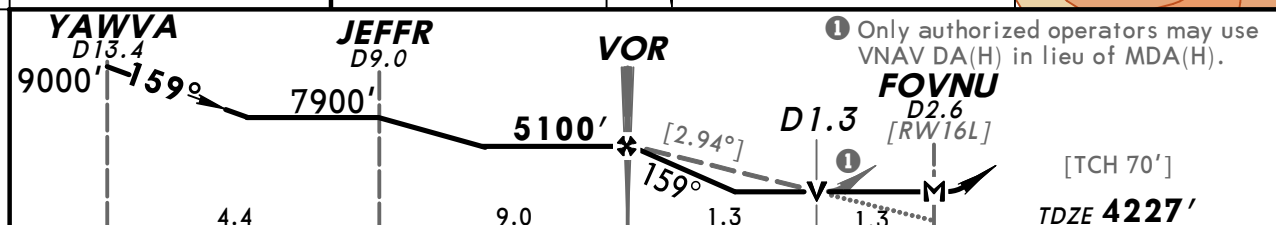
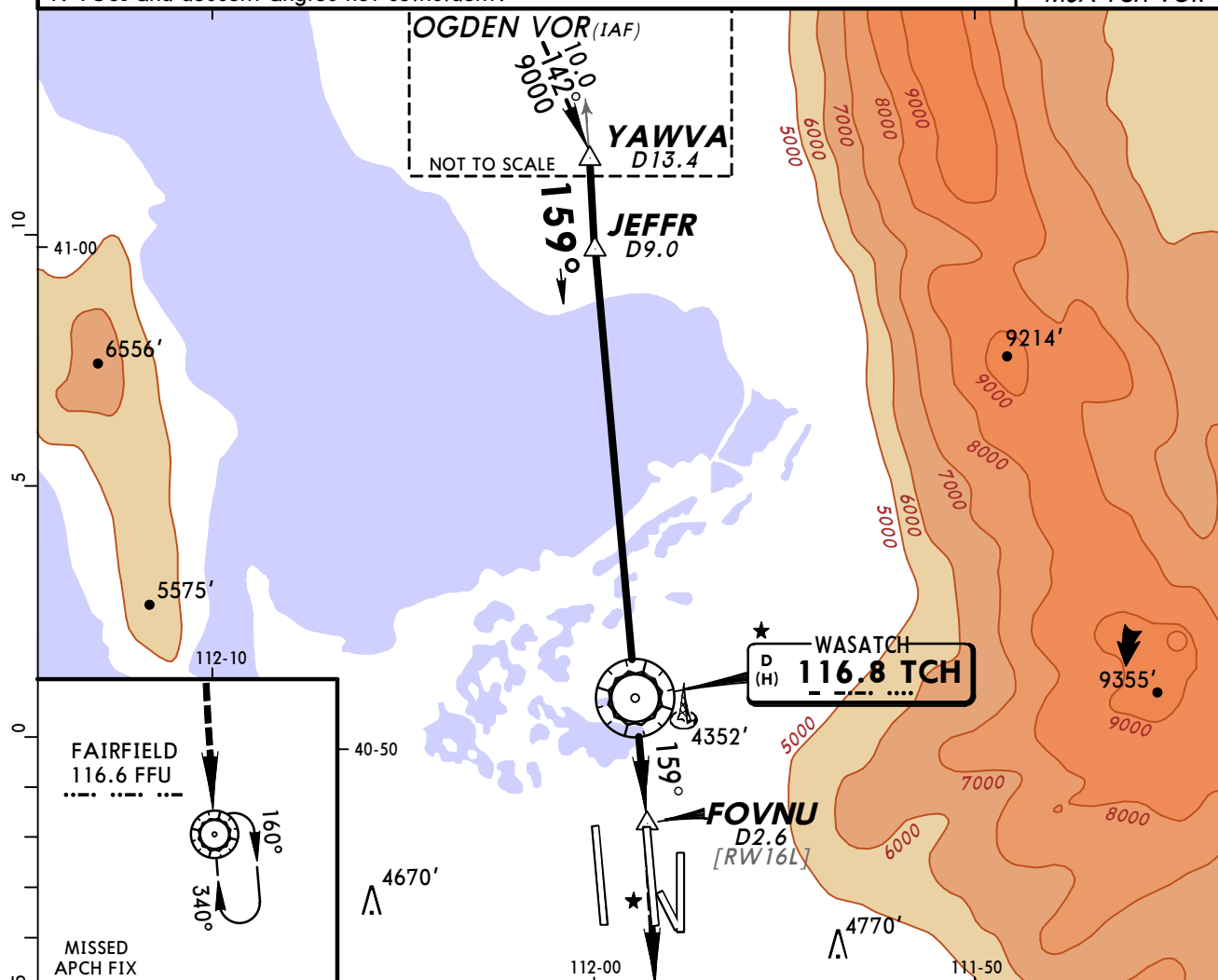
② LNAV only



STRAIGHT-IN LANDING RWY 35							CIRCLE-TO-LAND	
LP <i>MDA(H)</i> 4660' (436')				LNAV <i>MDA(H)</i> 4680' (456')			NA	
RAIL out		ALS out	RAIL out		ALS out			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1		
B							B	
C	RVR 40 or 3/4	RVR 50 or 1	1 1/4	RVR 45 or 7/8	RVR 55 or 1	1 3/8	C	
D							D	

CHANGES: Missed approach dist. KNOBY to OGD.

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<i>Gnd speed-Kts</i>	70	90	100	120	140	160			FFU 116.6
<i>Descent angle [2.94°]</i>	364	468	520	624	728	832			
<i>MAP at FOVNU</i>									

STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND		
MDA(H) 4720' (493')					
ALS out					
A	RVR 24 or 1/2	RVR 50 or 1	A	NA	
B			B		
C	RVR 40 or 3/4	RVR 60 or 1 1/4	C		
D	RVR 50 or 1	1 1/2	D		

BRIEFING STRIP™

D-ATIS			SALT LAKE CITY Approach (R)		
124.75		125.62	124.3		
SALT LAKE CITY Tower			Ground		
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	
118.3	119.05	132.65	121.9	133.65	
VOR TCH 116.8	Final Apch Crs 148°	Minimum Alt VOR 5300' (1081')	MDA(H) 4800' (581')	Apt Elev 4227' TDZE 4219'	
MISSED APCH: Climb to 10000' direct FFU VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGSI and descent angles not coincident.					

140°

11,000'

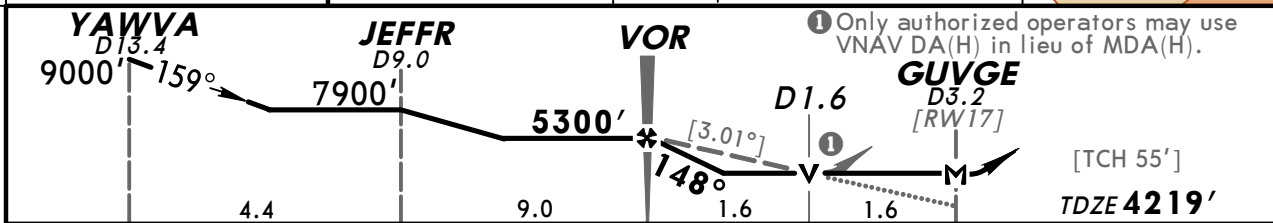
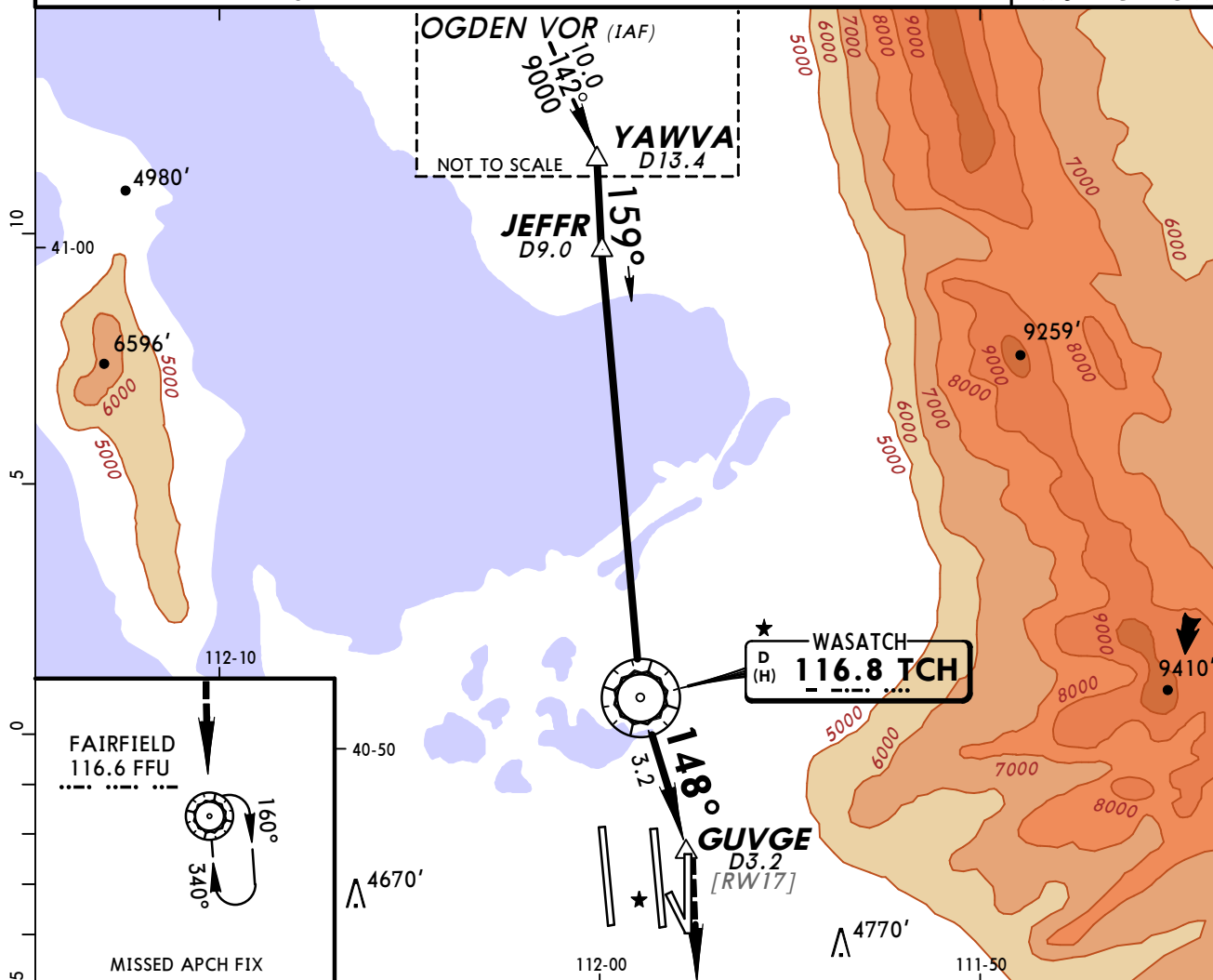
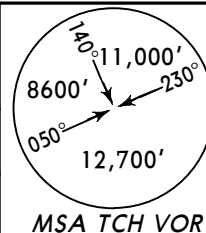
230°

8600'

050°

12,700'

MSA TCH VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	10000'	D	FFU 116.6
Descent angle [3.01°]	373	479	532	639	745	852				
MAP at GUVGE										

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
MDA(H) 4800' (581')							
		RAIL out		ALS out			
A	RVR 50 or 1			A	NA		
B				B			
C				C			
D				D			

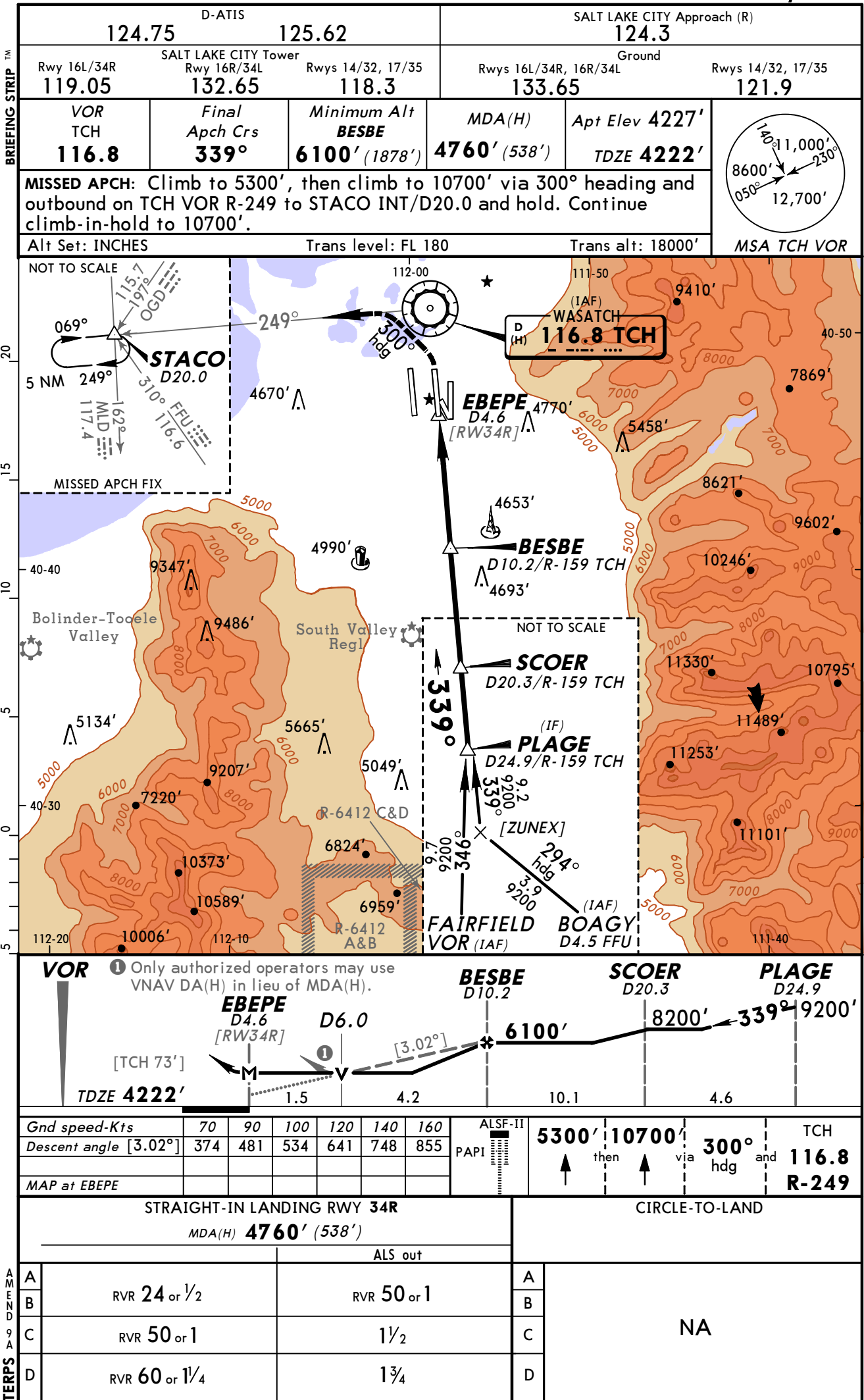


Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.				
ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
	HEBER, UT (HEBER CITY MUN-MCDONALD - 36U)			
	BRYCE CANYON, UT (BRYCE CANYON - KBCE)			
	BRIGHAM CITY, UT (BRIGHAM CITY - KBMC)			
	CEDAR CITY, UT (CEDAR CITY REGL - KCDC)			
	MOAB, UT (CANYONLANDS - KCNY)			
	DUGWAY PROVING GROUND, UT (MICHAEL AAF - KDPG)			
	WENDOVER, UT (WENDOVER - KENV)			
	OGDEN, UT (HILL AFB - KHIF)			
	ST GEORGE, UT (ST GEORGE MUNI - KSGU)			
	LOGAN, UT (LOGAN-CACHE - KLGU)			
	OGDEN, UT (OGDEN-HINCKLEY - KOGD)			
	PRICE, UT (CARBON CO REGL/DAVIS - KPUC)			
	PROVO, UT (PROVO MUN - KPVU)			
	RICHFIELD, UT (RICHFIELD MUN - KRIF)			
	ROOSEVELT, UT (ROOSEVELT MUN - 74V)			
	SALT LAKE CITY, UT (SALT LAKE CITY INTL - KSLC)			

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport 36U

No Chart Change Notices for Airport 74V

No Chart Change Notices for Airport KBCE

No Chart Change Notices for Airport KBMC

No Chart Change Notices for Airport KCDC

No Chart Change Notices for Airport KCNY

No Chart Change Notices for Airport KDPG

No Chart Change Notices for Airport KENV

No Chart Change Notices for Airport KHIF

No Chart Change Notices for Airport KLGU

No Chart Change Notices for Airport KOGD

No Chart Change Notices for Airport KPUC

No Chart Change Notices for Airport KPVU

No Chart Change Notices for Airport KRIF

No Chart Change Notices for Airport KSGU

No Chart Change Notices for Airport KSLC