

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE ILS STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> SLC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17 ILS RWY 17 (SA CAT I) ILS RWY 17 (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 15	<u>CITY</u> SALT LAKE CITY	<u>STATE</u> UT		
<u>AIRPORT ELEVATION</u> 4231	<u>TDZE</u> 4222	<u>SUPERSEDED</u> ILS OR LOC RWY 17 ILS RWY 17 (SA CAT I) ILS RWY 17 (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 14A	<u>DATED</u> 08/17/2017	<u>MAG VAR</u> 11E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-BNT	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 20 FEBRUARY 2025	<u>REQUIRED EFFECTIVE DATE</u> 02/20/2025	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
EKKHO	IAF	UDUZU		TF	FB	1.00	125.64	7.56	11000
WEBER	IAF	GORPS		TF	FB	1.00	128.62	2.01	11000
GORPS		UDUZU		TF	FB	1.00	152.21	6.00	11000
OGD VORTAC	IAF	UDUZU/I-BNT 21.78 DME					117.63	8.26	11000
TUKTE/I-BNT 32.77 DME/RADAR	IAF	UDUZU/I-BNT 21.78 DME					169.00 (I-BNT)	10.99	11000
UDUZU/I-BNT 21.78 DME		IVOCY/16.61 DME/RADAR					169.00 (I-BNT)	5.17	9000
IVOCY/16.61 DME/RADAR	IF	PRYES/11.89 DME/RADAR					169.00 (I-BNT)	4.72	7500
PRYES/11.89 DME/RADAR		TIFUL/7.18 DME/RADAR					169.00 (I-BNT)	4.71	6000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.41 NM AFTER TIFUL/7.18 DME/RADAR OR AT 1.77 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 10000 ON FFU R-342 TO FFU VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 6000 THEN CLIMBING LEFT TURN TO 13500 ON TCH VORTAC R-159 TO ZILOD/TCH 40.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 13500.

QUALITY
21
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT UDUZU/I-BNT 21.78 DME														
3.	FAC:	169.00	FAF:	TIFUL/7.18 DME/RADAR	DIST FAF TO MAP:	5.41	DIST FAF TO THLD:	5.41							
4.	MIN ALT:	UDUZU/I-BNT 21.78 DME 11000, IVOCY/16.61 DME/RADAR 9000, PRYES/11.89 DME/RADAR 7500, TIFUL/7.18 DME/RADAR 6000													
5.	DIST TO THLD FROM OM:	MM:	IM:	100 HAT:	862	150 HAT:	1815.00	GS ANT:	1048						
6.	MIN GS INCPT:	6000	GS ALT AT PFAF:	TIFUL/7.18 DME/RADAR 6000	OM:		MM:		IM:						
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	55.1									
8.	MSA FROM:	TCH VORTAC 050-230 12700, 230-320 8700, 320-050 10900													

PBN REQUIREMENTS NOTE:

FROM WEBER, EKKHO: RNAV 1-GPS REQUIRED.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 17: CAT A, B, C, D, RA 150, RVR 1400, HAT 150, DA 4372 MSL
SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 17: CAT A, B, C, D, RA 100, RVR 1200, HAT 100, DA 4322 MSL
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH.
SA CAT II CHART NOTE: REDUCED LIGHTING: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON OGD VORTAC AIRWAY RADIALS 068 CW 153.
CHART PLANVIEW NOTE: CAT E MILITARY AIRCRAFT ONLY.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 17 CAT E VISIBILITY TO RVR 4000, INCREASE S-LOC 17 CAT C/D/E VISIBILITY TO 1 3/8 SM.
CHART SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 11000 AT EKKHO.
CHART AT OR ABOVE 12000 AT WEBER.
HOLD S, RT, 340.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S ZILOD/TCH 40.00 DME, RT, 339.03 INBOUND.
CHART FAS OBST: 4445 ANTENNA (49-051364) 405107N/1115805W.
CHART VDP AT 3.04 DME.
DISTANCE VDP TO THLD 1.27 NM.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD



CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 17	4422	1800	200	4422	1800	200	4422	1800	200	4422	1800	200	4422	1800	200
S-LOC 17	4700	2400	478	4700	2400	478	4700	5000	478	4700	5000	478	4700	5000	478

CHANGES - REASONS

1. AIRPORT ELEVATION AND TDZE CHANGED FROM 4227/4219 TO 4231/4222 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
2. TERMINAL ROUTES: ADDED EKKHO TO UDUZU LEG IN INITIAL SEGMENT - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
3. TERMINAL ROUTES: CHANGED WEBER TO GORPS COURSE/DISTANCE FROM 149.19/5.74 TO 128.62/2.01 - WEBER FIX MOVED 3.98 NM SOUTH.
4. TERMINAL ROUTES: LOWERED WEBER TO GORPS ALTITUDE FROM 11200 TO 11000 - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
5. TERMINAL ROUTES: RENAMED INITIAL STEPDOWN FIX FROM "UDUZU/I-BNT 21.77 DME/RADAR" TO "UDUZU" - IAW 8260.19J, 8-2-6 (4).
6. TERMINAL ROUTES: REVISED GORPS TO UDUZU COURSE FROM 149.21 TO 152.21 - COURSE REALIGNED DUE TO NEW TARGETS EVALUATION.
7. TERMINAL ROUTES: UPDATED FROM "UDUZU/I-BNT 21.77 DME/RADAR" TO "UDUZU/I-BNT 21.78 DME/RADAR" - DME INCREASED BY .01 DUE TO TARGETS REEVALUATION.
8. TERMINAL ROUTES: REVISED UDUZU TO IVOCY, IVOCY TO PRYES, AND PRYES TO TIFUL COURSE FROM 168.99 TO 169.00 - COURSE REALIGNED DUE TO NEW TARGETS EVALUATION.
9. TERMINAL ROUTES: REMOVED "INT" FROM TIFUL FIX TYPE - IAW 8260.3F, 14-6-2, NOT REQUIRED, DOES NOT MEET DIVERGENCE ANGLE REQUIREMENT.
10. TERMINAL ROUTES: REMOVED "I-BNT" FROM IVOCY TO PRYES, AND PRYES TO TIFUL - IAW 8260.19J, 8-2-6 (2).
11. MISSED APPROACH: CHANGED FROM "LOC: 5.41 NM AFTER TIFUL INT/I-BNT 7.18 DME/RADAR OR AT I-BNT 1.77 DME" TO "LOC: 5.41 NM AFTER TIFUL/7.18 DME/RADAR OR AT 1.77 DME" - IAW 8260.19J, 8-6-6 (C).
12. MISSED APPROACH: CHANGED MISSED APPROACH FROM "CLIMB TO 5800 THEN CLIMBING LEFT TURN TO 10000 DIRECT FFU VORTAC AND HOLD" TO "CLIMB TO 10000 ON FFU R-342 TO FFU VORTAC AND HOLD" - IAW 8260-3F, 2-8-6 (B).
13. ALTERNATE MISSED APPROACH: CHANGED INSTRUCTION FROM "CLIMB TO 11000 ON TCH VORTAC R-161 TO JAURN INT/TCH VORTAC 22.22 DME AND ON PVU VOR/DME R-311 TO PVU VOR/DME AND HOLD" TO "CLIMB TO 6000 THEN CLIMBING LEFT TURN TO 13500 ON TCH VORTAC R-159 TO ZILOD/TCH 40.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 13500." - ALTERNATE MISSED APPROACH REDESIGNED DUE TO PVU VOR/DME DESIGNATED AS VORMON.
14. PROFILE LINE 3: CHANGED FAC FROM 168.99 TO 169.00 - COURSE REALIGNED DUE TO NEW TARGETS EVALUATION.
15. PROFILE LINE 5: CHANGED 100HAT FROM 805 TO 862; 150HAT FROM 1759 TO 1815 AND GS ANT FROM 1049 TO 1048 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
16. PROFILE LINE 8: MSA SECTOR 230-320 ALTITUDE RAISED FROM 8600 TO 8700; MSA SECTOR 320-050 ALTITUDE LOWERED FROM 11000 TO 10900 - DUE TO REVISED OBSTACLE EVALUATION.
17. PBN REQUIREMENTS NOTE: ADDED "FROM WEBER, EKKHO: RNAV 1-GPS REQUIRED" - IAW 8260.19J, 8-6-8 (D) (5).
18. EQUIPMENT REQUIREMENTS NOTE: RELOCATED "DME OR RADAR REQUIRED" FROM NOTES TO EQUIPMENT REQUIREMENTS NOTE - IAW 8260.19J, 8-6-9 (A) (2).
19. NOTES: SA CAT I ILS RA/DA CHANGED FROM 149/4369 TO 150/4372 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
20. NOTES: SA CAT II ILS RA/DA CHANGED FROM 99/4319 TO 100/4322 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
21. NOTES: DELETED "CHART PLANVIEW NOTE ADJACENT TO WEBER: GPS REQUIRED" - NOT NEEDED AS IT IS NOW ANNOTATED UNDER EQUIPMENT REQUIREMENTS NOTES.
22. NOTES: ADDED "CHART PLANVIEW NOTE: CAT E MILITARY AIRCRAFT ONLY" - IAW 8260.3J PARA 1-2-3 (C).
23. NOTES: ADDED "SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS" - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
24. ADDITIONAL FIGHT DATA: ADDED "CHART MANDATORY 11000 AT EKKHO" - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
25. ADDITIONAL FIGHT DATA: UPDATED "CHART AT OR ABOVE 12000 AT WEBER" - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
26. ADDITIONAL FIGHT DATA: CHANGED ALTERNATE MISSED INSTRUCTIONS FROM "NW PVU VOR/DME, RT, 131.07 INBOUND. CHART FAS OBST: 4444 TOWER (49-000352)" TO "S ZILOD/TCH 40.00 DME, RT, 340.00 INBOUND" - ALTERNATE MISSED APPROACH REDESIGNED DUE TO PVU VOR/DME DESIGNATED AS VORMON.
27. ADDITIONAL FIGHT DATA: UPDATED NON-PRECISION CONTROLLING OBSTACLE FROM "CHART FAS OBST: 4444 TOWER (49-000352)" TO "CHART FAS OBST: 4445 ANTENNA (49-051364)" - DUE TO REVISED OBSTACLE EVALUATION.
28. ADDITIONAL FIGHT DATA: CHANGED VDP DISTANCE FROM "3.03 DME" TO "3.04 DME" - TDZE CHANGED FROM 4219 TO 4222.
29. ADDITIONAL FIGHT DATA: CHANGED DISTANCE VDP TO THLD FROM "1.26 NM" TO "1.27 NM" - TDZE CHANGED FROM 4219 TO 4222.
30. ADDITIONAL FIGHT DATA: CHANGED ALTERNATE MISSED APPROACH POINT FROM "PVU VOR/DME" TO "ZILOD/TCH 40.00 DME" - ALTERNATE MISSED APPROACH REDESIGNED DUE TO PVU VOR/DME DESIGNATED AS VORMON.
31. MINIMUMS: RAISED S-ILS ALL CATS DA FROM 4419 TO 4422 - TDZE CHANGED FROM 4219 TO 4222.
32. MINIMUMS: LOWERED S-LOC ALL CATS HAT FROM 481 TO 478 - TDZE CHANGED FROM 4219 TO 4222.

01/14/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 06/25/2024.

CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 02/20/2025



STATE
UT

QUALITY
21
CHECKED