(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For KSLC
Terminal Charts For KSLC
Revision Letter For Cycle 01-2015
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

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: 11.7°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: 1452 Z
Sunset: 0015 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: 12002 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: 9597 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4219 ft
Lighting: Edge, ALS, Centerline, TDZ

(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

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: 12002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4222 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35
Length x Width: 9597 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 123.775
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 Approach Control 118.85
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

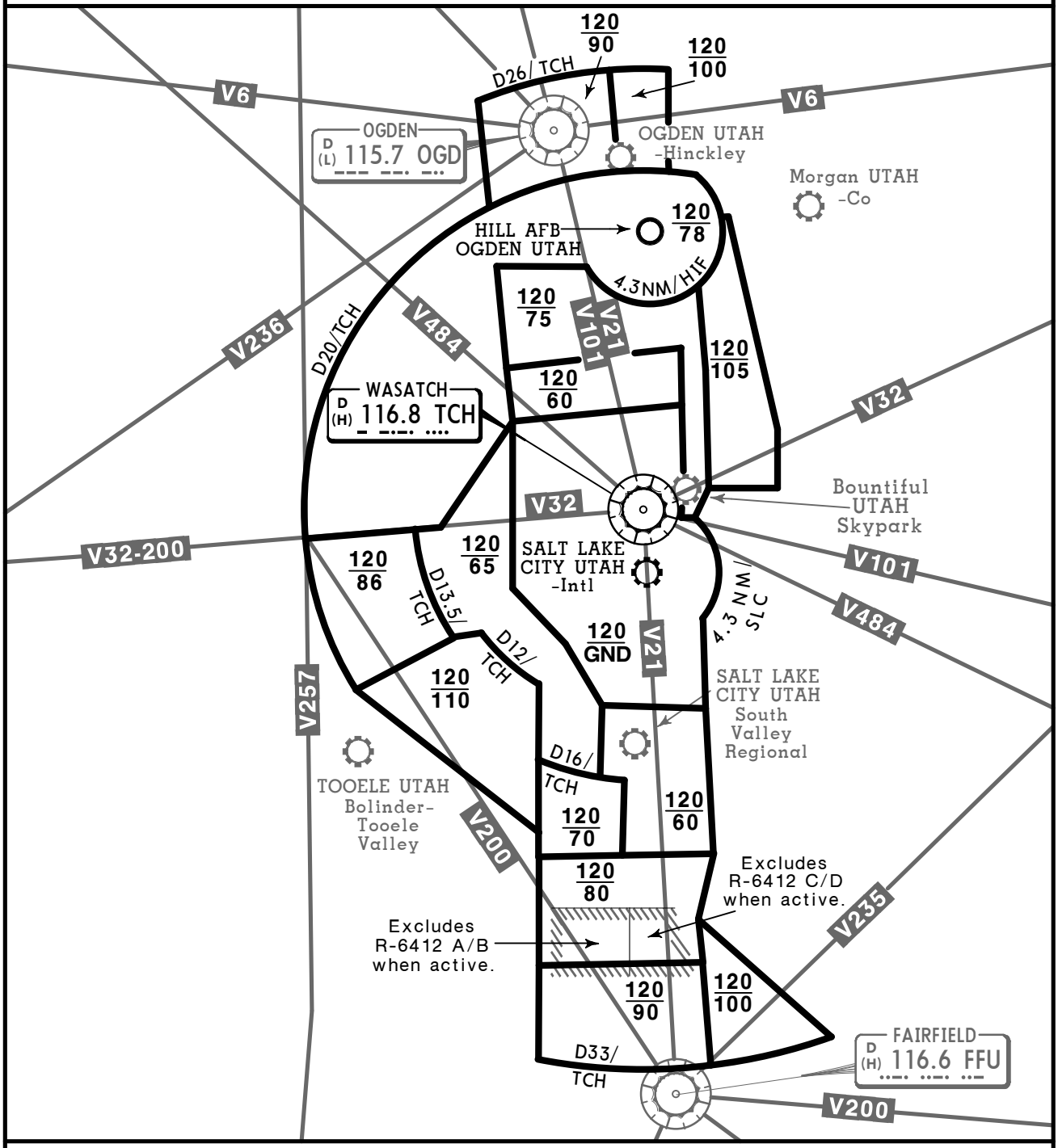
(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

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-

a. 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.

b. 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.

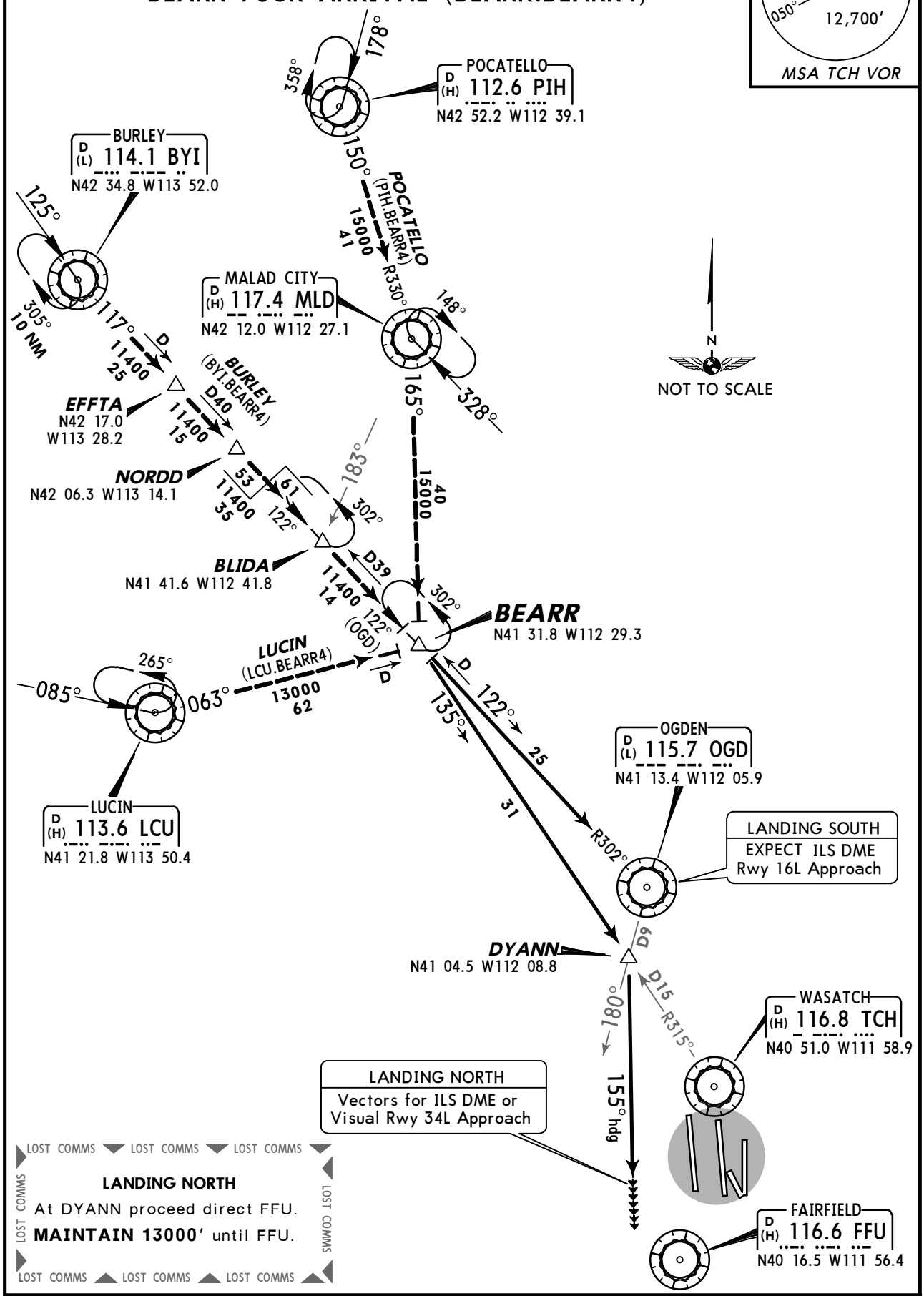
c. Aircraft desiring to transit Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

CHANGES: Reissue.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	4227'	Alt set: INCHES Trans level: FL180 Trans alt: 18000' DME required.

BEARR FOUR ARRIVAL (BEARR.BEARR4)



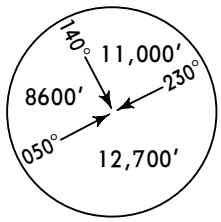
ROUTING

LANDING NORTH	From BEARR via TCH R-315 to DYANN. After DYANN fly heading 155° for vectors ILS DME or VISUAL Rwy 34L approach.
LANDING SOUTH	From BEARR via OGD R-302 to OGD. EXPECT ILS DME Rwy 16L approach.

CHANGES: ATIS frequency.

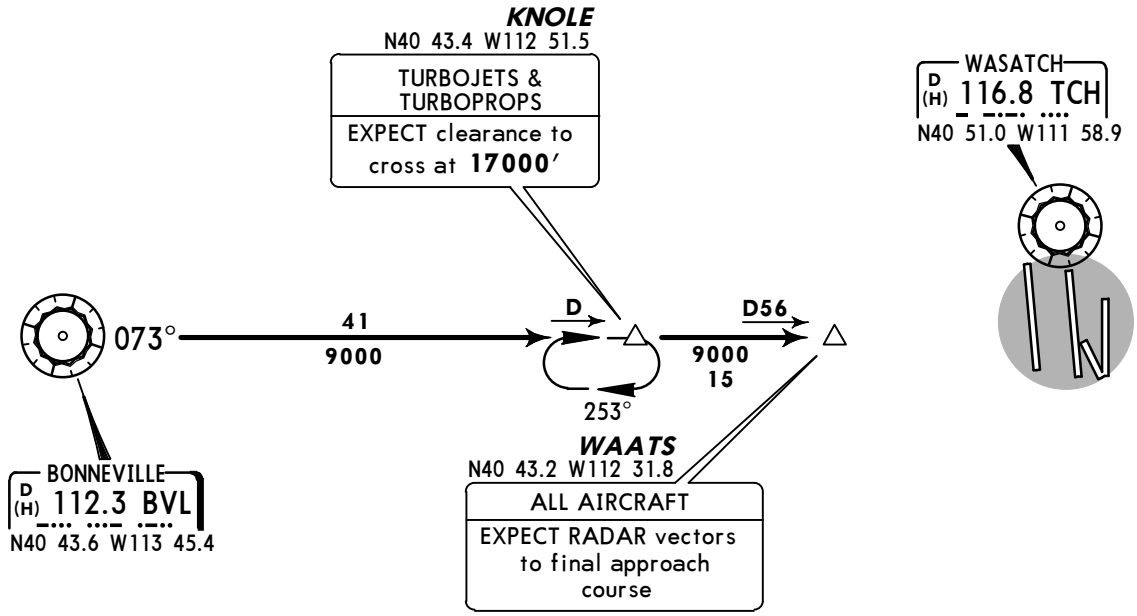
© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	4227′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ DME required.



MSA TCH VOR

BONNEVILLE ONE ARRIVAL (BVL.BVL1)



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

NOT TO SCALE

LOST COMMS LOST COMMS LOST COMMS LOST

At WAATS proceed direct TCH.
MAINTAIN 13000′ until TCH.

LOST COMMS LOST COMMS LOST COMMS

ROUTING

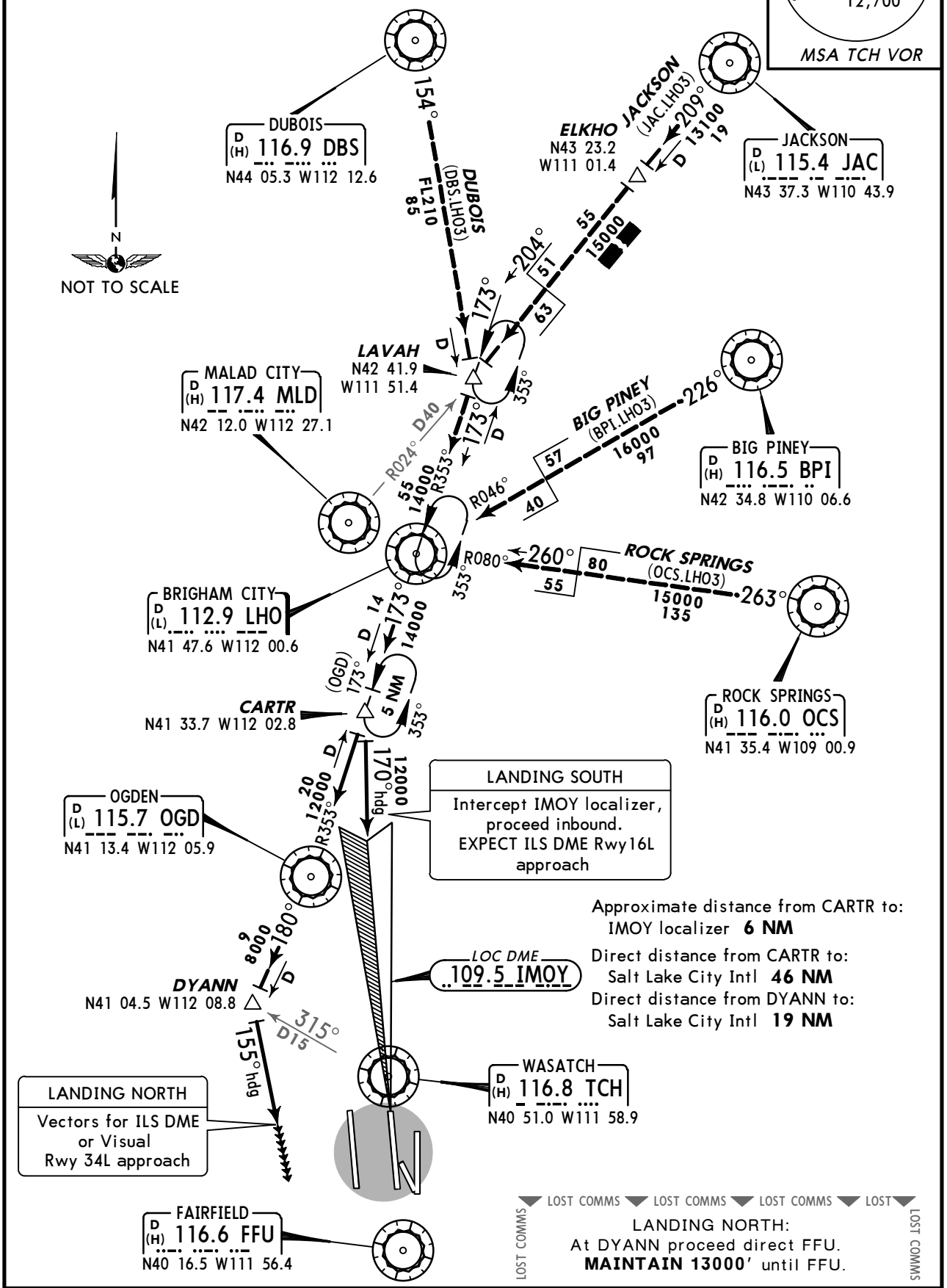
From over BVL via BVL R-073 to WATTS, then EXPECT RADAR vectors to final approach course.

CHANGES: ATIS frequency.

© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	4227′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ DME required.

BRIGHAM CITY THREE ARRIVAL (LHO.LHO3)



ROUTING

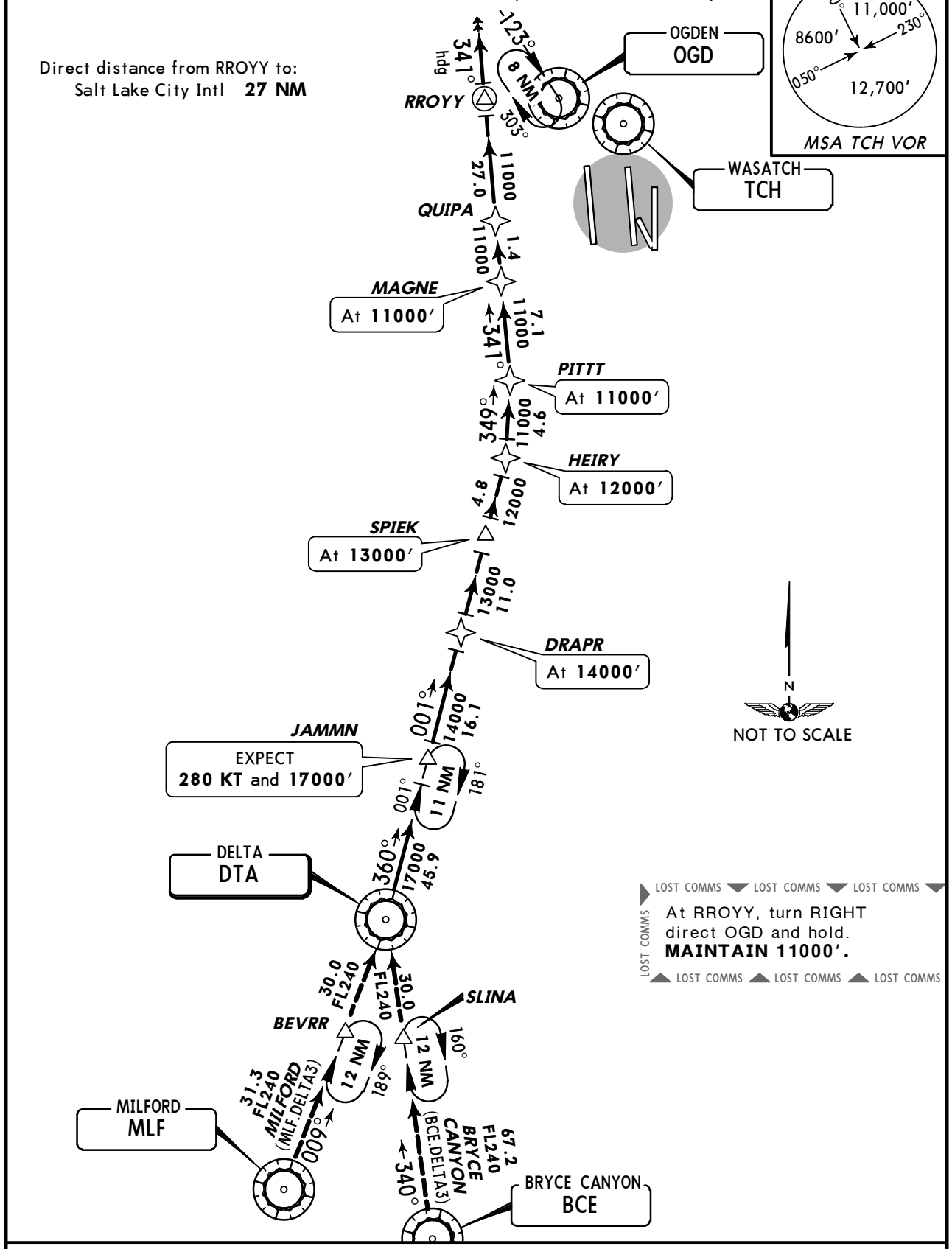
LANDING NORTH	From LHO via LHO R-173 to CARTR, then via OGD R-353 to OGD, then via OGD R-180 to DYANN. After DYANN fly heading 155° for vectors to ILS DME Rwy 34L approach.
LANDING SOUTH	From LHO via LHO R-173 to CARTR. Fly heading 170° to intercept IMOY localizer, proceed inbound. EXPECT ILS DME Rwy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

CHANGES: ATIS frequency.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	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)



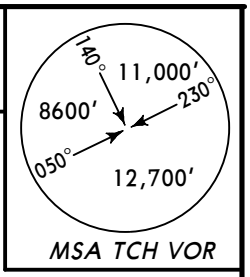
LANDING

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.

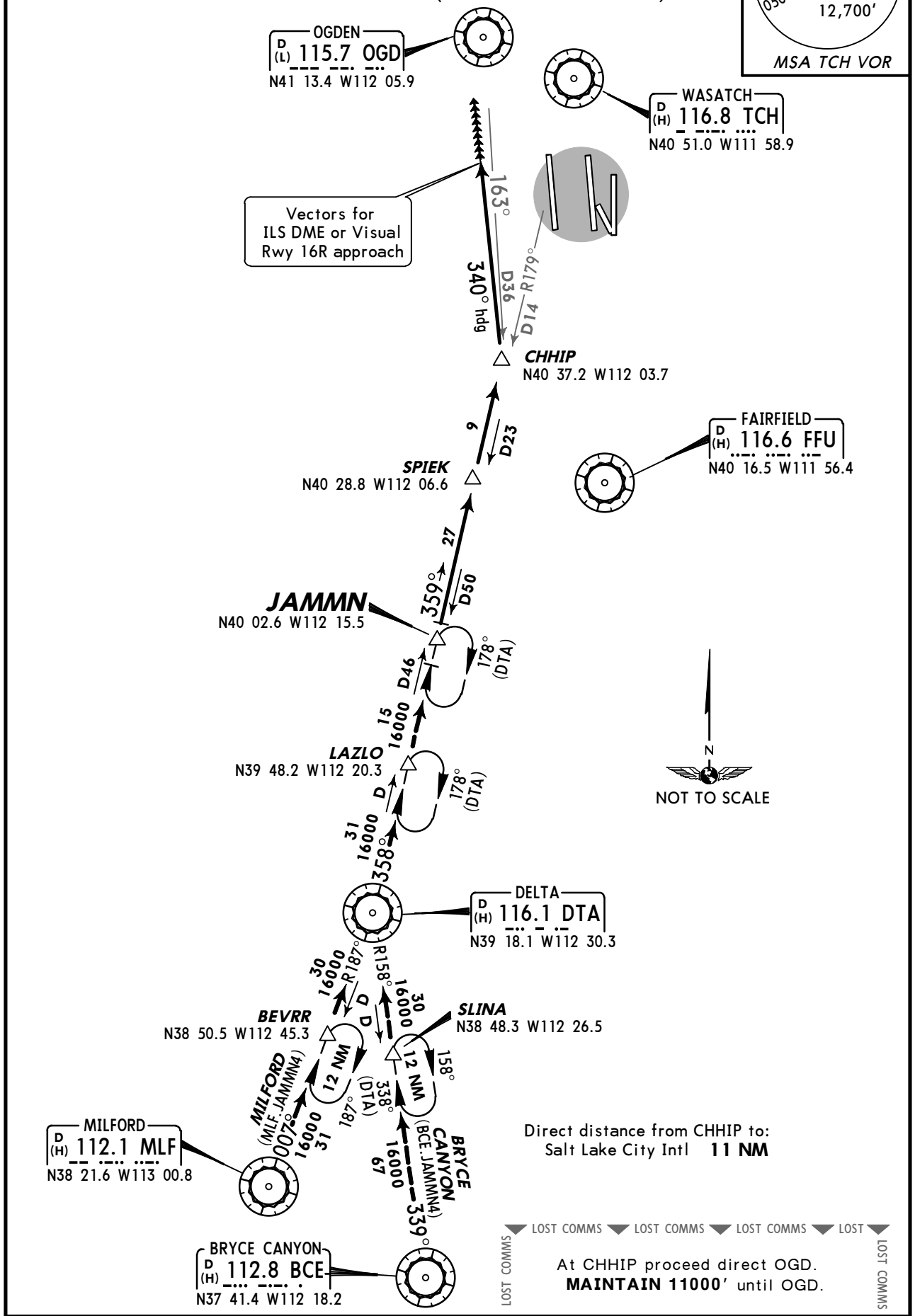
CHANGES: ATIS frequency.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	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.

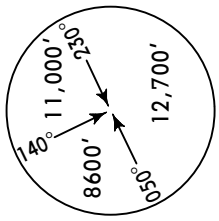
CHANGES: ATIS frequency.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev
124.75 125.62	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.

LEEHY THREE RNAV ARRIVAL (LEEHY.LEEHY3)



MSA TCH VOR

ROUTING

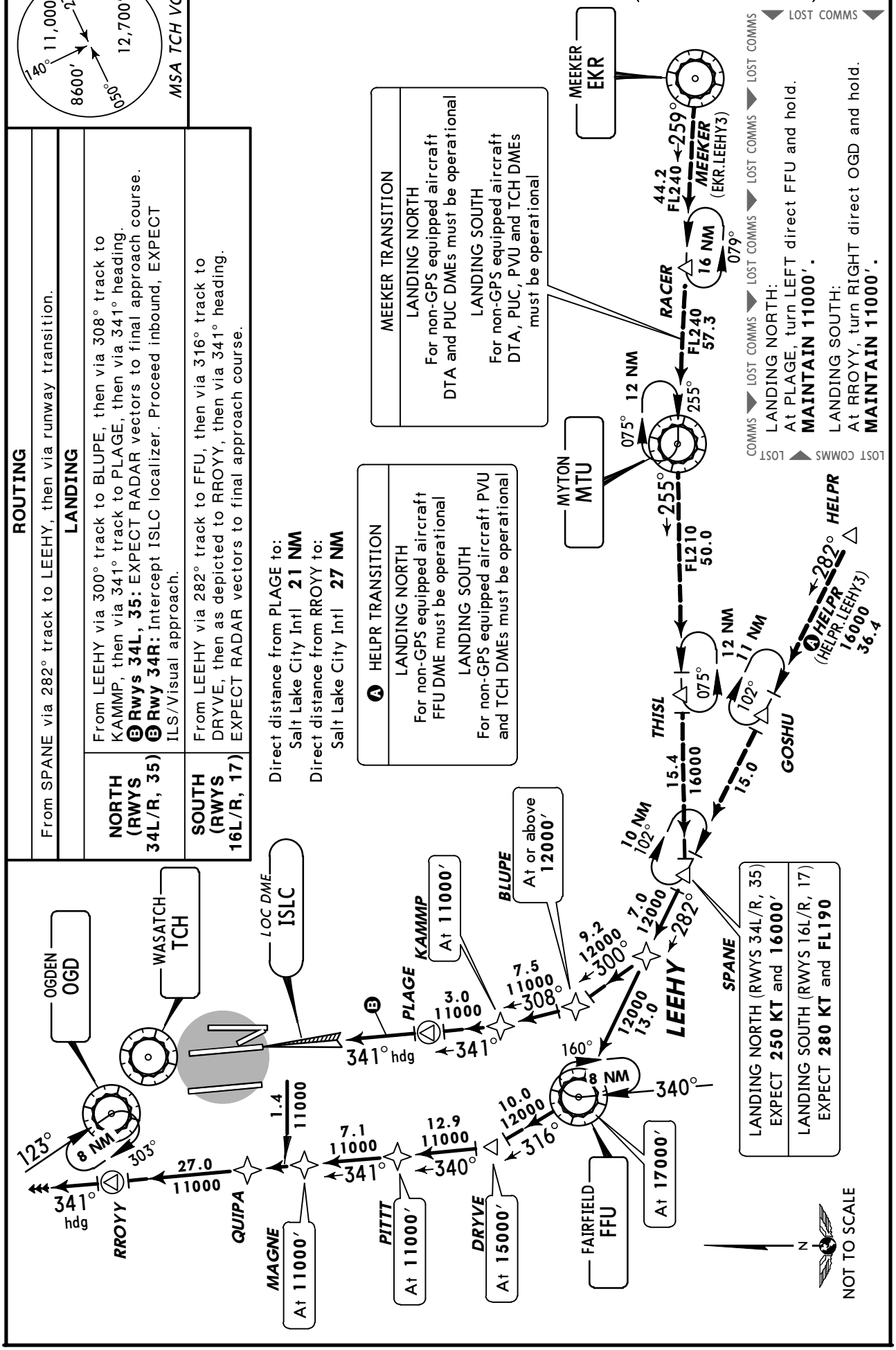
From SPANE via 282° track to LEEHY, then via runway transition.

LANDING

NORTH (RWYS 34L/R, 35)
From LEEHY via 300° track to BLUPE, then via 308° track to KAMMP, then via 341° track to PLAGE, then via 341° heading.
Ⓑ **Rwys 34L, 35:** EXPECT RADAR vectors to final approach course.
Ⓑ **Rwy 34R:** Intercept ISLC localizer. Proceed inbound, EXPECT ILS/Visual approach.

SOUTH (RWYS 16L/R, 17)
From LEEHY via 282° track to FFU, then via 316° track to DRYVE, then as depicted to RROYY, then via 341° heading.
EXPECT RADAR vectors to final approach course.

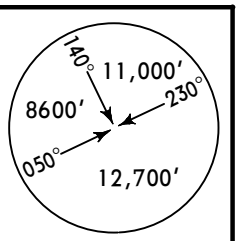
Direct distance from PLAGE to:
Salt Lake City Intl **21 NM**
Direct distance from RROYY to:
Salt Lake City Intl **27 NM**



CHANGES: ATIS frequency, crossing restriction at SPANE.

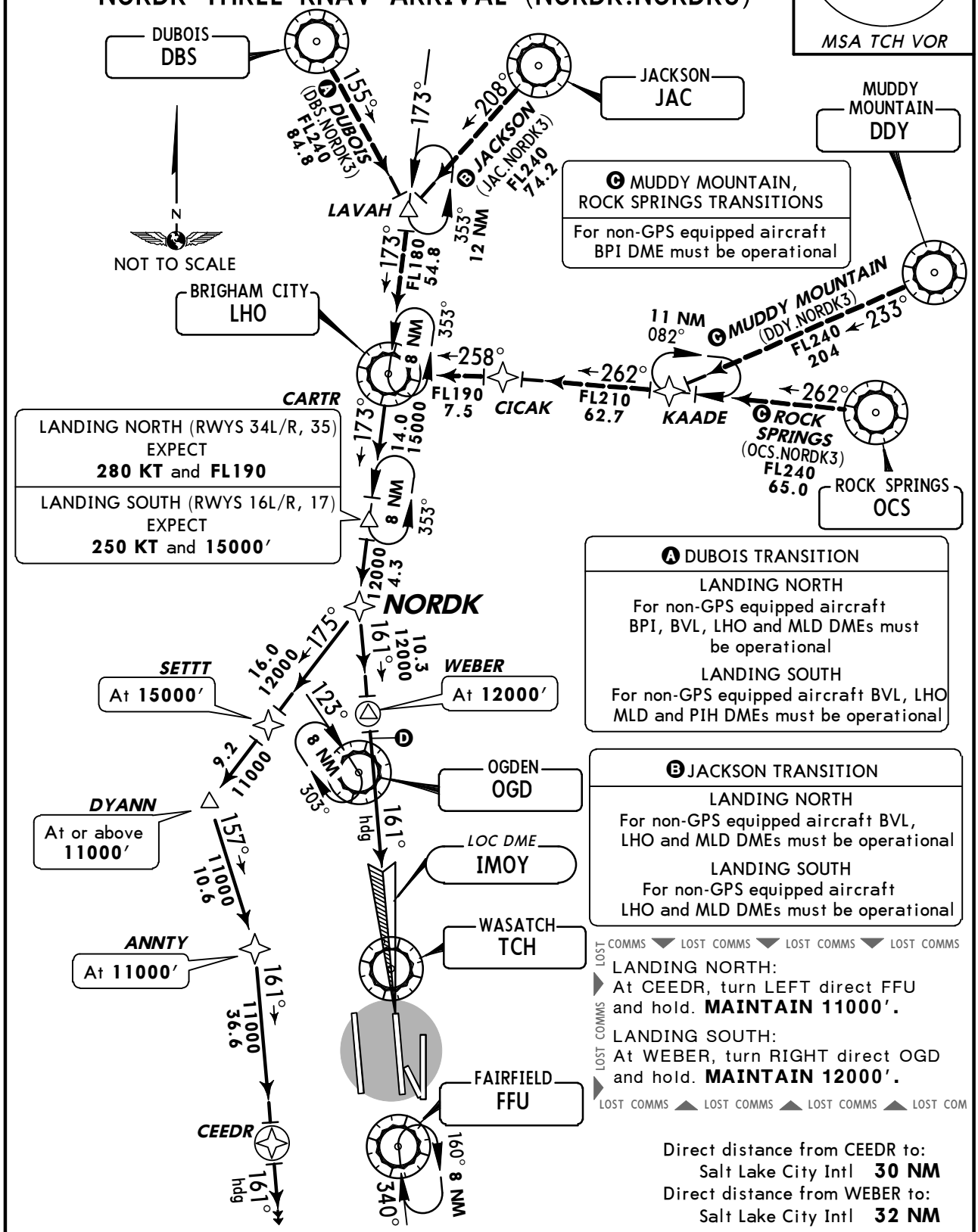
© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	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.



MSA TCH VOR

NORDK THREE RNAV ARRIVAL (NORDK.NORDK3)



ROUTING

From LHO via 173° track to CARTR, then via 173° track to NORDK.

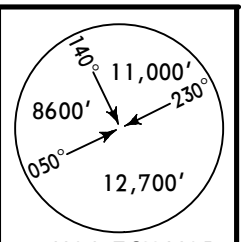
LANDING

NORTH (RWYS 34L/R, 35)	From NORDK via 175° track to SETTT, then as depicted to CEEDR, then via 161° heading. EXPECT RADAR vectors to final approach course.
SOUTH (RWYS 16L/R, 17)	From NORDK via 161° track to WEBER, then via 161° heading. Ⓓ**Rwy 16L:** Intercept IMOY localizer. Proceed inbound, EXPECT ILS/Visual approach. Ⓓ**Rwys 16R,17:** EXPECT RADAR vectors to final approach course.

CHANGES: ATIS frequency.

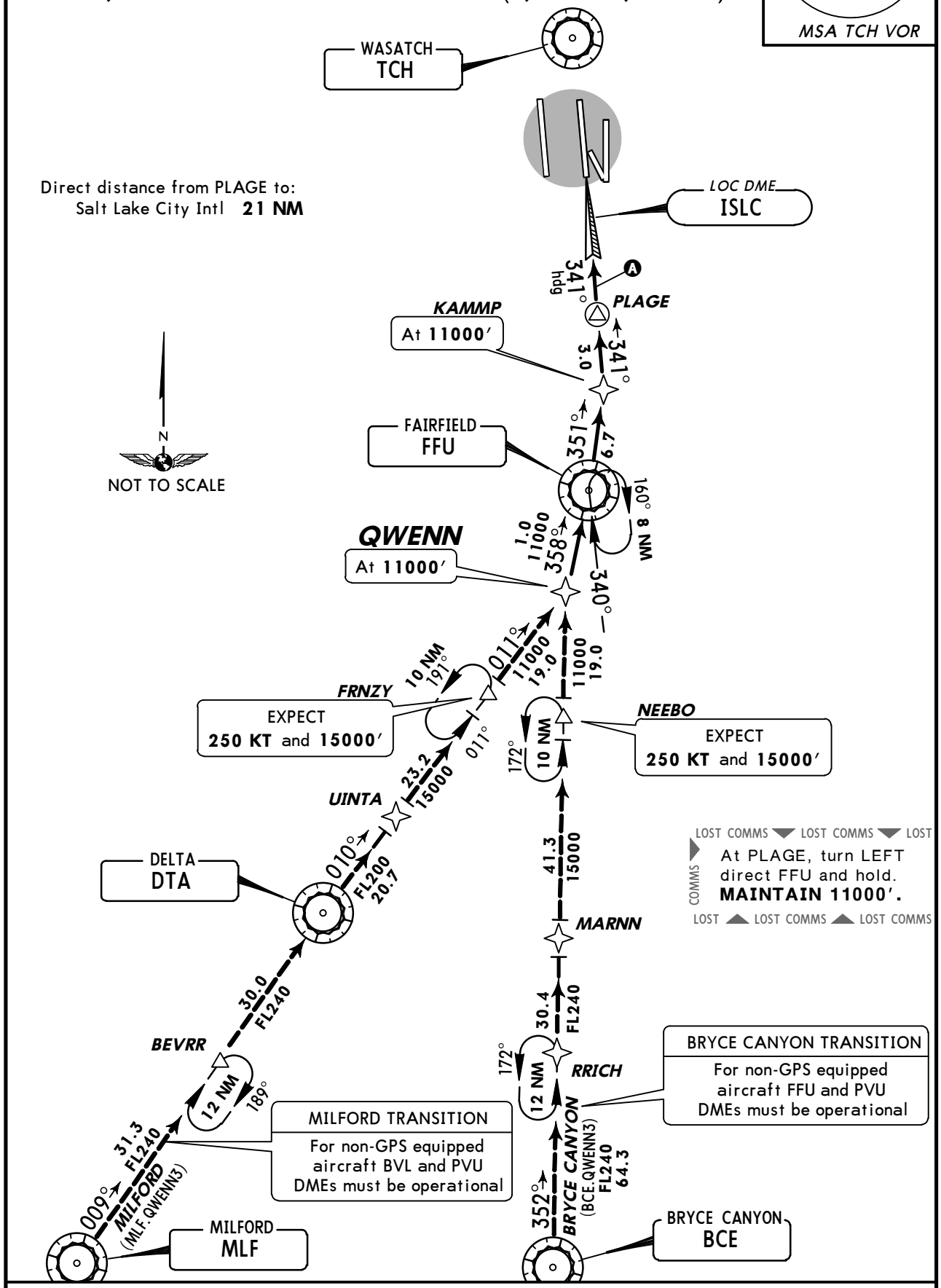
© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	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.



MSA TCH VOR

QWENN THREE RNAV ARRIVAL (QWENN.QWENN3)



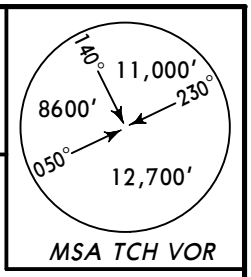
LANDING

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

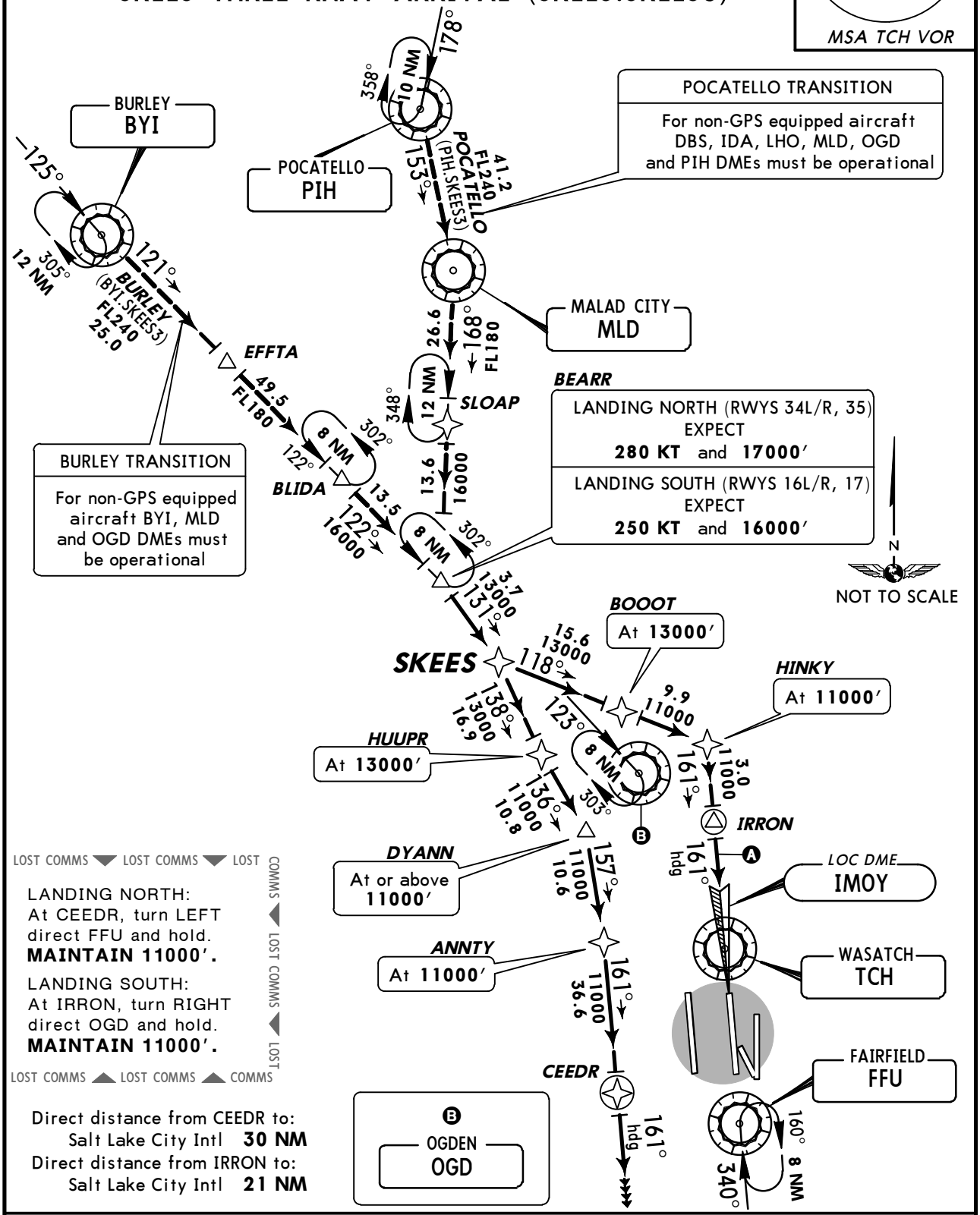
CHANGES: ATIS frequency.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	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

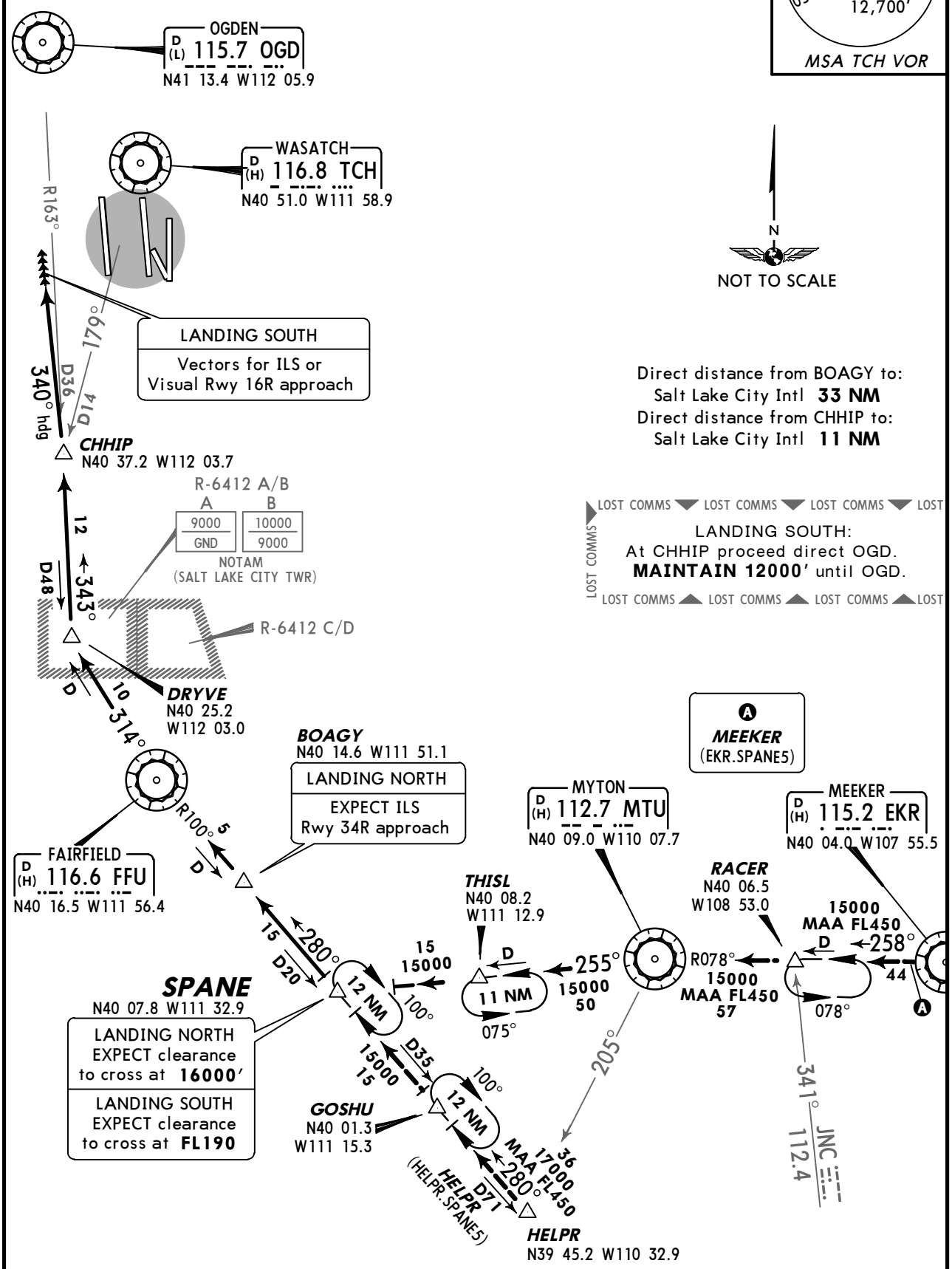
NORTH (RWYS 34L/R, 35)	From SKEES via 138° track to HUUPR, then as depicted to CEEDR, then via 161° heading. EXPECT RADAR vectors to final approach course.
SOUTH (RWYS 16L/R, 17)	From SKEES via 118° track to BOOOT, then as depicted to IRRON, then via 161° heading. Ⓐ **Rwy 16L:** Intercept IMOY localizer.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

CHANGES: ATIS frequency.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	4227′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ DME required.

SPANE FIVE ARRIVAL (SPANE.SPANE5)



ROUTING

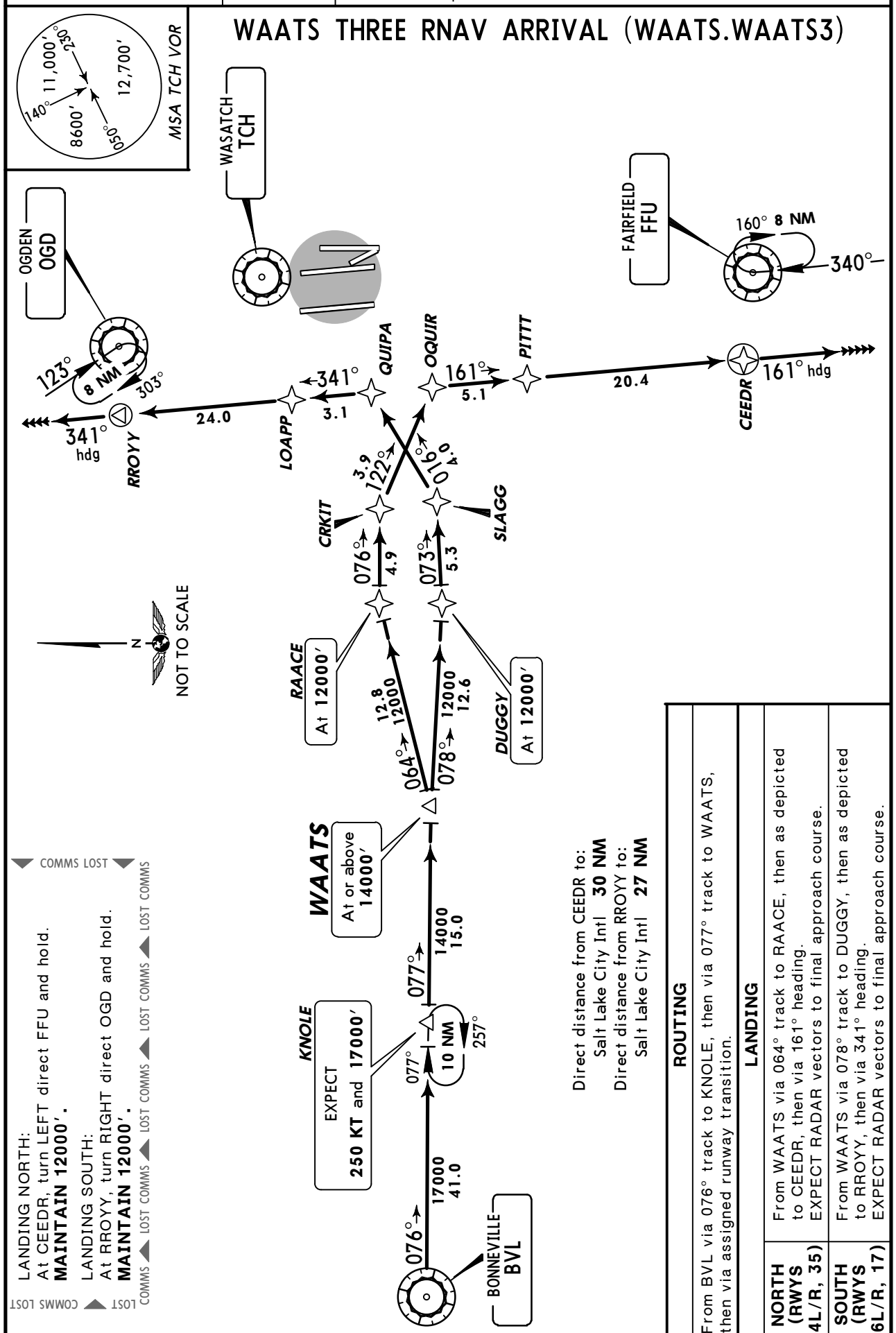
LANDING NORTH	From over SPANE via FFU R-100 to BOAGY. EXPECT ILS Rwy 34R approach.
LANDING SOUTH	From over SPANE via FFU R-100 to FFU, then via FFU R-314 to DRYVE, then via OGD R-163 to CHHIP. After CHHIP, fly heading 340° for vectors to ILS or Visual Rwy 16R approach.

CHANGES: ATIS frequency.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
124.75 125.62	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)



ROUTING	
From BVL via 076° track to KNOLE, then via 077° track to WAATS, then via assigned runway transition.	
LANDING	
NORTH (RWYS 34L/R, 35)	From WAATS via 064° track to RAACE, then as depicted to CEEDR, then via 161° heading. EXPECT RADAR vectors to final approach course.
SOUTH (RWYS 16L/R, 17)	From WAATS via 078° track to DUGGY, then as depicted to RROYY, then via 341° heading. EXPECT RADAR vectors to final approach course.

CHANGES: ATIS frequency.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

SALT LAKE CITY Departure (R) 128.1

Apt Elev 4227′

Trans level: FL180 Trans alt: 18000′

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.	

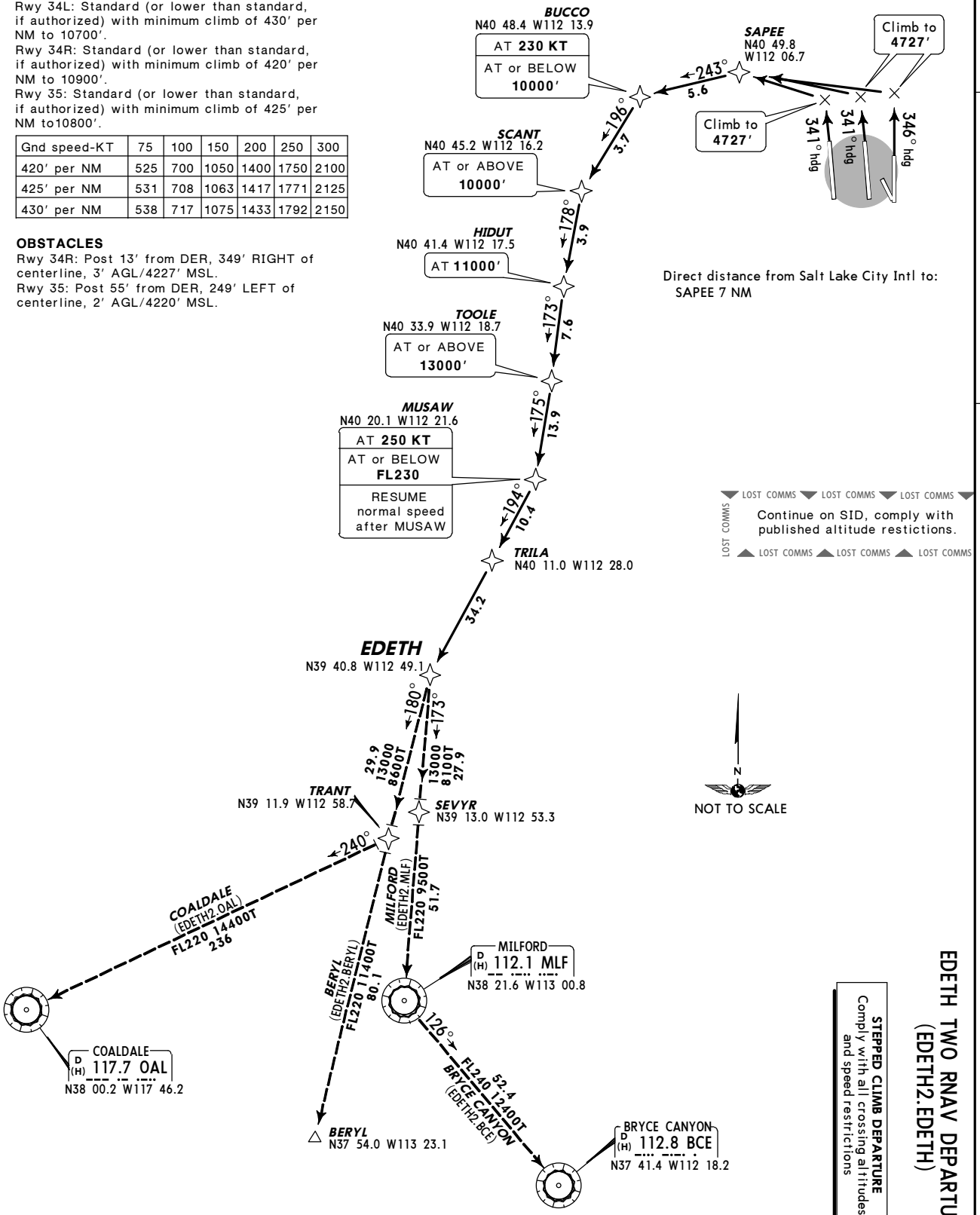
ROUTING

From EDETH, 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):
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 430′ per NM to 10700′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 10900′.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to10800′.

Gnd speed-KT	75	100	150	200	250	300
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 13′ from DER, 349′ RIGHT of centerline, 3′ AGL/4227′ MSL.
Rwy 35: Post 55′ from DER, 249′ LEFT of centerline, 2′ AGL/4220′ MSL.



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

1. **RNAV 1.**
2. **DME/DME/IRU or GPS required.**
3. **RADAR required.**
4. Turbojet aircraft only.
5. BERYL, BRYCE CANYON and MILFORD Transitions: For non-GPS equipped aircraft DTA and FFU DMEs must be operational.
6. COALDALE Transition: For non-GPS equipped aircraft DTA, FFU, ILC, MVA, OAL and TPH DMEs must be operational.

EDETH TWO RNAV DEPARTURE (EDETH2.EDETH)

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes and speed restrictions

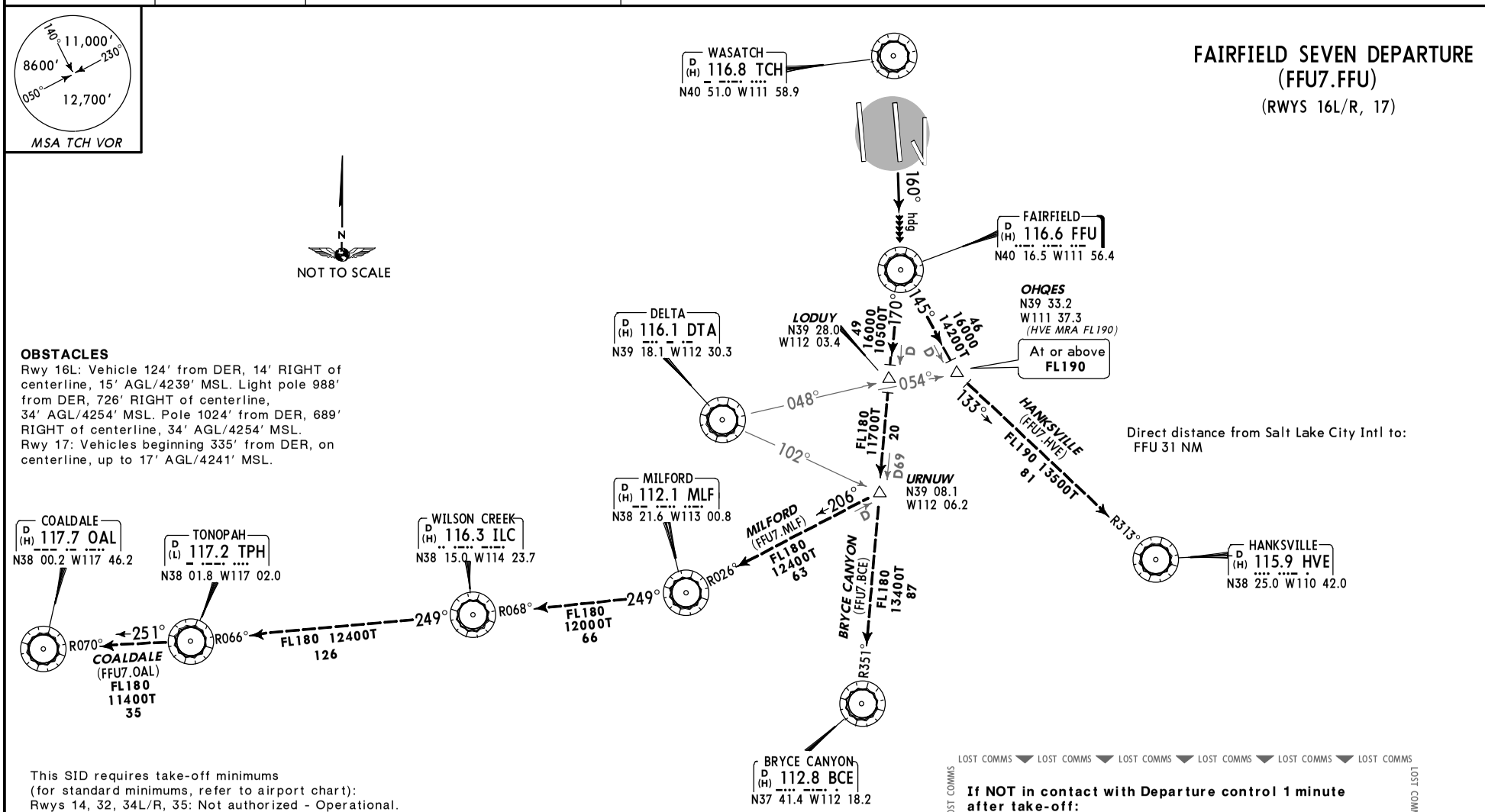
CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

SALT LAKE CITY Departure (R) 124.3	Apt Elev 4227′	Trans level: FL180 Trans alt: 18000′	1. This is a RADAR vector departure to assigned route or fix. **2. RADAR required.**

FAIRFIELD SEVEN DEPARTURE (FFU7.FFU)

(RWYS 16L/R, 17)



Direct distance from Salt Lake City Intl to:
FFU 31 NM

OBSTACLES
Rwy 16L: Vehicle 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.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32, 34L/R, 35: Not authorized - Operational.
Rwys 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′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
400′ per NM	500	667	1000	1333	1667	2000

INITIAL CLIMB	ALTITUDE
Climb heading 160° or as assigned.	**MAINTAIN 10000′** or assigned lower altitude.

ROUTING
EXPECT RADAR vectors to FFU then via filed/assigned transition. EXPECT clearance to filed altitude 10 minutes after departure.

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

If NOT in contact with Departure control 1 minute after take-off:
Aircraft assigned heading 160°:
Rwys 16L, 17: Turn RIGHT, then...
Rwy 16R: Turn LEFT, then...
...Climb to **11000′** via TCH R-161 to FFU and continue climb via assigned/filed transition.

OR;

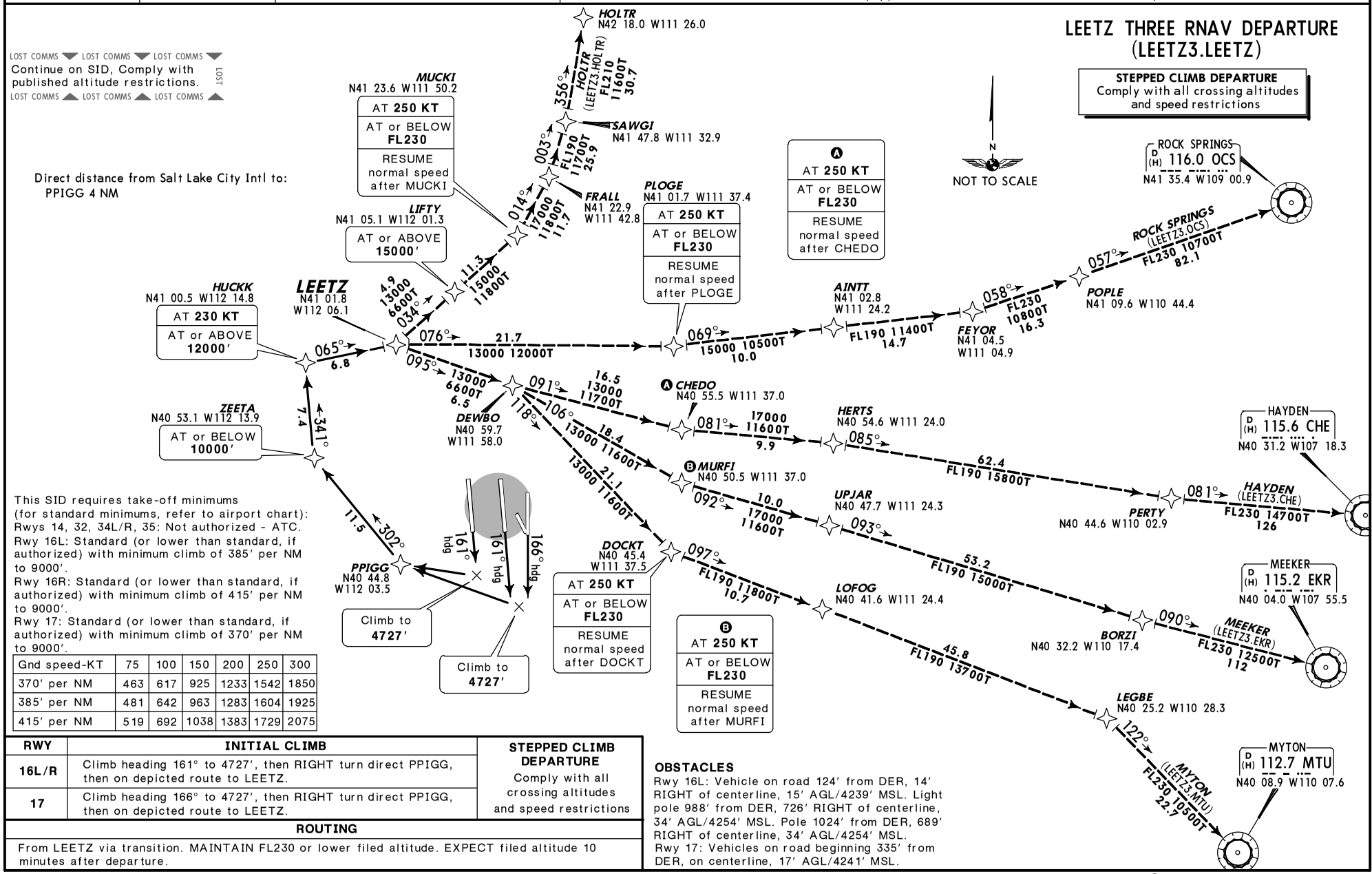
Aircraft assigned heading 280° clockwise through 340°:
Fly assigned heading to **11000′**, then;
1. Aircraft assigned heading 280° clockwise through 310°: Execute a climbing RIGHT turn, then direct TCH, TCH R-161 to FFU, and continue climb via assigned/filed transition.
2. Aircraft assigned heading 311° clockwise through 340°: Execute a climbing LEFT turn, then direct TCH, TCH R-161 to FFU, and continue climb via assigned/filed transition.

CHANGES: None.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

SALT LAKE CITY Departure (R) 135.5	Apt Elev 4227′	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. Notify ATC if unable to comply with crossing restrictions. 6. HAYDEN Transition: For non-GPS equipped aircraft BVL, MLD, OGD and TCH DMEs must be operational. 7. HOLTR Transition: For non-GPS equipped aircraft FFU, LHO, OGD and TCH DMEs must be operational. 8. MEEKER Transition: For non-GPS equipped aircraft BVL, MLD, OCS, OGD and TCH DMEs must be operational. 9. MYTON Transition: For non-GPS equipped aircraft BVL, FFU, OGD and TCH DMEs must be operational. 10. ROCK SPRINGS Transition: For non-GPS equipped aircraft OGD and TCH DMEs must be operational.

LEETZ THREE RNAV DEPARTURE (LEETZ3.LEETZ)



Gnd speed-KT	75	100	150	200	250	300
370′ per NM	463	617	925	1233	1542	1850
385′ per NM	481	642	963	1283	1604	1925
415′ per NM	519	692	1038	1383	1729	2075

RWY	INITIAL CLIMB	STEPPED CLIMB DEPARTURE
16L/R	Climb heading 161° to 4727′, then RIGHT turn direct PPIGG, then on depicted route to LEETZ.	Comply with all crossing altitudes and speed restrictions
17	Climb heading 166° to 4727′, then RIGHT turn direct PPIGG, then on depicted route to LEETZ.	

ROUTING

From LEETZ via transition. MAINTAIN FL230 or lower filed altitude. EXPECT filed altitude 10 minutes after departure.

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 on road beginning 335′ from DER, on centerline, 17′ AGL/4241′ MSL.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

SALT LAKE CITY Departure (R) 135.5	Apt Elev 4227′	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. Notify ATC if unable to comply with crossing restriction at NSIGN and minimum altitude at FRALL. 6. HAYDEN Transition: For non-GPS equipped aircraft BVL, MLD, OGD and TCH DMEs must be operational. 7. HOLTR Transition: For non-GPS equipped aircraft FFU, LHO, OGD and TCH DMEs must be operational. 8. MEEKER Transition: For non-GPS equipped aircraft BVL, MLD, OCS, OGD and TCH DMEs must be operational. 9. MYTON Transition: For non-GPS equipped aircraft MLD, OGD and TCH DMEs must be operational. 10. ROCK SPRINGS Transition: For non-GPS equipped aircraft OGD and TCH DMEs must be operational.

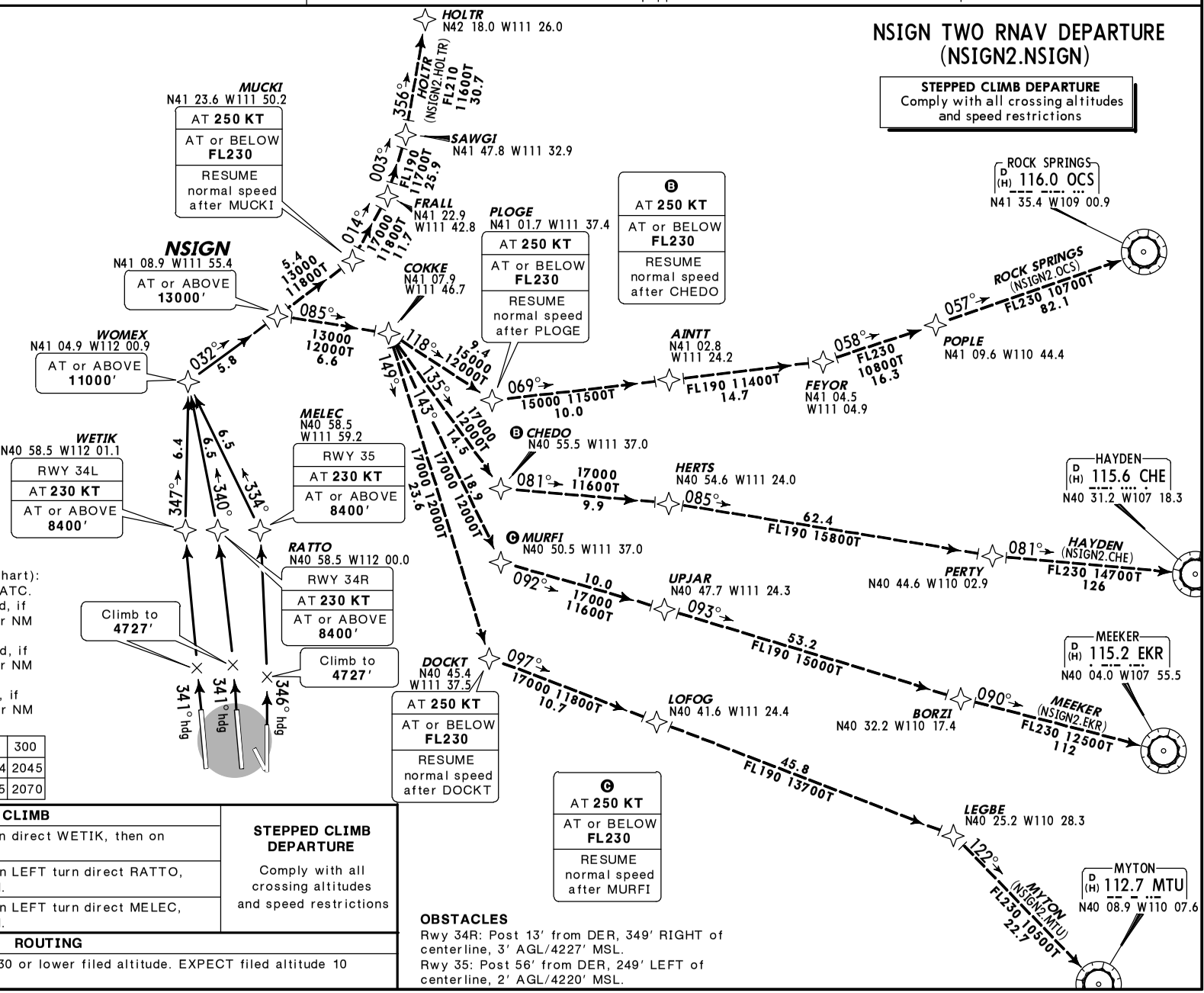
NSIGN TWO RNAV DEPARTURE (NSIGN2.NSIGN)

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes and speed restrictions

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Continue on SID. Comply with published altitude restrictions.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲
COMMS

Direct distance from Salt Lake City Intl
(Rwy 34L) to: WETIK 11 NM
(Rwy 34R) to: RATTO 11 NM
(Rwy 35) to: MELEC 11 NM

NOT TO SCALE



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 414′ per NM to 11800′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 414′ per NM to 11800′.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 409′ per NM to 11800′.

Gnd speed-KT	75	100	150	200	250	300
409′ per NM	511	682	1022	1363	1704	2045
414′ per NM	518	690	1035	1380	1725	2070

RWY	INITIAL CLIMB
34L	Climb heading 341° to 4727′, then direct WETIK, then on depicted route to NSIGN.
34R	Climb heading 341° to 4727′, then LEFT turn direct RATTO, then on depicted route to NSIGN.
35	Climb heading 346° to 4727′, then LEFT turn direct MELEC, then on depicted route to NSIGN.

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes and speed restrictions

ROUTING
From NSIGN via transition. MAINTAIN FL230 or lower filed altitude. EXPECT filed altitude 10 minutes after departure.

OBSTACLES
Rwy 34R: Post 13′ from DER, 349′ RIGHT of centerline, 3′ AGL/4227′ MSL.
Rwy 35: Post 56′ from DER, 249′ LEFT of centerline, 2′ AGL/4220′ MSL.

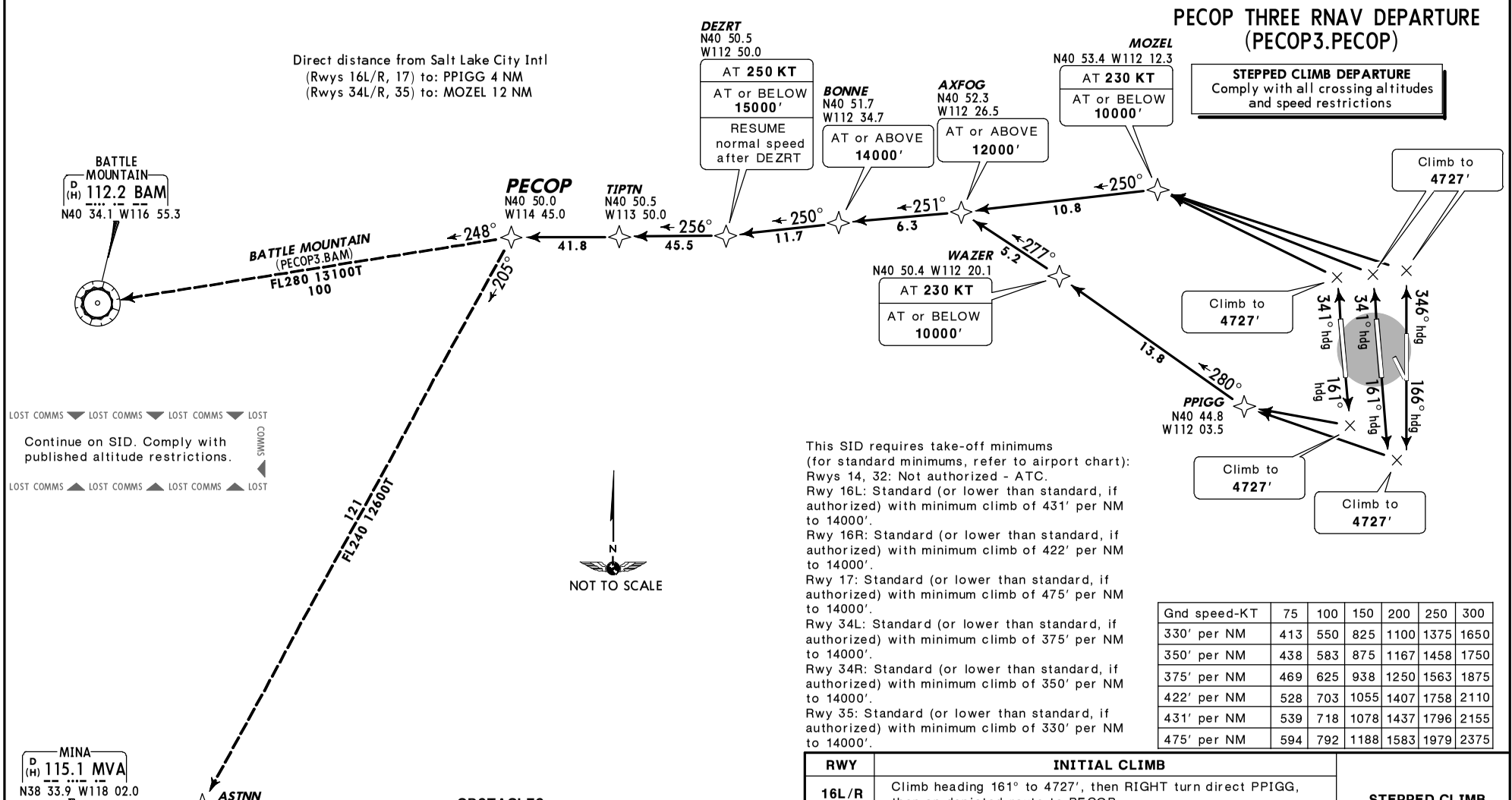
CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

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 crossing restrictions, advise ATC on initial contact. 6. BATTLE MOUNTAIN Transition: For non-GPS equipped aircraft BVL, LCU, OGD, TCH and TWF DMEs must be operational. 7. MINA Transition: Departing runways 16L/R, 17: For non-GPS equipped aircraft BVL, ILC, LCU, MVA, OAL, OGD and TCH DMEs must be operational. Departing runways 34L/R, 35: For non-GPS equipped aircraft BVL, ILC, LCU, MVA, OGD and TCH DMEs must be operational.

PECOP THREE RNAV DEPARTURE (PECOP3.PECOP)

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 431′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 422′ per NM to 14000′.
Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 14000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 375′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 14000′.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 330′ per NM to 14000′.

Gnd speed-KT	75	100	150	200	250	300
330′ per NM	413	550	825	1100	1375	1650
350′ per NM	438	583	875	1167	1458	1750
375′ per NM	469	625	938	1250	1563	1875
422′ per NM	528	703	1055	1407	1758	2110
431′ per NM	539	718	1078	1437	1796	2155
475′ per NM	594	792	1188	1583	1979	2375

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: Vehicle on road 335′ from DER, on centerline, up to 17′ AGL/4241′ MSL.
Rwy 34R: Post 13′ from DER, 349′ RIGHT of centerline, 3′ AGL/4227′ MSL.
Rwy 35: Post 56′ from DER, 249′ LEFT of centerline, 2′ AGL/4220′ MSL.

RWY	INITIAL CLIMB
16L/R	Climb heading 161° to 4727′, then RIGHT turn direct PPIGG, then on depicted route to PECOP.
17	Climb heading 166° to 4727′, then RIGHT turn direct PPIGG, then on depicted route to PECOP.
34L/R	Climb heading 341° to 4727′, then LEFT turn direct MOZEL, then on depicted route to PECOP.
35	Climb heading 346° to 4727′, then LEFT turn direct MOZEL, then on depicted route to PECOP.

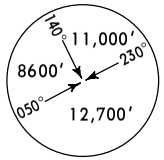
STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes and speed restrictions

ROUTING
From PECOP, via transition. MAINTAIN 15000′ or lower filed altitude. EXPECT filed altitude 10 minutes after departure.

CHANGES: Crossing restriction, climb gradients, obstacles, renumbered.

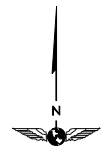
© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

SALT LAKE CITY Departure (R) 124.3	Apt Elev 4227′	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. This is a RADAR vector departure to assigned route or fix.

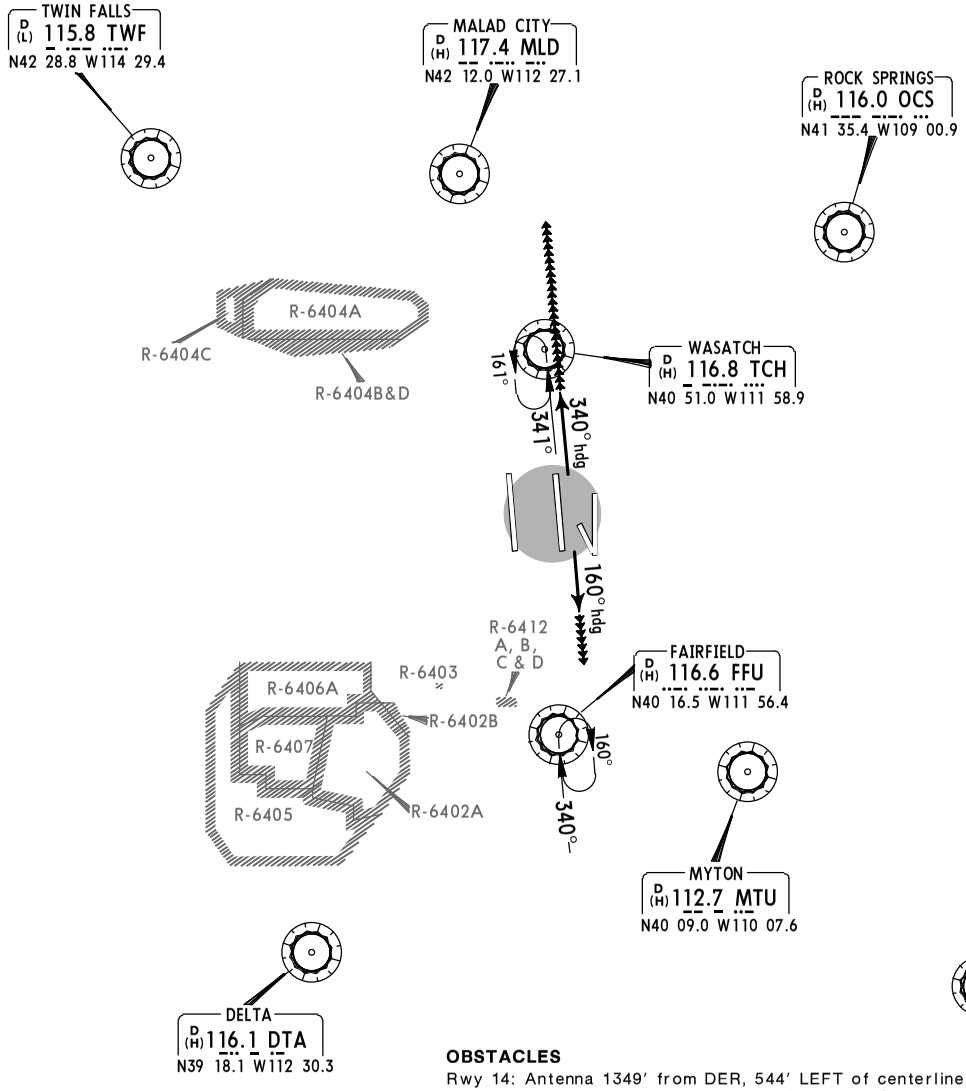


MSA TCH VOR

SALT LAKE TWO DEPARTURE (SLC2.TCH)



NOT TO SCALE



LOST COMMS ▼ LOST COMMS ▼
LOST COMMS ▶ SEE 10-3F FOR LOST COMMUNICATIONS ◀ LOST COMMS
LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 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

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.

OBSTACLES

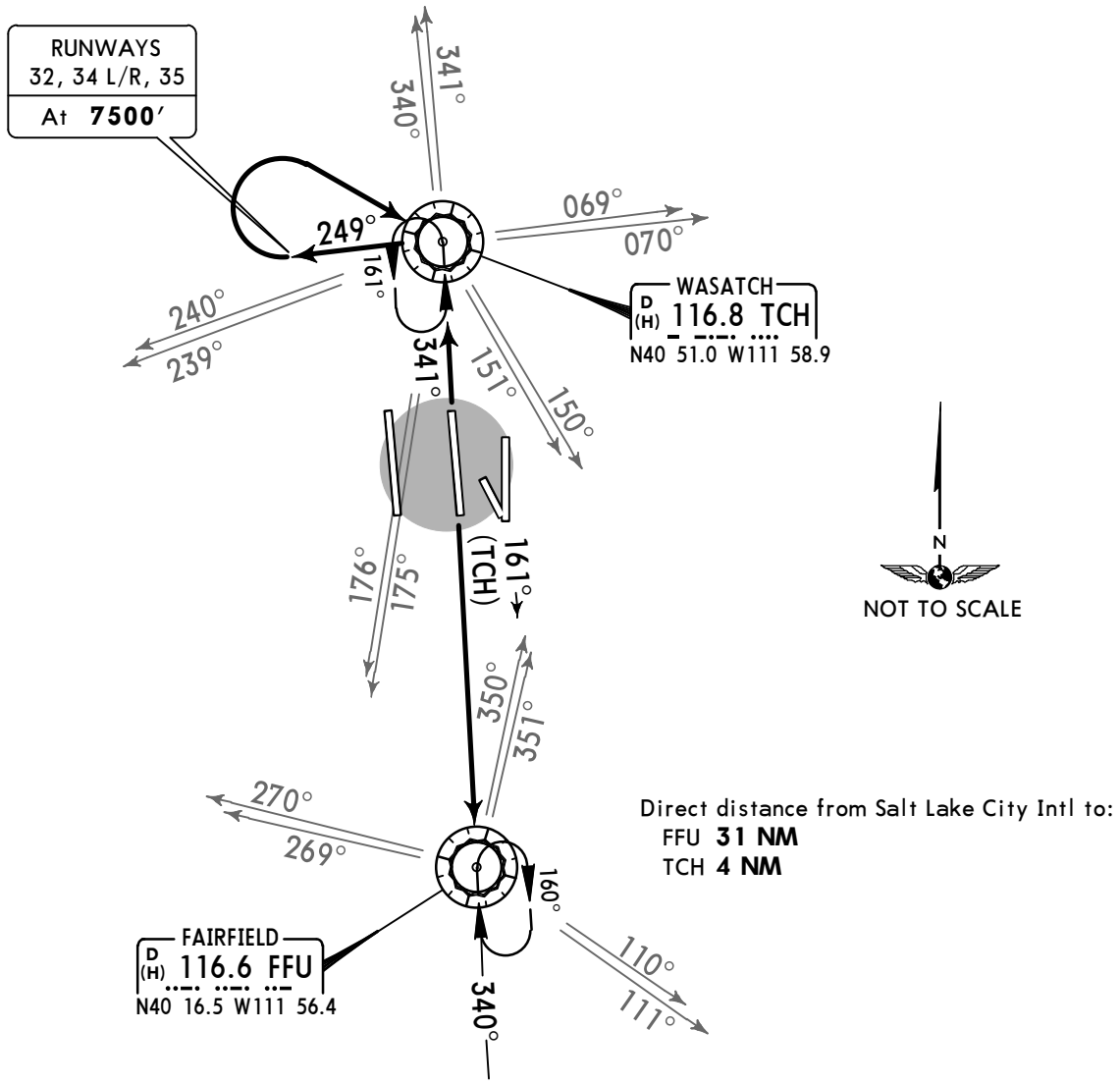
Rwy 14: Antenna 1349′ from DER, 544′ LEFT of centerline, 42′ AGL/4263′ MSL.
Rwy 16L: Vehicle on road 124′ from DER, 14′ RIGHT of centerline, 15′ AGL/4239′ MSL.
Light pole 988′ from DER, 726′ RIGHT of centerline, 34′ AGL/4254′ MSL. Pole 1024′ from DER, 689′ RIGHT of centerline, 34′ AGL/4254′ MSL.
Rwy 17: Vehicles on road beginning 335′ from DER, on centerline, up to 17′ AGL/4241′ MSL.
Rwy 32: ATC tower 5266′ from DER, 1767′ LEFT of centerline, 335′ AGL/4549′ MSL.
Crane 5195′ from DER, 1630′ LEFT of centerline, 240′ AGL/4463′ MSL. Flag on obstacle light 5153′ from DER, 1619′ LEFT of centerline, 249′ AGL/4463′ MSL. Aircraft beginning 989′ from DER, 722′ LEFT of centerline, up to 79′ AGL/4306′ MSL.
Rwy 34R: Post 13′ from DER, 349′ RIGHT of centerline, 3′ AGL/4227′ MSL.
Rwy 35: Post 56′ from DER, 249′ LEFT of centerline, 2′ AGL/4220′ MSL.

CHANGES: None.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

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;

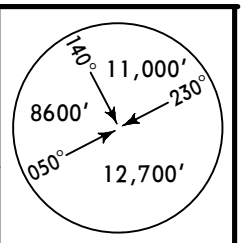
Rwys 14, 16L/R, 17:
Aircraft assigned heading 280° clockwise through 340°: Fly assigned heading to **11000′**, then;
1. Aircraft assigned heading 280° clockwise through 310°: Execute a climbing RIGHT turn direct to TCH and cross TCH at or above **11400′** then proceed on course.
2. Aircraft assigned 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.

CHANGES: Runways 14 and 32 procedures added.

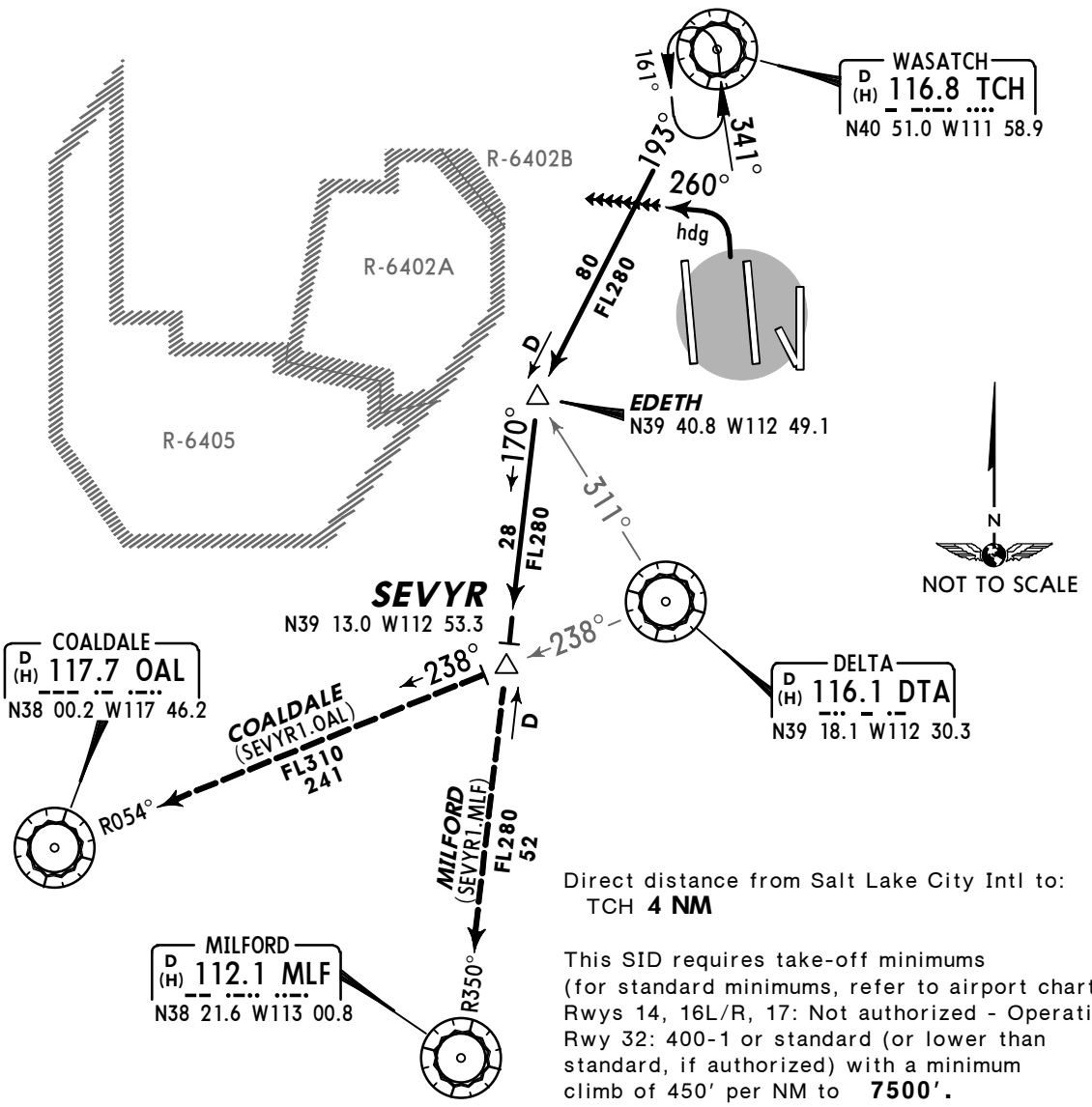
© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

SALT LAKE CITY Departure (R) 128.1	Apt 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.



MSA TCH VOR

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.

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

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

INITIAL CLIMB	ALTITUDE
Fly heading 260° or as assigned for RADAR vectors to assigned route or fix.	**MAINTAIN 10000′** or assigned lower altitude

ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: None.

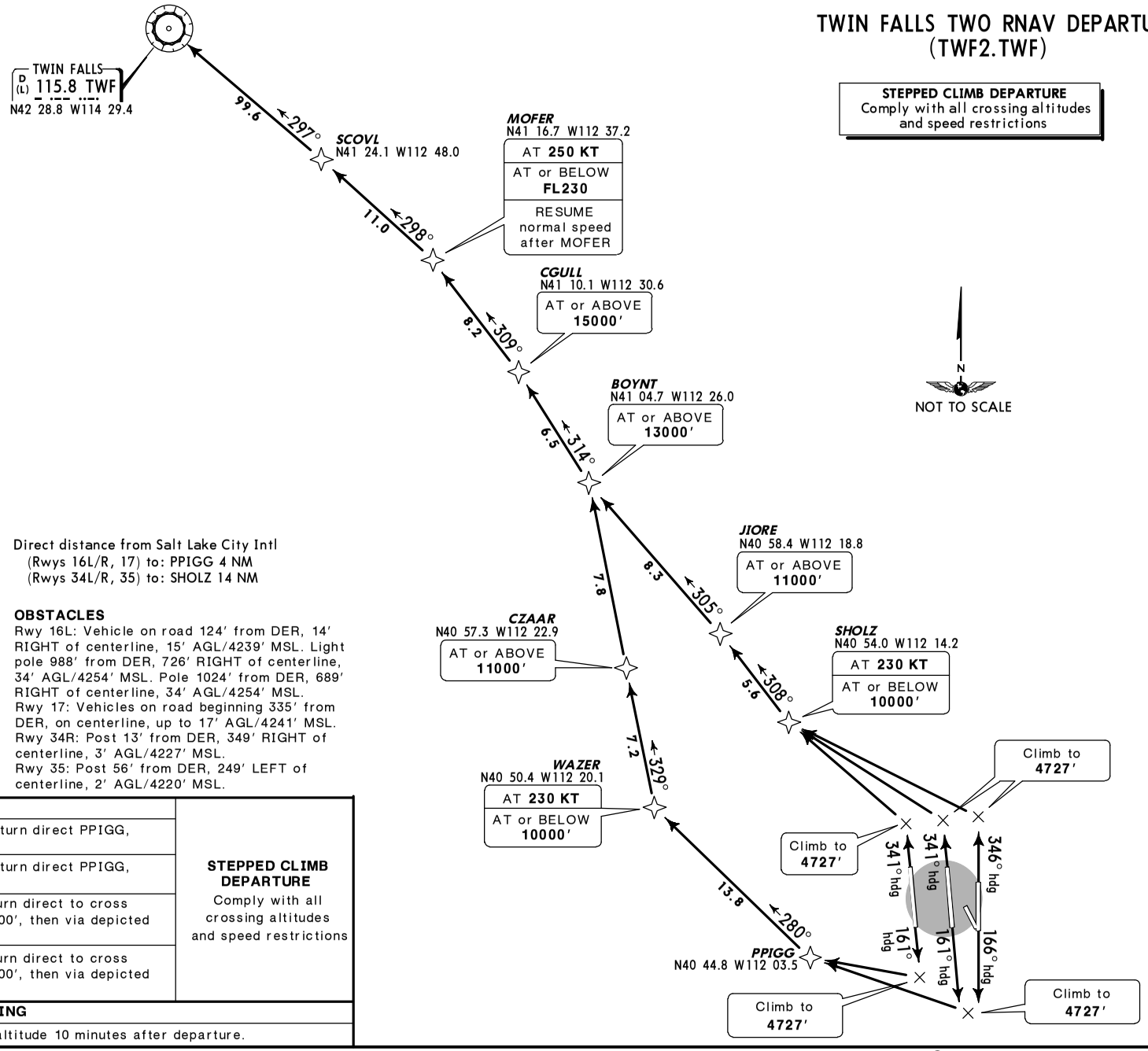
© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

SALT LAKE CITY Departure (R) 126.25	*Apt Elev* 4227′	Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. Turbojet aircraft only. 5. For non-GPS equipped aircraft OGD and TCH DMEs must be operational.

TWIN FALLS TWO RNAV DEPARTURE (TWF2.TWF)

STEPPED CLIMB DEPARTURE
Comply with all crossing altitudes and speed restrictions

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Continue on SID. Comply with published altitude restrictions.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 381′ per NM to 8300′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 413′ per NM to 8300′.
Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 367′ per NM to 7800′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 253′ per NM to 7700′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 238′ per NM to 7700′.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 226′ per NM to 7700′.

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
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: 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 on road beginning 335′ from DER, on centerline, up to 17′ AGL/4241′ MSL.
Rwy 34R: Post 13′ from DER, 349′ RIGHT of centerline, 3′ AGL/4227′ MSL.
Rwy 35: Post 56′ from DER, 249′ LEFT of centerline, 2′ AGL/4220′ MSL.

RWY	INITIAL CLIMB	
16L/R	Climb heading 161° to 4727′, then RIGHT turn direct PPIGG, then via depicted route to TWF.	**STEPPED CLIMB DEPARTURE** Comply with all crossing altitudes and speed restrictions
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 to cross SHOLZ AT 230 KT and AT or BELOW 10000′, then via depicted route to TWF.	
35	Climb heading 346° to 4727′, then LEFT turn direct to cross SHOLZ AT 230 KT and AT or BELOW 10000′, then via depicted route to TWF.	

ROUTING
MAINTAIN FL230 or lower altitude. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

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 minimum climb of 405′ per NM to 13000′.

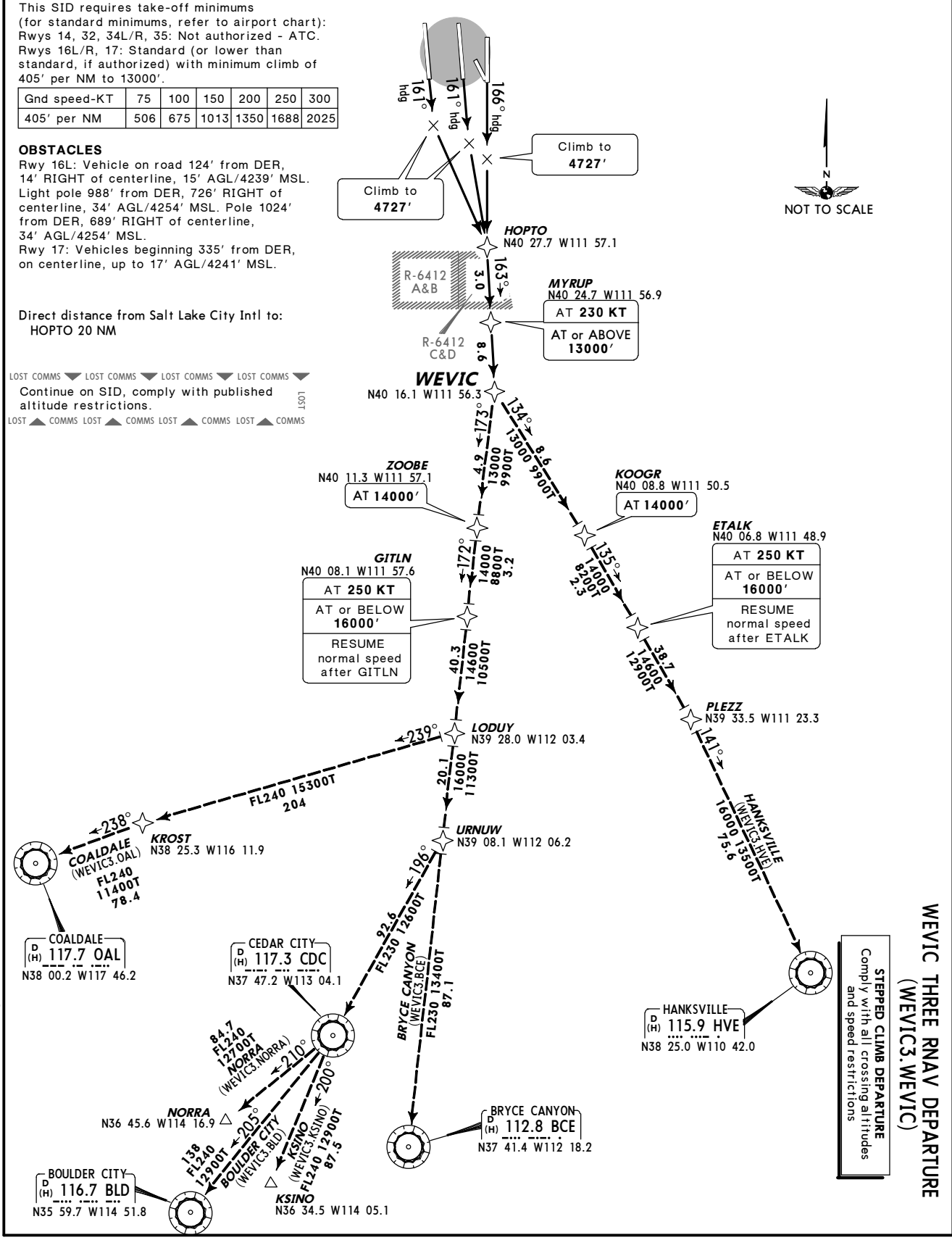
Gnd speed-KT	75	100	150	200	250	300
405′ per NM	506	675	1013	1350	1688	2025

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Continue on SID, comply with published altitude restrictions.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS



1. **DME/DME/IRU or GPS required.**
2. **RADAR required.**
3. **RNAV 1.**
4. Turbojet aircraft only.
5. BOULDER CITY, BRYCE CANYON, KSINO and NORRA Transitions: For non-GPS equipped aircraft DTA and PVU DMEs must be operational.
6. HANKSVILLE Transition: For non-GPS equipped aircraft DTA, FFU, HVE, PUC and PVU DMEs must be operational.
7. COALDALE Transition: For non-GPS equipped aircraft DTA, ILC, MVA, OAL, TPH and PVU DMEs must be operational.

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 15 AUG 14 (10-3J)

SALT LAKE CITY, UTAH
RNAV SID

WEVIC THREE RNAV DEPARTURE (WEVIC3.WEVIC)

CHANGES: None.

© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

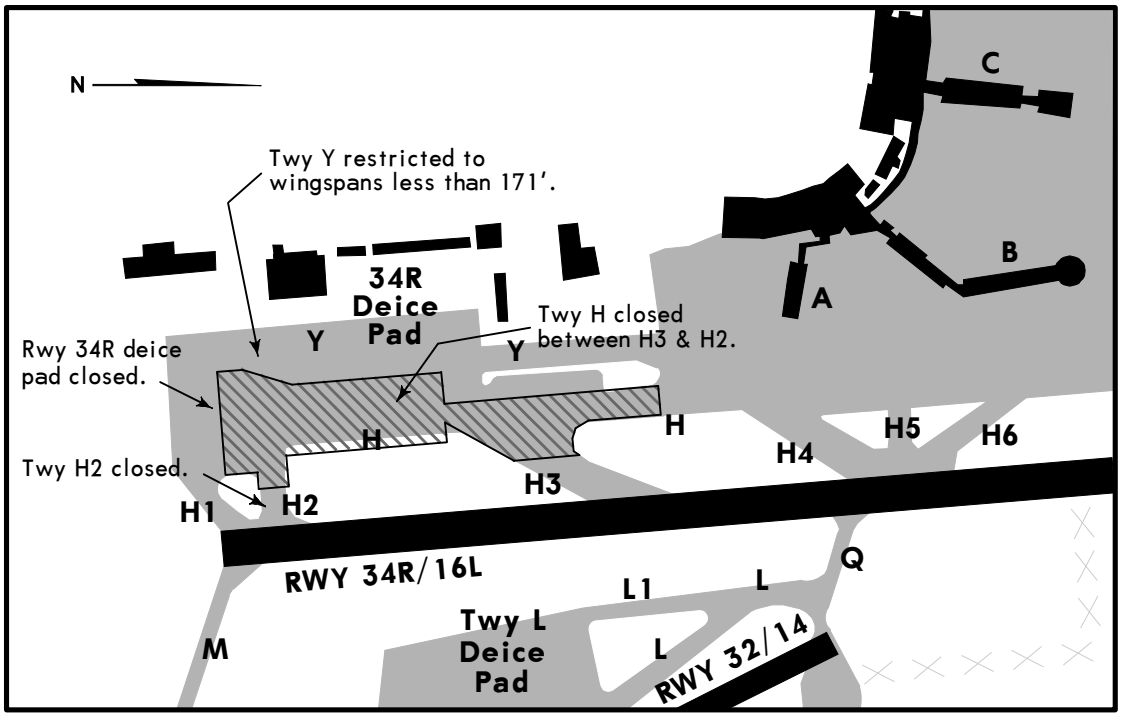
SALT LAKE CITY INTL CONSTRUCTION

(APRIL 2013 - SUMMER 2015)

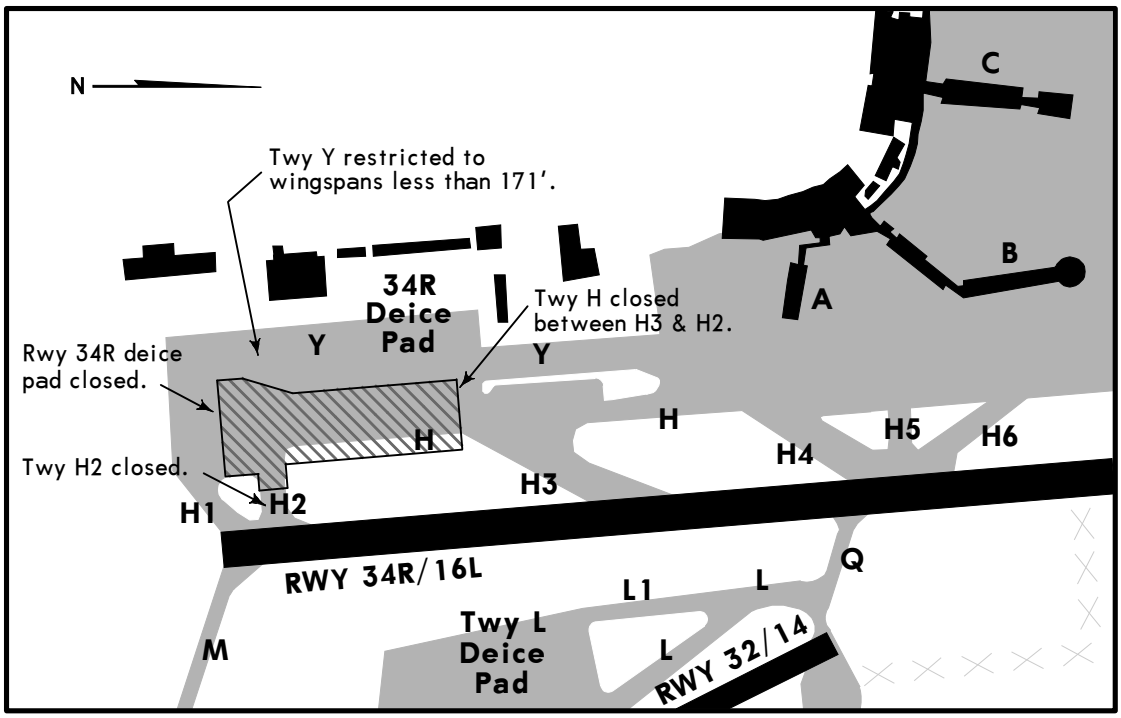
All dates are approximate
Implementation should be verified through NOTAMs
See current NOTAMs for additional information

RWY 34R DEICE PAD CONSTRUCTION

Closed Until December 2014



Closed December 2014 - Summer 2015



CHANGES: Construction areas.

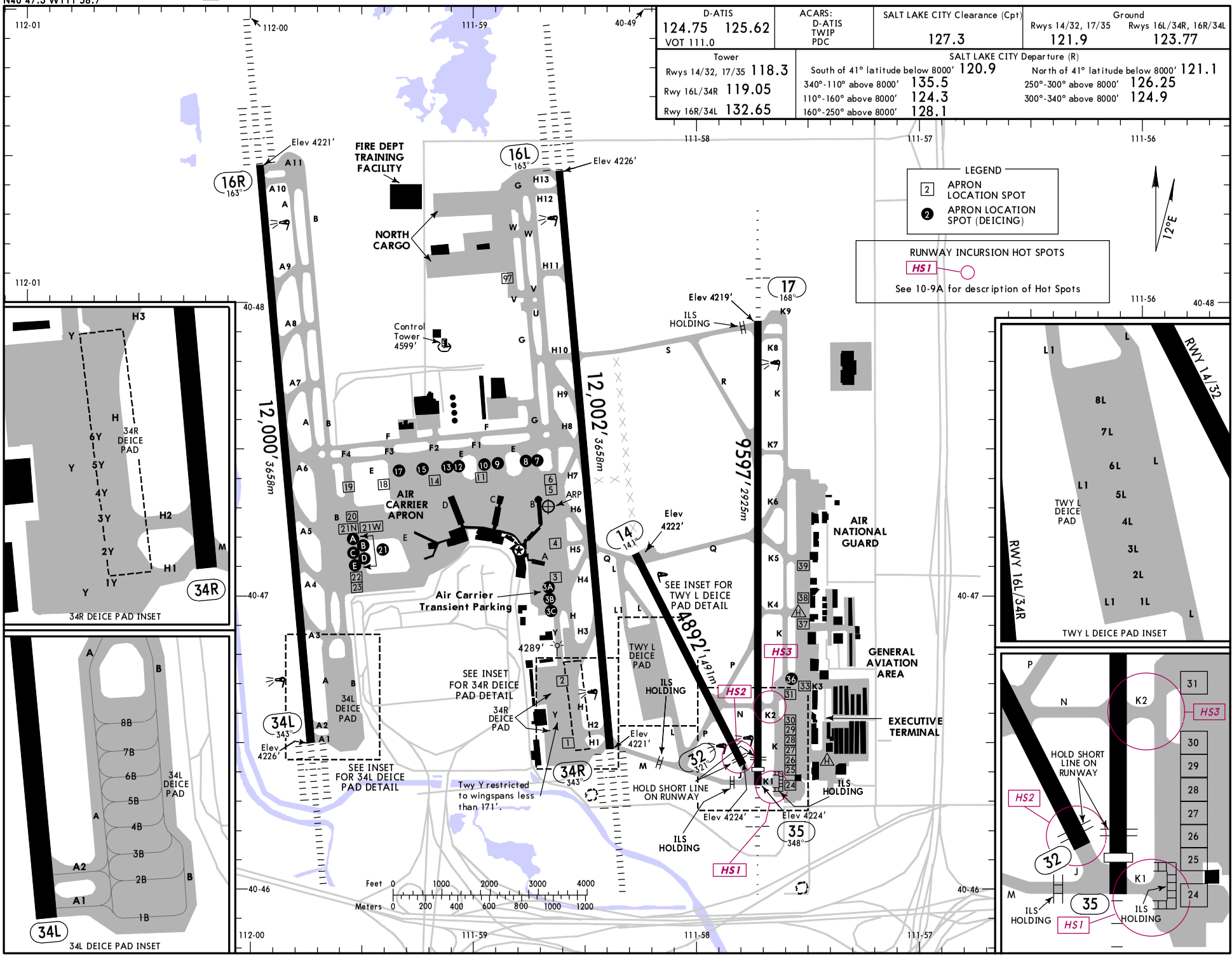
© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL

D-ATIS	ACARS:	SALT LAKE CITY Clearance (Cpt)	Ground	
124.75 125.62 VOT 111.0	D-ATIS TWIP PDC	127.3	Rwys 14/32, 17/35 121.9	Rwys 16L/34R, 16R/34L 123.77

Tower	SALT LAKE CITY Departure (R)	
Rwys 14/32, 17/35 118.3	South of 41° latitude below 8000′ 120.9	North of 41° latitude below 8000′ 121.1
Rwy 16L/34R 119.05	340°-110° above 8000′ 135.5	250°-300° above 8000′ 126.25
Rwy 16R/34L 132.65	110°-160° above 8000′ 124.3	300°-340° above 8000′ 124.9
	160°-250° above 8000′ 128.1	



CHANGES: Rwy 16L/34R length, Rwy 17/35 length, construction, airport diagram, deice pads.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

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 BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14 ❶ 32	HIRL PAPI-L (angle 3.0°) grooved				150′ 46m
❶ Rwy 14/32 closed below 1200′ RVR.					
16L ❷ 34R	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) RVR		10,963′3342m 10,955′3339m		150′ 46m
❷ Runway grooved.					
16R ❸ 34L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		10,949′3337m 10,949′3337m		150′ 46m
❸ Runway grooved.					
17 ❹ 35	HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR	9272′2826m	8548′2605m 8195′2498m		150′ 46m
❹ Runway grooved.					

RUNWAY INCURSION HOT SPOTS

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

HS1

HS1 Wrong Runway Departure Risk. Check alignment with assigned runway prior to departure. Hold lines for Runway 32 and Runway 35 are at the same spot at K1 with short taxi distance to either runway.

HS2 Be aware of the Runway 35 hold line on Runway 14/32 during taxi SE on the runway. Hold line is located on north side of Runway 32 numbers.

HS3 Possible confusion between ramp, taxiway and runway due to large paved area. ATC clearance is required to enter the movement area, immediately west of vehicle drive lanes marked by a movement/non-movement boundary line.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

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

2 operating RVRs are required. All operating RVRs are controlling. HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 17/35

Both RVRs are required and controlling. CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 14 Adequate Vis Ref	Rwy 14 STD 3 & 4 Eng	Rwy 14 STD 1 & 2 Eng	Rwy 32 With Mim climb of 498′/NM to 4700′ Adequate Vis Ref	Rwy 32 STD 3 & 4 Eng	Rwy 32 STD 1 & 2 Eng	Rwy 32 Other
1/4	1/2	1	1/4	1/2	1	400-1

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

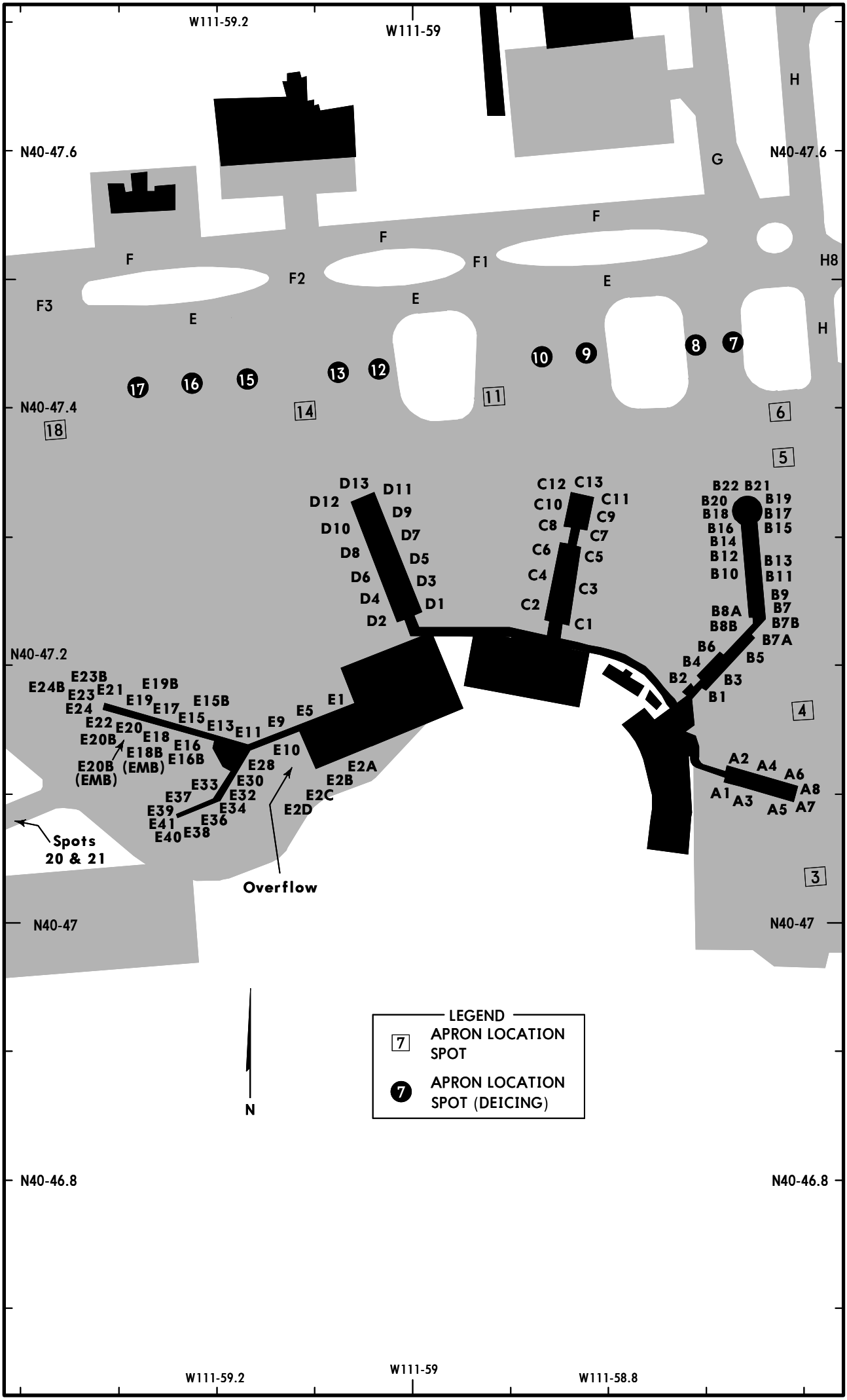
	ILS Rwy 16L ILS Rwy 16R ILS Rwy 17 ILS Rwy 34L ILS Rwy 34R	LOC Rwy 16L LOC Rwy 16R LOC Rwy 17 LOC Rwy 34L LOC Rwy 34R LDA DME Rwy 35 RNAV (GPS) Rwy 16L	RNAV (GPS) Rwy 16R RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 34L RNAV (GPS) Rwy 35 VOR DME Rwy 16L VOR DME Rwy 17	RNAV (GPS) Rwy 34R VOR DME Rwy 34R
A B C D	600-2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

AMEND 11

CHANGES: Usable lengths.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

SALT LAKE CITY, UTAH
SALT LAKE CITY INTL



CHANGES: Gates B19, B20, B21, and B22 added.

© JEPPESEN, 1998, 2010. ALL RIGHTS RESERVED.

PARKING GATE COORDINATES

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

CHANGES: Gates B19, B20, B21, and B22 added.

© JEPPESEN, 1998, 2010. ALL RIGHTS RESERVED.

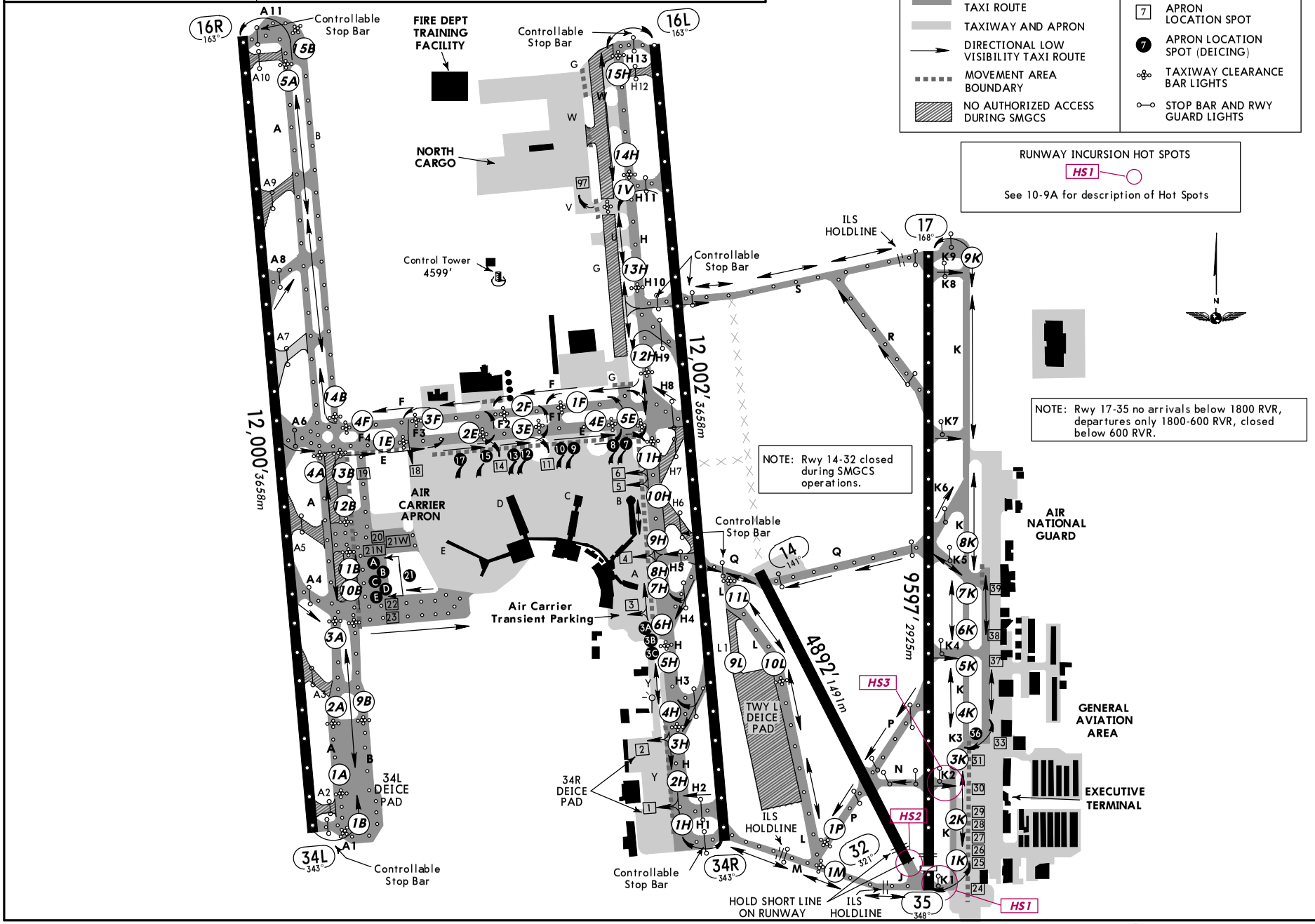
SALT LAKE CITY, UTAH
LOW VISIBILITY TAXI ROUTES

D-ATIS		ACARS: D-ATIS PDC TWIP	SALT LAKE CITY Clearance (Cpt)	Ground	
124.75	125.62		127.3	Rwys 14/32, 17/35 121.9	Rwy 16L/34R, 16R/34L 123.77
VOT 111.0					

Tower		
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L
118.3	119.05	132.65

SALT LAKE CITY Departure (R)

South of 41° latitude below 8000′	120.9	North of 41° latitude below 8000′	121.1
340°-110° above 8000′	135.5	250°-300° above 8000′	126.25
110°-160° above 8000′	124.3	300°-340° above 8000′	124.9
160°-250° above 8000′	128.1		



CHANGES: Rwy 16L/34R length, Rwy 17/35 length, airport diagram, deice pads.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

SALT LAKE CITY, UTAH
LOW VISIBILITY TAXI ROUTES

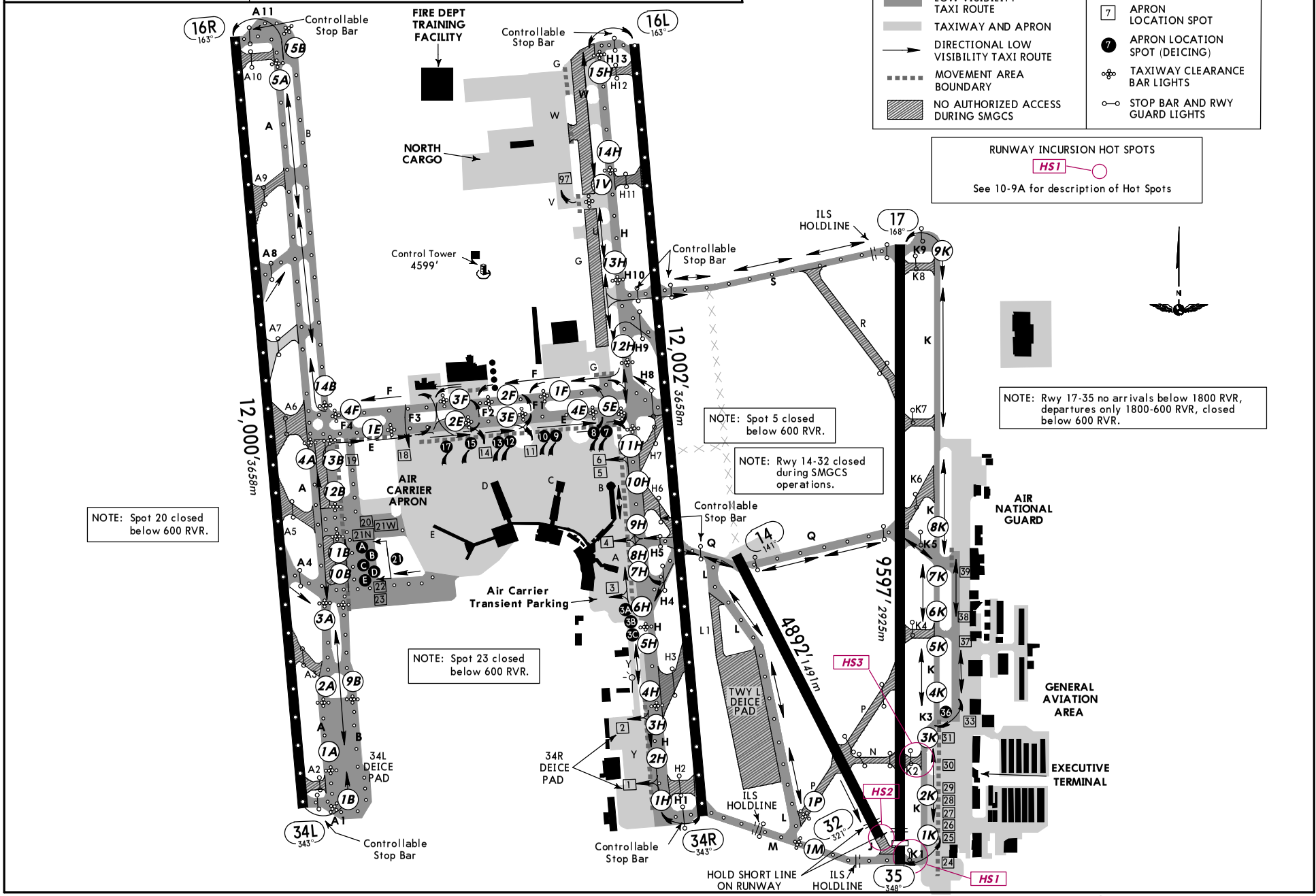
LESS THAN RVR 600 to 300

D-ATIS		ACARS: D-ATIS PDC TWIP	SALT LAKE CITY Clearance (Cpt)	Ground	
124.75	125.62		127.3	Rwys 14/32, 17/35	Rwy 16L/34R, 16R/34L
VOT 111.0				121.9	123.77

Tower		
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L
118.3	119.05	132.65

SALT LAKE CITY Departure (R)

South of 41° latitude below 8000′	120.9	North of 41° latitude below 8000′	121.1
340°-110° above 8000′	135.5	250°-300° above 8000′	126.25
110°-160° above 8000′	124.3	300°-340° above 8000′	124.9
160°-250° above 8000′	128.1		



CHANGES: Rwy 16L/34R length, Rwy 17/35 length, airport diagram, deice pads.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

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	123.77	121.9

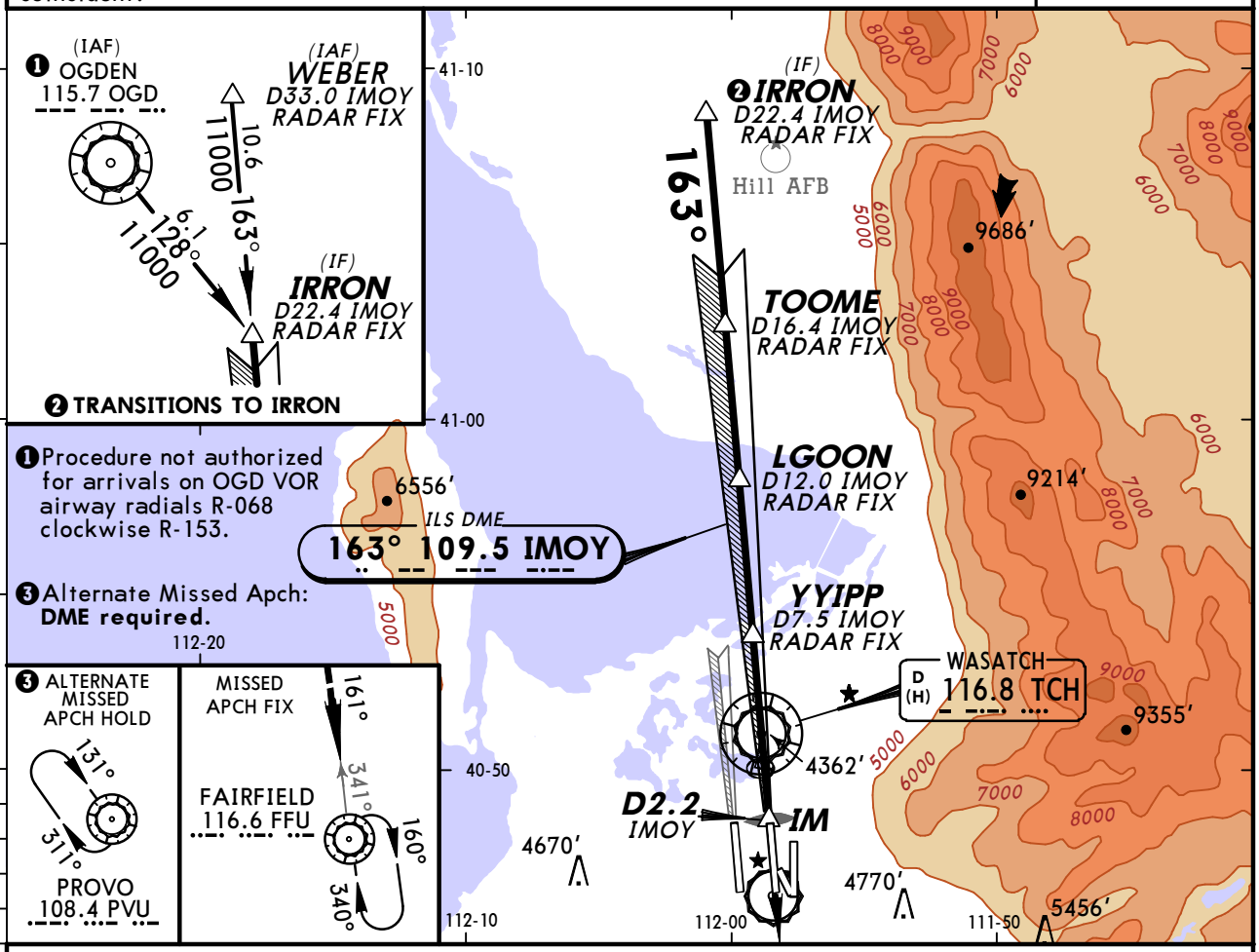
LOC IMOY	Final Apch Crs	GS YYIPP	ILS DA(H)	Apt Elev 4227′
109.5	163°	6000′ (1773′)	4427′ (200′)	TDZE 4227′

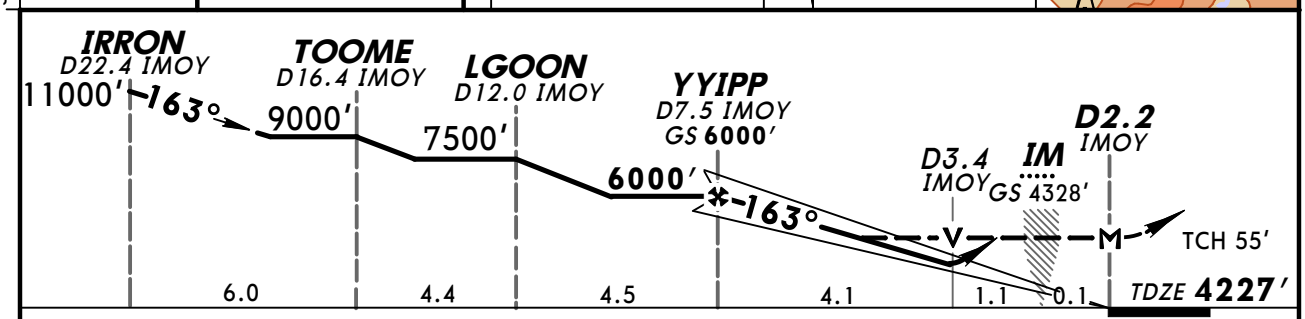
MISSED APCH: Climb to 4800′ then climb to 10000′ inbound via FFU VOR R-341 to FFU VOR and hold, or as directed by ATC.

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

1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III). 3. VGSI and ILS glidepath not coincident.

MSA TCH VOR
140° 11,000′
230°
8600′
050°
12,700′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IMOY or YYIPP to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

PAPI	ALSF-II	4800′	10000′	FFU via 116.6 R-341	FFU 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 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C				RVR 40 or ¾	RVR 60 or 1¼
D				RVR 50 or 1	1½

TERPS AMEND 3A 8 MAR 2012

CHANGES: Communications.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

SALT LAKE CITY, UTAH
ILS Rwy 16L CAT II & III

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	123.77	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IMOY 109.5	163°	YYIPP 6000′ (1773′)	NA	Refer to Minimums		RA 108′ DA(H) 4327′(100′)	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. Special Aircrew & Acft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III). 4. VGSI and ILS glidepath not coincident.

MSA TCH VOR
140° 11,000′
230°
8600′
050°
12,700′

❶ (IAF) OGDEN 115.7 OGD
(IAF) WEBER D33.0 IMOY RADAR FIX
11000 10.6 163°
6.1 128° 11000
(IF) IRRON D22.4 IMOY RADAR FIX
❷ TRANSITIONS TO IRRON

❶ Procedure not authorized for arrivals on OGD VOR airway radials R-068 clockwise R-153.

❸ Alternate Missed Apch: **DME required.**

❸ ALTERNATE MISSED APCH HOLD
131° 311°
PROVO 108.4 PVU

MISSED APCH FIX
161° 341° 160° 340°
FAIRFIELD 116.6 FFU

41-10 41-00 40-50 112-20 112-10 112-00 111-50

(IF) ❷ IRRON D22.4 IMOY RADAR FIX
163°
Hill AFB
TOOME D16.4 IMOY RADAR FIX
LGOON D12.0 IMOY RADAR FIX
ILS DME 163° 109.5 IMOY
YYIPP D7.5 IMOY RADAR FIX
WASATCH D (H) 116.8 TCH
IM
6556′ 9686′ 9214′ 9355′ 4362′ 4670′ 4770′ 5456′

IRRON D22.4 IMOY 11000′ 163°
TOOME D16.4 IMOY 9000′
LGOON D12.0 IMOY 7500′
YYIPP D7.5 IMOY GS 6000′ 6000′ 163°
IM GS 4328′
TCH 55′
TDZE 4227′
6.0 4.4 4.5 5.2 0.1 0

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 4800′ | 10000′ via FFU 116.6 R-341 | FFU 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	❶ RVR 12

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

TERPS AMEND 3A 8 MAR 2012

CHANGES: Communications.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

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	123.77	121.9

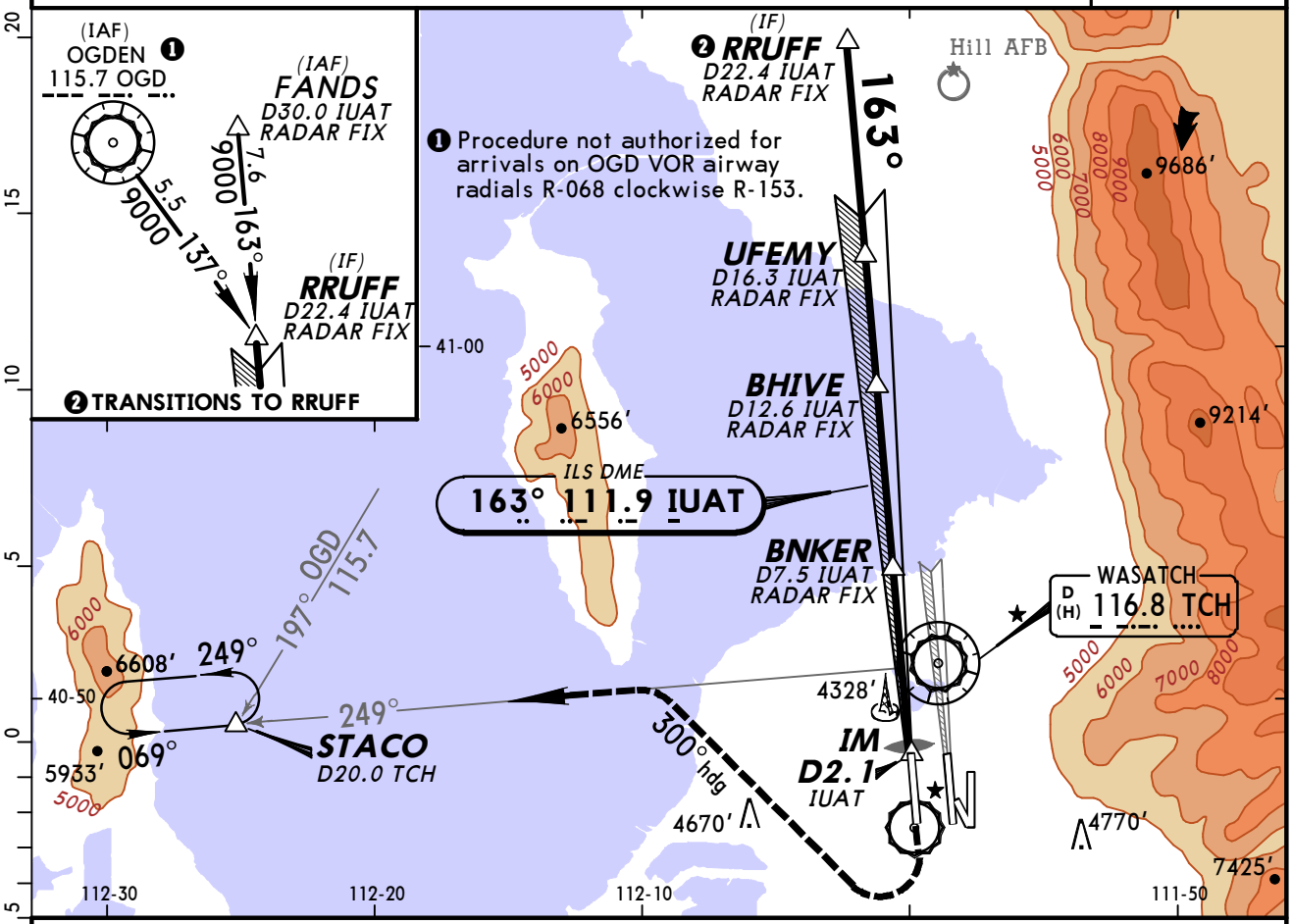
LOC IUAT	Final Apch Crs	GS	ILS DA(H)	Apt Elev 4227′
111.9	163°	BNKER 6000′ (1777′)	4423′ (200′)	TDZE 4223′

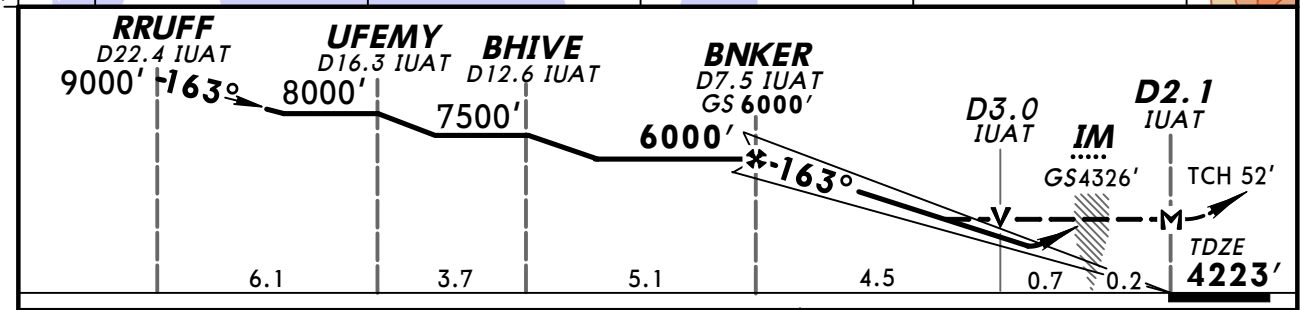
MISSED APCH: Climb to 4800′, then climbing RIGHT turn to 8100′ via 300° hdg and outbound via TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

140° 11,000′ 230° 8600′ 050° 12,700′
MSA TCH VOR

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

1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16L, ILS Rwy 16L CAT II & III and Rwy 17. 3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.1 IUAT or BNKER to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-II PAPI | 4800′ | 8100′ RT via 300° hdg and TCH 116.8 R-249

STRAIGHT-IN LANDING RWY 16R

	ILS DA(H) 4423′(200′)			LOC (GS out) MDA(H) 4580′(357′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

TERPS AMEND 3B 17 OCT 2013

CHANGES: Notes.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

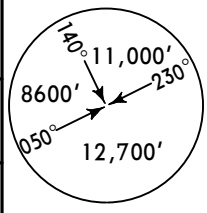
SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IUAT 111.9	163°	BNKER 6000′ (1777′)	NA	Refer to Minimums		RA 108′ DA(H) 4323′(100′)	4227′ TDZE 4223′

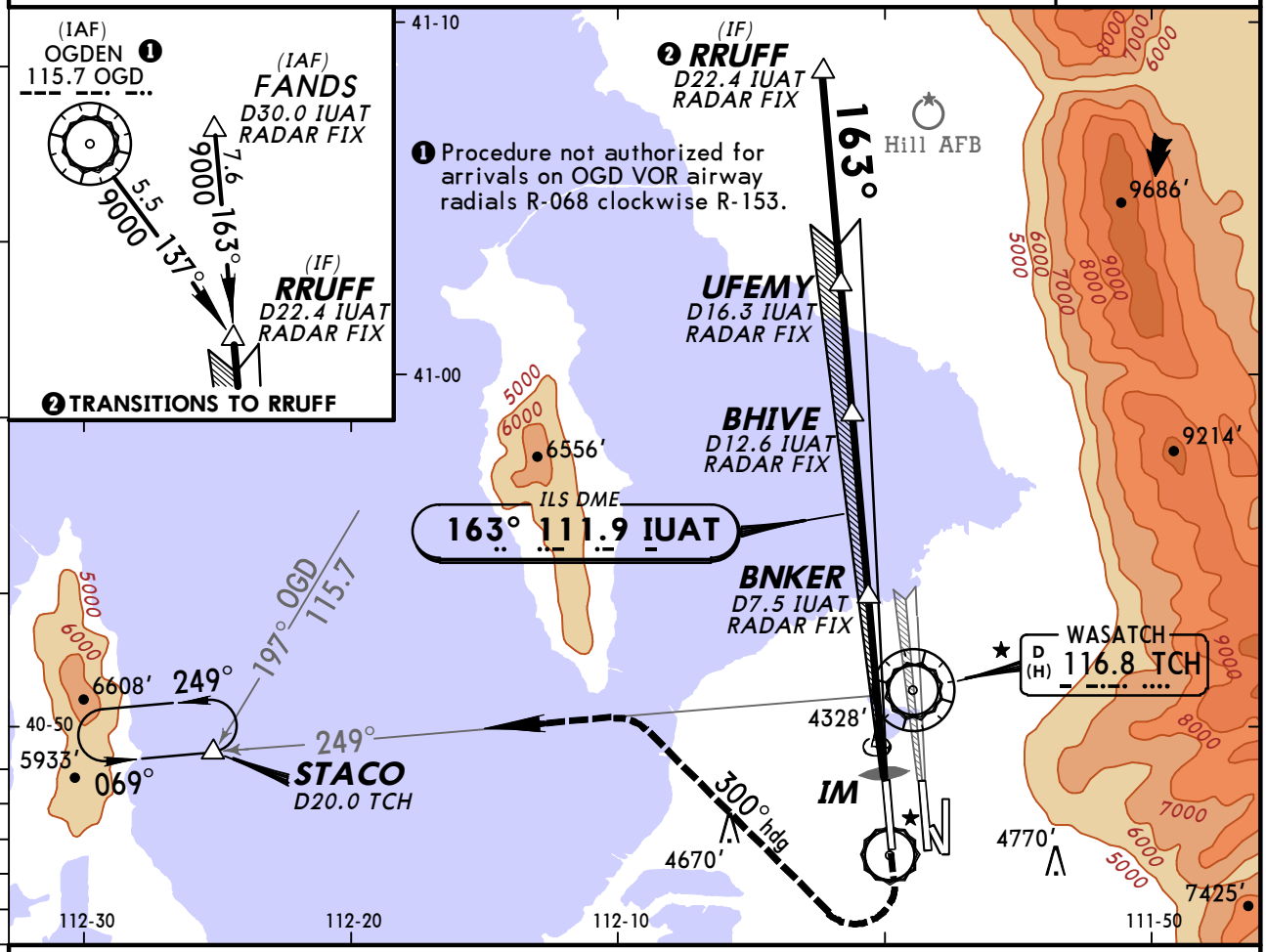
MISSED APCH: Climb to 4800′ then climbing RIGHT turn to 8100′ via 300° hdg and outbound via TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

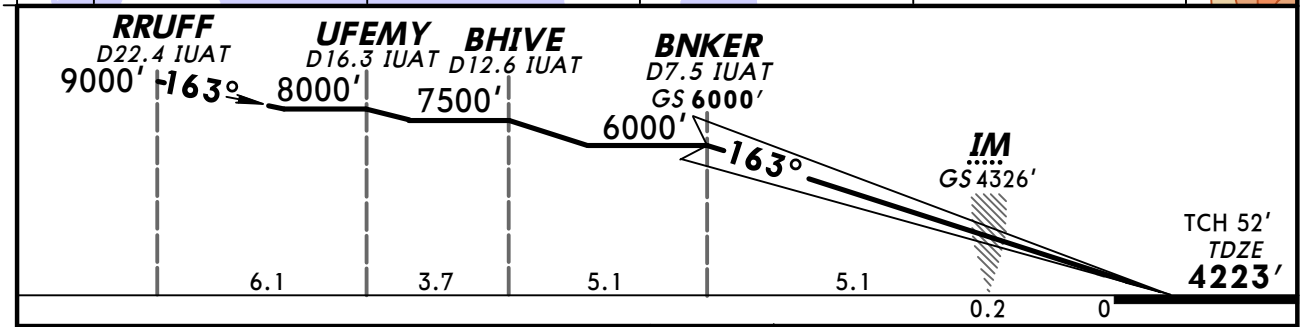
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with ILS or LOC Rwy 16L, ILS Rwy 16L CAT II & III and Rwy 17. 4. VGSI and ILS glidepath not coincident.



MSA TCH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II / PAPI	4800′	8100′ RT	via 300° hdg	and TCH 116.8 R-249

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	❶ RVR 12

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

TERPS AMEND 3B 17 OCT 2013

CHANGES: None.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

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	123.77	121.9

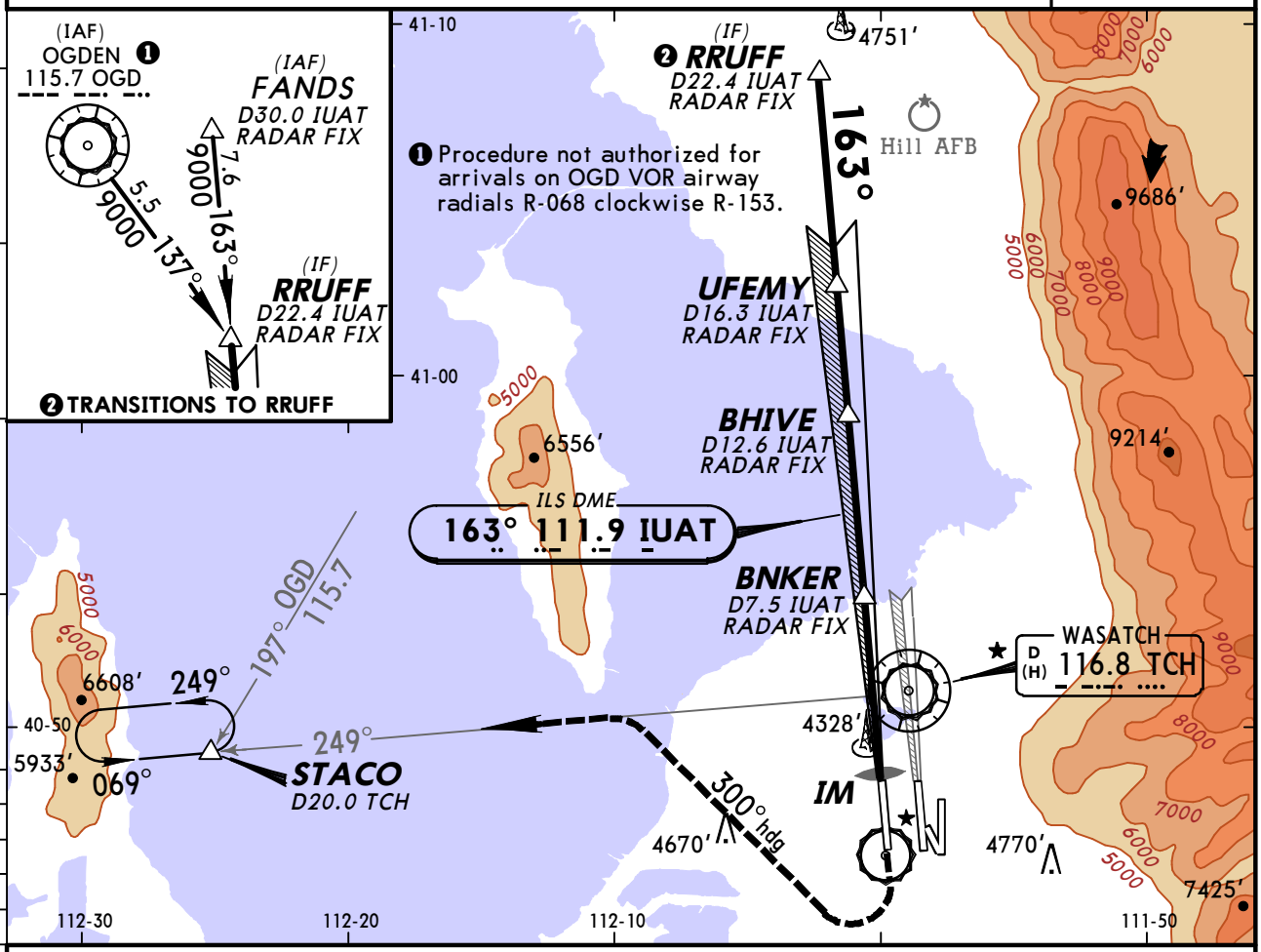
LOC	Final	GS	SA CAT I ILS	
IUAT	Apch Crs	BNKER	RA 157′	Apt Elev 4227′
111.9	163°	6000′ (1777′)	DA(H)4373′(150′)	TDZE 4223′

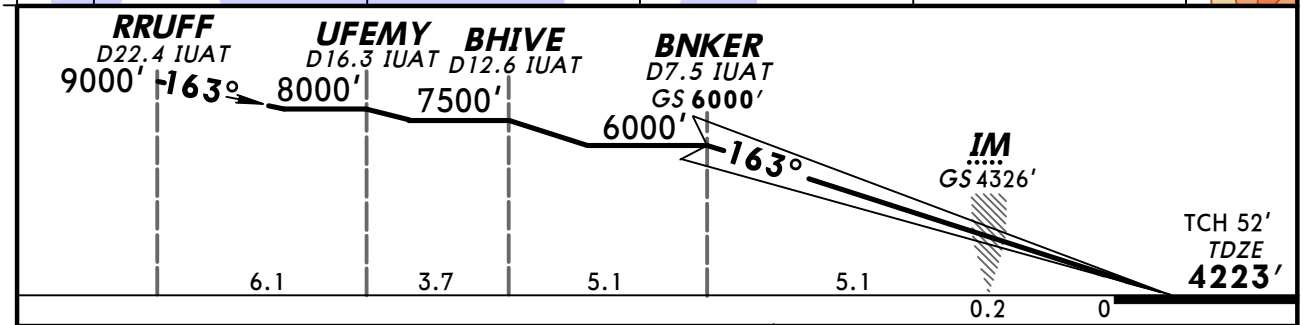
MISSED APCH: Climb to 4800′ then climbing RIGHT turn to 8100′ via 300° hdg and outbound via TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with ILS or LOC Rwy 16L, ILS Rwy 16L CAT II & III and Rwy 17. 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
GS	3.00°	372	478	531	637	743	849

ALSF-II / PAPI	4800′	8100′ RT	via 300° hdg	and TCH 116.8 R-249

STRAIGHT-IN LANDING RWY16R
❶ SA CAT I ILS
RA 157′
DA(H) 4373′(150′)

A	RVR 14
B	
C	
D	

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

TERPS AMEND 3B 17 OCT 2013

CHANGES: Notes.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

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	123.77

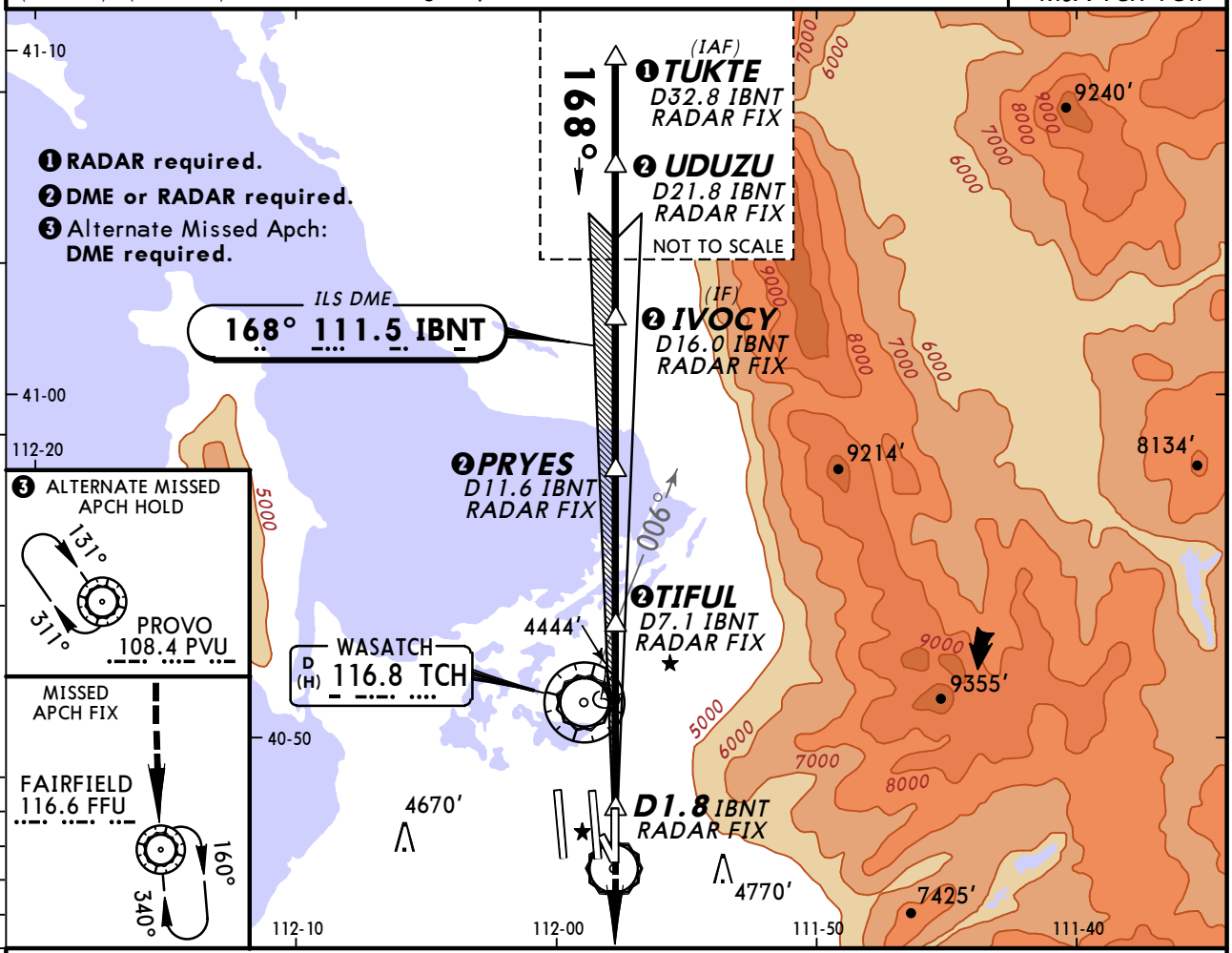
LOC IBNT	Final Apch Crs	GS TIFUL	ILS DA(H)	Apt Elev 4227′ TDZE 4219′
111.5	168°	6000′ (1781′)	4419′ (200′)	

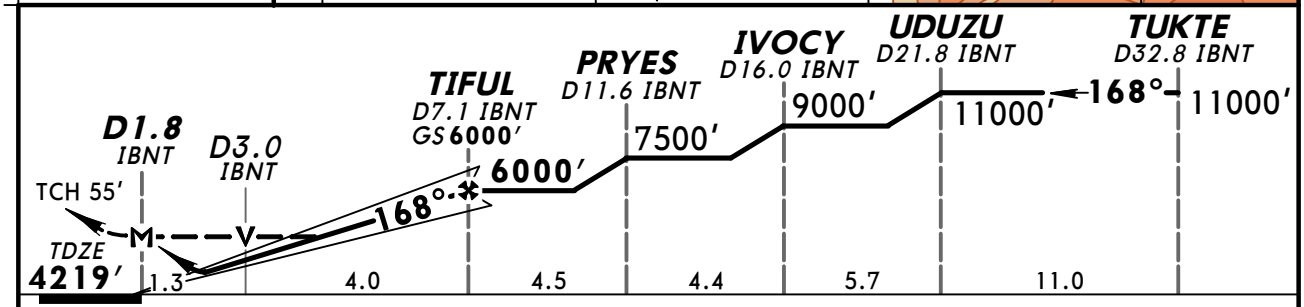
MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ direct FFU VOR and hold, or as directed by ATC.

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

1. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III). 2. VGSI and ILS glidepath not coincident.

MSA TCH VOR: 140° 11,000′; 230° 8600′; 050° 12,700′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.8 IBNT or TIFUL to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR PAPI | 5800′ | 10000′ LT | D | FFU 116.6

STRAIGHT-IN LANDING RWY 17

	ILS DA(H) 4419′ (200′) FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 4700′ (481′)	RAIL out	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C				RVR 40 or ¾	RVR 60 or 1¼	
D				RVR 50 or 1	1½	

TERPS AMEND 13A 8 MAR 2012

CHANGES: Back side removed.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN

23 NOV 12 (11-3A)

SALT LAKE CITY, UTAH
ILS Rwy 17 SA CAT II

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

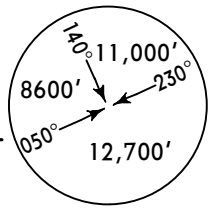
SALT LAKE CITY Tower			Ground	
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77

LOC IBNT	Final Apch Crs	GS TIFUL	SA CAT II ILS	Apt Elev 4227′
111.5	168°	6000′ (1781′)	RA 99′ DA(H) 4319′(100′)	TDZE 4219′

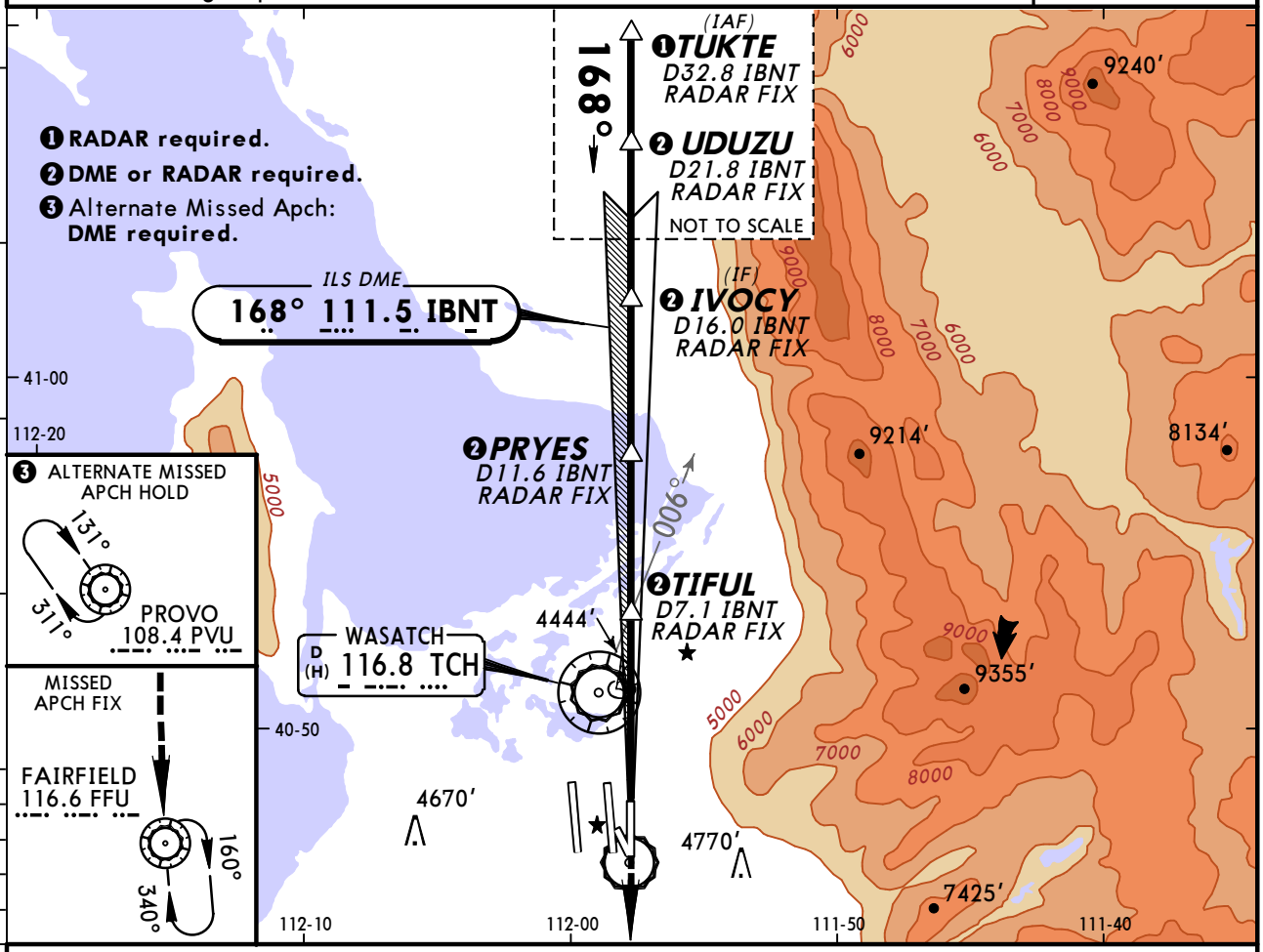
MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ direct FFU VOR and hold, or as directed by ATC.

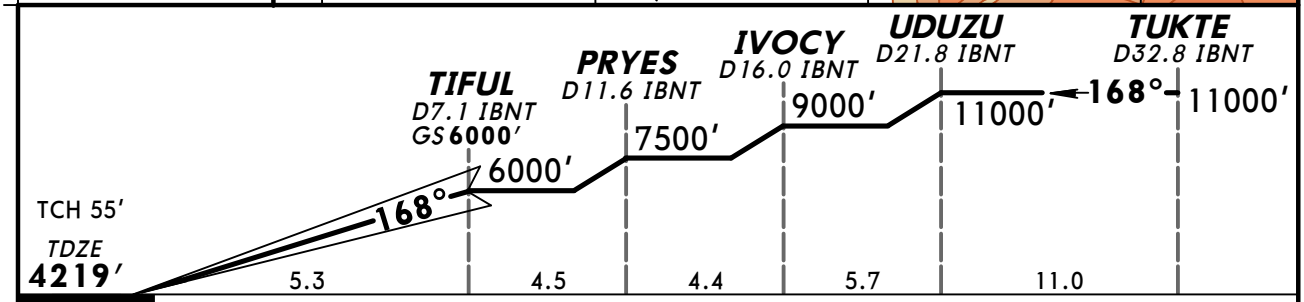
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III).
3. VGSI and ILS glidepath not coincident.



MSA TCH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR
PAPI

5800′ | 10000′ LT | D | FFU 116.6

STRAIGHT-IN LANDING RWY 17
1 SA 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.

TERPS AMEND 13A 8 MAR 2012

CHANGES: Printing sequence, procedure name.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

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	123.77	121.9

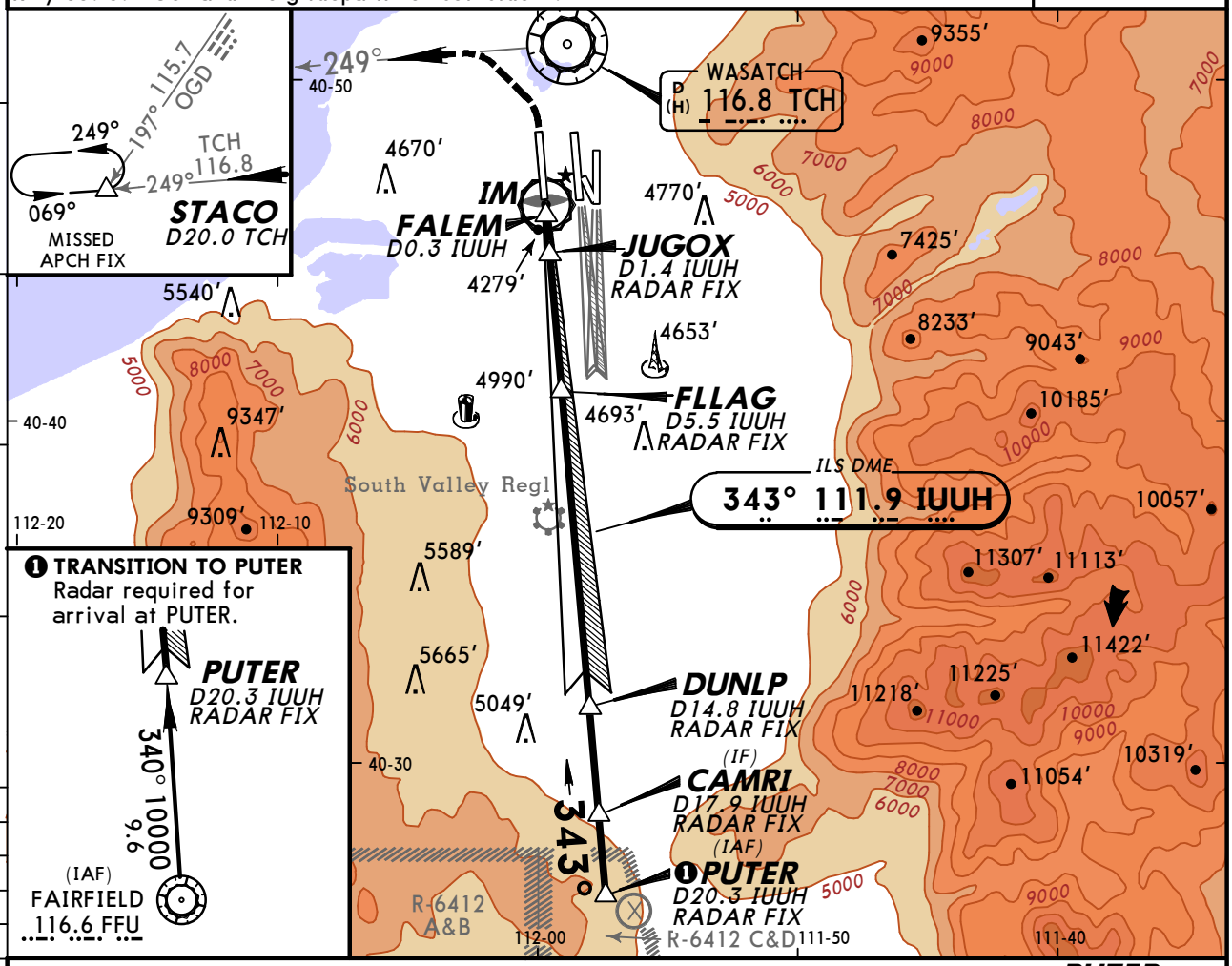
LOC IUUH	Final Apch Crs	GS FLLAG	ILS DA(H)	Apt Elev 4227′
111.9	343°	6100′ (1874′)	4426′ (200′)	TDZE 4226′

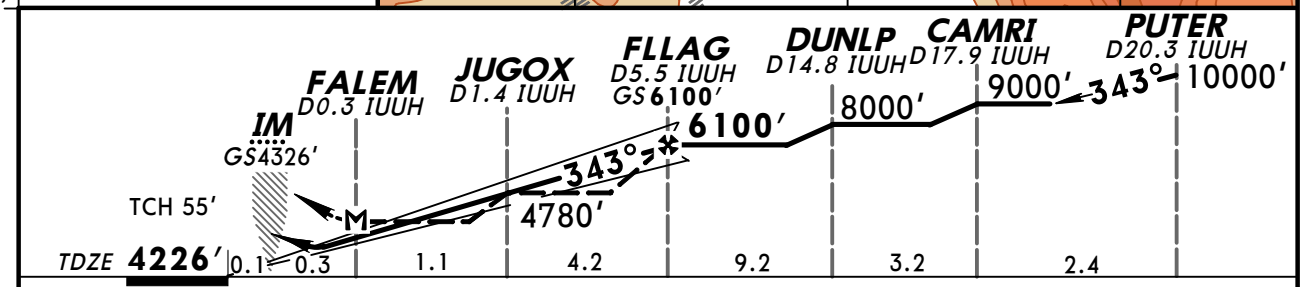
MISSED APCH: Climb to 4800′ then climbing LEFT turn to 8100′ on TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

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

1. DME or Radar required. 2. Simultaneous approaches authorized with Rwy 34R and Rwy 35. 3. VGSI and ILS glidepath not coincident.

MSA TCH VOR: 140° 11,000′; 230° 9600′; 050° 12,700′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at FALEM or FLLAG to MAP	5.3	4:33	3:32	3:11	2:39	2:16	2:03

ALSF-II PAPI 4800′ 8100′ LT TCH on 116.8 R-249

TERPS STRAIGHT-IN LANDING RWY 34L

	ILS DA(H) 4426′ (200′)			LOC (GS out) MDA(H) 4560′ (334′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 26 or 1/2	RVR 50 or 1
D					

TERPS AMEND 3A 24 JUL 2014

CHANGES: THRE to TDZE.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

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	123.77	121.9

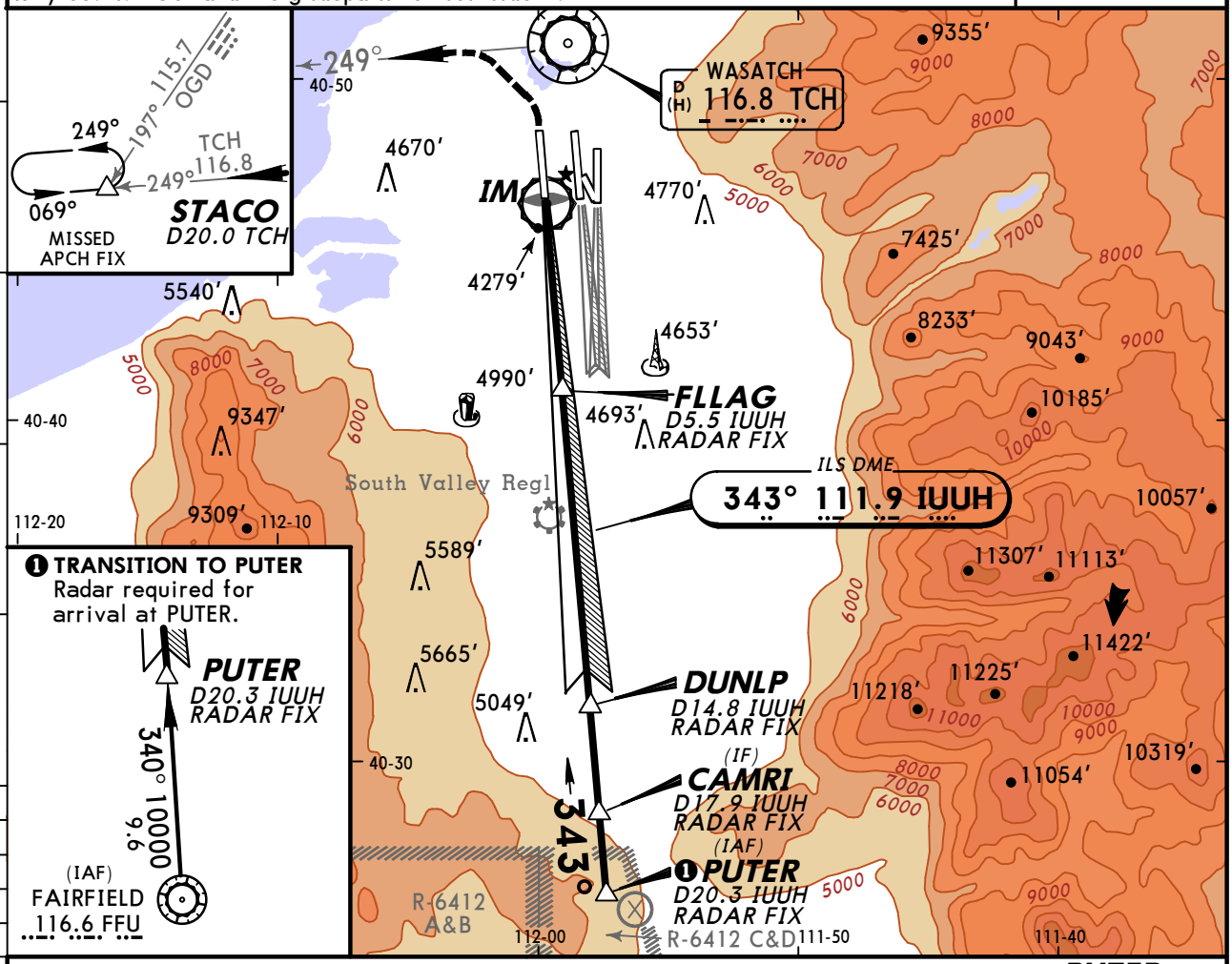
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IUUH 111.9	343°	FLLAG 6100′ (1874′)	NA	Refer to Minimums		RA 102′ DA(H) 4326′(100′)	4227′ TDZE 4226′

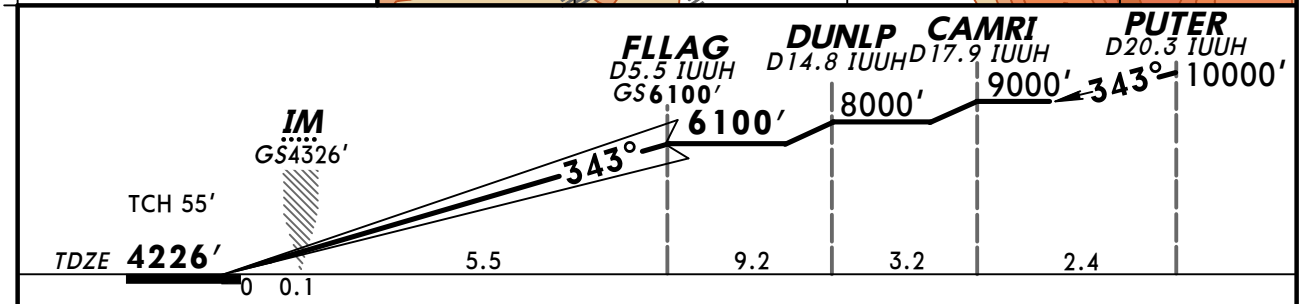
MISSED APCH: Climb to 4800′ then climbing LEFT turn to 8100′ on TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required.
2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34R and Rwy 35. 4. VGSI and ILS glidepath not coincident.

MSA TCH VOR
140° 11,000′
230°
9600′
050°
12,700′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
4800′
8100′ LT
TCH 116.8 on R-249

TERPS STRAIGHT-IN LANDING RWY 34L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 102′ DA(H) 4326′(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: THRE to TDZE.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

SALT LAKE CITY, UTAH
ILS Rwy 34L SA CAT I

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	123.77	121.9

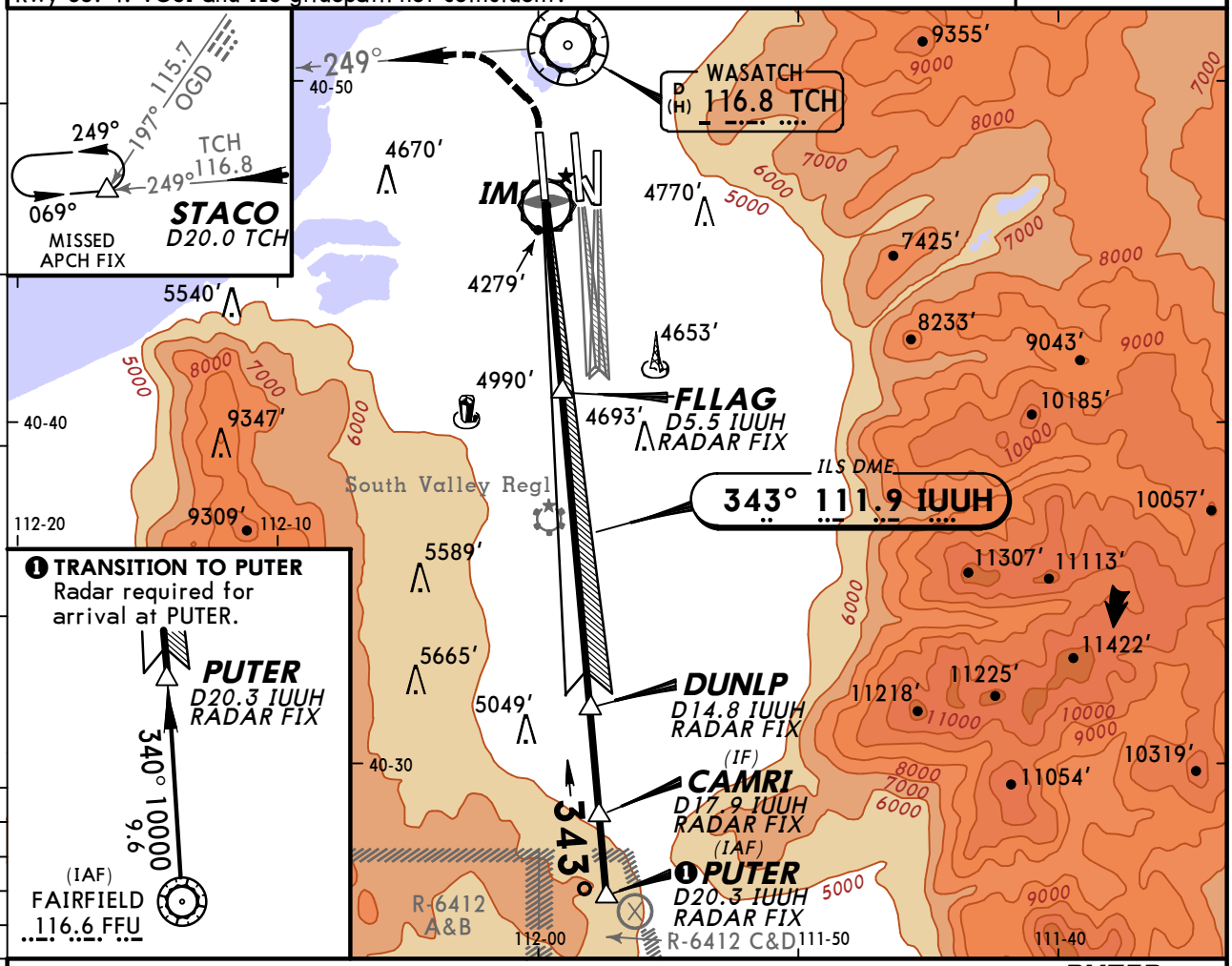
LOC	Final	GS	SA CAT I ILS	Apt Elev 4227′
IUUH	Apch Crs	FLLAG	RA 158′	TDZE 4226′
111.9	343°	6100′ (1874′)	DA(H) 4376′ (150′)	

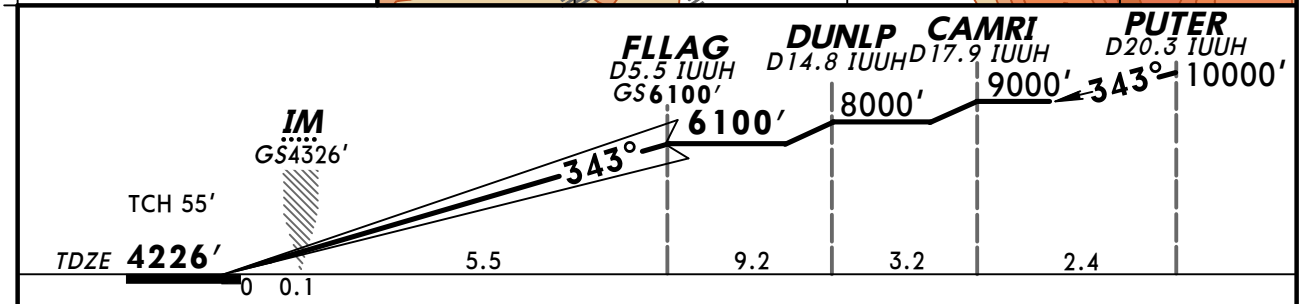
MISSED APCH: Climb to 4800′ then climbing LEFT turn to 8100′ on TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required.
2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34R and Rwy 35. 4. VGSI and ILS glidepath not coincident.

MSA TCH VOR
140° 11,000′
230°
9600′
050°
12,700′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

4800′

8100′
LT

TCH 116.8 on R-249

TERPS

STRAIGHT-IN LANDING RWY 34L
1 SA CAT I ILS
RA 158′
DA(H) **4376′** (150′)

A	RVR 14
B	
C	
D	

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

TERPS AMEND 3A 24 JUL 2014

CHANGES: THRE to TDZE.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

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	123.77	121.9

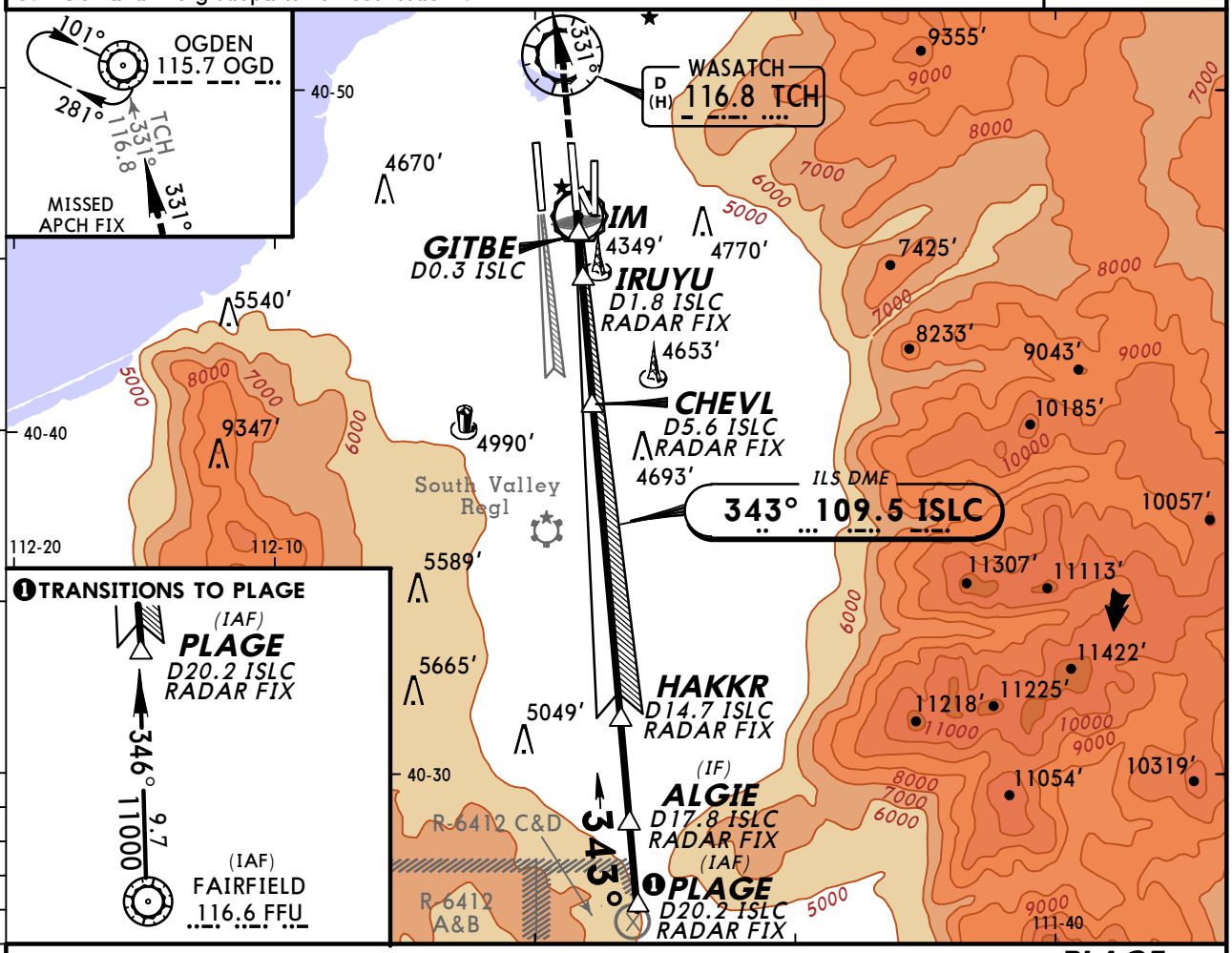
LOC ISLC	Final Apch Crs	GS CHEVL	ILS DA(H)	Apt Elev 4227′
109.5	343°	6100′ (1878′)	4422′ (200′)	TDZE 4222′

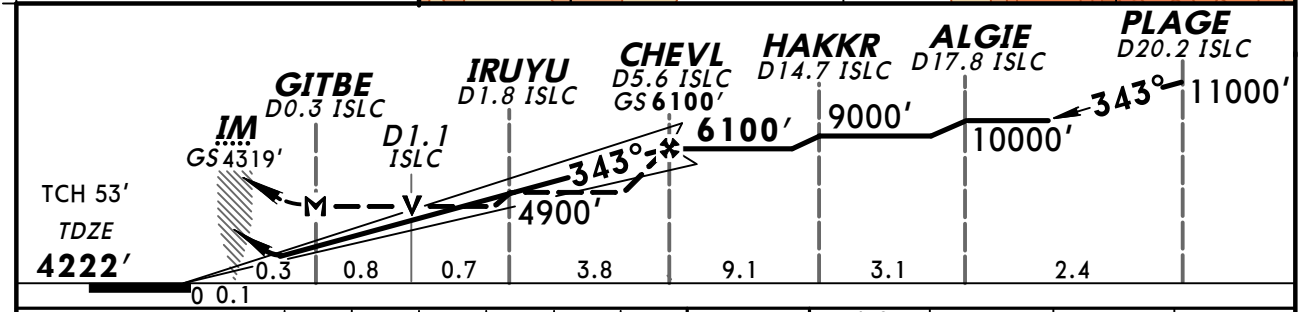
MISSED APCH: Climb to 9000′ direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.

140° 11,000′ 230° 9600′ 050° 12,700′
MSA TCH VOR

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

1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35.
3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at GITBE or CHEVL to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-II PAPI 9000′ D TCH 116.8

TERPS STRAIGHT-IN LANDING RWY **34R**

	ILS DA(H) 4422′ (200′)			LOC (GS out) MDA(H) 4700′ (478′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C					1 3/8
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4A 24 JUL 2014

CHANGES: THRE to TDZE, minimums.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (11-5A)

SALT LAKE CITY, UTAH
ILS Rwy 34R CAT II & III

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	123.77	121.9

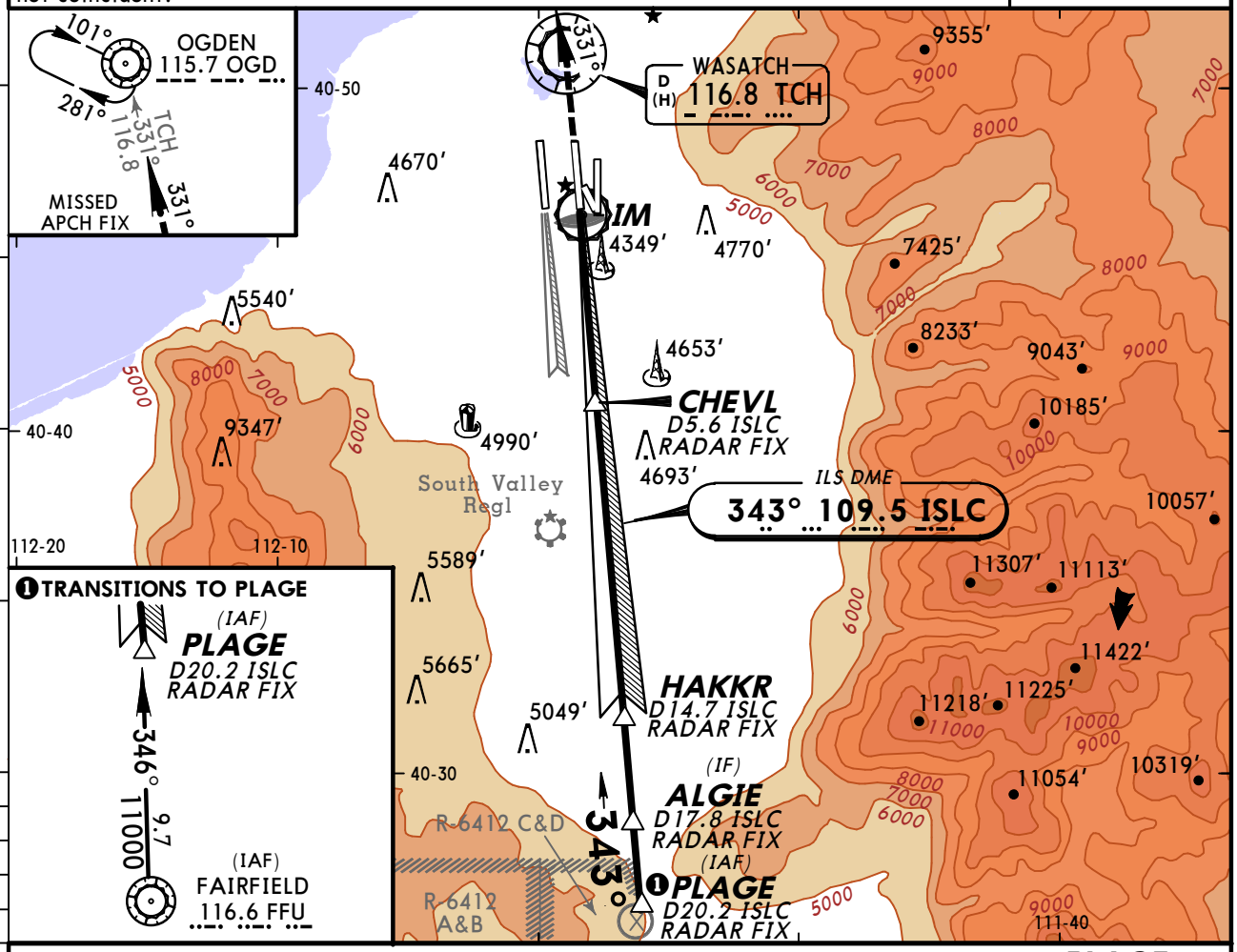
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
ISLC 109.5	343°	CHEVL 6100′ (1878′)	NA	Refer to Minimums		RA 100′ DA(H) 4322′(100′)	4227′ TDZE 4222′

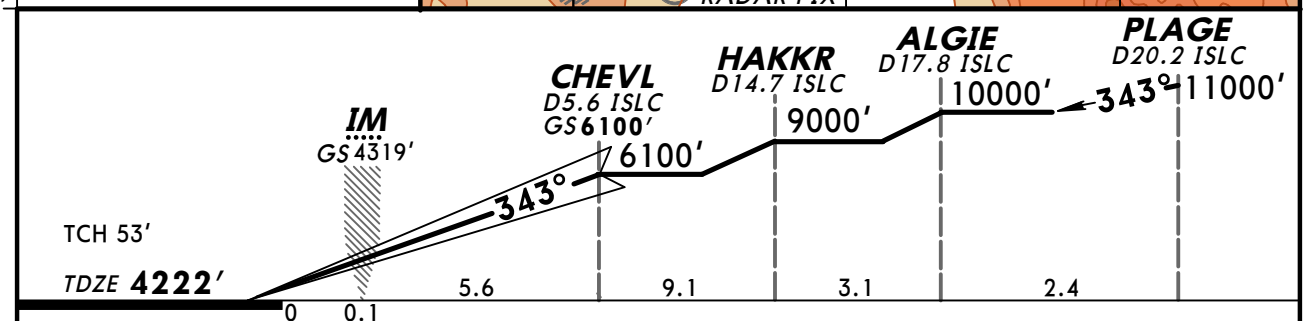
MISSED APCH: Climb to 9000′ direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.

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 ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35. 4. VGSI and ILS glidepath not coincident.

MSA TCH VOR
140° 11,000′
230°
9600′
050°
12,700′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 9000′ D TCH 116.8

TERPS STRAIGHT-IN LANDING RWY **34R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 4322′(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.

TERPS AMEND 4A 24 JUL 2014

CHANGES: THRE to TDZE, minimums.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN 18 JUL 14 (11-5B)

SALT LAKE CITY, UTAH
ILS Rwy 34R SA CAT I

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	123.77	121.9

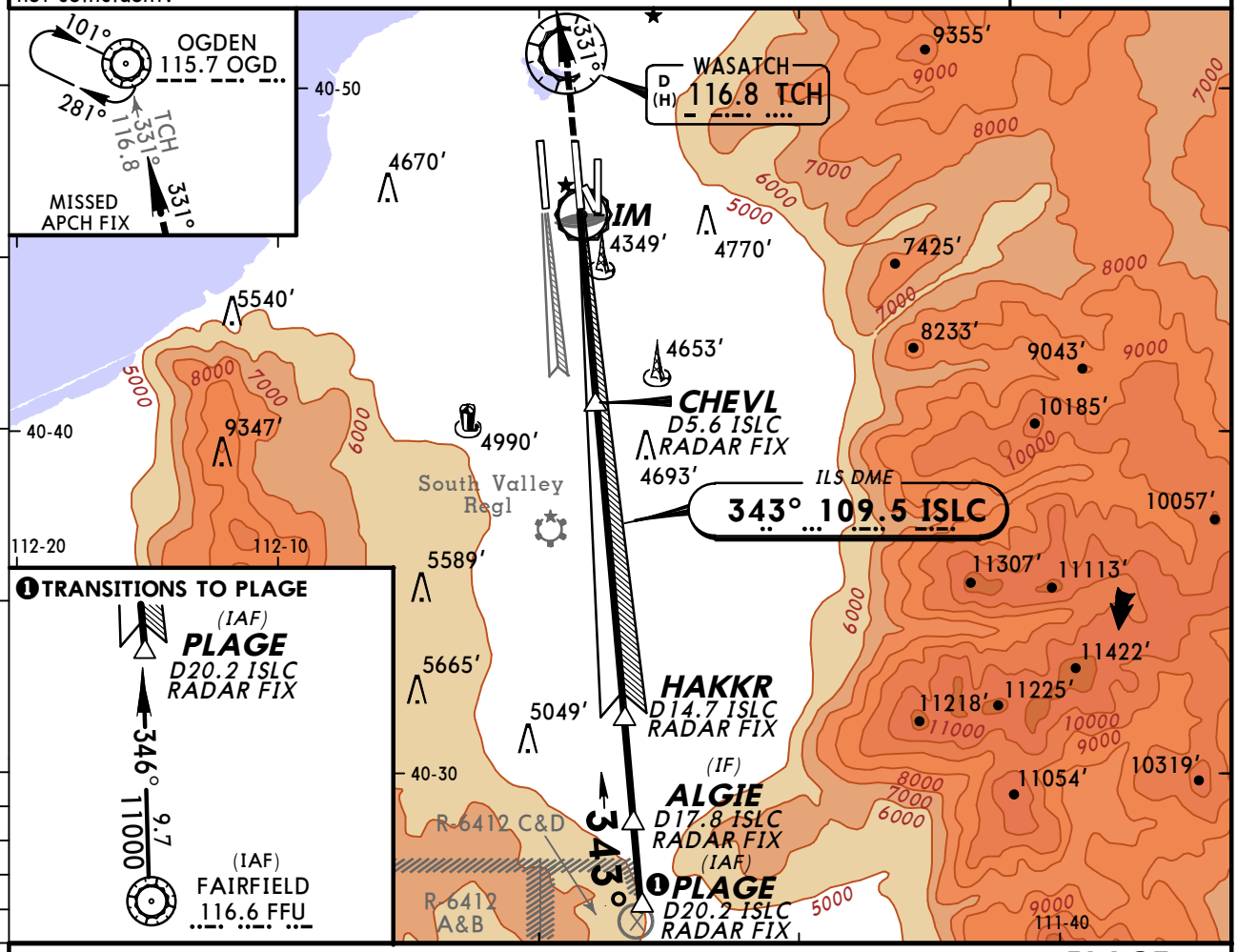
LOC	Final	GS	SA CAT I ILS	
ISLC	Apch Crs	CHEVL	RA 151′	Apt Elev 4227′
109.5	343°	6100′ (1878′)	DA(H)4372′(150′)	TDZE 4222′

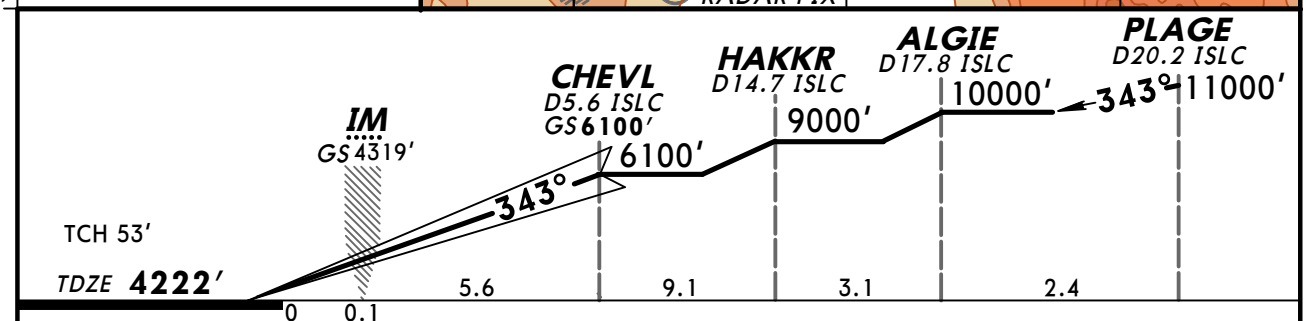
MISSED APCH: Climb to 9000′ direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.

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 ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35. 4. VGSI and ILS glidepath not coincident.

140° 11,000′ 230° 9600′ 050° 12,700′
MSA TCH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 9000′ D TCH 116.8

TERPS

STRAIGHT-IN LANDING RWY **34R**

1 SA CAT I ILS
RA 151′
DA(H) **4372′** (150′)

A	
B	RVR 14
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 4A 24 JUL 2014

CHANGES: THRE to TDZE, minimums.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

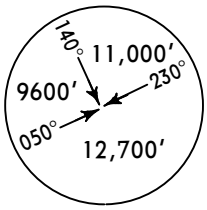
SALT LAKE CITY Tower Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Ground Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77

LDA IUTJ	Final Apch Crs	GS KERNN	LDA with GS DA(H)	Apt Elev 4227′ TDZE 4224′
111.5	343°	6100′ (1876′)	4474′ (250′)	

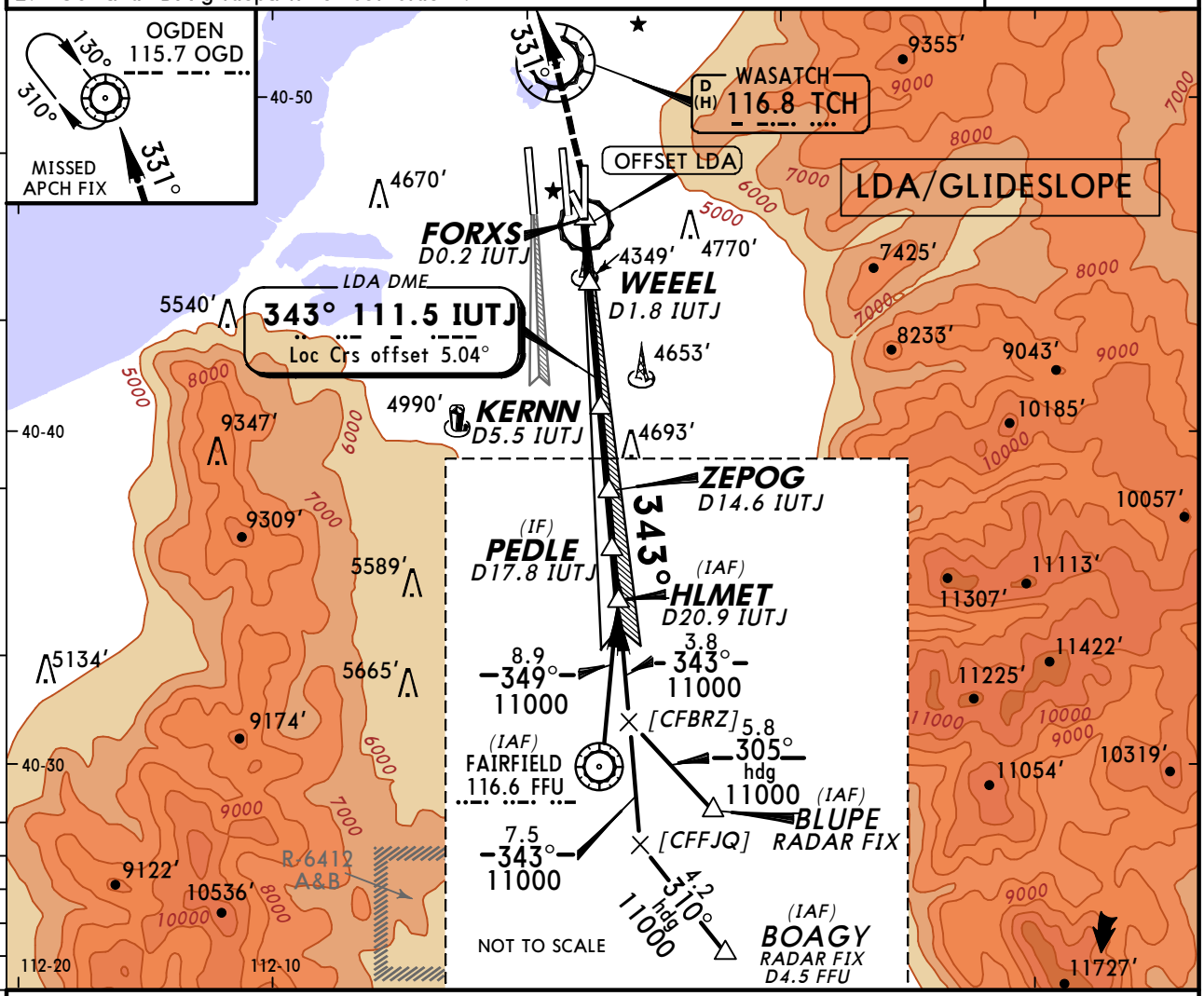
MISSED APCH: Climb to 4800′ then climbing LEFT turn to 9000′ direct TCH VOR and outbound TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.

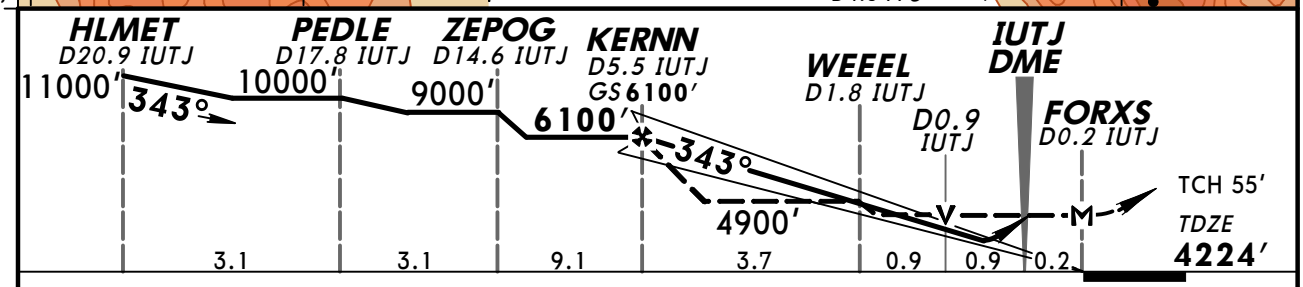
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 34L.
2. VGSI and LDA glidepath not coincident.



MSA TCH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at FORXS						

MALSR
PAPI

4800′

9000′ LT

D

TCH 116.8

TERPS AMEND 08 22 APR 2014

TERPS

STRAIGHT-IN LANDING RWY 35

	LDA with GS DA(H) 4474′ (250′) FULL	RAIL out	ALS out	LDA without GS MDA(H) 4660′ (436′)	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾		RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B						
C				RVR 40 or ¾	RVR 50 or 1	1¼
D						

CHANGES: TDZE.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

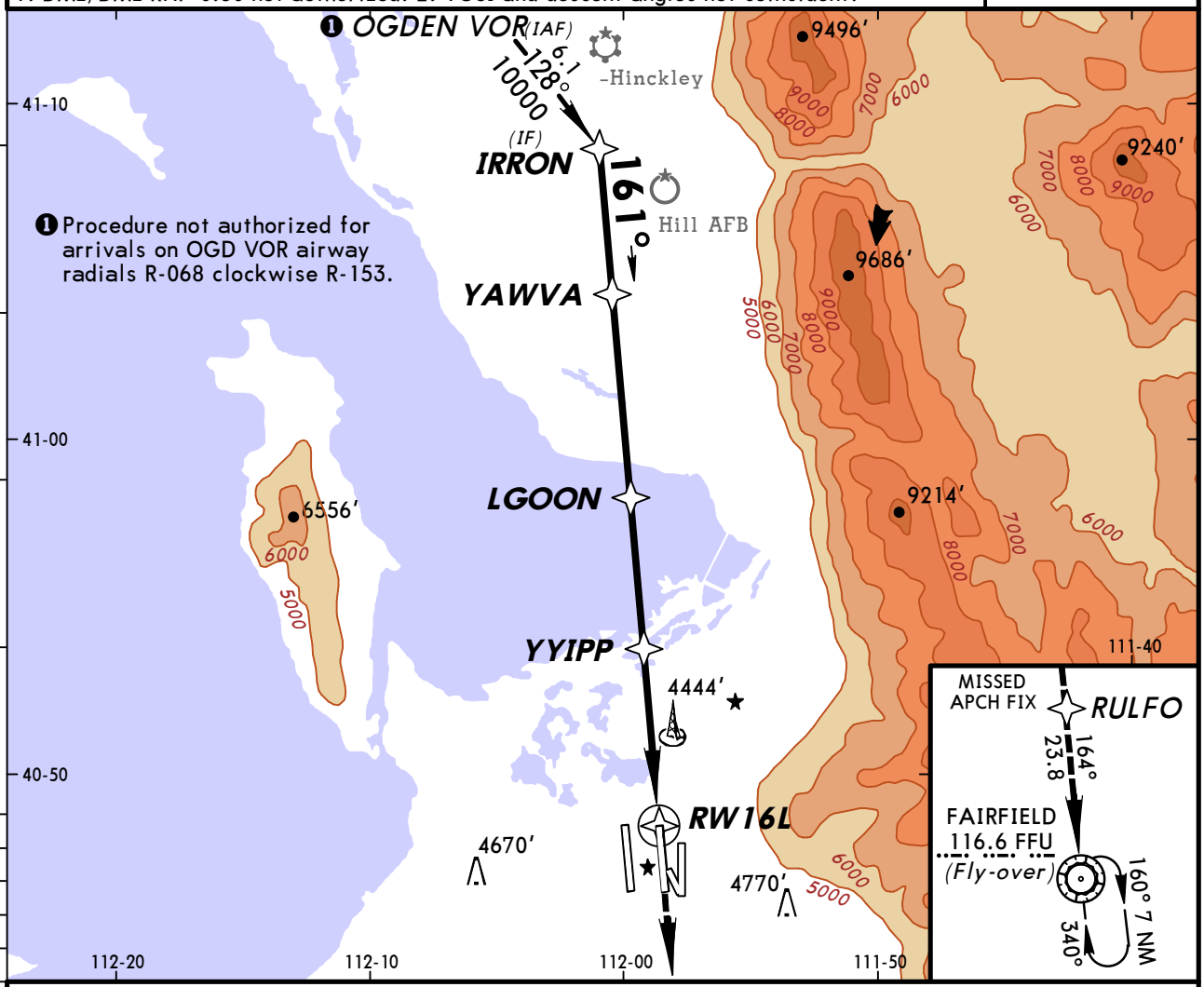
SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

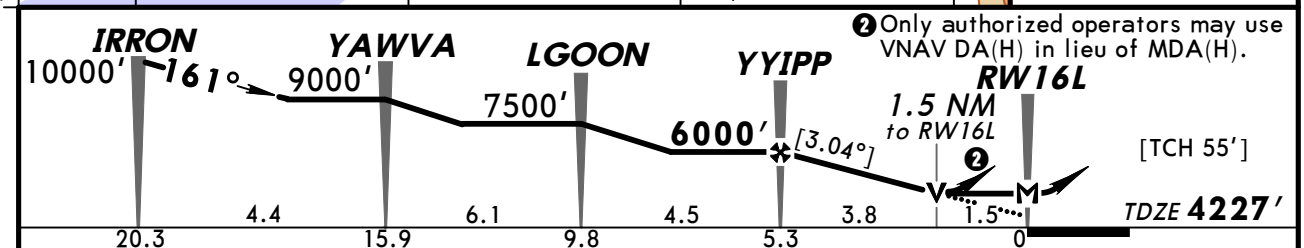
RNAV	Final Apch Crs	Minimum Alt YYIPP	LNAV MDA(H)	Apt Elev 4227′ TDZE 4227′
	161°	6000′ (1773′)	4760′ (533′)	

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.

13,000′
MSA RW16L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW16L						

ALSF-II
PAPI
10000′
RULFO

STRAIGHT-IN LANDING RWY 16L
LNAV
MDA(H) 4760′ (533′)

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D	RVR 60 or 1¼	1¾

TERPS AMEND 1 13 JAN 2011

CHANGES: Communications.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

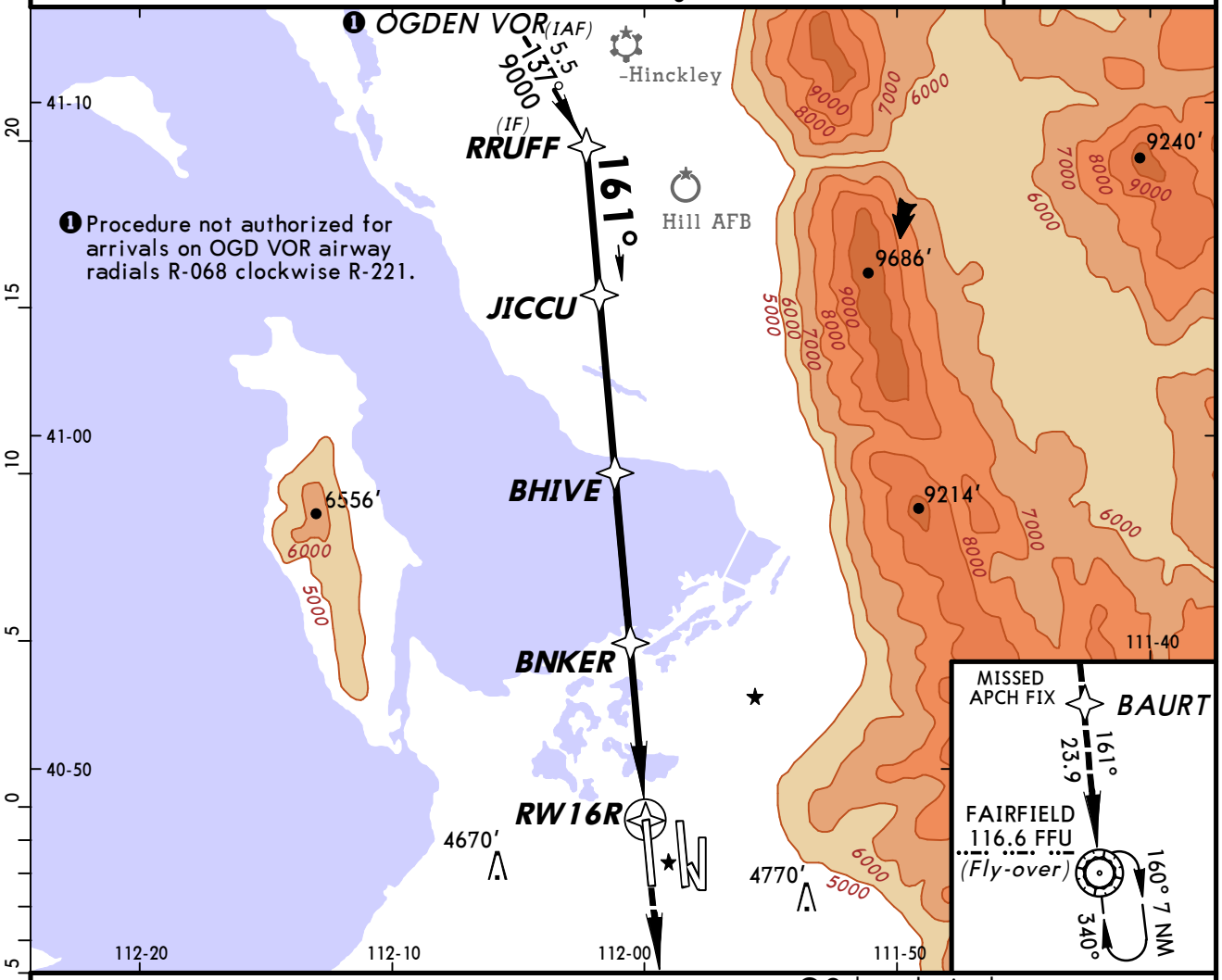
SALT LAKE CITY Tower			Ground	
Rwy 16R/34L	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
132.65	119.05	118.3	123.77	121.9

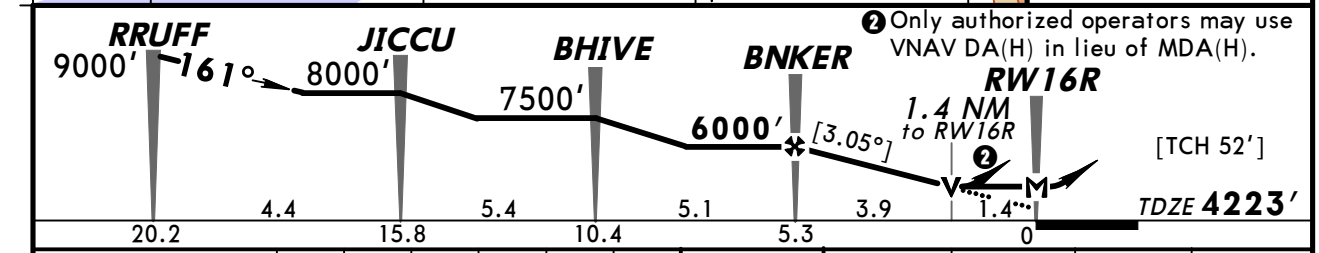
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 4227′
	161°	BNKER 6000′ (1777′)	4740′ (517′)	TDZE 4223′

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.

12,700′
MSA RW16R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW16R						

ALSF-II
PAPI
10000′
BAURT

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

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D	RVR 60 or 1¼	1¾

TERPS AMEND 1 13 JAN 2011

CHANGES: Communications.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

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	123.77

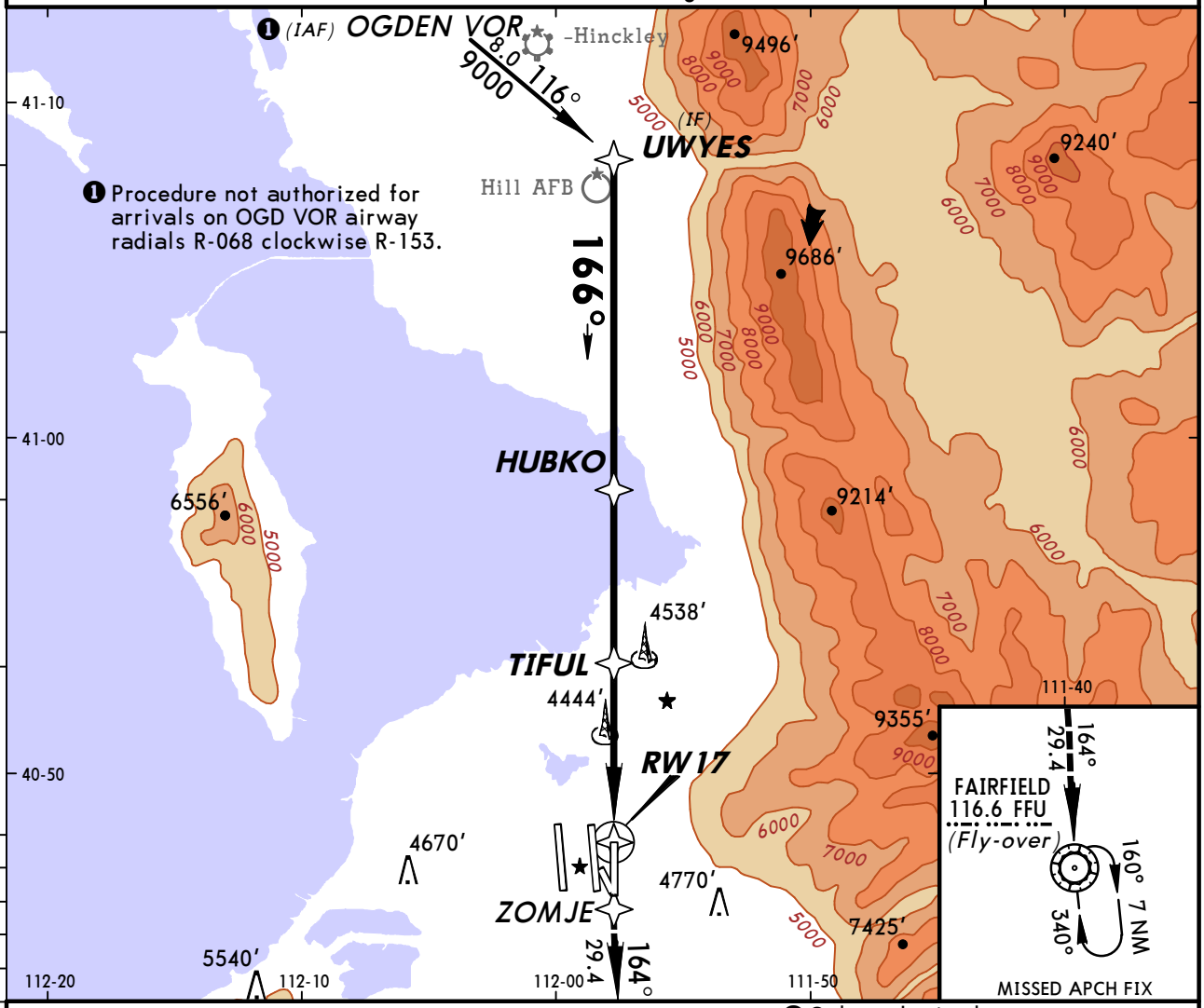
RNAV	Final Apch Crs	Minimum Alt TIFUL	LNAV MDA(H)	Apt Elev 4227′ TDZE 4219′
	166°	6000′ (1781′)	4800′ (581′)	

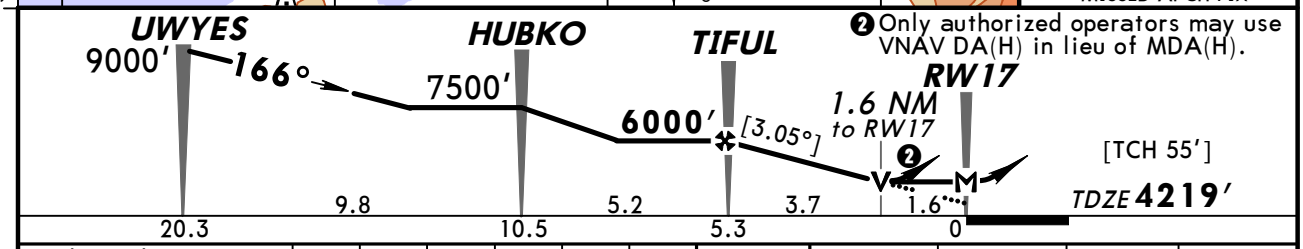
MISSED APCH: Climb to 10000′ direct ZOMJE and on track 164° to FFU VOR and hold.

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.

13,000′
MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW17						

MALSR
PAPI
10000′
D
ZOMJE

STRAIGHT-IN LANDING RWY 17
LNAV
MDA(H) 4800′ (581′)

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 50 or 1	1½	
D	RVR 60 or 1¼	1¾	

TERPS AMEND 1 13 JAN 2011

CHANGES: None.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

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	123.77	121.9

WAAS	Final Apch Crs	Minimum Alt FLLAG	LPV DA(H)	Apt Elev 4227′
Ch 70432 W-34B	341°	6100′ (1874′)	4426′ (200′)	TDZE 4226′

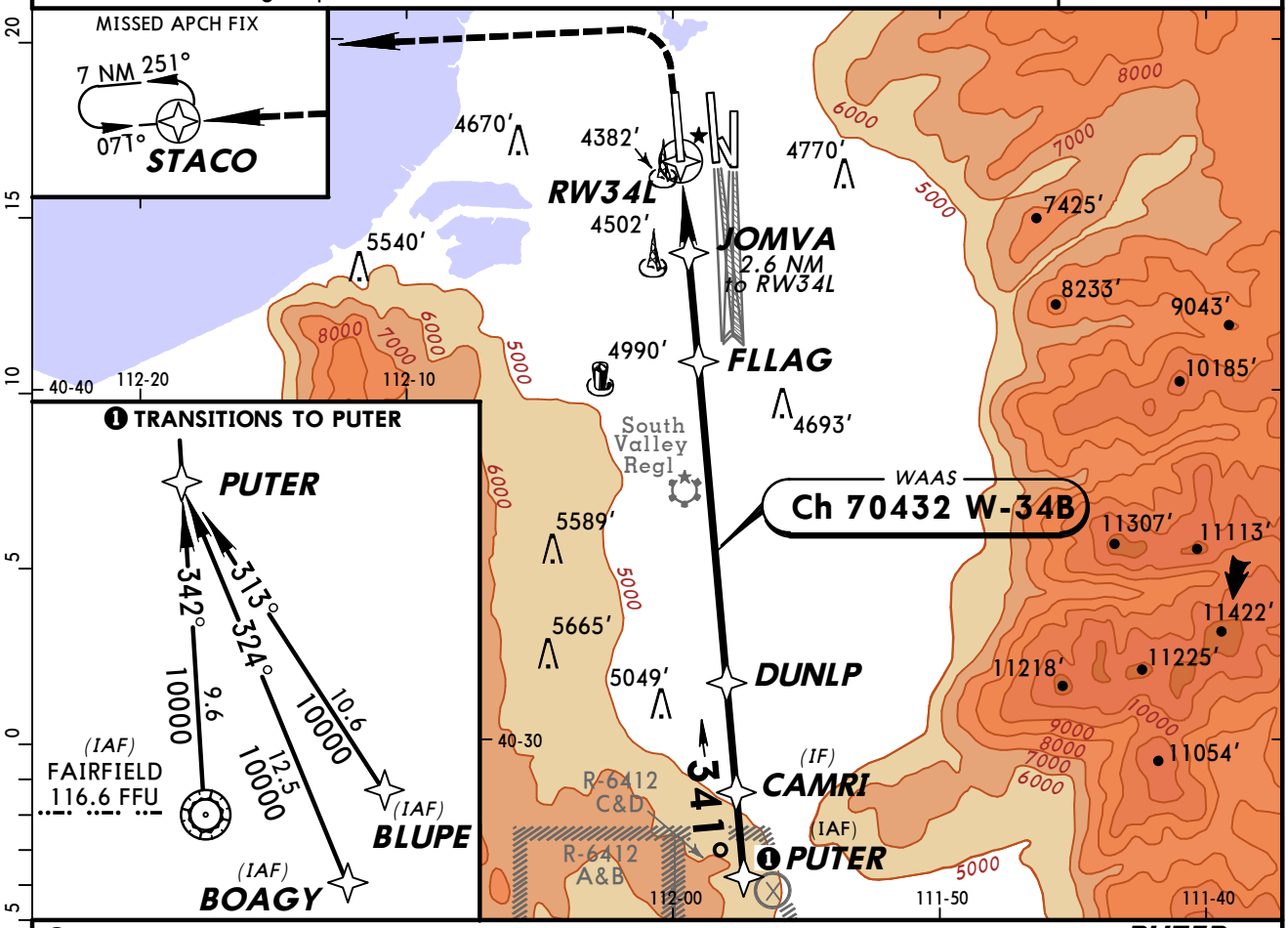
MISSED APCH: Climb to 4800′ then climbing LEFT turn to 8100′ direct STACO and hold.

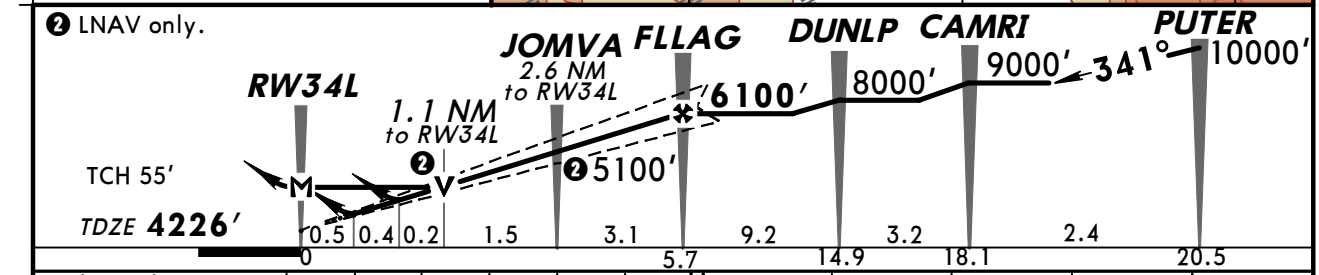
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV, LNAV/VNAV not authorized below -17°C (2°F) or above 49°C (121°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approaches authorized with Rwy 34R and Rwy 35. 4. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident.

13,000′

MSA RW34L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34L						

ALSF-II PAPI 4800′ 8100′ LT STACO

TERPS STRAIGHT-IN LANDING RWY 34L

	LPV DA(H) 4426′(200′)		LNAV/VNAV DA(H) 4577′(351′)		❶ LNAV MDA(H) 4660′(434′)		CIRCLE-TO-LAND
		ALS out		ALS out		ALS out	
A	RVR 24 or ½	RVR 40 or ¾	RVR 30 or ⅝	RVR 60 or 1⅛	RVR 24 or ½	RVR 55 or 1	NA
B							
C					RVR 40 or ¾	1¼	
D							

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 24 JUL 2014

CHANGES: TDZE.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

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	123.77	121.9

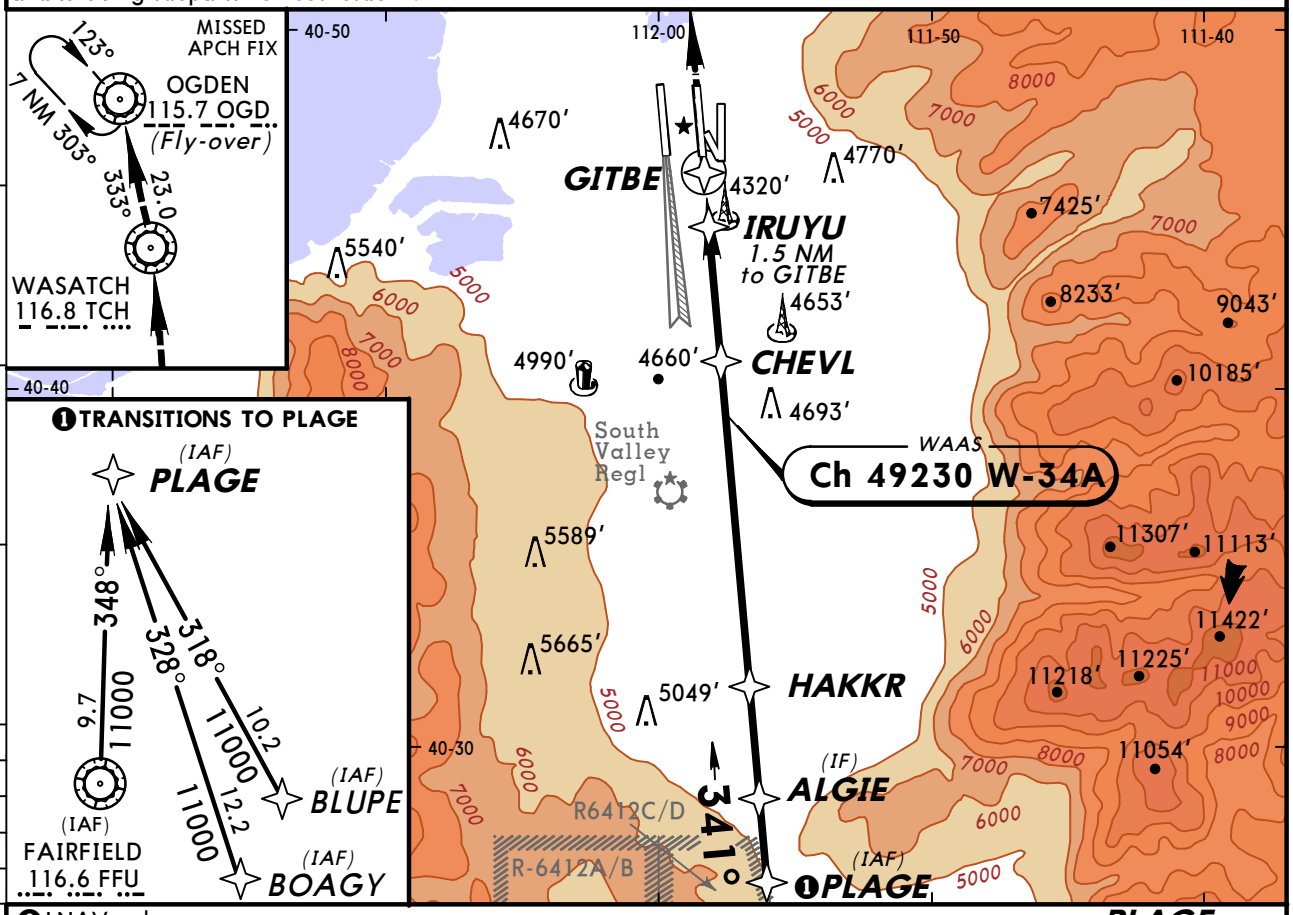
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 4227′
Ch 49230 W-34A	341°	CHEVL 6100′ (1878′)	4422′ (200′)	TDZE 4222′

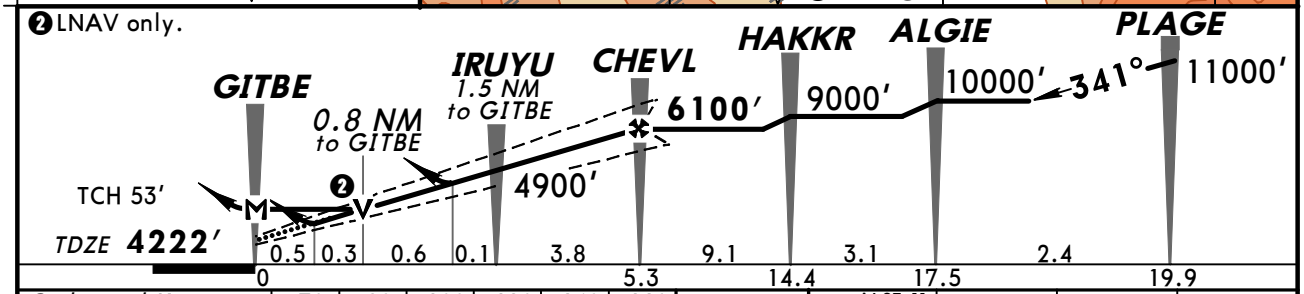
13,000′ MSA GITBE

MISSED APCH: Climb to 9000′ direct TCH VOR and on track 333° to OGD VOR and hold.

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

1. Simultaneous approach authorized with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (1°F) or above 49°C (121°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at GITBE						

ALSF-II PAPI 9000′ TCH 116.8

TERPS STRAIGHT-IN LANDING RWY **34R**

	LPV DA(H) 4422′ (200′)		LNAV/VNAV DA(H) 4735′ (513′)		1 LNAV MDA(H) 4700′ (478′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛	1⅝	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 50 or 1	1⅜
D						

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 24 JUL 2014

CHANGES: TDZE, minimums.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
18 JUL 14 (12-6)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 35

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	123.77

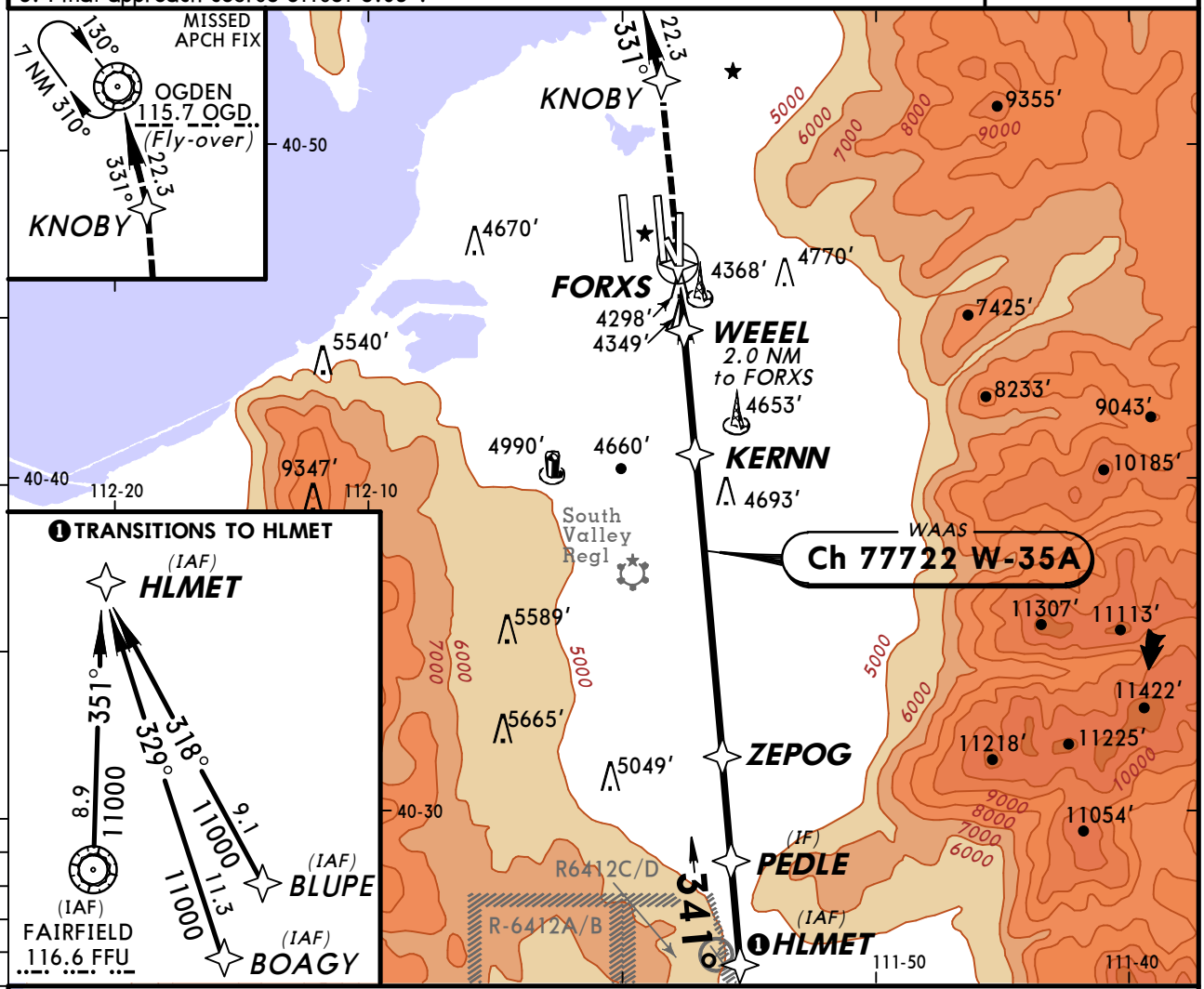
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 4227′
Ch 77722 W-35A	341°	KERNN 6100′ (1876′)	4560′ (336′)	TDZE 4224′

MISSED APCH: Climb to 9000′ direct KNOBY and on track 331° to OGD VOR and hold.

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

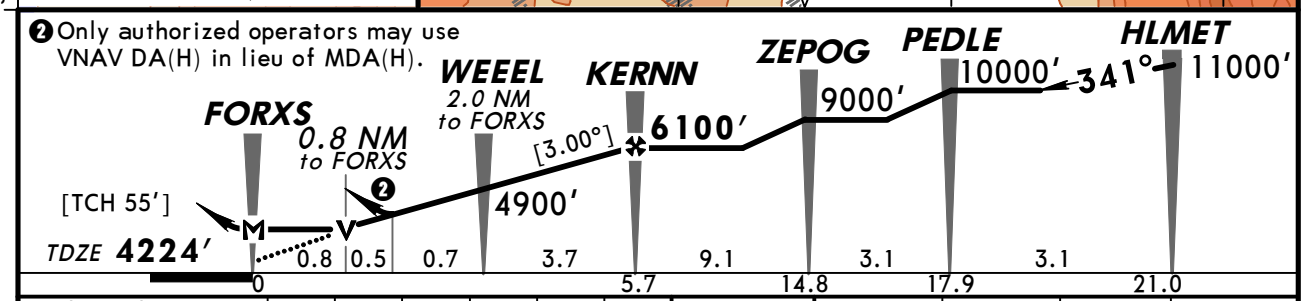
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Final approach course offset 5.03°.

13,000′
MSA FORXS



❶ TRANSITIONS TO HLMET

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at FORXS						

MALSR
PAPI
9000′
D
KNOBY

TERPS STRAIGHT-IN LANDING RWY 35

	LP MDA(H) 4560′ (336′)			LNAV MDA(H) 4680′ (456′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B						
C	RVR 40 or ¾		RVR 50 or 1	RVR 45 or ⅞	RVR 55 or 1	1⅜
D						

TERPS AMEND 2A 24 JUL 2014

CHANGES: TDZE.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

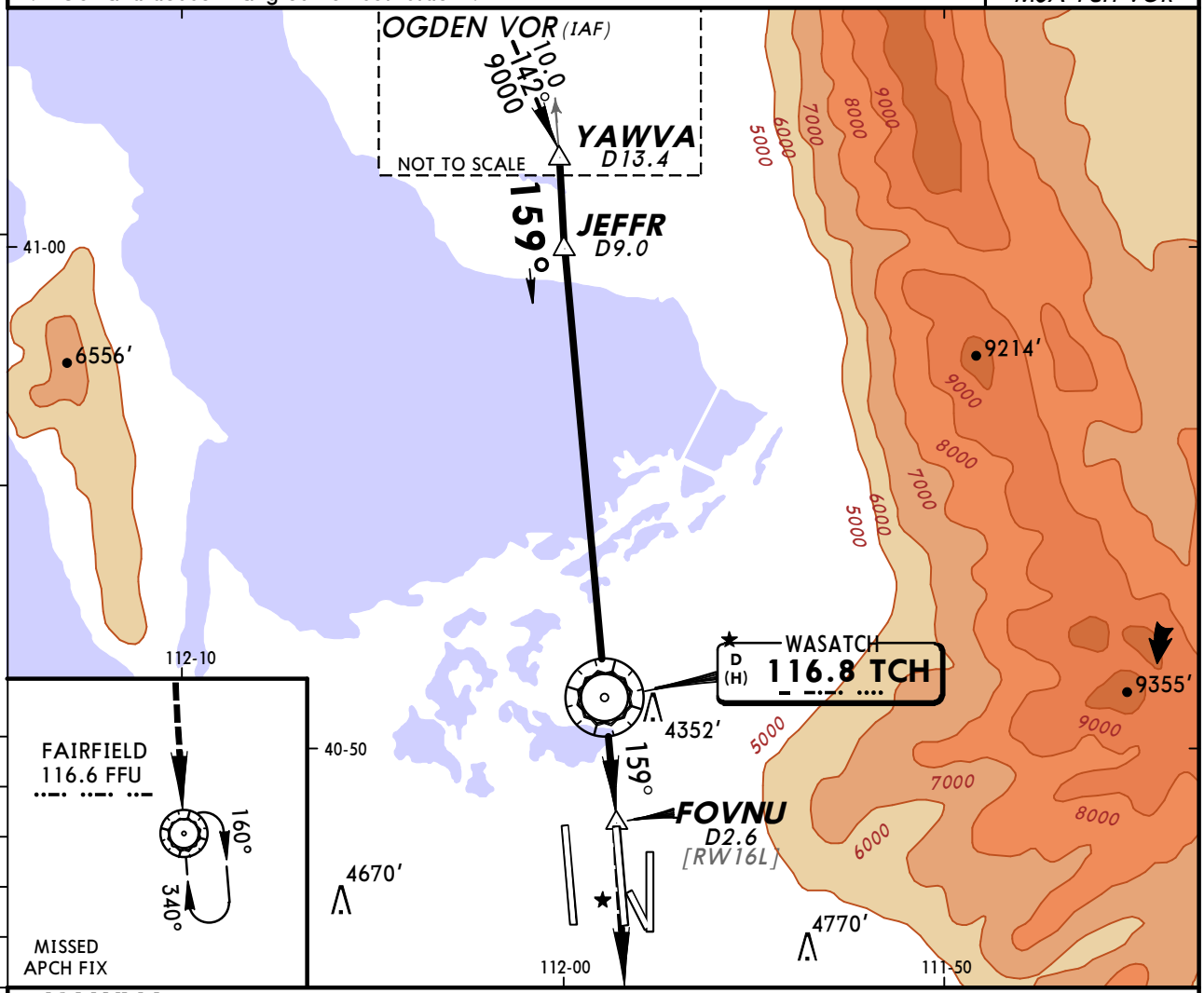
SALT LAKE CITY Tower Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Ground Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

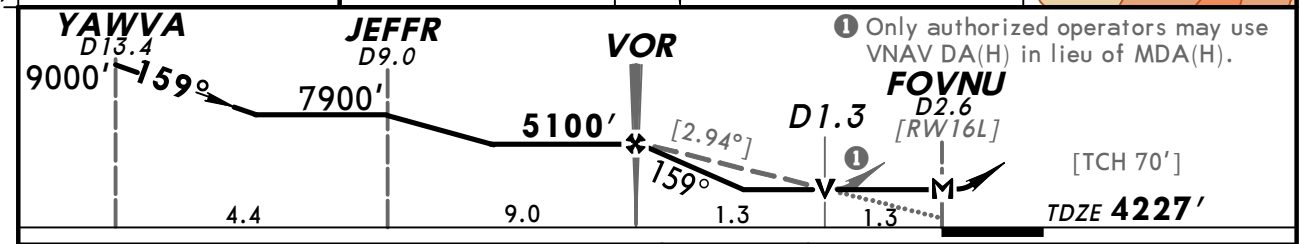
VOR TCH	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 4227′
116.8	159°	5100′ (873′)	4720′ (493′)	TDZE 4227′

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.

MSA TCH VOR: 140° 11,000′; 230° 8600′; 050° 12,700′





Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

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

ALSF-II PAPI 10000′ D FFU 116.6

TERPS AMEND 2

STRAIGHT-IN LANDING RWY 16L MDA(H) 4720′ (493′)		ALS out	CIRCLE-TO-LAND	
A	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	

CHANGES: Communications.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

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	123.77

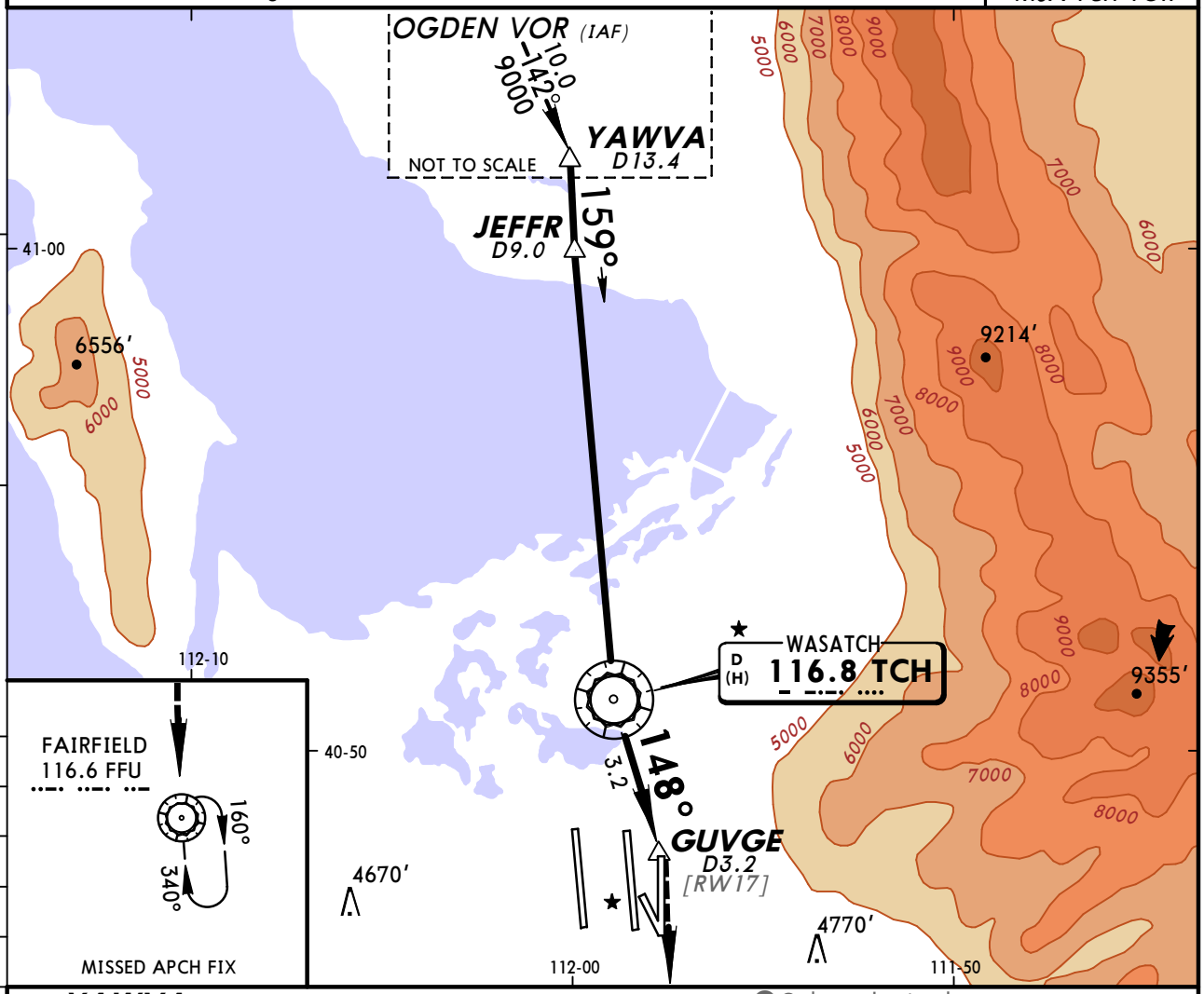
VOR TCH	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 4227′
116.8	148°	5300′ (1081′)	4800′ (581′)	TDZE 4219′

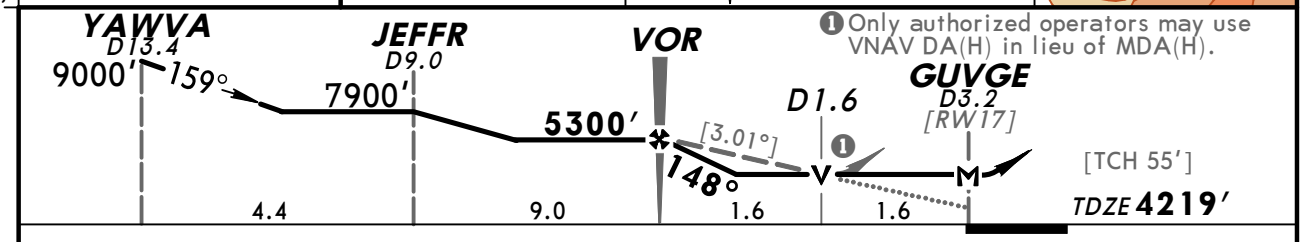
MISSED APCH: Climb to 10000′ direct FFU VOR and hold.

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

1. VGSI and descent angles not coincident.

MSA TCH VOR: 140° 11,000′; 230° 8600′; 050° 12,700′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at GUVGE						

MALSR PAPI | 10000′ | D | FFU 116.6

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND
MDA(H) 4800′(581′)			
	RAIL out	ALS out	
A	RVR 50 or 1		A
B			B
C	1½		C
D	1¾		D

NA

TERPS AMEND 2A 11 FEB 2010

CHANGES: Communications.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Approach (R)
124.75	125.62	124.3

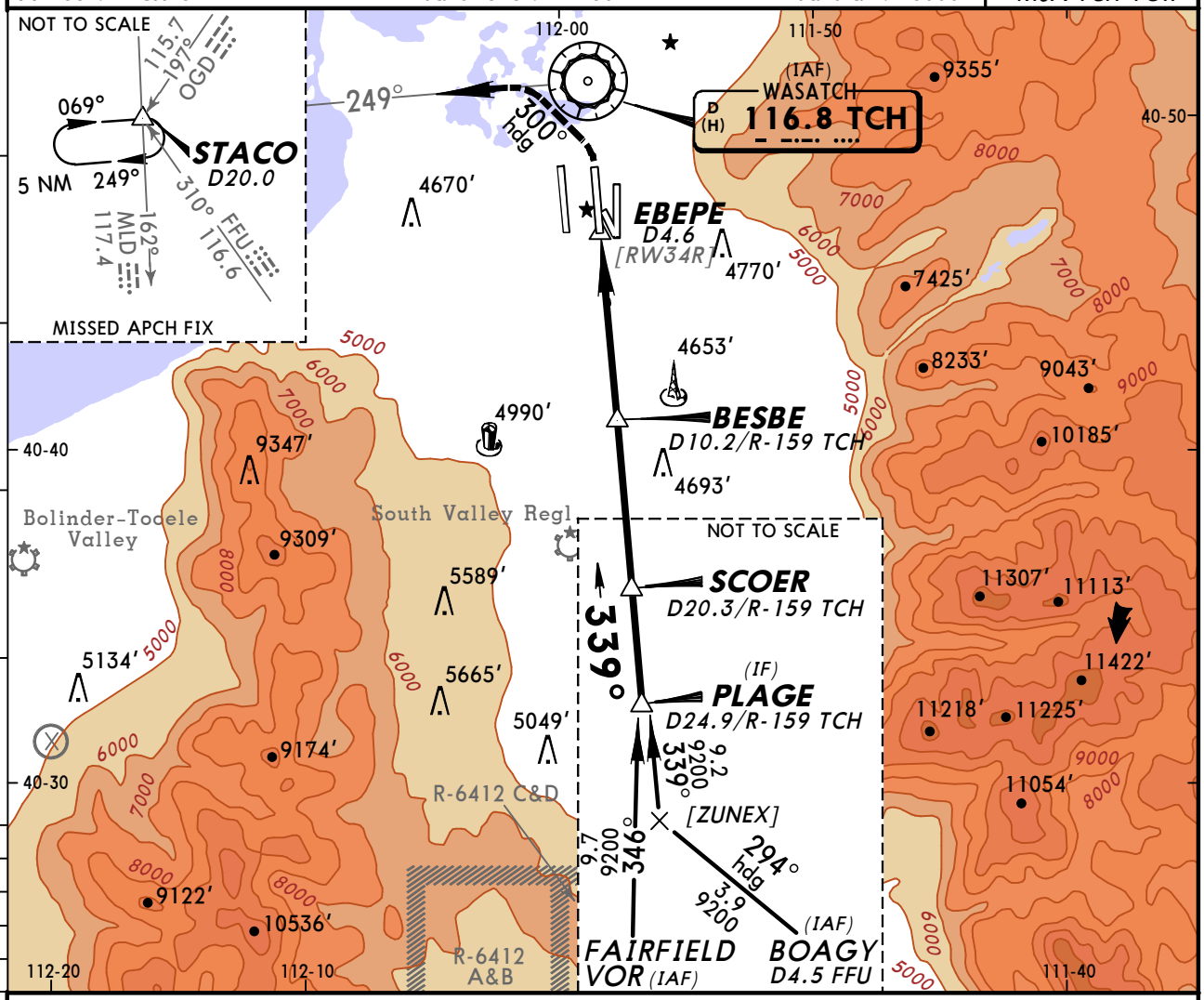
SALT LAKE CITY Tower			Ground	
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77	121.9

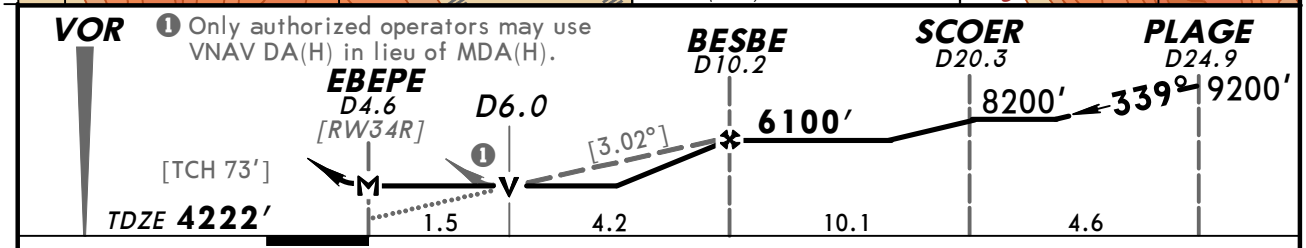
VOR TCH	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4227′
116.8	339°	BESBE 6100′ (1878′)	4760′ (538′)	TDZE 4222′

MISSED APCH: Climb to 5300′, then climb to 10700′ via 300° heading and outbound on TCH VOR R-249 to STACO INT/D20.0 and hold. Continue climb-in-hold to 10700′.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

140° 11,000′ 230° 8600′ 050° 12,700′
MSA TCH VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at EBEPE						

ALSF-II
PAPI

5300′ then 10700′ via 300° hdg and TCH 116.8 R-249

STRAIGHT-IN LANDING RWY 34R MDA(H) 4760′ (538′)			CIRCLE-TO-LAND	
		ALS out		
A	RVR 24 or ½	RVR 50 or 1	A	NA
B			B	
C	RVR 50 or 1	1½	C	
D	RVR 60 or 1¼	1¾	D	

TERPS AMEND 9A

CHANGES: Communications.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SALT LAKE CITY, UT (SALT LAKE CITY INTL - KSLC)				
REV	CONSTRUCTION CHART (TEMP)	10-8	05 Dec 2014	
REV	AIRPORT, AIRPORT INFO	10-9	05 Dec 2014	
REV	AIRPORT INFO (CONT), TAKE...	10-9A	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RVR ...	10-9D	05 Dec 2014	
REV	LOW VIS TAXI ROUTES (RVR ...	10-9E	05 Dec 2014	

(c) JEPPESEN SANDERSON, INC., 2015, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KSLC