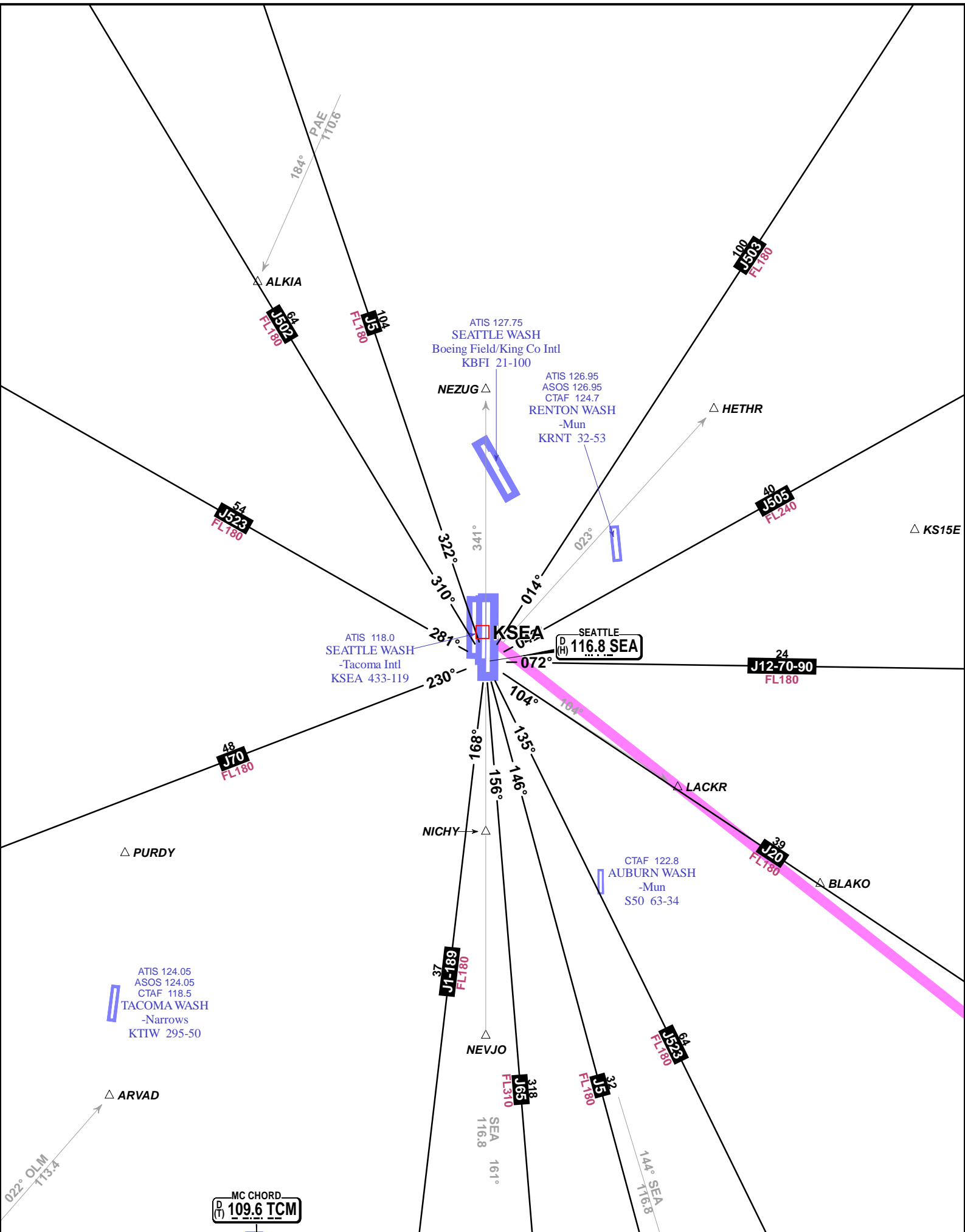


J E P P E S E N

JeppView 3.6.2.0

DEPARTURE (KSEA -> KSLC): KSEA (Seattle-Tacoma Intl) JEPPESEN
 NavData Cycle 2014-10 Expired: Friday, 17 October 2014. *JeppView 3.6.2.0*
 Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014



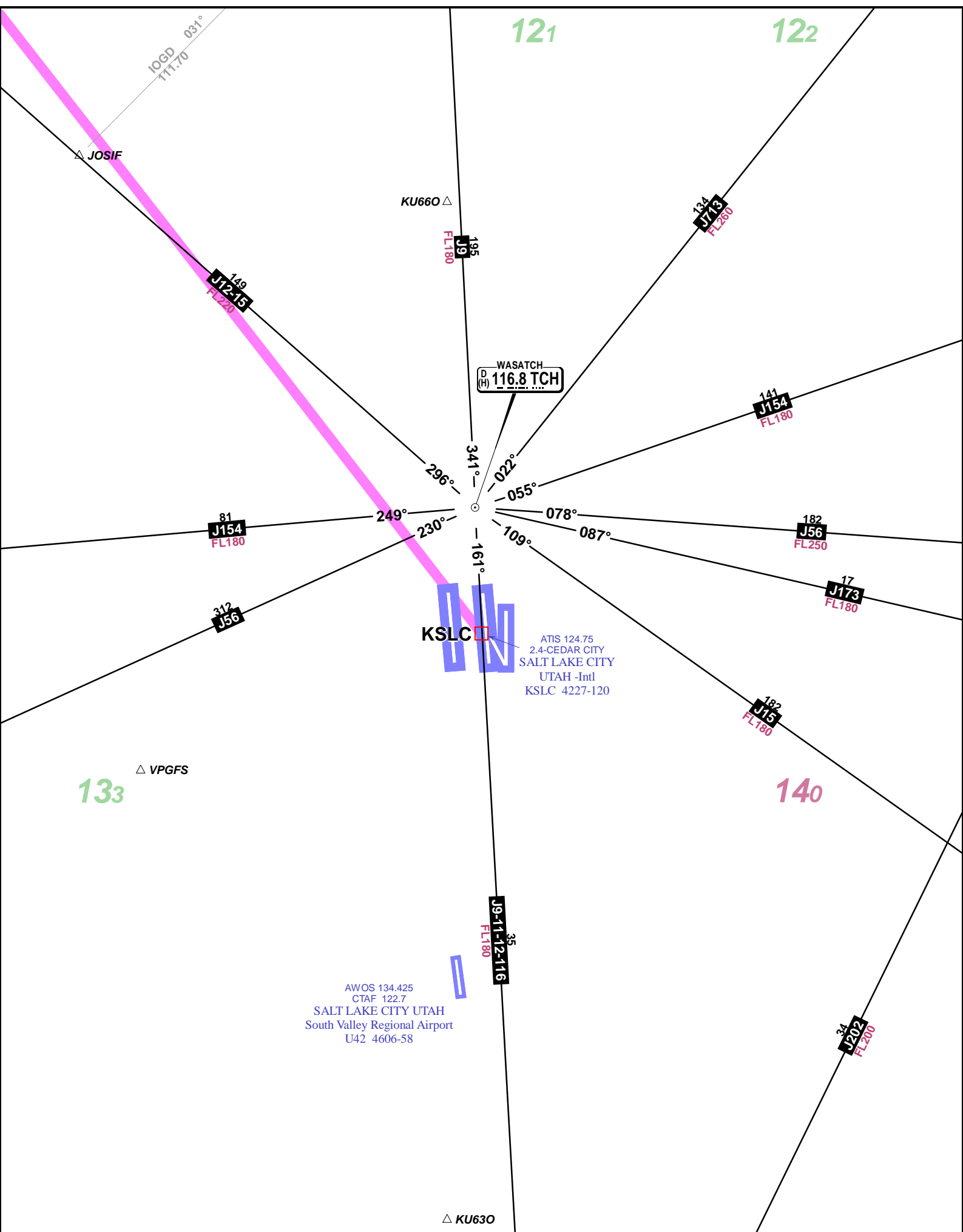
DESTINATION (KSEA -> KSLC): KSLC (Salt Lake City Intl)

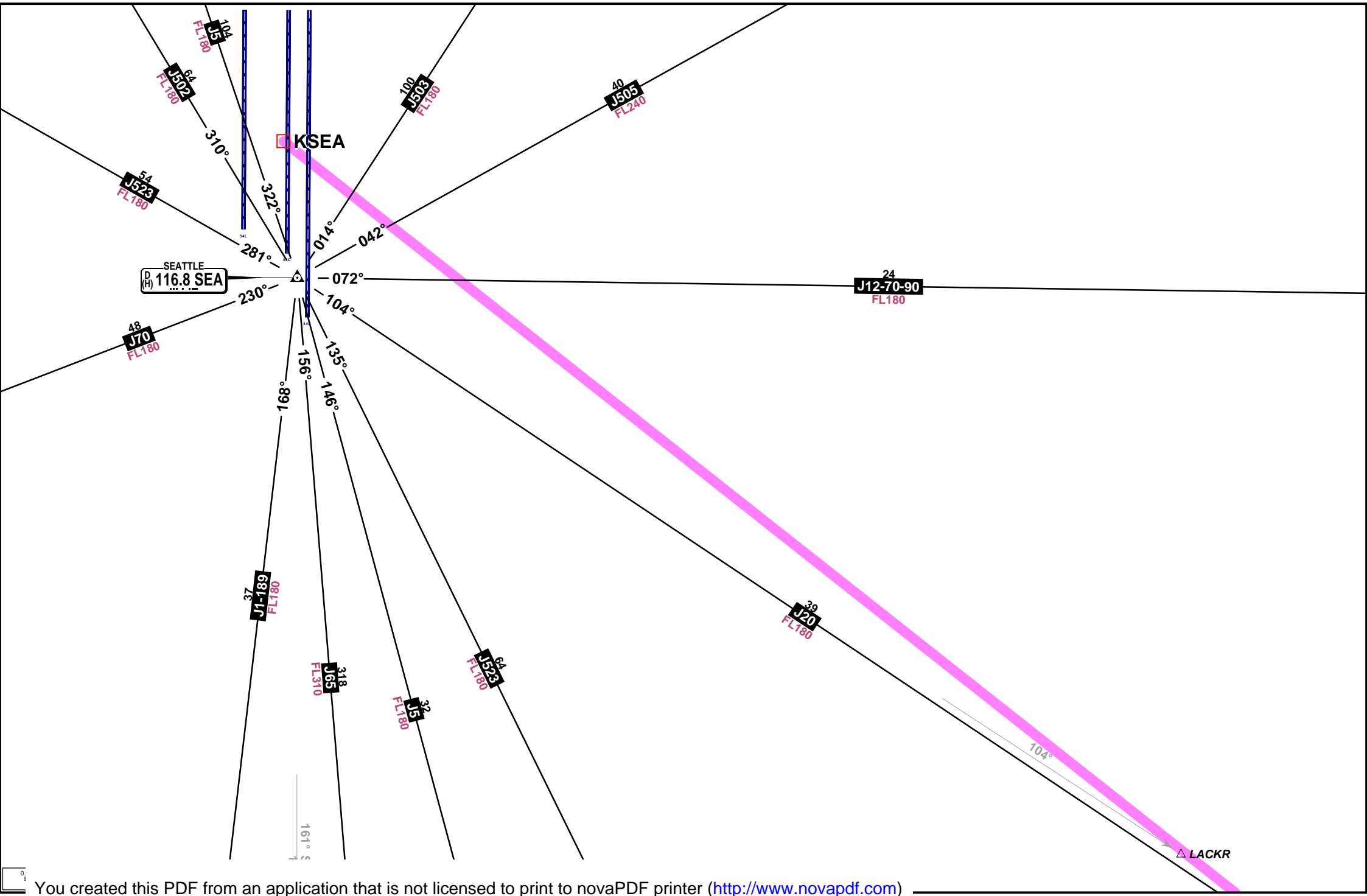
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

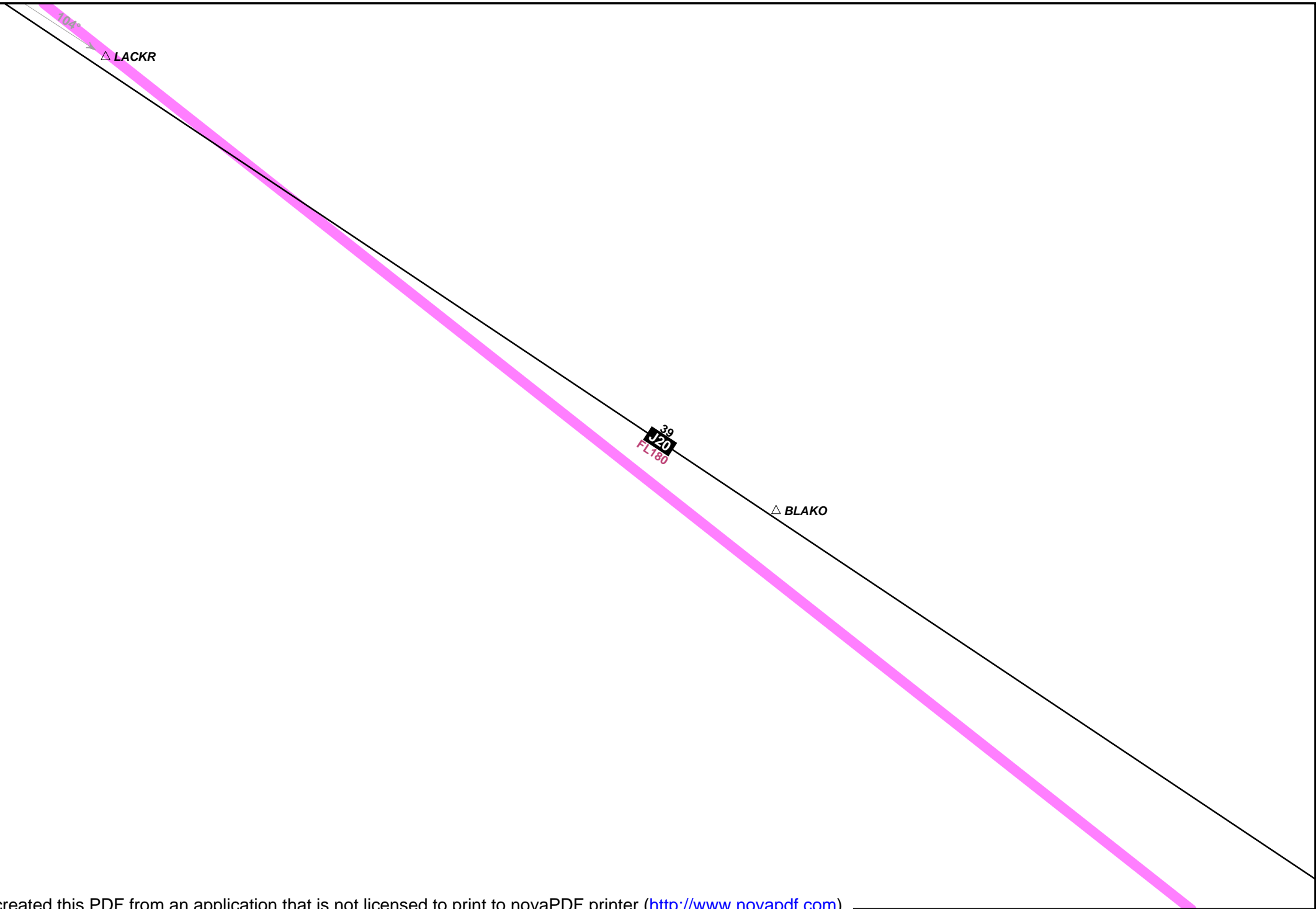
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

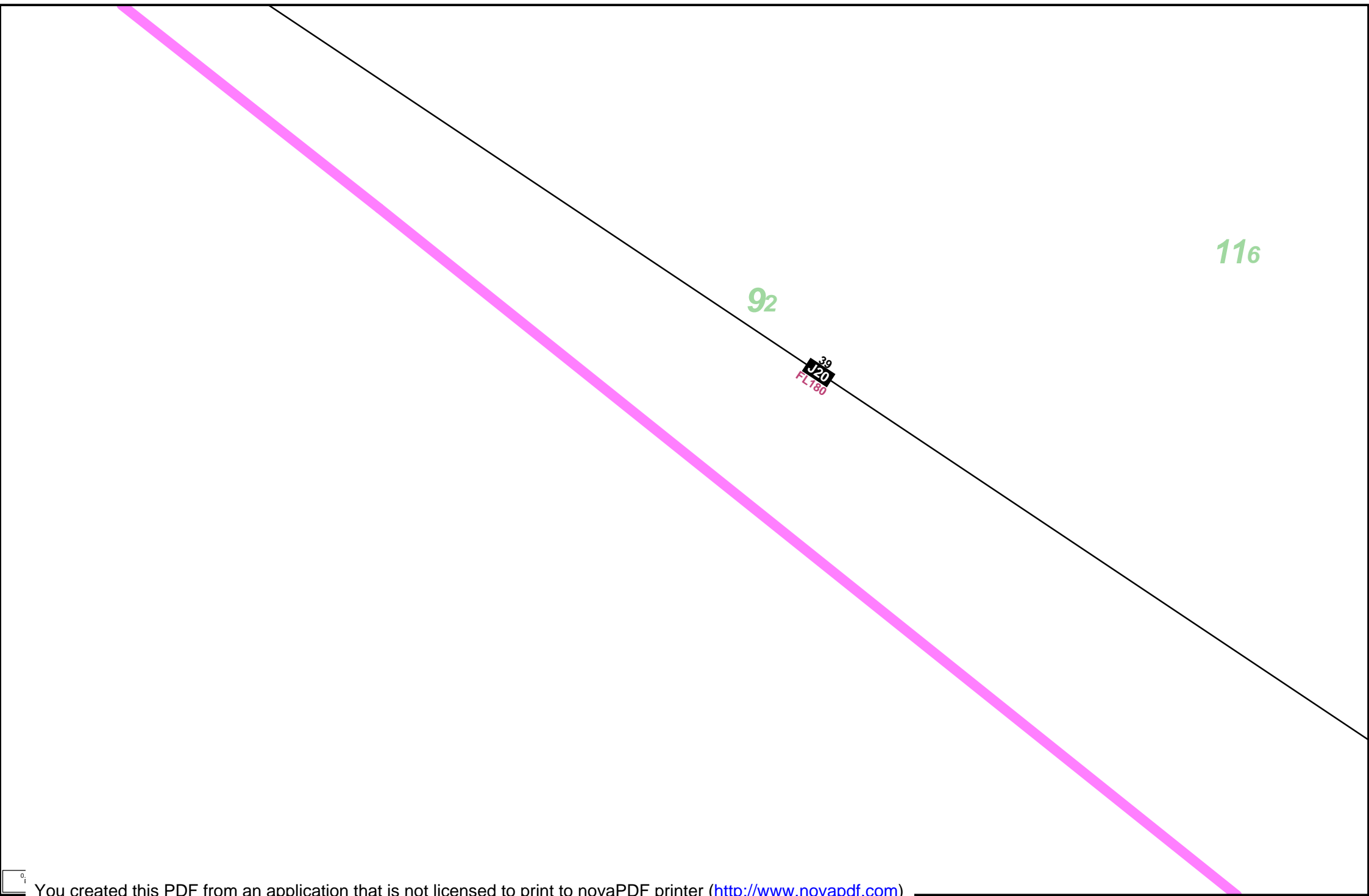
JEPPESEN

JeppView 3.6.2.0

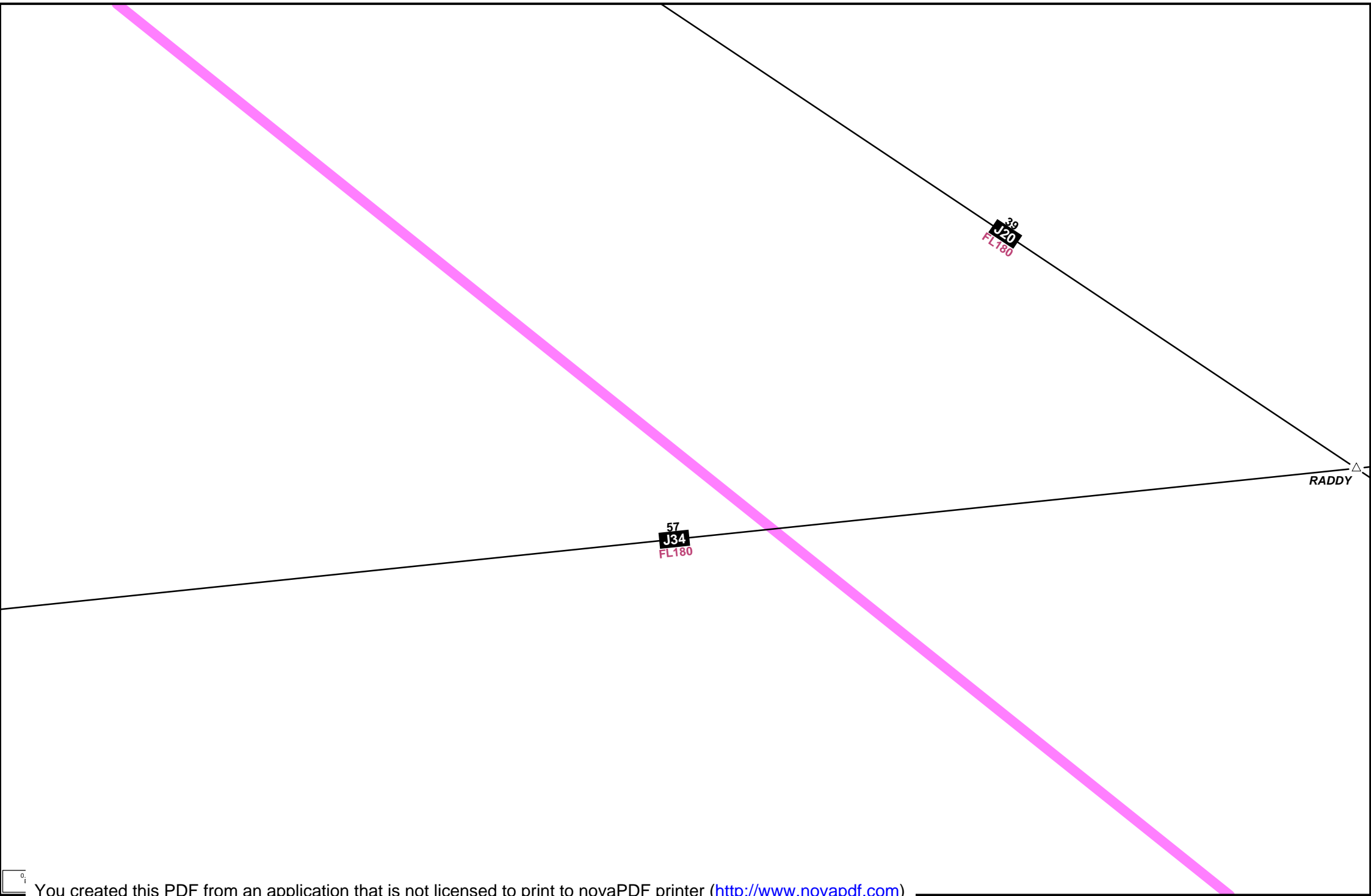








39
J20
FL180

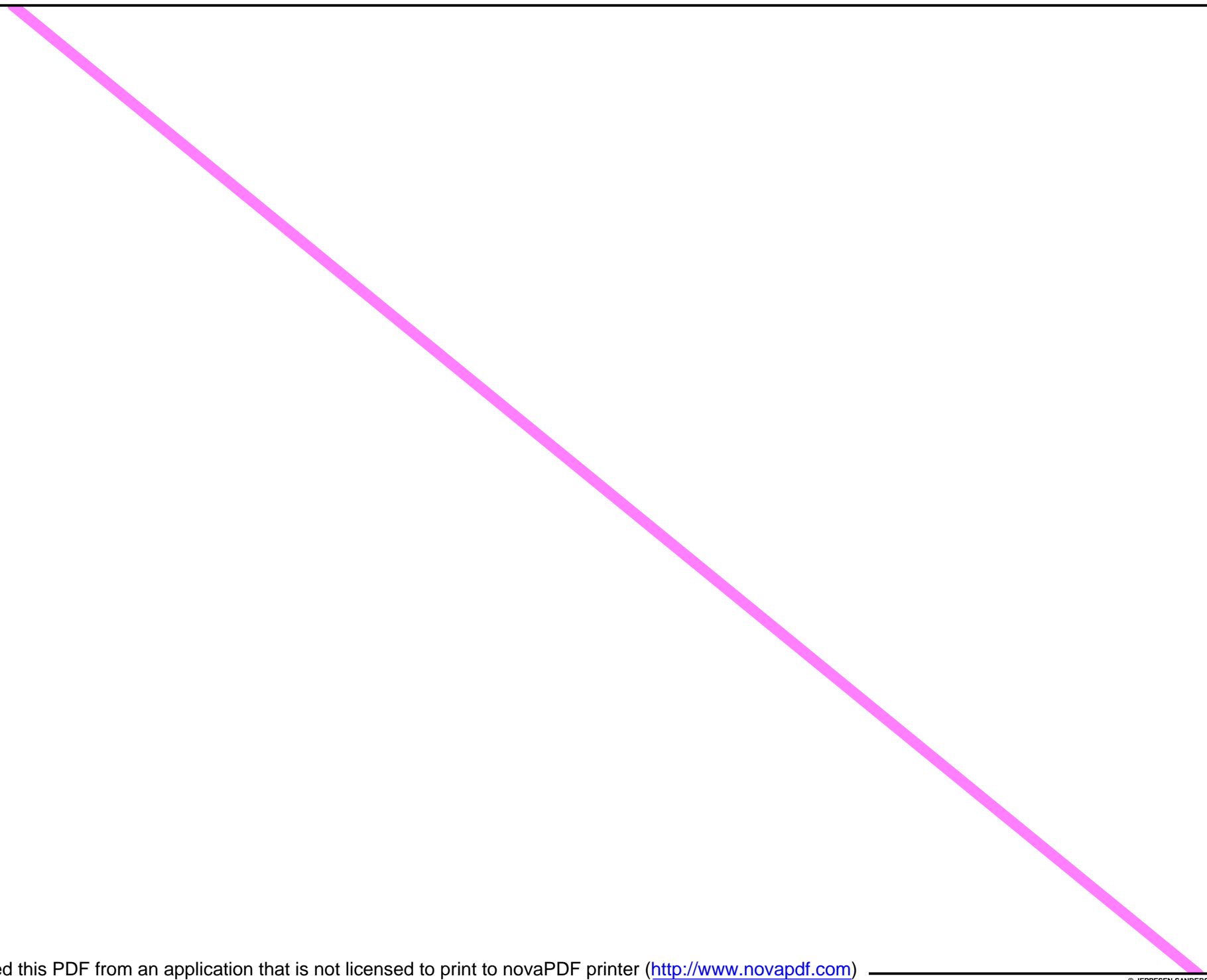


54
J20
FL180

54
J20
FL180

54
J20
FL180

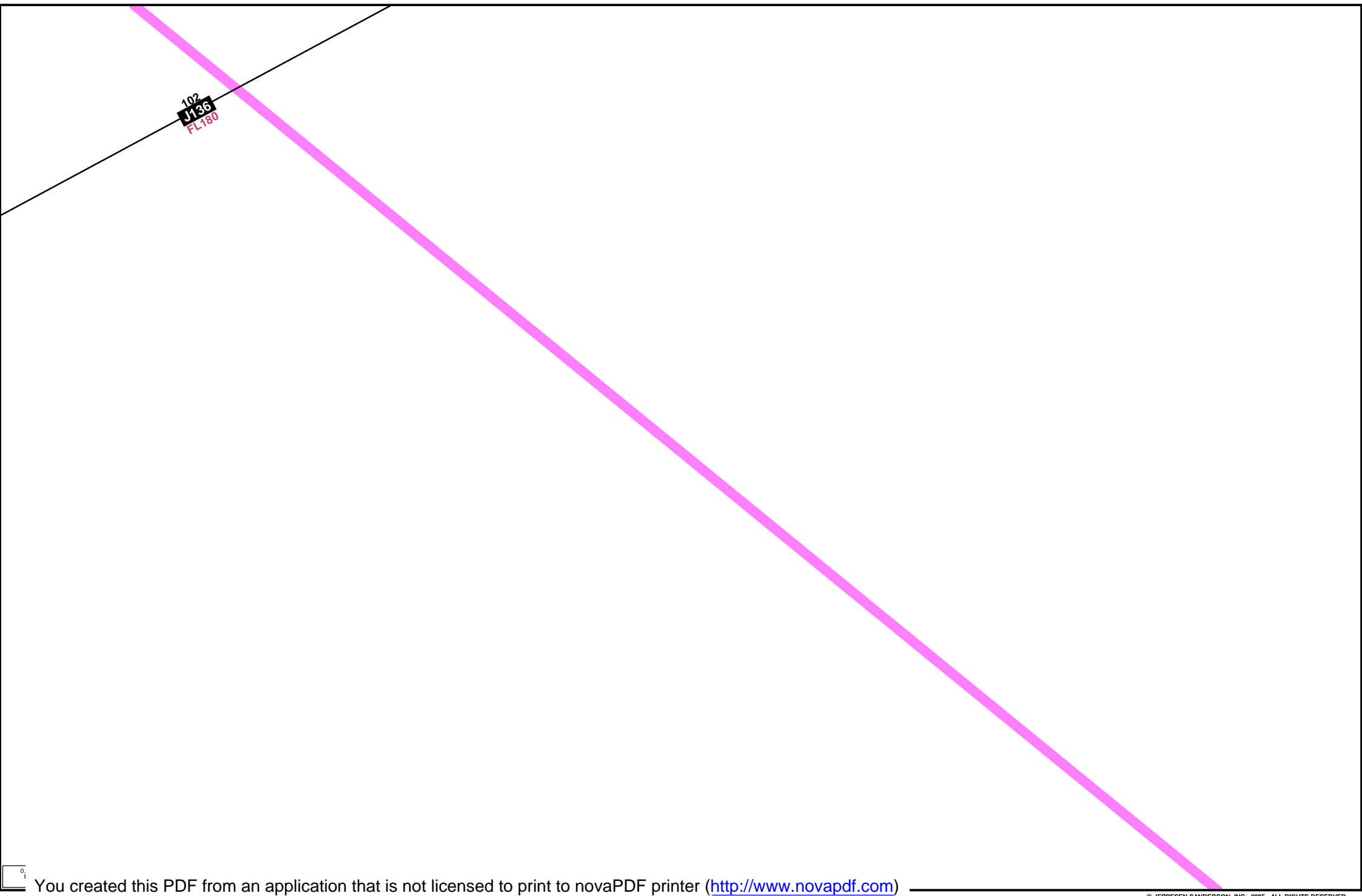
167

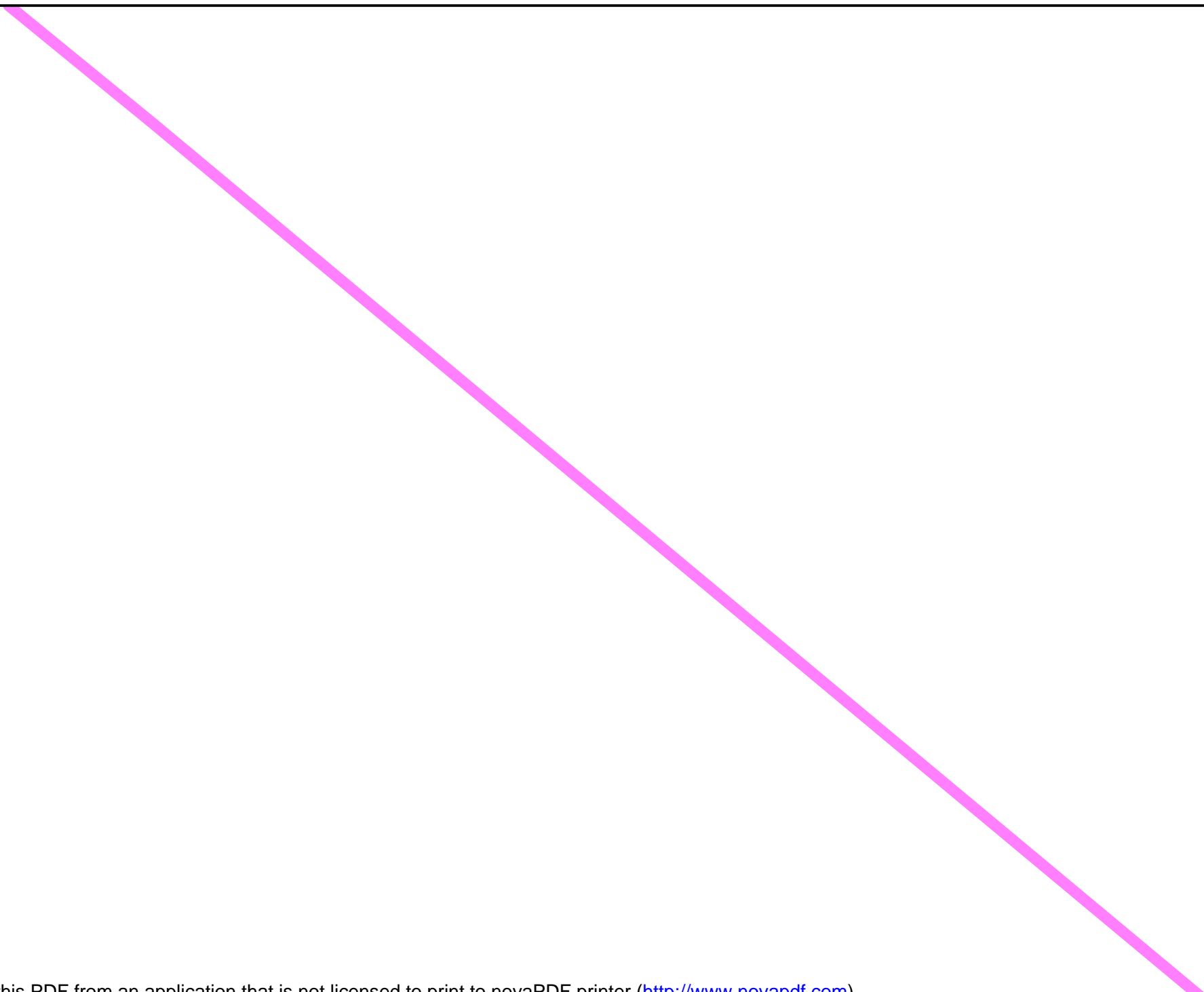


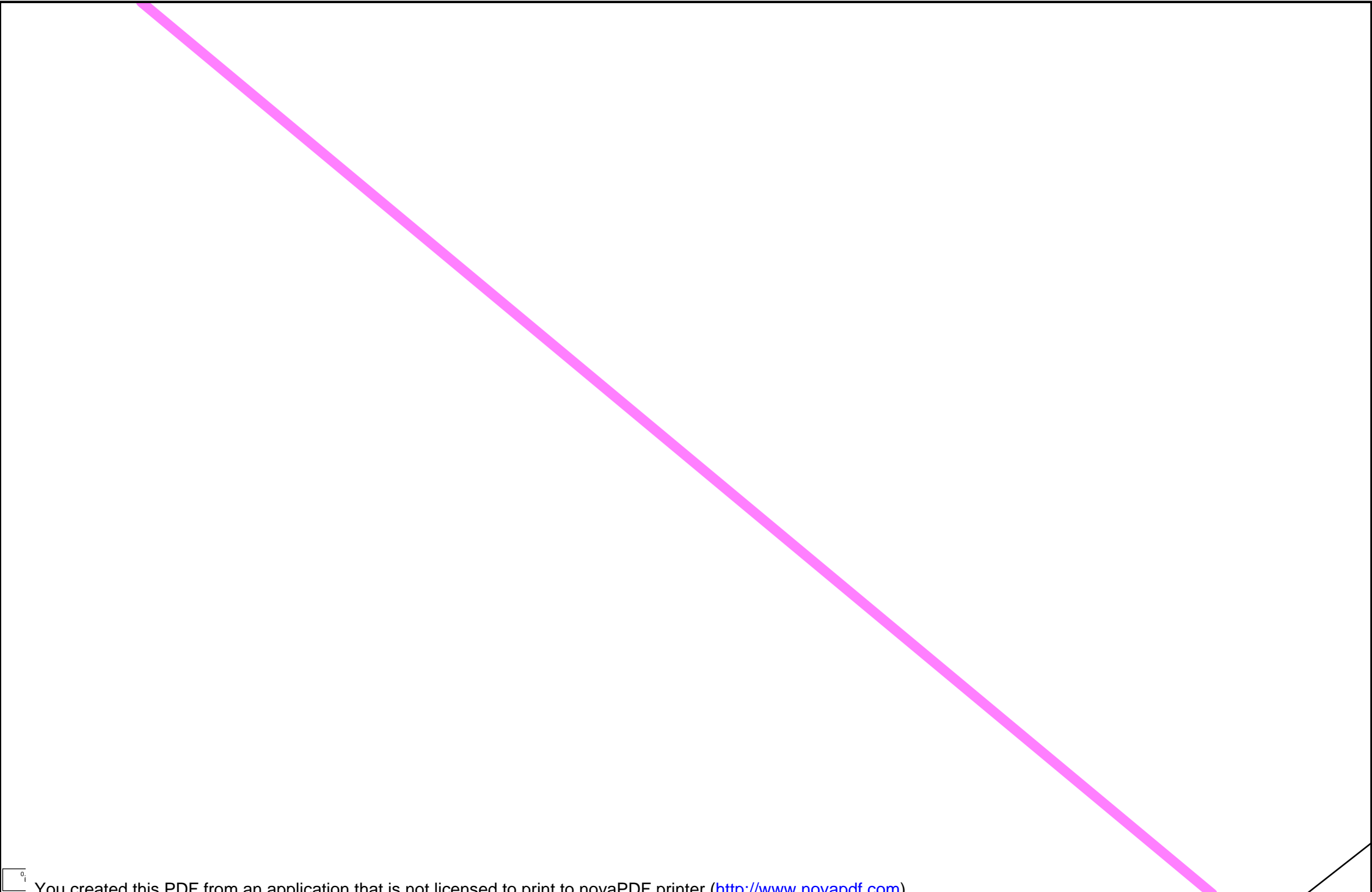


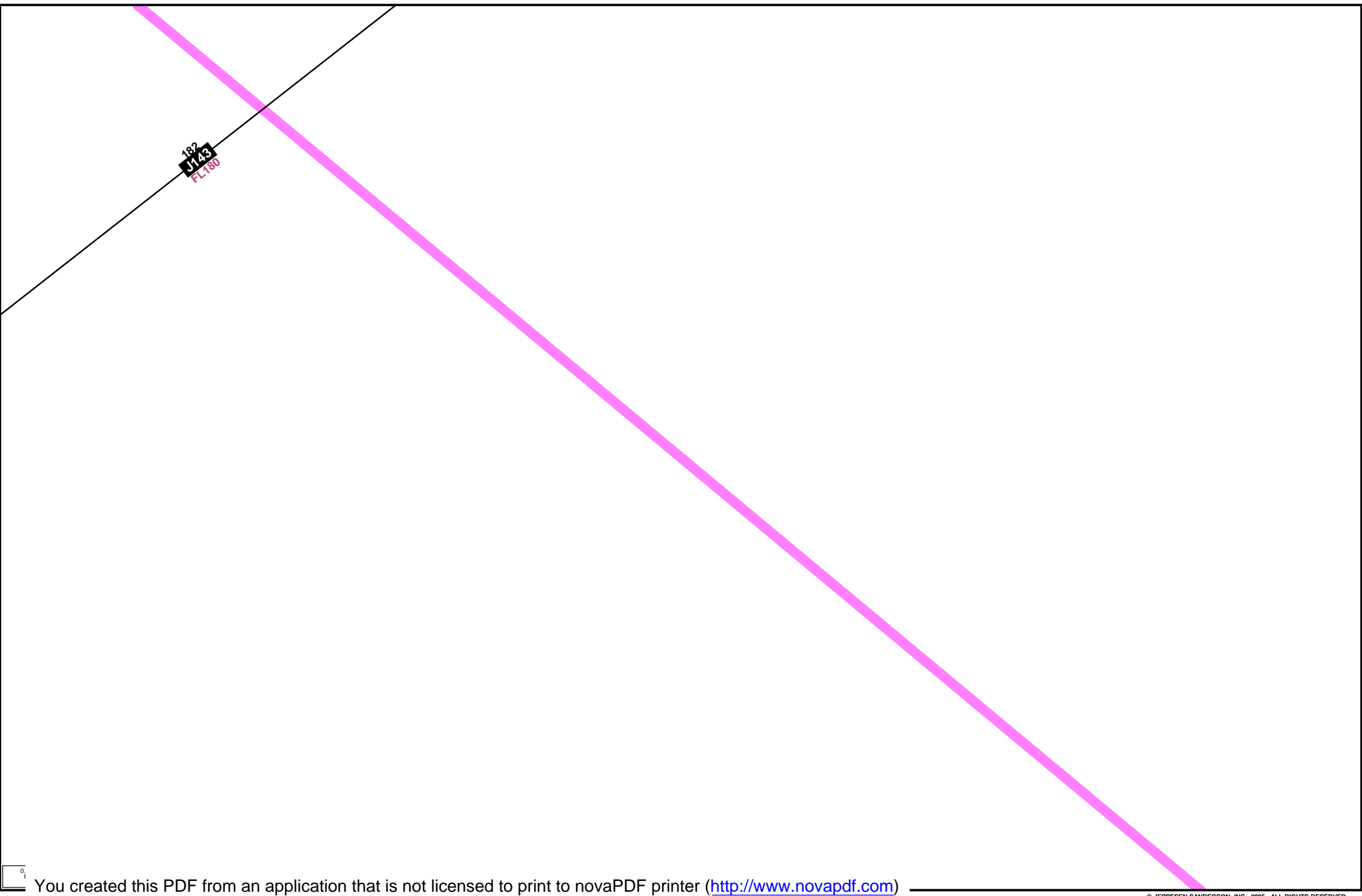
102
J136
FL180

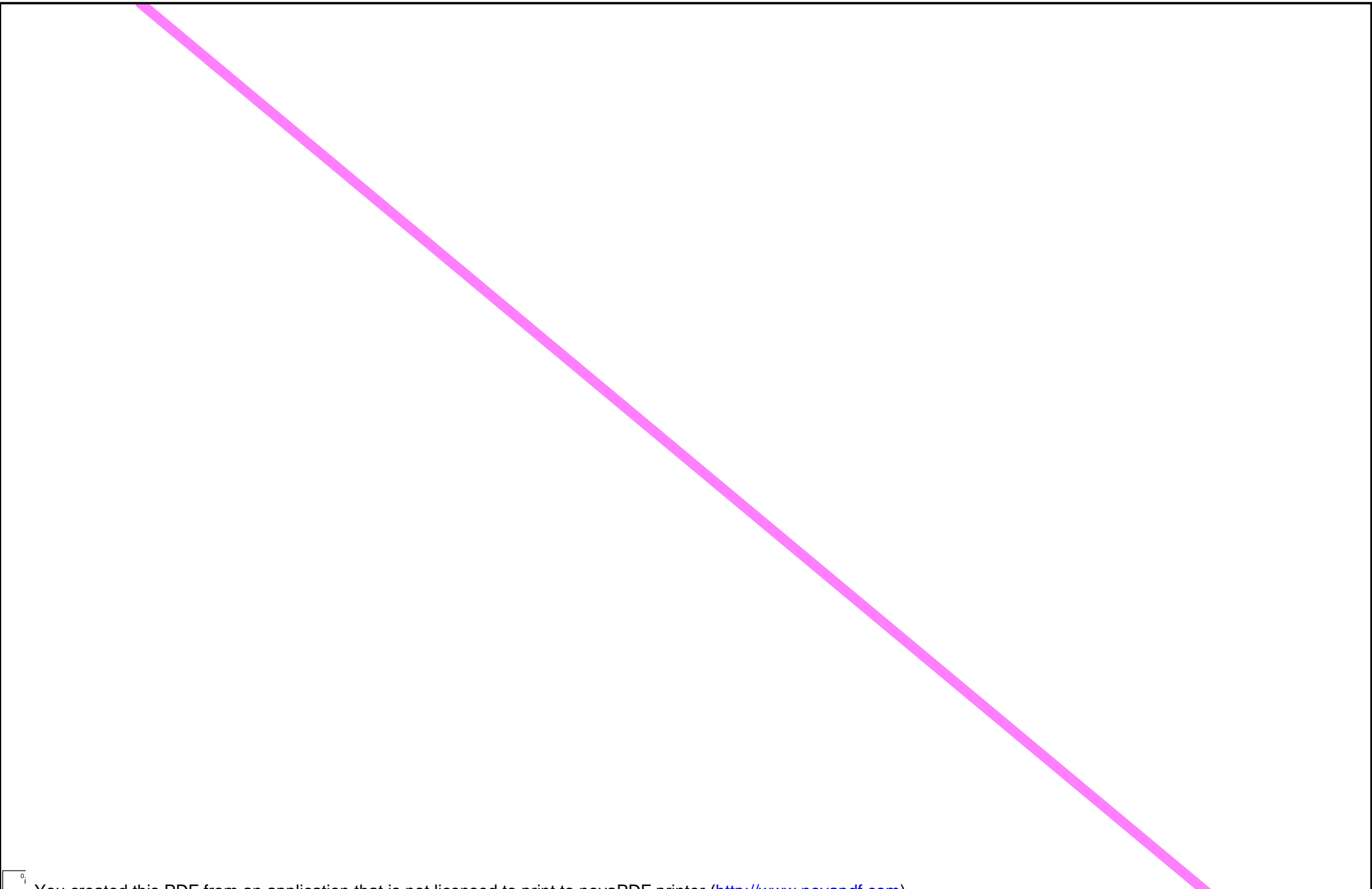


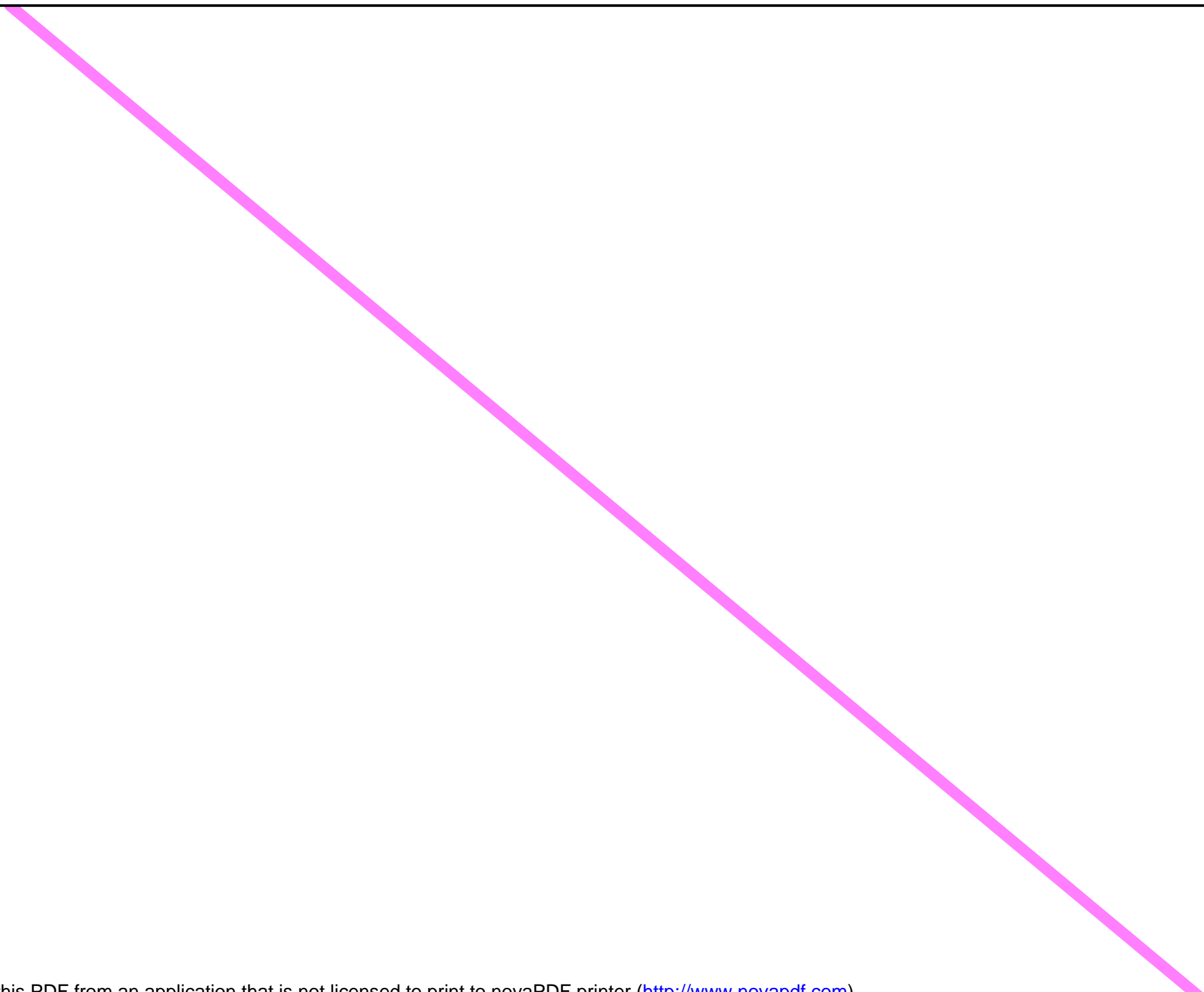




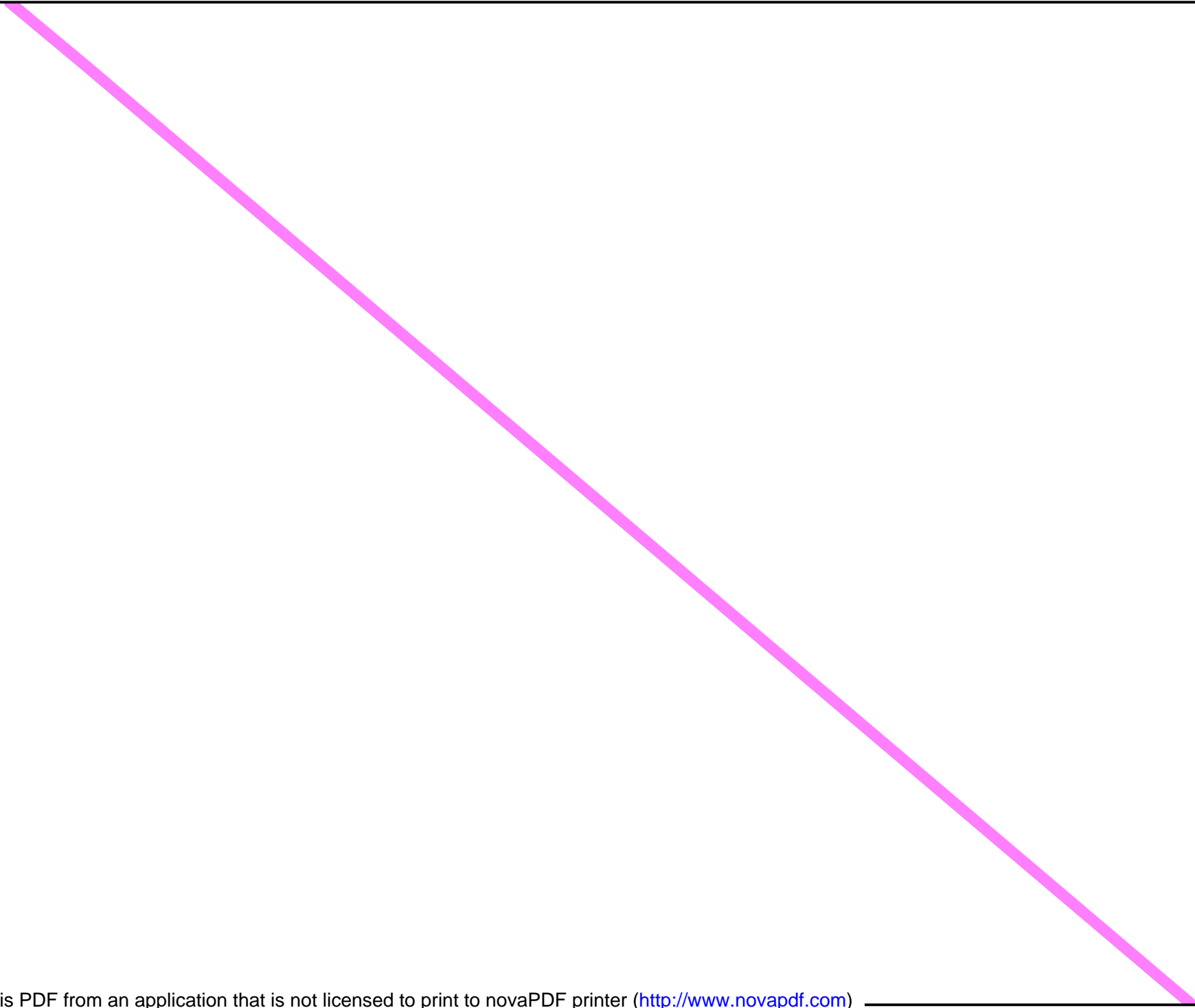


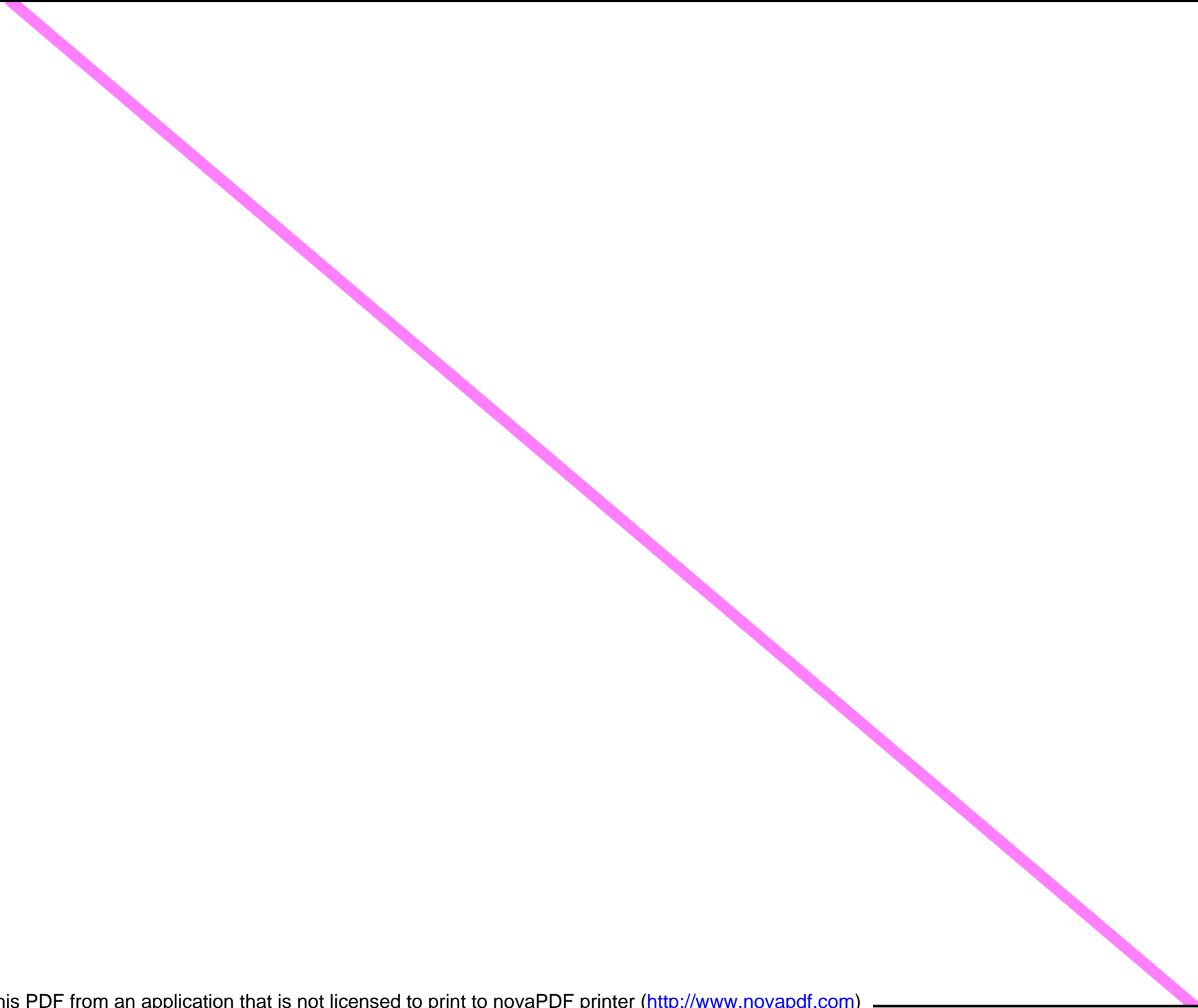


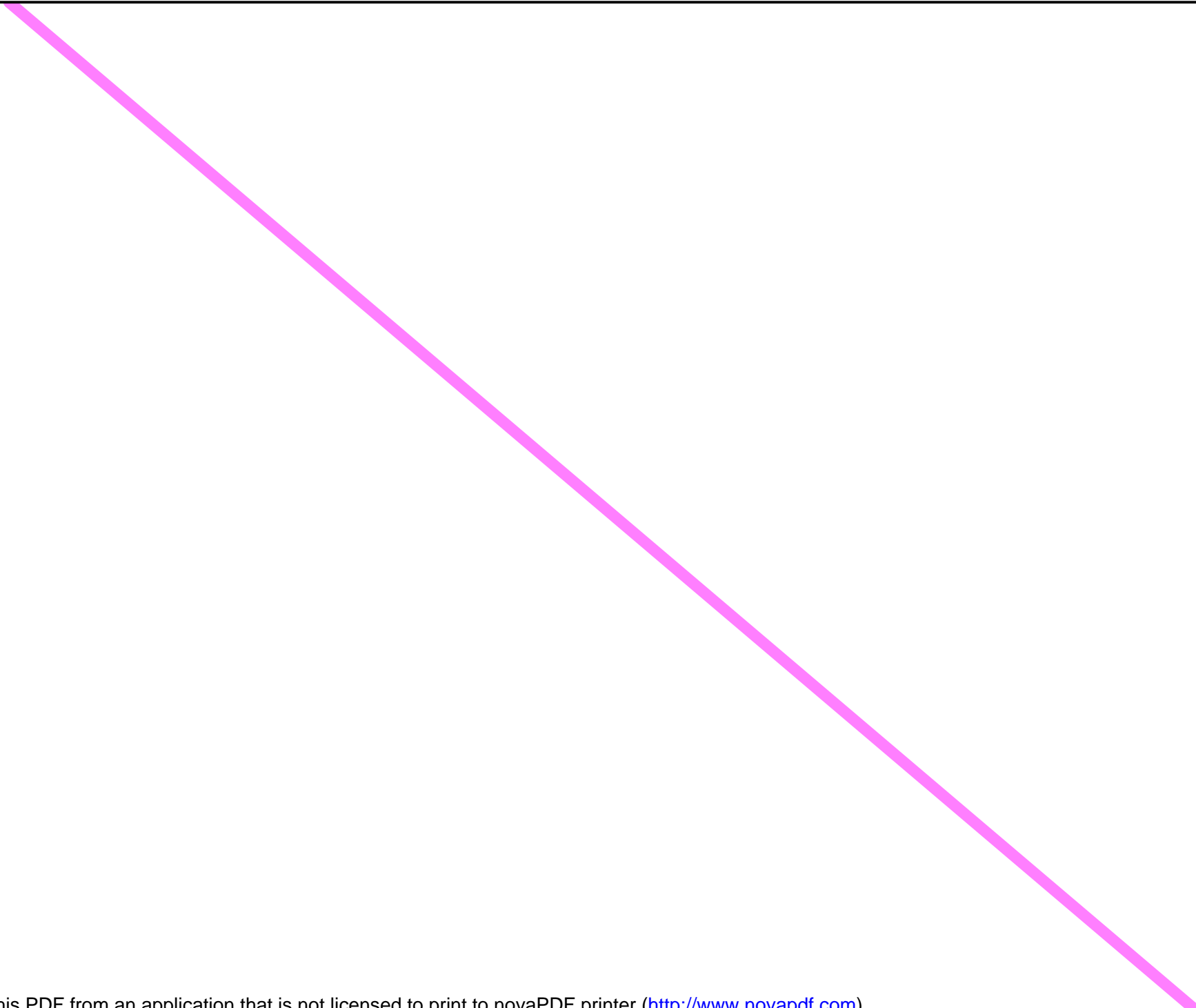




65







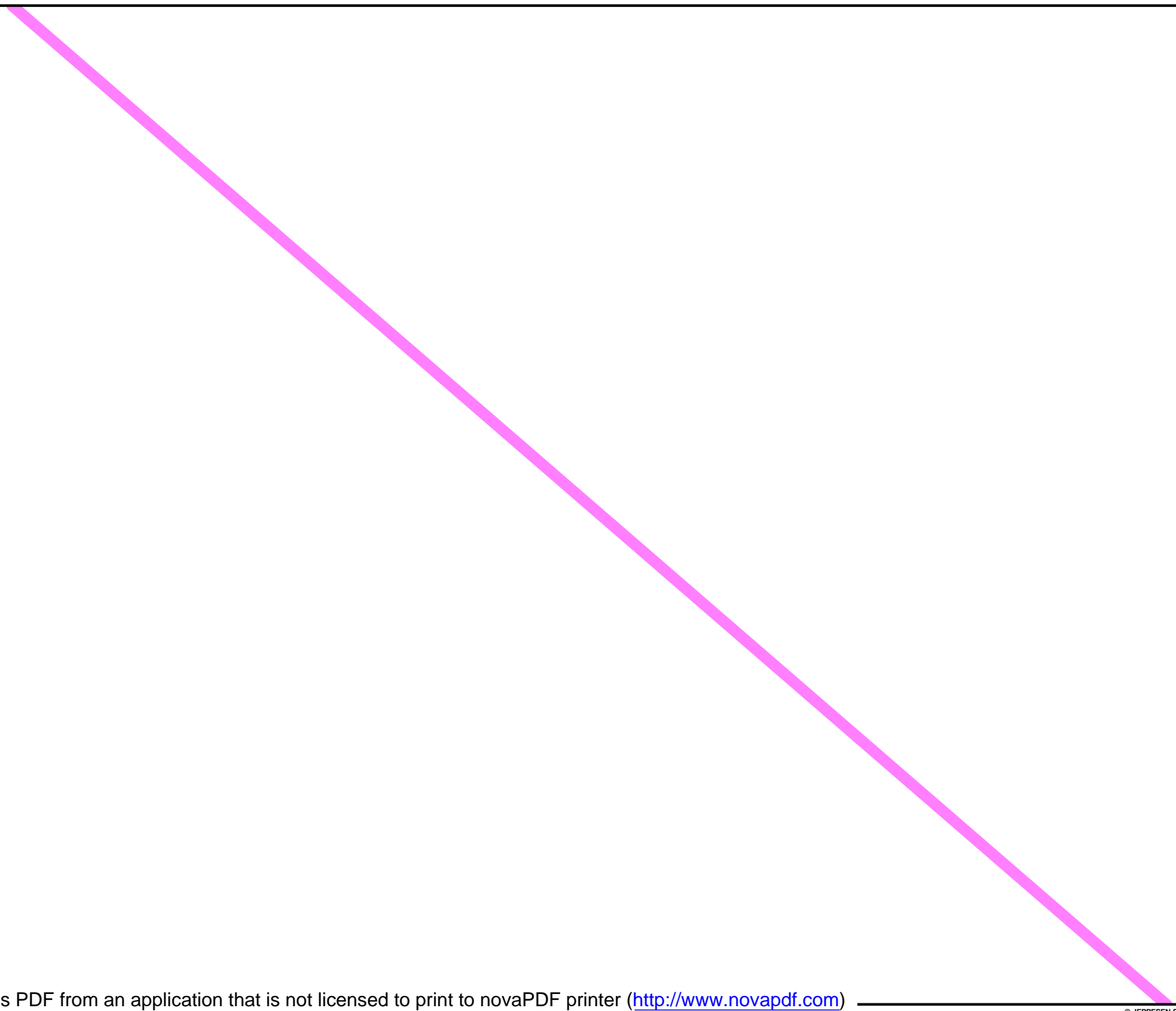
36
J16
FL180

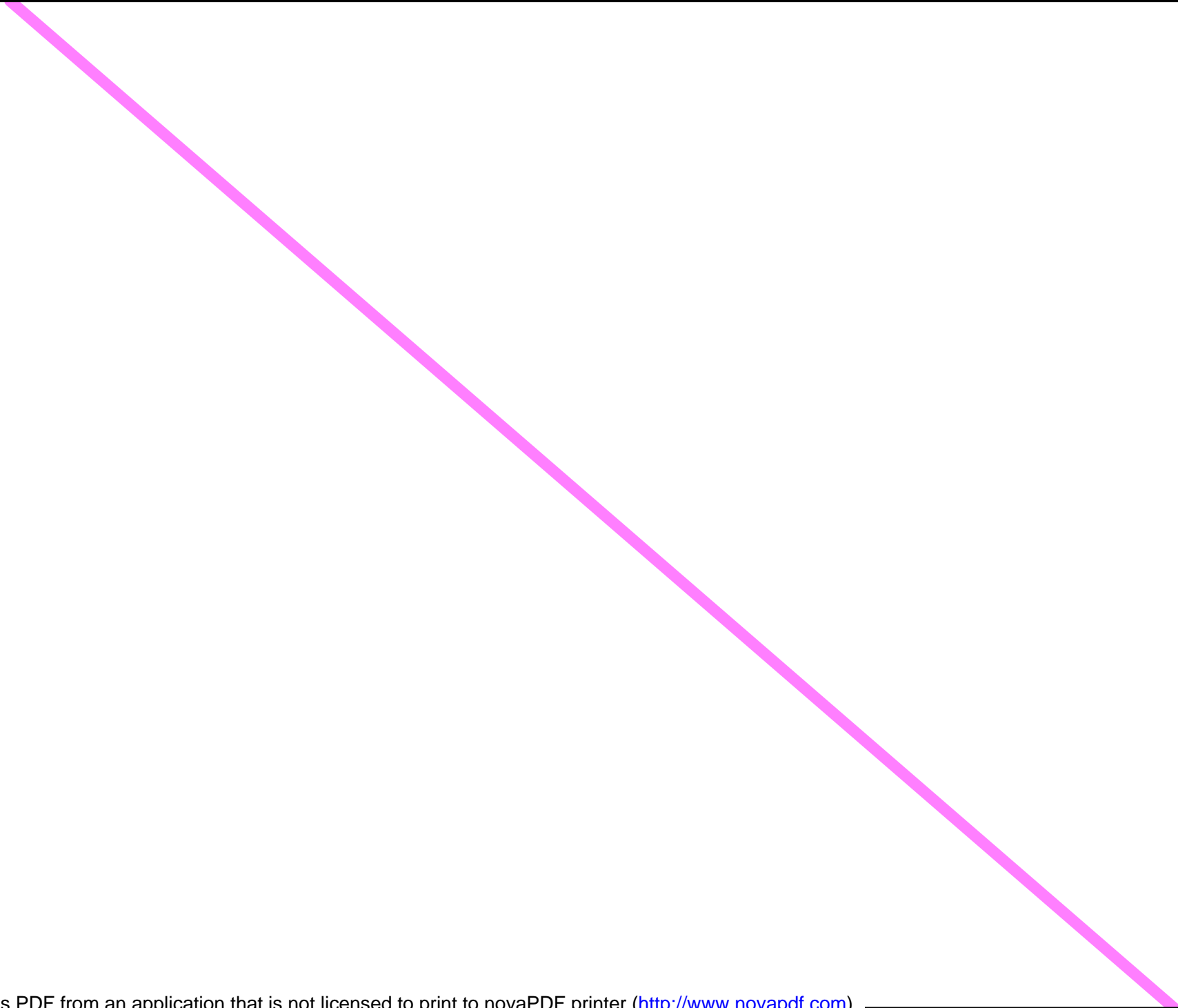
166° PSC
108.4
△ ECHOD

△ **OLNUC**

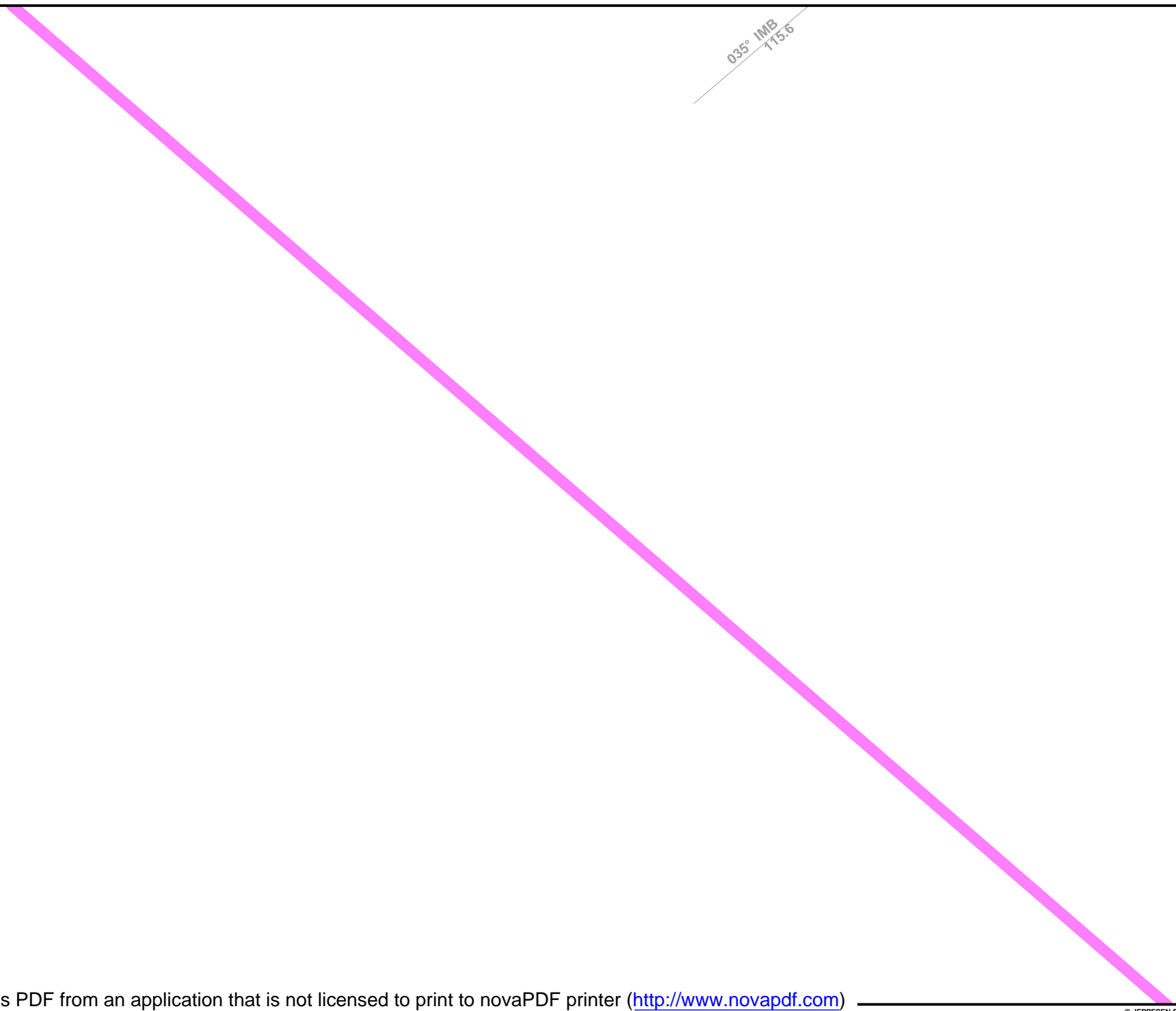
195
J3
FL180

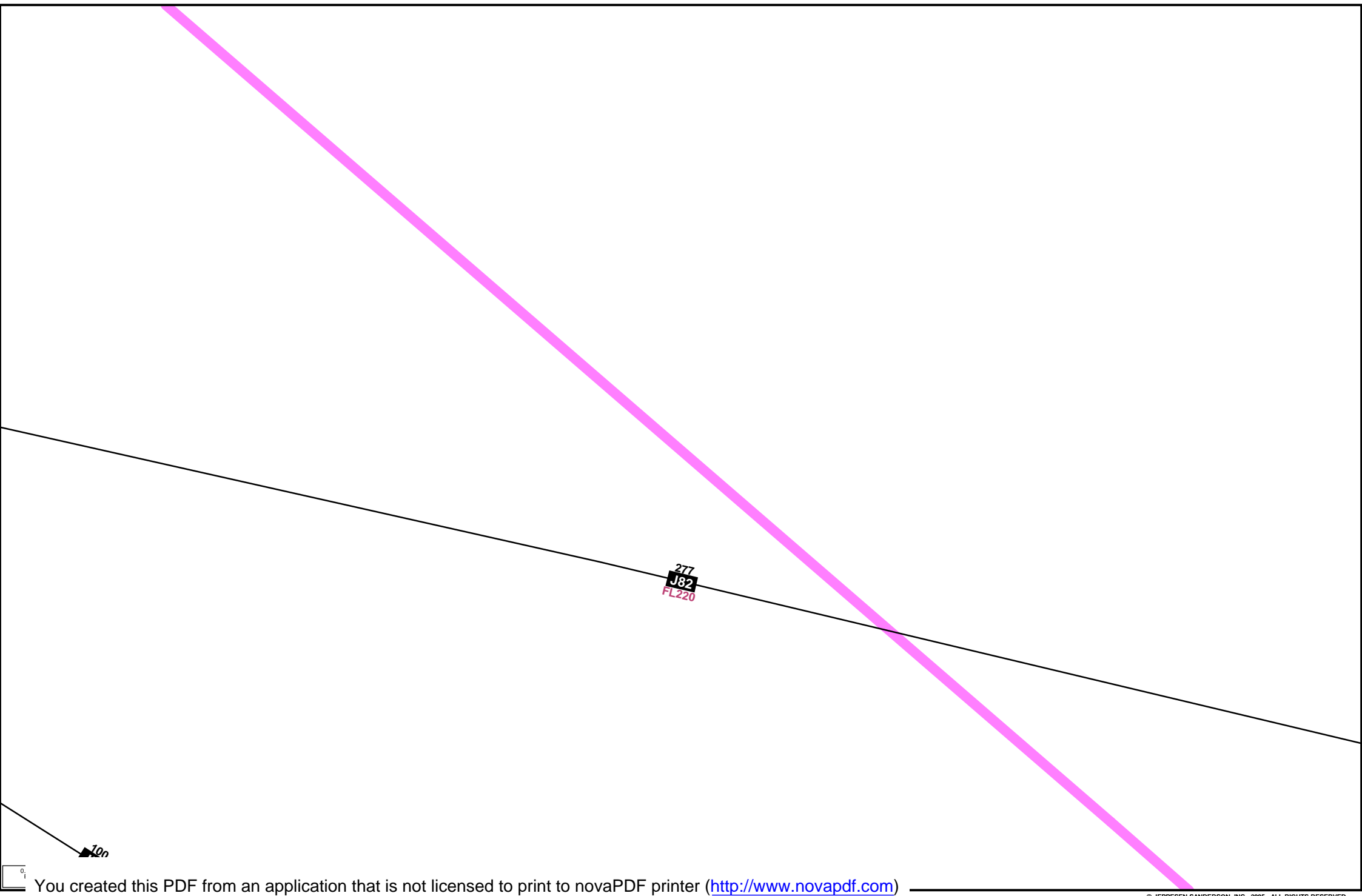
109

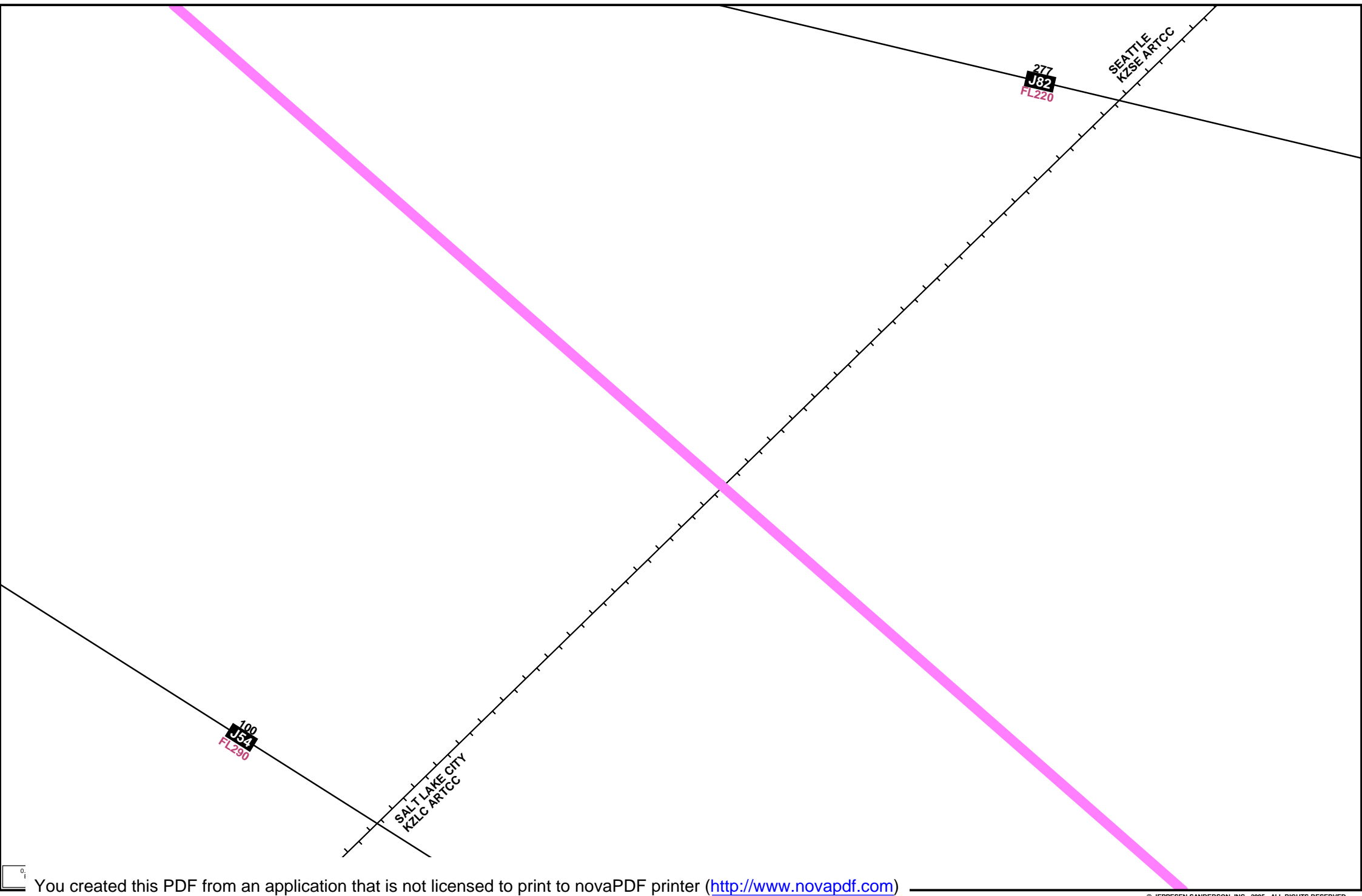




035° IMB
115.6

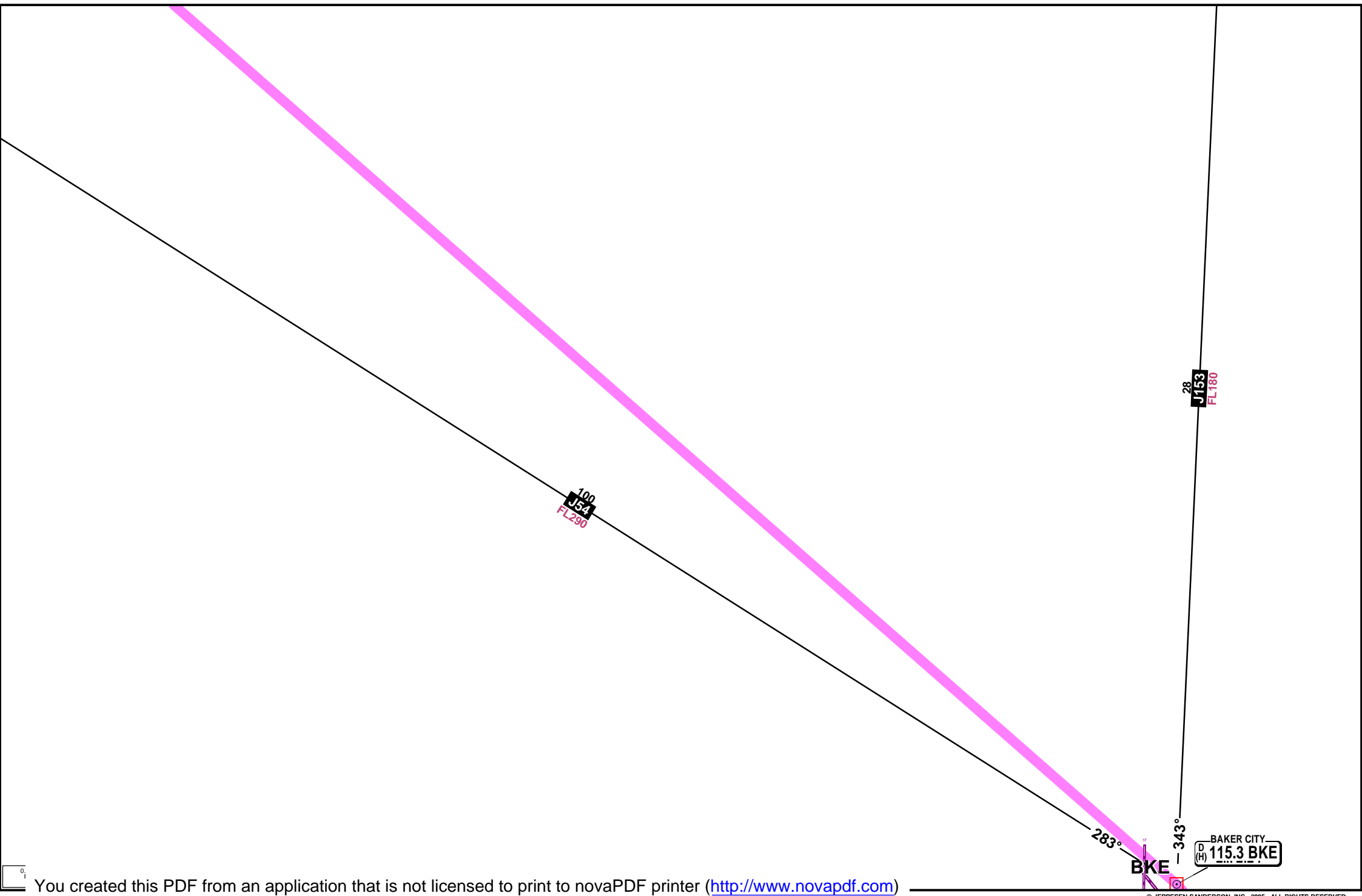


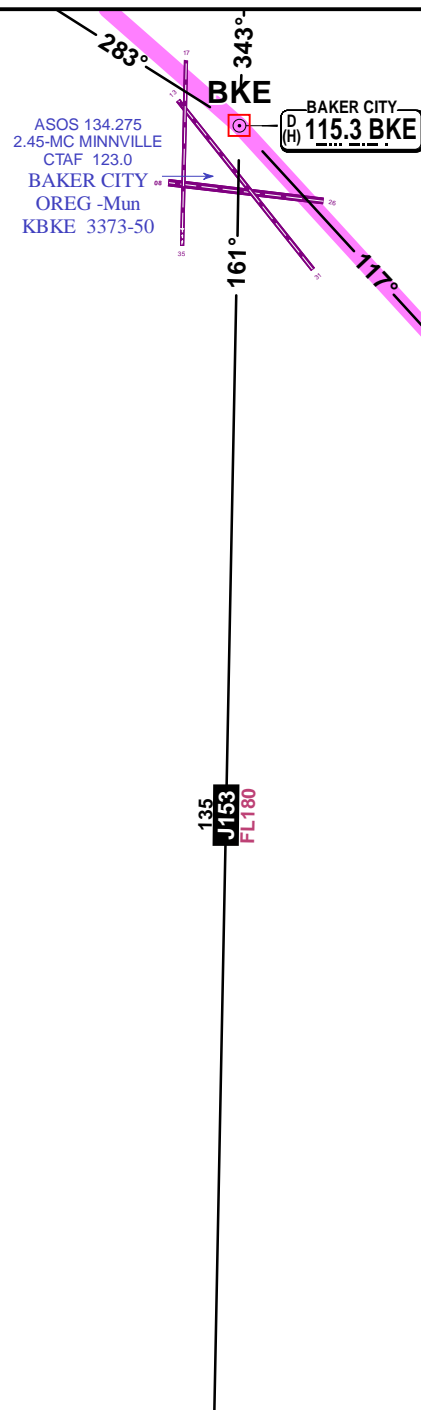




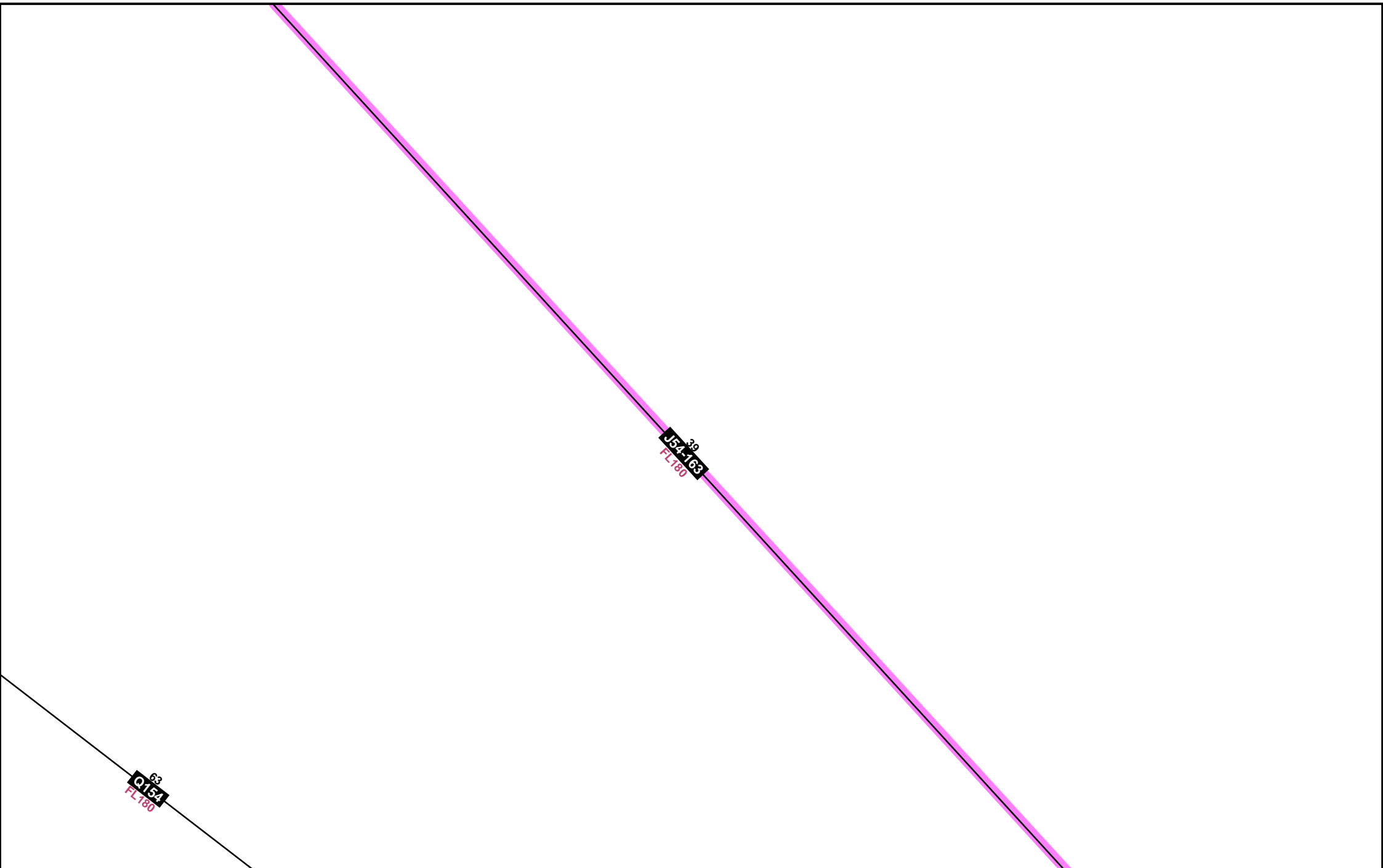
△ *KU90I*

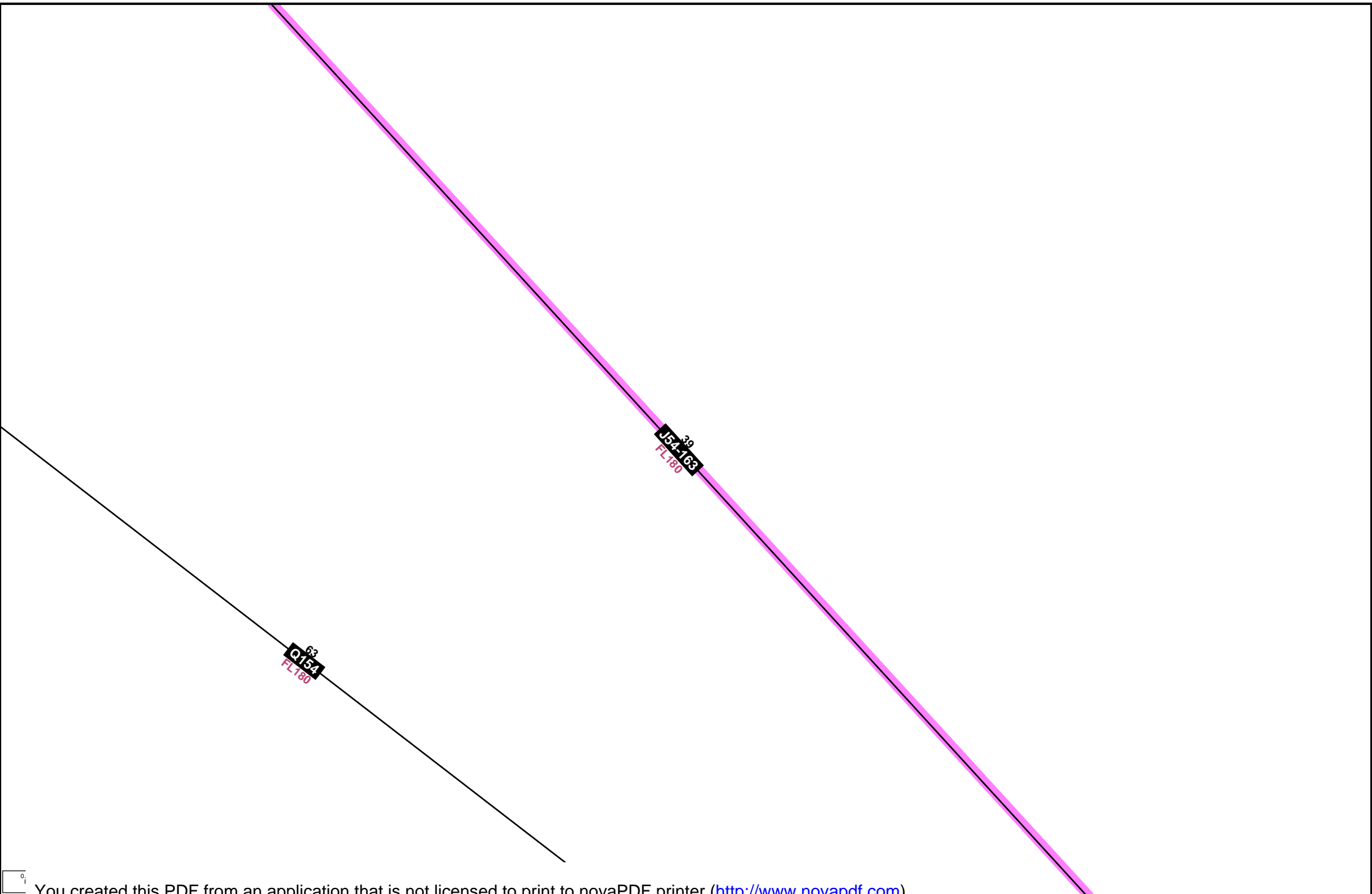
100
J54
FL290

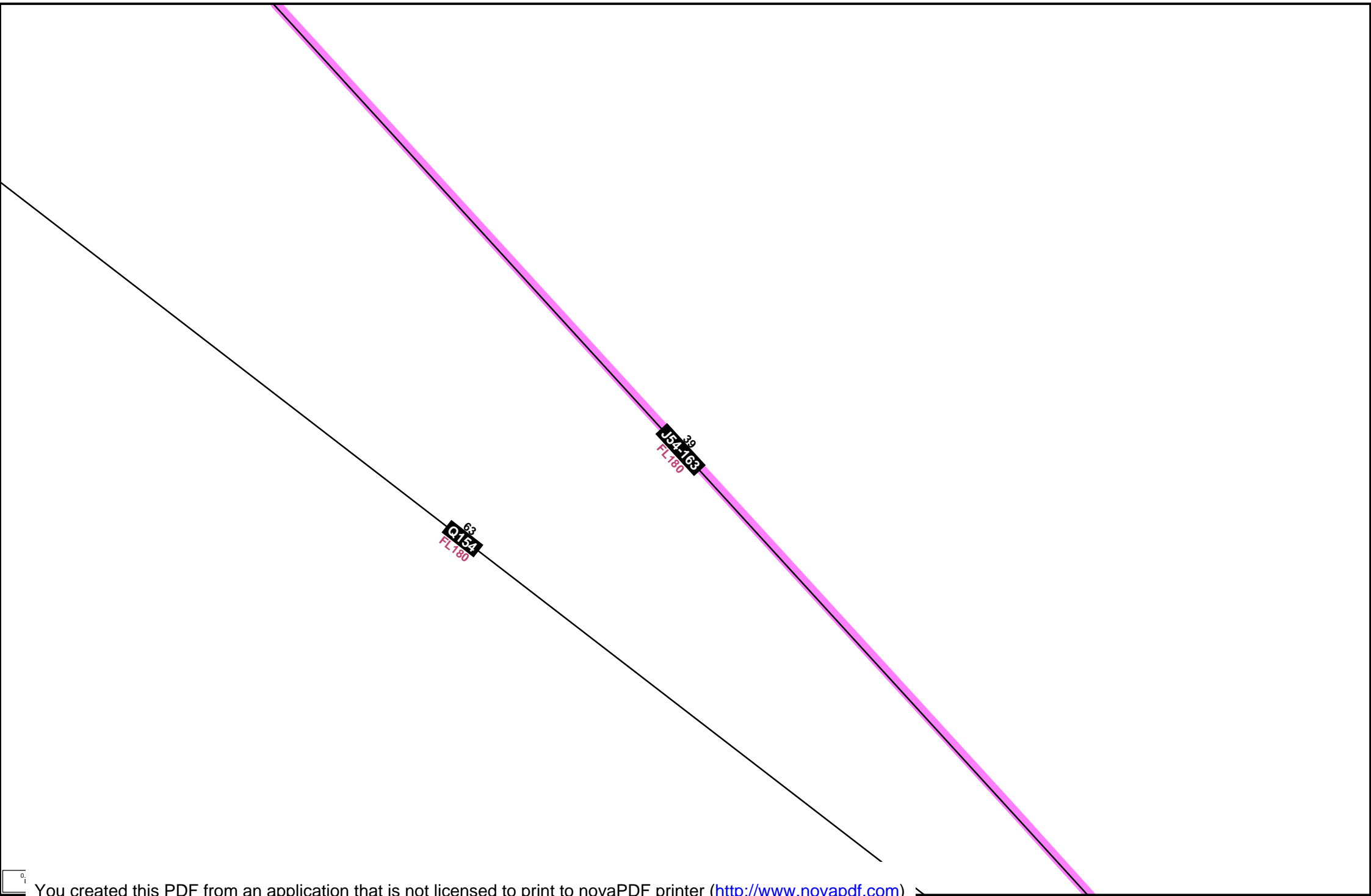


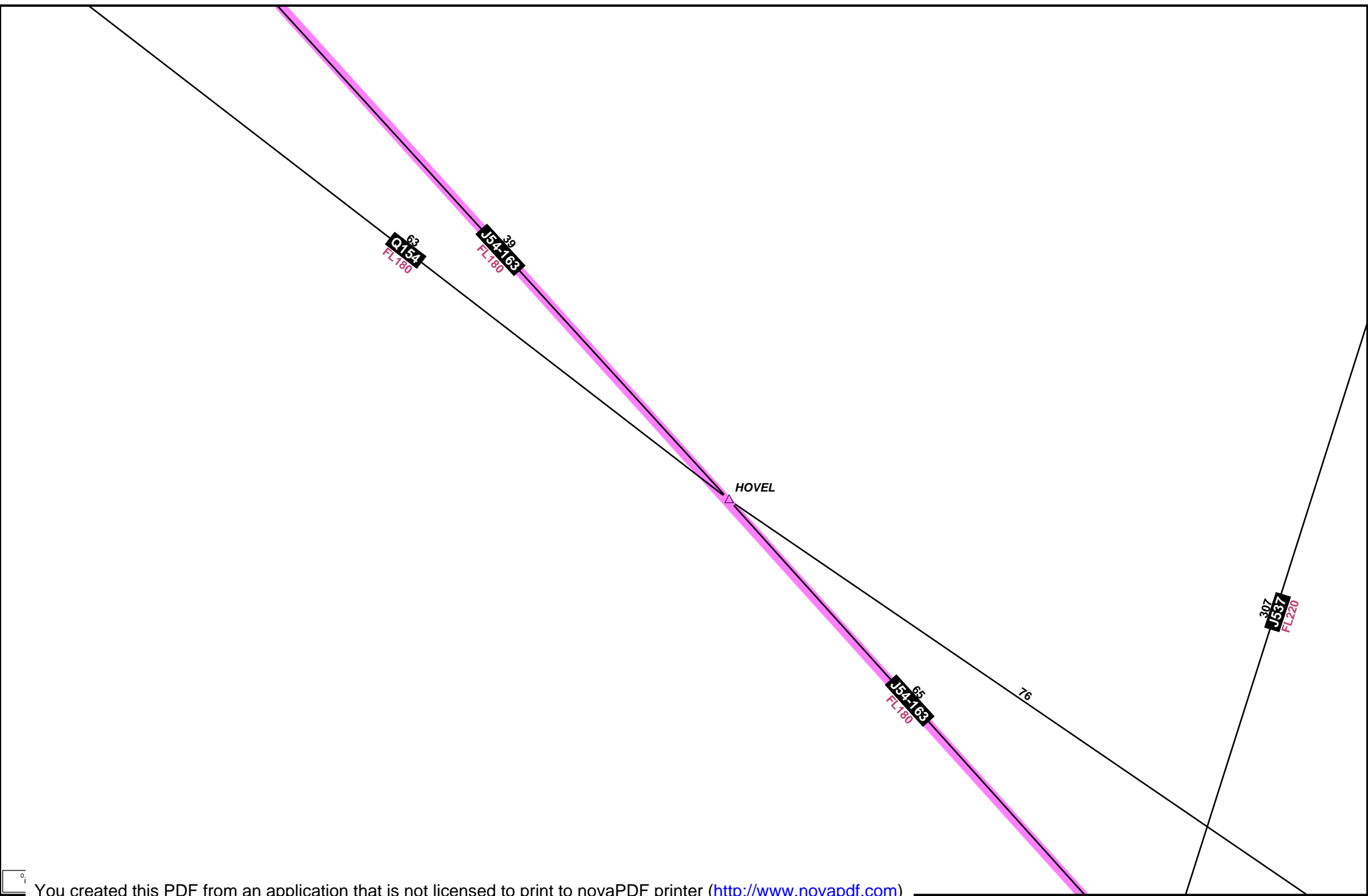


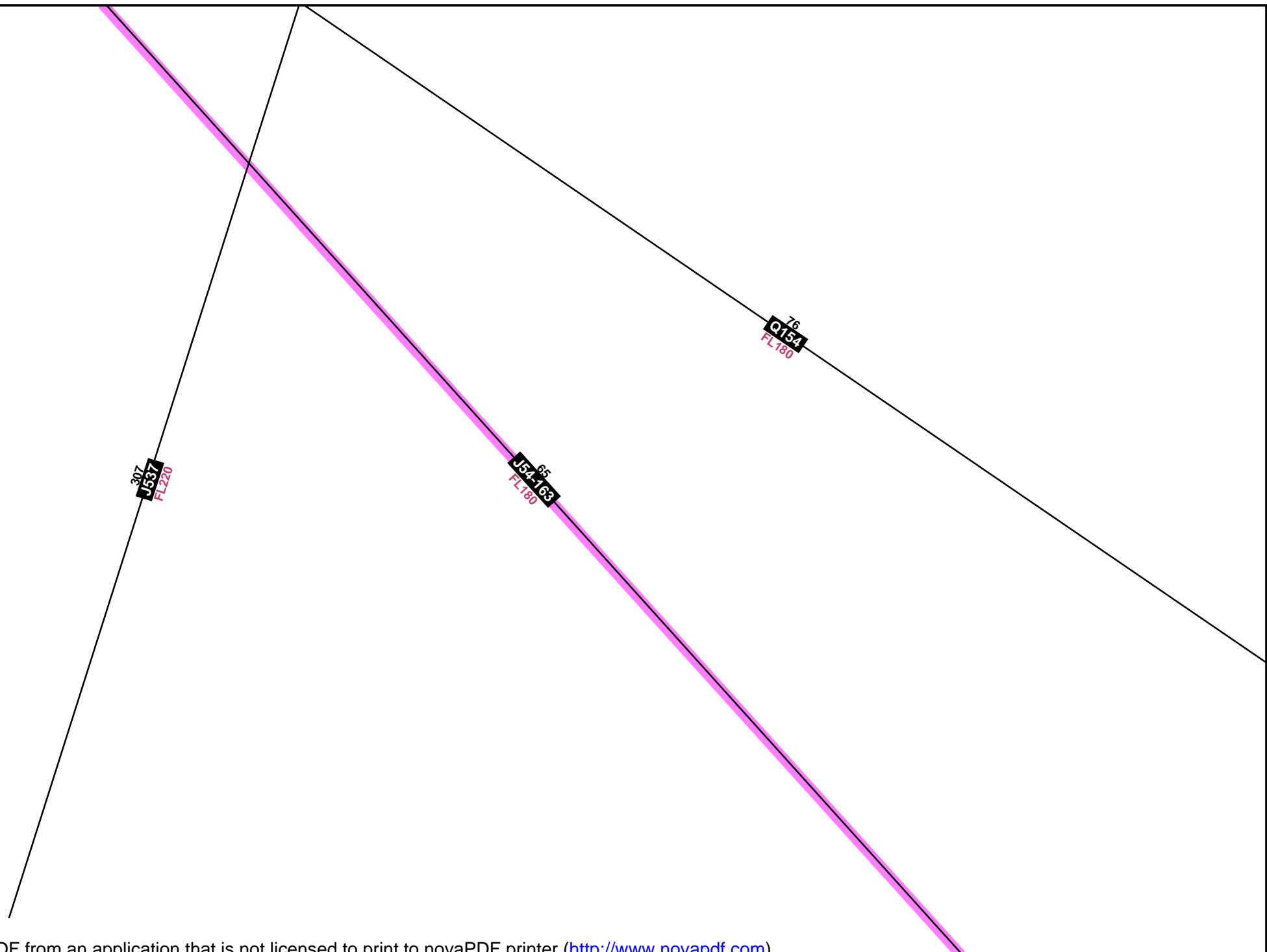
39
J54-163
FL180

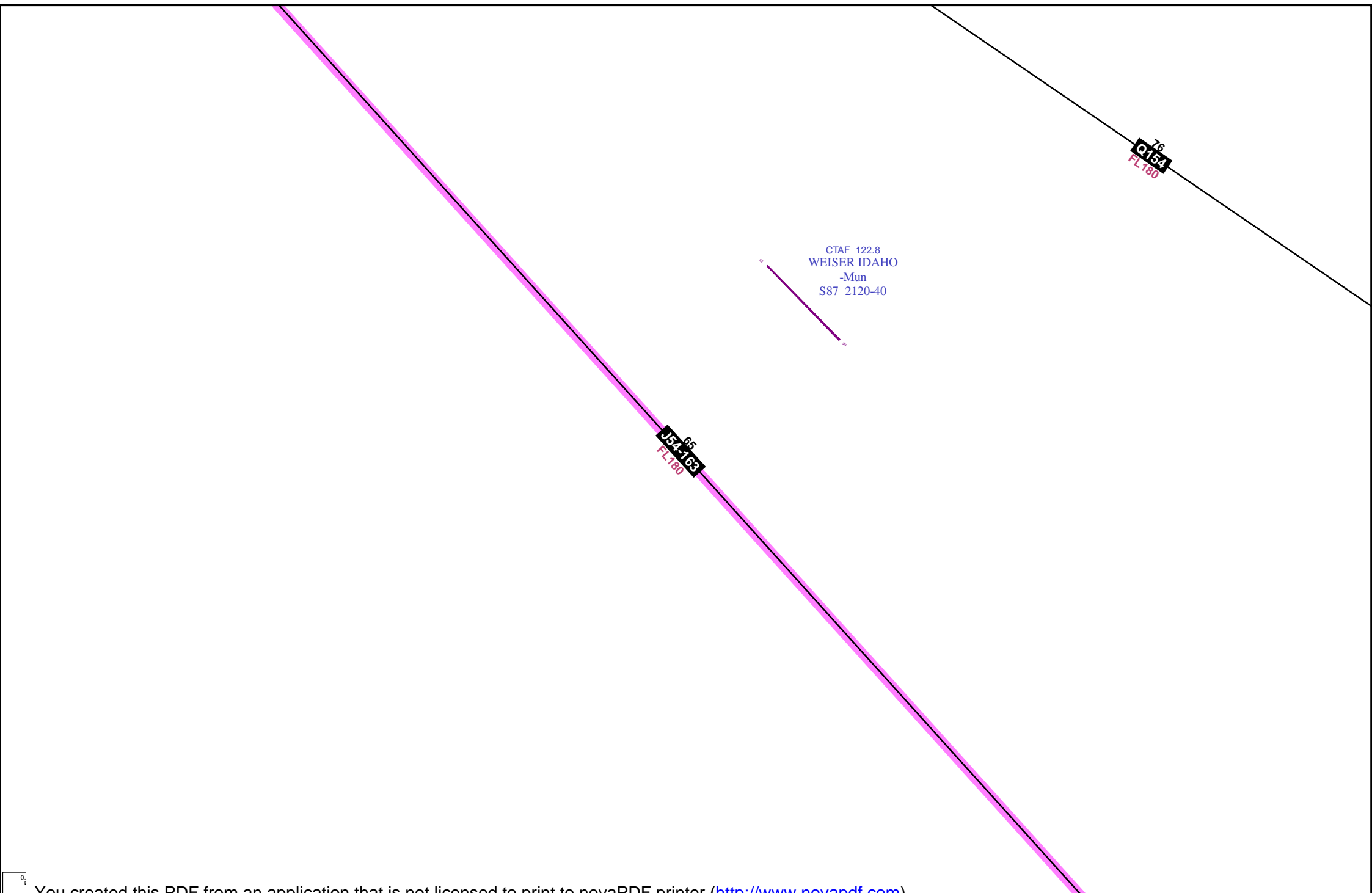












35
J54-183
FL180

65
J54-163
FL-180

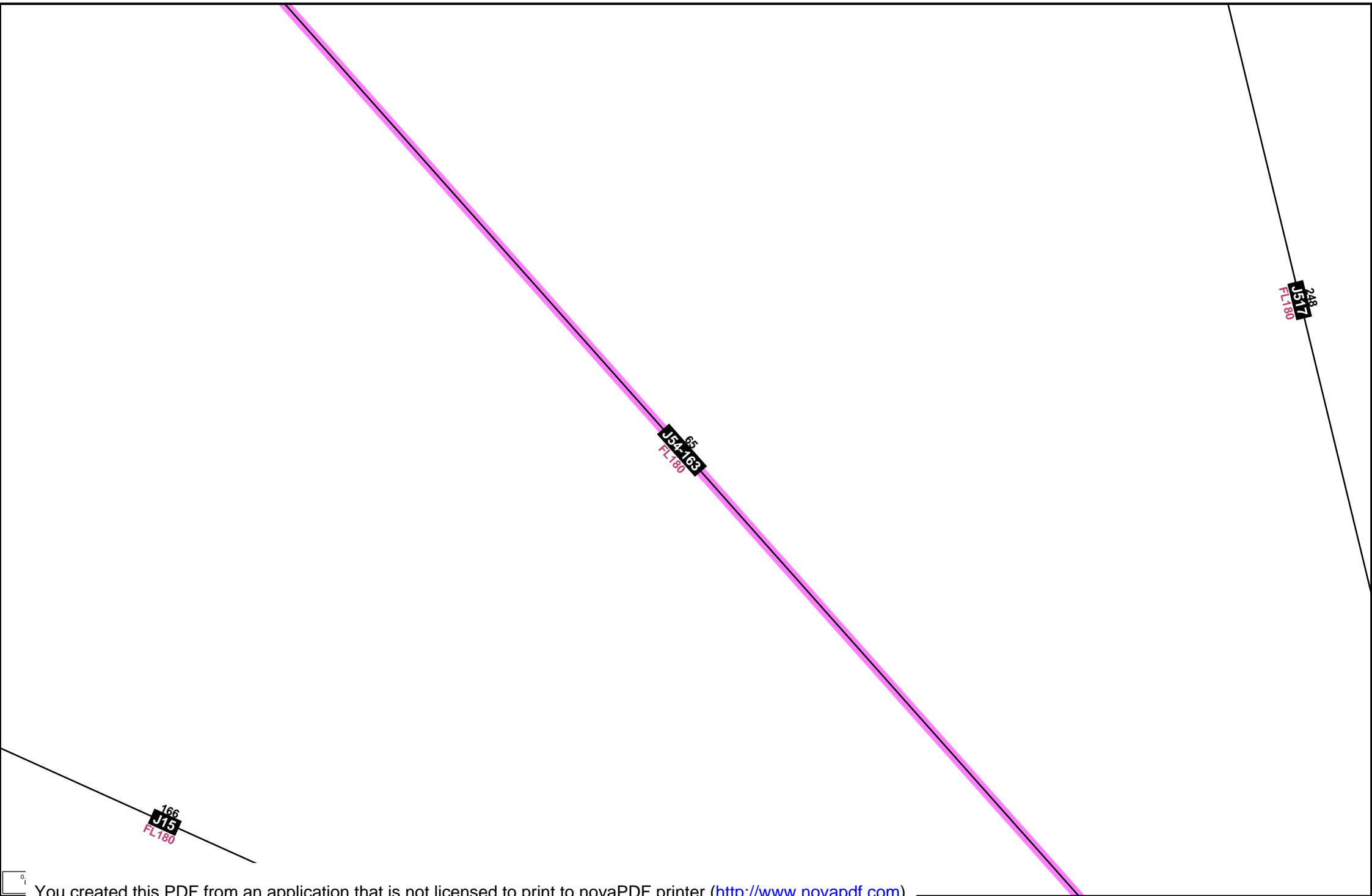
35
J54-163
FL-180

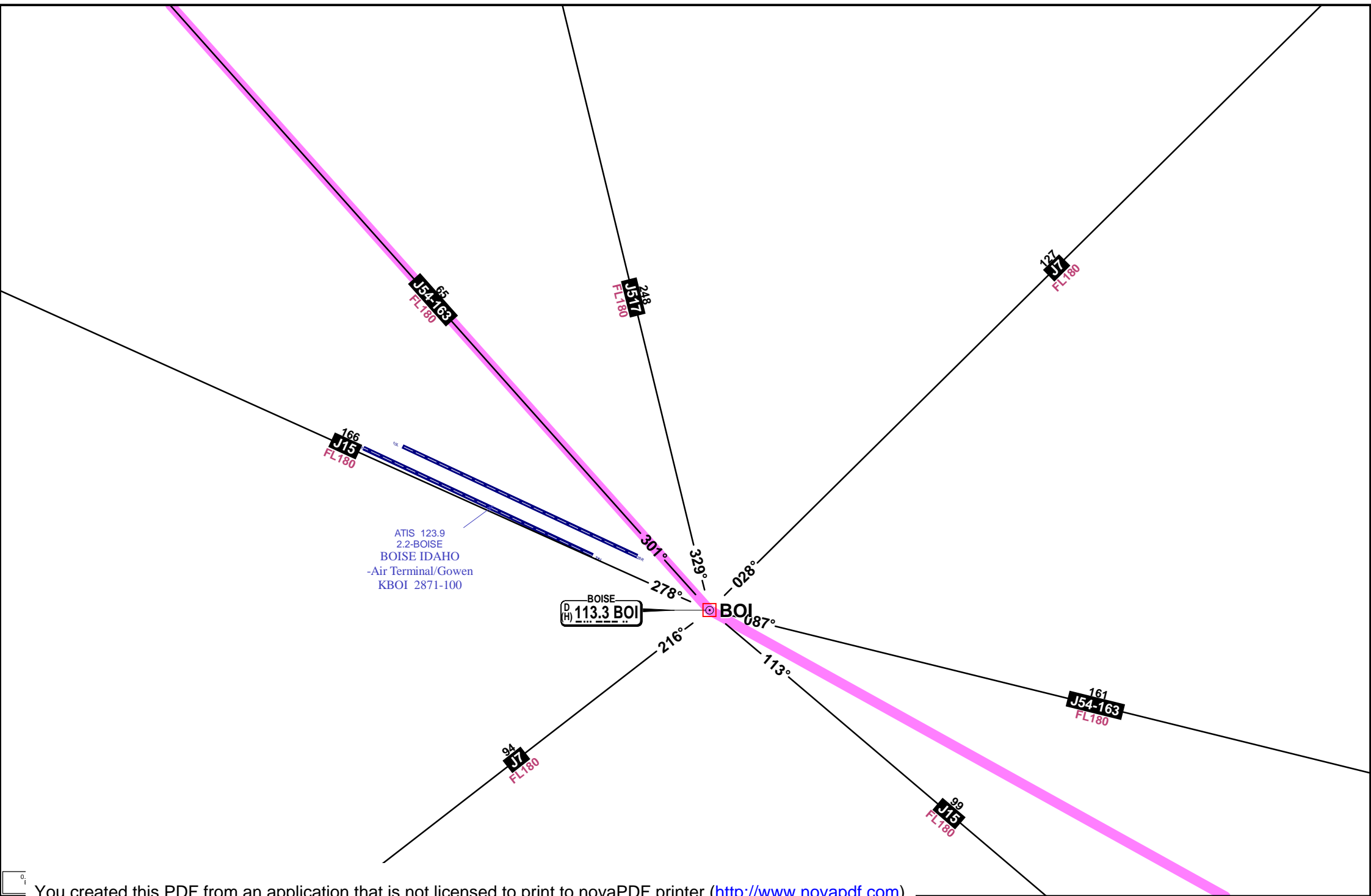
181° DNJ
776.2

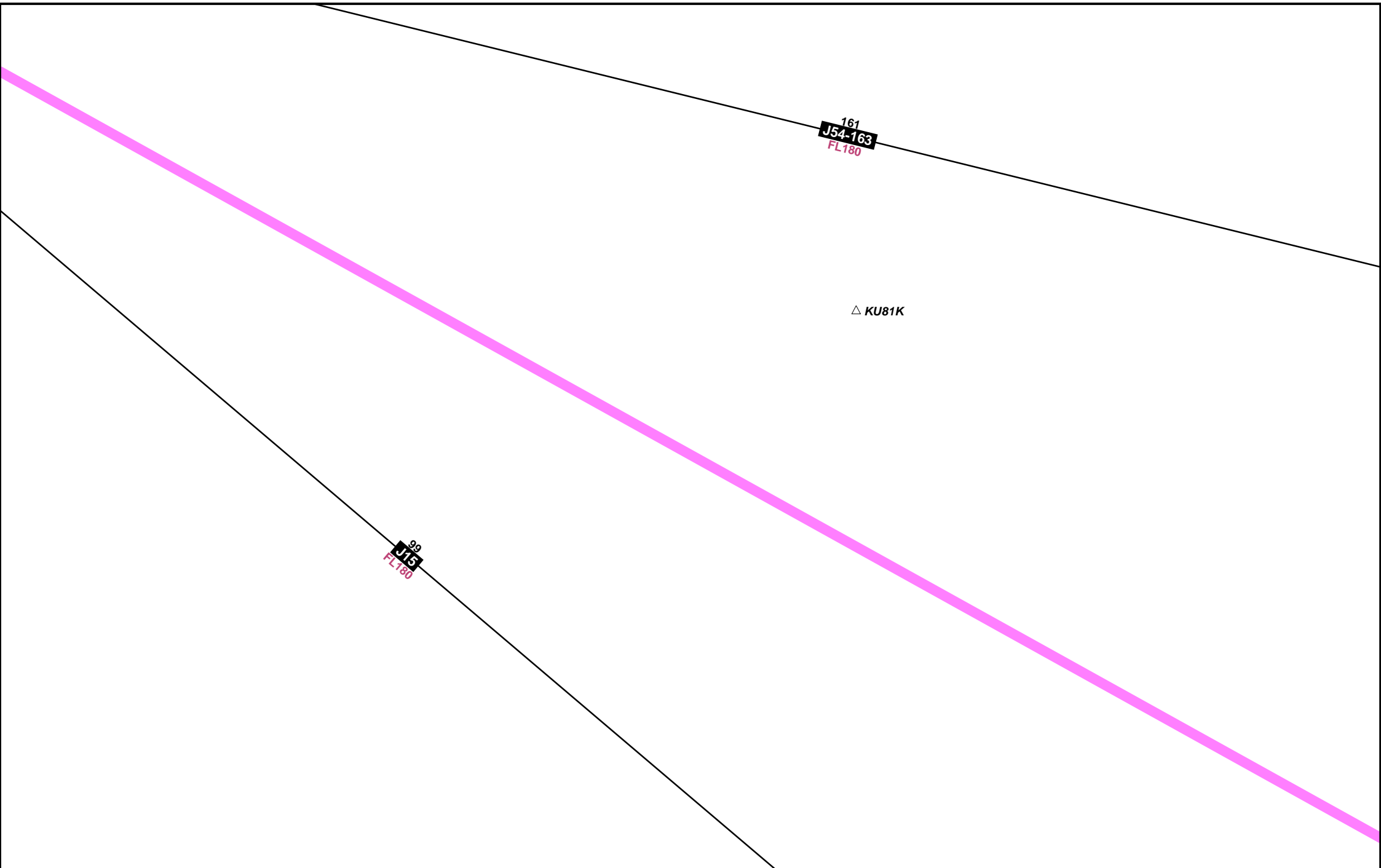
△ EMETT

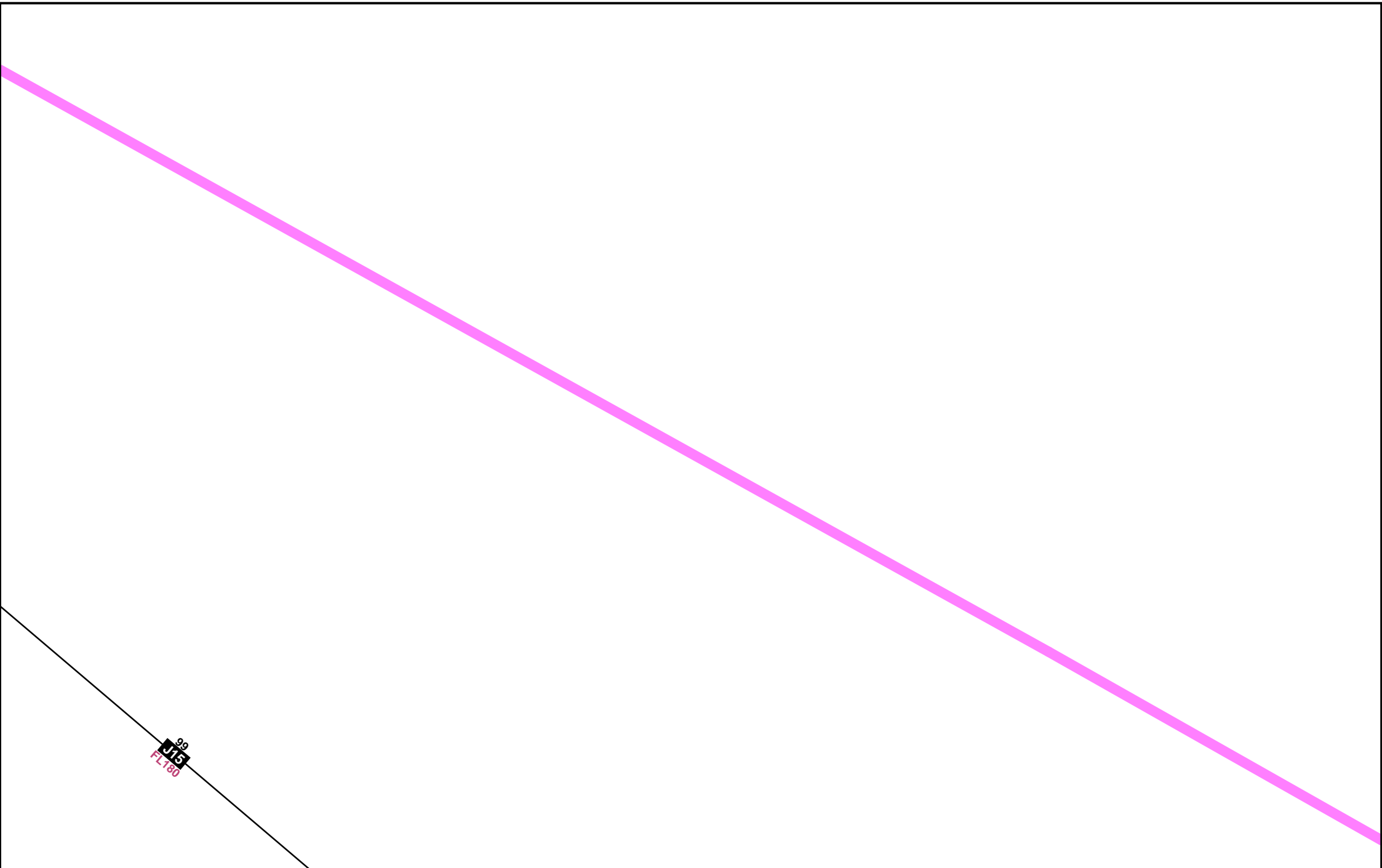
85
J54-163
FL 180

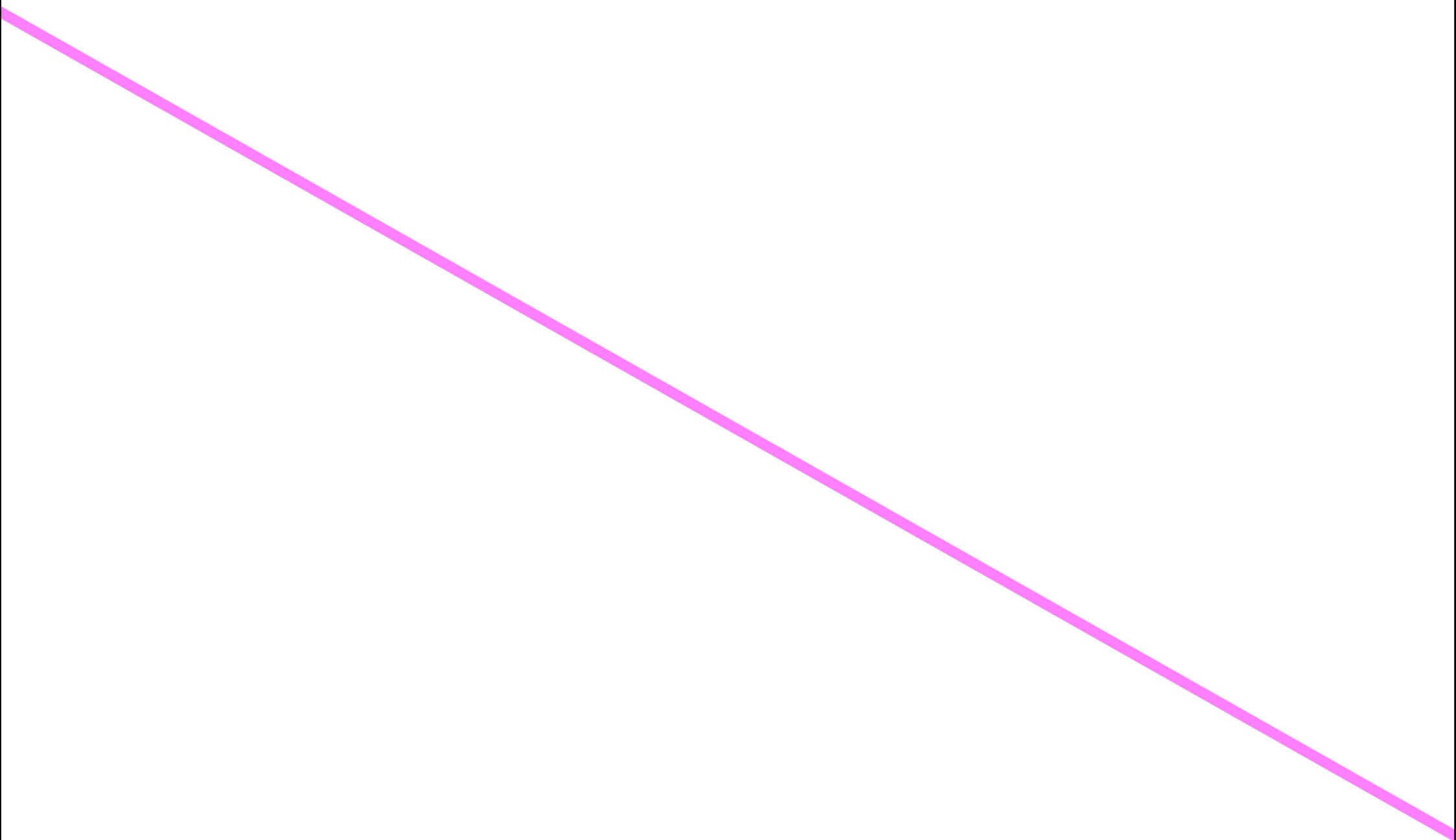
65
J54-163
FL189



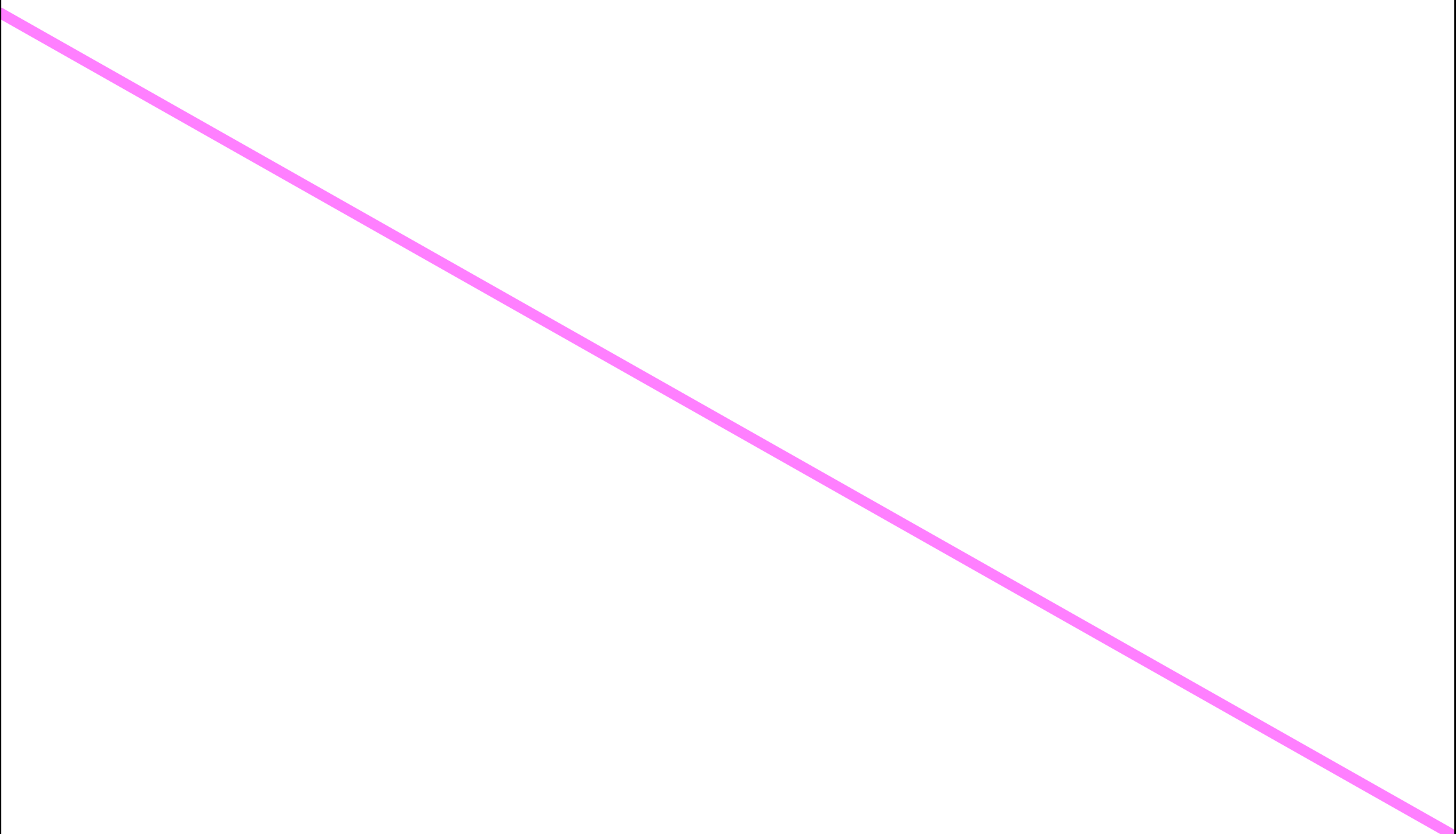






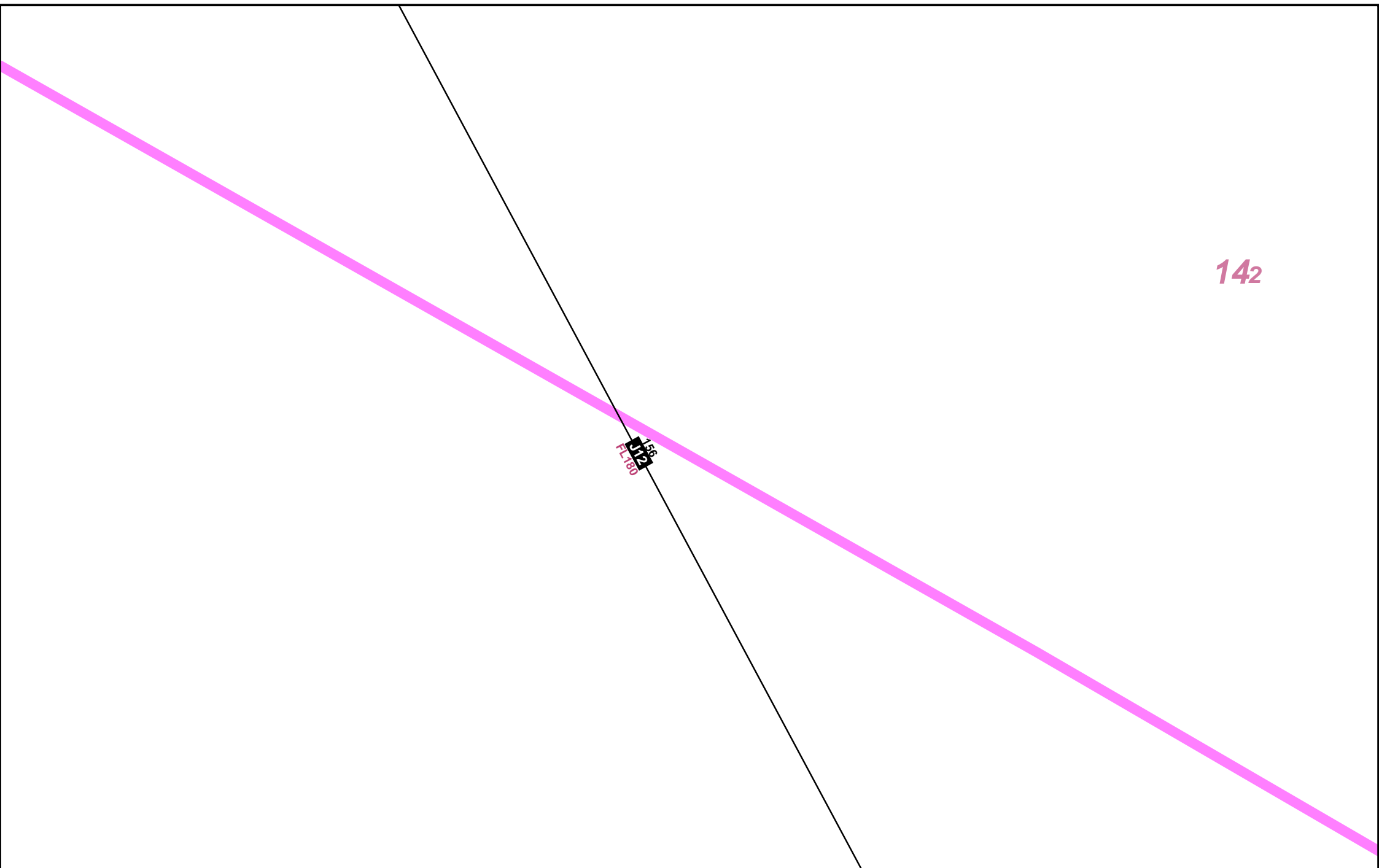


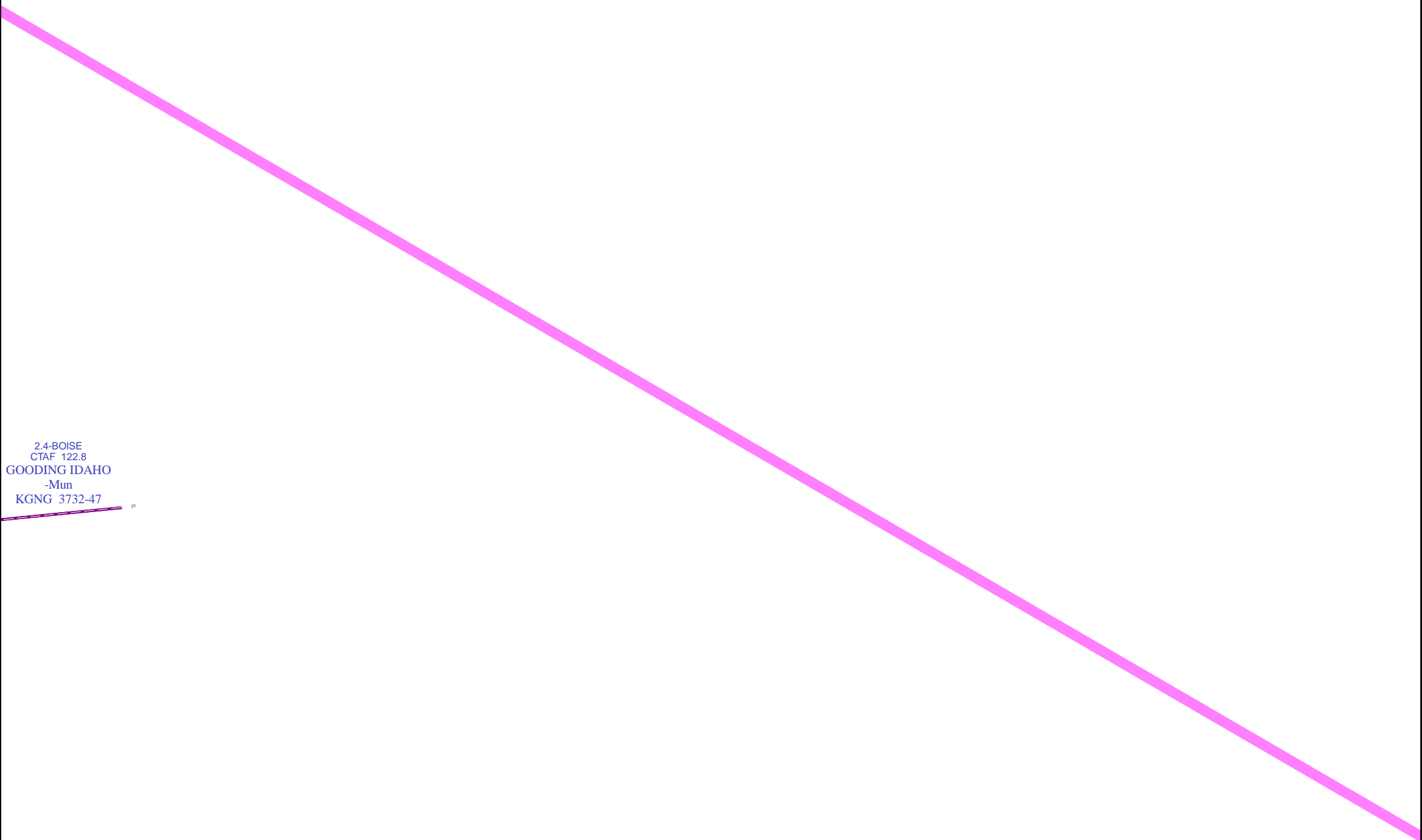
△ **ROARR**



158
112
1180

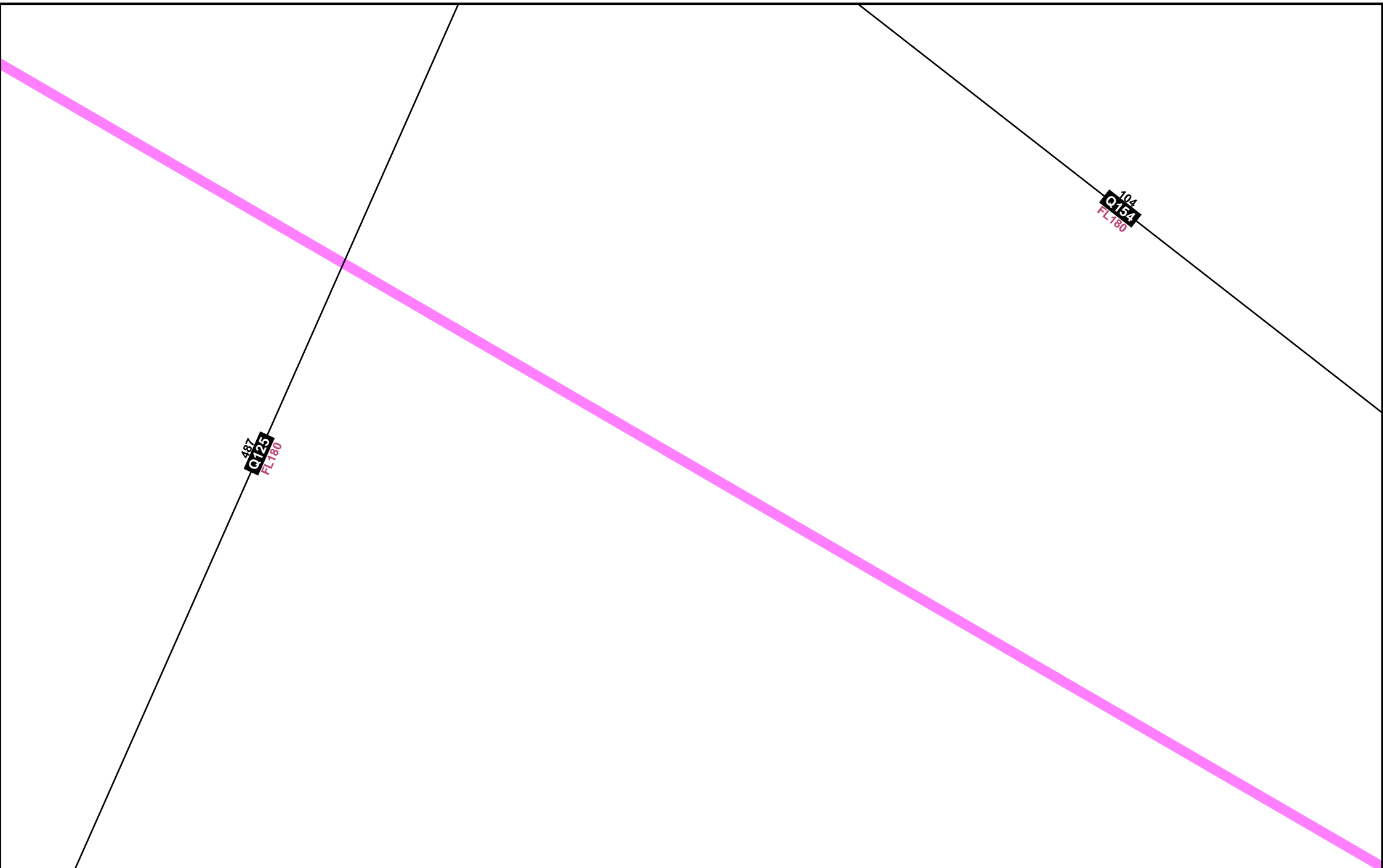
△ *BSSMA*

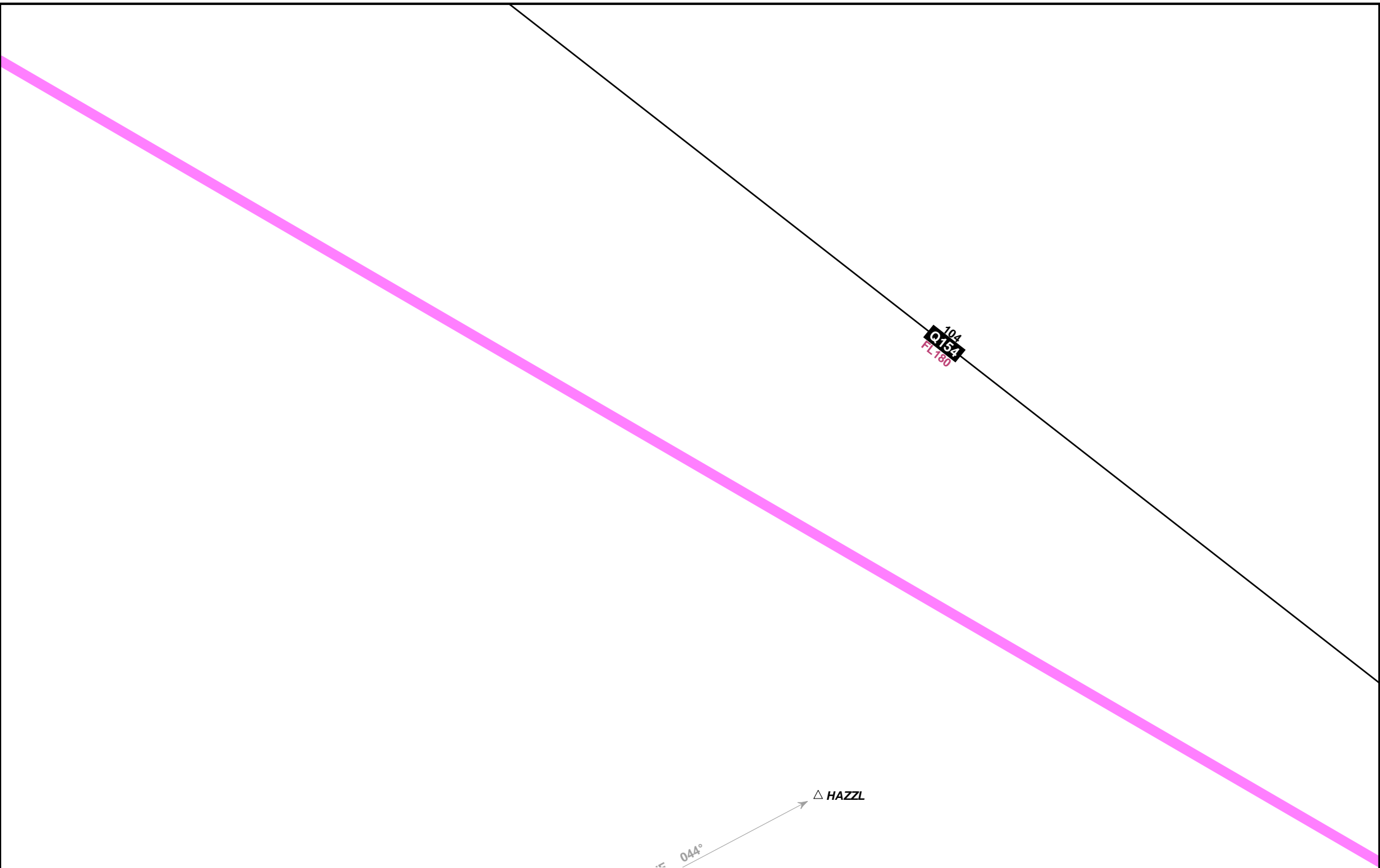


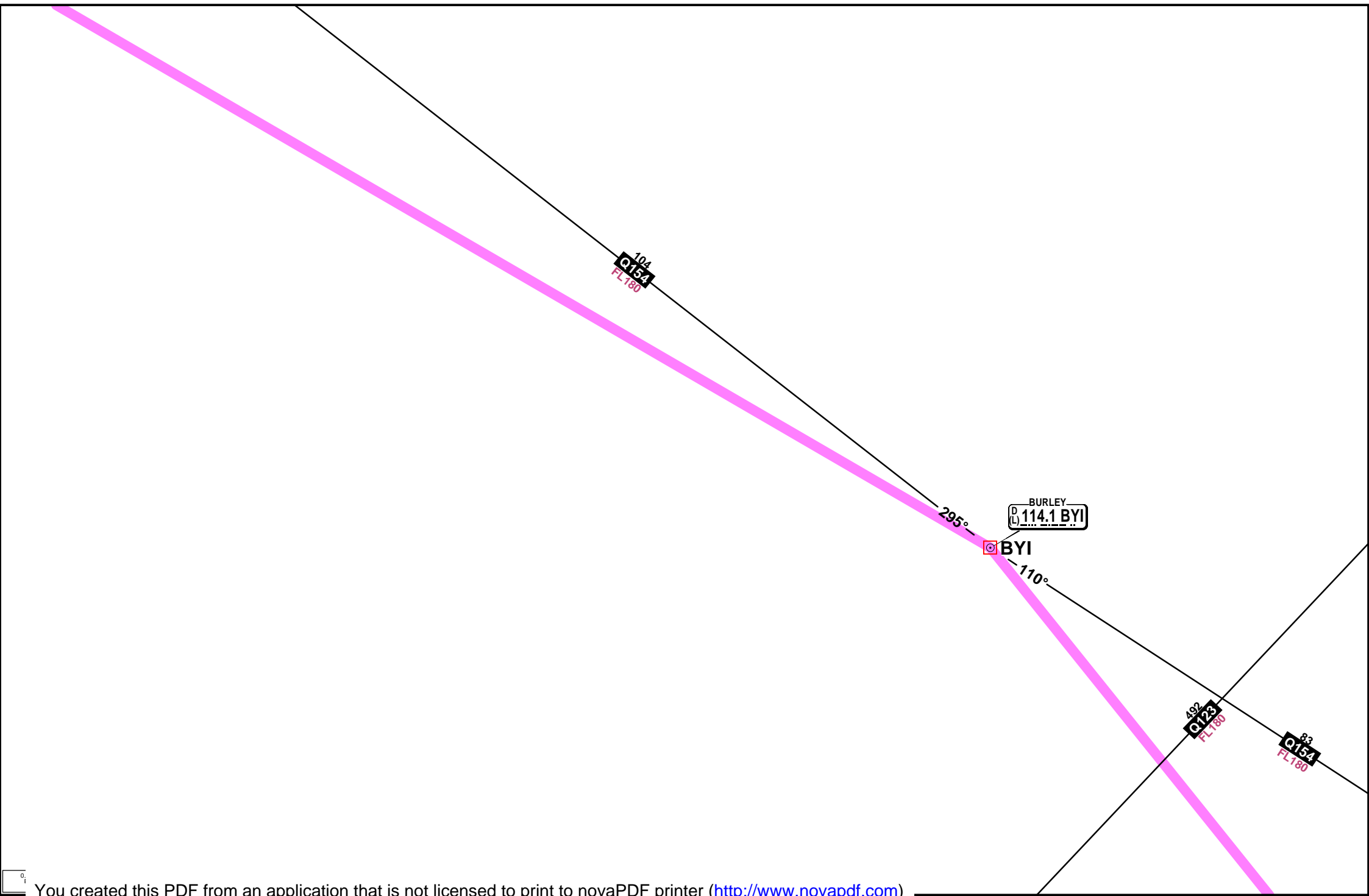


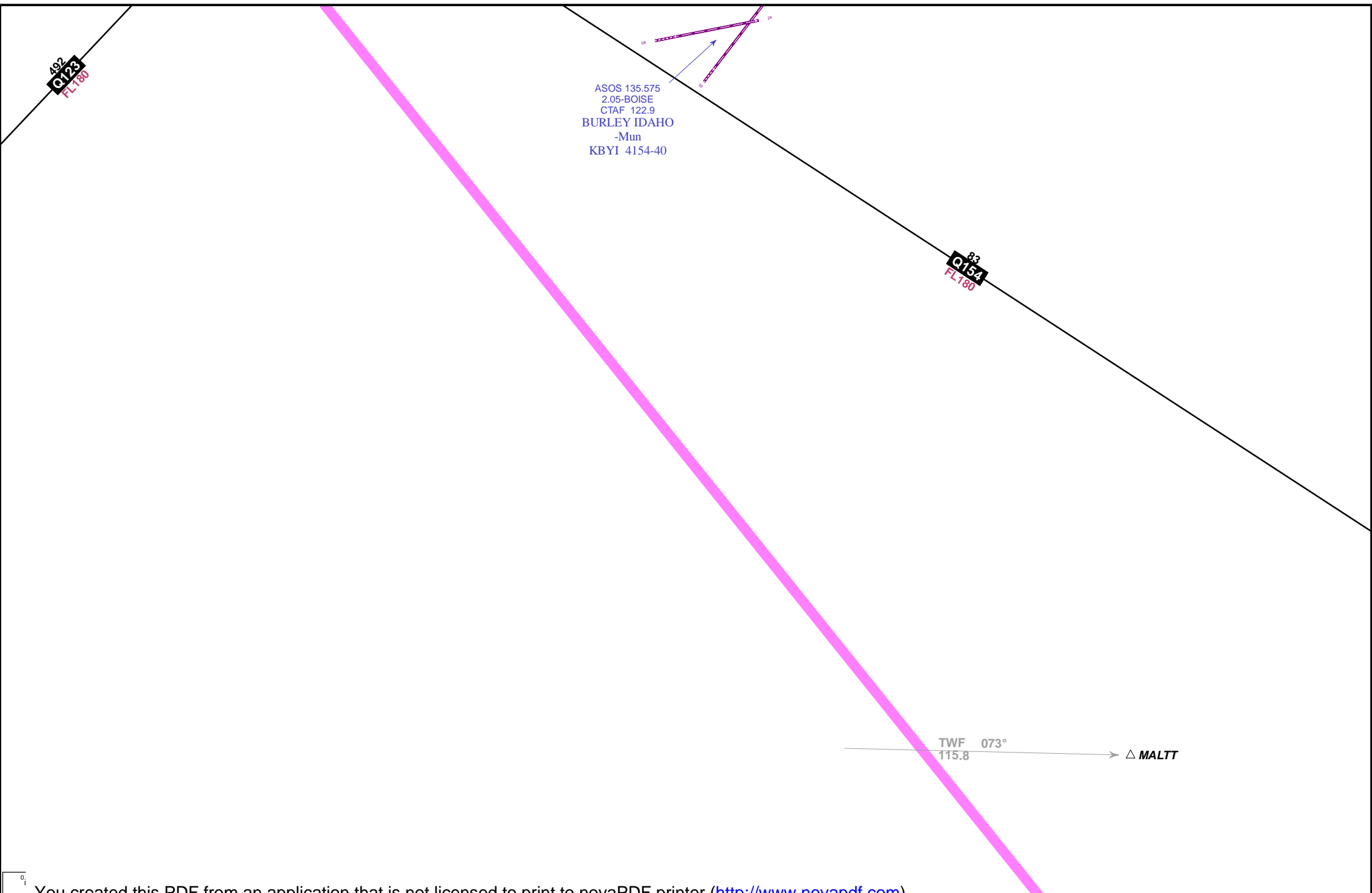
2.4-BOISE
CTAF 122.8
GOODING IDAHO
-Mun
KGNG 3732-47

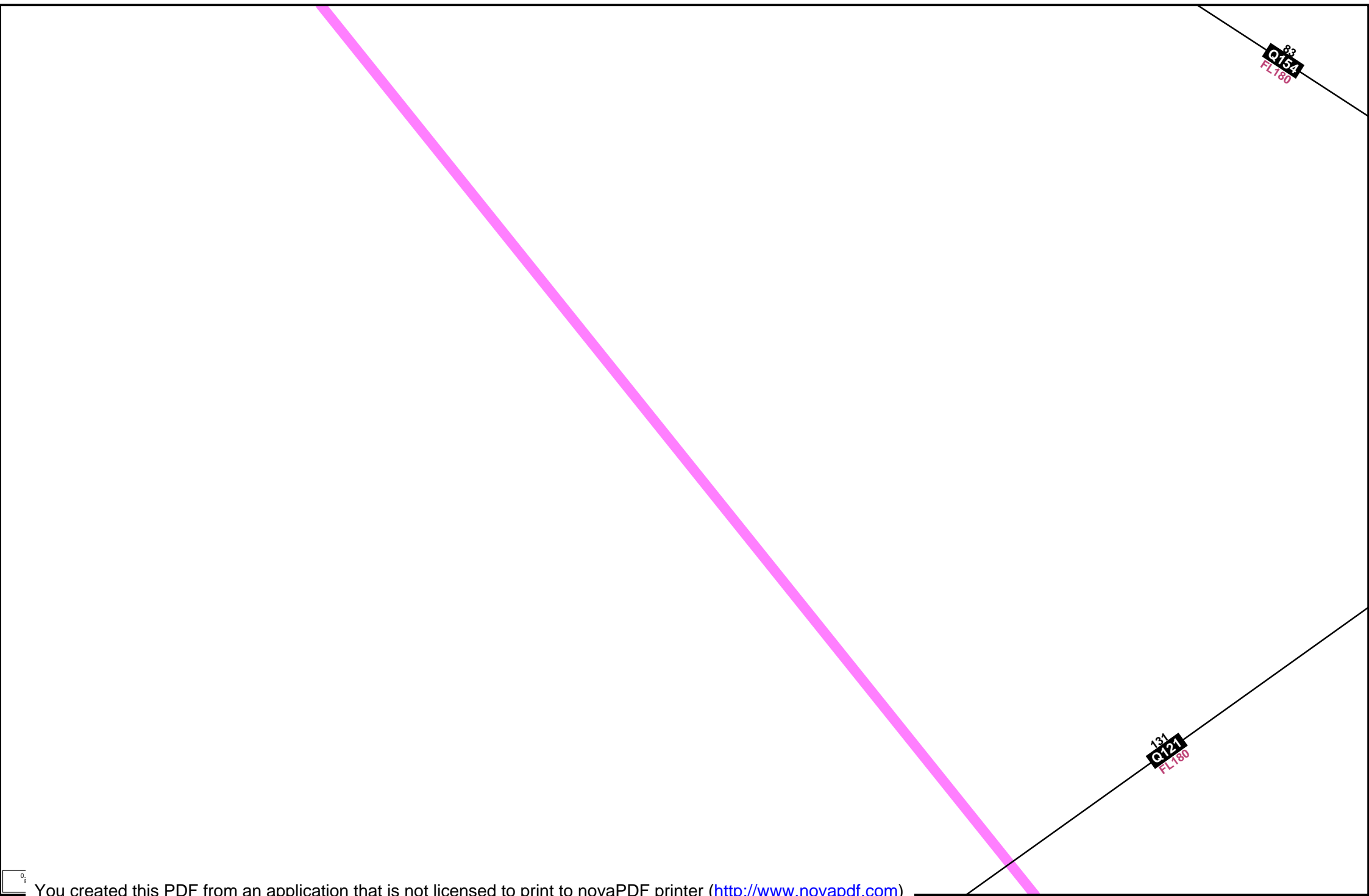
104
Q154
FL180



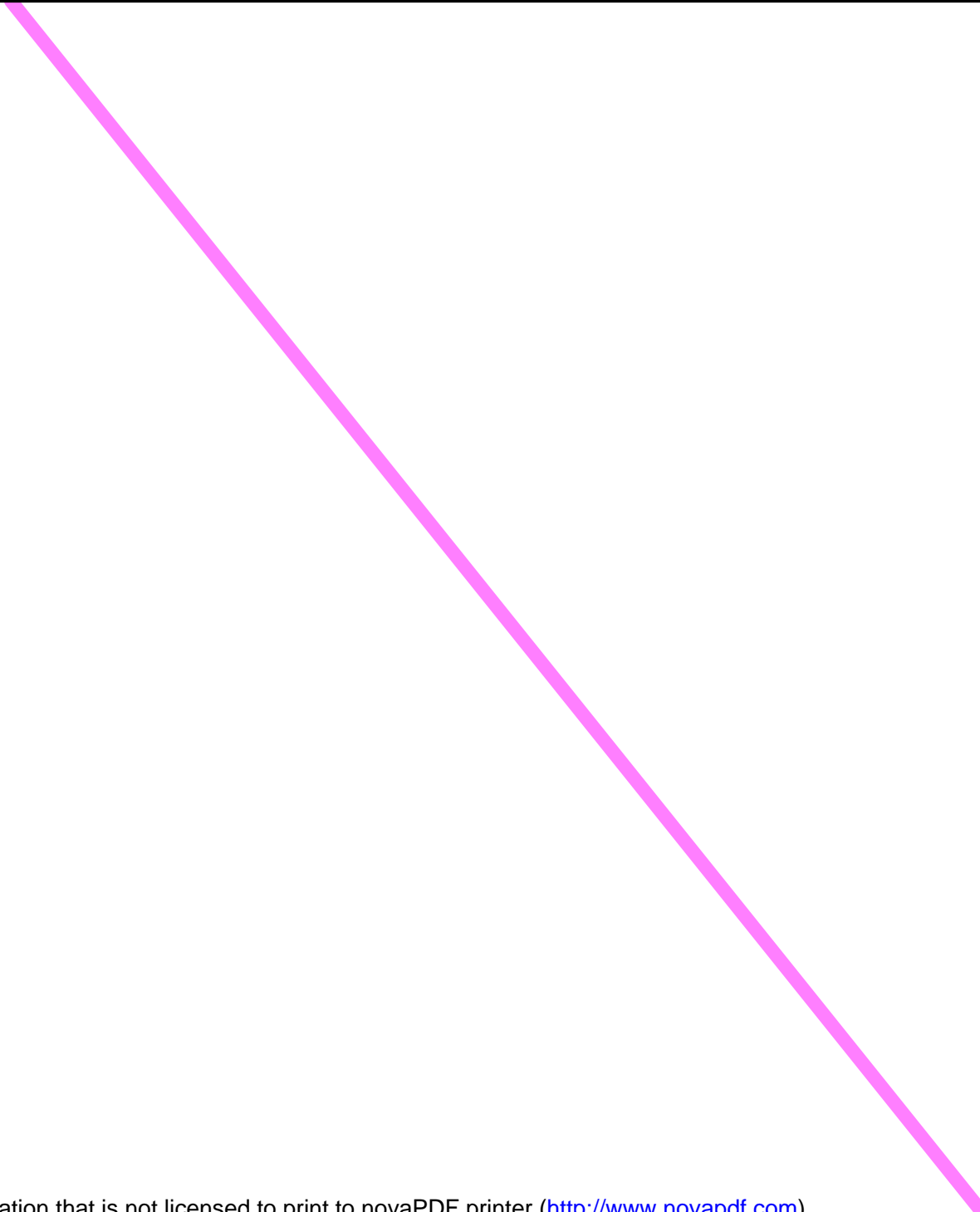


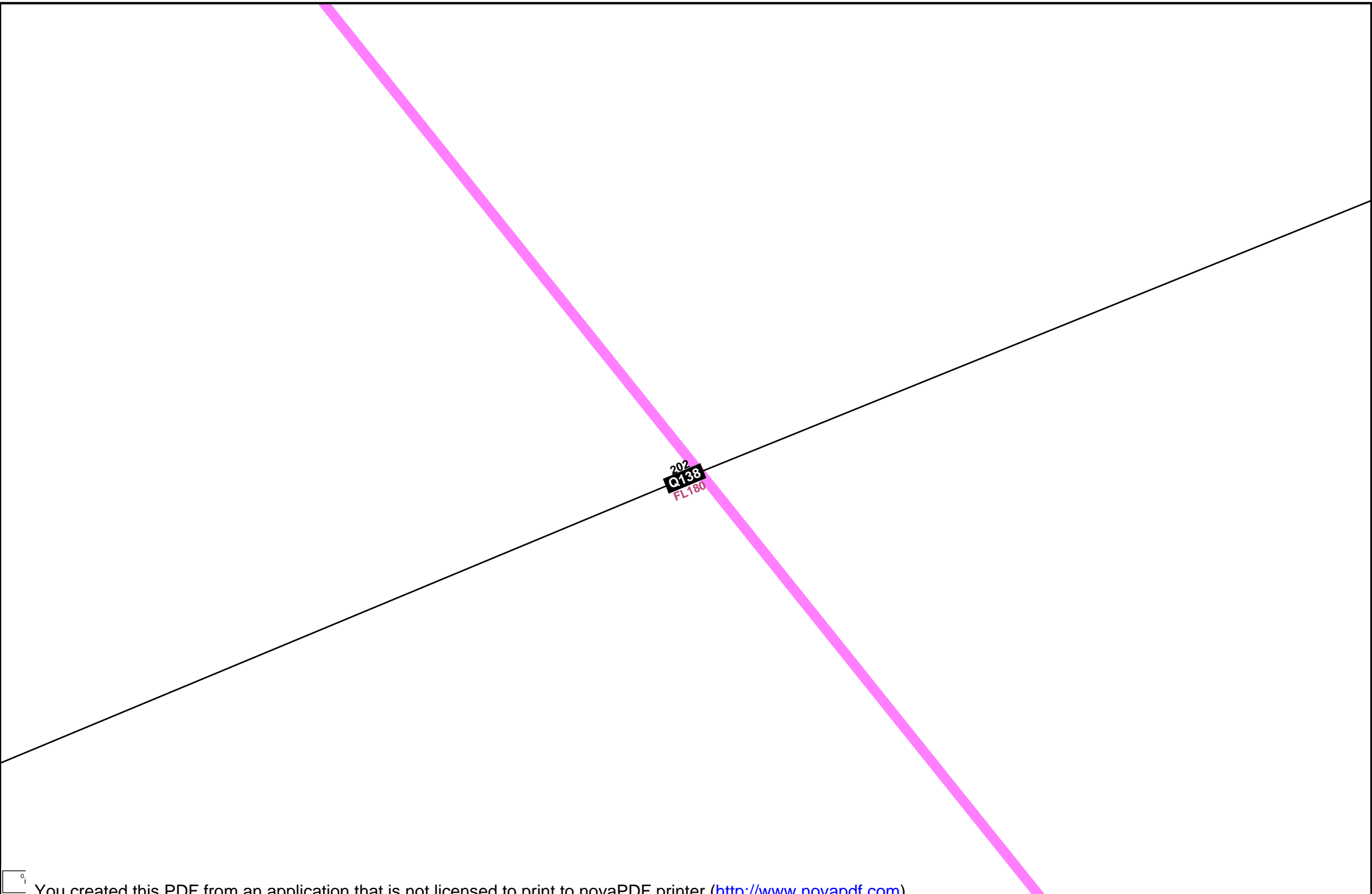


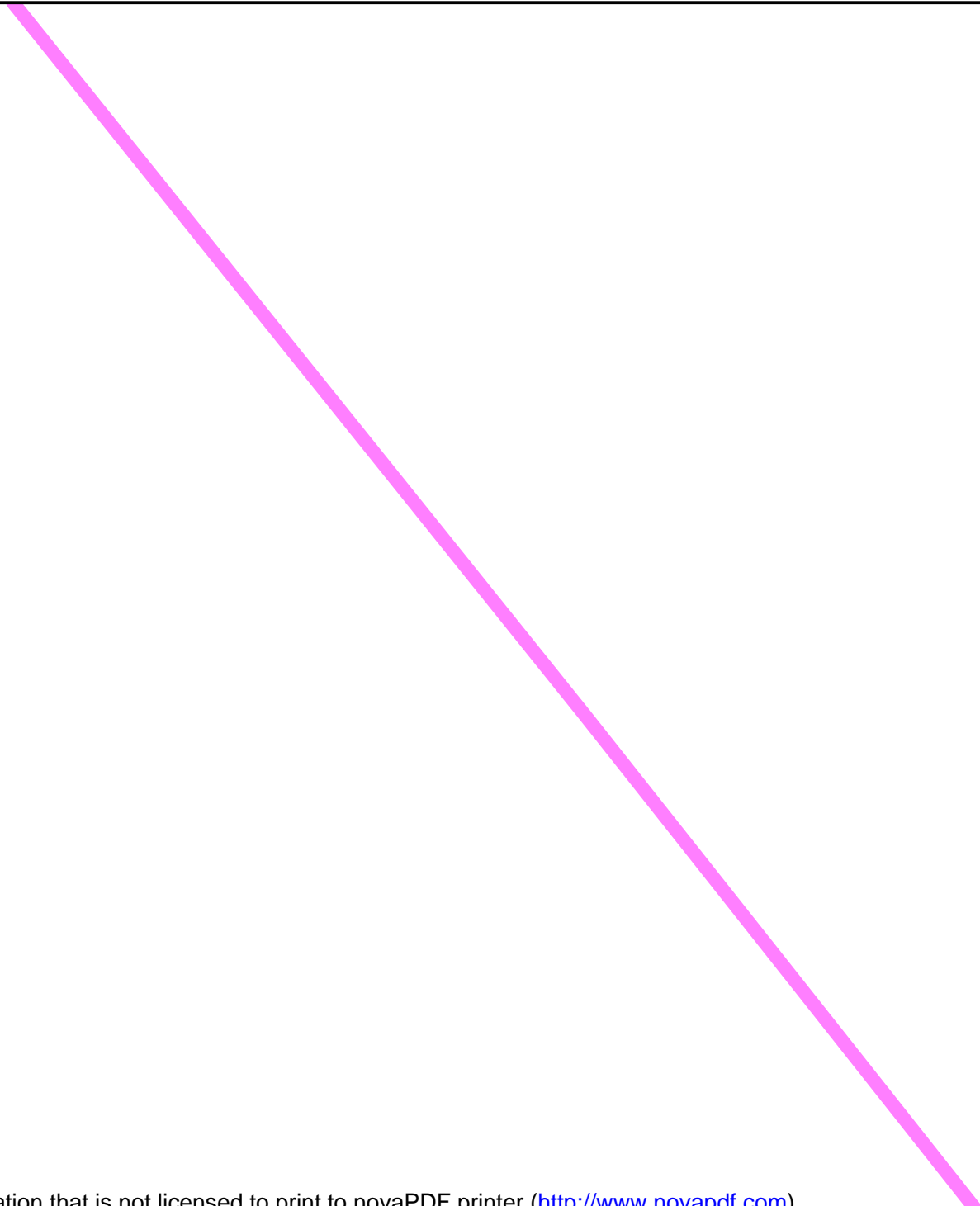


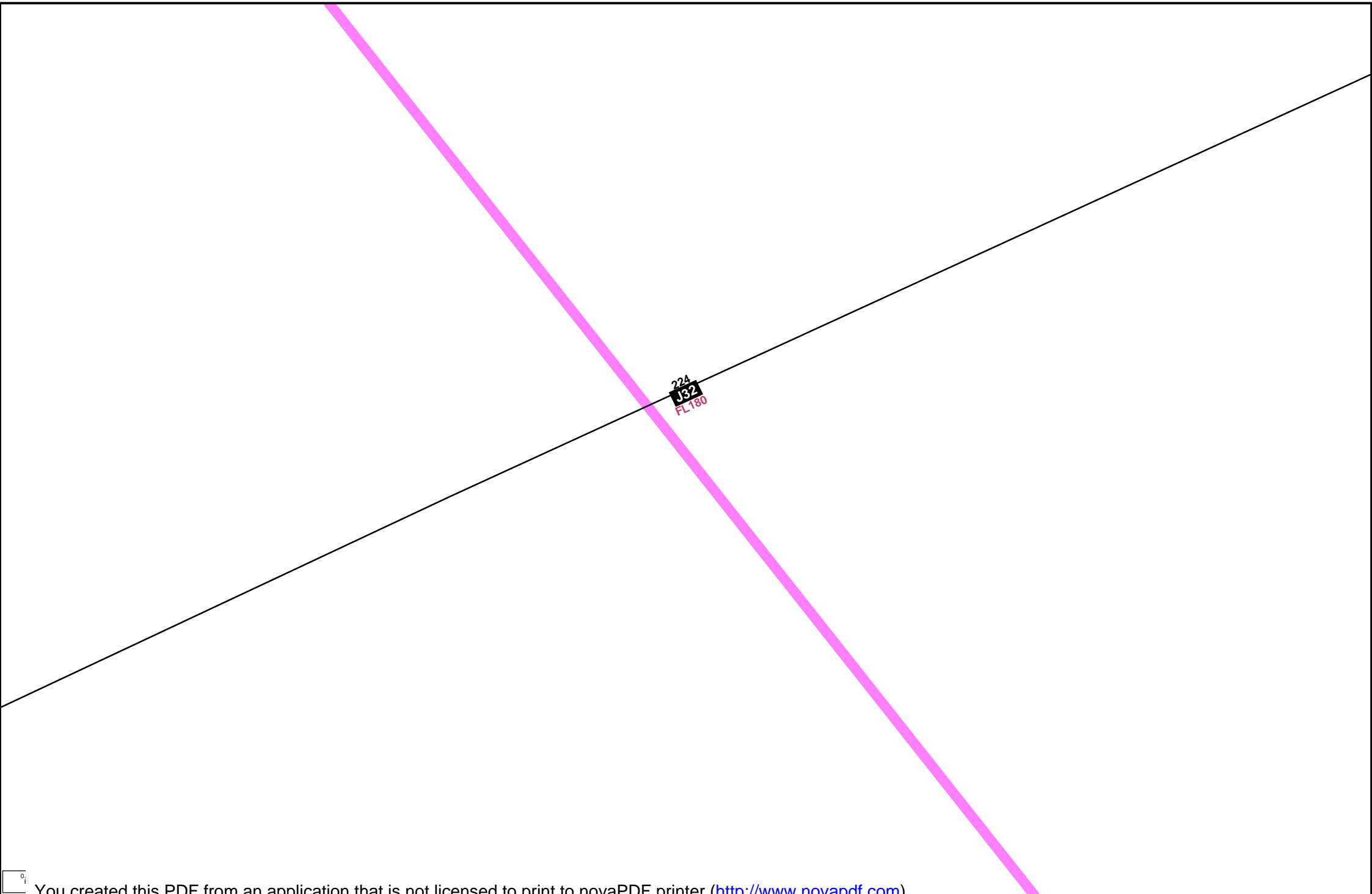


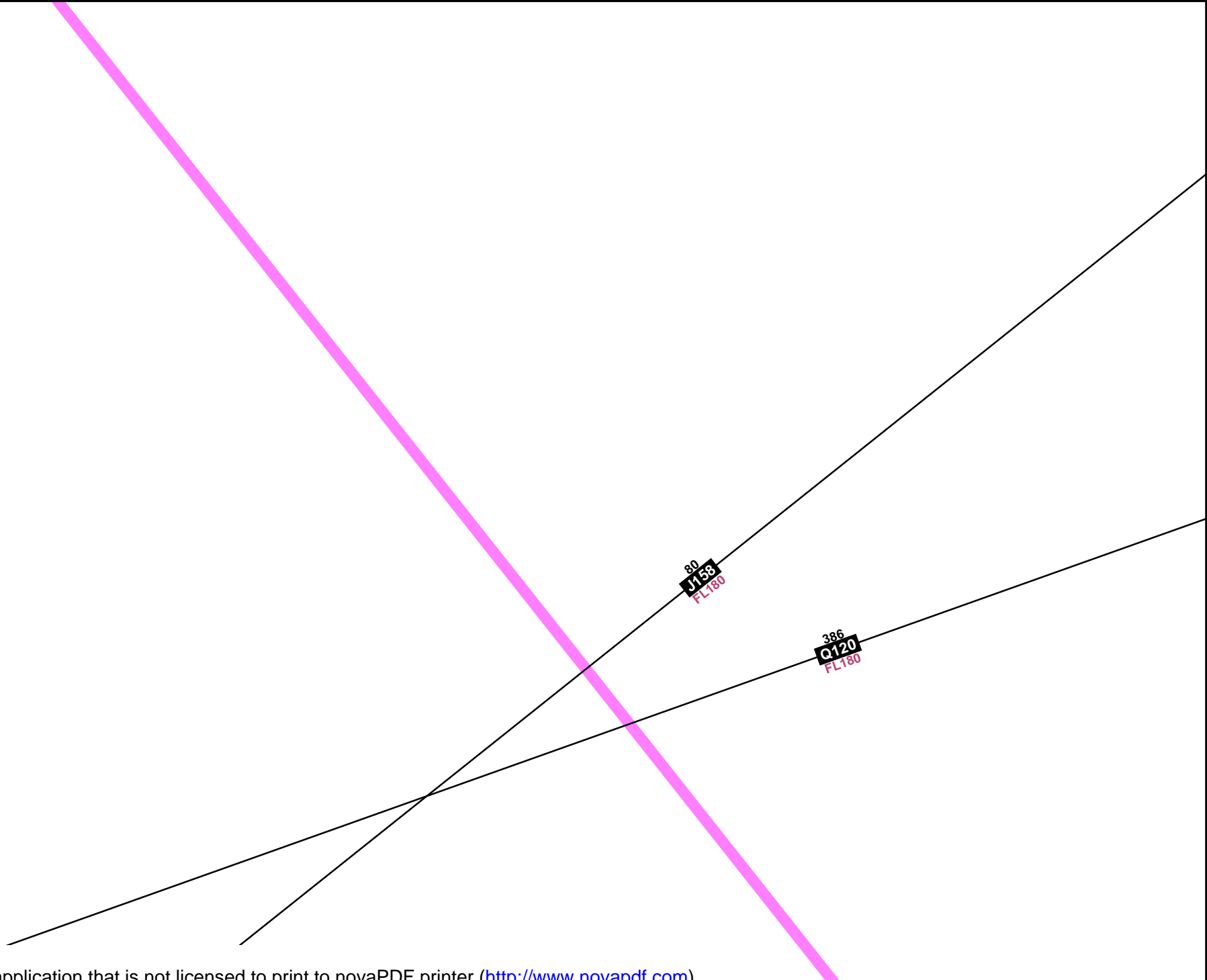
131
Q121
FL180



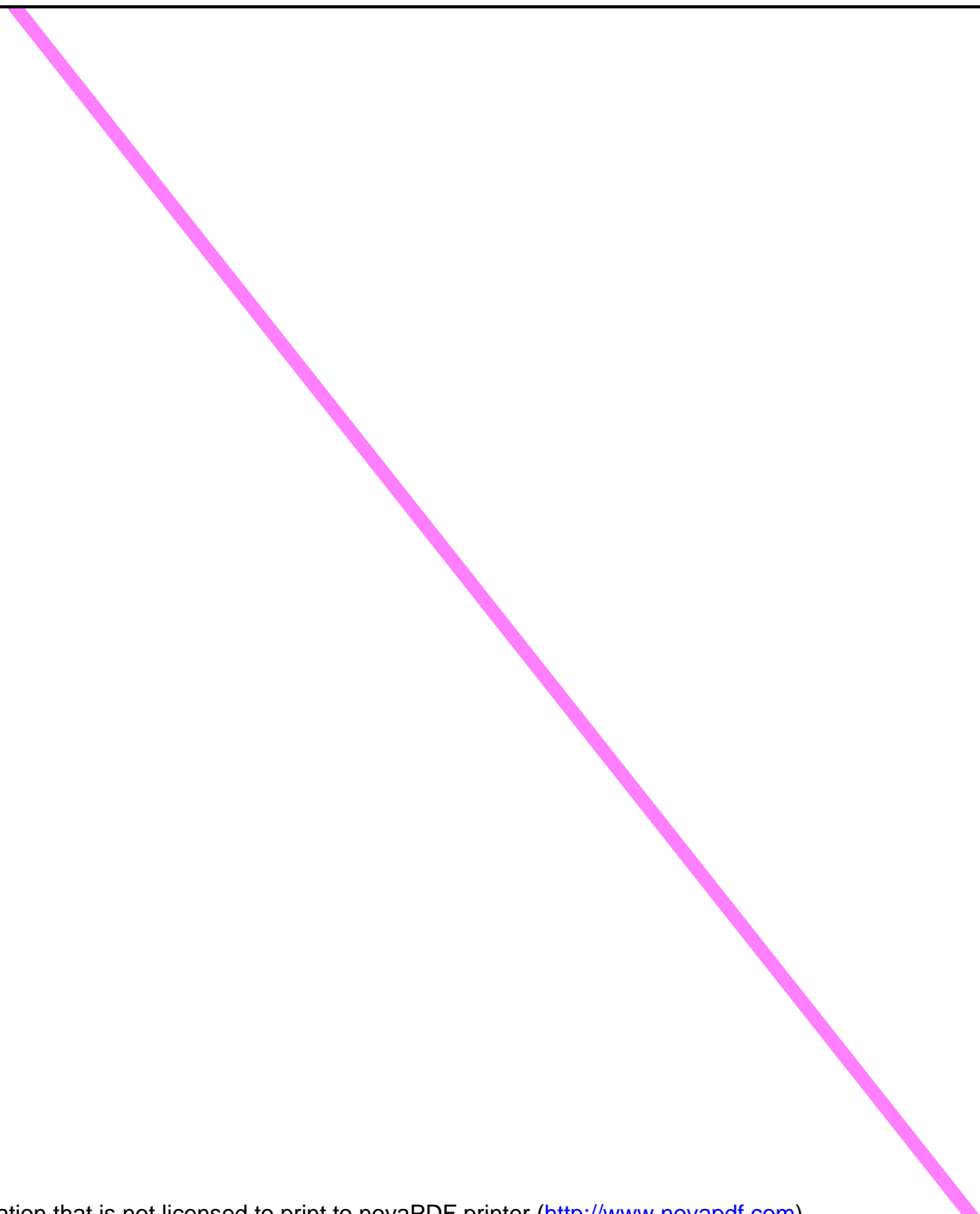


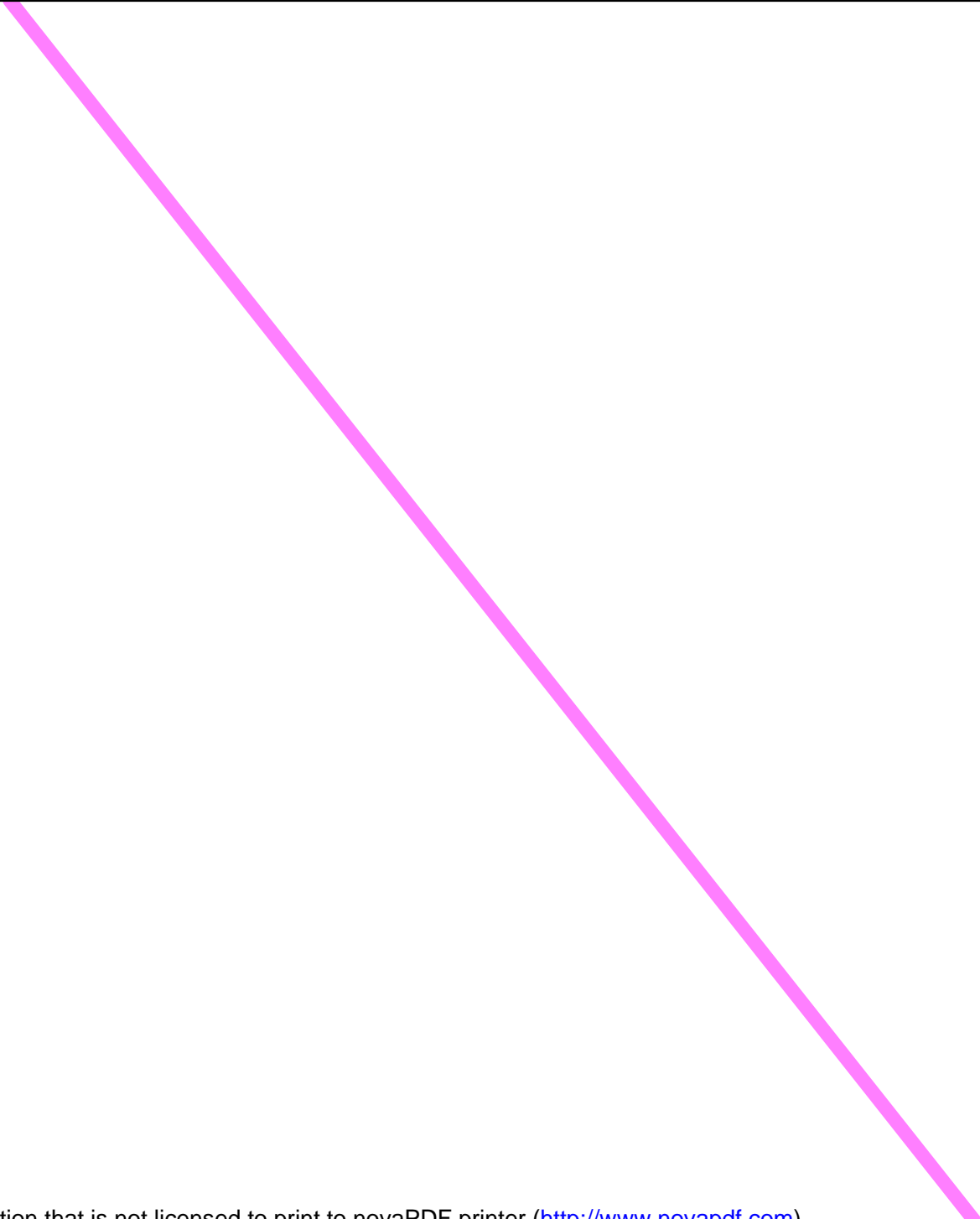


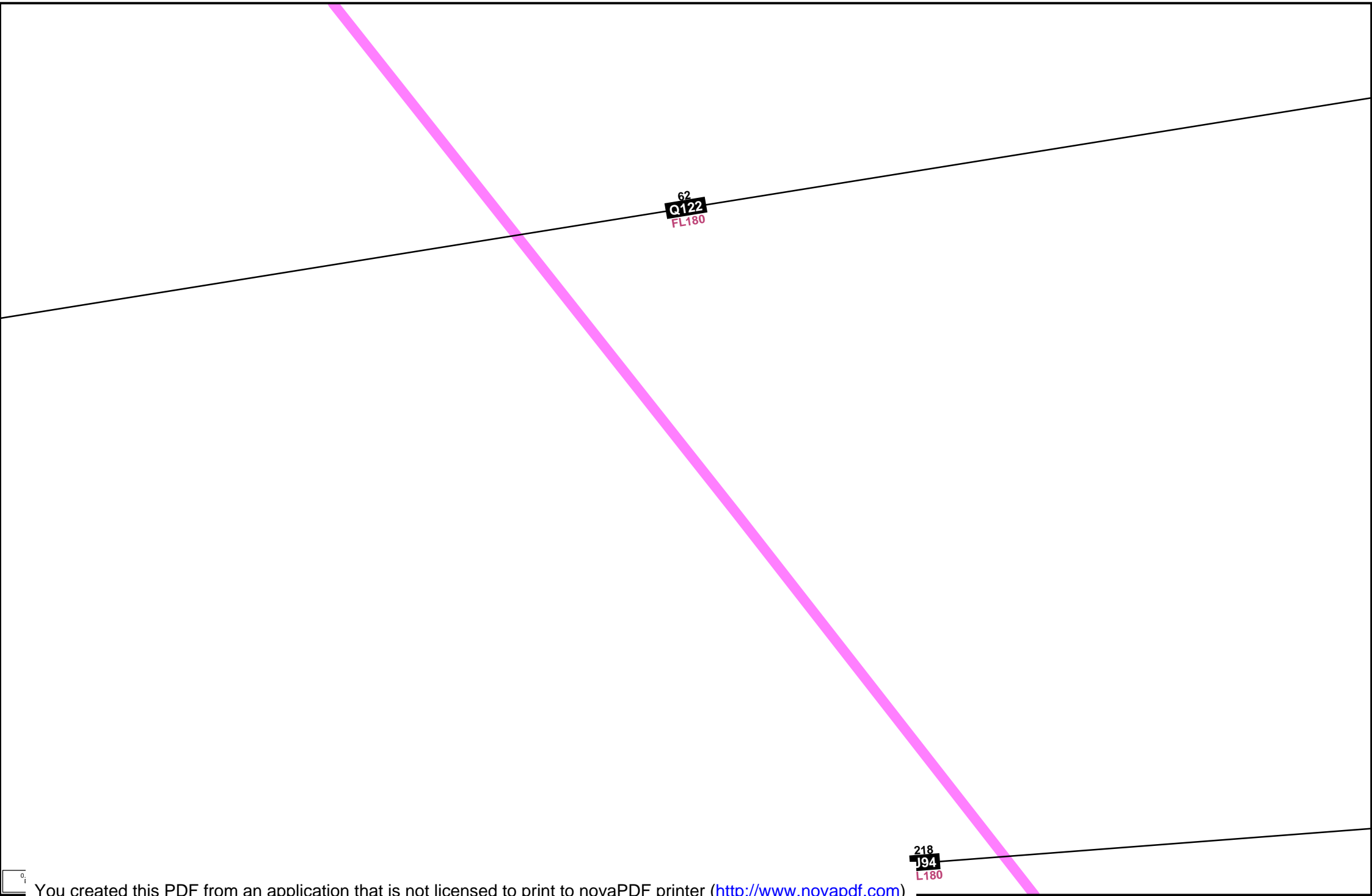


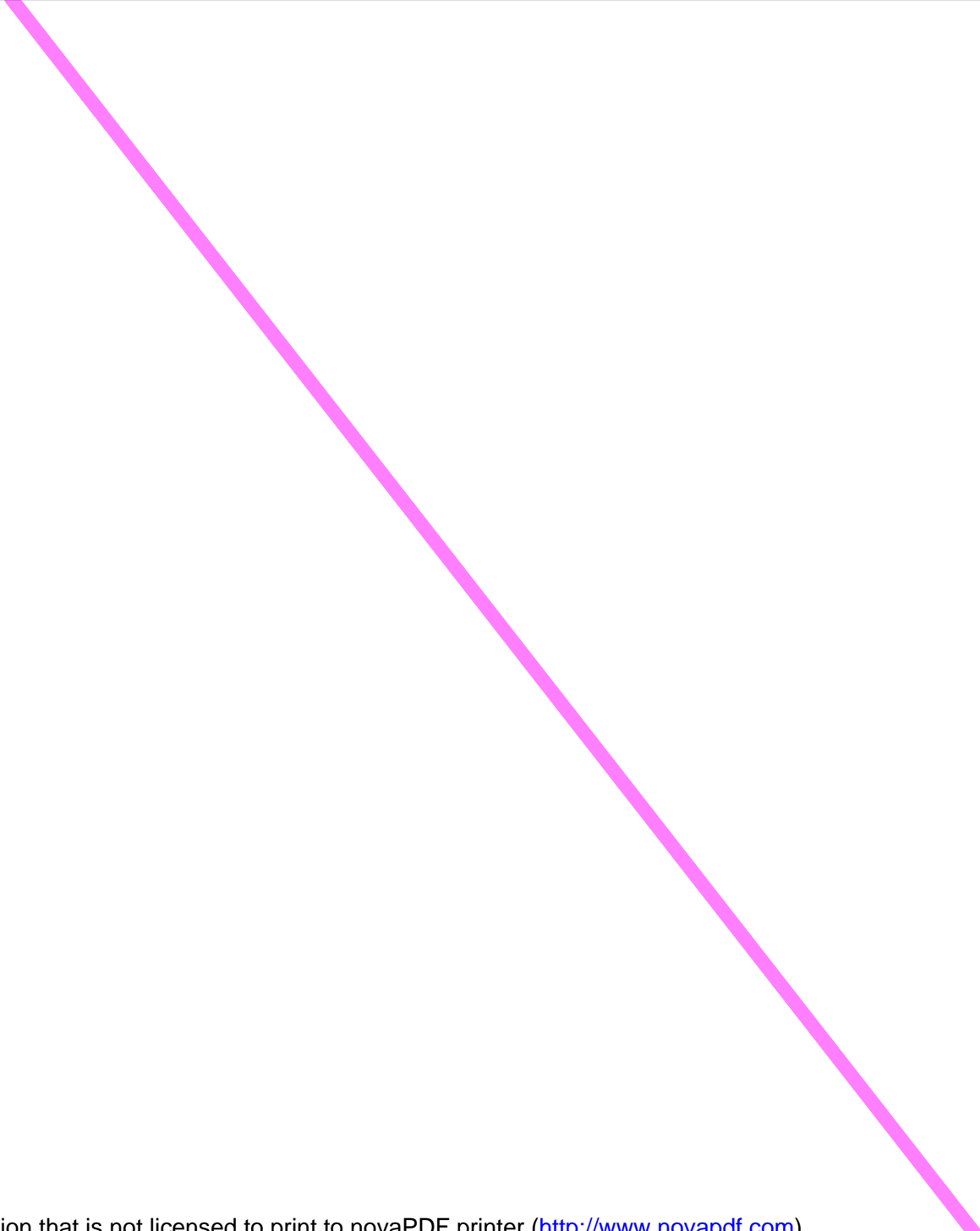


129









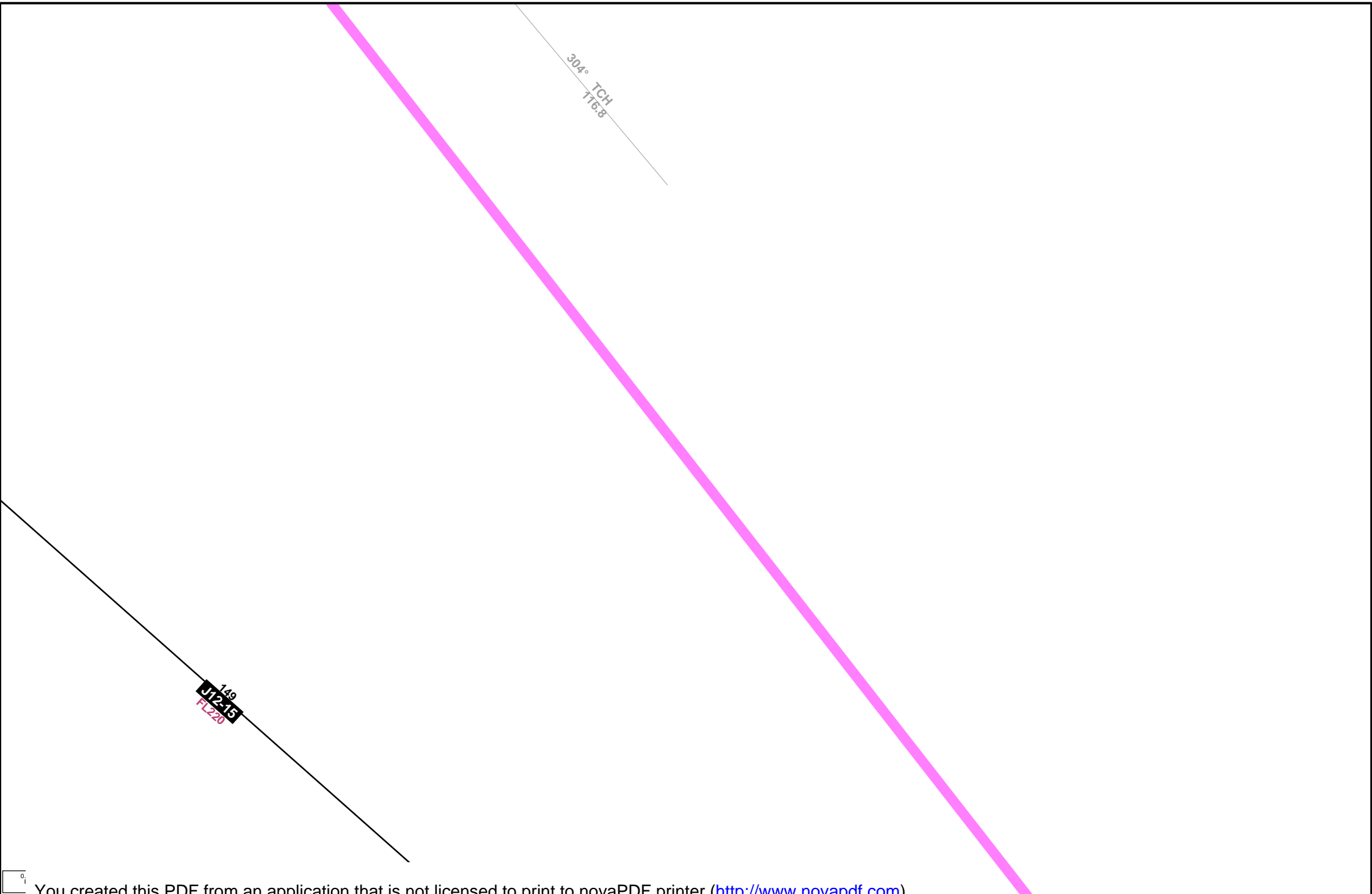
△ *NUBGE*

△ *PATIO*

△ *MOINT*

1.49
J12-15
FL-220

304°



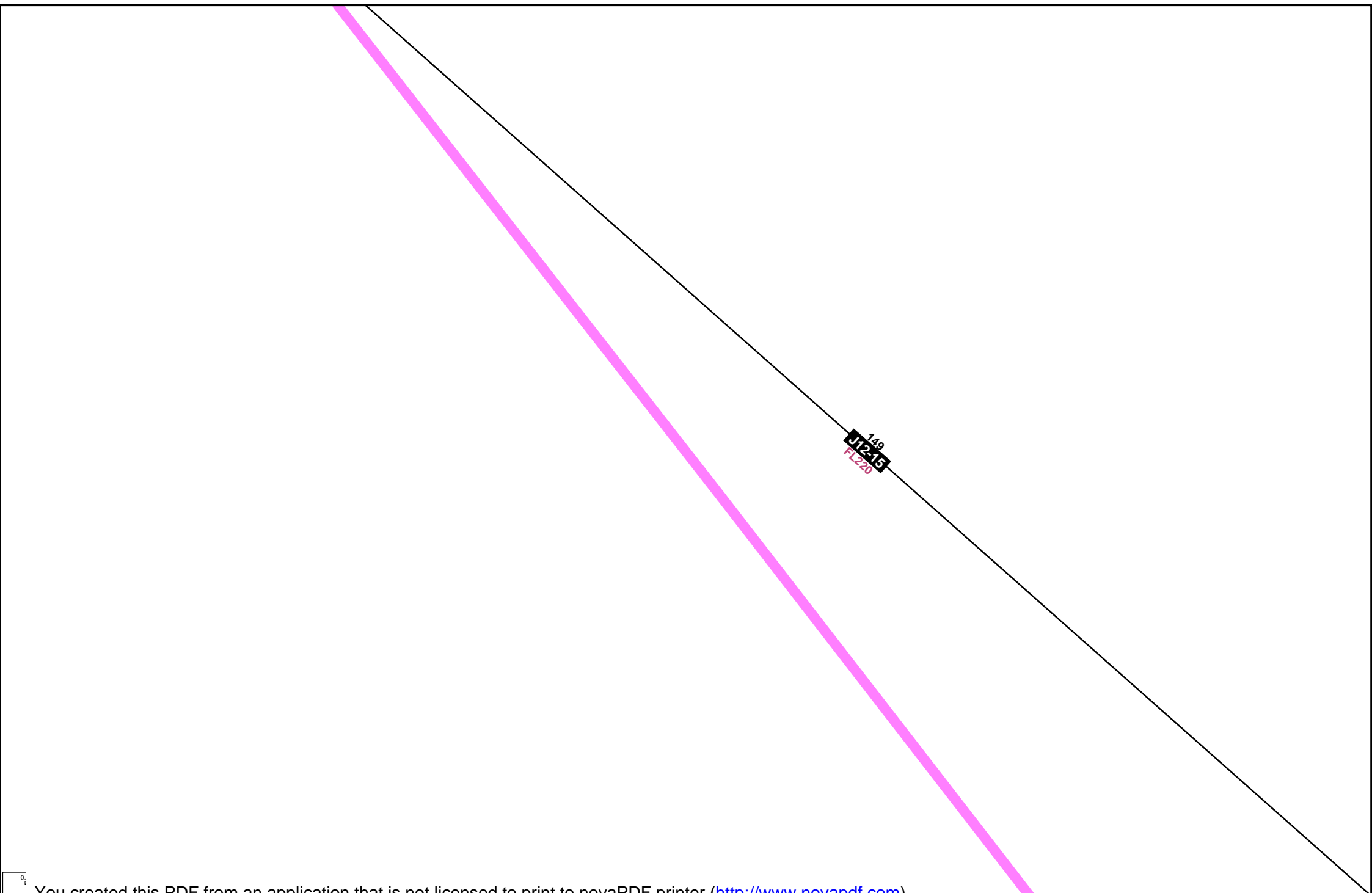
149
J12415
FL220

12₁

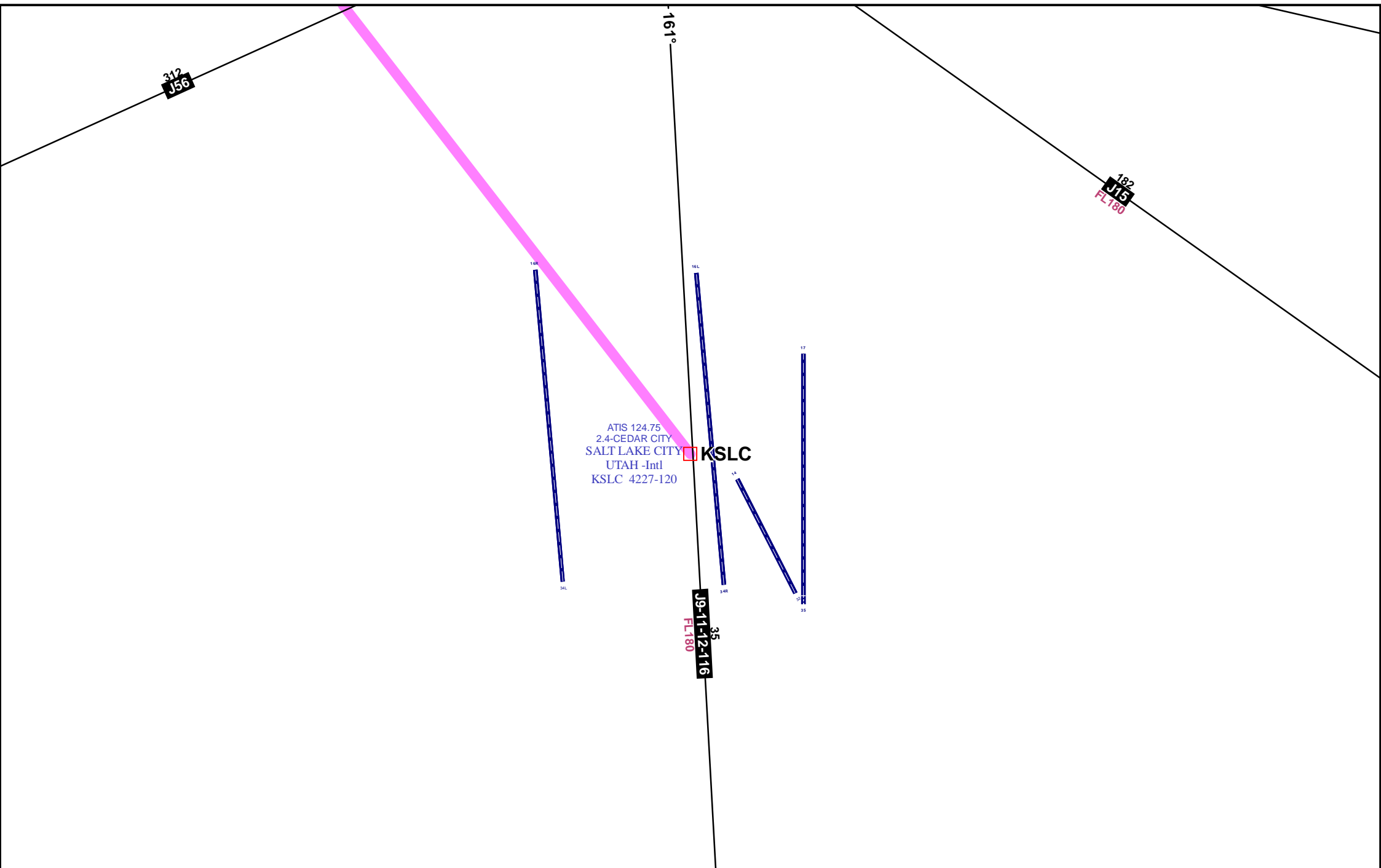
△ JOSIF

149
J12-15
FL220

109D
111.70
031°







JEPPESEN

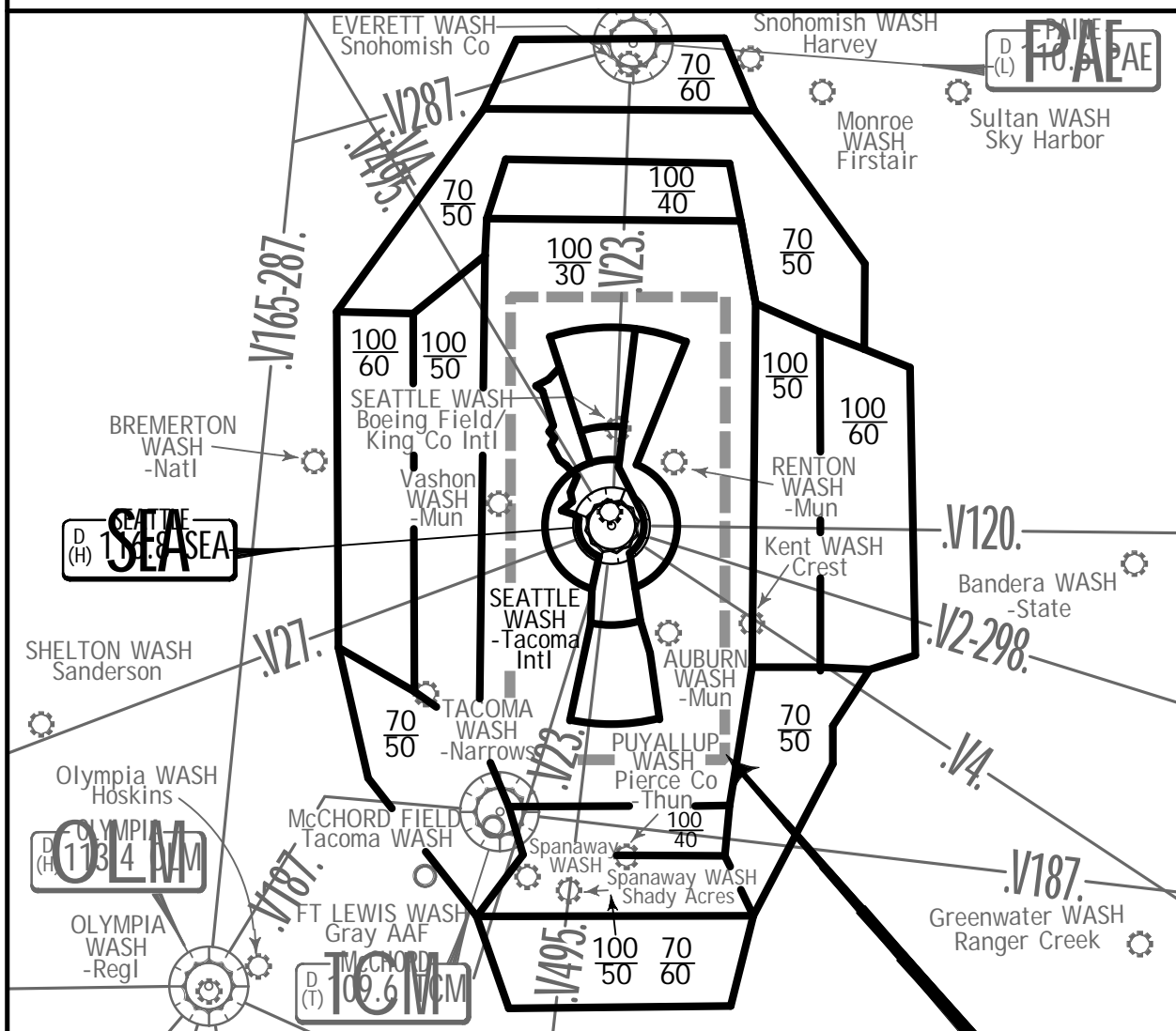
2 MAR 12

10-1B

Class (B).
SEATTLE, WASH.

SEATTLE CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

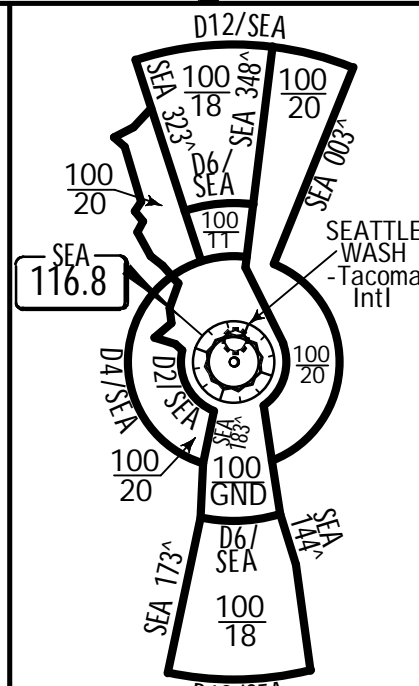
(341°-075°) 119.2
(199°-300°) 120.1
(161°-198°) 126.5Rwy 16
(076°-160°) 119.2
(301°-340°) 125.9Rwy 34
(301°-340°) 120.4
(076°-160°) 125.9FOR OPERATING RULES AND PILOT AND EQUIPMENT
REQUIREMENTS SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights- Aircraft operating within the Seattle Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

- Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
- Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.



JEPPesen SEATTLE, WASH.
11 OCT 13 (20-2) .Eff.17.Oct. .STAR.

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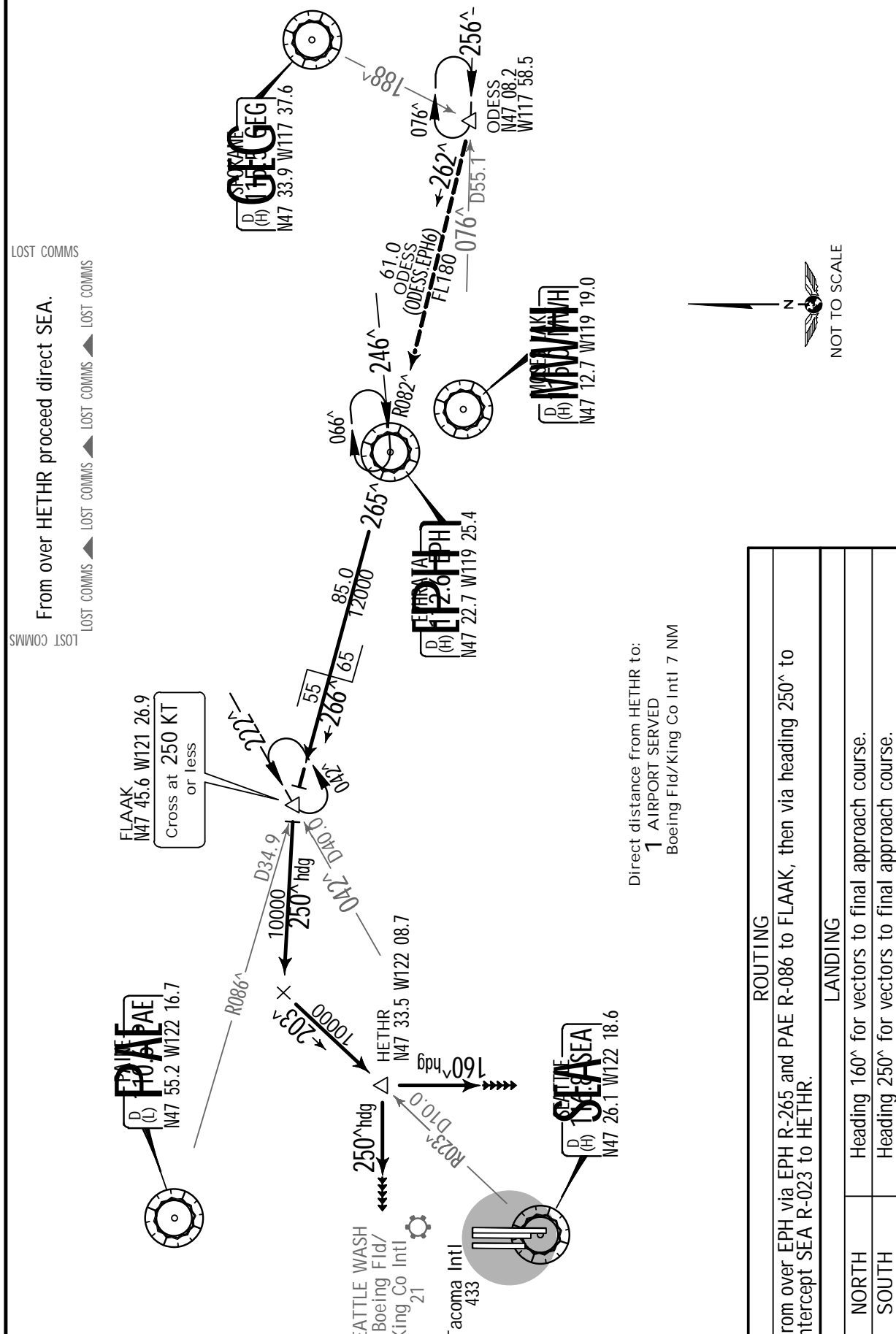
KSEA/SEA
-TACOMA INTL

JEPPESSEN
11 OCT 13 (20-2A) .Eff.17.Oct.

SEATTLE, WASH
.STAR.

| | | |
|---------------------------------|----------------------------|--|
| -TACOMA INTL D-ATIS 118.0 | Apt Elev See graphic | Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Also serves 1 |
|---------------------------------|----------------------------|--|

EPHRATA SIX ARRIVAL (EPH.EPH6)



KSEA/SEA

-TACOMA INTL

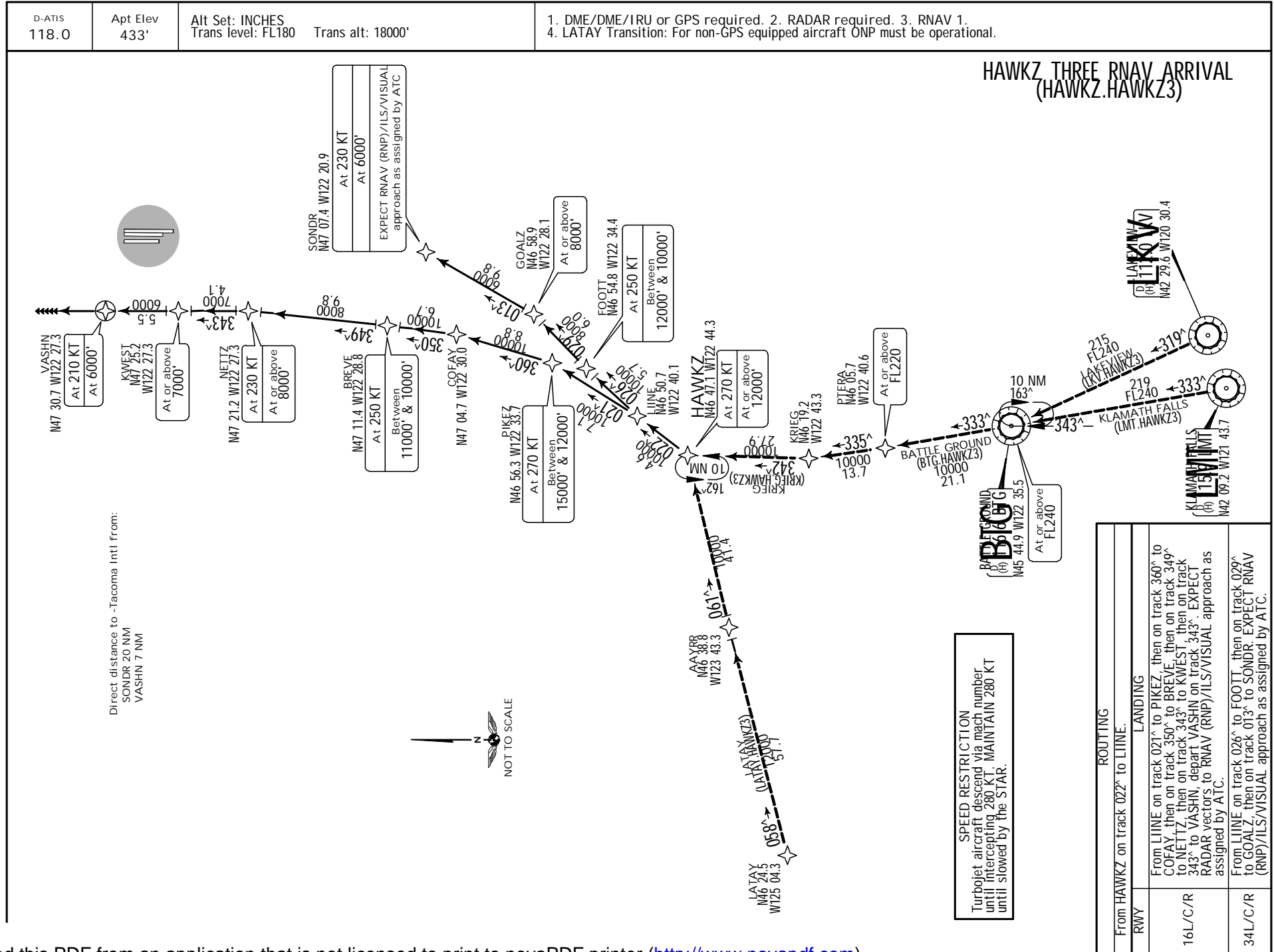


26 APR 13 (20-2B) .Eff.2.May.

SEATTLE, WASH

.STAR.

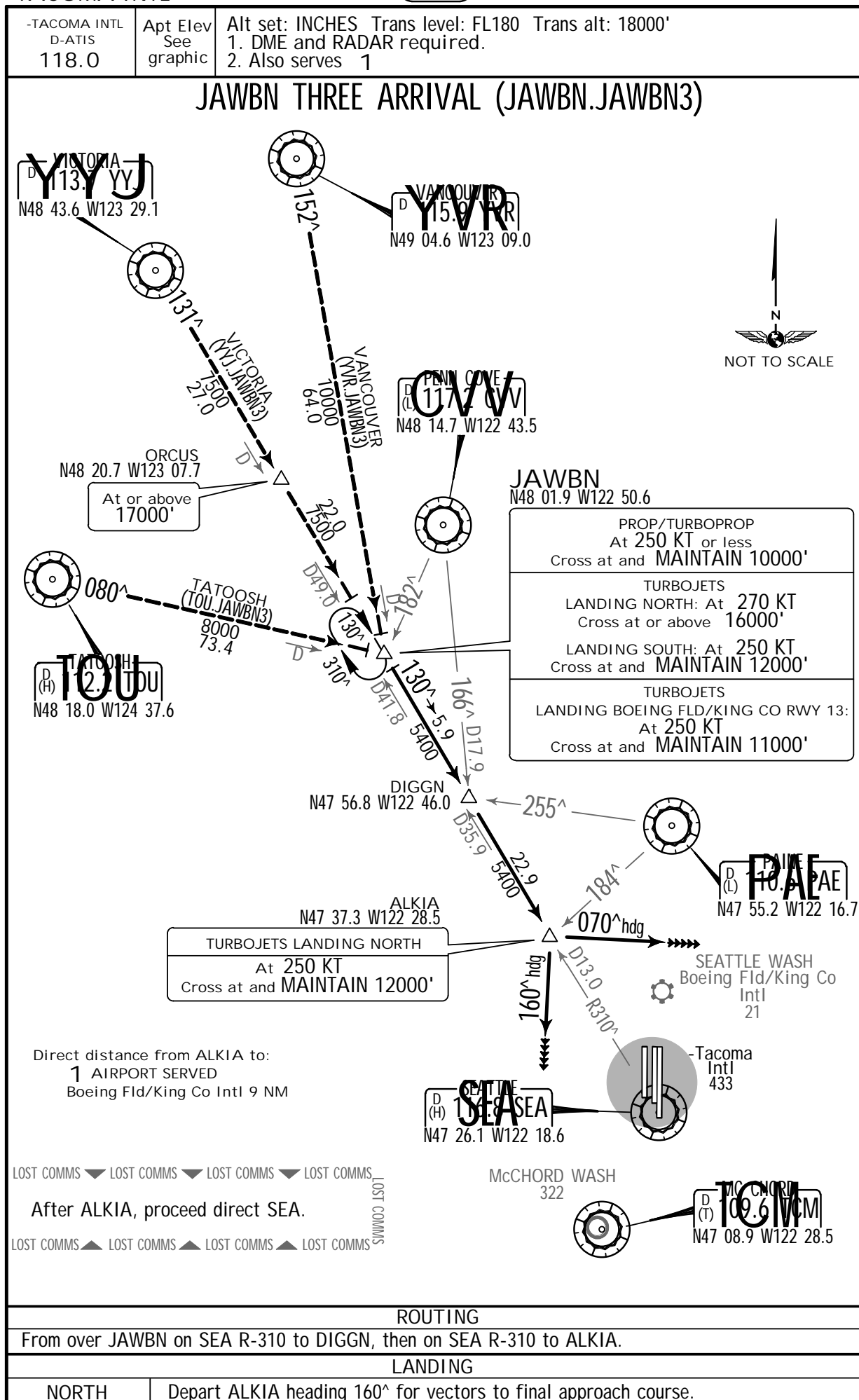
KSEA/SEA
-TACOMA INTL



KSEA/SEA
-TACOMA INTL

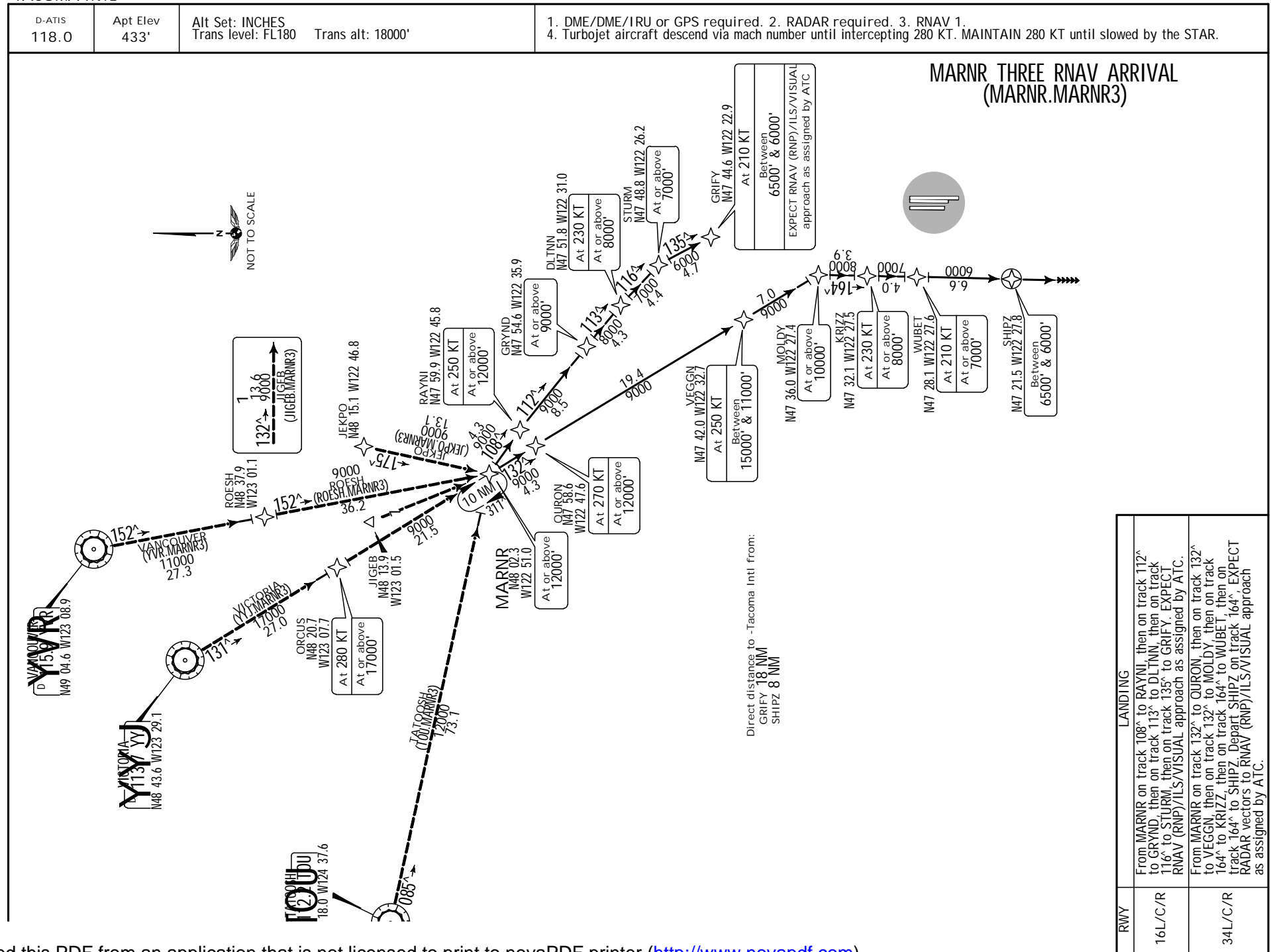
JEPPesen
14 FEB 14 (20-2D)

SEATTLE, WASH
.STAR.



KSEA/SEA
-TACOMA INTL

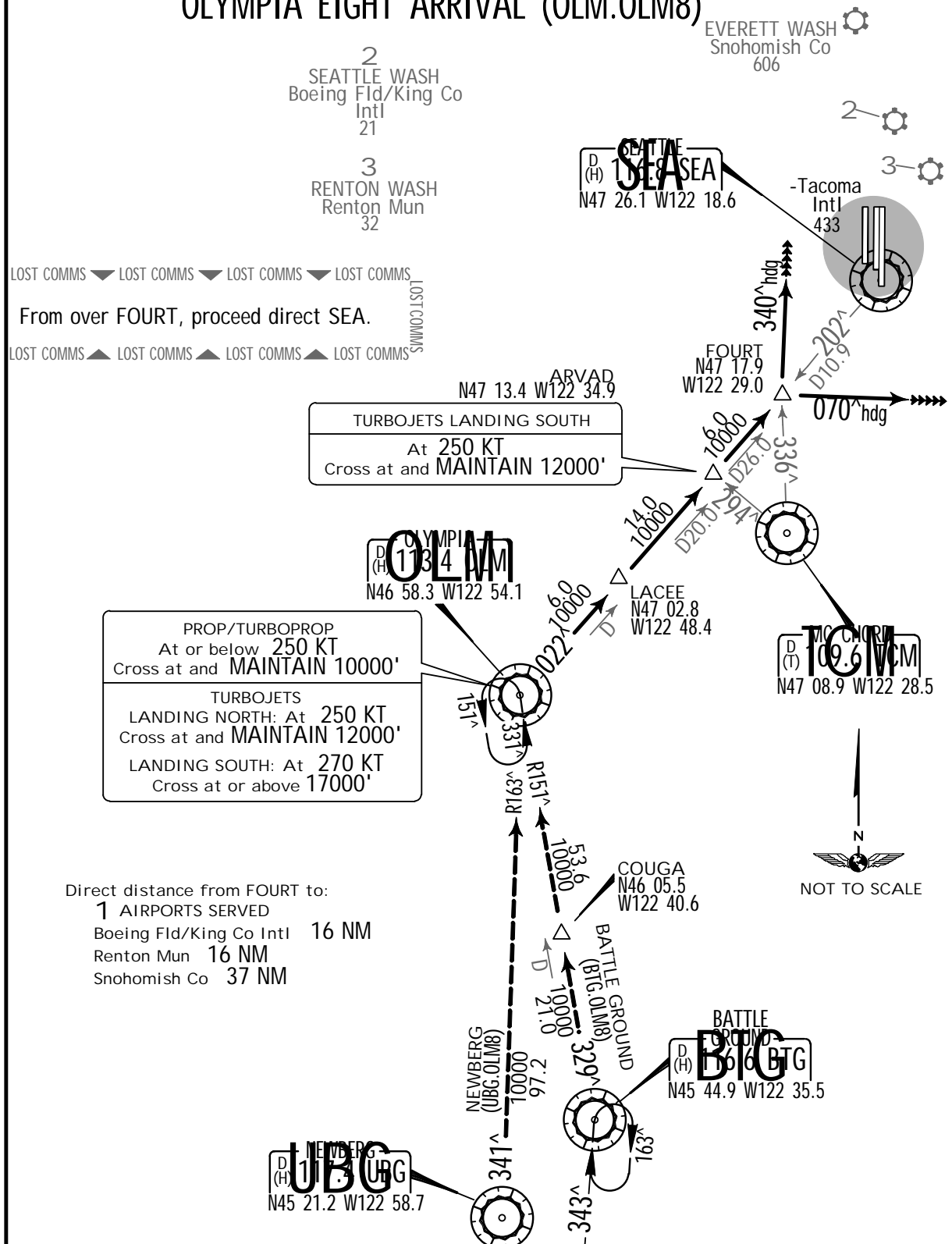
JEPPESEN SEATTLE, WASH
26 APR 13 (20-2E) .Eff.2.May. .RNAV.STAR.



KSEA/SEA
-TACOMA INTLJEPPESEN
26 APR 13 20-2F .Eff.2.May.SEATTLE, WASH
.STAR.

| | | |
|---------------------------------|----------------------------|---|
| -TACOMA INTL D-ATIS 118.0 | Apt Elev See graphic | Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Landing NORTH & SOUTH restrictions are issued per the Seattle-Tacoma Intl flow. 3. Also serves 1 |
|---------------------------------|----------------------------|---|

OLYMPIA EIGHT ARRIVAL (OLM.OLM8)



ROUTING

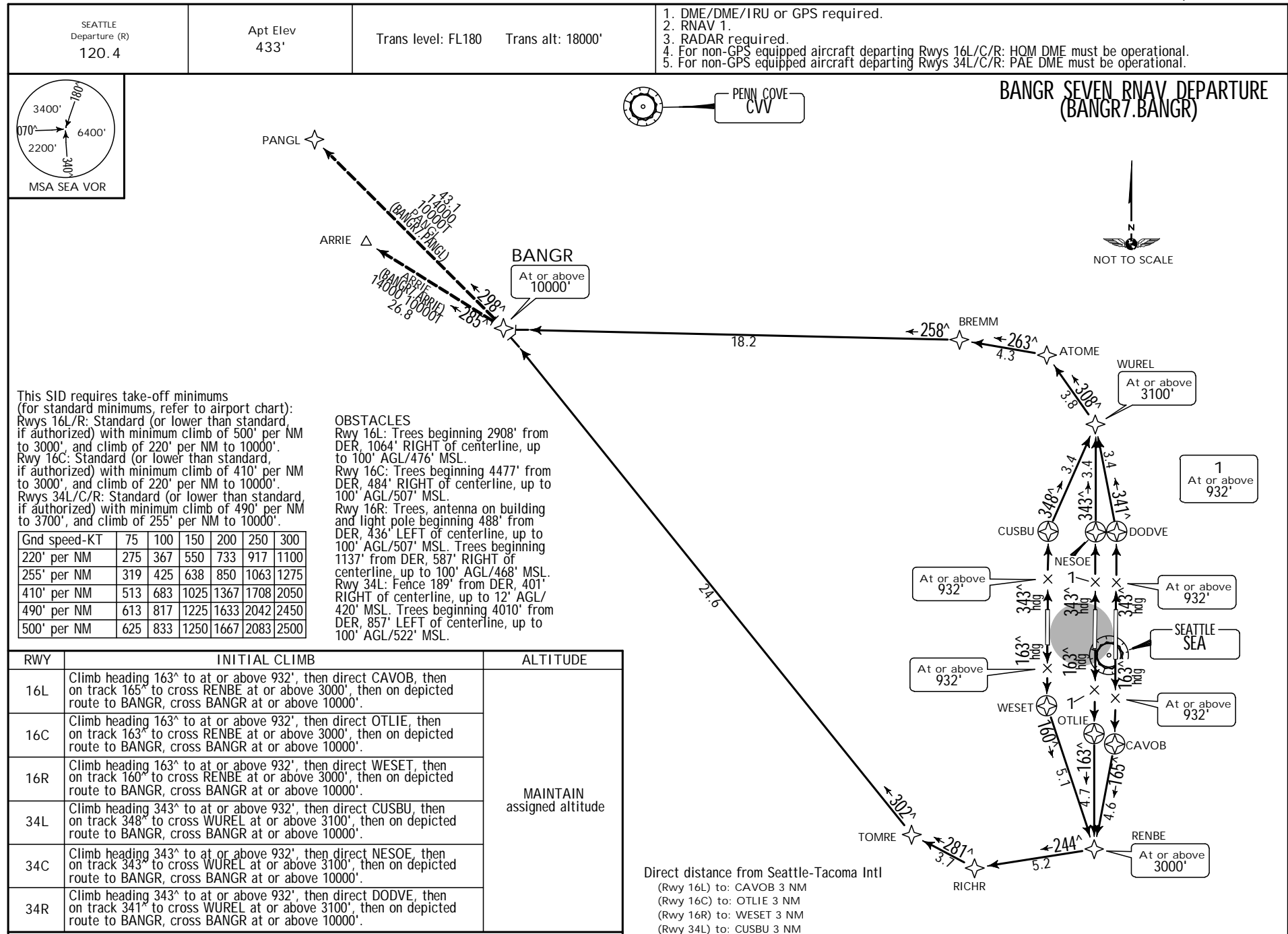
From over OLM on OLM R-022 to LACEE, then on OLM R-022 to ARVAD, then on OLM R-022 to FOURT.

LANDING

| | |
|------------|---|
| NORTH | Depart FOURT heading 070° for vectors to final approach course. |
| SOUTH | Depart FOURT heading 340° for vectors to final approach course. |
| RENTON MUN | Depart FOURT heading 340° for vectors to final |

KSEA/SEA
-TACOMA INTL

12 SEP 14 20-3 Eff.18.Sep. .RNAV.SID.



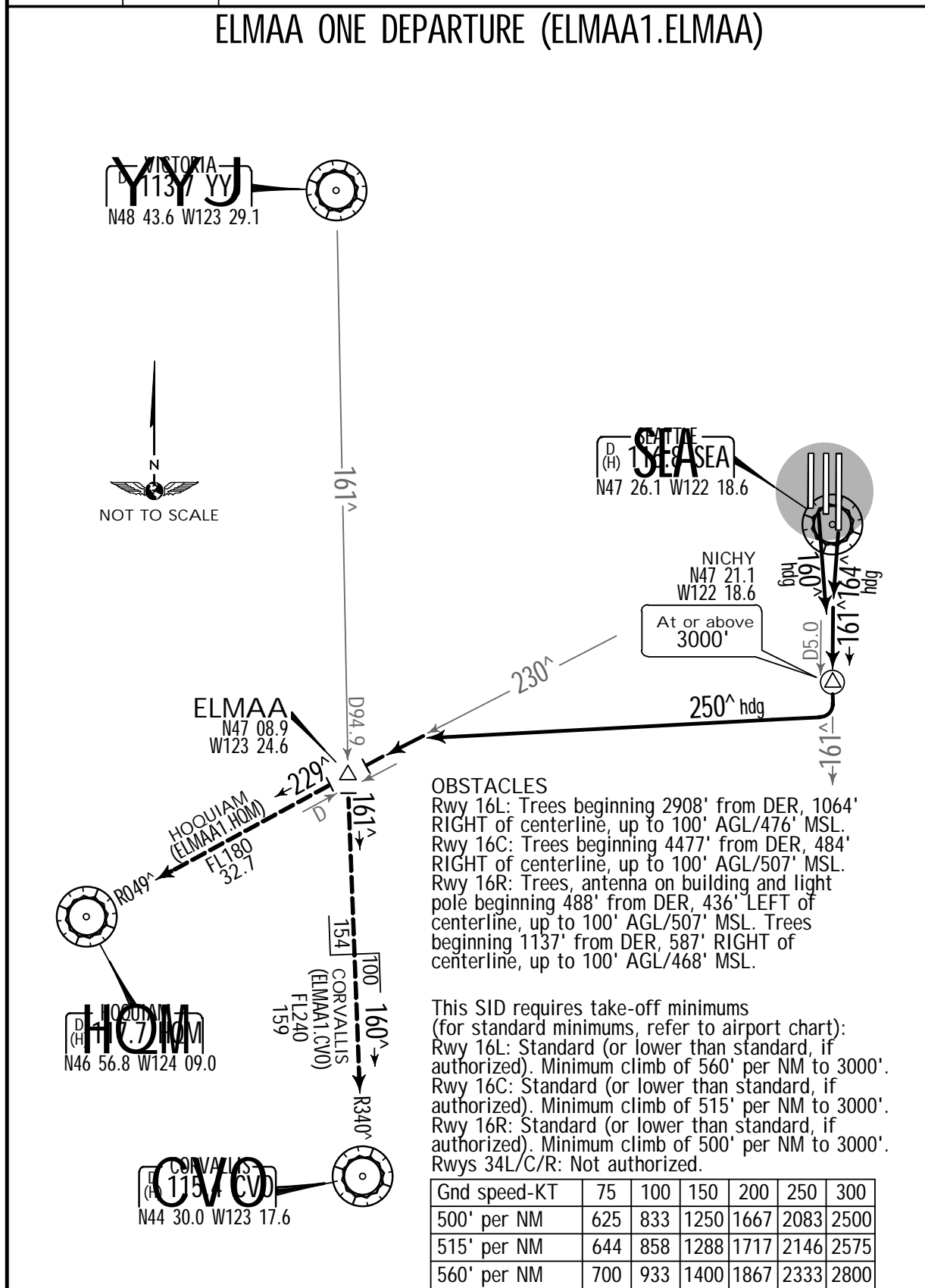
KSEA/SEA
-TACOMA INTL

JEPPesen
12 SEP 14 (20-3A) .Eff.18.Sep.

SEATTLE, WASH
.SID.

| | | |
|-----------------------------------|------------------|---|
| SEATTLE Departure (R) 120.4 | Apt Elev 433' | Trans level: FL180 Trans alt: 18000' RADAR and DME required. |
|-----------------------------------|------------------|---|

ELMAA ONE DEPARTURE (ELMAA1.ELMAA)



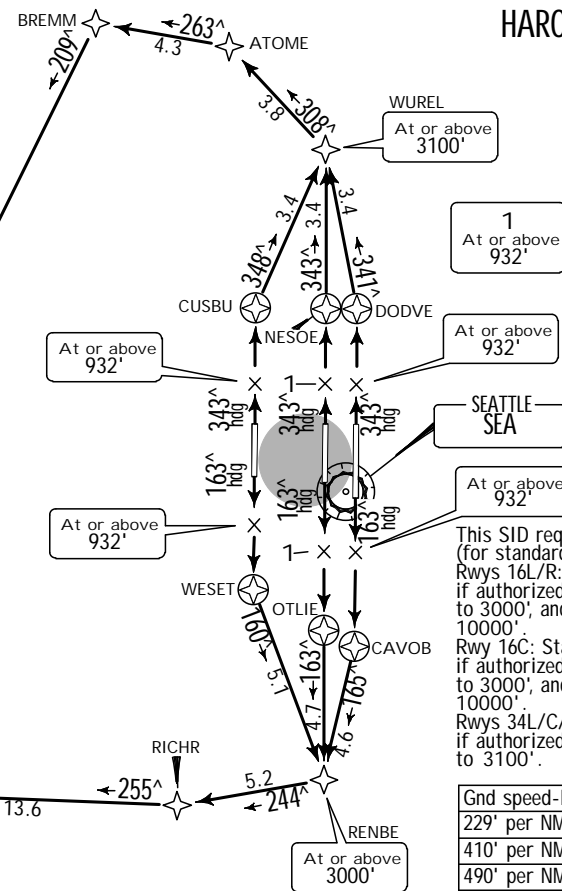
| RWY | INITIAL CLIMB |
|--|--|
| 16L | Climb heading 164° and SEA R-161 to cross NICHY/5.0 DME/RADAR at or above 3000'. |
| 16C/R | Climb heading 160° and SEA R-161 to cross NICHY/5.0 DME/RADAR at or above 3000'. |
| ROUTING | |
| At NICHY RIGHT turn heading 250° to intercept SEA R-230 to ELMAA, then via transition/ | |

JEPPESEN SEATTLE, WASH
19 AUG 11 (20-3B) .Eff.25.Aug. .RNAV.SID.

1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required.
4. For non-GPS equipped aircraft departing Rwy 16L/C/R: OLM DME must be operational, for HOQUIAM transition.
5. For non-GPS equipped aircraft departing Rwy 34L/C: PAE DME must be operational, additionally OLM DME must be operational for HOQUIAM transition.
6. For non-GPS equipped aircraft departing Rwy 34R: PAE and SEA DMEs must be operational, additionally OLM DME must be operational for HOQUIAM transition.



OBSTACLES
Rwy 16L: Trees beginning 2908' from DER, 1064' RIGHT of centerline, up to 100' AGL/476' MSL.
Rwy 16C: Trees beginning 4477' from DER, 484' RIGHT of centerline, up to 100' AGL/507' MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' LEFT of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' RIGHT of centerline, up to 100' AGL/468' MSL.
Rwy 34L: Fence 189' from DER, 401' RIGHT of centerline, up to 12' AGL/420' MSL. Trees beginning 401' from DER, 857' LEFT of centerline, up to 100' AGL/522' MSL.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 3000'; and minimum climb of 229' per NM to 10000'.
 Rwy 16C: Standard (or lower than standard, if authorized) with minimum climb of 410' per NM to 3000'; and minimum climb of 229' per NM to 10000'.
 Rwy 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 490' per NM to 3100'.

| | | | | | | |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 229' per NM | 286 | 382 | 573 | 763 | 954 | 1145 |
| 410' per NM | 513 | 683 | 1025 | 1367 | 1708 | 2050 |
| 490' per NM | 613 | 817 | 1225 | 1633 | 2042 | 2450 |
| 500' per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

| RWY | INITIAL CLIMB | ALTITUDE |
|-----|--|-------------------------------|
| 16L | Climb heading 163° to at or above 932', then direct CAVOB, then on track 165° to cross RENBE at or above 3000', then on depicted route to HAROB, cross HAROB at or above 10000'. | MAINTAIN assigned altitude |
| 16C | Climb heading 163° to at or above 932', then direct OTLIE, then on track 163° to cross RENBE at or above 3000', then on depicted route to HAROB, cross HAROB at or above 10000'. | |
| 16R | Climb heading 163° to at or above 932', then direct WESET, then on track 160° to cross RENBE at or above 3000', then on depicted route to HAROB, cross HAROB at or above 10000'. | |
| 34L | Climb heading 343° to at or above 932', then direct CUSBU, then on track 348° to cross WUREL at or above 3100', then on depicted route to HAROB, cross HAROB at or above 10000'. | |
| 34C | Climb heading 343° to at or above 932', then direct NESOE, then on track 343° to cross WUREL at or above 3100', then on depicted route to HAROB, cross HAROB at or above 10000'. | |
| 34R | Climb heading 343° to at or above 932', then direct DODVE, then on track 341° to cross WUREL at or above 3100', then on depicted route to HAROB, cross HAROB at or above 10000'. | |

KSEA/SEA
-TACOMA INTL

JEPPESEN
19 AUG 11 (20-3C) .Eff.25.Aug.

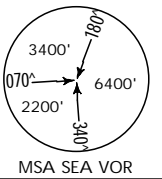
SEATTLE, WASH
JeppView 3.6.2.0
.RNAV.SID.

SEATTLE
Departure (R)
120.4

Apt Elev
433'

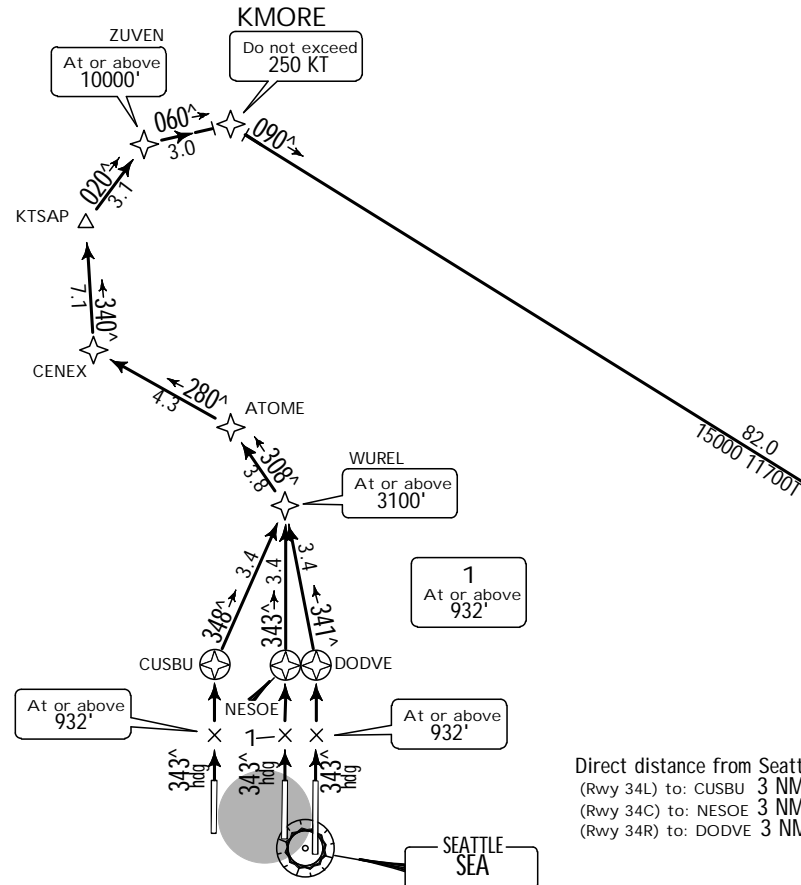
Alt Set: hPa Trans level: FL 180 Trans alt: 18000'

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.
4. "Noise Abatement Procedure" available 2200 to 0600 local.



KMORE THREE RNAV DEPARTURE (KMORE3.KMORE)

SPEED: DO NOT EXCEED 250 KT
UNTIL PASSING KMORE



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 16L/C/R: Not authorized - ATC.
Rwys 34L/C/R: Standard (or lower than standard,
if authorized) with minimum climb of 490' per NM to
to 3100', and then climb of 377' per NM to 10000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 377' per NM | 471 | 628 | 943 | 1257 | 1571 | 1885 |
| 490' per NM | 613 | 817 | 1225 | 1633 | 2042 | 2450 |

Direct distance from Seattle-Tacoma Intl

(Rwy 34L) to: CUSBU 3 NM
(Rwy 34C) to: NESOE 3 NM
(Rwy 34R) to: DODVE 3 NM

BLUIT

| RWY | INITIAL CLIMB | ALTITUDE |
|-----|--|-------------------------------|
| 34L | Climb heading 343° to 932', then direct CUSBU, then on track 348° to cross WUREL at or above 3100', then on track 308° to ATOME, then on track 280° to CENEX, then on track 340° to KTSAP, then on track 020° to cross ZUVEN at or above 10000', then on track 060° to KMORE, then on track 090° to BLUIT. | MAINTAIN assigned altitude |
| 34C | Climb heading 343° to 932', then direct NESOE, then on track 343° to cross WUREL at or above 3100', then on track 308° to ATOME, then on track 280° to CENEX, then on track 340° to KTSAP, then on track 020° to cross ZUVEN at or above 10000', then on track 060° to KMORE, then on track 090° to BLUIT. | |
| 34R | Climb heading 343° to 932', then direct DODVE, then on track 341° to cross WUREL at or above 3100', then on track 308° to ATOME, then on track 280° to CENEX, then on track 340° to KTSAP, then on track 020° to cross ZUVEN at or above 10000', then on track 060° to KMORE, then on track 090° to BLUIT. | |

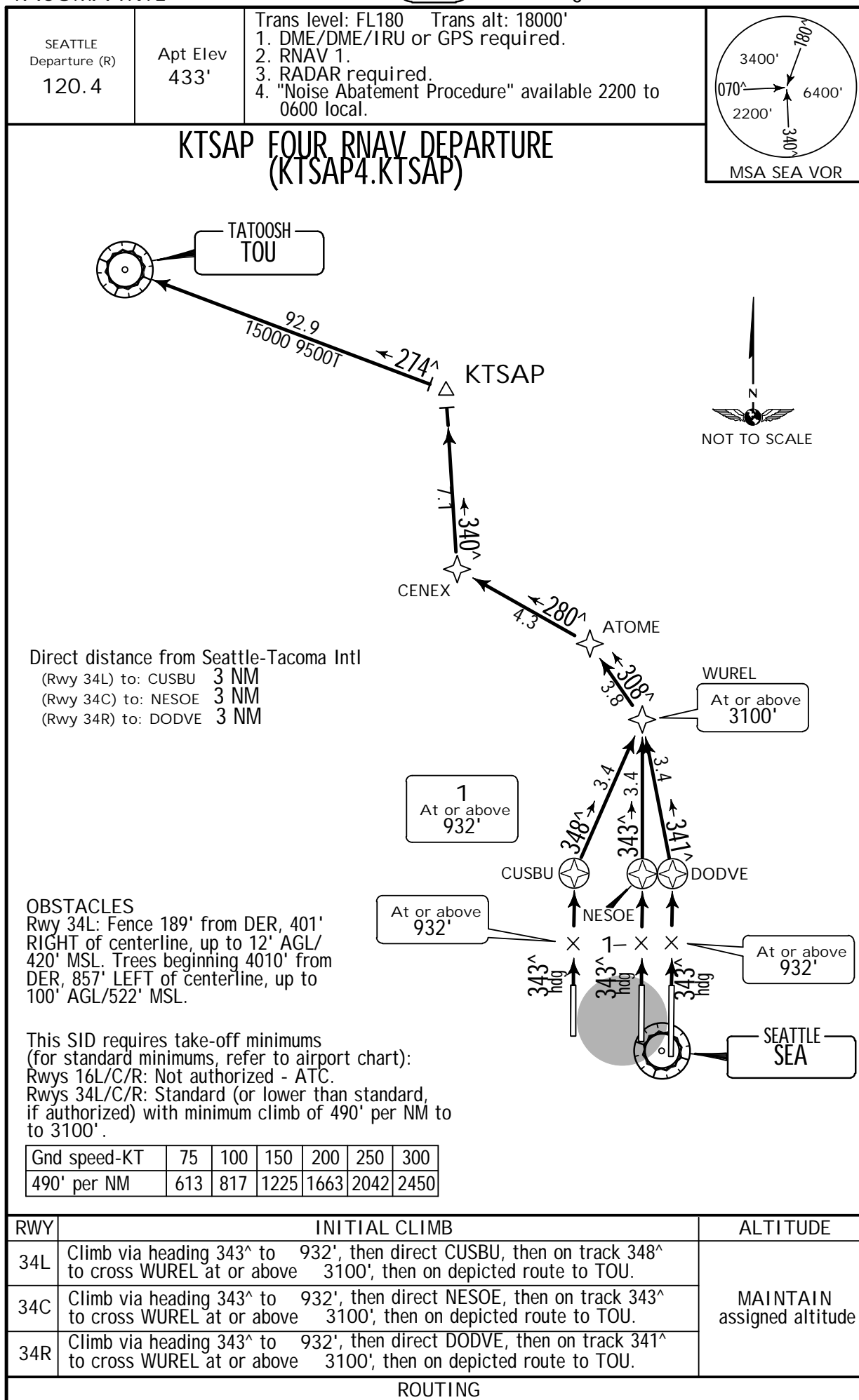
OBSTACLES
Rwy 34L: Fence 189' from DER, 401'
RIGHT of centerline, up to 12' AGL/
420' MSL. Trees beginning 4010' from
DER, 857' LEFT of centerline, up to



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 19 AUG 11 (20-3D) .Eff.25.Aug.

SEATTLE, WASH
 .RNAV.SID.



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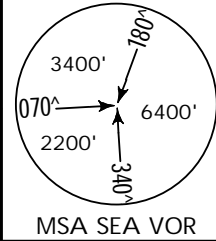
JEPPESEN
9 JAN 09 (20-3E)

SEATTLE, WASH
.SID.

SEATTLE
Departure (R)
119.2

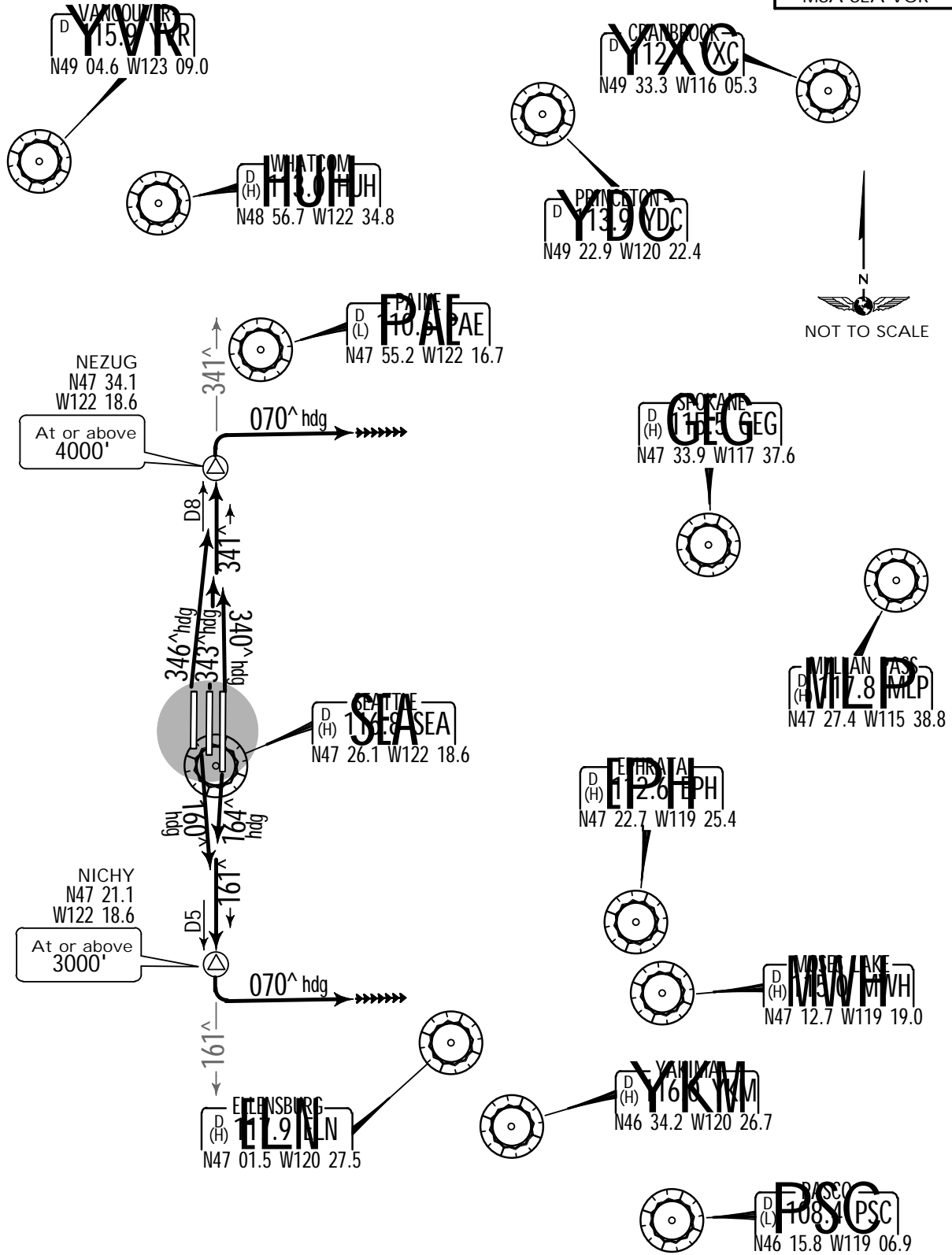
Apt Elev
433'

Trans level: FL180 Trans alt: 18000'
RADAR and DME required.



MOUNTAIN SIX DEPARTURE (MONTN6.MONTN)

For Procedure Text, Takeoff Minimums,
and Obstacle Notes see 20-3E-1



LOST COMMS

If no contact with ATC leaving 4000',
proceed direct to SEA, then proceed

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-TACOMA INTL

JEPPESEN
 9 JAN 09 **(20-3E-1)**
SEATTLE, WASH
.SID.**MOUNTAIN SIX DEPARTURE (MONTN6.MONTN)**For Procedure Graphic see 20-3E
PROCEDURE TEXT

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

Rwy 16L: Standard (or lower than standard, if authorized). ATC climb of 560' per NM to 3000'.

Rwy 16C: Standard (or lower than standard, if authorized). ATC climb of 515' per NM to 3000'.

Rwy 16R: Standard (or lower than standard, if authorized). ATC climb of 500' per NM to 3000'.

Rwys 34L/C/R: Standard (or lower than standard, if authorized). ATC climb of 580' per NM to 4000'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 500' per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 515' per NM | 644 | 858 | 1288 | 1717 | 2146 | 2575 |
| 560' per NM | 700 | 933 | 1400 | 1867 | 2333 | 2800 |
| 580' per NM | 725 | 967 | 1450 | 1933 | 2417 | 2900 |

OBSTACLES

Rwy 16L: Trees beginning 2908' from DER, 1064' RIGHT of centerline, up to 100' AGL/476' MSL.

Rwy 16C: Trees beginning 4477' from DER, 484' RIGHT of centerline, up to 100' AGL/507' MSL.

Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' LEFT of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' RIGHT of centerline, up to 100' AGL/468' MSL.

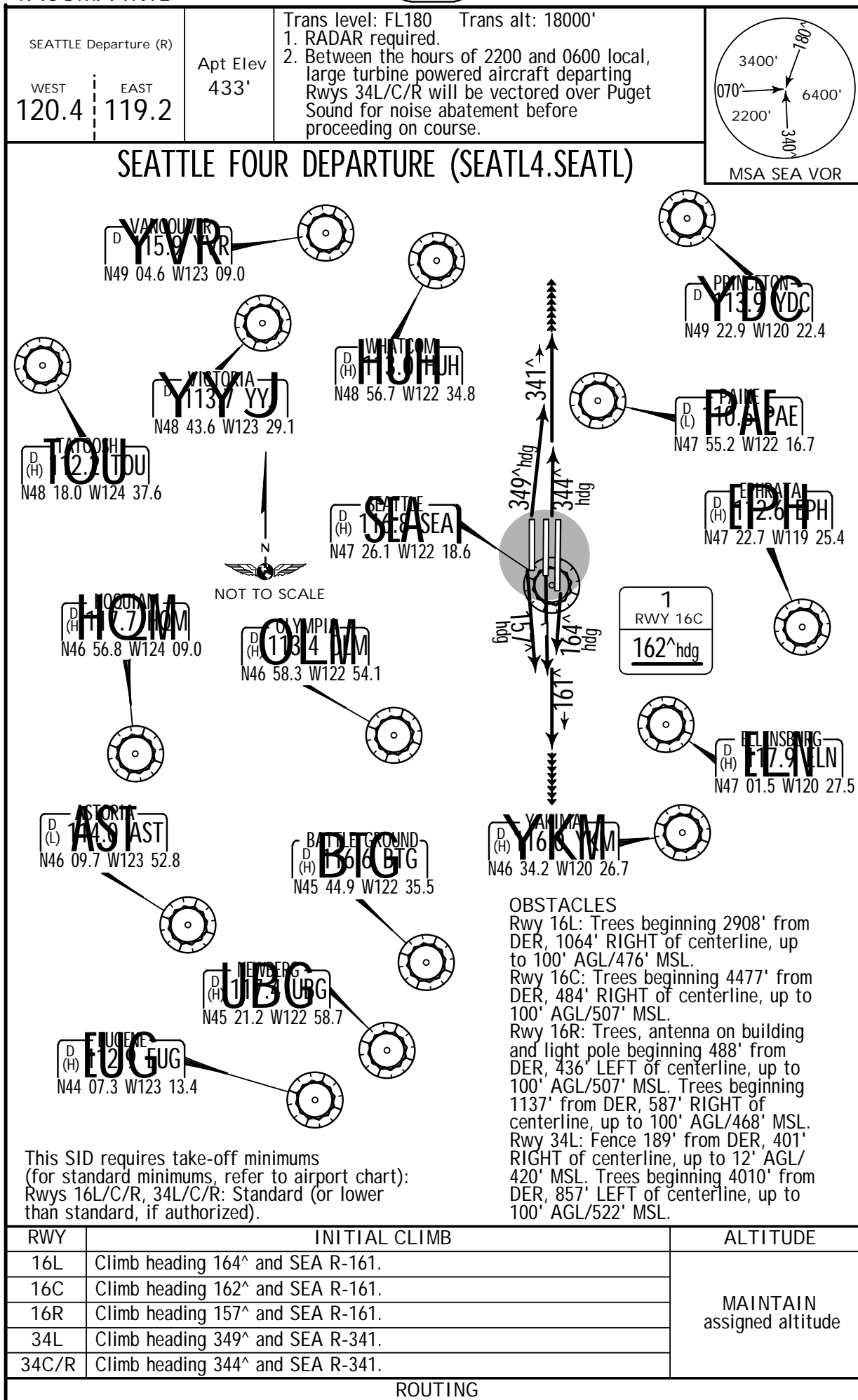
Rwy 34L: Fence 189' from DER, 401' RIGHT of centerline, up to 12' AGL/468' MSL. Trees beginning 4010' from DER, 857' LEFT of centerline, up to 100' AGL/522' MSL.

| RWY | INITIAL CLIMB | ALTITUDE |
|---------|--|-------------------------------|
| 16L | Climb heading 164^ and SEA R-161 to NICHY, then LEFT turn heading 070^ for RADAR vectors to assigned route. | MAINTAIN assigned altitude |
| 16C/R | Climb heading 160^ and SEA R-161 to NICHY, then LEFT turn heading 070^ for RADAR vectors to assigned route. | |
| 34L | Climb heading 346^ and SEA R-341 to NEZUG, then RIGHT turn heading 070^ for RADAR vectors to assigned route. | |
| 34C | Climb heading 343^ and SEA R-341 to NEZUG, then RIGHT turn heading 070^ for RADAR vectors to assigned route. | |
| 34R | Climb heading 340^ and SEA R-341 to NEZUG, then RIGHT turn heading 070^ for RADAR vectors to assigned route. | |
| ROUTING | | |

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JEPPESEN
9 JAN 09 20-3F

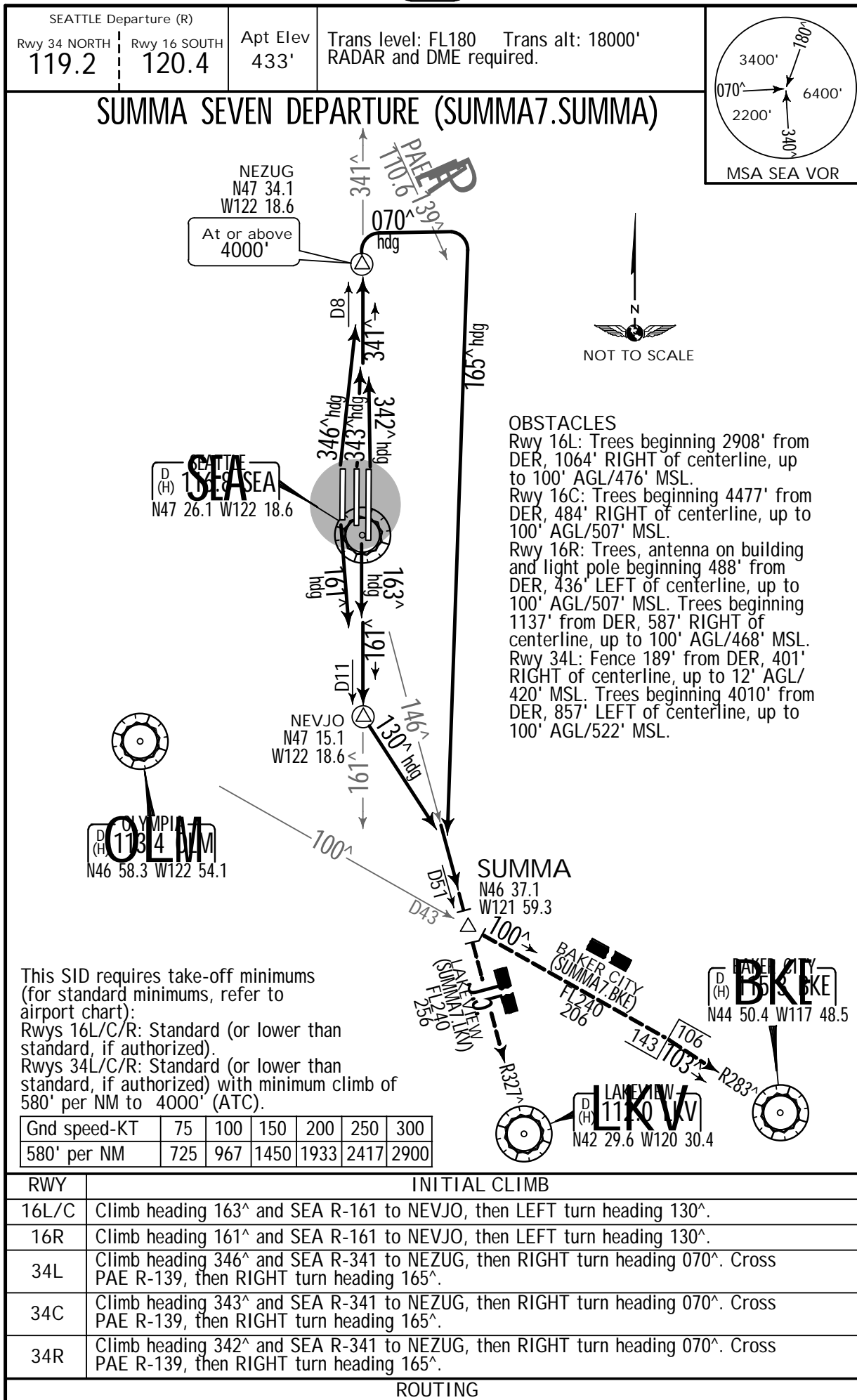
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.SID.



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-TACOMA INTL

JEPPESSEN
9 JAN 09 20-3G

SEATTLE, WASH
.SID.



KSEA/SEA

JEPPESEN

SEATTLE, WASH

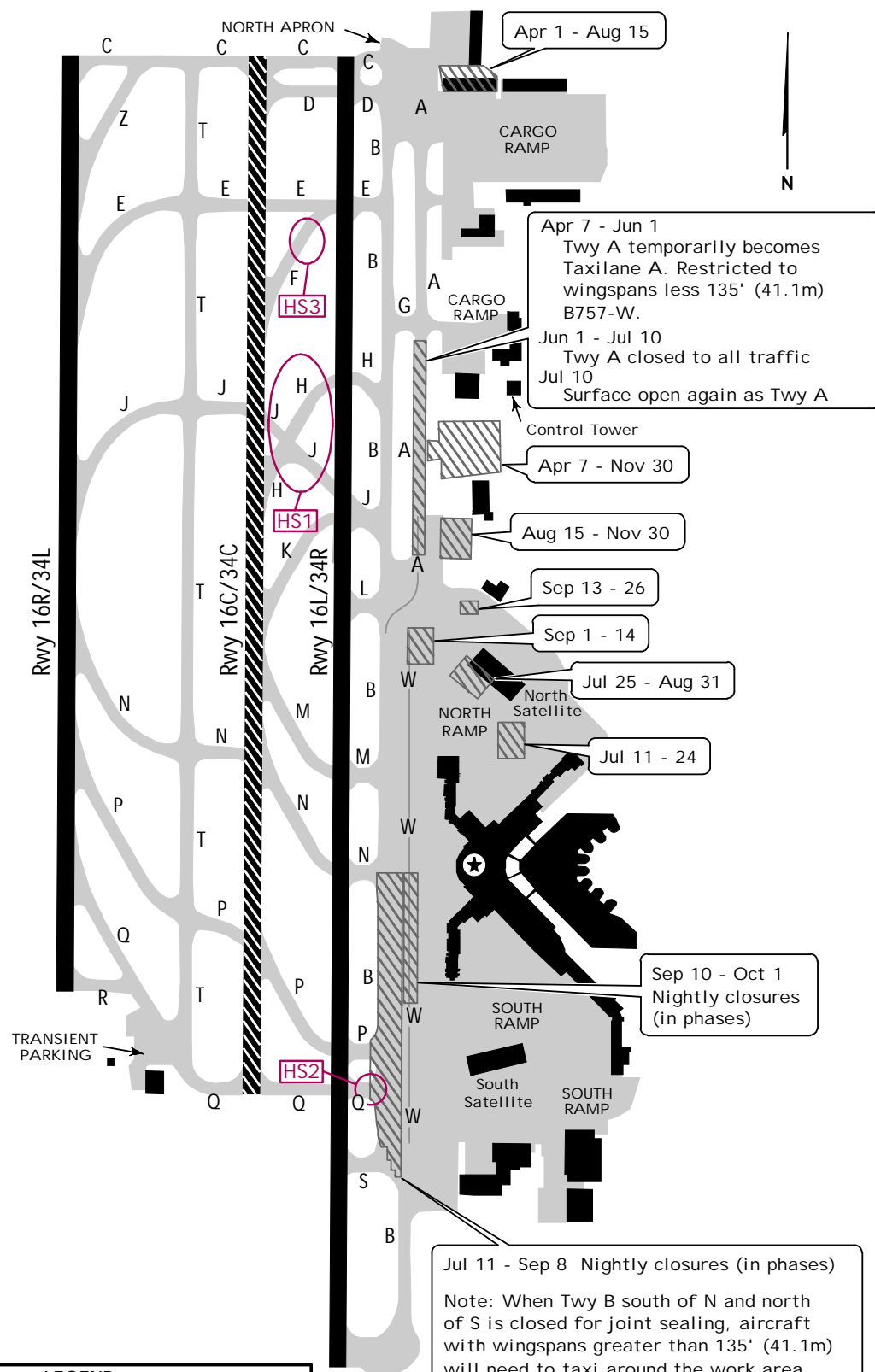
25 APR 14 (20-8)

-TACOMA INTL

SEATTLE-TACOMA INTERNATIONAL AIRPORT 2014 CONSTRUCTION

All dates are approximate.

Check NOTAMS and follow ATC instructions.



LEGEND

- RWY 16C/34C CLOSED Sep 10 - Oct 15
- CONSTRUCTION AREA
- RUNWAY INCURSION HOT SPOTS See 20-9A for description of Hot Spots

Jul 11 - Sep 8 Nightly closures (in phases)

Note: When Twy B south of N and north of S is closed for joint sealing, aircraft with wingspans greater than 135' (41.1m) will need to taxi around the work area via Rwy 16L-34R, which will be closed (PPR closure) for that purpose.

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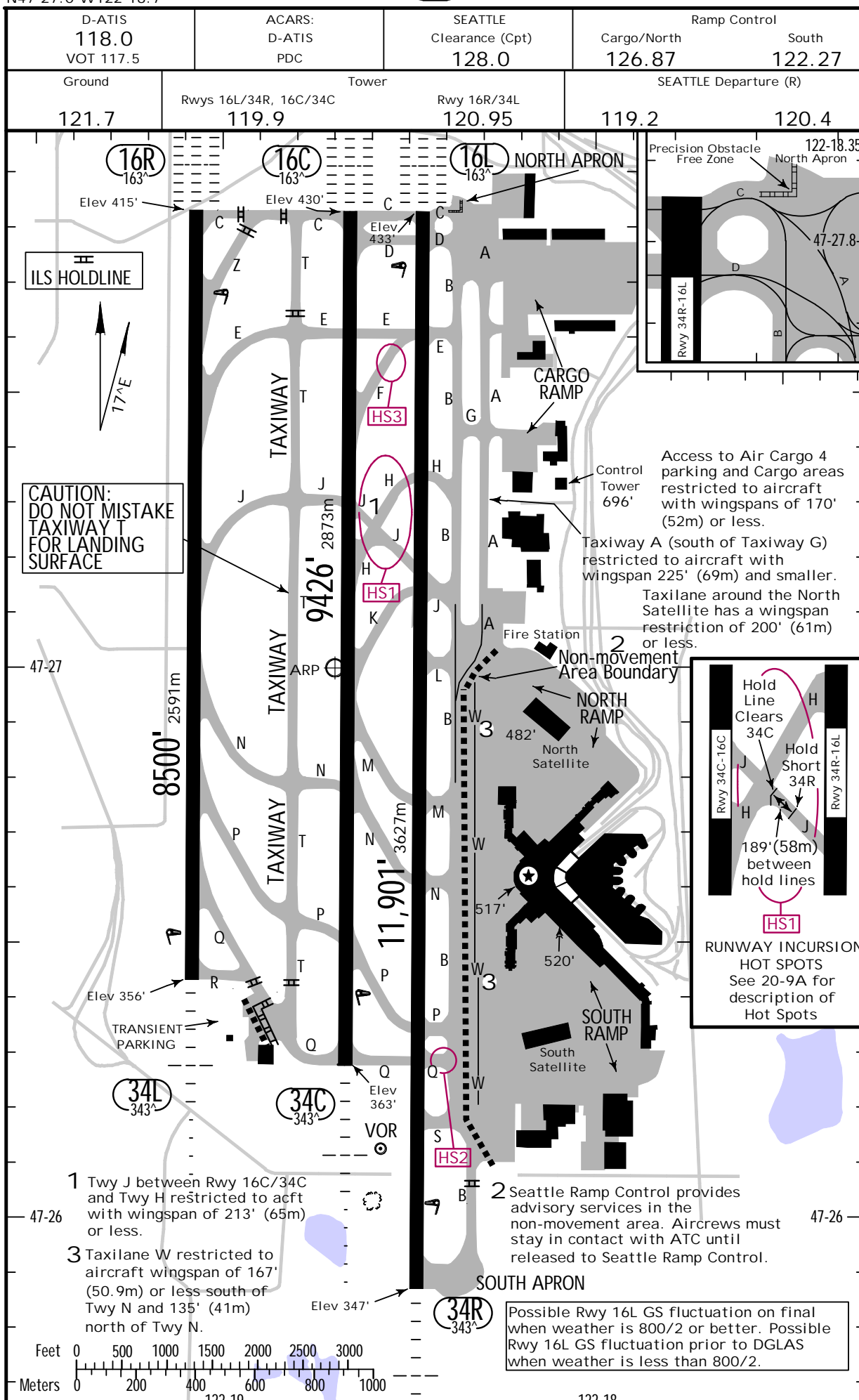
Apt Elev 433
N47 27.0 W122 18.7

JEPPESEN

29 AUG 14 (20-9)

SEATTLE, WASH

-TACOMA INTL



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JEPPESEN
29 AUG 14 (20-9A)

SEATTLE, WASH

-TACOMA INTL

ALERT NOTICE**ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west of and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway like appearance while on approach.

RECOMMENDATIONS:

Aircrews should use visual cues, e.g., approach lighting systems, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

GENERAL

ASDE-X Surveillance System in use: Pilots should operate transponders with Mode C on all twys and rwys.

Noise: Between the hours of 2200-0700 LT, the use of extended reverse thrust is discouraged beyond what is necessary for operational or safety reasons.

Birds in vicinity of airport.

Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

| | | | | USABLE LENGTHS | | | |
|-----|---|---|--|------------------|---------------|----------|-------------|
| RWY | | | | —LANDING BEYOND— | | TAKE-OFF | WIDTH |
| | | | | Threshold | Glide Slope | | |
| 16L | 1 | HIRL CL ALSF-II TDZ PAPI-L (angle 3.0^) | RVR | | 10,812' 3295m | | 150' 46m |
| | | 34R | HIRL CL MALSR TDZ PAPI-L (angle 2.75^) | RVR | 10,766' 3281m | | |
| 16C | 1 | HIRL CL ALSF-II TDZ PAPI-L (angle 3.0^) | RVR | | 8306' 2532m | | 150' 46m |
| | | 34C | HIRL CL MALSR PAPI-L (angle 3.0^) | RVR | 8526' 2599m | | |
| 16R | 1 | HIRL CL ALSF-II TDZ PAPI-R (angle 3.0^) | RVR | | 7352' 2241m | | 150' 46m |
| | | 34L | HIRL CL MALSR PAPI-L (angle 3.0^) | RVR | 7585' 2312m | | |

1 Grooved.

RUNWAY INCURSION HOT SPOTS

HS1

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

- HS1** Aircraft landing Runway 34C and exiting Taxiway H who turn right on Taxiway J must clear the Runway 34C hold bar completely, while using vigilance not to cross the hold bar for Runway 34R (34C - 34R hold bar separation distance 189' (58m)).
- HS2** Aircraft taxiing to Runway 34C at Taxiway Q for departure sometimes enter Runway 34R without authorization after reading back hold short instructions. Runway 34R hold position is only 275' (84m) from the ramp and movement area boundary.
- HS3** Aircraft exiting Runway 34C at Taxiway F sometimes enter Runway 34R without authorization, taxi distance is very short and pilots should use caution to stop at hold line unless authorized to cross the Runway.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 16L/C/R**

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

Rwys 34L/C/R

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

OBSTACLE DP

Rwys 16L/C/R, climb to 1000' via heading 163°, then climbing right turn direct SEA VOR, thence climb in SEA VOR holding pattern (hold southeast, left turns, 310° inbound) to MEA/MCA for route of flight.

Rwys 34L/C/R, climb to 1000' via heading 343°, then climbing left turn direct SEA VOR, thence climb in SEA VOR holding pattern (hold southeast, left turns, 310° inbound) to MEA/MCA for route of flight.

FOR FILING AS ALTERNATE

| | | LOC Rwy 16L | LOC Rwy 34R | | |
|-------------|-------------|-------------|----------------------|----------------------|----------------------|
| ILS Rwy 16L | ILS Rwy 34L | LOC Rwy 16C | RNAV (GPS) Y Rwy 16L | RNAV (GPS) Y Rwy 34C | RNAV (RNP) Z Rwy 16R |
| LOC Rwy 16R | LOC Rwy 34C | LOC Rwy 34L | RNAV (GPS) Y Rwy 16C | RNAV (GPS) Y Rwy 34R | RNAV (RNP) Z Rwy 34L |
| ILS Rwy 16C | ILS Rwy 34C | LOC Rwy 34L | RNAV (GPS) Y Rwy 16R | RNAV (RNP) Z Rwy 16L | RNAV (RNP) Z Rwy 34C |
| ILS Rwy 16R | ILS Rwy 34R | LOC Rwy 34C | RNAV (GPS) Y Rwy 34L | RNAV (RNP) Z Rwy 16C | RNAV (RNP) Z Rwy 34R |

A/B/

1000

1000

A
M
E
N
D
4

KSEA/SEA

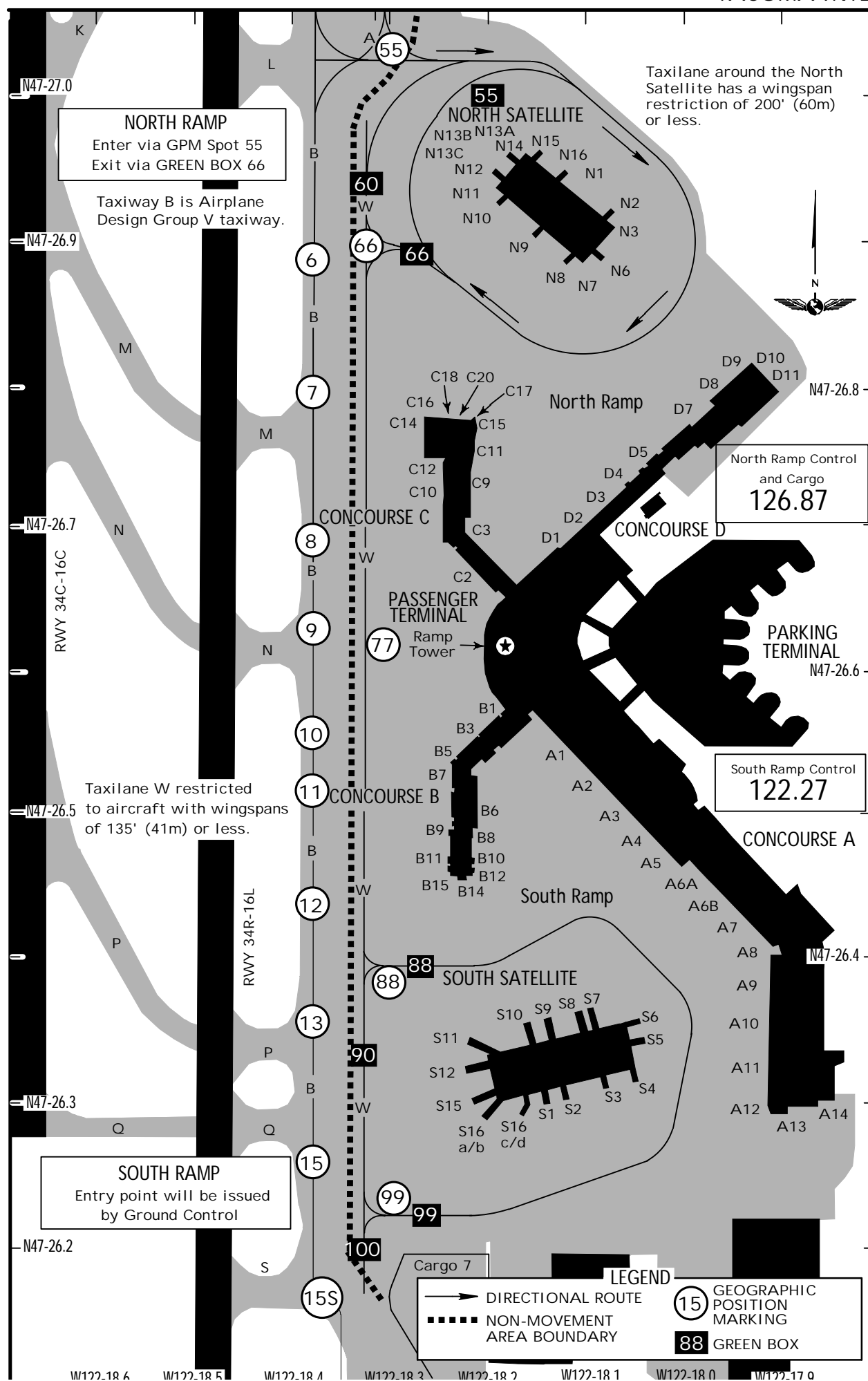
JEPPESEN

SEATTLE, WASH

20 DEC 13

(20-9B)

-TACOMA INTL



KSEA/SEA



SEATTLE, WASH

20 DEC 13

(20-9C)

-TACOMA INTL

PARKING GATE COORDINATES

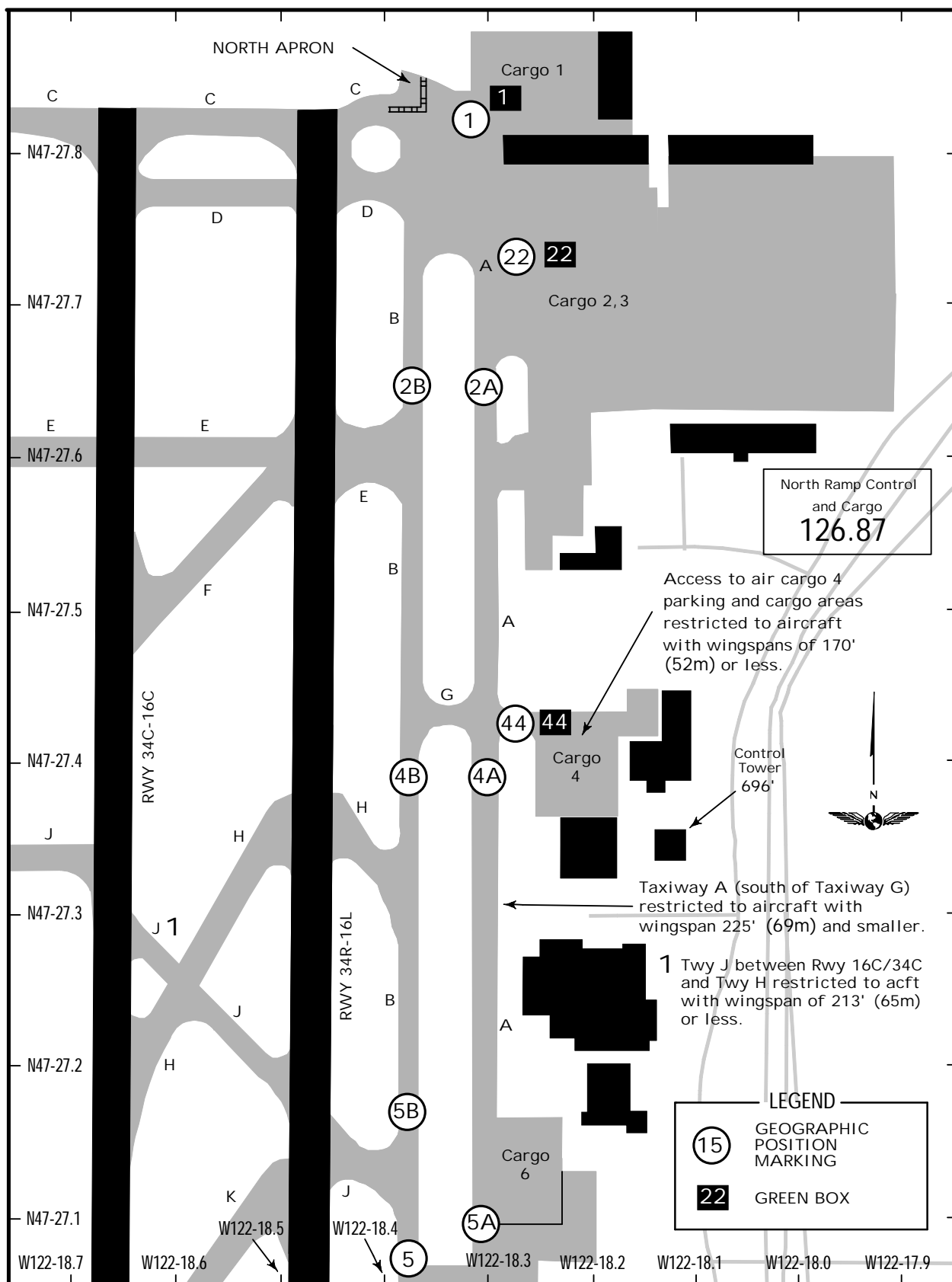
| GATE No. | COORDINATES |
|-----------------|--------------------|
| Concourse A | |
| A1 thru A4 | N47 26.5 W122 18.1 |
| A5, A6A, A6B | N47 26.5 W122 18.0 |
| A7, A8 | N47 26.4 W122 18.0 |
| A9 thru A10 | N47 26.4 W122 17.9 |
| A11 thru A14 | N47 26.3 W122 17.9 |
| Concourse B | |
| B1, B3 | N47 26.6 W122 18.2 |
| B5, B6 | N47 26.5 W122 18.2 |
| B7 | N47 26.5 W122 18.3 |
| B8 | N47 26.5 W122 18.2 |
| B9 | N47 26.5 W122 18.3 |
| B10 | N47 26.5 W122 18.2 |
| B11 | N47 26.5 W122 18.3 |
| B12 | N47 26.5 W122 18.2 |
| B14 | N47 26.4 W122 18.2 |
| B15 | N47 26.5 W122 18.3 |
| Concourse C | |
| C2, C3, C9 | N47 26.7 W122 18.2 |
| C10 | N47 26.7 W122 18.3 |
| C11 | N47 26.8 W122 18.2 |
| C12 | N47 26.7 W122 18.3 |
| C14 | N47 26.8 W122 18.3 |
| C15 | N47 26.8 W122 18.2 |
| C16 | N47 26.8 W122 18.3 |
| C17, C18, C20 | N47 26.8 W122 18.2 |
| Concourse D | |
| D1 thru D4 | N47 26.7 W122 18.1 |
| D5 thru D8 | N47 26.8 W122 18.0 |
| D9 thru D11 | N47 26.8 W122 17.9 |
| North Satellite | |
| N1 thru N3, N6 | N47 26.9 W122 18.1 |
| N7, N8 | N47 26.8 W122 18.1 |
| N9 thru N16 | N47 26.9 W122 18.2 |
| South Satellite | |
| S1 thru S3 | N47 26.3 W122 18.1 |
| S4, S5 | N47 26.3 W122 18.0 |
| S6 thru S9 | N47 26.4 W122 18.1 |
| S10 | N47 26.4 W122 18.2 |
| S11, S12, S15 | N47 26.3 W122 18.2 |
| S16a/b, S16c/d | N47 26.3 W122 18.2 |
| Cargo Area | |
| Cargo 7 | N47 26.2 W122 18.3 |

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8 NOV 13 20-9D

SEATTLE, WASH

-TACOMA INTL



CARGO AREA COORDINATES

| CARGO AREA | COORDINATES |
|------------|--------------------|
| Cargo 1 | N47 27.8 W122 18.3 |
| Cargo 2, 3 | N47 27.7 W122 18.2 |
| Cargo 4 | N47 27.4 W122 18.2 |
| Cargo 6 | N47 27.1 W122 18.3 |

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-TACOMA INTL

28 FEB 14

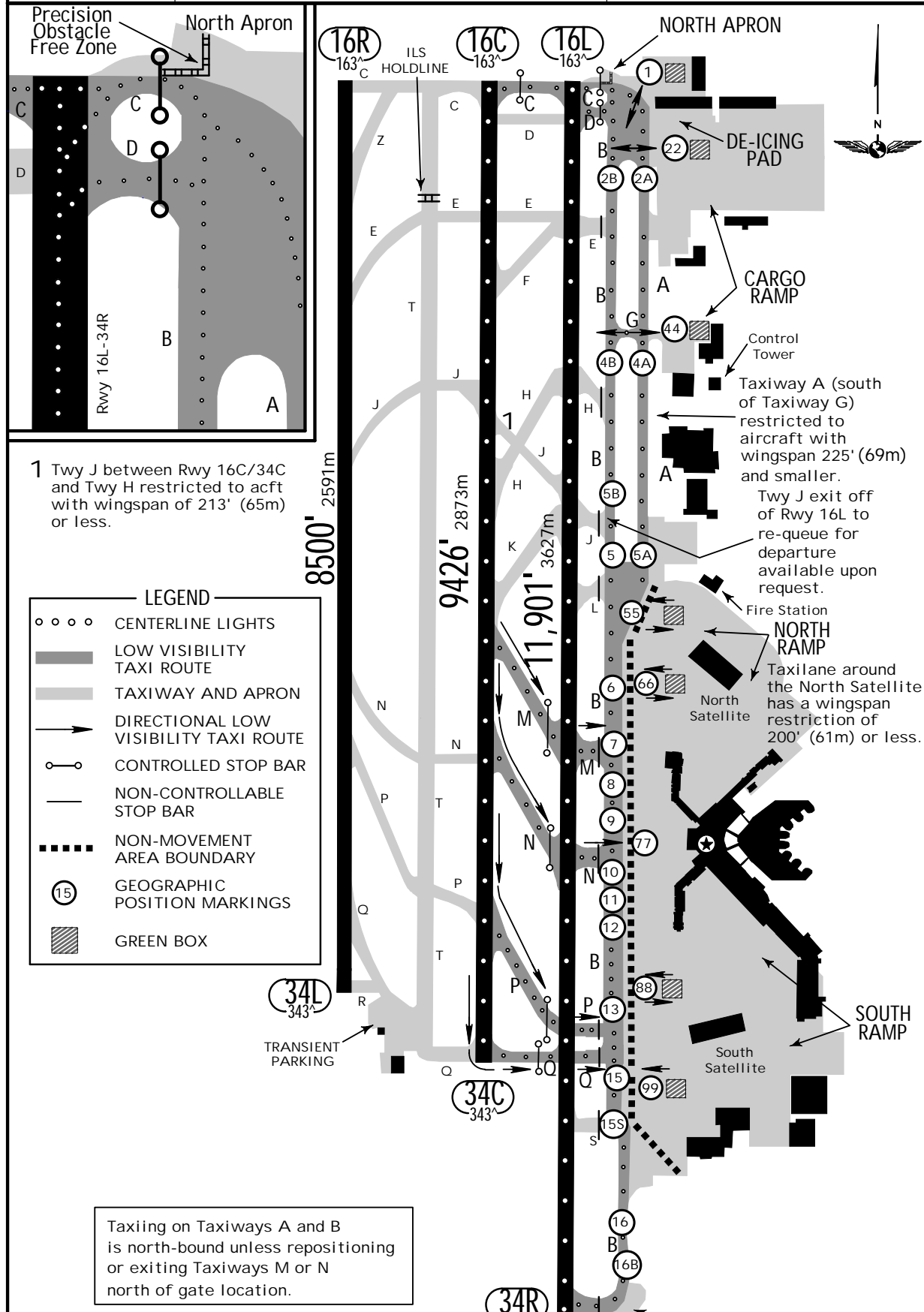
20-9E

.LESS.THAN.RVR.1200.TO.600.

For less than RVR 600, see 20-9F

SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16C SOUTH FLOW

| | | | | |
|------------------------------|---|-------------------------------------|---|-----------------|
| D-ATIS 118.0 VOT 117.5 | ACARS: D-ATIS PDC | SEATTLE Clearance (Cpt) 128.0 | Ramp Control Cargo/North 126.87 | South 122.27 |
| Ground 121.7 | Tower Rwys 16L/34R, 16C/34C 119.9 | Rwys 16R/34L 120.95 | SEATTLE Departure (R) 119.2 120.4 | |



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-TACOMA INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 20-9E

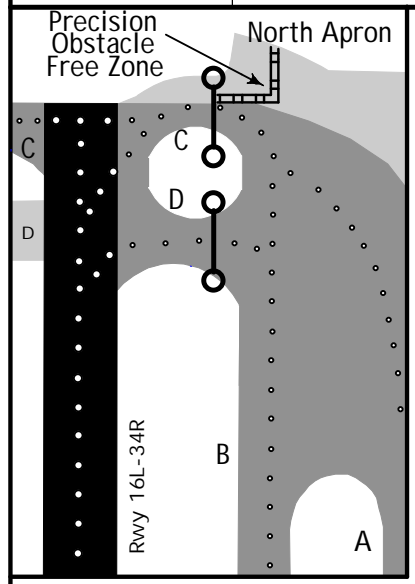


28 FEB 14

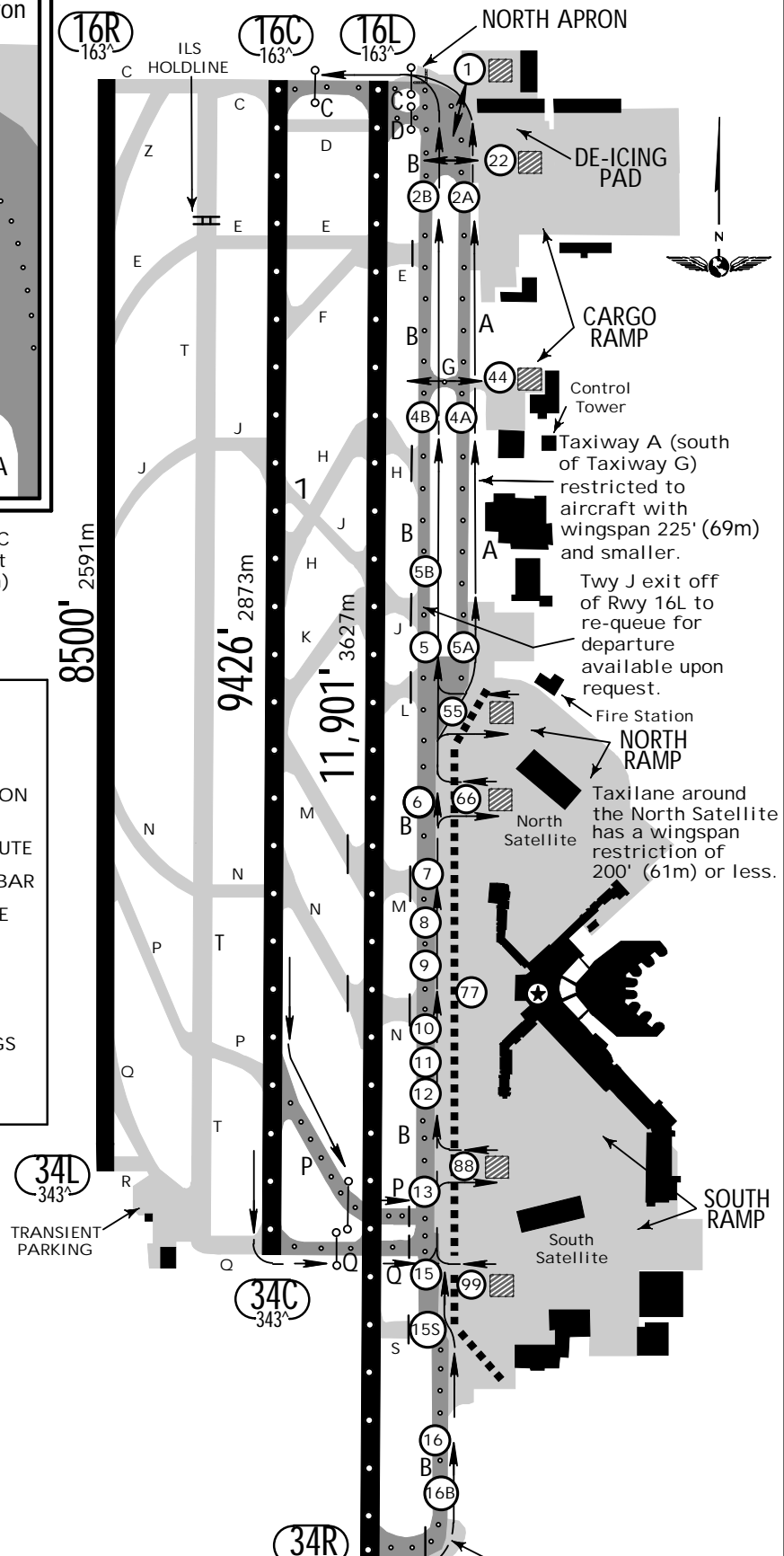
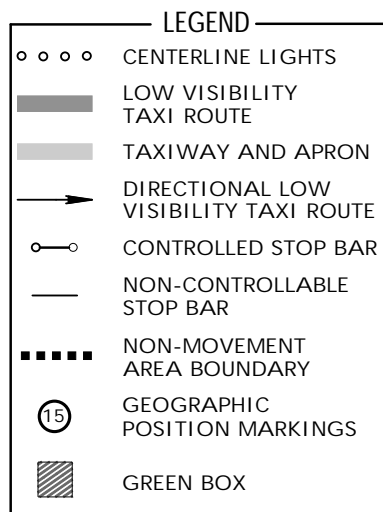
20-9F

SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16C SOUTH FLOW

| | | | | |
|-------------------------------------|---------------------------------------|--|--|---|
| D-ATIS 118.0 VOT 117.5 | | ACARS: D-ATIS PDC | SEATTLE Clearance (Cpt) 128.0 | <div> Ramp Control Cargo/North 126.87 </div> <div> South 122.27 </div> |
| Ground 121.7 | Rwys 16L/34R, 16C/34C 119.9 | Tower Rwys 16R/34L 120.95 | SEATTLE Departure (R) <div> 119.2 </div> <div> 120.4 </div> | |



1 Twy J between Rwy 16C/34C and Twy H restricted to acft with wingspan of 213' (65m) or less.



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-TACOMA INTL

28 FEB 14

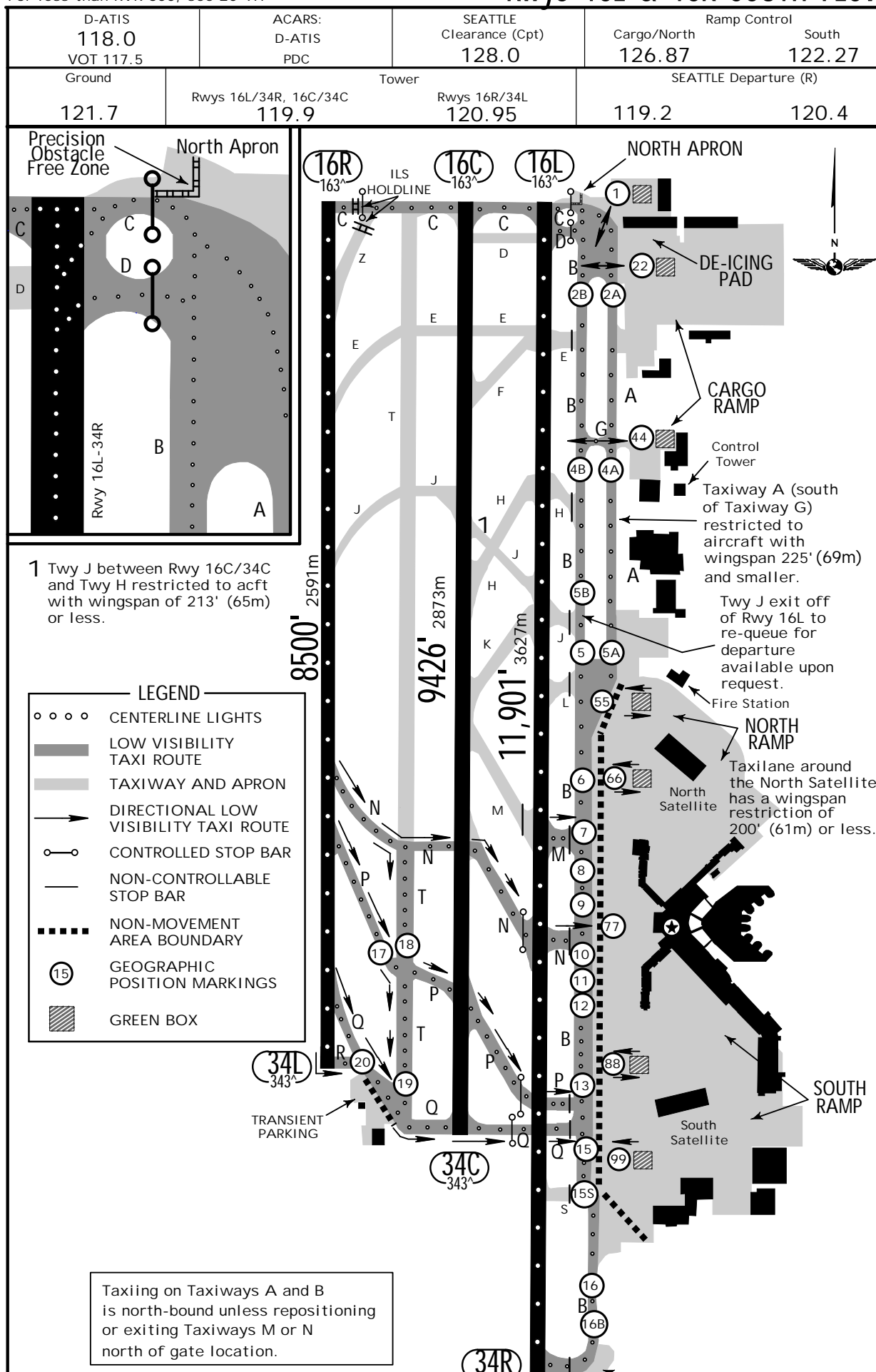
(20-9G)

.LESS.THAN.RVR.1200.TO.600.

For less than RVR 600, see 20-9H

JEPPESEN

SMGCS.
SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16R SOUTH FLOW



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-TACOMA INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 TO 600, see 20-9G



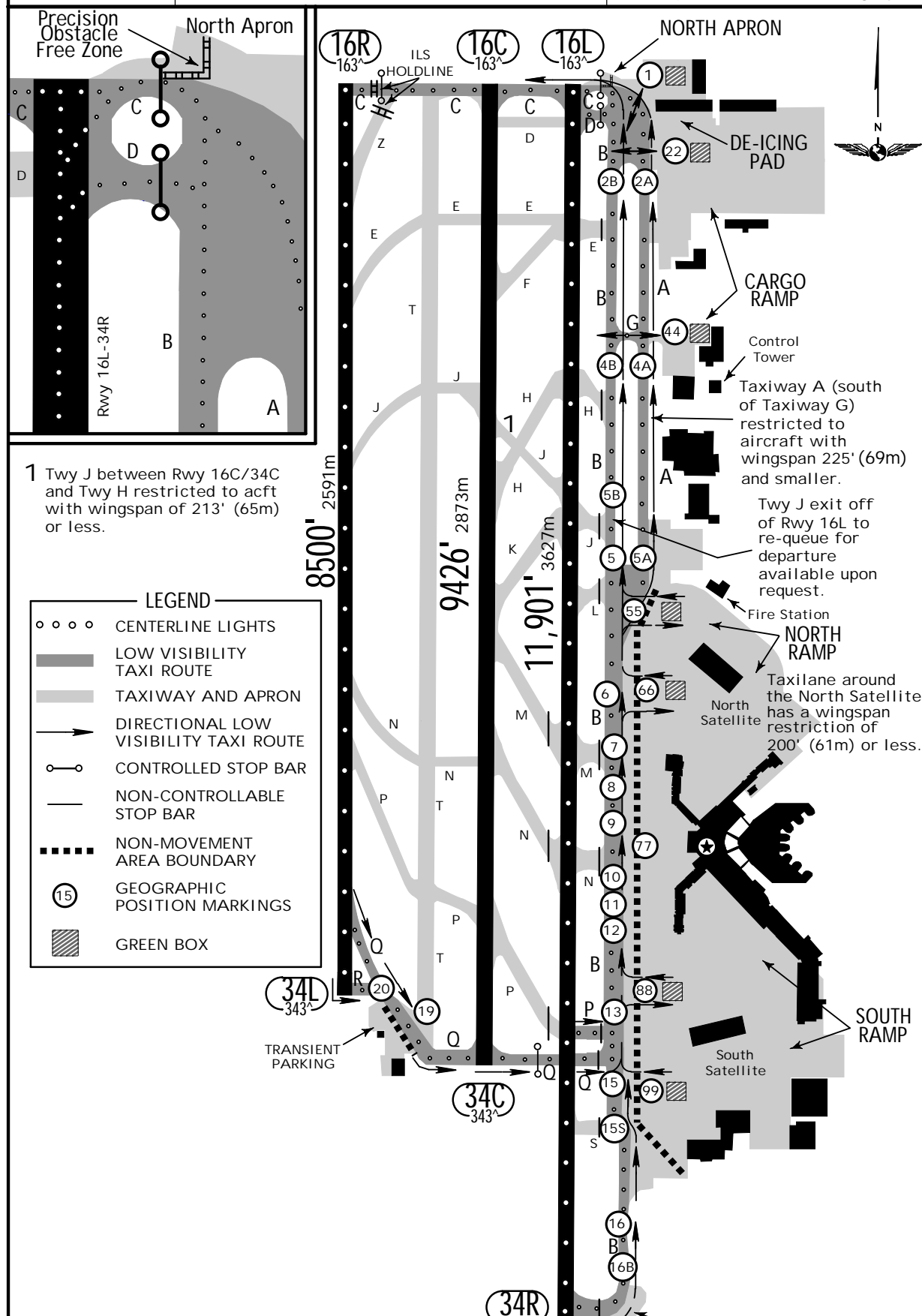
28 FEB 14

20-9H

SEATTLE, WASH.

LOW VISIBILITY TAXI ROUTES

| | | | | |
|-------------------------------------|---------------------------------------|--|--|--|
| D-ATIS 118.0 VOT 117.5 | ACARS: D-ATIS PDC | SEATTLE Clearance (Cpt) 128.0 | Cargo/North 126.87 | Ramp Control South 122.27 |
| Ground 121.7 | Rwys 16L/34R, 16C/34C 119.9 | Tower Rwys 16R/34L 120.95 | SEATTLE Departure (R) 119.2 120.4 | |



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-TACOMA INTL

JEPPESSEN

6 JUN 14

(21-1)

SEATTLE, WASH
ILS or LOC Rwy 16L

BRIEFING STRIP™

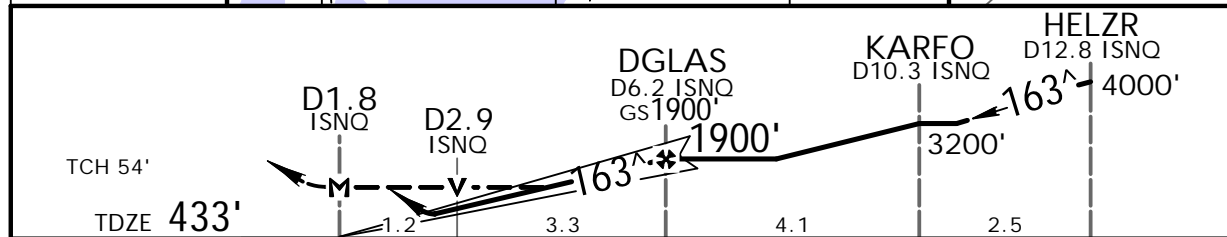
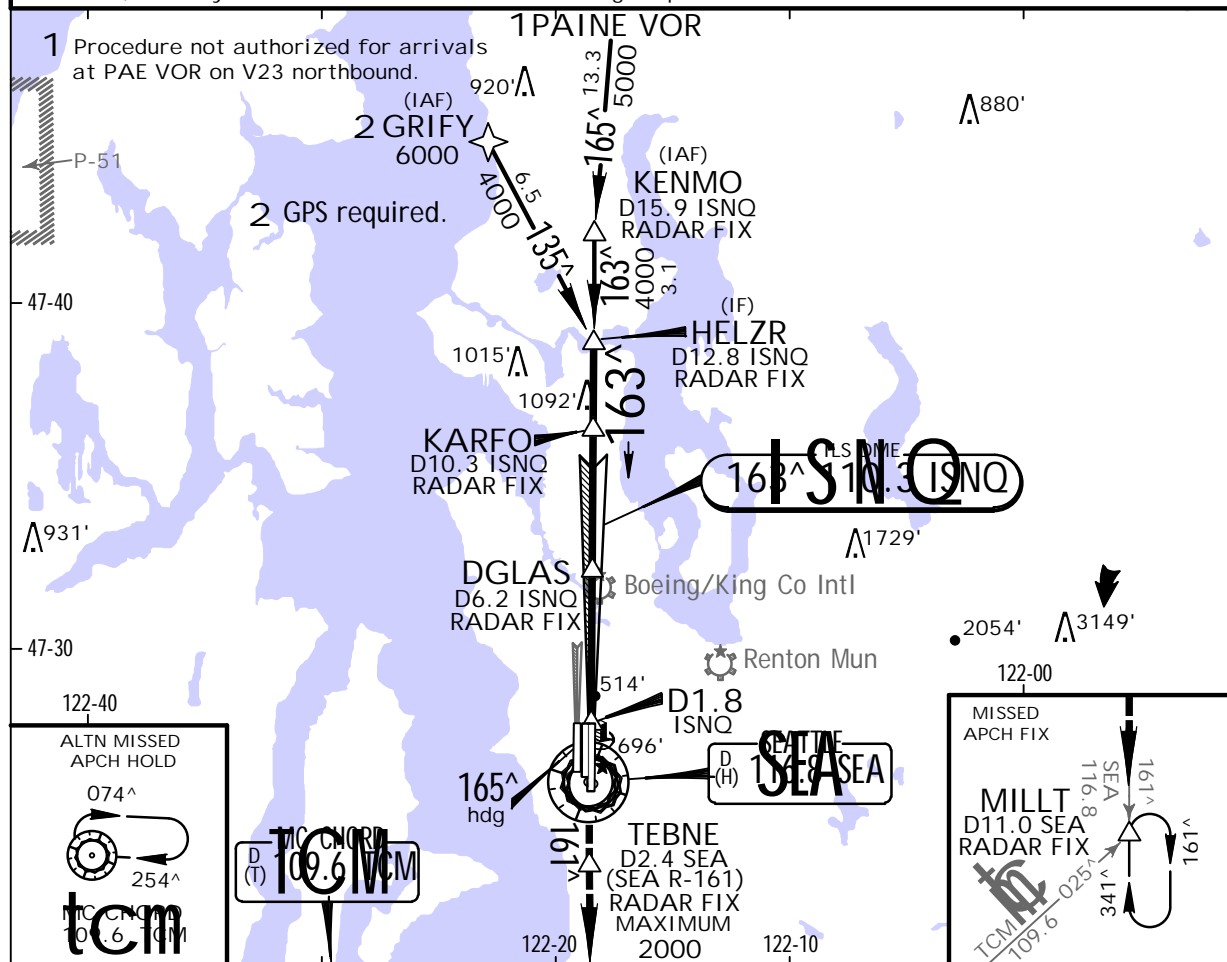
| | | | | |
|--|--------------------------------|---|-----------------------------------|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | Rwys 16R/34L 120.95 | Ground 121.7 |
| LOC ISNO 110.3 | Final Appch Crs 163° | GS DGLAS 1900' (1467') | ILS DA(H) Refer to Minimums | Apt Elev 433' TDZE 433' |
| MISSED APCH: Climb to 900' on heading 165° then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC. | | | | MSA SEA 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 16R, ILS Rwy 16R SA CAT I, ILS Rwy 16R CAT II & III. 3. VGSI and ILS glidepath not coincident.



| | | | | | | |
|----------------------------------|-------|------|------|------|------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| GS | 3.00^ | 372 | 478 | 531 | 637 | 849 |
| MAP at D1.8 ISNQ or DGLAS to MAP | 4.4 | 3:46 | 2:56 | 2:38 | 2:12 | 1:53 |
| | | | | | 1:39 | |

| TERPS | | | | STRAIGHT-IN LANDING RWY 16L | | CIRCLE-TO-LAND | |
|----------------------|--|--------------------|--|-----------------------------|--|---------------------|--|
| ILS | | LOC (GS out) | | Max | | MDA(H) | |
| DA(H) A: 696' (263') | | MDA(H) 880' (447') | | 90 | | 1000' (567') -1 | |
| B, C, D: 633' (200') | | | | 120 | | 1000' (567') -1 1/2 | |
| FULL | | ALS out | | 140 | | 1000' (567') -2 | |
| TDZ or CL out | | ALS out | | 165 | | | |
| A RVR 20 or 1/2 | | RVR 45 or 7/8 | | RVR 24 or 1/2 | | RVR 55 or 1 | |
| B RVR 18 or 3/8 | | RVR 40 or 3/4 | | RVR 45 or 7/8 | | 1 3/8 | |
| C RVR 24 or 1/2 | | | | | | | |
| D RVR 18 or 3/8 | | | | | | | |

5S AMEND 5B 29 MAY 2014

KSEA/SEA

-TACOMA INTL

**JEPPESSEN**

CAT B, C & D

SEATTLE, WASH

ILS Rwy 16L CAT II & III

6 JUN 14

21-1A

| | | | | | | | | | | |
|----------------------|---------------------------|--------------------------------|--------------------------------|----------|----------|---|----------------------------|------------------------|--|-----------------|
| D-ATIS 118.0 | | | SEATTLE Approach (R) 133.65 | | | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | | Rwys 16R/34L 120.95 | | Ground 121.7 |
| LOC ISNQ 110.3 | Final Apch Crs 163^ | GS DGLAS 1900 (1467') | CAT IIIC NA | CAT IIIB | CAT IIIA | CAT II RA 176' DA(H) 533'(100') | Apt Elev 433' TDZE 433' | | | |

MISSED APCH: Climb to 900' on heading 165^ then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.

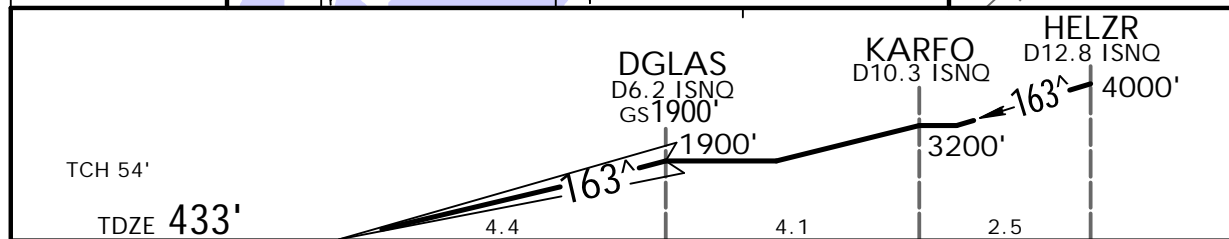
MSA SEA VOR


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, ILS Rwy 16R CAT II & III.
4. VGSI and ILS glidepath not coincident.



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

IFRPS

CAT IIIC ILS

STRAIGHT-IN LANDING RWY 16L
IIIB ILS CAT IIIA ILS

CAT II ILS

RA 176'
DA(H) 533' (100')

| | | | | |
|---|----|-------|-------|----------|
| A | NA | NA | NA | NA |
| B | | | | |
| C | | RVR 3 | RVR 7 | 1 RVR 12 |
| D | | | | |

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

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-TACOMA INTL



JEPPESEN

CAT B, C & D

SEATTLE, WASH

ILS Rwy 16L SA CAT I

6 JUN 14

21-1B

| | | | | | | | | |
|----------------------|---------------------------|--------------------------------|--|---|-----------|------------------------|--|-----------------|
| D-ATIS 118.0 | | SEATTLE Approach (R) 133.65 | | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | | Rwys 16R/34L 120.95 | | Ground 121.7 |
| LOC ISNO 110.3 | Final Apch Crs 163^ | GS DGLAS 1900' (1467') | SA CAT I ILS RA 248' DA(H)583'(150') | Apt Elev 433' | TDZE 433' | | | |

MISSED APCH: Climb to 900' on heading 165^ then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.

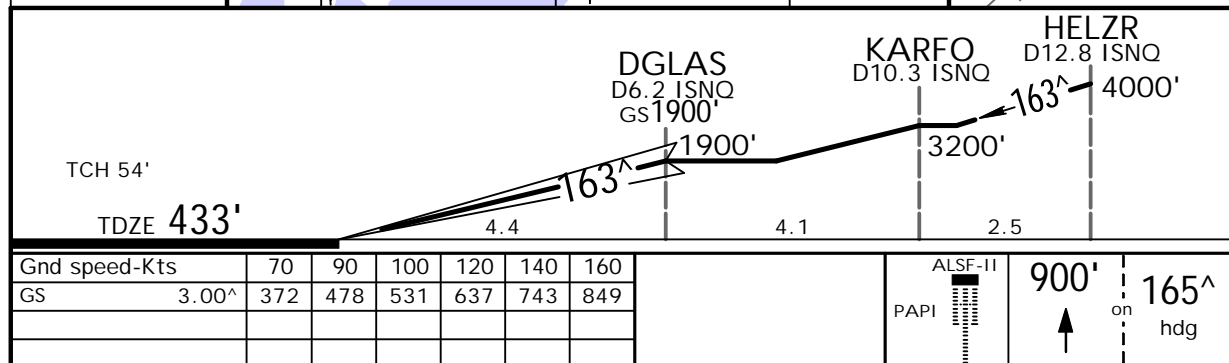
MSA SEA VOR

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, ILS Rwy 16R CAT II & III.
4. VGSI and ILS glidepath not coincident.



TERPS.

STRAIGHT-IN LANDING RWY 16L

1 SA CAT ILS
RA 248'
DA(H) 583' (150')

NA

RVR 14

S AMEND 5B 29 MAY 2014

KSEA/SEA

-TACOMA INTL

6 JUN 14

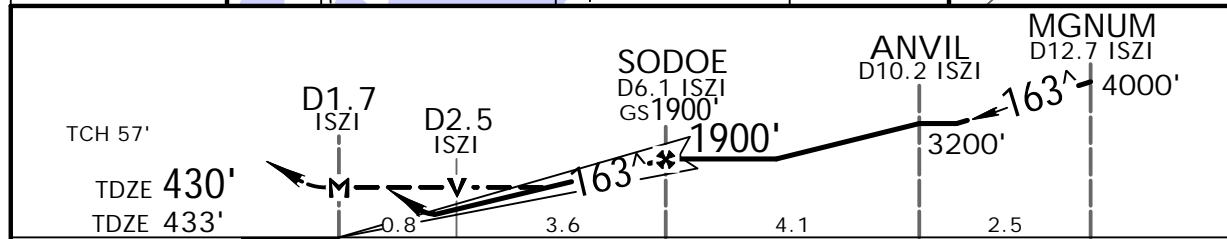
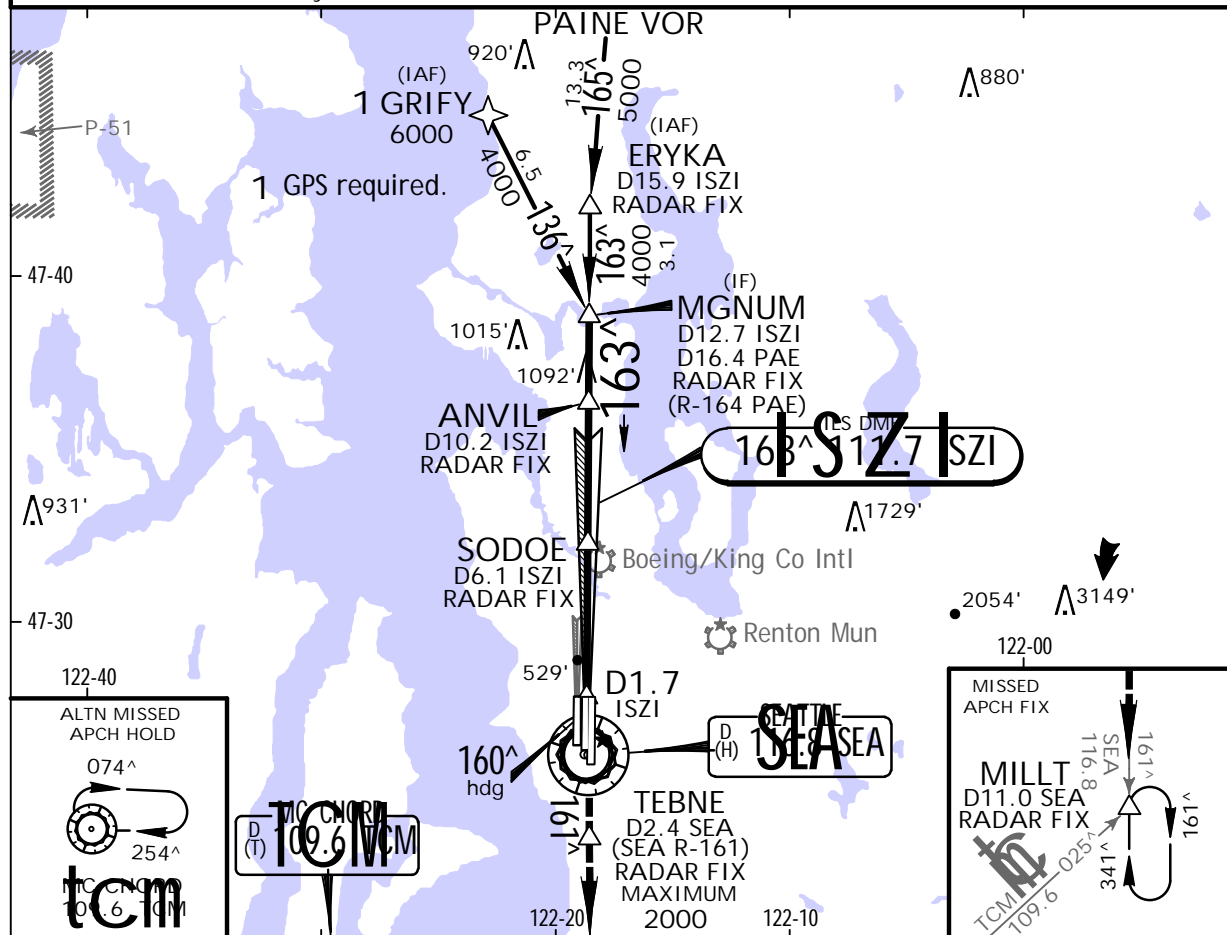
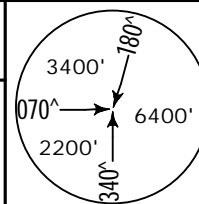
(21-2)

JEPPESSEN

SEATTLE, WASH
ILS or LOC Rwy 16C

BRIEFING STRIP™

| D-ATIS | SEATTLE Approach (R) | SEATTLE Tower | Ground |
|--|----------------------------|--------------------------------|-----------------------------|
| 118.0 | 133.65 | Rwys 16L/34R, 16C/34C 119.9 | Rwys 16R/34L 120.95 |
| LOC ISZI 111.7 | Final Appch Crs 163° | GS SODOE 1900' (1470') | ILS DA(H) 630' (200') |
| | | Apt Elev 433' | TDZE 430' |
| <p>MISSED APCH: Climb on heading 160° and outbound SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.</p> | | | |
| <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R SA CAT I, ILS Rwy 16R CAT II & III. 3. VGSI and ILS glidepath not coincident. 4. ALSF-II & PAPI-L on Rwy 16L.</p> | | | |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|----------------------------------|-------|------|------|------|------|------|
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 |
| MAP at D1.7 ISZI or SODOE to MAP | 4.4 | 3:46 | 2:56 | 2:38 | 2:12 | 1:53 |

| TERPS. | | | STRAIGHT-IN LANDING RWY 16C | | SIDESTEP LANDING RWY 16L | | CIRCLE-TO-LAND | |
|-------------------|---------------|---------------|-----------------------------|-------------|--------------------------|--|----------------|---------------------|
| ILS | | | LOC (GS out) | | | | | |
| DA(H) 630' (200') | | | MDA(H) 760' (330') | | MDA(H) 780' (347') | | | |
| FULL | | | ALS out | | ALS out | | Max Kts | |
| A | RVR 18 or 3/8 | RVR 24 or 1/2 | RVR 24 or 1/2 | RVR 55 or 1 | RVR 50 or 1 | | 90 | 1000' (567') -1 |
| B | | | RVR 26 or 1/2 | RVR 50 or 1 | 1 1/2 | | 120 | 1000' (567') -1 1/2 |
| C | | | | | 2 | | 140 | 1000' (567') -2 |
| D | | | | | | | 165 | |

15 AMEND 14A 29 MAY 2014

KSEA/SEA

-TACOMA INTL

6 JUN 14

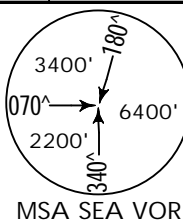
(21-2A)

SEATTLE, WASH
ILS Rwy 16C CAT II & III

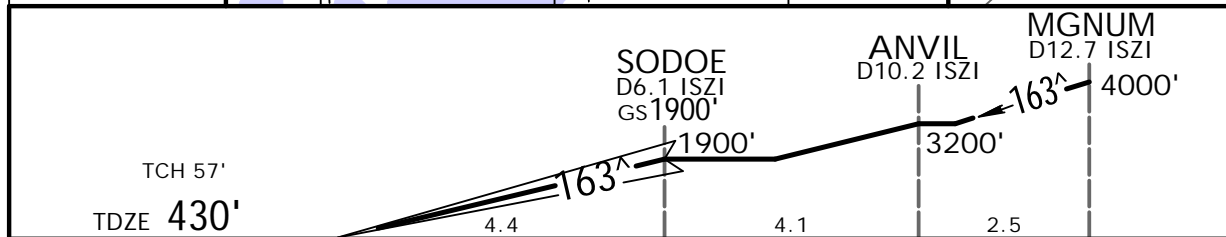
BRIEFING STRIP™

| D-ATIS | | | SEATTLE Approach (R) | | | SEATTLE Tower | | Ground |
|--------|----------|---------|----------------------|----------|----------|-----------------------|--------------|--------|
| 118.0 | | | 133.65 | | | Rwys 16L/34R, 16C/34C | Rwys 16R/34L | 121.7 |
| LOC | Final | GS | CAT IIIC | CAT IIIB | CAT IIIA | CAT II | Apt Elev | |
| ISZI | Apch Crs | SODOE | NA | Refer to | | RA 126' | 433' | |
| 111.7 | 163^ | 1900' | | Minimums | | DA(H) | TDZE | |
| | | (1470') | | | | 530' (100') | 430' | |

MISSED APCH: Climb on heading 160^ and outbound SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', 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, ILS Rwy 16R CAT II & III.
4. VGSI and ILS glidepath not coincident.



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

| TERPS. | | | STRAIGHT-IN LANDING RWY 16C |
|--------------|--------------|--------------|--|
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS RA 126' DA(H) 530' (100') |
| NA | RVR 3 | RVR 7 | 1 RVR 12 |

25 AMEND 14A 29 MAY 2014

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

KSEA/SEA

-TACOMA INTL

6 JUN 14

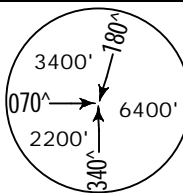
(21-2B)

JEPPesen

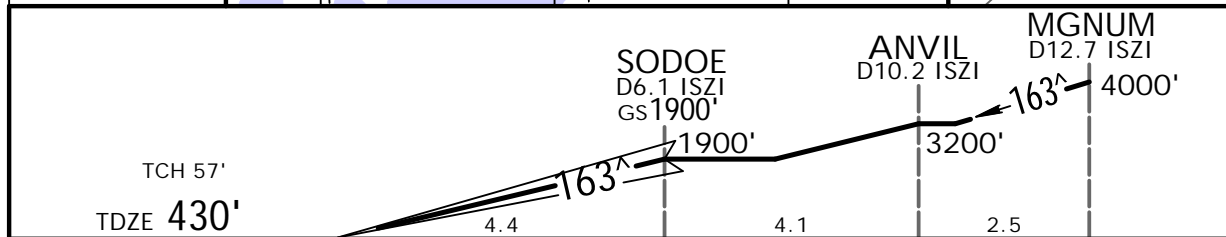
SEATTLE, WASH
ILS Rwy 16C SA CAT I

BRIEFING STRIP™

| | | | | |
|---|---------------------------------------|---|--|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | Rwys 16R/34L 120.95 | Ground 121.7 |
| LOC ISZI 111.7 | Final Apch Crs 163 [^] | GS SODOE 1900' (1470') | SA CAT I ILS RA 292' DA(H)580'(150') | Apt Elev 433' TZDE 430' |
| <p>MISSED APCH: Climb on heading 160[^] and outbound SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.</p> | | | | |



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, ILS Rwy 16R CAT II & III.
 4. VGSI and ILS glidepath not coincident.



| | | | | | | |
|---------------|-------------------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 |
| | | | | | | |
| | | | | | | |

TERPS. STRAIGHT-IN LANDING RWY 16C
 1 SA CAT I ILS
 RA 292'
 DA(H)580'(150')

RVR 14

25 AMEND 14A 29 MAY 2014

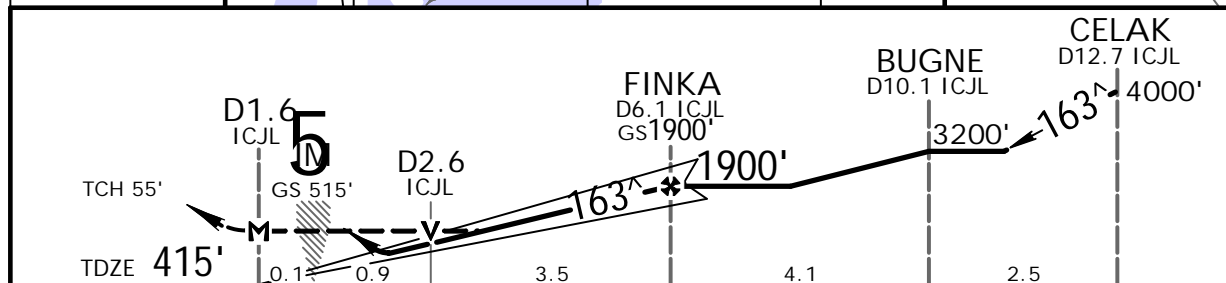
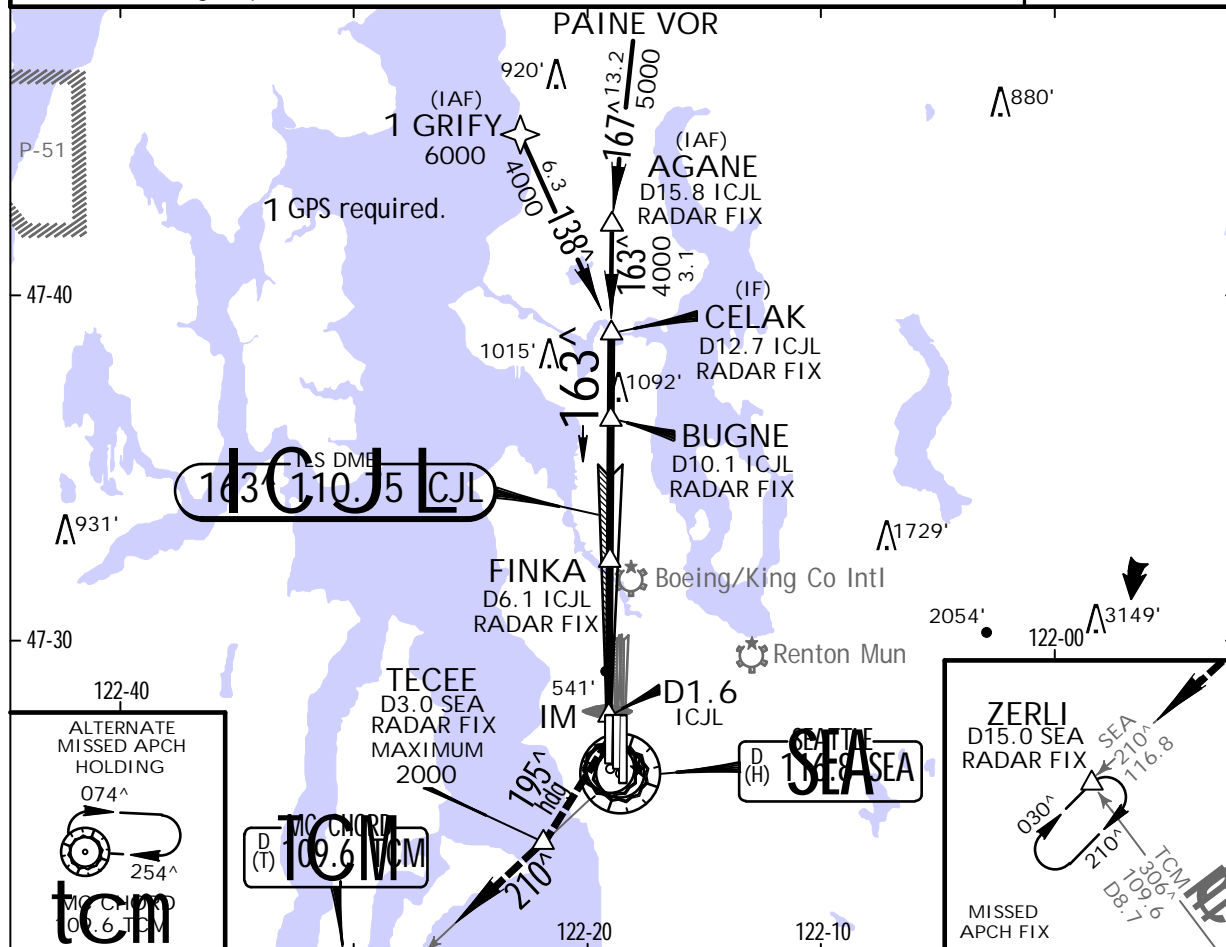
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JEPPESSEN
6 JUN 14 (21-3)

SEATTLE, WASH ILS or LOC Rwy 16R

BRIEFING STRIP™

| | | | | |
|--|---------------------------------------|------------------------------|---|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | Rwys 16R/34L 120.95 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | Ground 121.7 |
| LOC ICJL 110.75 | Final Apch Crs 163 [^] | GS FINKA 1900' (1485') | ILS DA(H) 615' (200') | Apt Elev 433' TDZE 415' |
| <p>MISSED APCH: Climb to 900' then climb on heading 195[^] and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000' or as directed by ATC.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 16L/C. 3. VGSI and ILS glidepath not coincident.</p> | | | | |
| <p>MSA SEA VOR</p> | | | | |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 900' | 195 [^] |
|----------------------------------|-------------------|------|------|------|------|------|---------|------|------------------|
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | then hdg |
| MAP at D1.6 ICJL or FINKA to MAP | 4.5 | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | | | |

| TERPS. | STRAIGHT-IN LANDING RWY 16R | LOC (GS out) | CIRCLE-TO-LAND |
|--------|-----------------------------|--------------------|----------------|
| | DA(H) 615' (200') | MDA(H) 800' (385') | |
| | FULL | TDZ or CL out | ALS out |
| A | | | |
| B | RVR 18 or 3/8 | RVR 24 or 1/2 | RVR 40 or 3/4 |
| C | | | |
| D | | | |

25 AMEND 2B 29 MAY 2014

KSEA/SEA
-TACOMA INTL

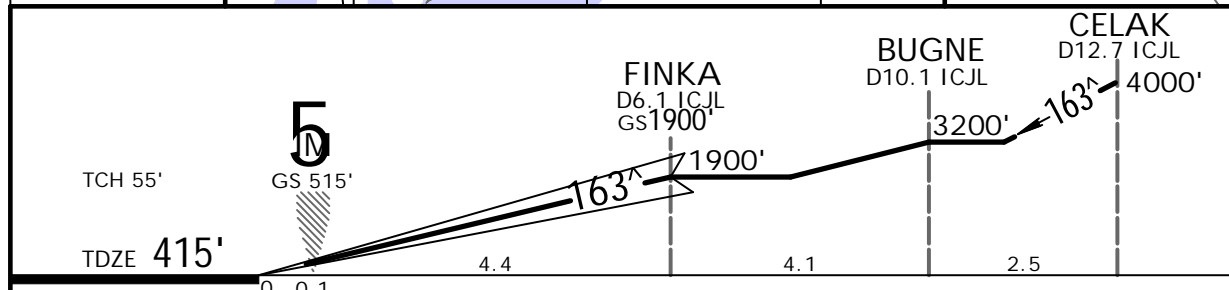
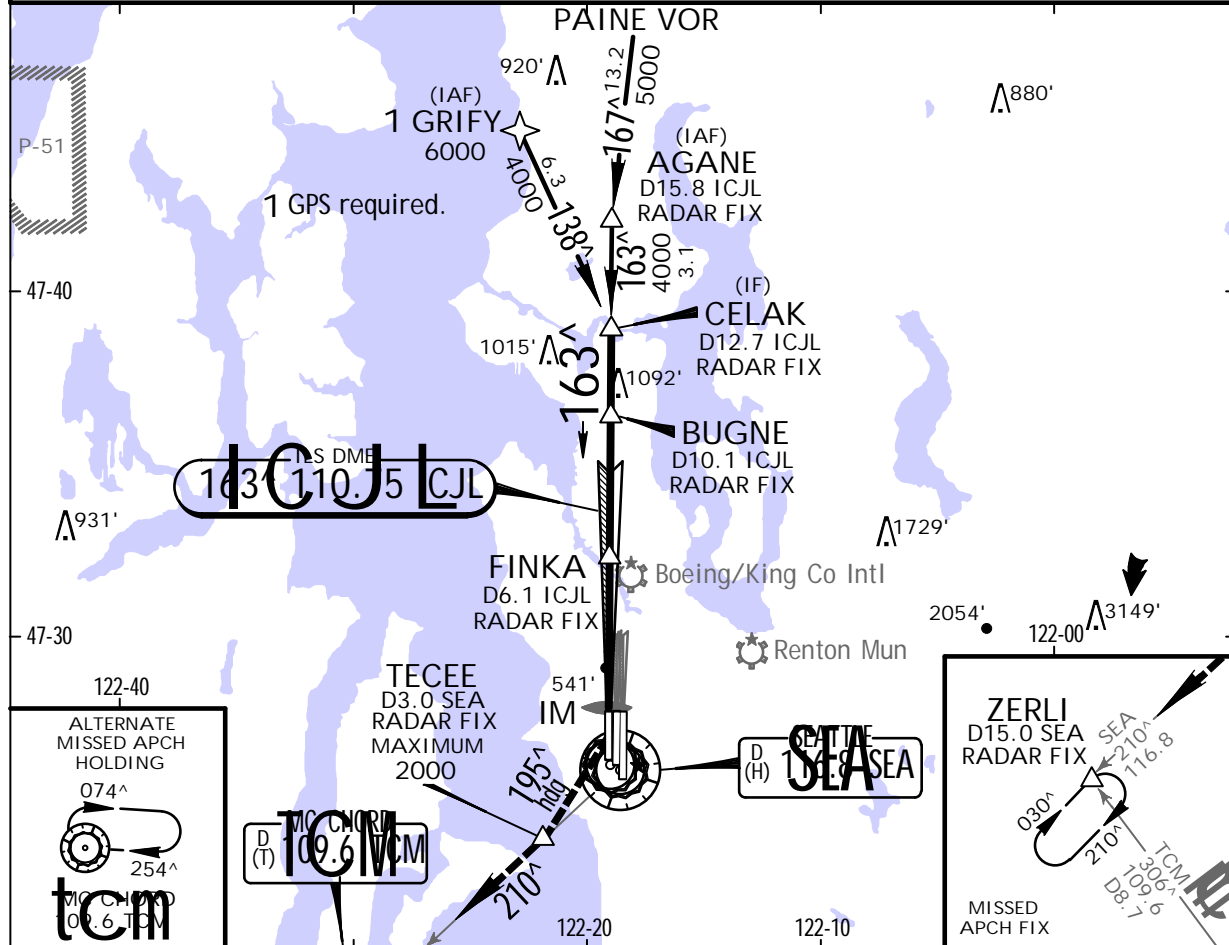
6 JUN 14


JEPPESEN

SEATTLE, WASH
ILS Rwy 16R CAT II & III

BRIEFING STRIP™

| | | | | | | | | | | | |
|--|---------------------------|--------------------------------|--------------------------------|----------------------------------|--|---|--|-------------------|-----------------|--|--|
| D-ATIS 118.0 | | | SEATTLE Approach (R) 133.65 | | | SEATTLE Tower Rwys 16R/34L 120.95 Rwys 16L/34R, 16C/34C 119.9 | | | Ground 121.7 | | |
| LOC ICJL 110.75 | Final Apch Crs 163^ | GS FINKA 1900 (1485') | CAT IIIC NA | CAT IIIB Refer to Minimums | CAT IIIA RA 139' DA(H) 515'(100') | Apt Elev 433' TDZE 415' | | | | | |
| <p>MISSED APCH: Climb to 900' then climb on heading 195^ and outbound on SEA VOR R-210 to cross TEC/EE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000' or as directed by ATC.</p> | | | | | | | | | | | |
| Alt Set: INCHES | | | | Trans level: FL 180 | | | | Trans alt: 18000' | | | |
| <p>1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 16L/C. 4. VGSI and ILS glidepath not coincident.</p> | | | | | | | | | | | |



| | | | | | | | |
|---------------|-----|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div> <div>ALSF-II</div>  <div>PAPI</div> </div> <div> <div>900'</div> <div>↑</div> <div>then</div> <div>195^</div> <div>hdg</div> </div> |
| GS 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 | |
| | | | | | | | |
| | | | | | | | |

TERPS.

STRAIGHT-IN LANDING RWY 16R

| | | | |
|--------------|--------------|--------------|--|
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS RA 139' DA(H) 515' (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

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-TACOMA INTL

6 JUN 14

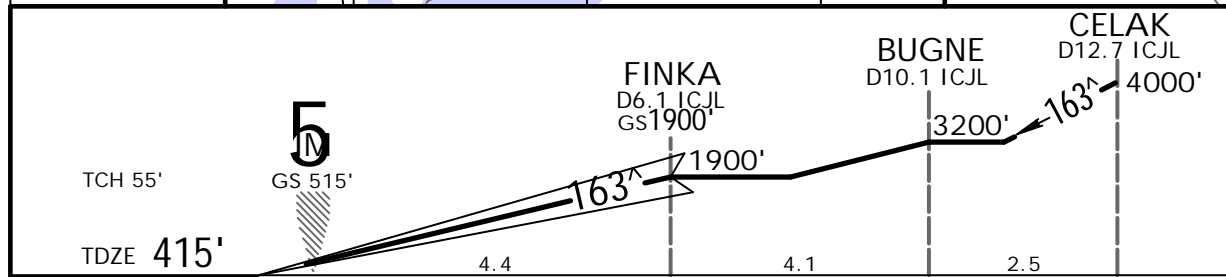
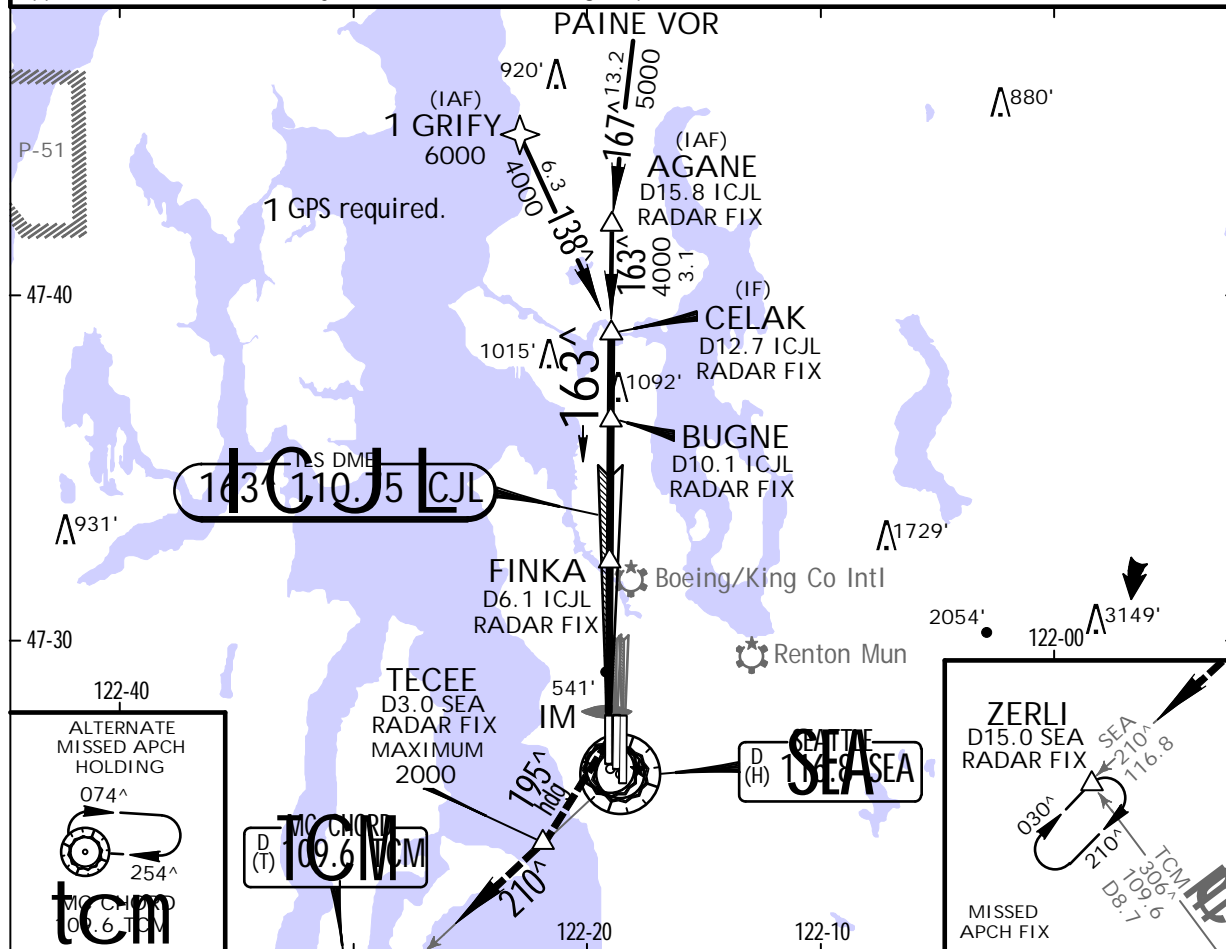
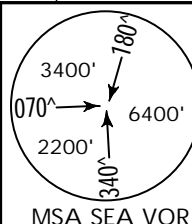
JEPPesen

(21-3B)

SEATTLE, WASH
ILS Rwy 16R SA CAT I

BRIEFING STRIP™

| | | | | |
|--|---------------------------------------|------------------------------|---|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | Rwys 16R/34L 120.95 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | Ground 121.7 |
| LOC ICJL 110.75 | Final Apch Crs 163 [^] | GS FINKA 1900' (1485') | SA CAT I ILS RA 176' DA(H) 565' (150') | Apt Elev 433' TDZE 415' |
| <p>MISSED APCH: Climb to 900' then climb on heading 195[^] and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000' or as directed by ATC.</p> | | | | |
| <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 16L/C. 4. VGSI and ILS glidepath not coincident.</p> | | | | |



| | | | | | | | | | |
|---------------|-------------------|-----|-----|-----|-----|-----|---------|------|------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 900' | 195 [^] |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | then hdg |

TERPS. STRAIGHT-IN LANDING RWY 16R
1 SA CAT I ILS
RA 176'
DA(H) 565' (150')

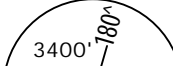
RVR 14

25 AMEND 2B 29 MAY 2014

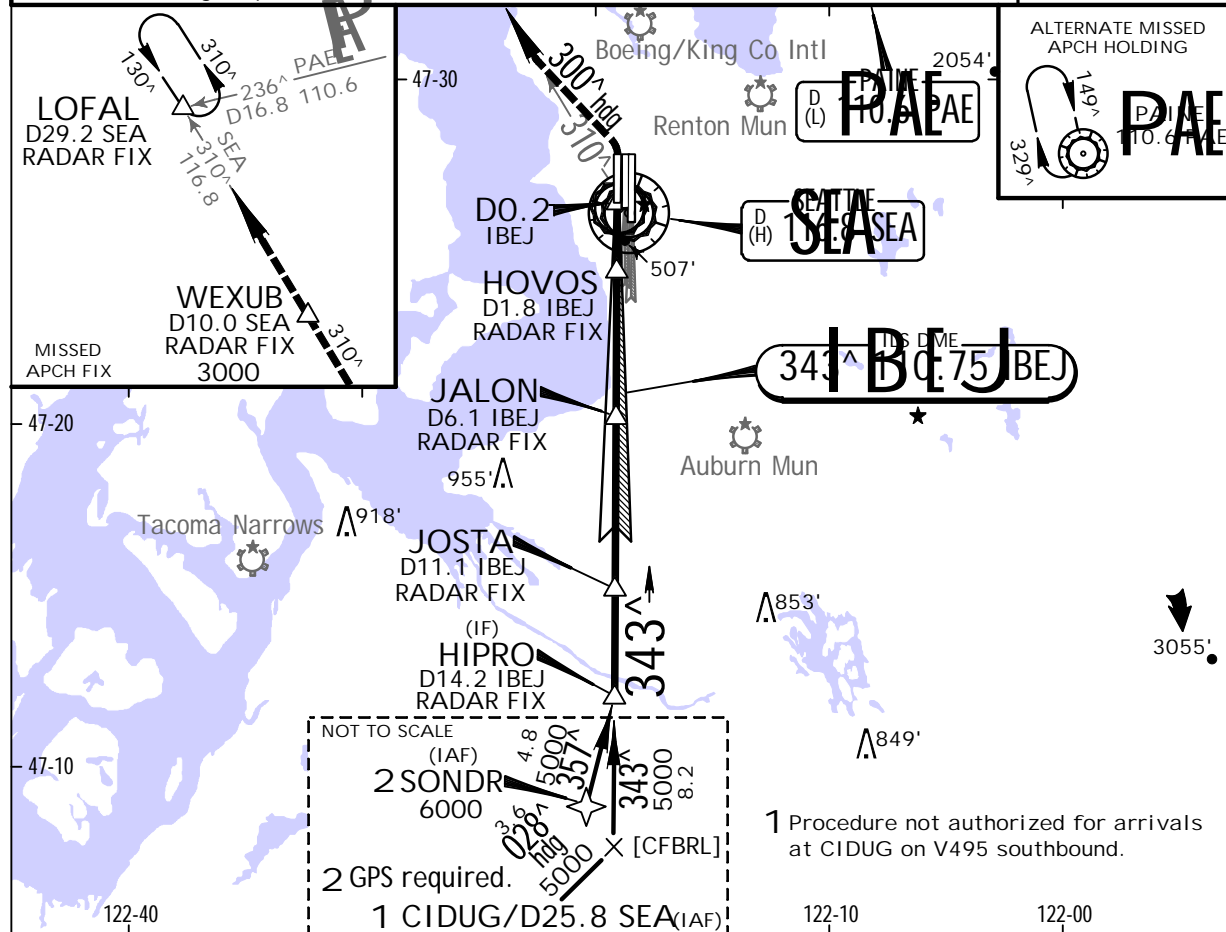
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-TACOMA INTL

JEPPESEN
6 JUN 14 (21-4)

SEATTLE, WASH
ILS or LOC Rwy 34L

| | | | | | |
|---|---------------------------|------------------------------|-----------------------------|----------------------------|---|
| D-ATIS | SEATTLE Approach (R) | | SEATTLE Tower | | Ground |
| 118.0 | 133.65 | Rwys 16R/34L | Rwys 16L/34R, 16C/34C | | 121.7 |
| LOC IB EJ 110.75 | Final Apch Crs 343^ | GS JALON 2400' (2021') | ILS DA(H) 579' (200') | Apt Elev 433' TDZE 379' |  |
| <p>MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300^ and outbound on SEA VOR R-310 to cross WEXUB/D10.0 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-310 to LOFAL/D29.2 SEA/RADAR and hold.</p> | | | | | |
| <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 34 R/C.</p> <p>3. VGSI and ILS glidepath not coincident.</p> | | | | | |

MSA SEA VOR



Profile view of the IBEJ approach procedure. The diagram shows a series of steps: a 3.1 NM segment at 5000' from HIPO (D14.2 IBEJ), a 5.0 NM segment at 4000' from JOSTA (D11.1 IBEJ), a 4.3 NM segment at 3100' from JALON (D6.1 IBEJ, GS 2400'), a 0.9 NM segment at 3040' from HOVOS (D1.8 IBEJ), a 0.9 NM segment at 3000' from IBEJ DME, and a final 0.2 NM segment at 379' from IBEJ. The final step is a 3 NM segment at 379' from IBEJ. The diagram also shows a 3 LOC only segment and a TCH 55' segment.

| | | | | | | | |
|---------------------|------|------|------|------|------|------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| GS 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at D0.2 IBEJ or | | | | | | | |
| JALON to MAP 6.3 | 5:24 | 4:12 | 3:47 | 3:09 | 2:42 | 2:22 | |

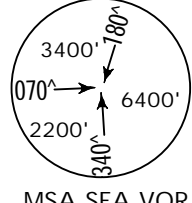
| TERPS. | | STRAIGHT-IN LANDING RWY 34L | | | | CIRCLE-TO-LAND | |
|-------------------|-----------------|---------------------------------|---------------|---------------|-------------|----------------|-------------------|
| DA(H) 579' (200') | | LOC (GS out) MDA(H) 760' (381') | | | | | |
| FULL | | RAIL or ALS out | | RAIL out | | ALS out | |
| A | 1 RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 | Max Kts 90 | 1000'(567')-1 |
| B | | | | | | 120 | |
| C | | | | | | 140 | 1000'(567')-1 1/2 |
| D | | | | | | 165 | 1000'(567')-2 |

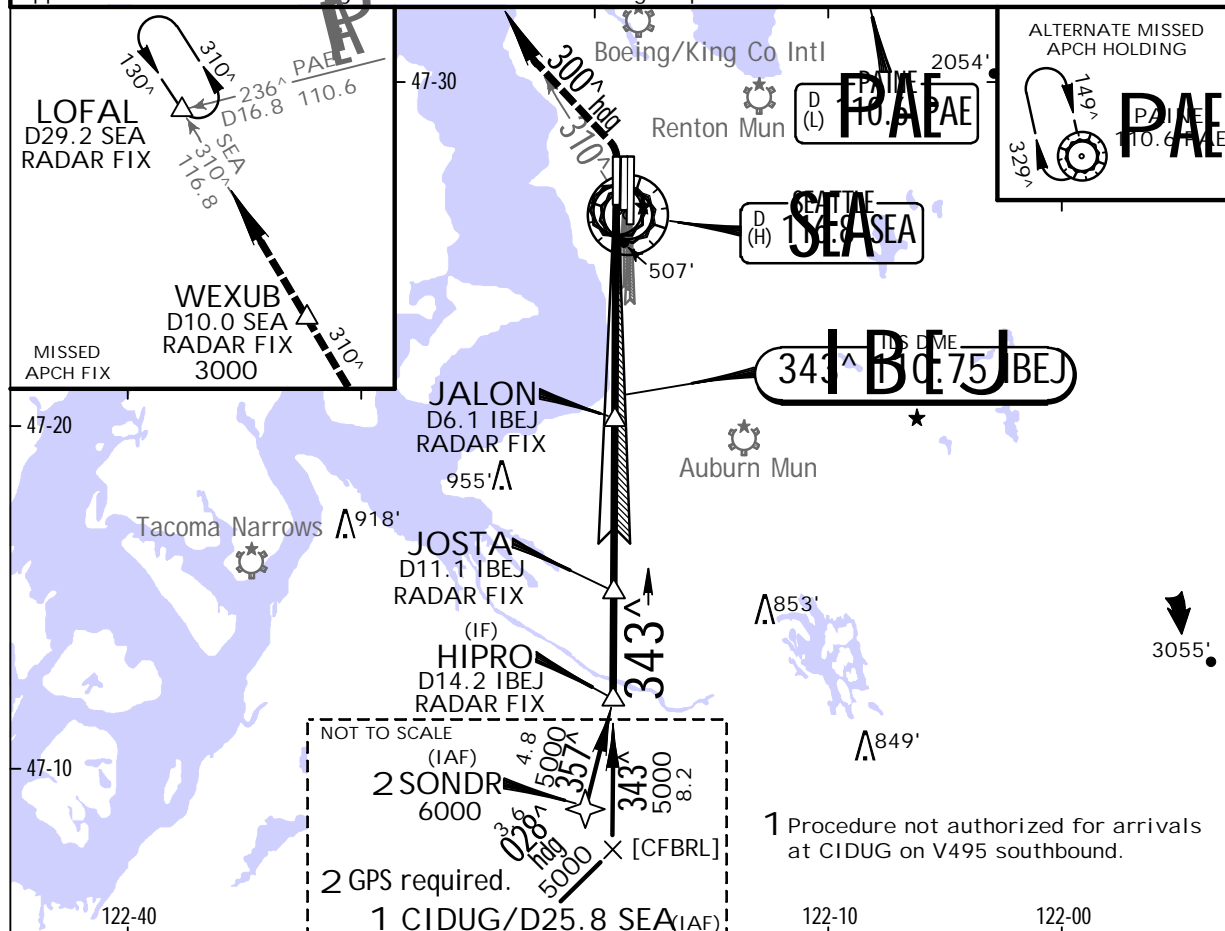
KSEA/SEA
-TACOMA INTL

JEPPESSEN
6 JUN 14 (21-4A)

SEATTLE, WASH
ILS Rwy 34L SA CAT I

BRIEFING STRIP™

| | | | | |
|--|--------------------------------|---|--|--|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16R/34L 120.95 | Rwys 16L/34R, 16C/34C 119.9 | Ground 121.7 |
| LOC IBej 110.75 | Final Apch Crs 343^ | GS JALON 2400' (2021') | SA CAT I ILS RA 213' DA(H) 529' (150') | Apt Elev 433' TDZE 379' |
| <p>MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300^ and outbound on SEA VOR R-310 to WEXUB/D10.0 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-310 to LOFAL/D29.2 SEA/RADAR and hold.</p> | | | |  <p>MSA SEA VOR</p> |
| <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34 R/C. 4. VGSI and ILS glidepath not coincident.</p> | | | | |



| | | | | | | | |
|------------------------------|------------------------------|--------------------------------|-----|-----|-----|---------|-----------|
| HIPRO D14.2 IBEJ 5000' | JOSTA D11.1 IBEJ 4000' | JALON D6.1 IBEJ GS 2400' | 3.1 | 5.0 | 6.3 | TCH 55' | TDZE 379' |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
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TERPS. STRAIGHT-IN LANDING RWY 34L
1 SA CAT I ILS
RA 213'
DA(H) 529' (150')

RVR 14

15 AMEND 1C 29 MAY 2014

KSEA/SEA
-TACOMA INTL

6 JUN 14

JEPPESEN

21-4B

SEATTLE, WASH
ILS Rwy 34L SA CAT II

| | | | | | | |
|-----------------------|---------------------------|------------------------------|---|----------------------------|--------------------------------|--------|
| D-ATIS | | SEATTLE Approach (R) | | SEATTLE Tower | | Ground |
| 118.0 | | 133.65 | | Rwys 16R/34L 120.95 | Rwys 16L/34R, 16C/34C 119.9 | 121.7 |
| LOC IBEJ 110.75 | Final Apch Crs 343^ | GS JALON 2400' (2021') | SA CAT II ILS RA 117' DA(H) 479' (100') | Apt Elev 433' TDZE 379' | | |

MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300° and outbound on SEA VOR R-310 to WEXUB/D10.0 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-310 to LOFAL/D29.2 SEA/RADAR and hold.

MSA SEA VOR

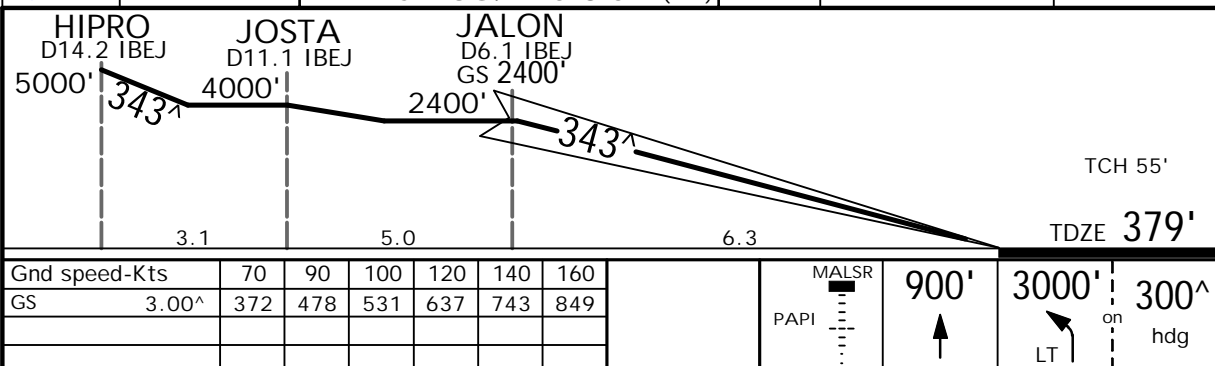
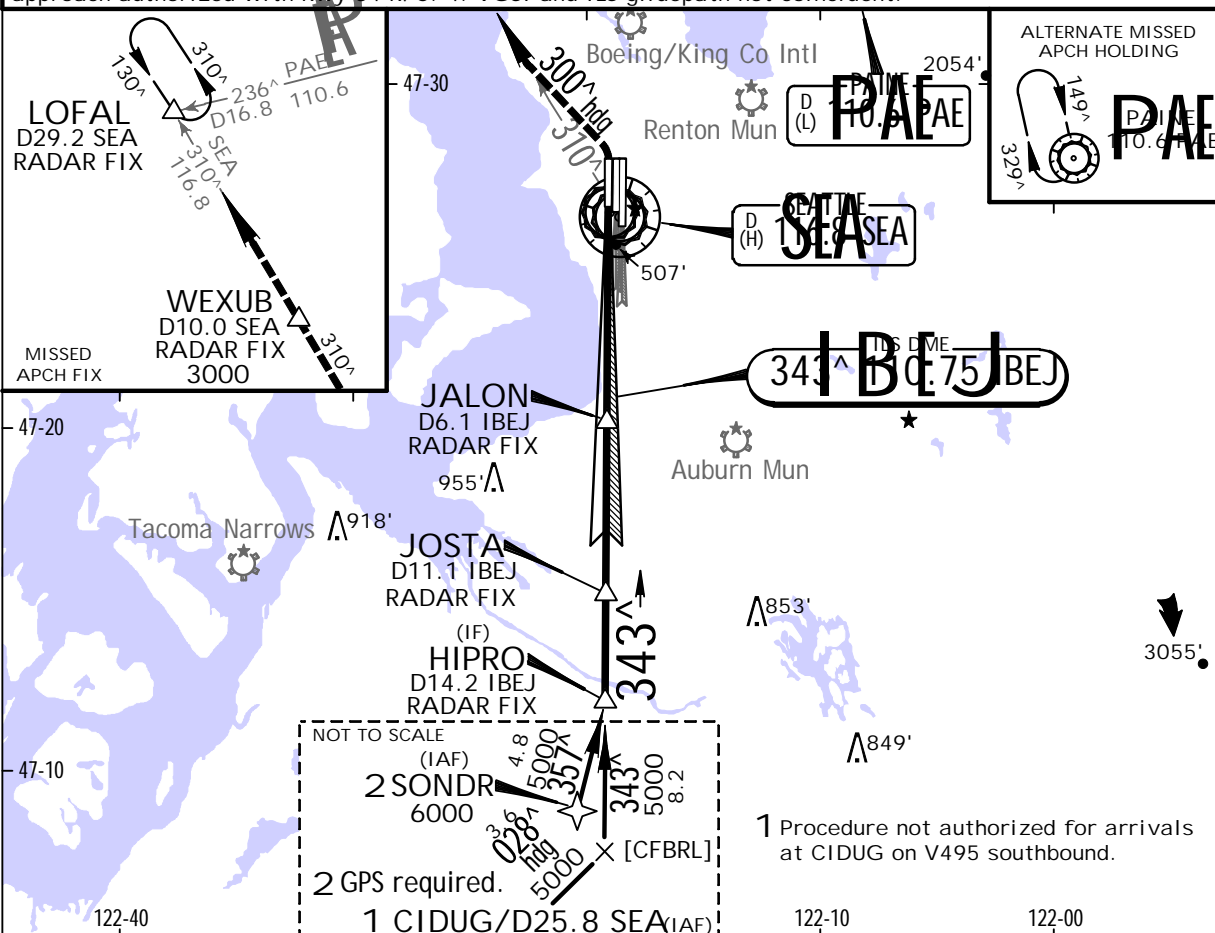
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

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

3. Simultaneous



TERPS.

STRAIGHT-IN LANDING RWY 34L

1 SA CAT II ILS
RA 117'
DA(H) 479' (100')

RVR 12

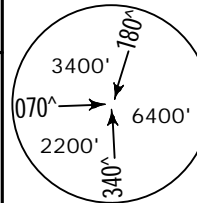
¹ Reduced lighting. Requires specific OPSPEC, MSPEC, or LOA approval and use of AITOI AND or

KSEA/SEA
-TACOMA INTL

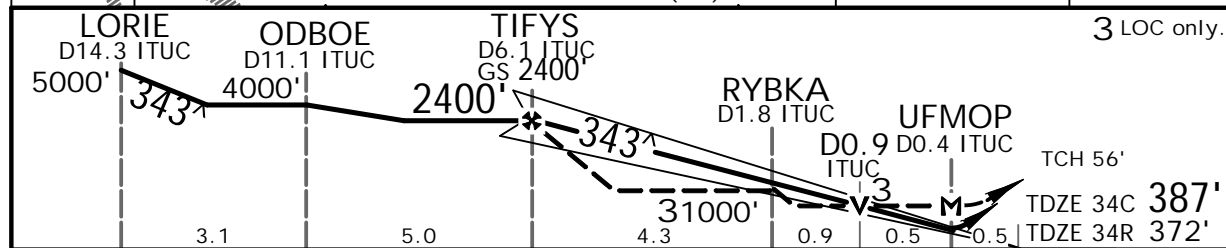
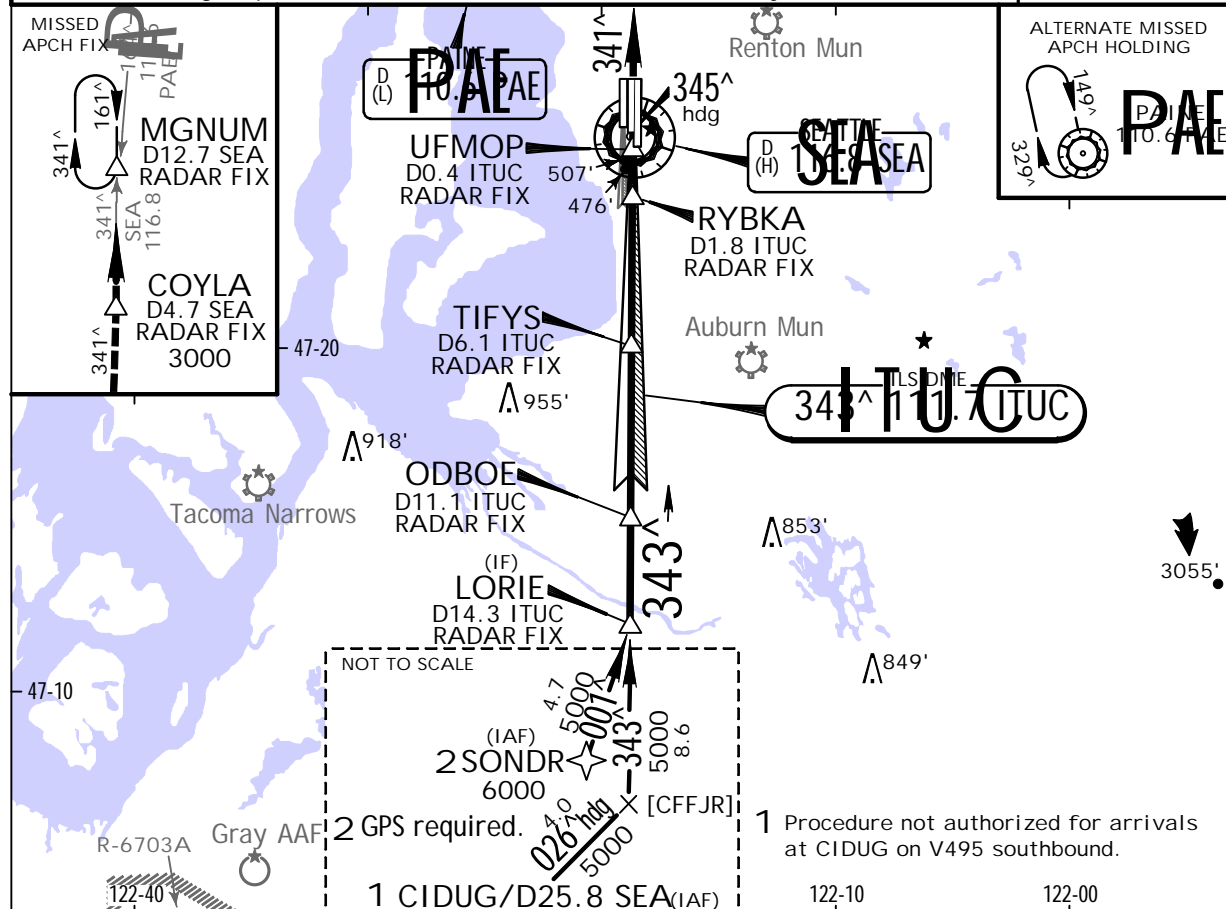
JEPPESSEN
6 JUN 14 (21-5)

SEATTLE, WASH
ILS or LOC Rwy 34C

BRIEFING STRIP™

| | | | | | | |
|--|---------------------------|-----------------------------|----------------------------|--------------------------------|------------------------|---|
| D-ATIS | | SEATTLE Approach (R) | | SEATTLE Tower | | Ground |
| 118.0 | | 133.65 | | Rwys 16C/34C, 16L/34R 119.9 | Rwys 16R/34L 120.95 | 121.7 |
| LOC ITUC 111.7 | Final Apch Crs 343^ | GS TIFYS 2400'(2013') | ILS DA(H) 604'(217') | Apt Elev 433' TDZE 387' | |  |
| MISSED APCH: Climb on heading 345^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'. | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | |
| 1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 34L. 3. VGSI and ILS glidepath not coincident. 4. MALSR & PAPI-L on Rwy 34R. | | | | | | |

MSA SEA VOR



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | | 3000' | 345 [^] | SEA | COYLA |
|------------------------------|-------------------|------|------|------|------|------|-------|--|-------|------------------|-------|-------|
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | PAPI | | ↑ | hdg | 116.8 | |
| MAP at UFMOP or TIFYs to MAP | 5.7 | 4:53 | 3:48 | 3:25 | 2:51 | 2:27 | | | | | R-341 | |

| TERPS | | STRAIGHT-IN LANDING RWY 34C | | | SIDESTEP LANDING RWY 34R | | CIRCLE-TO-LAND | |
|-------|-----------------|-----------------------------|---------------|---------------|--------------------------|--|----------------|-------------------|
| DA(H) | | LOC (GS out) | | | MDA(H) | | MDA(H) | |
| FULL | | RAIL or ALS out | | | RAIL or ALS out | | Max Kts | |
| | | | | | | | | |
| A | | | RVR 24 | RVR 40 | RVR 55 | | 90 | 1000'(567')-1 |
| B | | | or 1/2 | or 3/4 | or 1 | | 120 | |
| C | 1 RVR 24 or 1/2 | | RVR 35 or 5/8 | RVR 45 or 7/8 | RVR 60 or 1 1/8 | | 140 | 1000'(567')-1 1/2 |
| D | | | | | | | 165 | 1000'(567')-2 |

15 AMEND 3C 29 MAY 2014

KSEA/SEA
-TACOMA INTL

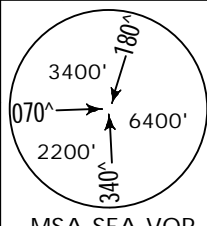
6 JUN 14

(21-5A)

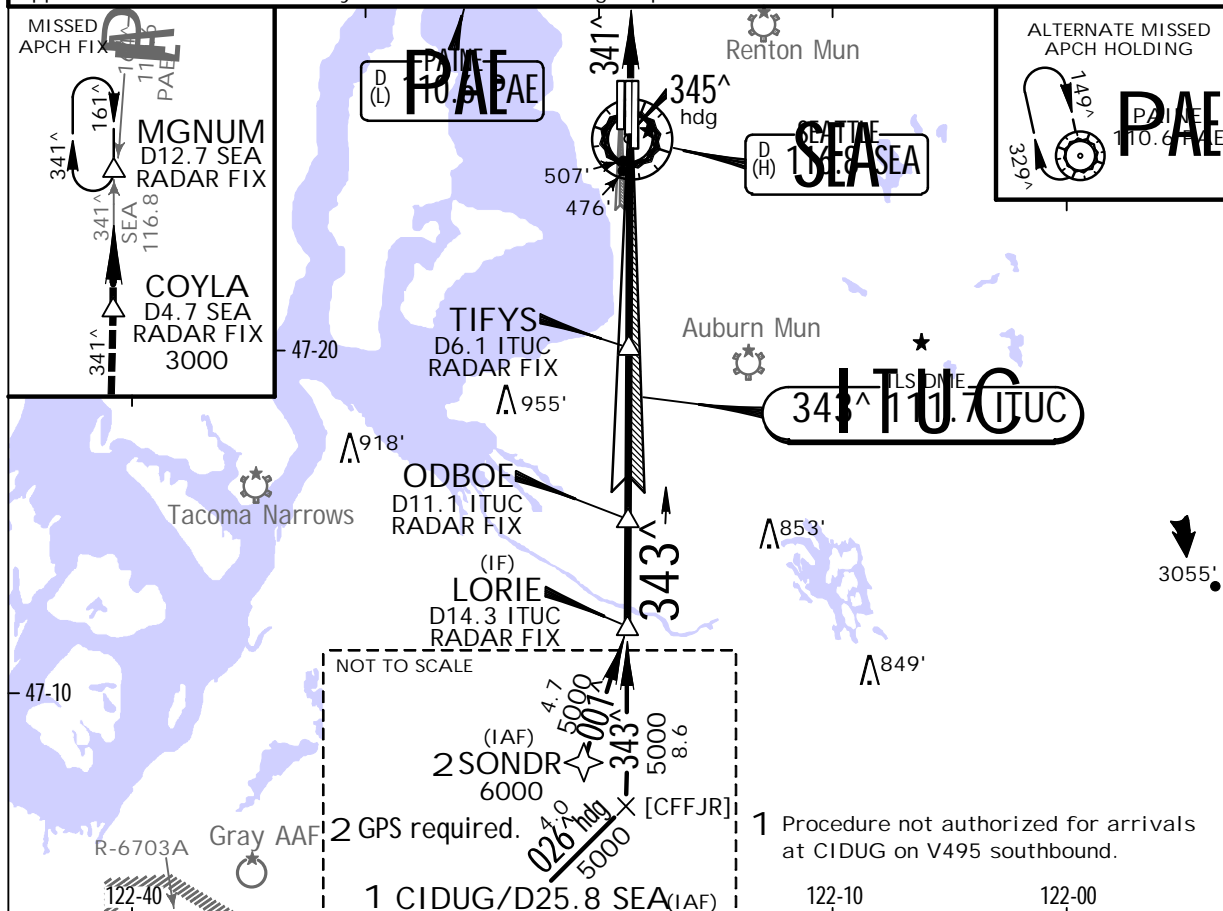
JEPPESSEN

SEATTLE, WASH
ILS Rwy 34C SA CAT I

BRIEFING STRIP™

| | | | | | | |
|----------------------|---------------------------|--------------------------------|--|---|--|--|
| D-ATIS 118.0 | | SEATTLE Approach (R) 133.65 | | SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9 Rwys 16R/34L 120.95 | | Ground 121.7 |
| LOC ITUC 111.7 | Final Apch Crs 343^ | GS TIFYS 2400' (2013') | SA CAT I ILS RA 231' DA(H) 537' (150') | Apt Elev 433' TDZE 387' | |  <p>MSA SEA VOR</p> |

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



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|------------------------------|-------|------------------------------|-----|--------------------------------|-----|-----------|-----|
| LORIE D14.3 ITUC 5000' | | ODBOE D11.1 ITUC 4000' | | TIFYS D6.1 ITUC GS 2400' | | TCH 56' | |
| 3.1 | | 5.0 | | 6.2 | | TDZE 387' | |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
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TERPS.

STRAIGHT-IN LANDING RWY 34C

1 SA CAT I ILS
RA 231'
DA(H) 537' (150')

RVR 14

15 AMEND 3C 29 MAY 2014

KSEA/SEA
-TACOMA INTL

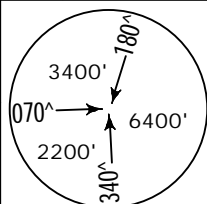
6 JUN 14

(21-5B)

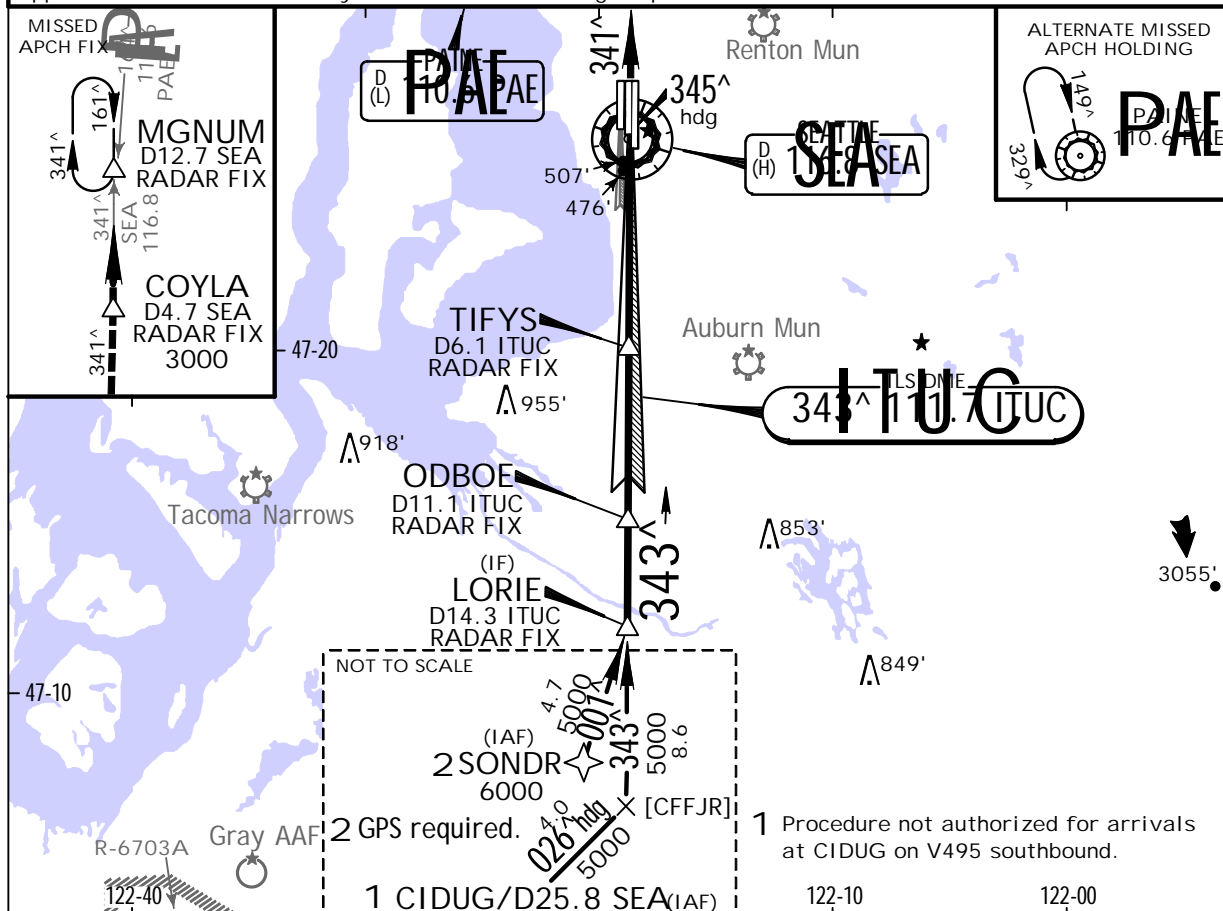
JEPPESEN

SEATTLE, WASH
ILS Rwy 34C SA CAT II

BRIEFING STRIP™

| | | | | |
|---|--------------------------------|---|---|--|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9 | Rwys 16R/34L 120.95 | Ground 121.7 |
| LOC ITUC 111.7 | Final Apch Crs 343^ | GS TIFYS 2400' (2013') | SA CAT II ILS RA 112' DA(H)487'(100') | Apt Elev 433' TDZE 387' |
| MISSED APCH: Climb on heading 345^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'. | | | |  <p>MSA SEA VOR</p> |

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



| | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|-----|--|-----|--------------------------|-----|-----|
| <div><div><div>LORIE D14.3 ITUC 5000'</div><div>ODBOE D11.1 ITUC 4000'</div><div>TIFYS D6.1 ITUC GS 2400'</div></div><div><div>3.1</div><div>5.0</div><div>6.2</div></div><div><div><div>343^</div><div>343^</div><div>343^</div></div><div><div>TCH 56'</div><div>TDZE 387'</div></div></div></div> | | | | | | | <div><div>MALSR</div><div>PAPI</div><div>3000'</div><div>↑</div></div> | | <div><div>345^</div><div>hdg</div><div>and</div><div>116.8</div><div>R-341</div></div> | | <div>SEA COYLA</div> | | |
| Gnd speed-Kts | | | | | | | 70 | 90 | 100 | 120 | 140 | 160 | |
| GS | | | | | | | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | | | | | | | | |
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TERPS. STRAIGHT-IN LANDING RWY 34C
1 SA CAT II ILS
RA 112'
DA(H) 487'(100')

RVR 12

1 Reduced lighting. Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or

KSEA/SEA
-TACOMA INTL

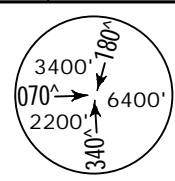
6 JUN 14

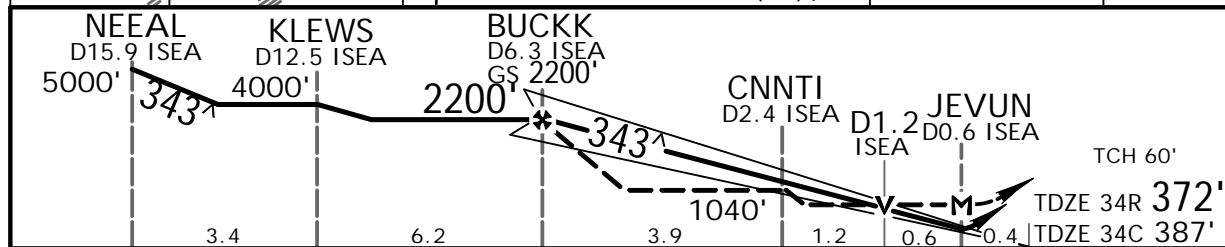
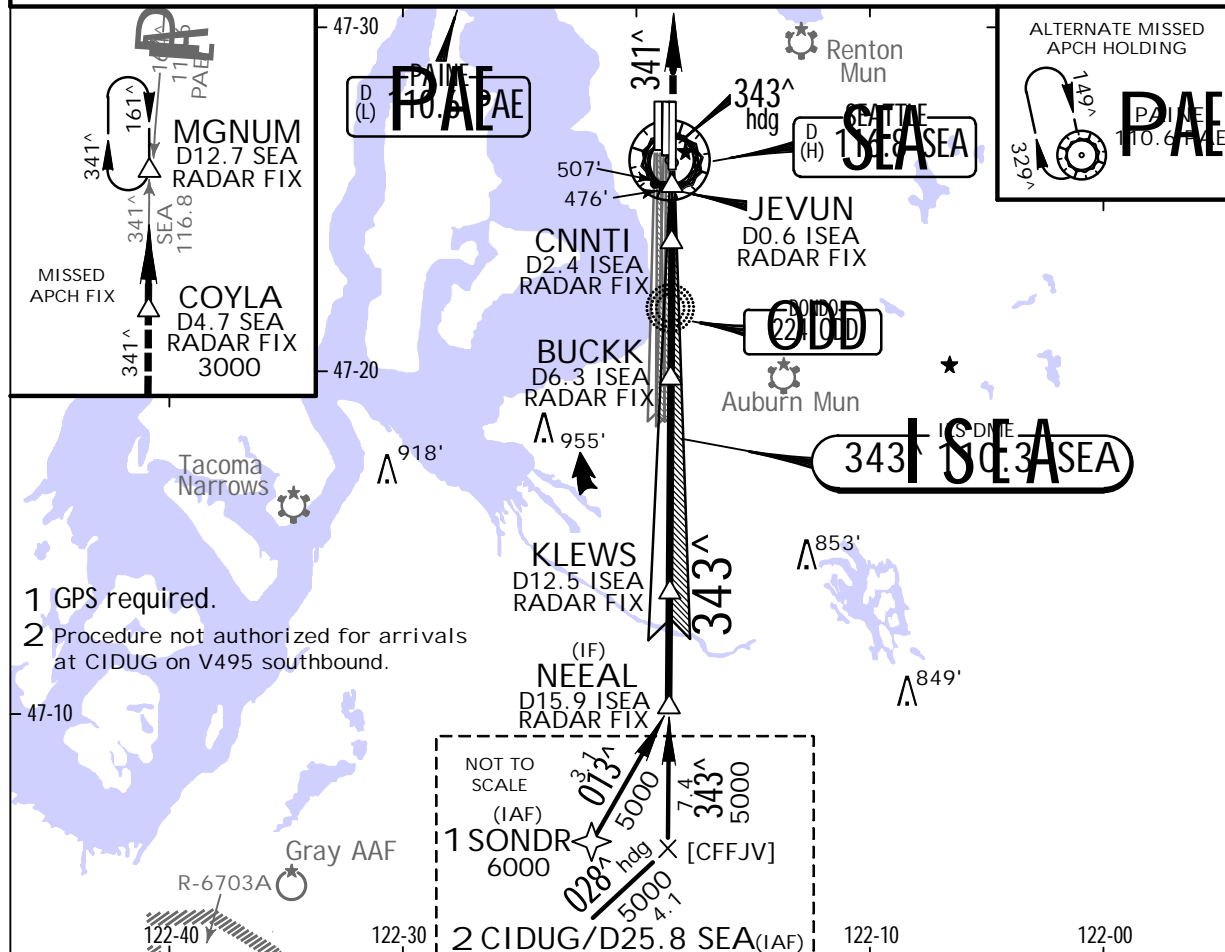
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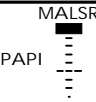
JEPPESSEN

SEATTLE, WASH
ILS or LOC Rwy 34R

BRIEFING STRIP™

| | | | | | | |
|---|---------------------------|---------------------------------|--------------------------------|--------------------------------|------------------------|--|
| D-ATIS | | SEATTLE Approach (R) | | SEATTLE Tower | | Ground |
| 118.0 | | 133.65 | | Rwys 16L/34R, 16C/34C 119.9 | Rwys 16R/34L 120.95 | 121.7 |
| LOC ISEA 110.3 | Final Apch Crs 343^ | GS BUCKK 2200' (1828') | ILS DA(H) 572' (200') | Apt Elev 433' TDZE 372' | |  MSA SEA VOR |
| MISSED APCH: Climb on heading 343^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'. | | | | | | |
| Alt Set: INCHES | | | | | | |
| Trans level: FL 180 | | Trans alt: 18000' | | | | |
| 1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 34L. 3. Use ISEA DME when on Localizer course. 4. VGSI and ILS glidepath not coincident. 5. MALSR & PAPI-L on Rwy 34C. | | | | | | |



| | | | | | | | | | | | |
|------------------------------|-------------------|------|------|------|------|------|---|-------|-------------------------|-----------------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |  | 3000' | 343 [^] hdg | SEA 116.8 R-341 | COYLA |
| GS | 2.75 [^] | 340 | 438 | 486 | 584 | 681 | | | | | |
| MAP at JEVUN or BUCKK to MAP | 5.8 | 4:58 | 3:52 | 3:29 | 2:54 | 2:29 | | | | | |

| TERPS. STRAIGHT-IN LANDING RWY 34R | | | | SIDESTEP LANDING RWY 34C | | | | CIRCLE-TO-LAND | |
|------------------------------------|-------------------|-------------------|-------------------|--------------------------|-------------------|--------------------|-------------------|----------------------|-------------------|
| ILS | | LOC (GS put) | | MDA(H) 720 (348') | | MDA(H) 760' (373') | | MDA(H) | |
| DA(H) 572' (200') | DA(H) 572' (200') | DA(H) 572' (200') | DA(H) 572' (200') | DA(H) 572' (200') | DA(H) 572' (200') | DA(H) 572' (200') | DA(H) 572' (200') | DA(H) 572' (200') | DA(H) 572' (200') |
| FULL | CL out | RAIL or ALS out | RAIL out | ALS out | RAIL out | ALS out | RAIL out | ALS out | Max Kts |
| A | | | | | | | | | 90 |
| B | | | | | | | | | 120 |
| C | RVR 18 or 3/8 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 | RVR 50 or 1 | 1 1/2 | 140 |
| D | | | | | | | | 2 | 165 |
| | | | | | | | | 1000' (567') - 1 | |
| | | | | | | | | 1000' (567') - 1 1/2 | |
| | | | | | | | | 1000' (567') - 2 | |

15 AMEND 2C 29 MAY 2014

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6 JUN 14

21-6A

SEATTLE, WASH
ILS Rwy 34R SA CAT I

| | | | | | | | | | |
|-----------------------------|--|---------------------------------------|--|--|--|---|--|-----------------------------------|--|
| D-ATIS 118.0 | | SEATTLE Approach (R) 133.65 | | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | | Rwys 16R/34L 120.95 | | Ground 121.7 | |
| LOC ISEA 110.3 | | Final Appch Crs 343° | | GS BUCK 2200' (1828') | | SA CAT I ILS RA 250' DA(H)522'(150') | | Apt Elev 433' TDZE 372' | |
| | | | | | | | | | |

MISSED APCH: Climb on heading 343^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.

MSA SEA VOR

Alt Set: INCHES

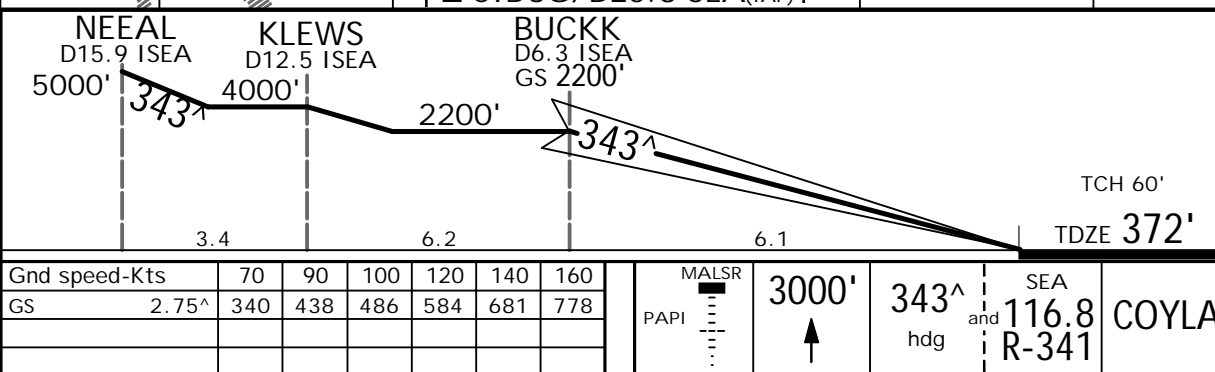
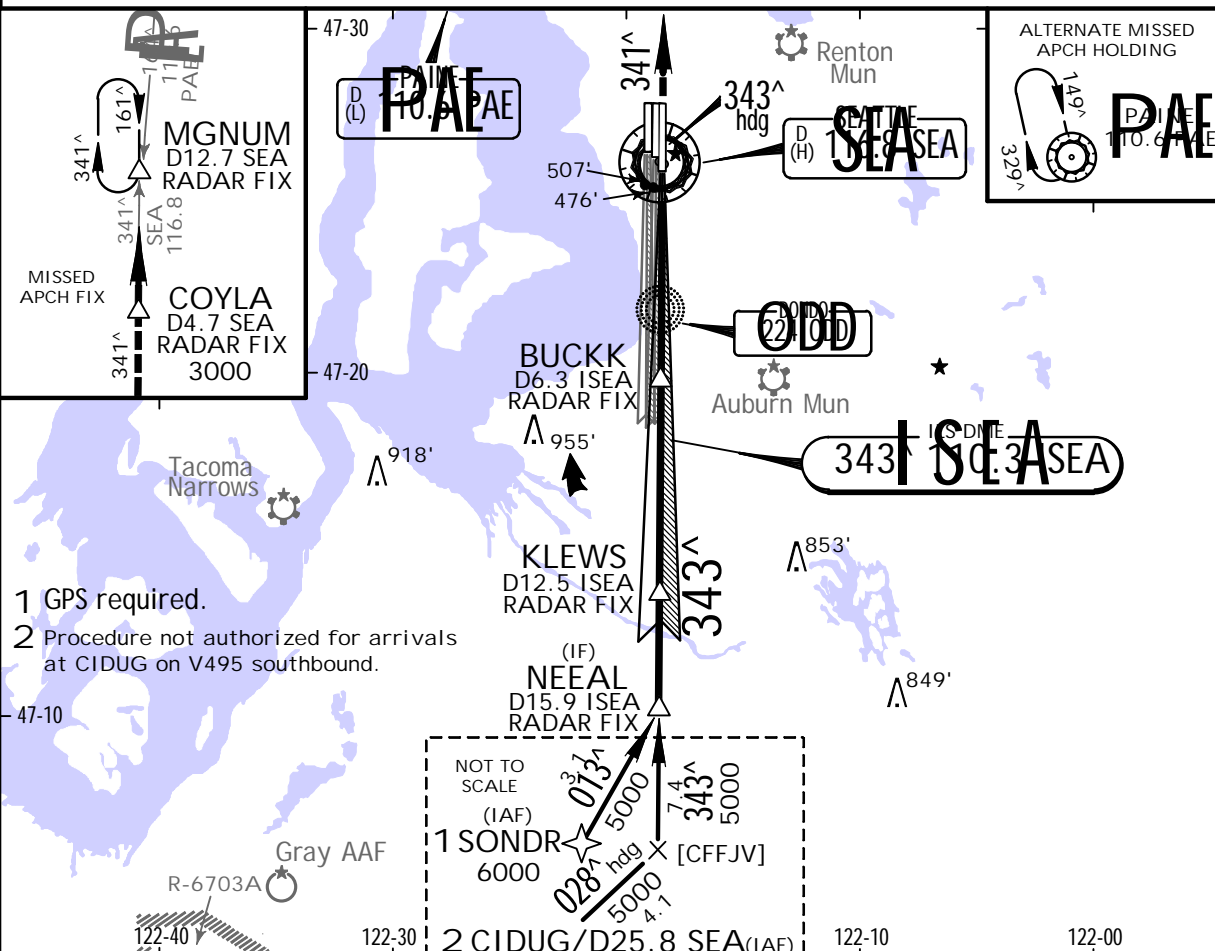
Trans level: FL 180

Trans alt: 18000'

1. Special Aircrew & Aircraft Certification Required. 2. DME or Radar required.

3. Simultaneous approach authorized with Rwy 34L. 4. Use ISEA DME when on Localizer course.

5. VGSI and ILS glidepath not coincident. 6. MALSR & PAPI-L on Rwy 34C.



TERPS.

STRAIGHT-IN LANDING RWY 34R

1 SA CAT I ILS

RA 250

DA(H) 522' (150')

| |
|---|
| A |
| B |
| C |
| D |

RVR 14

KSEA/SEA
-TACOMA INTL

6 JUN 14

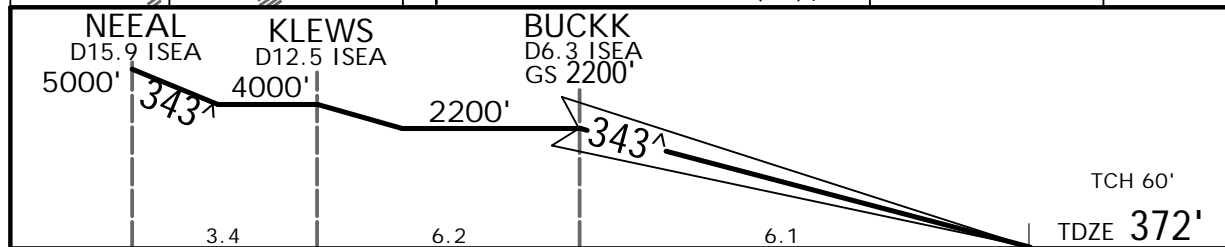
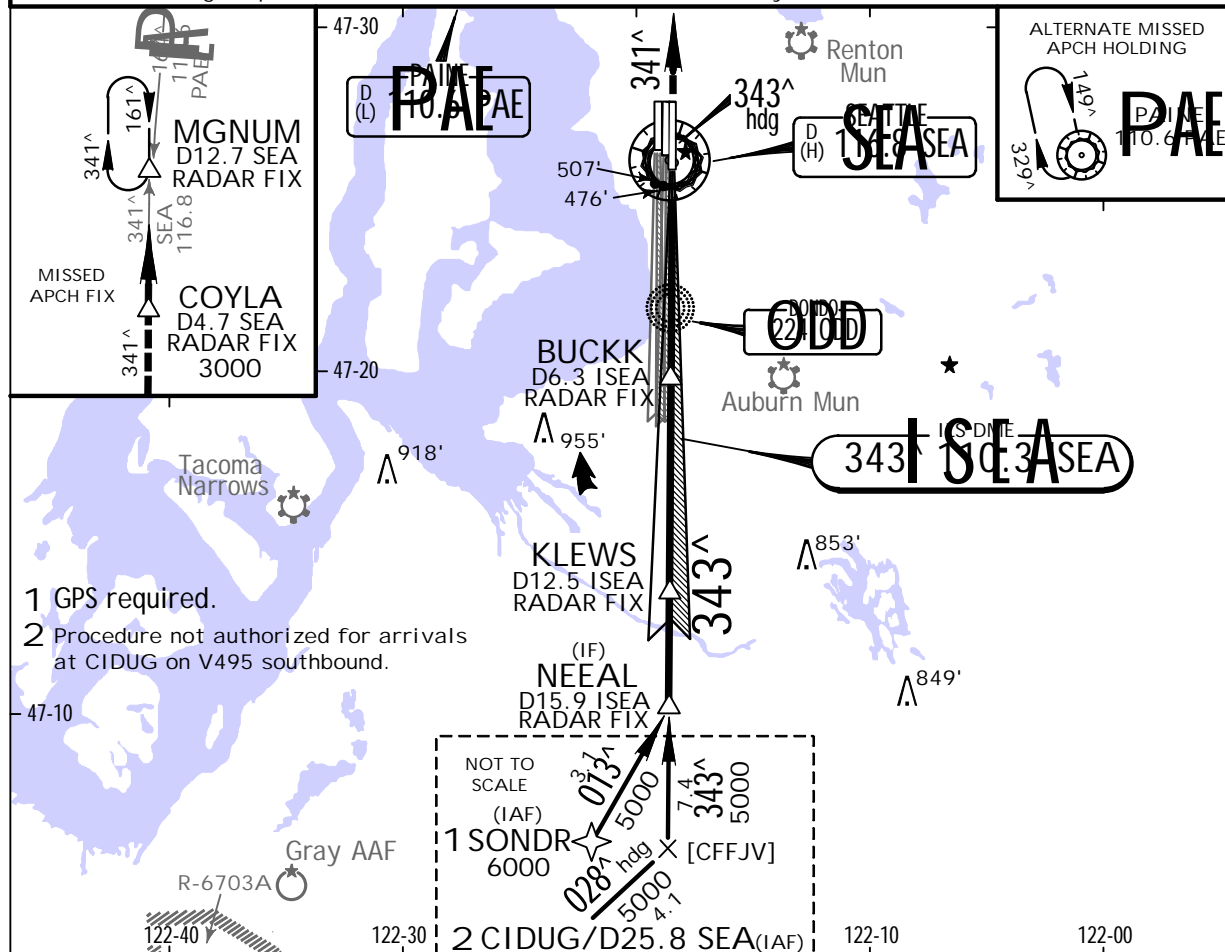
(21-6B)

JEPPESSEN

SEATTLE, WASH
ILS Rwy 34R SA CAT II

BRIEFING STRIP™

| | | | | |
|--|---------------------------------------|---|---|--|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | Rwys 16R/34L 120.95 | Ground 121.7 |
| LOC ISEA 110.3 | Final Apch Crs 343 [^] | GS BUCKK 2200' (1828') | SA CAT II ILS RA 200' DA(H) 472' (100') | Apt Elev 433' TDZE 372' |
| <p>MISSED APCH: Climb on heading 343[^] and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' on SEA VOR R-341 to MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.</p> | | | |  <p>MSA SEA VOR</p> |
| <p>Alt Set: INCHES Trans level: FL 180</p> <p>1. Special Aircrew & Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34L. 4. Use ISEA DME when on Localizer course. 5. VGSI and ILS glidepath not coincident. 6. MALS & PAPI-L on Rwy 34C.</p> | | | | |



| | | | | | | | | | | | |
|---------------|-------------------|-----|-----|-----|-----|-----|------|-------|------------------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALS | 3000' | 343 [^] | SEA | COYLA |
| GS | 2.75 [^] | 340 | 438 | 486 | 584 | 681 | PAPI | ↑ | hdg | 116.8 | R-341 |

TERPS.
STRAIGHT-IN LANDING RWY 34R
1 SA CAT II ILS
RA 200'
DA(H) 472' (100')

| | |
|---|--|
| A | |
| B | |
| C | |
| D | |

1 Reduced lighting. Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or

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-TACOMA INTL

6 JUN 14

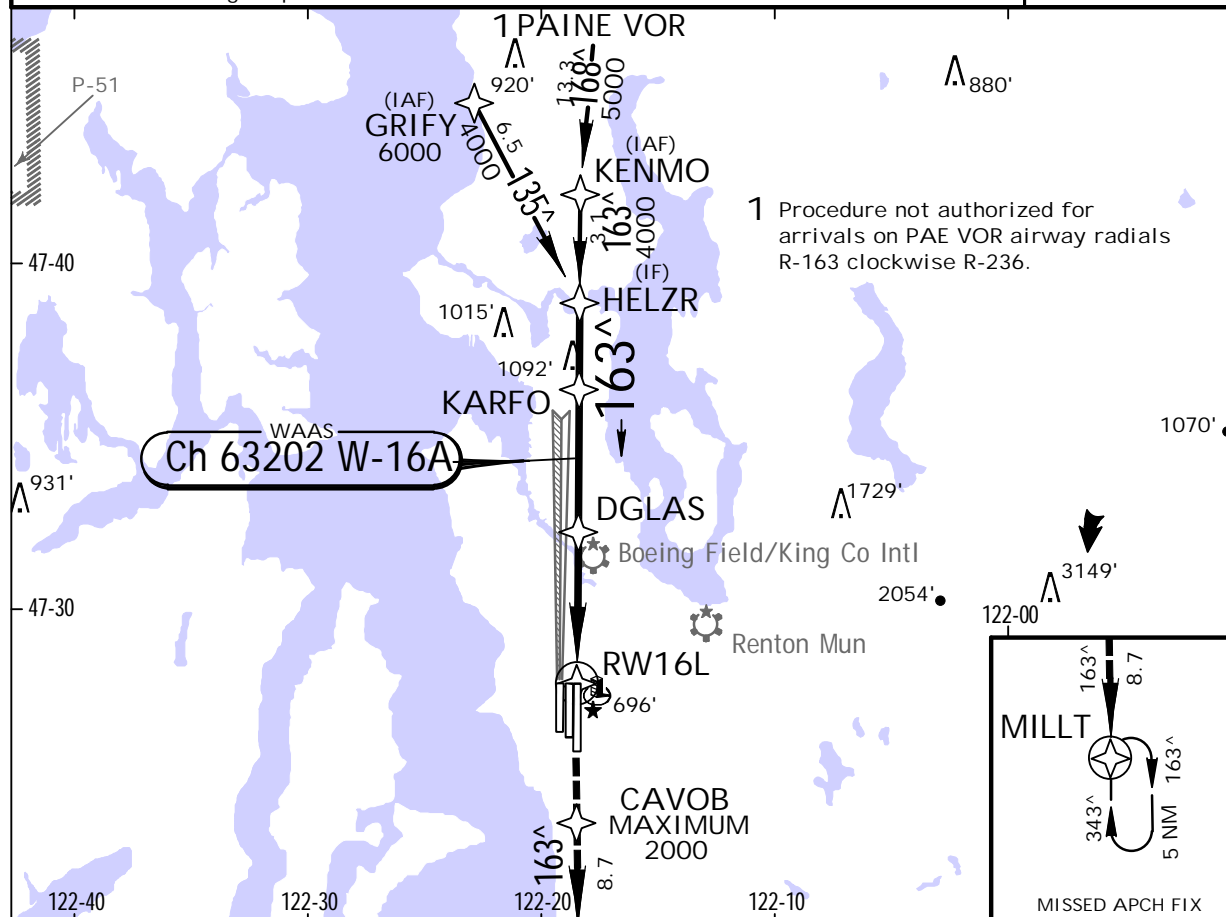
JEPPESSEN

(22-1)

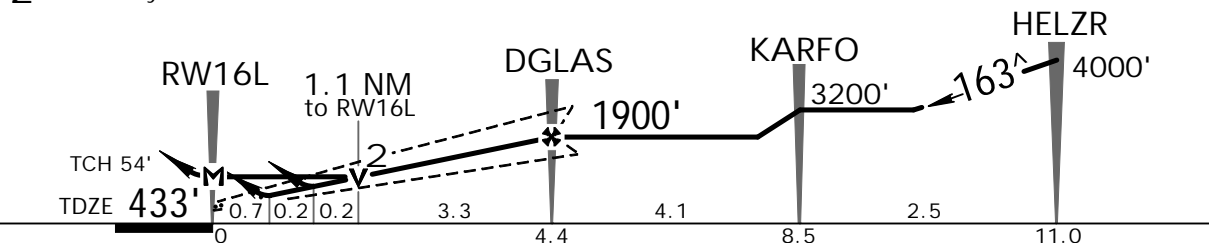
SEATTLE, WASH
RNAV (GPS) Y Rwy 16L

BRIEFING STRIP™

| | | | | |
|---|--------------------------------|--|-----------------------------|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 Rwys 16R/34L 120.95 | | Ground 121.7 |
| WAAS Ch 63202 W-16A | Final Apch Crs 163° | Minimum Alt DGLAS 1900' (1467') | LPV DA(H) 709' (276') | Apt Elev 433' TDZE 433' |
| MISSED APCH: Climb direct CAVOB to cross CAVOB at or below 2000', then climb to 5000' on track 163° to MILLT and hold. Continue climb-in-hold to 5000'. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 16R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident. | | | | |
| 6400' | | | | |
| MSA RW16L | | | | |



2 LNAV only



| | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|----------|-------|----------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALS F-11 | 2000' | or below | CAVOB |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | |
| MAP at RW16L | | | | | | | | | | |

| TERPS | | STRAIGHT-IN LANDING RWY 16L | | | | CIRCLE-TO-LAND | |
|-------|---------------|-----------------------------|--------------------------------|---------------|------------------------------|----------------|-------------------|
| | | LPV DA(H) 709' (276') | LNAV/VNAV DA(H) 789' (356') | | 1 LNAV MDA(H) 840' (407') | | |
| | | ALS out | ALS out | | ALS out | Max Kts | MDA(H) |
| A | | | | | | 90 | 1000'(567')-1 |
| B | RVR 24 or 1/2 | RVR 45 or 7/8 | RVR 34 or 5/8 | RVR 60 or 1/8 | RVR 24 or 1/2 | 120 | 1000'(567')-1 1/2 |
| C | | | | | RVR 40 or 3/4 | 140 | 1000'(567')-2 |
| D | | | | | | 165 | |

35 AMEND 3A 29 MAY 2014

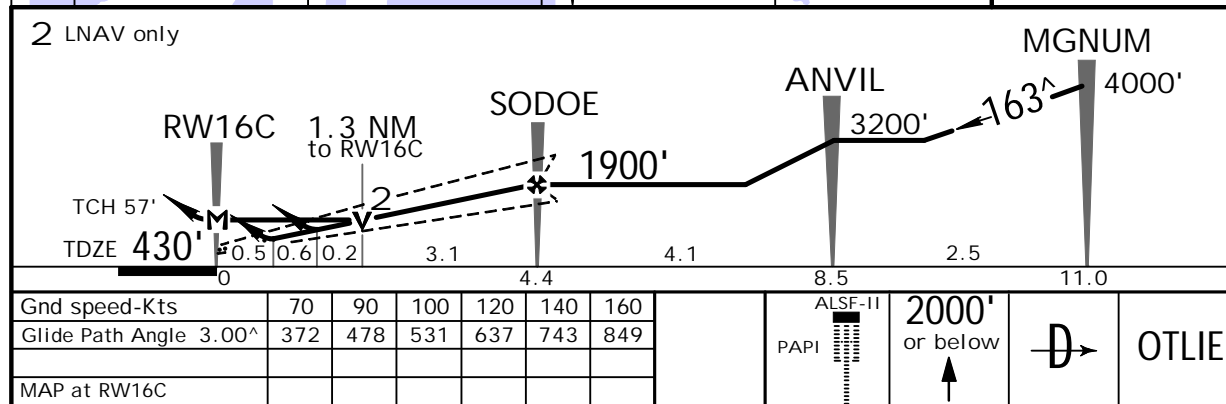
KSEA/SEA
-TACOMA INTL

JEPPESSEN
6 JUN 14 (22-2)

SEATTLE, WASH
RNAV (GPS) Y Rwy 16C

BRIEFING STRIP™

| | | | | |
|---|---------------------------------------|---|-----------------------------|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9 | Rwys 16R/34L 120.95 | Ground 121.7 |
| WAAS Ch 61010 W-16B | Final Apch Crs 163 [^] | Minimum Alt SODOE 1900' (1470') | LPV DA(H) 630' (200') | Apt Elev 433' TDZE 430' |
| <p>MISSED APCH: Climb direct OTLIE to cross OTLIE at or below 2000', then climb to 5000' on track 162[^] to MILLT and hold. Continue climb-in-hold to 5000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8[^]C (18[^]F) or above 54[^]C (130[^]F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 16R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. See 20-9A for Alert Notice. 6. VGSI and RNAV glidepath not coincident.</p> | | | | |
| <p>6400'</p> <p>MSA RW16C</p> | | | | |



| TERPS | | STRAIGHT-IN LANDING RWY 16C | | | | CIRCLE-TO-LAND | |
|-------------------|--|-----------------------------|--|--------------------|--|----------------|---------------------|
| LPV | | LNAV/VNAV | | 1 LNAV | | | |
| DA(H) 630' (200') | | DA(H) 840' (410') | | MDA(H) 920' (490') | | | |
| ALS out | | ALS out | | ALS out | | Max Kts | MDA(H) |
| RVR 24 or 1/2 | | RVR 40 or 3/4 | | RVR 24 or 1/2 | | 90 | 1000' (567') -1 |
| RVR 40 or 3/4 | | RVR 44 or 7/8 | | RVR 55 or 1 | | 120 | 1000' (567') -1 1/2 |
| RVR 24 or 1/2 | | 1 3/8 | | 1 3/8 | | 140 | 1000' (567') -1 1/2 |
| | | | | | | 165 | 1000' (567') -2 |

AMEND 2A 29 MAY 2014

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-TACOMA INTL

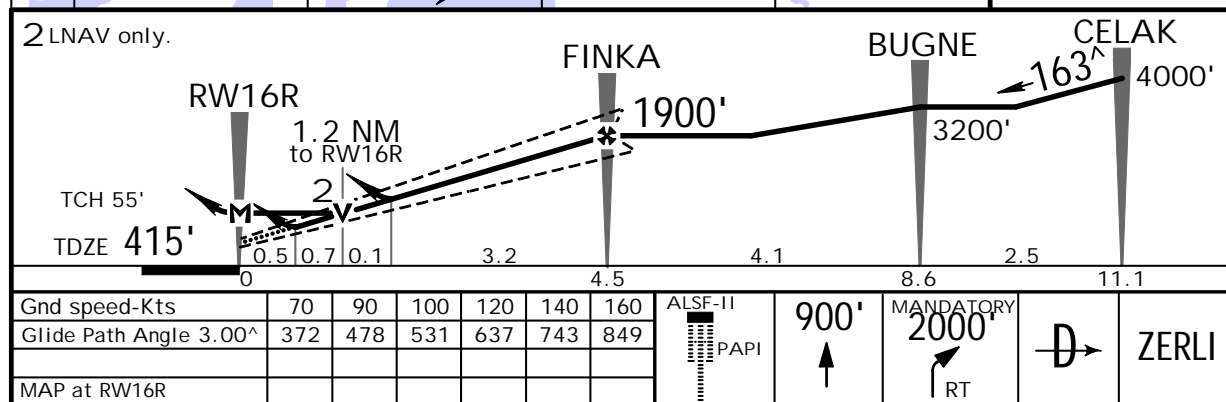
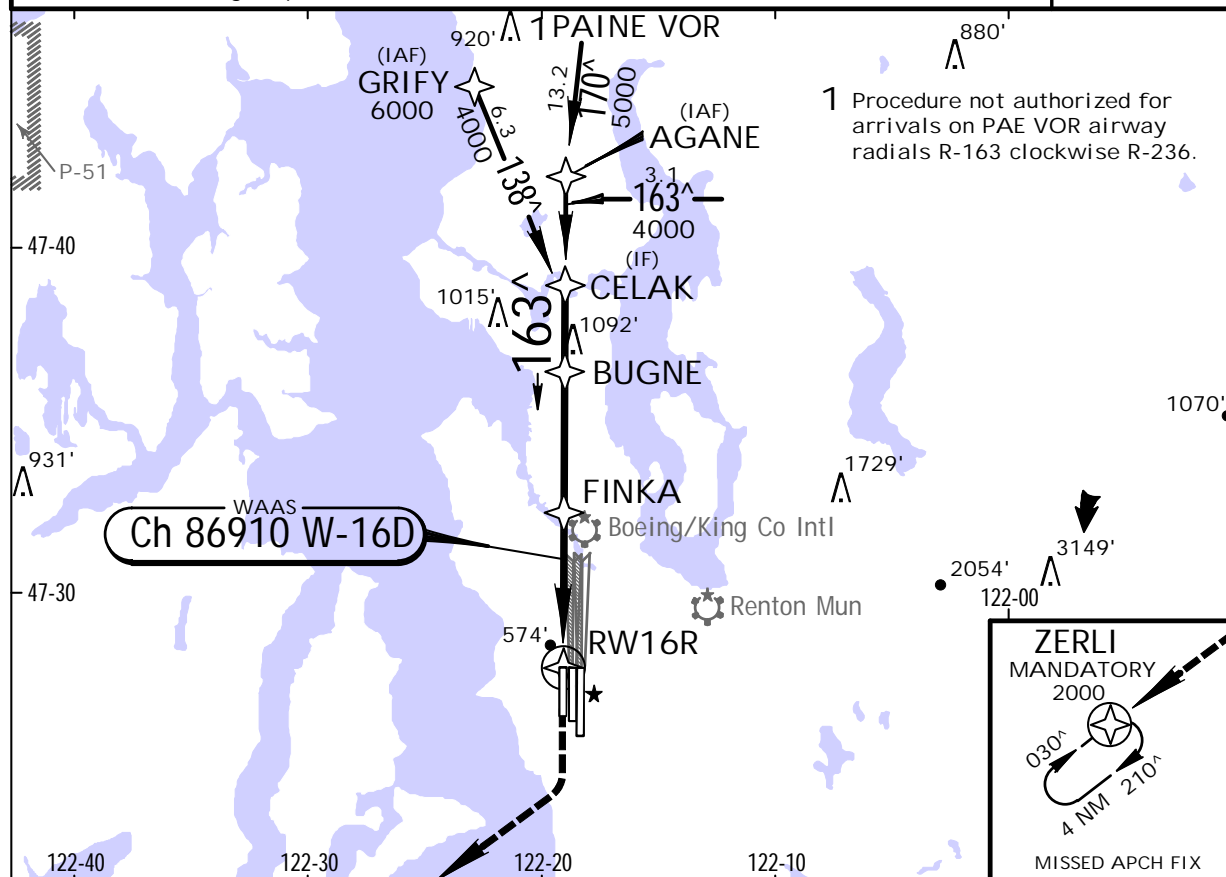
6 JUN 14

JEPPESSEN
(22-3)

SEATTLE, WASH
RNAV (GPS) Y Rwy 16R

BRIEFING STRIP™

| | | | | |
|---|--------------------------------|---------------------------------------|---|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | Rwys 16R/34L 120.95 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | Ground 121.7 |
| WAAS Ch 86910 W-16D | Final Apch Crs 163° | Minimum Alt FINKA 1900' (1485') | LPV DA(H) 615' (200') | Apt Elev 433' TDZE 415' |
| MISSED APCH: Climb to 900' then climbing RIGHT turn direct ZERLI to cross ZERLI at MANDATORY 2000' and hold. When authorized by ATC, climb-in-hold to 5000'. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. Simultaneous approach authorized with Rwy 16L/C. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. DME/DME-RNP 0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. | | | | |
| | | | | 6400' MSA RW16R |



| TERPS | | STRAIGHT-IN LANDING RWY 16R | | CIRCLE-TO-LAND | |
|-------------------------------------|---------------|---|-------------|---|----------------------|
| LPV DA(H) 615' (200') ALS out | | LNAV/VNAV DA(H) 878' (463') ALS out | | 1 LNAV MDA(H) 840' (425') ALS out | |
| A | | | | Max Kts. | MDA(H) |
| B | | | | 90 | 1000' (567') - 1 |
| C | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 | 120 | 1000' (567') - 1 1/2 |
| D | | | | 140 | 1000' (567') - 1 1/2 |
| | | | | 165 | 1000' (567') - 2 |

35 AMEND 1A 29 MAY 2014

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-TACOMA INTL

6 JUN 14

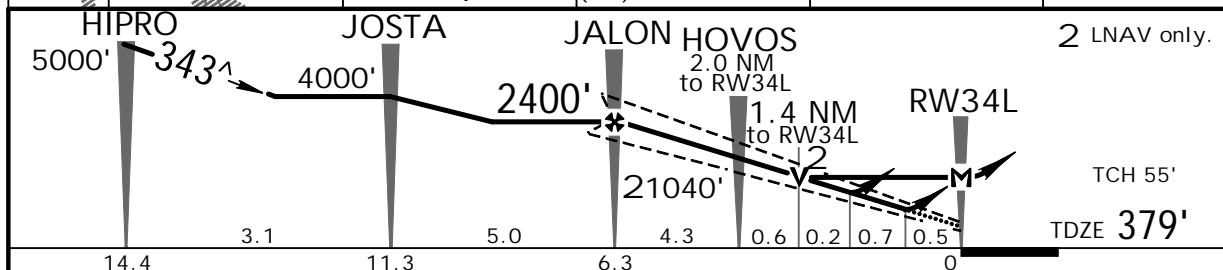
JEPPESSEN

(22-4)

SEATTLE, WASH
RNAV (GPS) Y Rwy 34L

BRIEFING STRIP™

| | | | | |
|---|--------------------------------|---------------------------------------|---|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | Rwys 16R/34L 120.95 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | Ground 121.7 |
| WAAS Ch 45810 W-34A | Final Apch Crs 343^ | Minimum Alt JALON 2400' (2021') | LPV DA(H) 579' (200') | Apt Elev 433' TDZE 379' |
| MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct LOFAL and hold. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. Simultaneous approach authorized with Rwy 34R/C. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. DME/DME-RNP 0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. | | | | |
| | | | | 6400' MSA RW34L |



| | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-------|------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 900' | 5000' | LOFAL |
| Glide Path Angle 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | LT | |
| MAP at RW34L | | | | | | | | | | |

| TERPS | | STRAIGHT-IN LANDING RWY 34L | | | | CIRCLE-TO-LAND | | |
|-------------------|---------------|-----------------------------|---------------|--------------------|-------|----------------|---------------------|--|
| LPV | | LNAV/VNAV | | 1 LNAV | | MDA(H) | | |
| DA(H) 579' (200') | | DA(H) 808' (429') | | MDA(H) 860' (481') | | Max Kts | | |
| RAIL or ALS out | | RAIL out | | RAIL out | | 90 | 1000' (567') -1 | |
| A | | | | | | 120 | | |
| B | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 40 or 3/4 | RVR 50 or 1 | 1 3/8 | 140 | 1000' (567') -1 1/2 | |
| C | | | | | | 165 | 1000' (567') -2 | |
| D | | | | | | | | |

15 AMEND 1B 29 MAY 2014

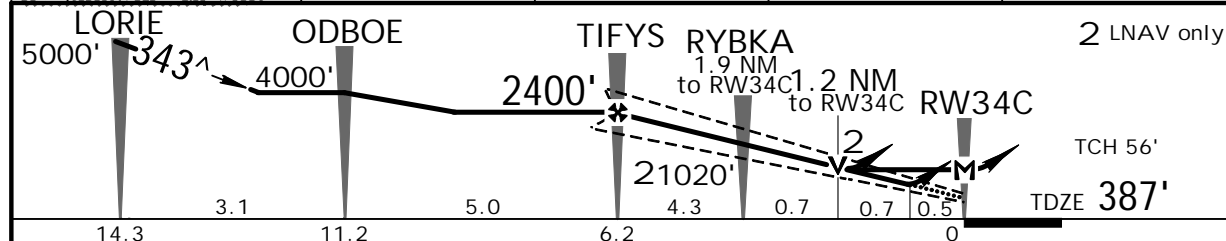
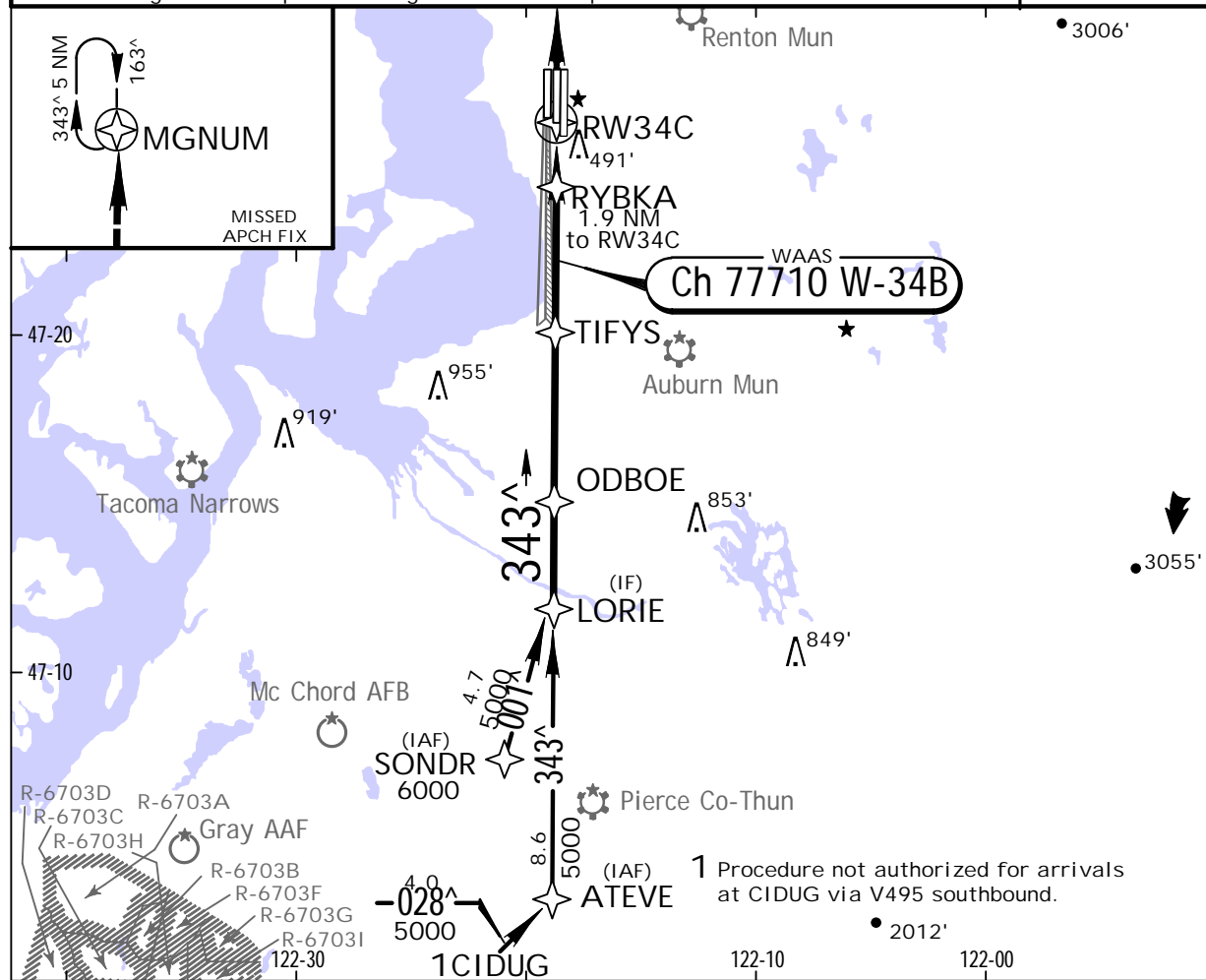
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-TACOMA INTL

JEPPESSEN
29 AUG 14 (22-5)

SEATTLE, WASH
RNAV (GPS) Y Rwy 34C

BRIEFING STRIP™

| | | | | |
|---|---------------------------------------|---|-----------------------------|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9 | Rwys 16R/34L 120.95 | Ground 121.7 |
| WAAS Ch 77710 W-34B | Final Apch Crs 343 [^] | Minimum Alt TIFYS 2400' (2013') | LPV DA(H) 610' (223') | Apt Elev 433' TDZE 387' |
| MISSED APCH: Climb to 5000' direct MGNUM and hold, continue climb-in-hold to 5000'. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | |
| 1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 34L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of FD or AP providing RNAV track guidance required during simultaneous operations. | | | | |
| | | | | 6400' |
| | | | | MSA RW34C |



| | | | | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|-----|-------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 5000' | MGNUM |
| Glide Path Angle 3.00 [^] | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | | |
| MAP at RW34C | | | | | | | | | |

| TERPS | | | STRAIGHT-IN LANDING RWY 34C | | | CIRCLE-TO-LAND | | |
|-------------|-------|-----------------|-----------------------------|-------|----------|----------------|--------|---------|
| LPV | DA(H) | RAIL or ALS out | LNAV/VNAV | DA(H) | RAIL out | LNAV | MDA(H) | Max Kts |
| 610' (223') | | | 839' (452') | | | 880' (493') | | 90 |
| | | | | | | | | 120 |
| | | | | | | | | 140 |
| | | | | | | | | 160 |
| | | | | | | | | 180 |
| | | | | | | | | 200 |
| | | | | | | | | 220 |
| | | | | | | | | 240 |
| | | | | | | | | 260 |
| | | | | | | | | 280 |
| | | | | | | | | 300 |
| | | | | | | | | 320 |
| | | | | | | | | 340 |
| | | | | | | | | 360 |
| | | | | | | | | 380 |
| | | | | | | | | 400 |
| | | | | | | | | 420 |
| | | | | | | | | 440 |
| | | | | | | | | 460 |
| | | | | | | | | 480 |
| | | | | | | | | 500 |
| | | | | | | | | 520 |
| | | | | | | | | 540 |
| | | | | | | | | 560 |
| | | | | | | | | 580 |
| | | | | | | | | 600 |
| | | | | | | | | 620 |
| | | | | | | | | 640 |
| | | | | | | | | 660 |
| | | | | | | | | 680 |
| | | | | | | | | 700 |
| | | | | | | | | 720 |
| | | | | | | | | 740 |
| | | | | | | | | 760 |
| | | | | | | | | 780 |
| | | | | | | | | 800 |
| | | | | | | | | 820 |
| | | | | | | | | 840 |
| | | | | | | | | 860 |
| | | | | | | | | 880 |
| | | | | | | | | 900 |
| | | | | | | | | 920 |
| | | | | | | | | 940 |
| | | | | | | | | 960 |
| | | | | | | | | 980 |
| | | | | | | | | 1000 |

25 AMEND 2B 29 MAY 2014

KSEA/SEA
-TACOMA INTL

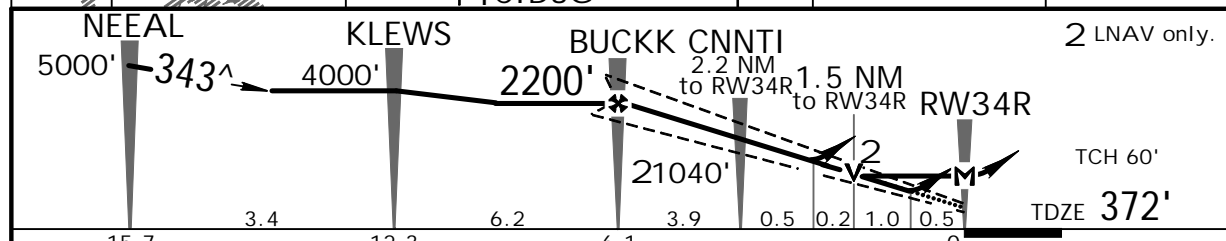
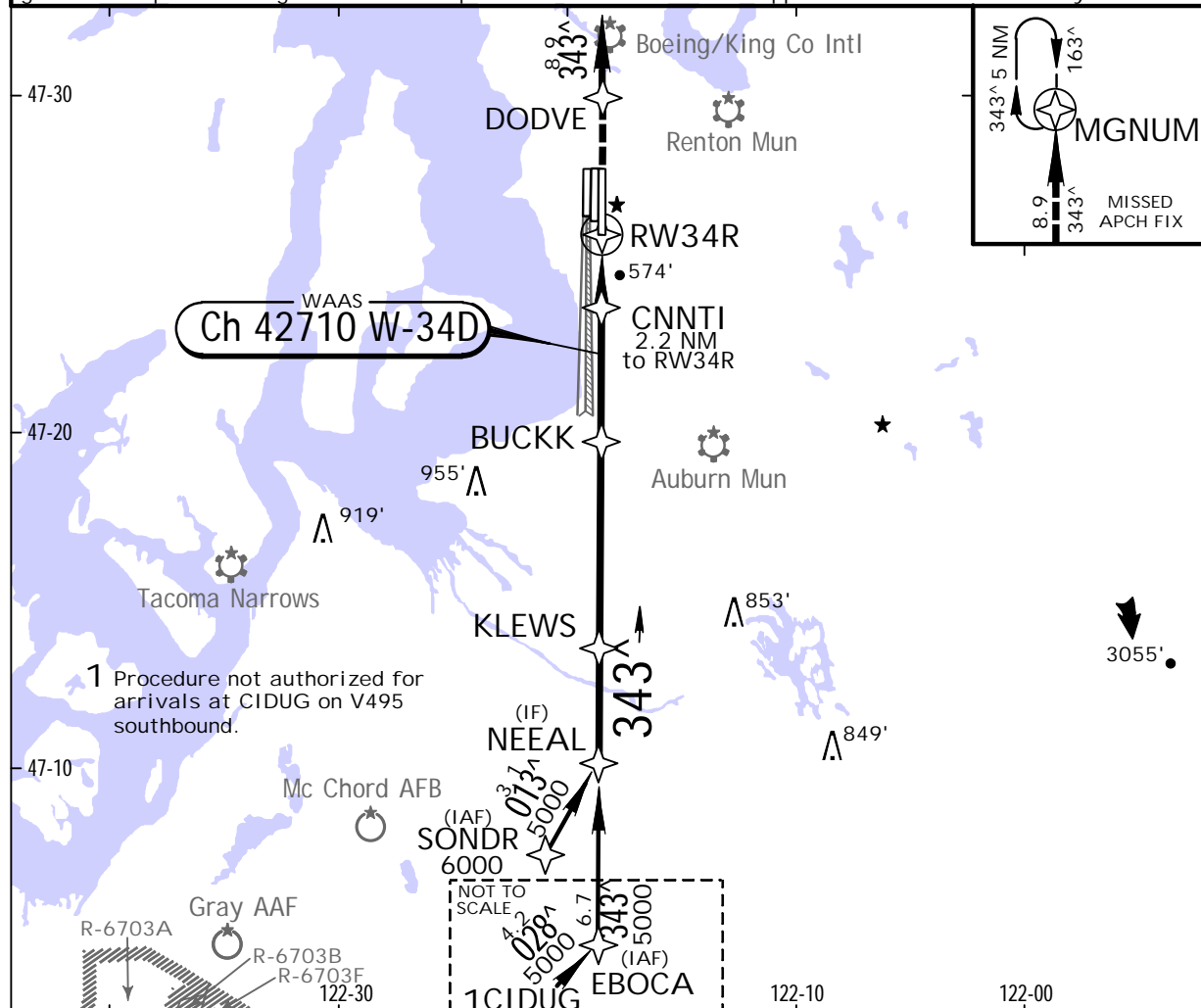
JEPPESSEN
29 AUG 14 (22-6)

SEATTLE, WASH
RNAV (GPS) Y Rwy 34R

BRIEFING STRIP™

| | | | | |
|--|---------------------------------------|---|-----------------------------|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 | Rwys 16R/34L 120.95 | Ground 121.7 |
| WAAS Ch 42710 W-34D | Final Apch Crs 343 [^] | Minimum Alt BUCKK 2200' (1828') | LPV DA(H) 572' (200') | Apt Elev 433' TDZE 372' |
| MISSED APCH: Climb to 3000' direct DODVE then climb to 5000' on track 343 [^] to MGNUM and hold, continue climb-in-hold to 5000'. | | | | |
| MSA RW34R | | | | |

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 4. LNAV procedure not authorized during simultaneous operations. 5. Use of FD or AP providing RNAV track guidance required during simultaneous operations. 6. Simultaneous approach authorized with Rwy 34L.



| | | | | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|-----|-------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 3000' | DODVE |
| Glide Path Angle 2.75 [^] | 340 | 438 | 486 | 584 | 681 | 778 | PAPI | | |
| MAP at RW34R | | | | | | | | | |

| TERPS | | STRAIGHT-IN LANDING RWY 34R | | | | CIRCLE-TO-LAND | | | |
|-------------------|--------|-----------------------------|-------|--------------------|--------|----------------|--------|---------|--------------------|
| LPV | | LNAV/VNAV | | LNAV | | MDA(H) | | Max Kts | |
| DA(H) 572' (200') | | DA(H) 915' (543') | | MDA(H) 840' (468') | | | | | |
| RAIL or ALS out | | RAIL out | | RAIL out | | ALS out | | | |
| A | | | | | | | | 90 | 1000' (567')-1 |
| B | RVR 24 | RVR 40 | 1 1/2 | 2 | RVR 24 | RVR 40 | RVR 55 | 120 | 1000' (567')-1 1/2 |
| C | or 1/2 | or 3/4 | | | or 1/2 | or 3/4 | or 1 | 140 | |

25 AMEND 2C 18 SEPT 2014

KSEA/SEA
-TACOMA INTL

6 JUN 14

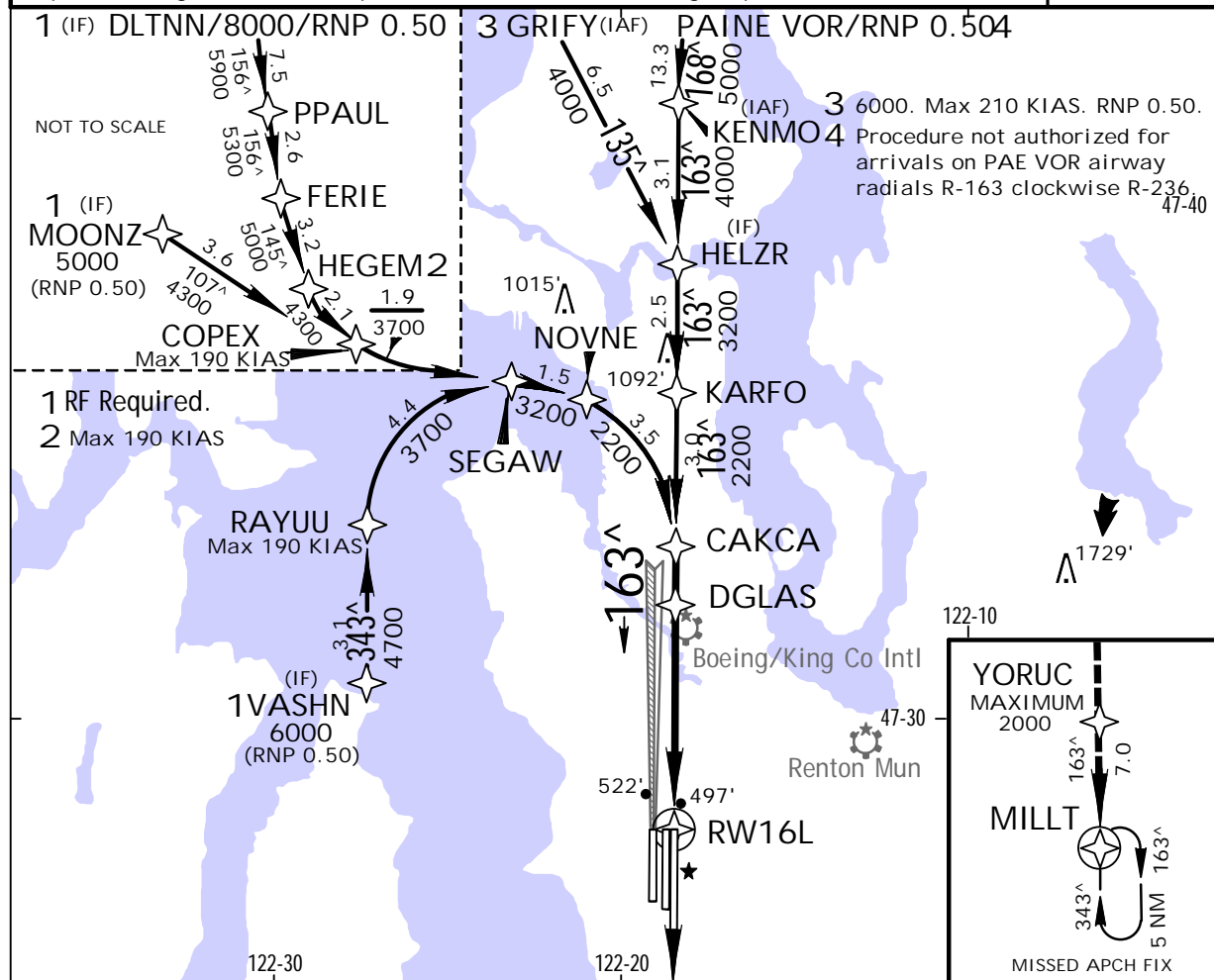
JEPPESSEN

(22-20)

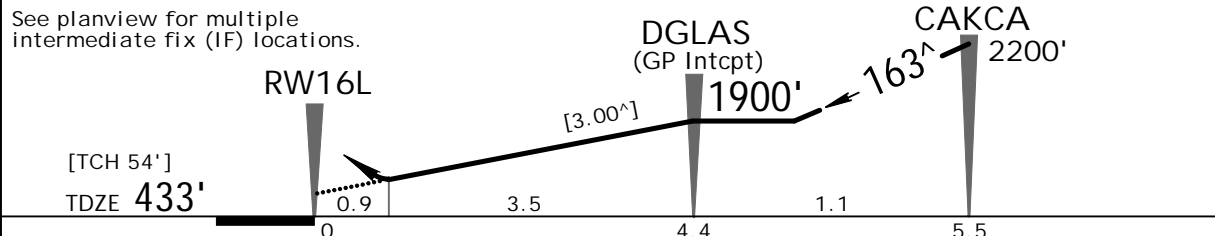
SEATTLE, WASH
RNAV (RNP) Z Rwy 16L

BRIEFING STRIP™

| | | | | |
|--|---------------------------------------|---|----------------------------------|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 Rwys 16R/34L 120.95 | | Ground 121.7 |
| RNAV | Final Apch Crs 163 [^] | Minimum Alt DGLAS 1900' (1467') | RNP 0.12 DA(H) 767' (334') | Apt Elev 433' TDZE 433' |
| MISSED APCH: Climb direct YORUC to cross YORUC at or below 2000', then climb to 5000' on track 163 [^] to MILLT and hold, continue climb-in-hold to 5000'. | | | | |
| Alt Set: INCHES Trans Level: FL 180 Trans alt: 18000' | | | | |
| 1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 16R except for arrivals at DLTNN, MOONZ and VASHN. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | | |
| 6400' | | | | |
| MSA RW16L | | | | |



See planview for multiple intermediate fix (IF) locations.



| | | | | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|-----|---------|----------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 2000' | YORUC |
| Descent Angle [3.00 [^]] | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | or below | |
| MAP at DA | | | | | | | | | |

| | | | | | |
|-------------------------------|---------------|-------------------------------|---------------|-------|--|
| TERPS. | | STRAIGHT-IN LANDING RWY 16L | | | |
| RNP 0.12 DA(H) 767' (334') | | RNP 0.30 DA(H) 811' (378') | | | |
| ALS out | | ALS out | | | |
| A | | | | | |
| B | | | | | |
| C | RVR 40 or 3/4 | RVR 60 or 1/8 | RVR 40 or 3/4 | 1 1/4 | |

35 AMEND OA 29 MAY 2014

KSEA/SEA
-TACOMA INTL

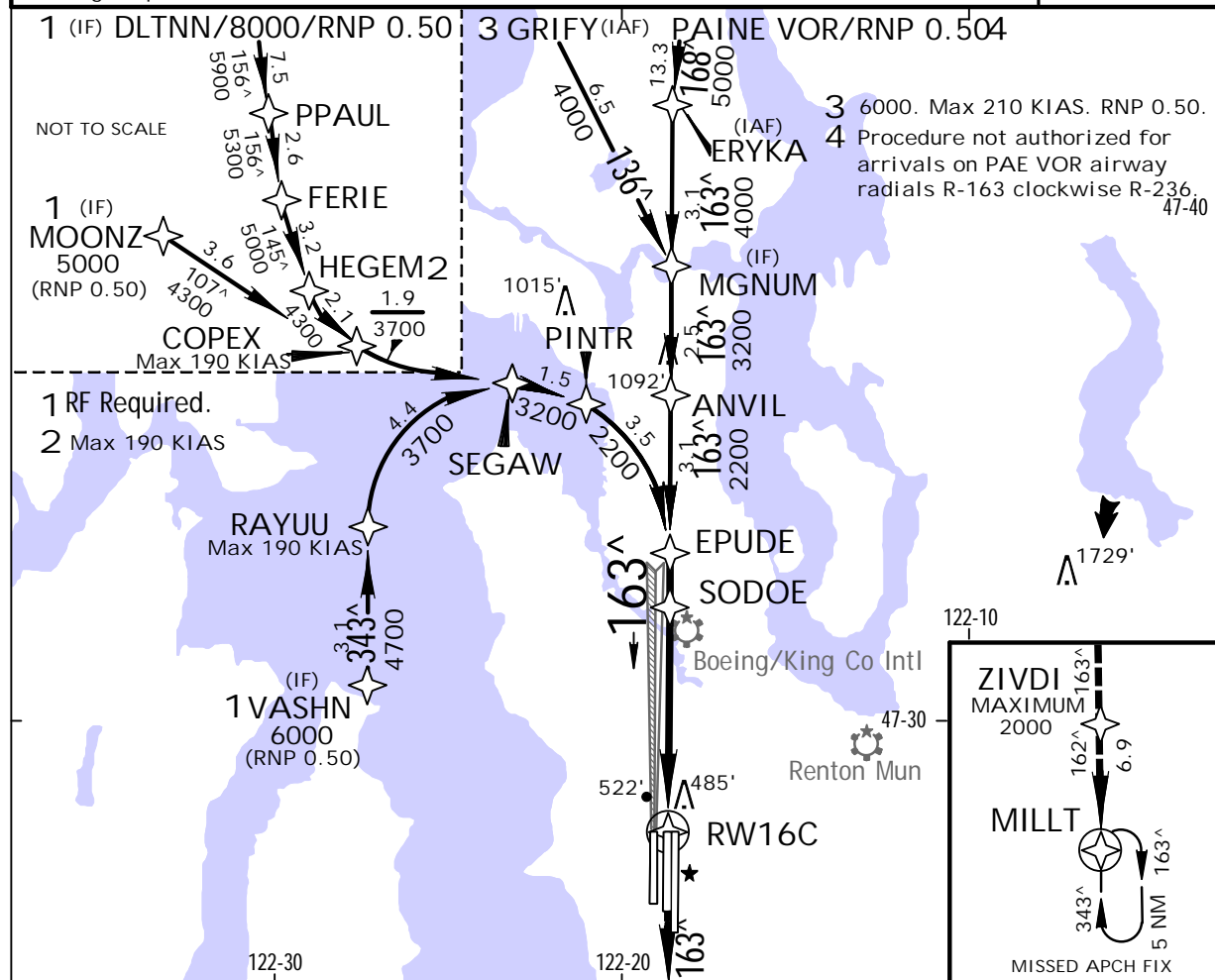
6 JUN 14

JEPPESSEN
22-21

SEATTLE, WASH
RNAV (RNP) Z Rwy 16C

BRIEFING STRIP™

| | | | | |
|---|---------------------------------------|---|----------------------------------|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 Rwys 16R/34L 120.95 | | Ground 121.7 |
| RNAV | Final Apch Crs 163 [^] | Minimum Alt SODOE 1900' (1470') | RNP 0.12 DA(H) 760' (330') | Apt Elev 433' TDZE 430' |
| MISSED APCH: Climb direct ZIVDI to cross ZIVDI at or below 2000', then climb to 5000' on track 162 [^] to MILLT and hold, continue climb-in-hold to 5000'. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | |
| 1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 16R except for arrivals at DLTNN, MOONZ and VASHN. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. See 20-9A for Alert Notice. 7. VGSI and RNAV glidepath not coincident. | | | | |
| 6400' | | | | |
| MSA RW16C | | | | |



| | | | | | | |
|--|----------------------|-----|-----|---------------|-----|-----|
| See planview for multiple intermediate fix (IF) locations. | | | | | | |
| RW16C | | | | | | |
| [TCH 57'] | | | | | | |
| TDZE 430' | | | | | | |
| 0 0.9 3.5 4.4 5.4 | | | | | | |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| Descent Angle | [3.00 [^]] | 372 | 478 | 531 | 637 | 849 |
| MAP at DA | | | | | | |
| TERPS. | | | | | | |
| STRAIGHT-IN LANDING RWY 16C | | | | | | |
| RNP 0.12 DA(H) 760' (330') | | | | | | |
| RNP 0.30 DA(H) 845' (415') | | | | | | |
| ALS out | | | | | | |
| ALS out | | | | | | |
| A | RVR 40 or 3/4 | | | RVR 40 or 3/4 | | |
| B | RVR 50 or 1 | | | RVR 40 or 3/4 | | |
| C | RVR 50 or 1 | | | 1 3/8 | | |

KSEA/SEA
-TACOMA INTL

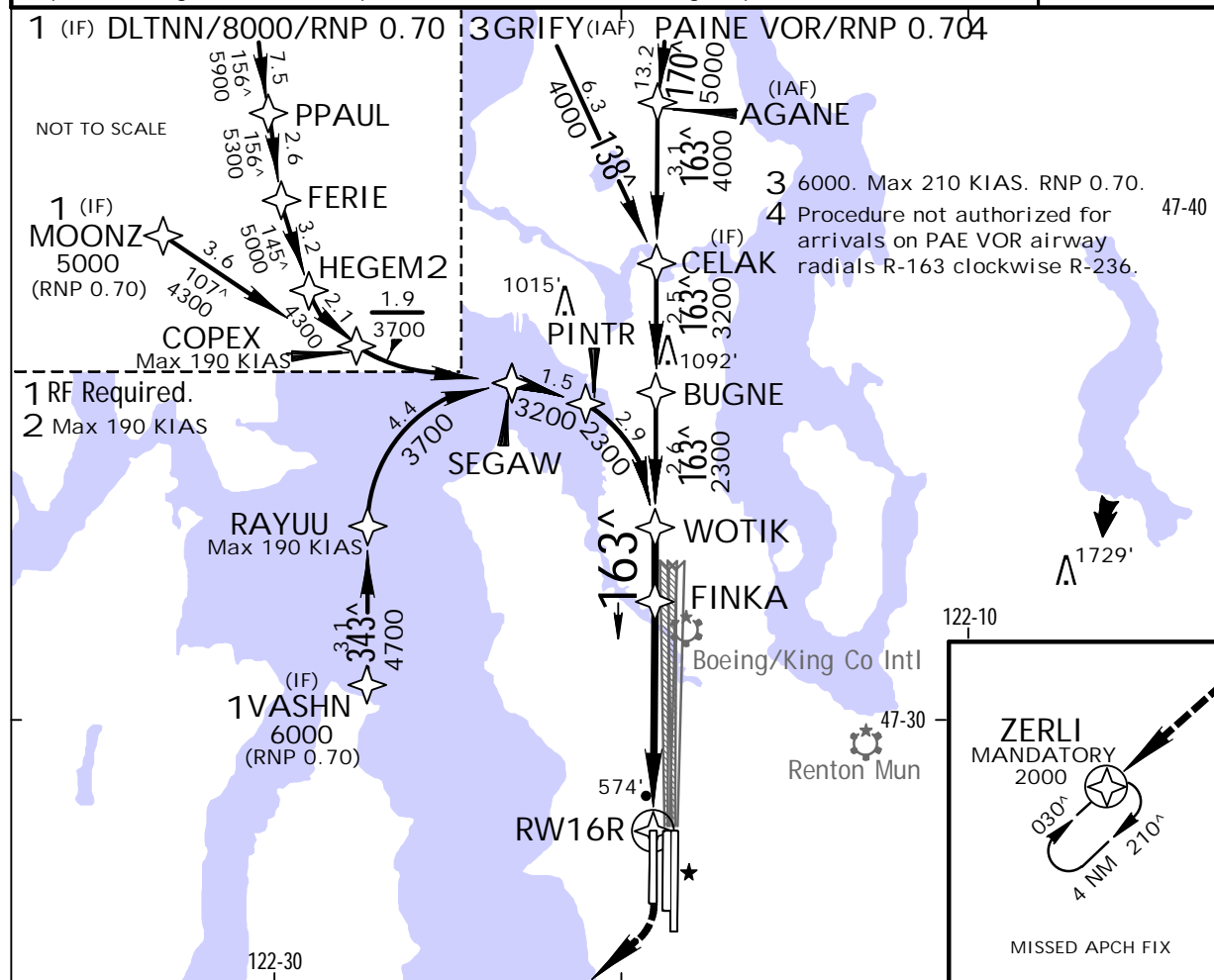
6 JUN 14

JEPPesen
22-22

SEATTLE, WASH
RNAV (RNP) Z Rwy 16R

BRIEFING STRIP™

| | | | |
|--|---------------------------------------|---|----------------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16R/34L 120.95 Rwys 16L/34R, 16C/34C 119.9 | Ground 121.7 |
| RNAV | Final Apch Crs 163 [^] | Minimum Alt FINKA 1900' (1485') | RNP 0.30 DA(H) 858' (443') |
| Apt Elev 433' TDZE 415' | | | |
| MISSED APCH: Climb to 900' then climbing RIGHT turn direct ZERLI to cross ZERLI at 2000' and hold. When authorized by ATC, continue climb-in-hold to 5000'. | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | |
| 1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 16L/C except for arrivals at DLTNN, MOONZ and VASHN. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | |
| 6400' | | | |
| MSA RW16R | | | |



| | | | | | | | | | | |
|--|-------------|---------|-----|-------|-----|------|-----------------------------|-------|-----------|--|
| See planview for multiple intermediate fix (IF) locations. | | | | | | | FINKA (GP Intcpt) | | WOTIK | |
| RW16R | | [3.00°] | | 1900' | | 163° | | 2300' | | |
| [TCH 55'] | | 1.2 | | 3.3 | | 1.4 | | | | |
| TDZE 415' | | 0 | | 4.5 | | 5.9 | | | | |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 900' | MANDATORY | |
| Descent Angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | 2000' | ZERLI | |
| MAP at DA | | | | | | | | RT | | |
| TERPS. | | | | | | | STRAIGHT-IN LANDING RWY 16R | | | |
| | | | | | | | RNP 0.30 | | | |
| | | | | | | | DA(H) 858'(443') | | | |
| | | | | | | | ALS out | | | |
| A | | | | | | | | | | |
| B | | | | | | | 1½ | | | |
| C | RVR 50 or 1 | | | | | | | | | |

15 AMEND 0A 29 MAY 2014

KSEA/SEA
-TACOMA INTL

6 JUN 14

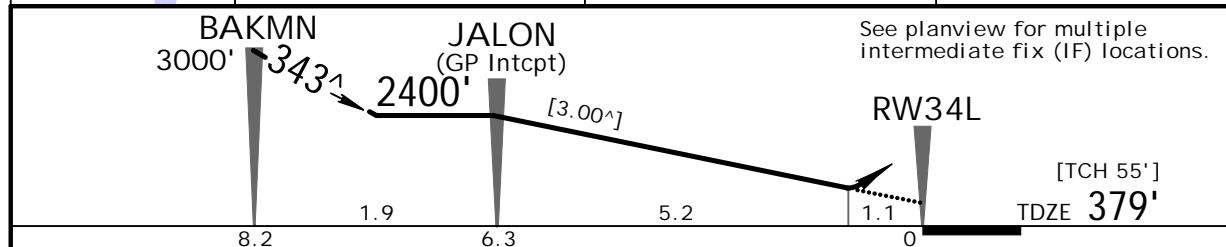
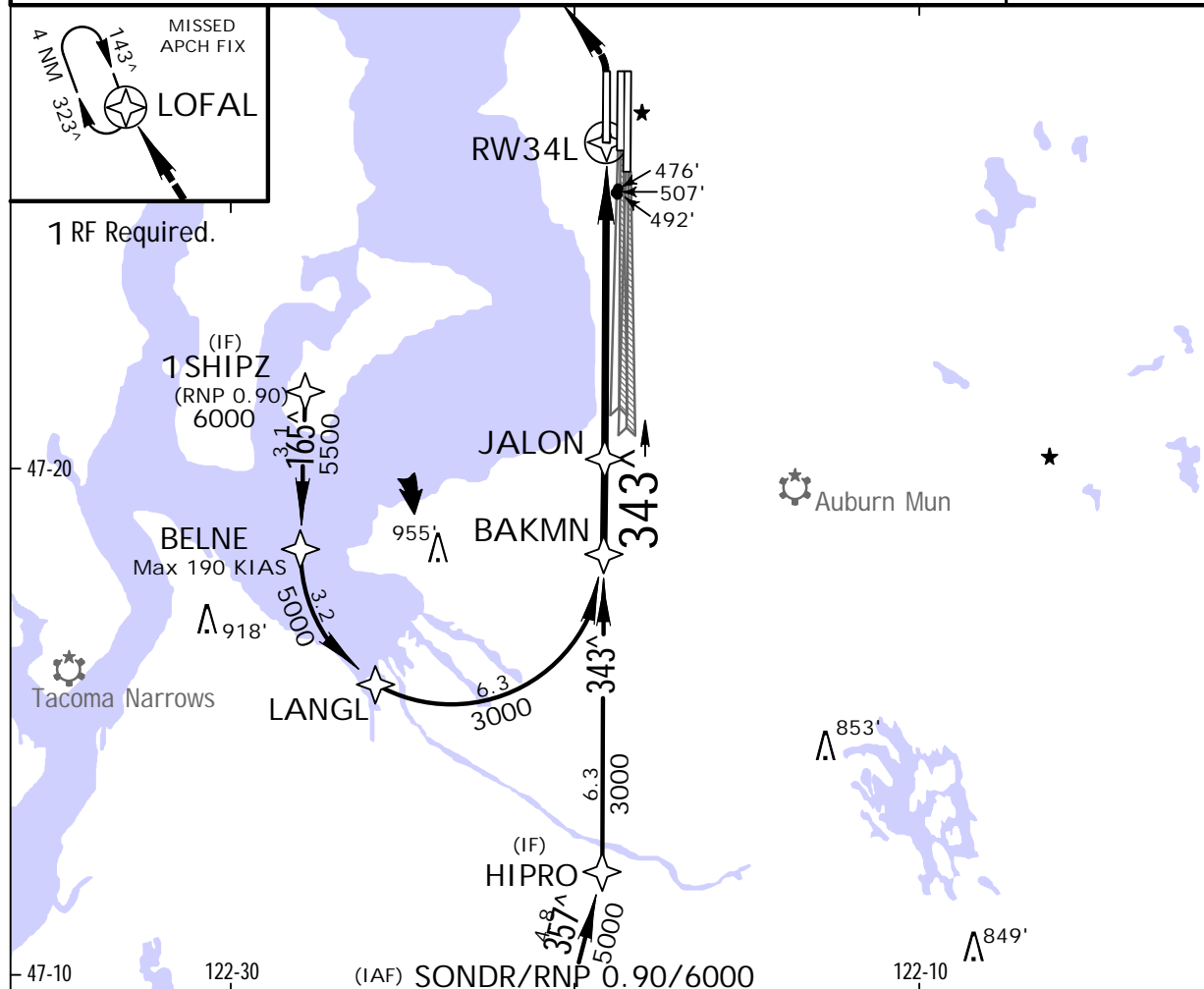
JEPPESSEN

(22-23)

SEATTLE, WASH
RNAV (RNP) Z Rwy 34L

BRIEFING STRIP™

| | | | |
|--|---------------------------------------|---|----------------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16R/34L 120.95 Rwys 16L/34R, 16C/34C 119.9 | Ground 121.7 |
| RNAV | Final Apch Crs 343 [^] | Minimum Alt JALON 2400' (2021') | RNP 0.30 DA(H) 794' (415') |
| Apt Elev 433' TDZE 379' | | | |
| MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct LOFAL and hold. | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | |
| 1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 34C/R except for arrival at SHIPZ. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | |
| 6400' | | | |
| MSA RW34L | | | |



| | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| Descent Angle [3.00 [^]] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at DA | | | | | | |

| | | | |
|--------|---------------|-----------------------------|-------|
| TERPS. | | STRAIGHT-IN LANDING RWY 34L | |
| | | RNP 0.30 | |
| | | DA(H) 794' (415') | |
| | | RAIL out | |
| | | ALS out | |
| A | | | |
| B | | | |
| C | RVR 45 or 7/8 | RVR 50 or 1 | 1 3/8 |

35 AMEND OB 29 MAY 2014

KSEA/SEA
-TACOMA INTL

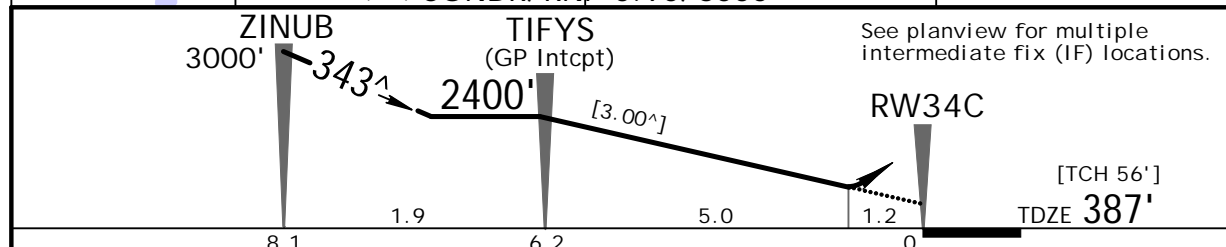
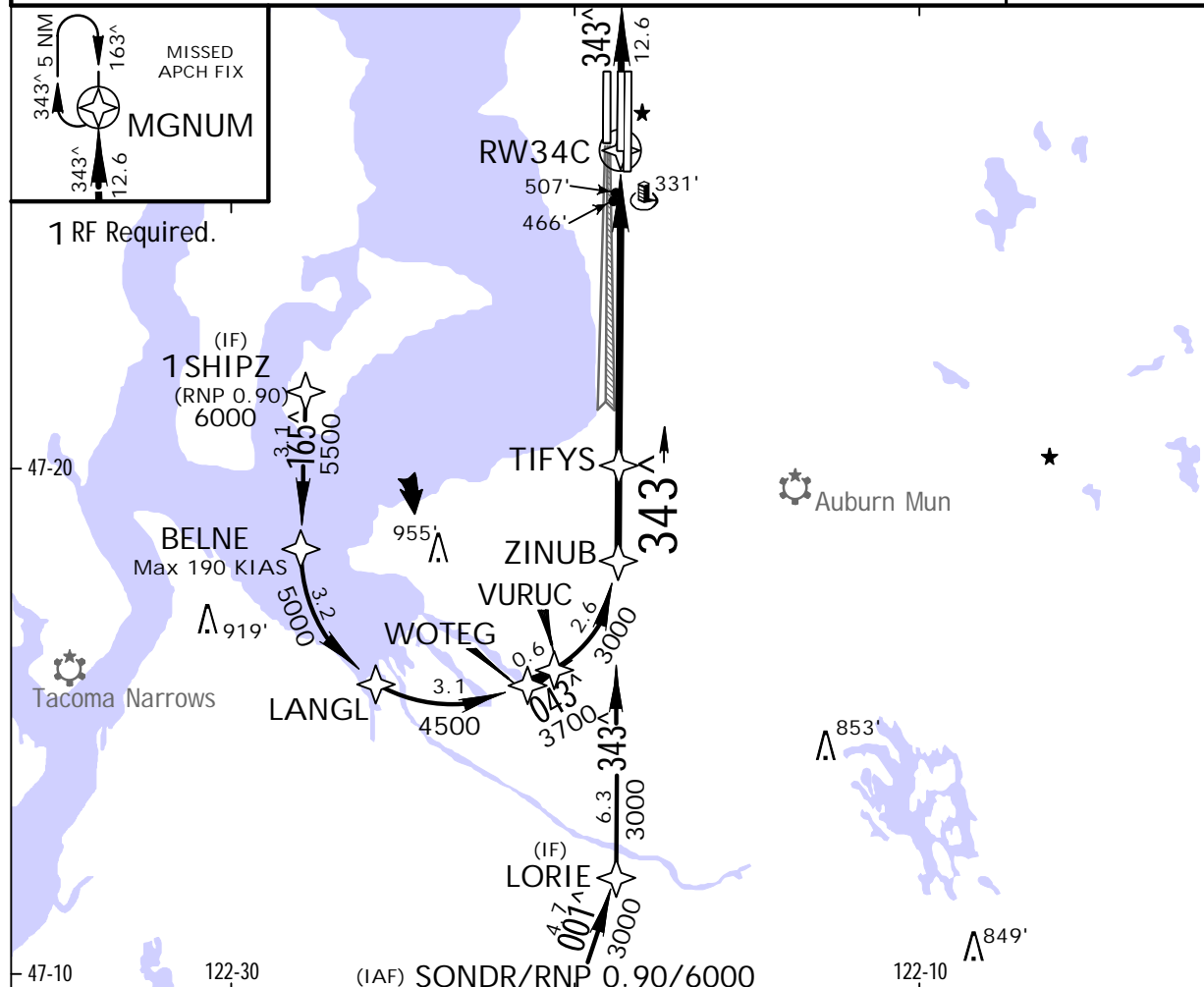
6 JUN 14

JEPPESSEN
(22-24)

SEATTLE, WASH
RNAV (RNP) Z Rwy 34C

BRIEFING STRIP™

| | | | | |
|---|---------------------------------------|---|----------------------------------|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 Rwys 16R/34L 120.95 | | Ground 121.7 |
| RNAV | Final Apch Crs 343 [^] | Minimum Alt TIFYS 2400' (2013') | RNP 0.30 DA(H) 811' (424') | Apt Elev 433' TDZE 387' |
| MISSED APCH: Climb to 5000' on track 343 [^] to MGNUM and hold, continue climb-in-hold to 5000'. | | | | |
| Alt Set: INCHES 1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8 [^] C (18 [^] F) or above 54 [^] C (130 [^] F). 4. Simultaneous approach authorized with Rwy 34L except for arrival at SHIPZ. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | | |
| <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">6400'</div> <div style="text-align: center; margin-top: 10px;">MSA RW34C</div> | | | | |



| | | | | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|-----|---------------|------------------------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 5000' on 343 [^] | MGNUM |
| Descent Angle [3.00 [^]] | 372 | 478 | 531 | 637 | 743 | 849 | | | |
| MAP at DA | | | | | | | | | |

| | | | |
|--------|-------------|-----------------------------|-------|
| TERPS. | | STRAIGHT-IN LANDING RWY 34C | |
| | | RNP 0.30 | |
| | | DA(H) 811'(424') | |
| | | RAIL out | |
| | | ALS out | |
| A | RVR 50 or 1 | | 1 3/8 |
| B | | | |
| C | | | |

5 AMEND OA 29 MAY 2014

KSEA/SEA
-TACOMA INTL

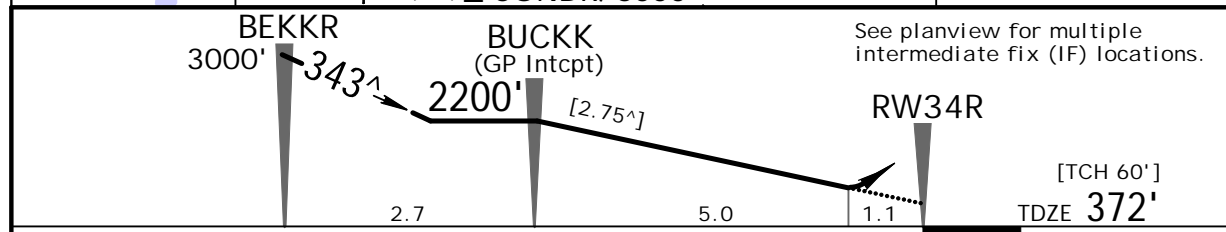
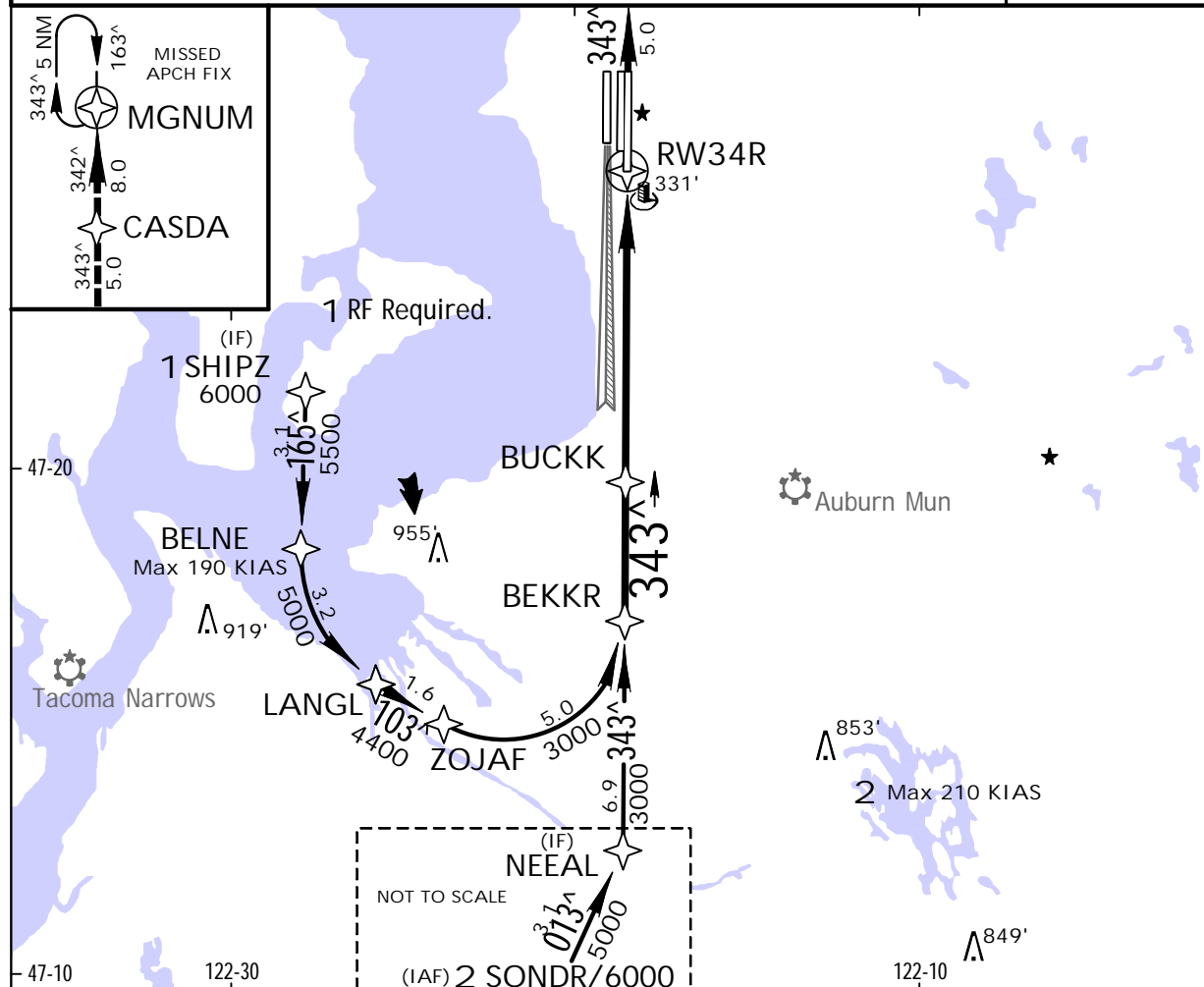
6 JUN 14

JEPPESSEN
(22-25)

SEATTLE, WASH
RNAV (RNP) Z Rwy 34R

BRIEFING STRIP™

| | | | | |
|--|---------------------------------------|---|----------------------------------|----------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 Rwys 16R/34L 120.95 | | Ground 121.7 |
| RNAV | Final Apch Crs 343 [^] | Minimum Alt BUCKK 2200' (1828') | RNP 0.30 DA(H) 749' (377') | Apt Elev 433' TDZE 372' |
| MISSED APCH: Climb to 5000' direct CASDA and on track 342 [^] to MGNUM and hold, continue climb-in-hold to 5000'. | | | | |
| Alt Set: INCHES 1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8 [^] C (18 [^] F) or above 54 [^] C (130 [^] F). 4. Simultaneous approach authorized with Rwy 34L except for arrivals at SHIPZ. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | | |
| Trans level: FL 180 Trans alt: 18000' | | | | |
| MSA RW34R | | | | |



| | | | | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|-----|---------------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 5000' | CASDA |
| Descent angle [2.75 [^]] | 340 | 438 | 486 | 584 | 681 | 778 | | | |
| MAP at DA | | | | | | | | | |

| | | | |
|--------|---------------|-----------------------------|-------|
| TERPS. | | STRAIGHT-IN LANDING RWY 34R | |
| | | RNP 0.30 | |
| | | DA(H) 749' (377') | |
| | | RAIL out | |
| | | ALS out | |
| A | | | |
| B | | | |
| C | RVR 45 or 7/8 | | 1 3/8 |

15 AMEND OB 29 MAY 2014

KSEA/SEA

-TACOMA INTL

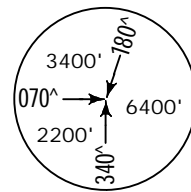
24 JUN 11
Eff. 30 Jun. (29-1)

JEPPESEN

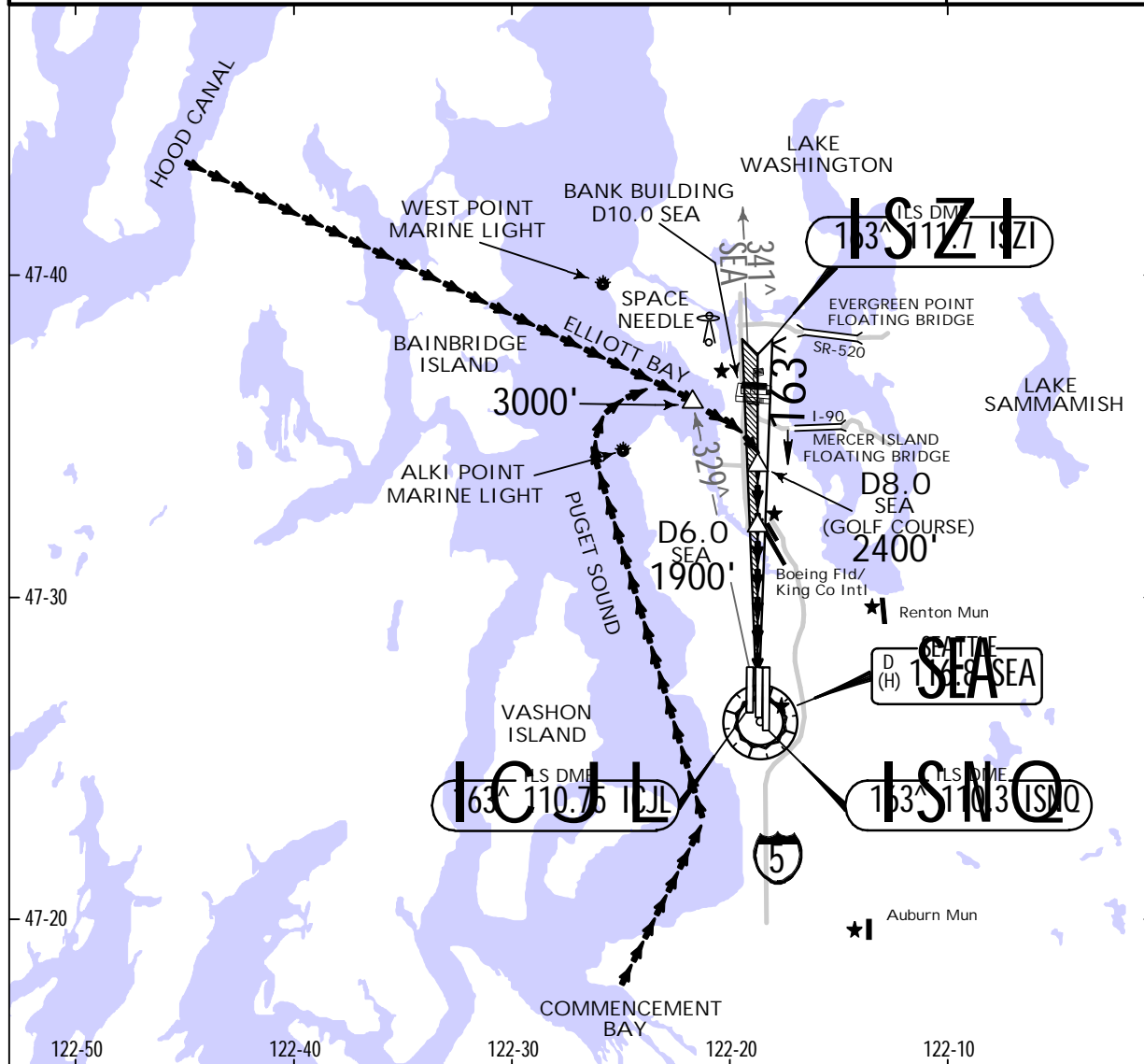
SEATTLE, WASH
BAY VISUAL APPROACH
Rwy 16R/C/L

BRIEFING STRIP™

| | | | |
|---|--------------------------------|---|--------------------------------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9 Rwys 16R/34L 120.95 | Ground 121.7 |
| NAVAIDS- See Planview | Final Apch Crs 163^ | No FAF | Ceil-Vis 3100'-4 Apt Elev 433' |
| MISSED APCH: No missed approach procedure. | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | |
| 1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC ICJL (GS 3.00°), LOC ISZI (GS 3.00°), LOC ISNQ (GS 3.00°). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A for Alert Notice. | | | |



MSA SEA VOR



| |
|--|
| Lighting - Refer to Airport Chart |
|--|

BAY VISUAL APPROACH Rwy 16R/C/L

When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16R/C/L Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 on Runway 16R/C/L extended centerline at the Golf Course (D8.0 SEA) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

WEATHER MINIMUMS

Ceiling 3100' - VIS 4

25 AMEND 5 10 MAR 2011

KSEA/SEA

-TACOMA INTL

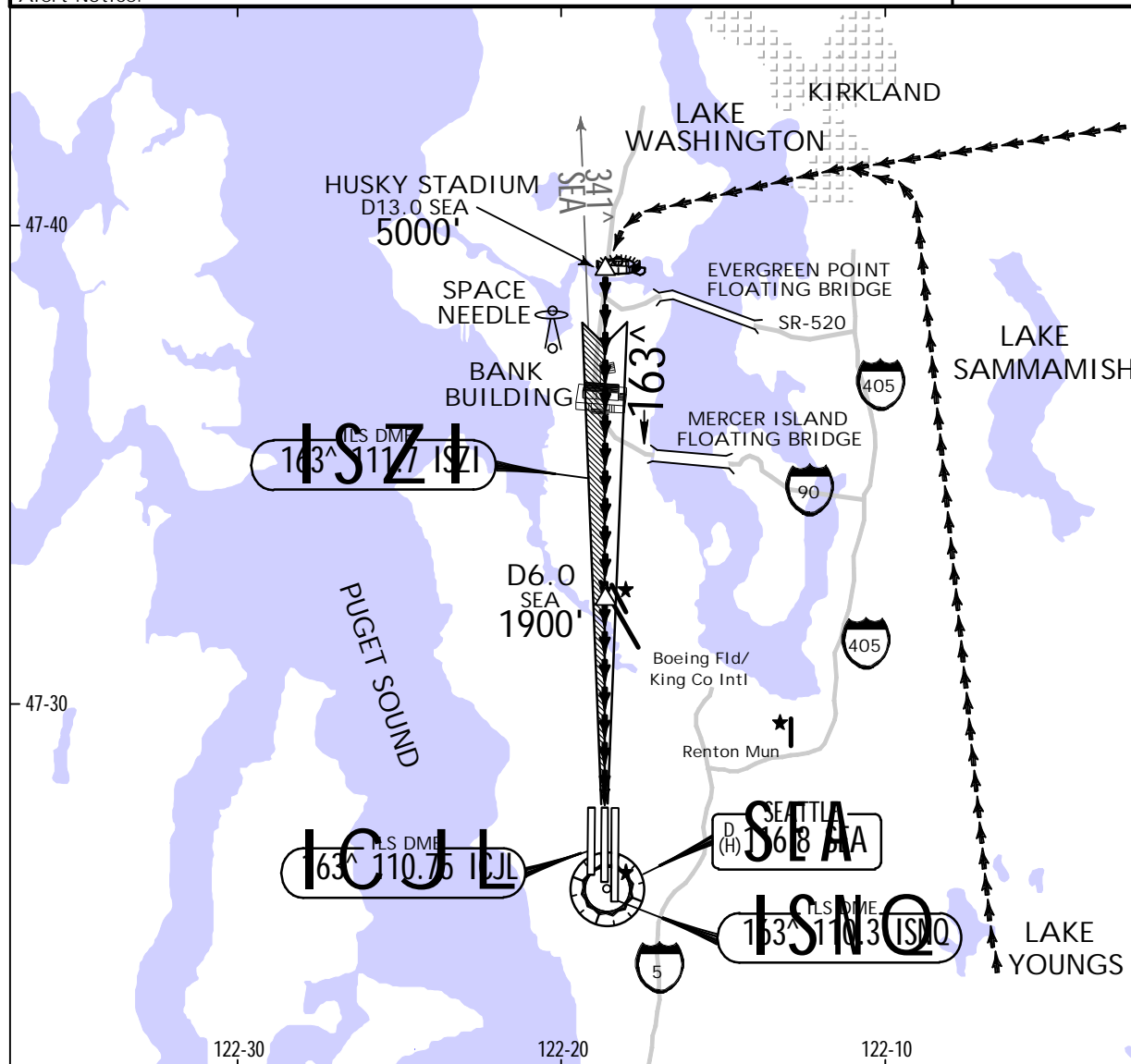
24 JUN 11
Eff. 30 Jun.

(29-2)

SEATTLE, WASH
HUSKY VISUAL APPROACH
Rwy 16R/C/L

BRIEFING STRIP

| | | | | | | |
|---|---------------------------|--------------------------------|---------------------|---|--|---|
| D-ATIS 118.0 | | SEATTLE Approach (R) 133.65 | | SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9 Rwys 16R/34L 120.95 | | Ground 121.7 |
| NAVAIDS- See Planview | Final Apch Crs 163^ | No FAF | Ceil-Vis 5000'-4 | Apt Elev 433' | | A circular diagram with a center point. Four arrows point from the center to the perimeter at 070°, 180°, 2200', and 3400'. The angles 070° and 180° are labeled at the top, and 2200' and 3400' are labeled at the bottom. |
| MISSED APCH: No missed approach procedure. | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | |
| 1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC ICJL (GS 3.00°), LOC ISZI (GS 3.00°), LOC ISNQ (GS 3.00°). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A for Alert Notice. | | | | | | |
| | | | | | | MSA SEA VOR |



Lighting -
Refer to
Airport
Chart

HUSKY VISUAL APPROACH Rwy 16R/C/L

When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Husky Visual Runway 16R/C/L approach. When cleared for a Husky Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 at D13.0 SEA and complete a straight in visual approach to the airport.

WEATHER MINIMUMS

Ceiling 5000' - VIS 4

25 AMEND 5 10 MAR 2011

KSEA/SEA

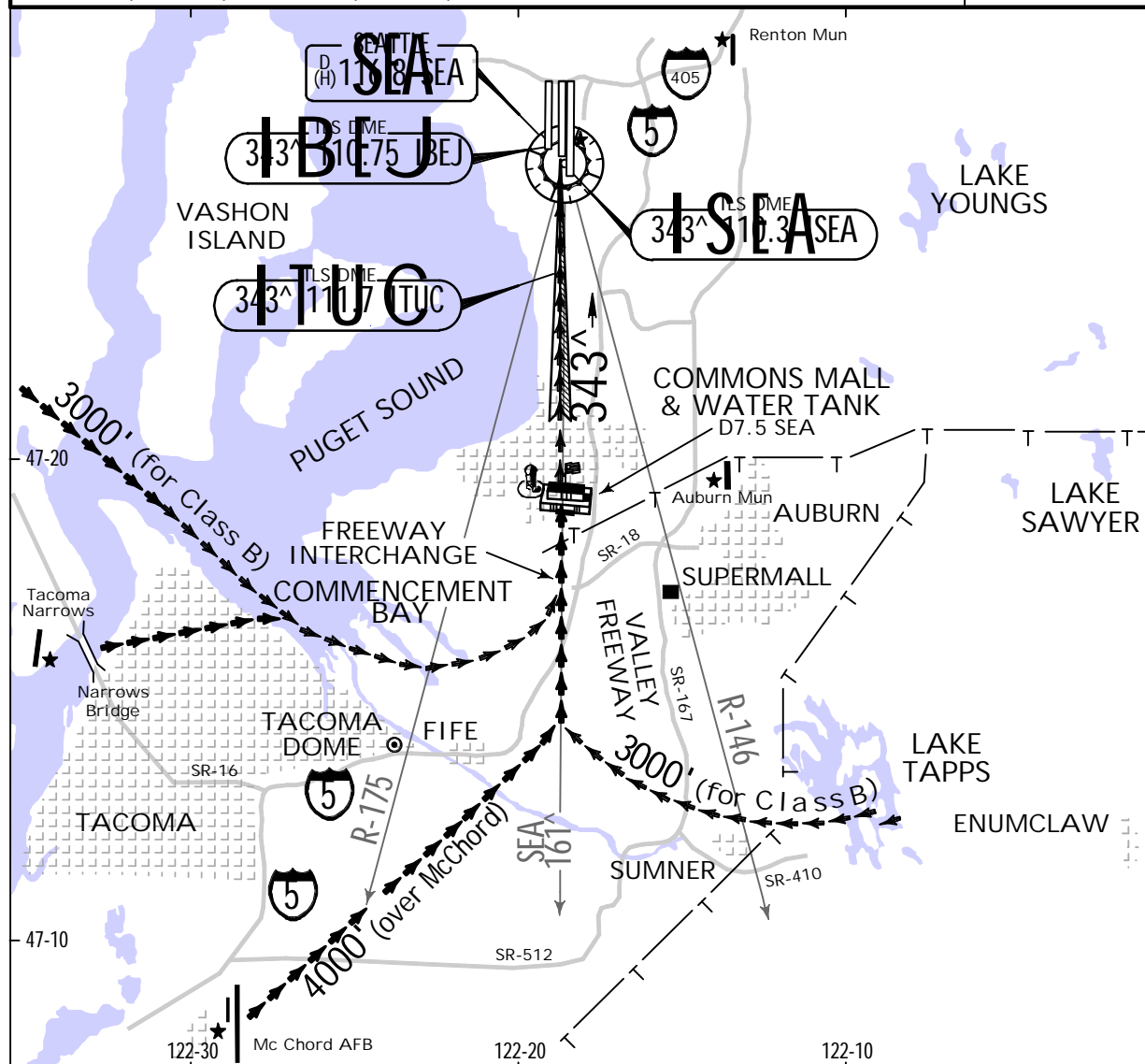
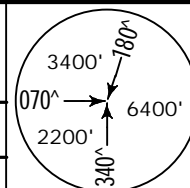
-TACOMA INTL

24 JUN 11
Eff. 30 Jun. (29-3)

SEATTLE, WASH
MALL VISUAL APPROACH
Rwy 34R/C/L

BRIEFING STRIP™

| | | | | |
|--|---------------------------------------|---|------------------------|-----------------|
| D-ATIS 118.0 | SEATTLE Approach (R) 133.65 | SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9 | Rwys 16R/34L 120.95 | Ground 121.7 |
| NAVAIDS- See Planview | Final Apch Crs 343 [^] | No FAF | CEIL-VIS 3100'-7 | Apt Elev 433' |
| MISSED APCH: No missed approach procedure. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | |
| 1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC IBEJ (GS 3.00 [^]), LOC ISEA (GS 2.75 [^]), LOC ITUC (GS 3.00 [^]). | | | | |
| MSA SEA VOR | | | | |



Lighting -
Refer to
Airport
Chart

MALL VISUAL APPROACH Rwy 34R/C/L

When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord AFB or Lake Tapps for a Mall Visual Runway 34R/C/L Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of Runway 34R/C/L. Turn final before or over the interchange of State Route 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the COMMONS MALL and WATER TANK (D7.5 SEA) and proceed visually to Runway 34R/C/L.

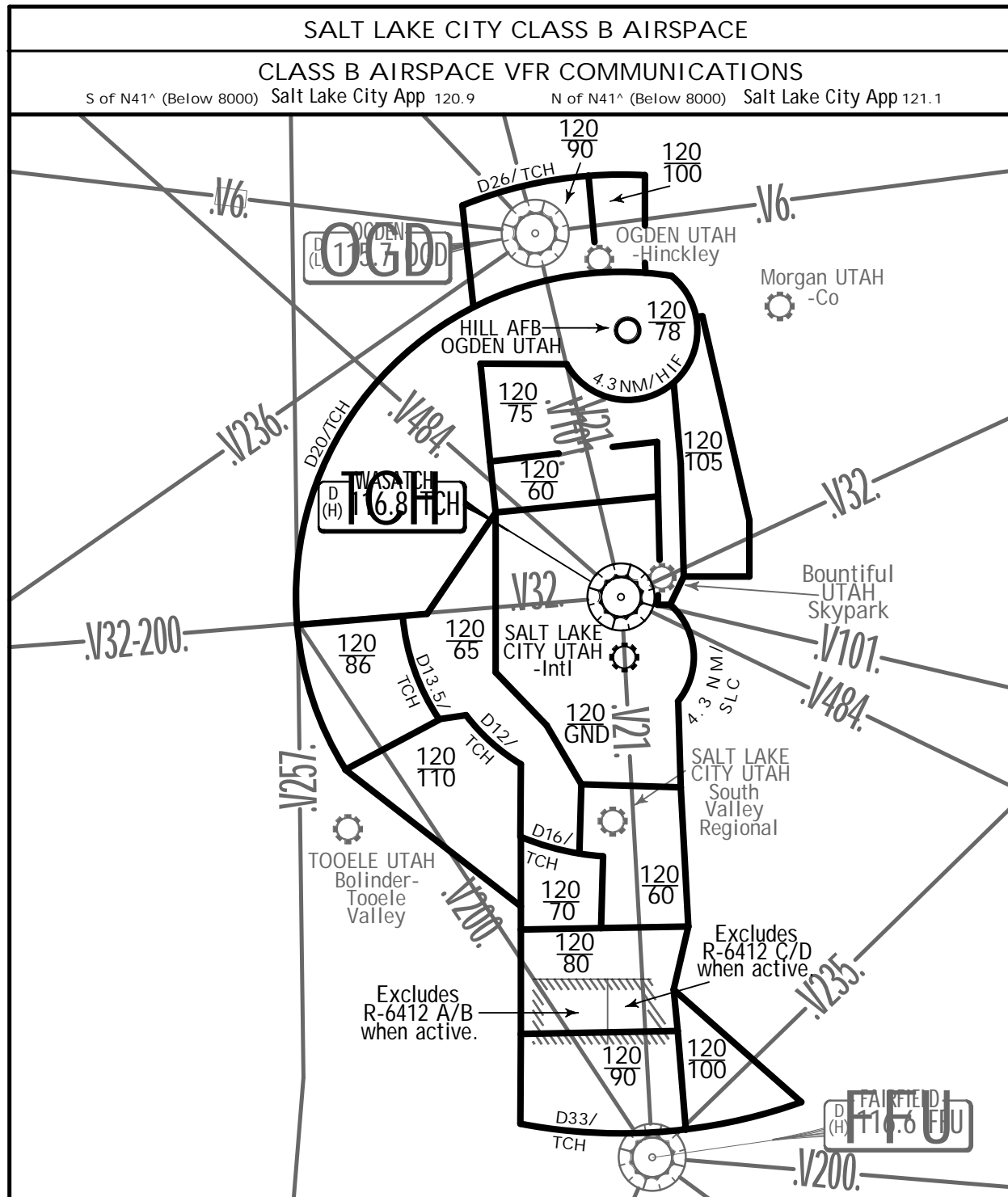
WEATHER MINIMUMS

15S AMEND 6 10 MAR 2011



10-1B

23 NOV 12

Class (B)
SALT LAKE CITY, UTAH

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

FLIGHT PROCEDURES

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

VFR Flights-

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

KSLC/SLC

SALT LAKE CITY INTL

JEPPESEN

26 NOV 10 10-2

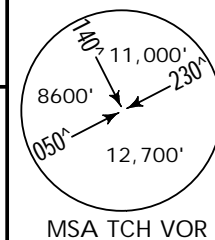
SALT LAKE CITY, UTAH

.STAR.

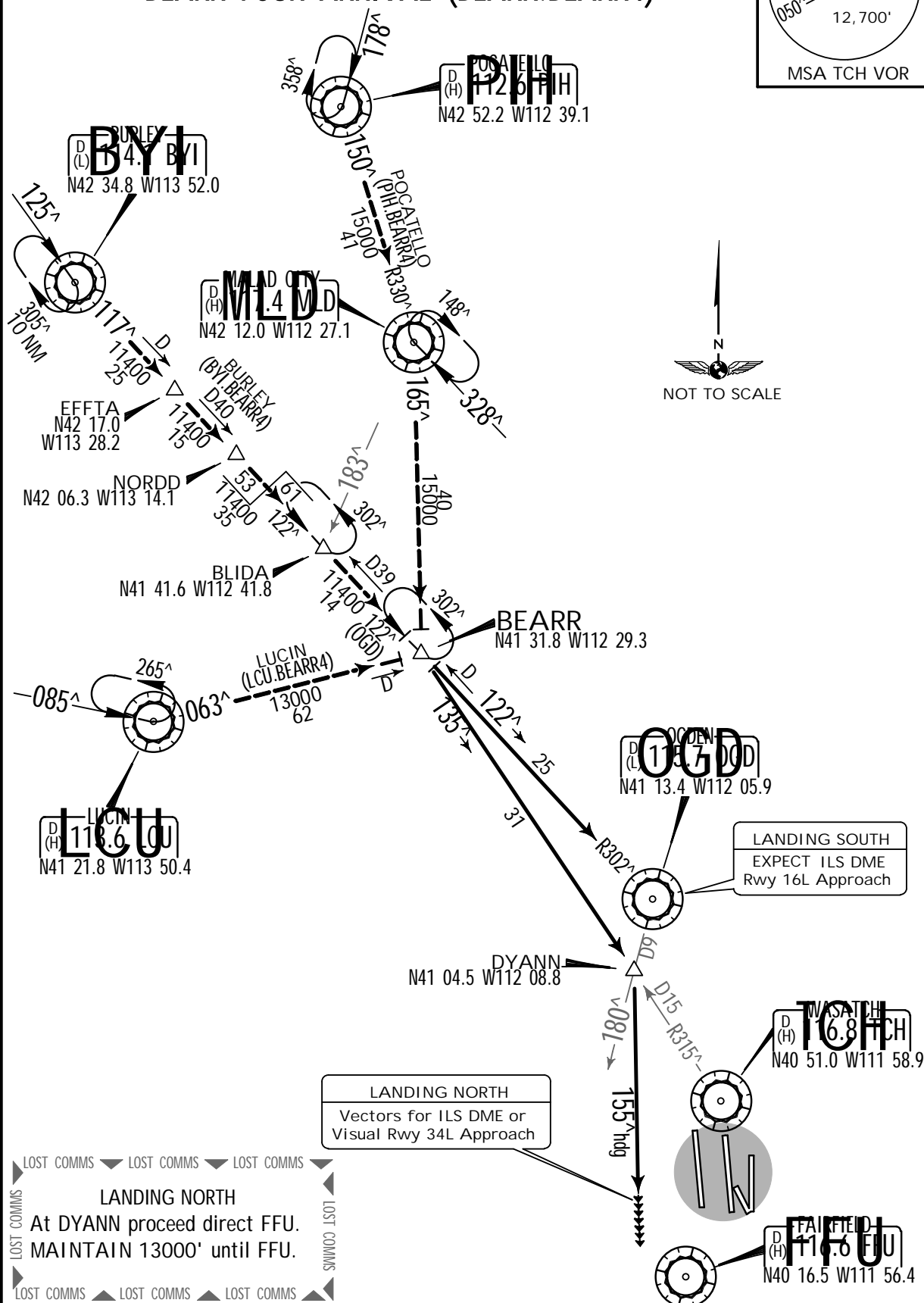
D-ATIS
124.75
125.62

Apt Elev
4227'

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



BEARR FOUR ARRIVAL (BEARR.BEARR4)



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 From BEARR via OGD R-302 to OGD. EXPECT ILS DME Rwy 16L approach.

KSLC/SLC

SALT LAKE CITY INTL

JEPPESEN

26 NOV 10

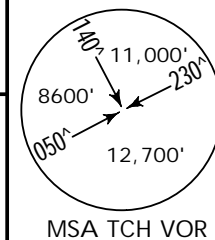
(10-2A)

SALT LAKE CITY, UTAH
.STAR.

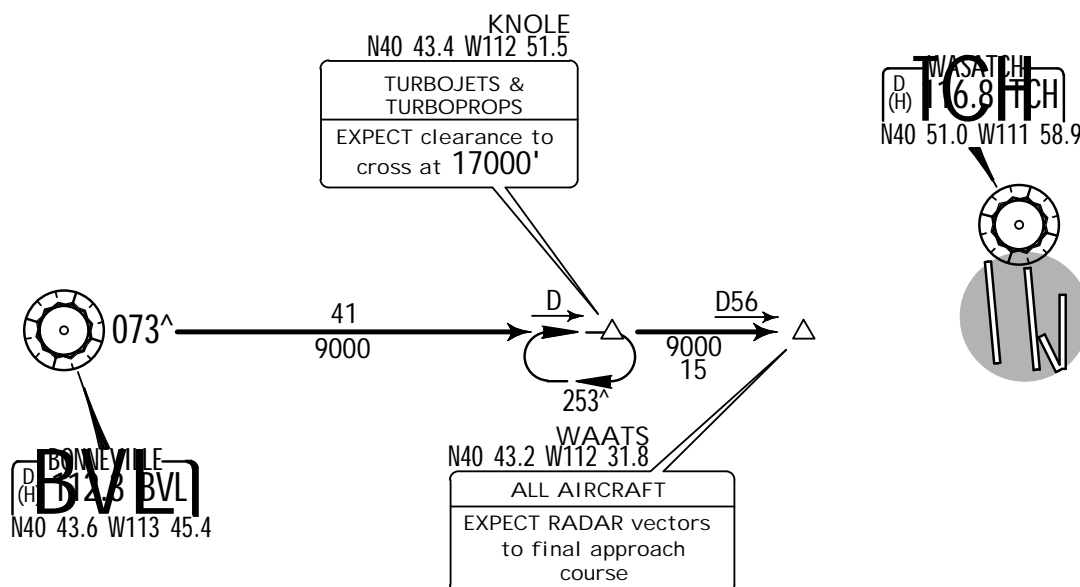
D-ATIS
124.75
125.62

Apt Elev
4227'

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



BONNEVILLE ONE ARRIVAL (BVL.BVL1)



Direct distance from WATTS to :
Salt Lake City Intl 26 NM

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



ROUTING

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

KSLC/SLC

SALT LAKE CITY INTL

JEPPESSEN

26 NOV 10 10-2B

SALT LAKE CITY, UTAH

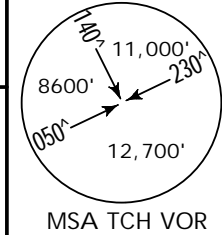
.STAR.

D-ATIS
124.75 125.62

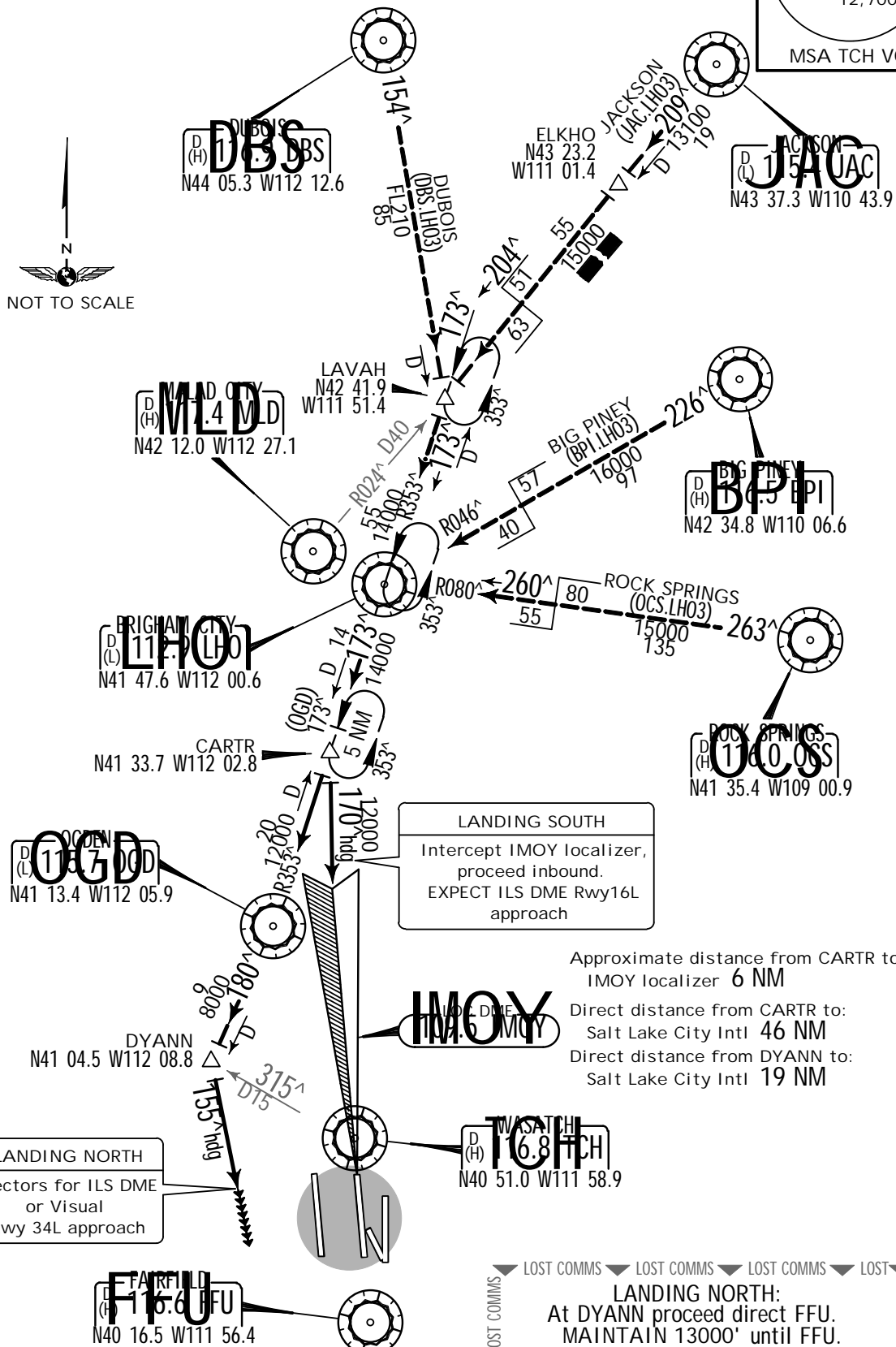
Apt Elev
4227'

Alt Set: INCHES
Trans level: FL180
DME required.

Trans alt: 18000'



BRIGHAM CITY THREE ARRIVAL (LHO.LH03)



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

From LHO via LHO R-173 to CARTR. Fly heading 170° to intercept IMOY localizer,

KSLC/SLC

SALT LAKE CITY INTL

JEPPESEN

26 NOV 10

10-2C

SALT LAKE CITY, UTAH

.RNAV.STAR.

D-ATIS
124.75 125.62Apt Elev
4227'

Alt Set: INCHES

Trans level: FL180 Trans alt: 18000'

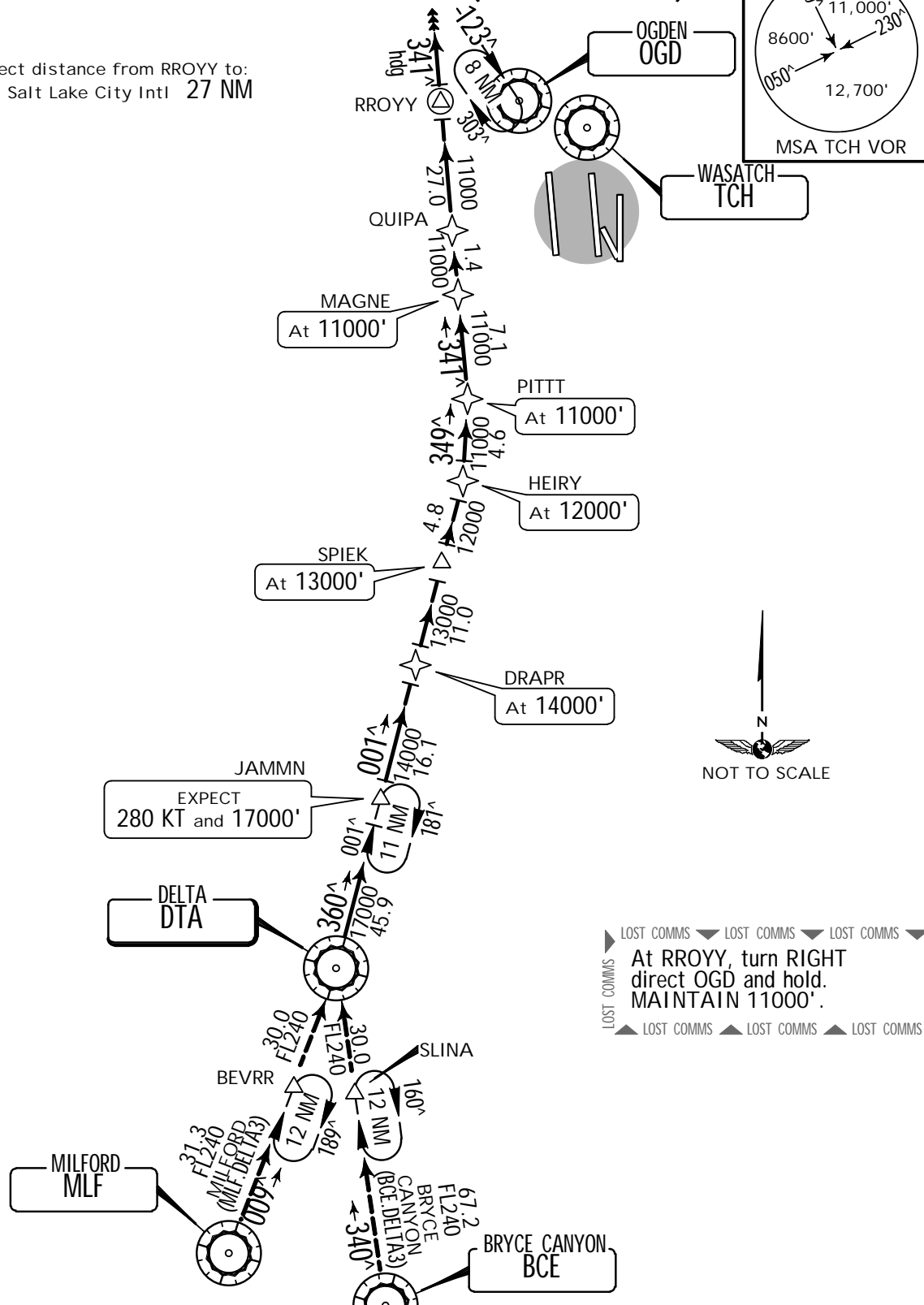
1. RADAR required. 2. Turbojet aircraft only. 3. RNAV 1.

4. DME/DME/IRU or GPS required.

5. BRYCE CANYON Transition: For non-GPS equipped aircraft BVL, FFU, OGD and TCH DMEs must be operational.

6. MILFORD Transition: For non-GPS equipped aircraft BVL, OGD and TCH DMEs must be operational.

DELTA THREE RNAV ARRIVAL (DELTA.DELTA3)

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

LANDING

SOUTH
(RWYS)

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

KSLC/SLC

SALT LAKE CITY INTL

JEPPESEN

26 NOV 10 10-2D

SALT LAKE CITY, UTAH

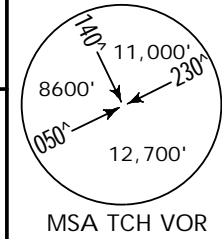
.STAR.

D-ATIS
124.75 125.62

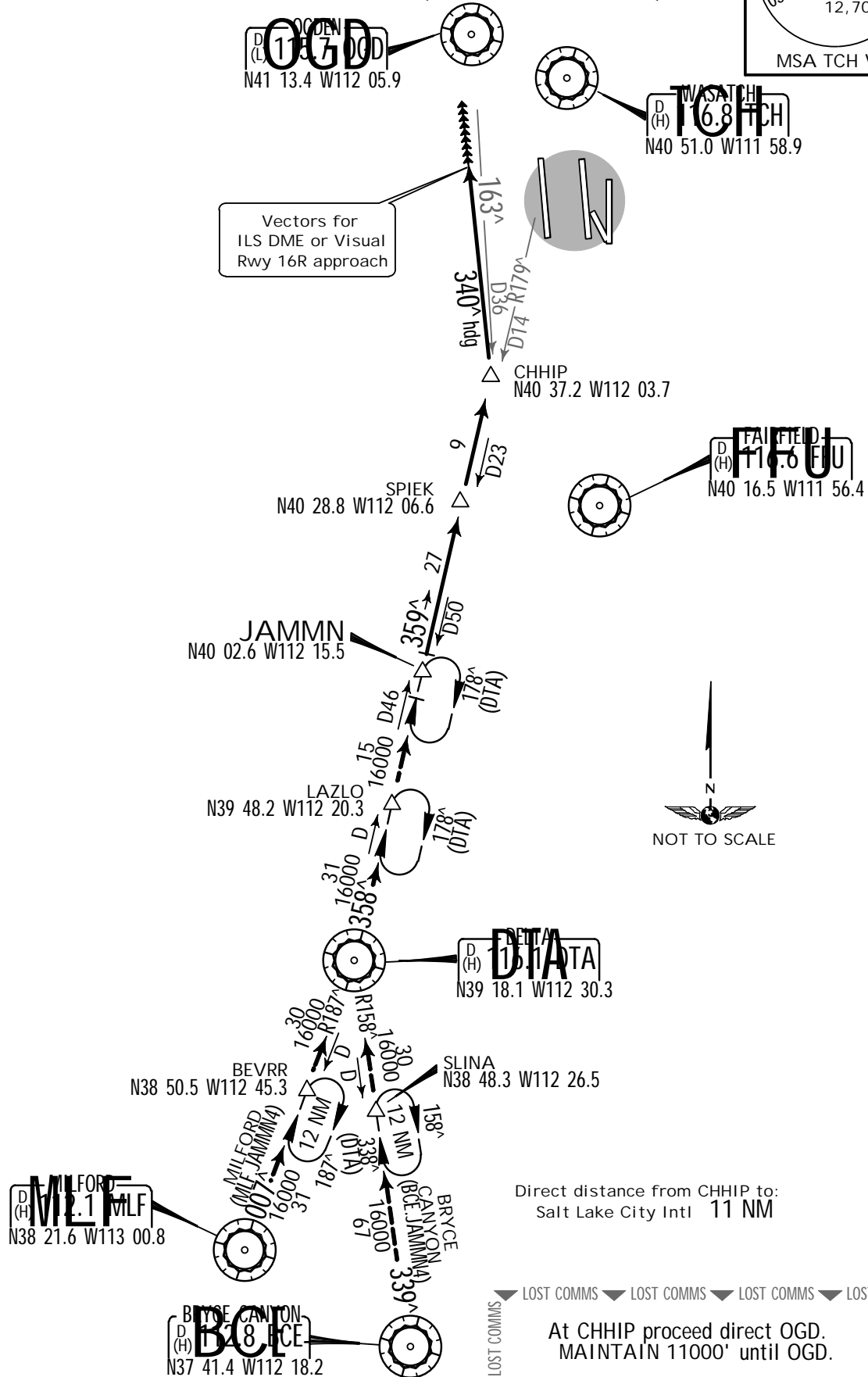
Apt Elev
4227'

Alt Set: INCHES
Trans level: FL180
DME required.

Trans alt: 18000'



JAMMN FOUR ARRIVAL (JAMMN.JAMMN4)



KSLC/SLC

SALT LAKE CITY INTL

JEPPESSEN

26 NOV 10

10-2E

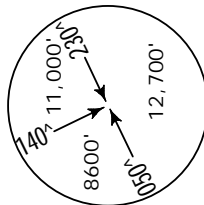
SALT LAKE CITY, UTAH

.RNAV.STAR.

D-ATIS
124.75 125.62

Apt Elev
4227'

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



MSA TCH VOR

LEEHY THREE RNAV ARRIVAL (LEEHY.LEEHY3)

ROUTING

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

LANDING

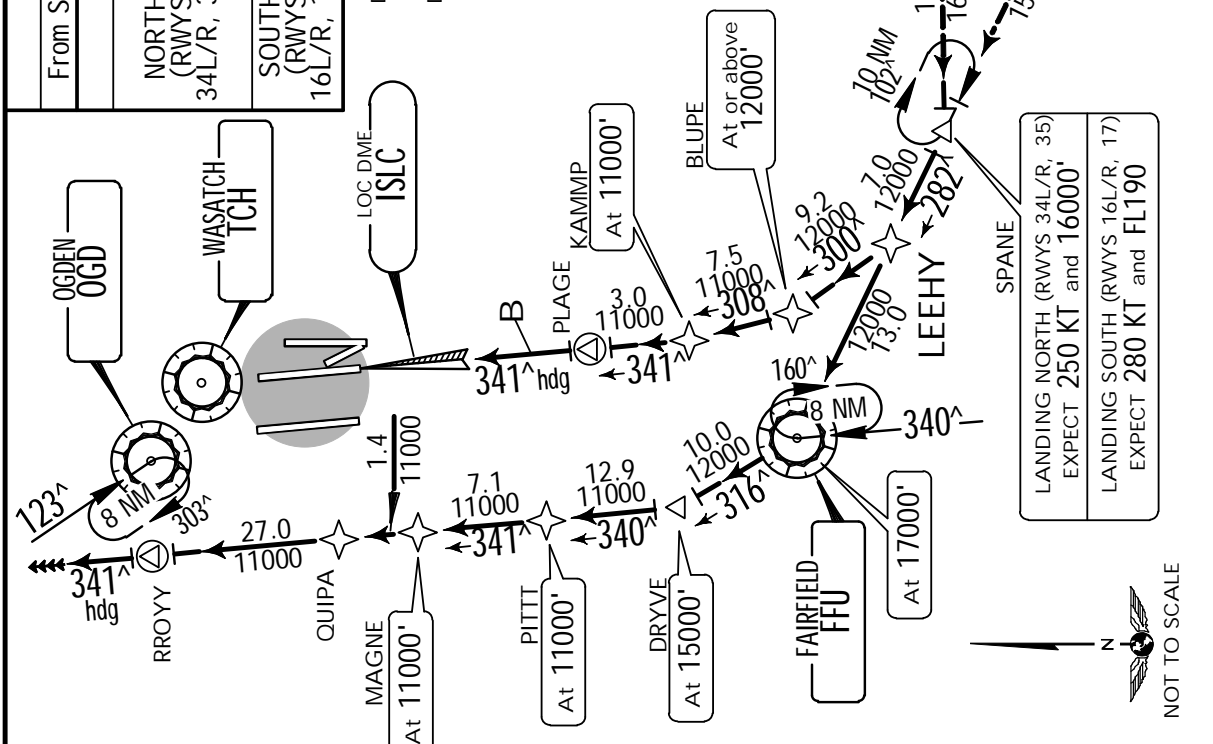
From LEEHY via 300° track to BLUEPE, then via 308° track to KAMMP, then via 341° track to PLAGE, then via 341° heading. B Rwy 34L, 35: EXPECT RADAR vectors to final approach course. B Rwy 34R: Intercept ISLC localizer. Proceed inbound, EXPECT ILS/Visual approach.

From LEEHY via 282° track to FFU, then via 316° track to DRYVE, then as depicted to RROY, 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 RROY to:
Salt Lake City Intl 27 NM

A HELPR TRANSITION
LANDING NORTH
For non-GPS equipped aircraft
FFU DME must be operational
LANDING SOUTH
For non-GPS equipped aircraft
PVTU and TCH DMES must be operational

MEEKER TRANSITION
LANDING NORTH
For non-GPS equipped aircraft
DTA and PUC DMES must be operational
LANDING SOUTH
For non-GPS equipped aircraft
DTA, PUC, PVTU and TCH DMES must be operational



LANDING NORTH (RWY 34L/R, 35)
EXPECT 250 KT and 16000'
LANDING SOUTH (RWY 16L/R, 17)
EXPECT 280 KT and 17190'

LOST COMMS
LANDING NORTH:
At PLAGE, turn LEFT direct FFU and hold.
MAINTAIN 11000'.
LANDING SOUTH:
At RROY, turn RIGHT direct OGD and hold.
MAINTAIN 11000'.

KSLC/SLC

SALT LAKE CITY INTL

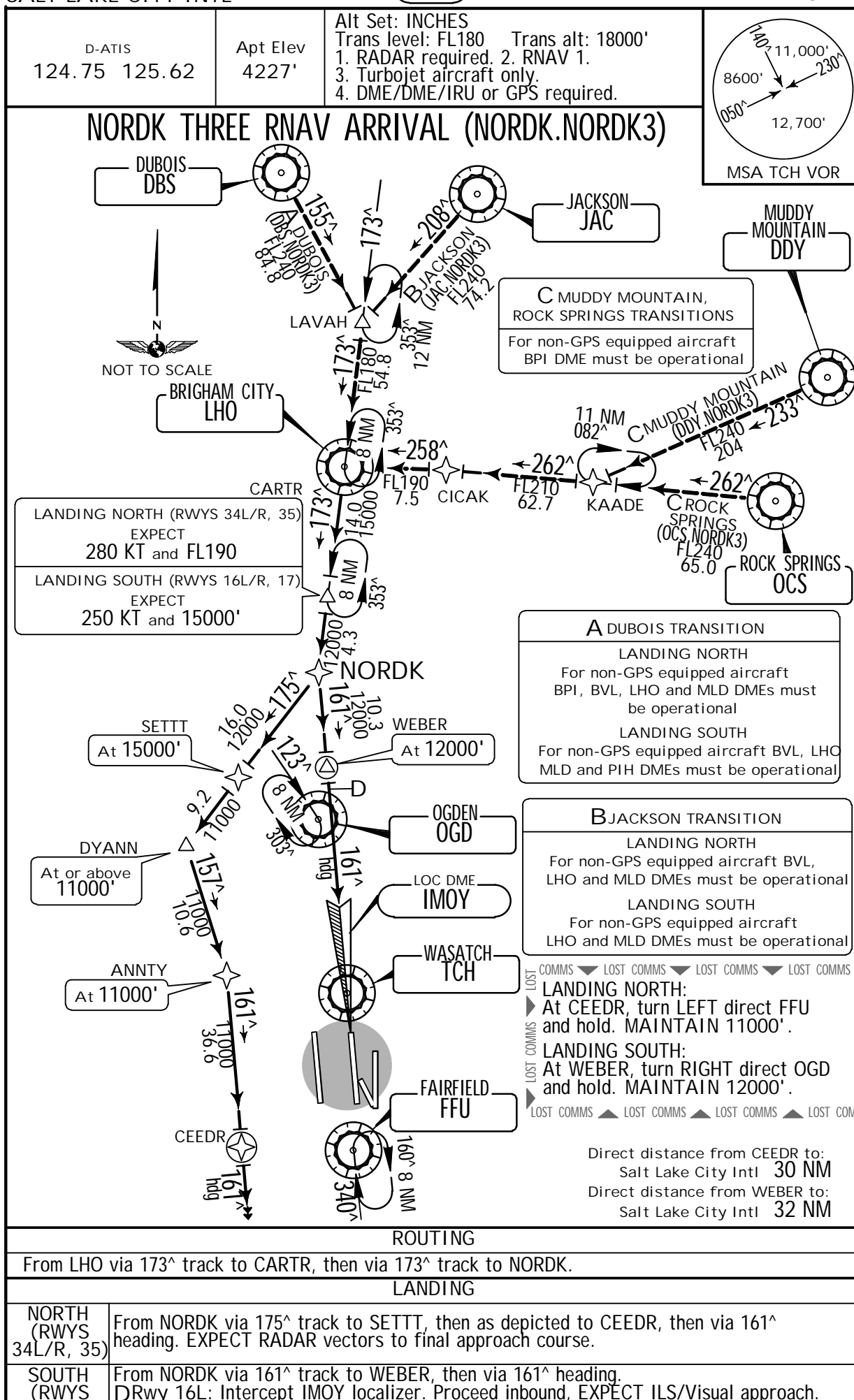
JEPPESEN

26 NOV 10

10-2F

SALT LAKE CITY, UTAH

.RNAV.STAR.



KSLC/SLC

SALT LAKE CITY INTL

JEPPESEN

26 NOV 10

10-2G

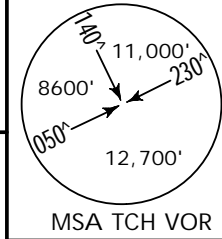
SALT LAKE CITY, UTAH

.RNAV.STAR.

D-ATIS
124.75 125.62

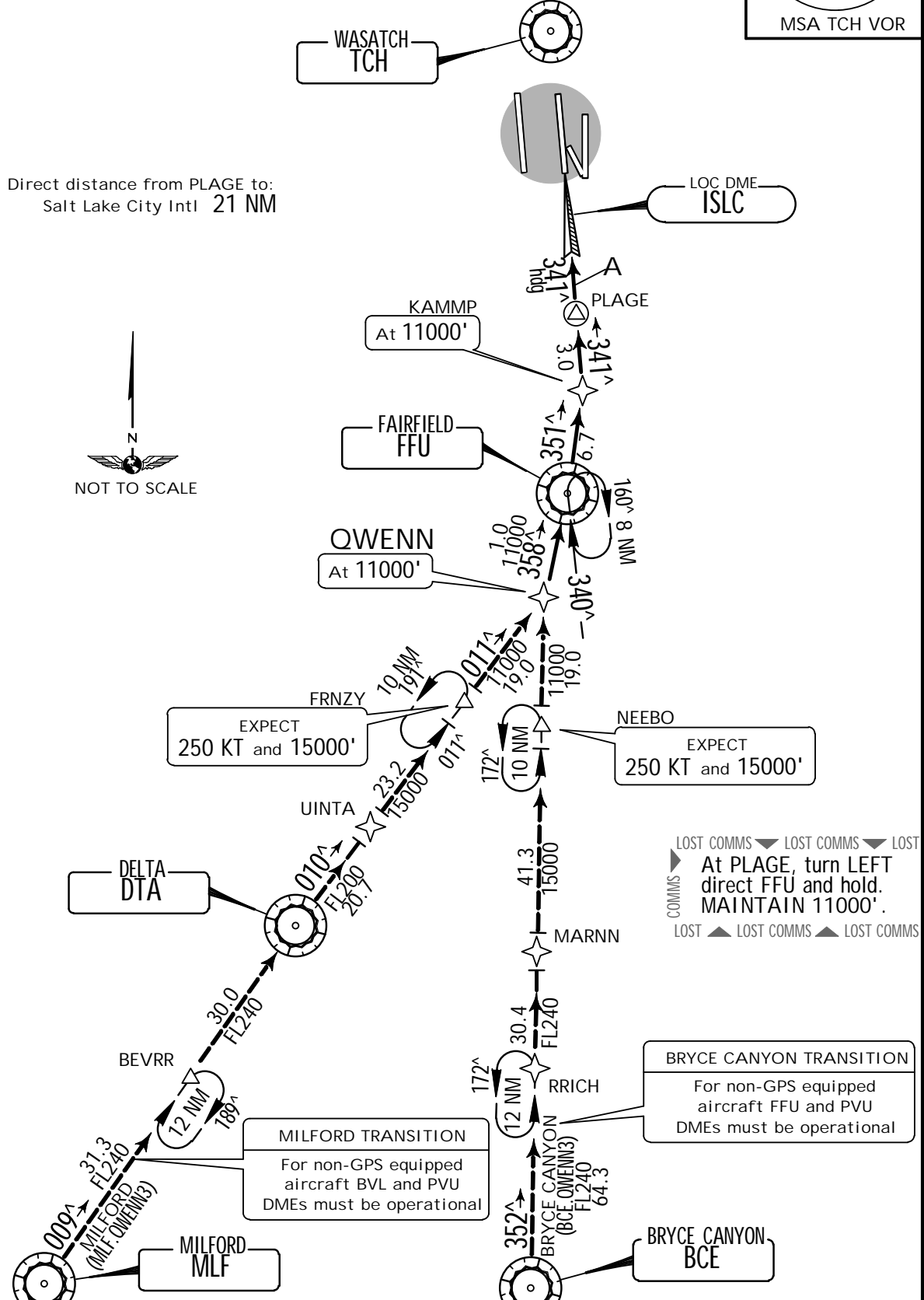
Apt Elev
4227'

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



QWENN THREE RNAV ARRIVAL (QWENN.QWENN3)

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



LANDING

NORTH (RWYS)

From QWENN via 358° track to FFU, then as depicted to PLAGE, then via 341° heading.
ARWYS 34L, 35: EXPECT RADAR vectors to final approach course.

KSLC/SLC

SALT LAKE CITY INTL

**JEPPESEN**

26 NOV 10 (10-2H)

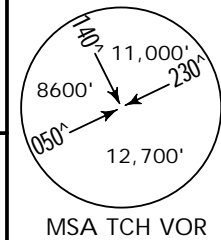
SALT LAKE CITY, UTAH

.RNAV.STAR.

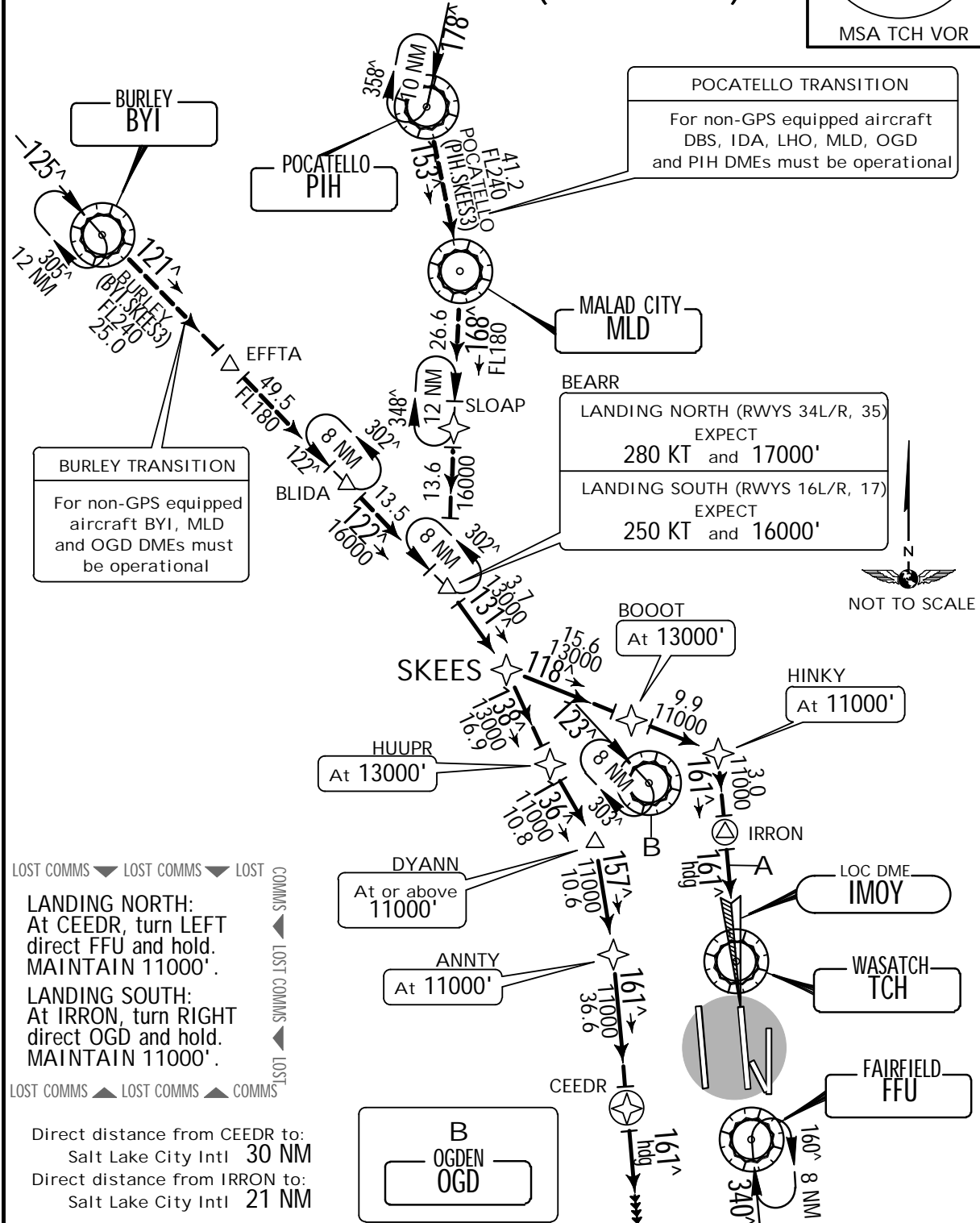
D-ATIS
124.75 125.62

Apt Elev
4227'

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



SKEES THREE RNAV ARRIVAL (SKEES.SKEES3)



ROUTING

From BEARR via 131^ track to SKEES.

LANDING

| | |
|-------------------------------|--|
| NORTH (RWYS 34L / R 35) | From SKEES via 138^ track to HUUPR, then as depicted to CEEDR, then via 161^ heading. EXPECT RADAR vectors to final approach course. |
|-------------------------------|--|

| | |
|---------------------------------|--|
| SOUTH (RWYS 16L, 16R, 17) | From SKEES via 118^ track to BOOOT, then as depicted to IRRON, then via 161^ heading. A Rwy 16L: Intercept IMOY localizer. Proceed inbound. EXPECT ILS/Visual approach. |
|---------------------------------|--|

KSLC/SLC

SALT LAKE CITY INTL

JEPPESEN

26 NOV 10

(10-2J)

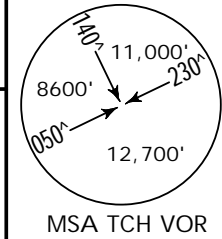
SALT LAKE CITY, UTAH

.STAR.

D-ATIS
124.75 125.62

Apt Elev
4227'

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



SPANE FIVE ARRIVAL (SPANE.SPANE5)

OGD
D(L) 11.6
N41 13.4 W112 05.9

WASATCH
D(H) 6.8
N40 51.0 W111 58.9

LANDING SOUTH
Vectors for ILS or
Visual Rwy 16R approach

CHHIP
N40 37.2 W112 03.7

R-6412 A/B
A 9000
B 10000
GND 9000
NOTAM
(SALT LAKE CITY TWR)

DRYVE
N40 25.2 W112 03.0

BOAGY
N40 14.6 W111 51.1

LANDING NORTH
EXPECT ILS
Rwy 34R approach

FFU
D(H) 11.6
N40 16.5 W111 56.4

SPANE
N40 07.8 W111 32.9

LANDING NORTH
EXPECT clearance
to cross at 16000'
LANDING SOUTH
EXPECT clearance
to cross at FL190

GOSHU
N40 01.3 W111 15.3

HELPR
N39 45.2 W110 32.9

MTU
D(H) 12.7
N40 09.0 W110 07.7

A
MEEKER
(EKR.SPANE5)

EKR
D(H) 11.2
N40 04.0 W107 55.5

RACER
N40 06.5 W108 53.0
MAA FL450
57

MAA FL450
15000
D 258°
44
078°
341°
JNC
112.4

Direct distance from BOAGY to:
Salt Lake City Intl 33 NM
Direct distance from CHHIP to:
Salt Lake City Intl 11 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LANDING SOUTH:
At CHHIP proceed direct OGD.
MAINTAIN 12000' until OGD.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

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 |

KSLC/SLC

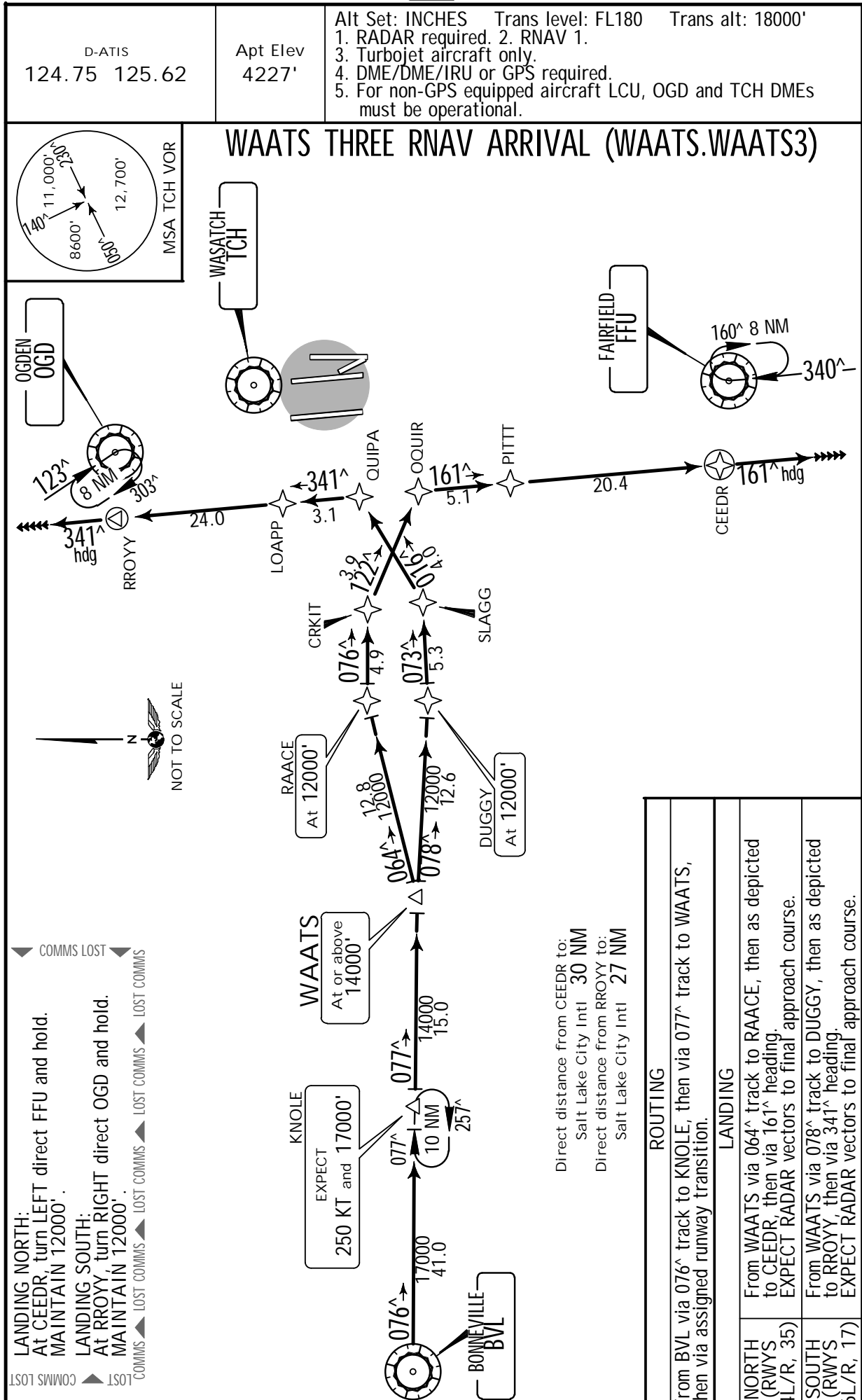
SALT LAKE CITY INTL

JEPPESEN

26 NOV 10 10-2K

SALT LAKE CITY, UTAH

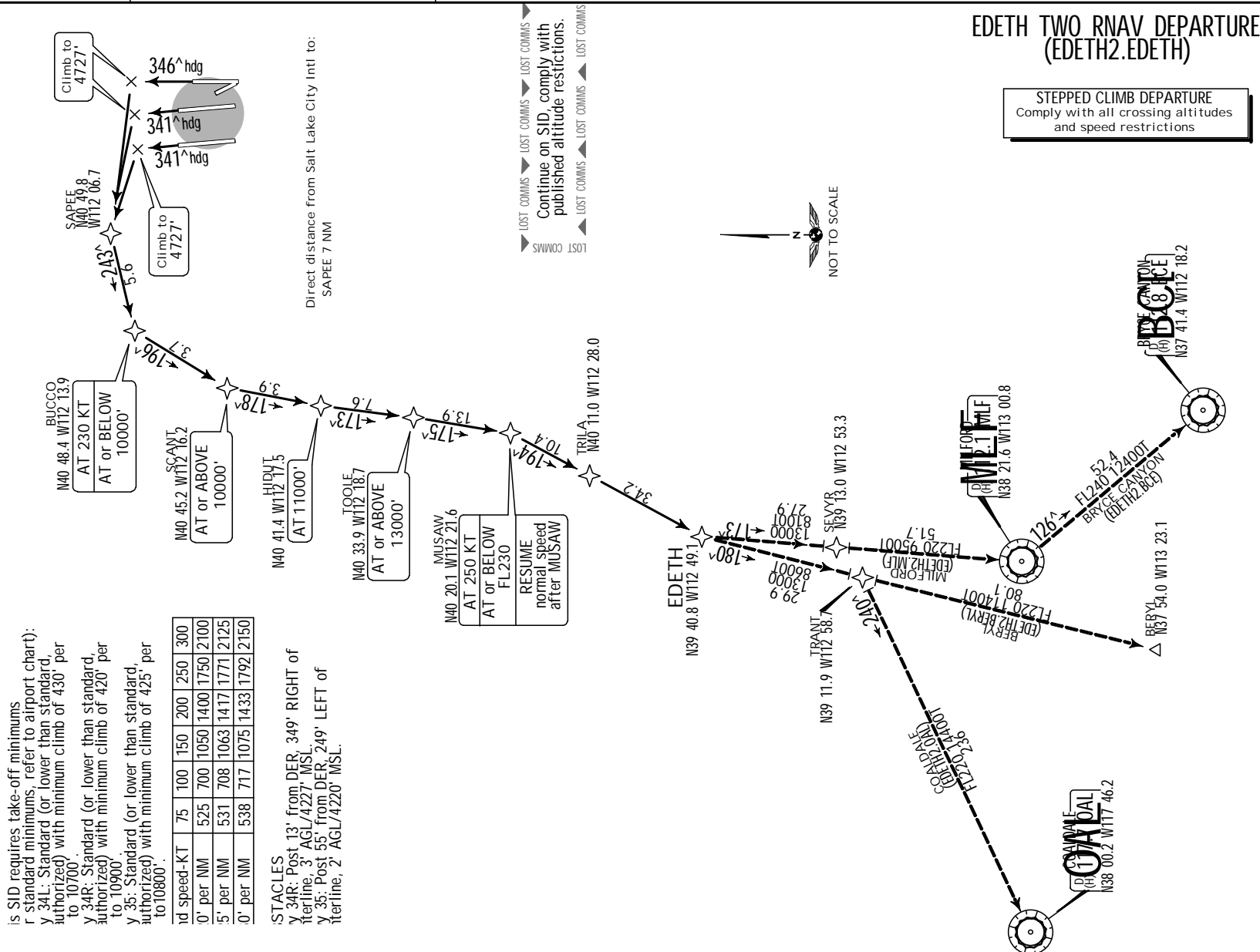
.RNAV.STAR.



SALT LAKE CITY
UTAH

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.

Trans level: FL180 Trans alt: 18000'



18 JUL 14 10-3A

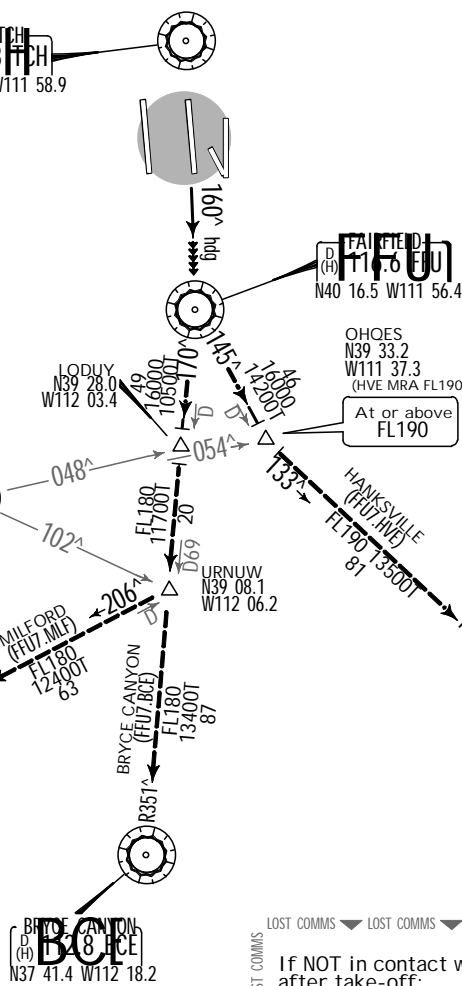
SALT LAKE CITY, UTAH
ff.24.Jul. .SID.

1. This is a RADAR vector departure to assigned route or fix.
2. RADAR required.



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.



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

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'.

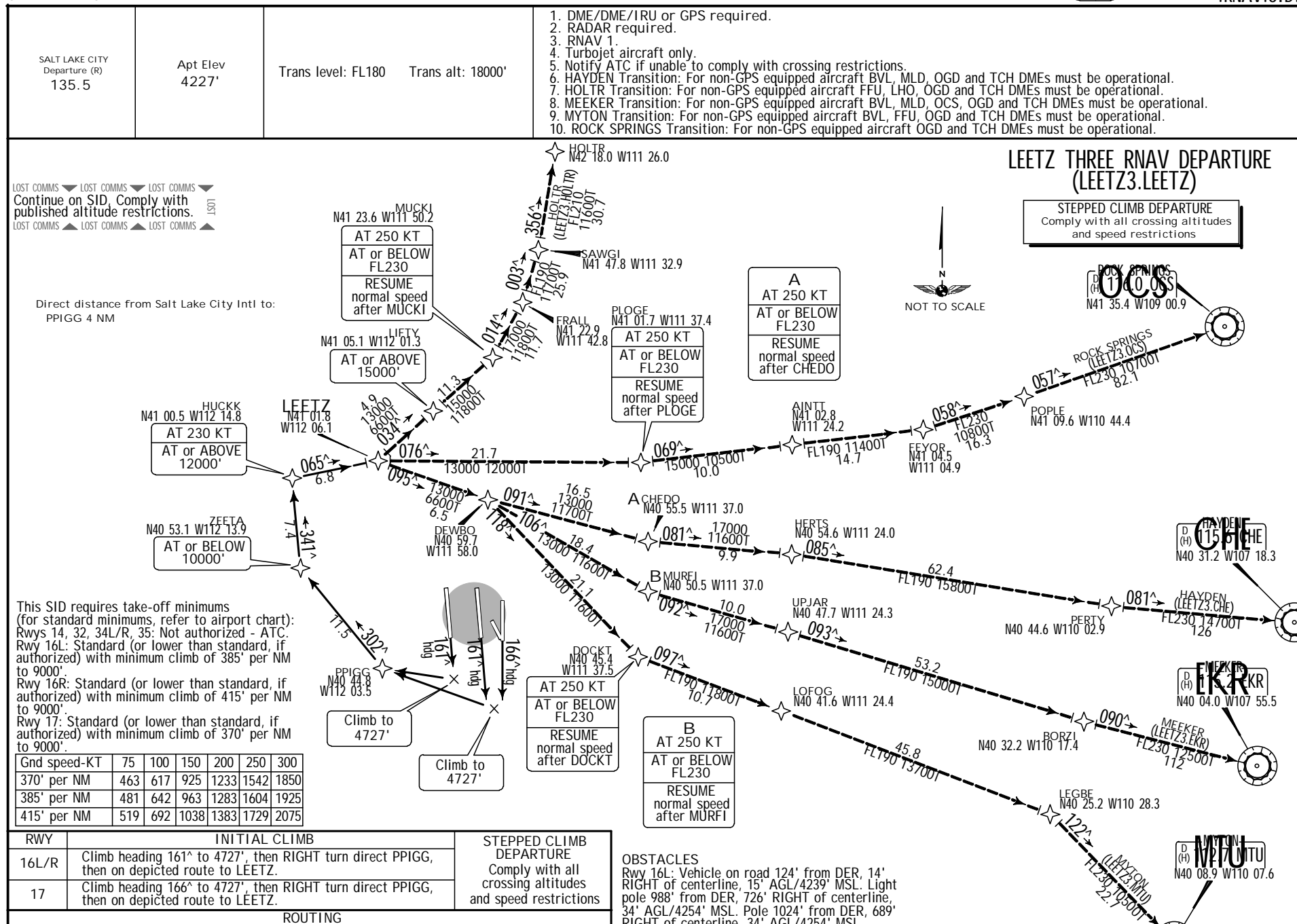
| | | | | | | |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 260' per NM | 325 | 433 | 650 | 867 | 1083 | 1300 |
| 400' per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |

| | |
|------------------------------------|---|
| INITIAL CLIMB | ALTITUDE |
| Climb heading 160° or as assigned. | MAINTAIN 10000' or assigned lower altitude. |
| ROUTING | |

▲ LAST COMMS ▲ LAST COMMS ▲ LAST COMMS ▲ LAST COMMS ▲ LAST COMMS
 If NOT in contact with Departure control 1 minute after take-off:
 Aircraft assigned heading 160°:
 Rwy's 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.

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
12 SEP 14 10-3B .Eff.18.Sep. .RNAV.SID.



KSLC/SLC
SALT LAKE CITY INTL

JEPPESSEN SALT LAKE CITY, UTAH
12 SEP 14 10-3C Eff. 18.Sep.
.RNAV.SID.

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.

Continue on SID. Comply with published altitude restrictions.

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

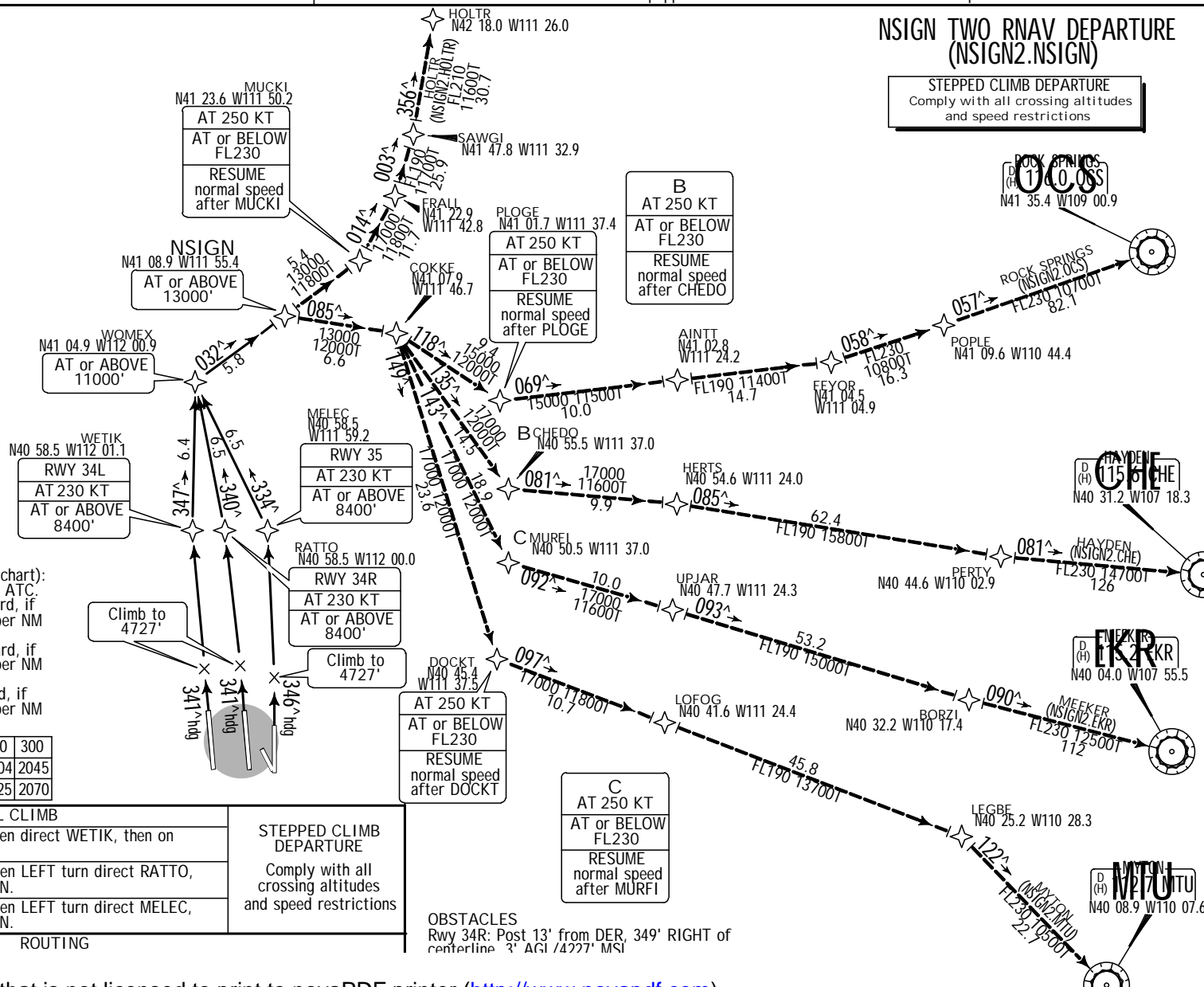


This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 14, 16L/R, 17, 32: Not authorized - ATC.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 414' per NM to 11800'.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum 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 | STEPPED CLIMB DEPARTURE |
|-----|--|---|
| 34L | Climb heading 341° to 4727', then direct WETIK, then on depicted route to NSIGN. | Comply with all crossing altitudes and speed restrictions |
| 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. | |

ROUTING



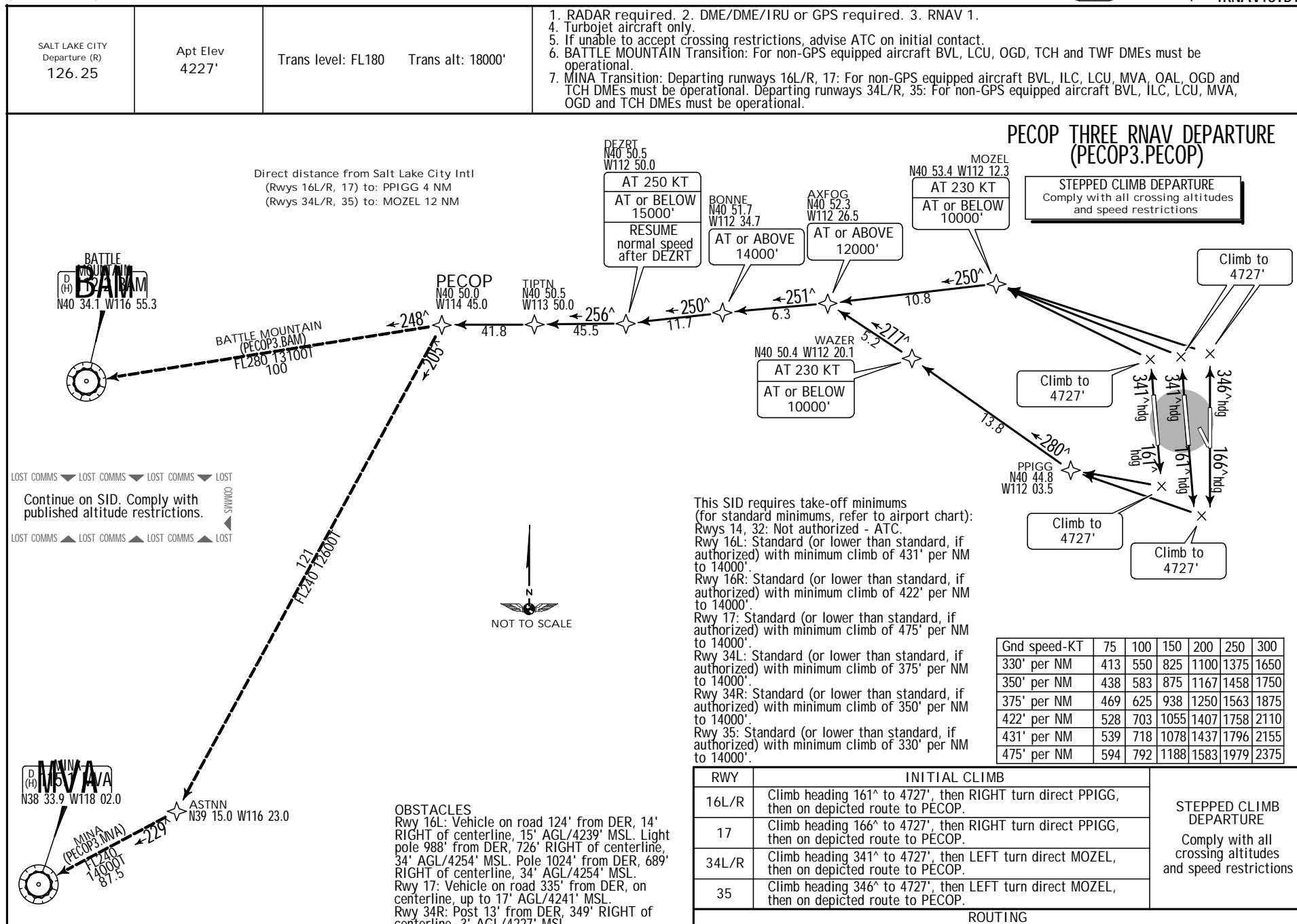
OBSTACLES
Rwy 34R: Post 13' from DER, 349' RIGHT of centerline 3' AGL /4727' MSL

KSLC/SLC
SALT LAKE CITY INTL



12 SEP 14 10-3D Eff.18.Sep. .RNAV.SID.

SALT LAKE CITY
UTAH



KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
12 SEP 14 10-3E .Eff.18.Sep.

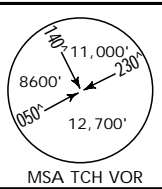
SALT LAKE CITY, UTAH
.SID.

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.

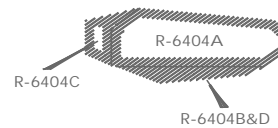


TWTF
N42 28.8 W114 29.4

MLD
N42 12.0 W112 27.1

BOCK SPRINGS
N41 35.4 W109 00.9

SALT LAKE TWO DEPARTURE
(SLC2.TCH)

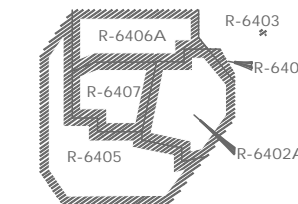


TCH
N40 51.0 W111 58.9

LOST COMMS ▼ LOST COMMS ▼
SEE 10-3F
FOR
LOST
COMMUNICATIONS
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 |



FAIRFIELD
N40 16.5 W111 56.4

MTU
N40 09.0 W110 07.6

GRAND JUNCTION
N39 03.6 W108 47.6

DTA
N39 18.1 W112 30.3

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 35R: Post 5' from DER, 349' RIGHT of centerline, 2' AGL/4220' MSL.

| 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 | | |

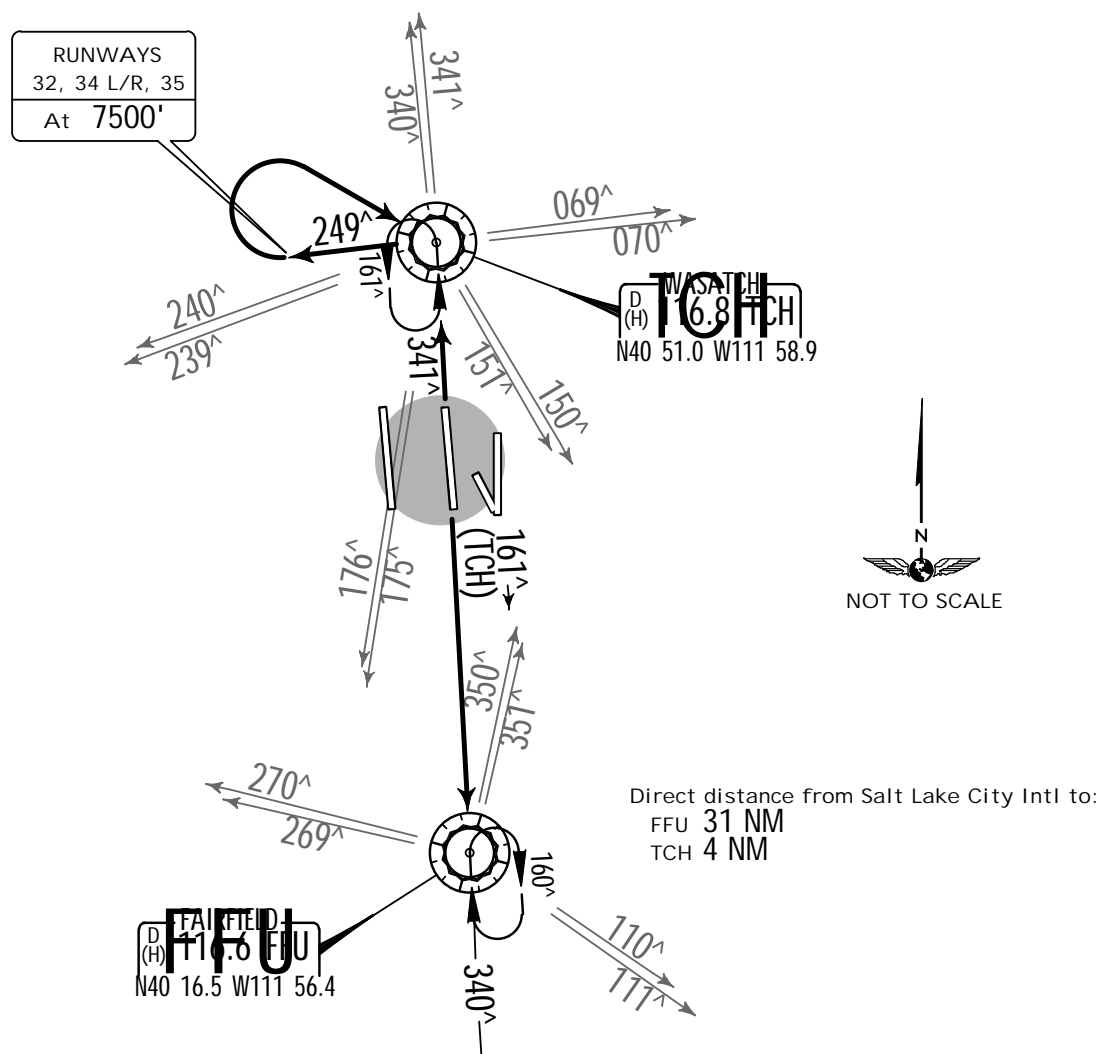
KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN SA
5 FEB 10 (10-3F) .Eff.11.Feb.

SALT LAKE CITY, UTAH
.Feb. .LOST.COMMS.

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



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.

KSLC/SLC

SALT LAKE CITY INTL

JEPPESEN

5 FEB 10 (10-3G) .Eff.11.Feb.

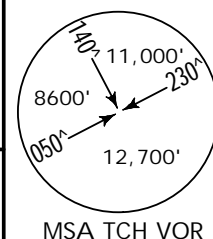
SALT LAKE CITY, UTAH

.SID.

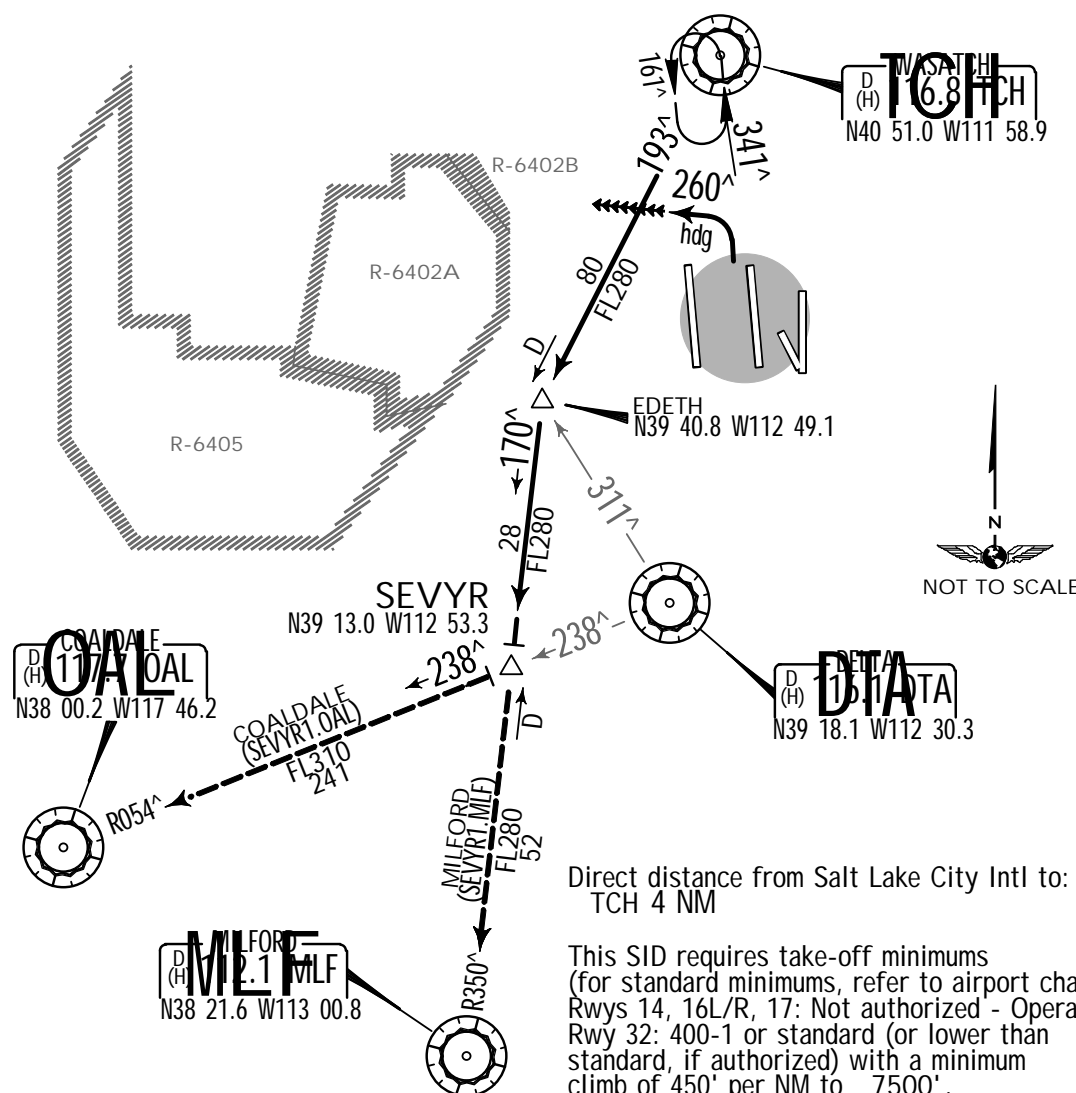
SALT LAKE CITY
Departure (R)
128.1

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.



SEVYR ONE DEPARTURE (SEVYR1.SEVYR) (RWYS 32, 34L/R, 35)



Direct distance from Salt Lake City Intl to:
TCH 4 NM

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

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

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

LOST COMMS ▼
SWIMMS
LOST COMMS ▼
SWIMMS

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

INITIAL CLIMB

ALTITUDE

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

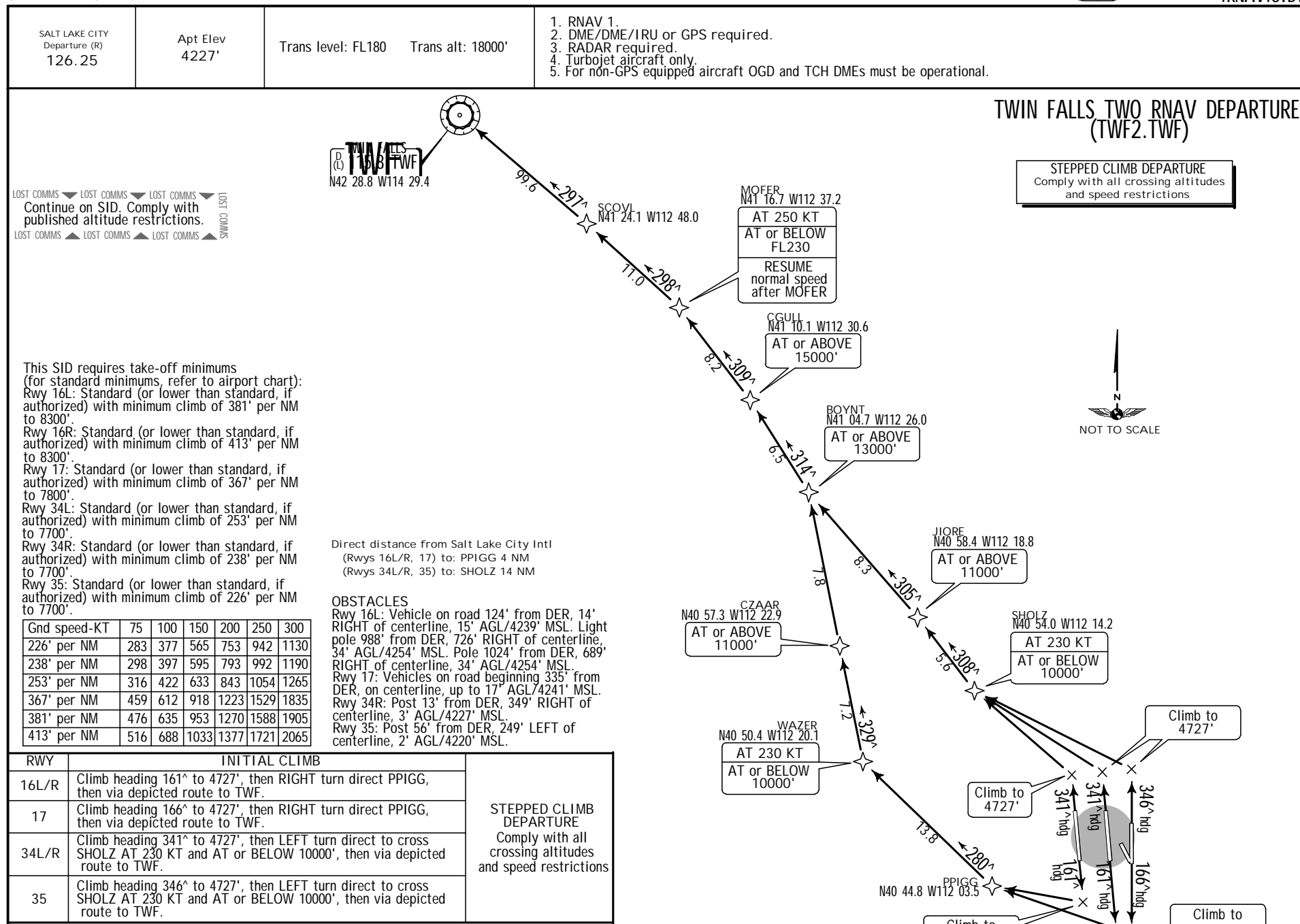
MAINTAIN 10000' or assigned lower altitude

ROUTING

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
15 AUG 14 (10-3H)

SALT LAKE CITY
UTAH
.RNAV.SID.



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 continue on SID, comply with published
 tude restrictions.



KSLC/SLC

28 MAR 14 **JEPPESEN**
10-8

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL

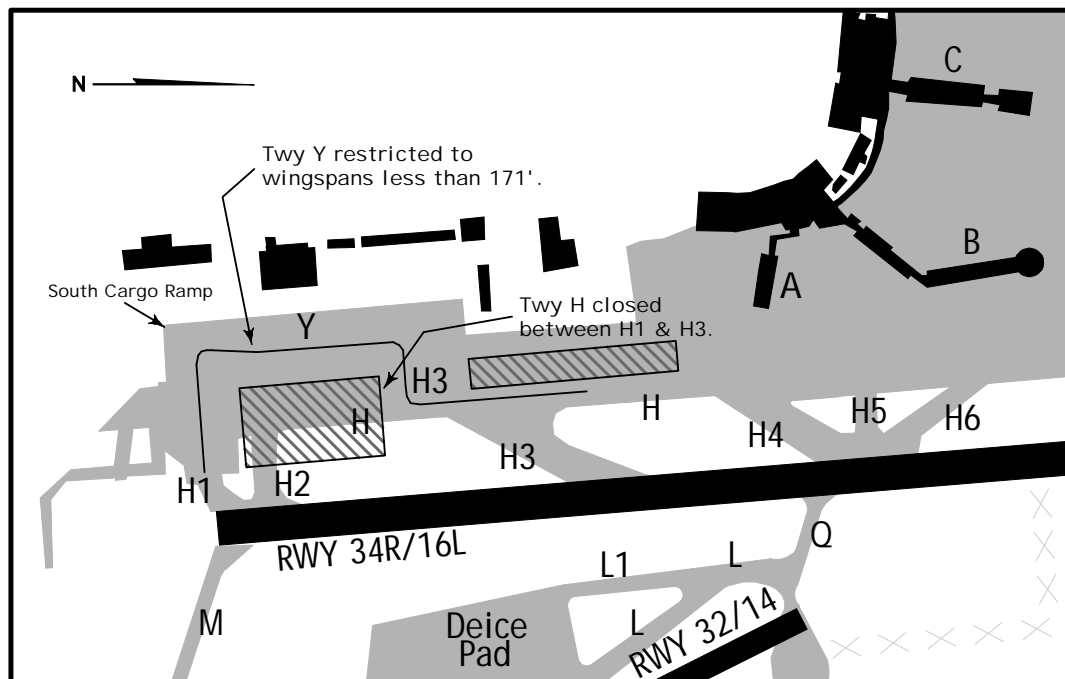
SALT LAKE CITY INTL CONSTRUCTION (MARCH 2014 - LATE FALL 2014)

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

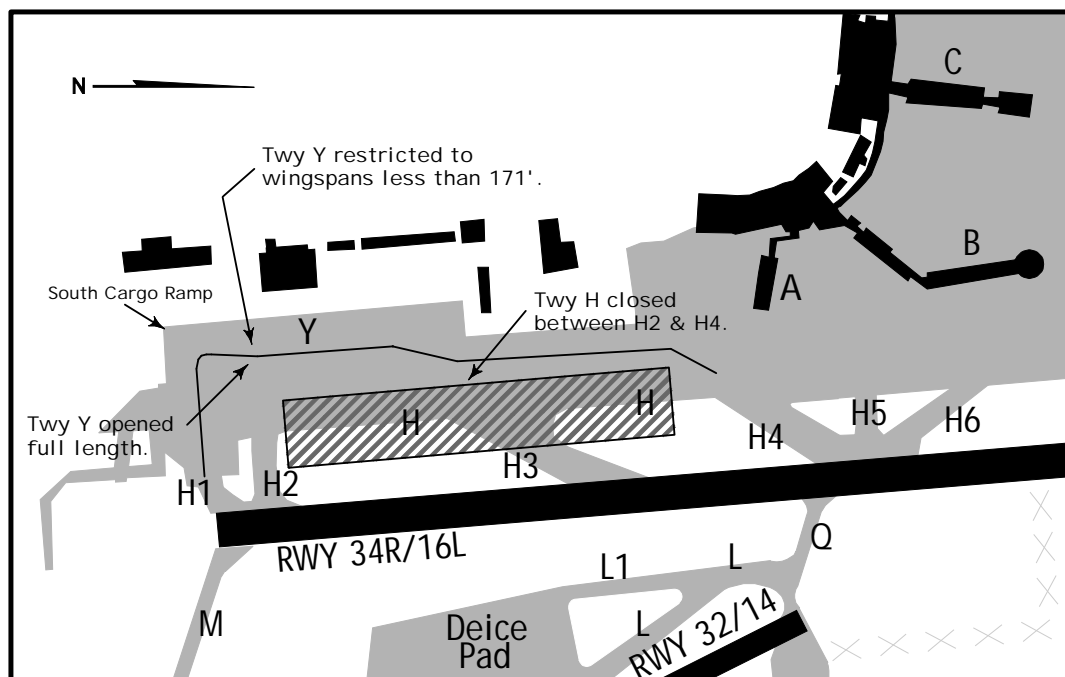
RWY 34R DEICE PAD CONSTRUCTION



March 2014 - Late Summer 2014



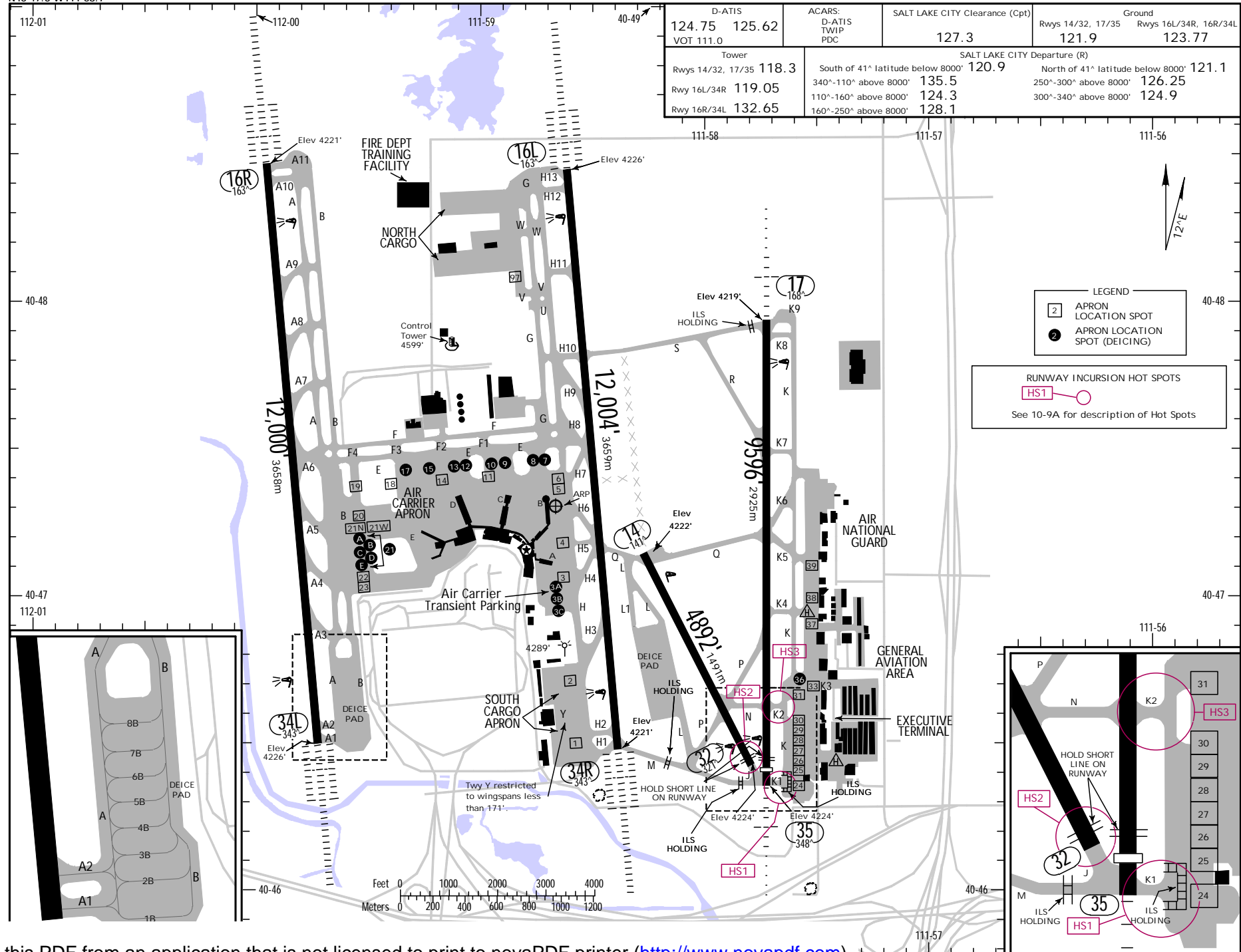
Late Summer 2014 - Late Fall 2014



KSLC/SLC
Apt Elev 4227'
N40 47.3 W111 58.7

JEPPesen
11 APR 14 (10-9)

SALT LAKE CITY, UTAH
SALT LAKE CITY INTL



KSLC/SLC

JEPPesen
11 APR 14 (10-9A)

SALT LAKE CITY, UTAH
SALT LAKE CITY INTL

JEPPesen
JeppView 3.6.2.0

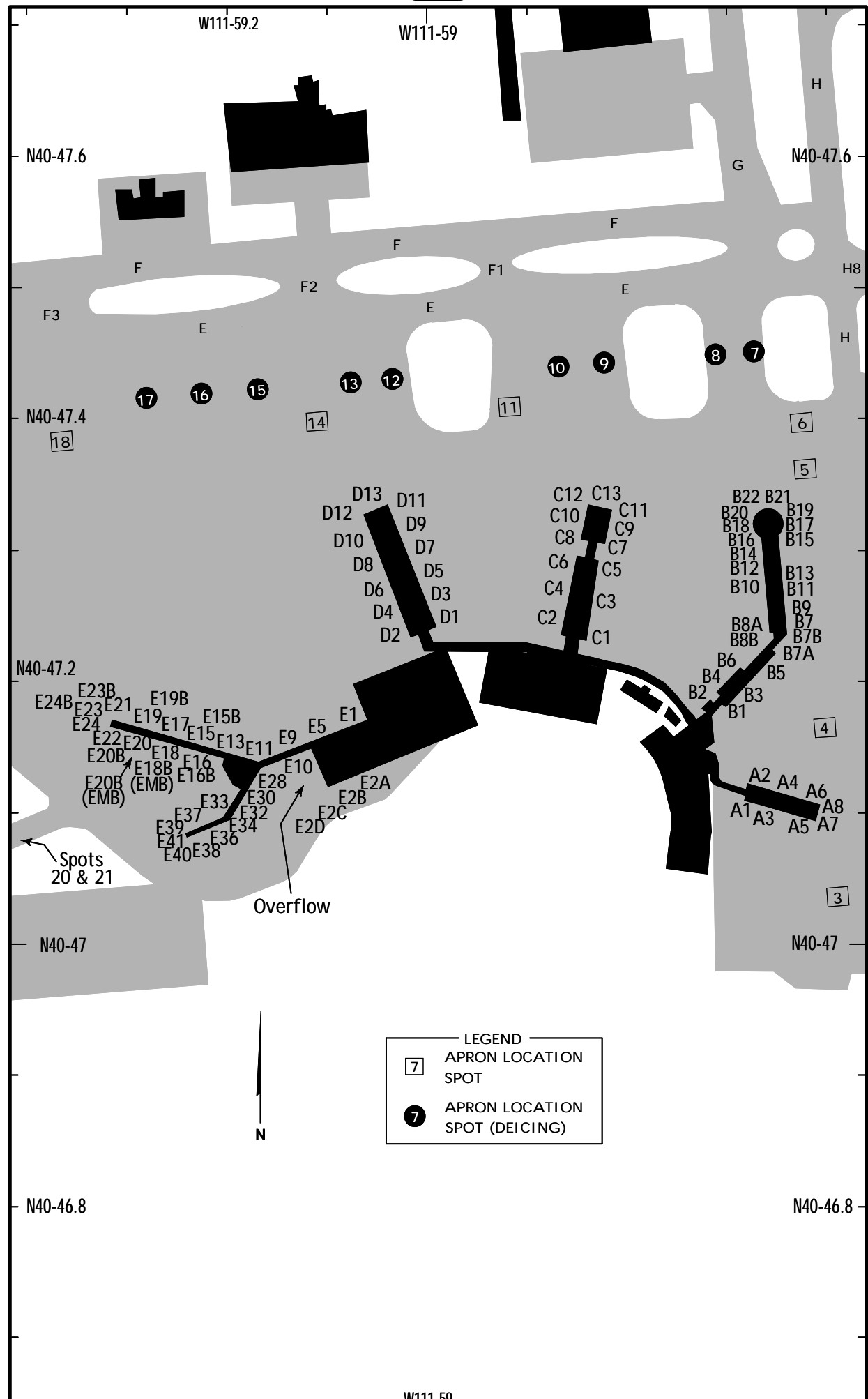
| GENERAL CAUTION: Birds in vicinity of airport. ASDE-X surveillance system in use. Operate transponder with Mode C when on taxiways and runways. Due to traffic volume, local departure and arrival operations are discouraged and delays can be expected between 1000-1200 and 2000-2300 local. SMGCS and Low 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. | | | | | | | TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------------|-------------|---|------------|--------------------|--|--|-----------|---------------|---|---------------|------------------------------|--------------------|---|------------------|-------------|------------------|-------------------------------------|--|--------------------------|---------|-------------------|----------|--|------------|--|------------------|------------|--|--|-------------------|--|--|-------------|--|--|-------------|--|--|--------------------|--|--|-------------|--|--|-------------|--|--|-------------------|--|--|--|--|--|----------------|--|--|-----------------|--|--|--|--|--|--------------------|--|--|----------------|--|--|--|--|--|--|--|--|--------------------|--|--|--|--|--|--|--|--|-----------------|--|--|---|--|--|-------|--|--|-------|--|--|----|--|--|
| ADDITIONAL RUNWAY INFORMATION | | | | | | | Rwys 16L/16R/34L/34R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th rowspan="2">RWY</th><th rowspan="2"></th><th rowspan="2"></th><th colspan="2">USABLE LENGTHS</th><th rowspan="2">TAKE-OFF</th><th rowspan="2">WIDTH</th></tr><tr><th>LANDING</th><th>BEYOND Threshold</th><th>Glide Slope</th></tr></thead><tbody><tr><td>14</td><td>1</td><td>32</td><td>HIRL PAPI-L (angle 3.0°)</td><td>grooved</td><td></td><td>150' 46m</td></tr></tbody></table> | | | | | | | RWY | | | USABLE LENGTHS | | TAKE-OFF | WIDTH | LANDING | BEYOND Threshold | Glide Slope | 14 | 1 | 32 | HIRL PAPI-L (angle 3.0°) | grooved | | 150' 46m | 2 operating RVRs are required. All operating RVRs are controlling. | | | Adequate Vis Ref | STD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | RWY | | | | | USABLE LENGTHS | | TAKE-OFF | WIDTH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LANDING | BEYOND Threshold | Glide Slope | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 1 | 32 | HIRL PAPI-L (angle 3.0°) | grooved | | 150' 46m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HUD & CL & HIRL | | | CL & HIRL | | CL, or RCLM & HIRL | | 3 & 4 Eng | | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 Rwy 14/32 closed below 1200' RVR. | | | | | | | Rwys 17/35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><tbody><tr><td>16L</td><td>2</td><td>34R</td><td>HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR</td><td></td><td>10,965'3342m 10,957'3340m</td><td>150' 46m</td></tr></tbody></table> | | | | | | | 16L | 2 | 34R | HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR | | 10,965'3342m 10,957'3340m | 150' 46m | Both RVRs are required and controlling. | | | Adequate Vis Ref | STD | | 3 & 4 Eng | | 1 & 2 Eng | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 16L | 2 | 34R | HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR | | 10,965'3342m 10,957'3340m | 150' 46m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CL & HIRL | | | CL, or RCLM & HIRL | | | 3 & 4 Eng | | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 Runway grooved. | | | | | | | Rwy 14 | | | Rwy 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><tbody><tr><td>16R</td><td>3</td><td>34L</td><td>HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR</td><td></td><td>10,949'3337m 10,949'3337m</td><td>150' 46m</td></tr></tbody></table> | | | | | | | 16R | 3 | 34L | HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR | | 10,949'3337m 10,949'3337m | 150' 46m | Adequate Vis Ref | | STD | | With Min climb of 498' /NM to 4700' | | Other | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 16R | 3 | 34L | HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR | | 10,949'3337m 10,949'3337m | 150' 46m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adequate Vis Ref | | STD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/4 | | | 1/2 | | | 1 | | | 1/4 | | 1/2 | | 1 | | 400-1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 Runway grooved. | | | | | | | OBSTACLE DP: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><tbody><tr><td>17</td><td>4</td><td>35</td><td>HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR</td><td></td><td>8547'2605m</td><td rowspan="2">150' 46m</td></tr><tr><td colspan="3">HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR</td><td>9272'2826m</td><td>8194'2498m</td></tr></tbody></table> | | | | | | | 17 | 4 | 35 | HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR | | 8547'2605m | 150' 46m | HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR | | | 9272'2826m | 8194'2498m | 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 17 | 4 | 35 | HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR | | 8547'2605m | | 150' 46m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR | | | 9272'2826m | 8194'2498m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 Runway grooved. | | | | | | | FOR FILING AS ALTERNATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><thead><tr><th colspan="3">ILS Rwy 16L</th><th colspan="3">LOC Rwy 16L</th><th colspan="3">RNAV (GPS) Rwy 16R</th></tr></thead><tbody><tr><td colspan="3">ILS Rwy 16R</td><td colspan="3">LOC Rwy 16R</td><td colspan="3">RNAV (GPS) Rwy 17</td></tr><tr><td colspan="3">ILS Rwy 17</td><td colspan="3">LOC Rwy 17</td><td colspan="3">RNAV (GPS) Rwy 17</td></tr><tr><td colspan="3">ILS Rwy 34L</td><td colspan="3">LOC Rwy 34L</td><td colspan="3">RNAV (GPS) Rwy 34L</td></tr><tr><td colspan="3">ILS Rwy 34R</td><td colspan="3">LOC Rwy 34R</td><td colspan="3">RNAV (GPS) Rwy 35</td></tr><tr><td colspan="3"></td><td colspan="3">LDA DME Rwy 35</td><td colspan="3">VOR DME Rwy 16L</td></tr><tr><td colspan="3"></td><td colspan="3">RNAV (GPS) Rwy 16L</td><td colspan="3">VOR DME Rwy 17</td></tr><tr><td colspan="3"></td><td colspan="3"></td><td colspan="3">RNAV (GPS) Rwy 34R</td></tr><tr><td colspan="3"></td><td colspan="3"></td><td colspan="3">VOR DME Rwy 34R</td></tr></tbody></table> | | | | | | | ILS Rwy 16L | | | LOC Rwy 16L | | | RNAV (GPS) Rwy 16R | | | ILS Rwy 16R | | | LOC Rwy 16R | | | RNAV (GPS) Rwy 17 | | | ILS Rwy 17 | | | LOC Rwy 17 | | | RNAV (GPS) Rwy 17 | | | ILS Rwy 34L | | | LOC Rwy 34L | | | RNAV (GPS) Rwy 34L | | | ILS Rwy 34R | | | LOC Rwy 34R | | | RNAV (GPS) Rwy 35 | | | | | | LDA DME Rwy 35 | | | VOR DME Rwy 16L | | | | | | RNAV (GPS) Rwy 16L | | | VOR DME Rwy 17 | | | | | | | | | RNAV (GPS) Rwy 34R | | | | | | | | | VOR DME Rwy 34R | | | A | | | 600-2 | | | 800-2 | | | NA | | |
| | | | | | | | ILS Rwy 16L | | | LOC Rwy 16L | | | RNAV (GPS) Rwy 16R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ILS Rwy 16R | | | LOC Rwy 16R | | | RNAV (GPS) Rwy 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ILS Rwy 17 | | | LOC Rwy 17 | | | RNAV (GPS) Rwy 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ILS Rwy 34L | | | LOC Rwy 34L | | | RNAV (GPS) Rwy 34L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ILS Rwy 34R | | | LOC Rwy 34R | | | RNAV (GPS) Rwy 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | LDA DME Rwy 35 | | | VOR DME Rwy 16L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | RNAV (GPS) Rwy 16L | | | VOR DME Rwy 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | RNAV (GPS) Rwy 34R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | VOR DME Rwy 34R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

KSLC/SLC

28 MAY 10 **10-9B**

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL



W111 50

KSLC/SLC


JEPPESEN
 28 MAY 10 (10-9C)

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL

PARKING GATE COORDINATES

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

KSLC/SLC
SALT LAKE CITY INTL
LESS THAN RVR. 1200 to 600.

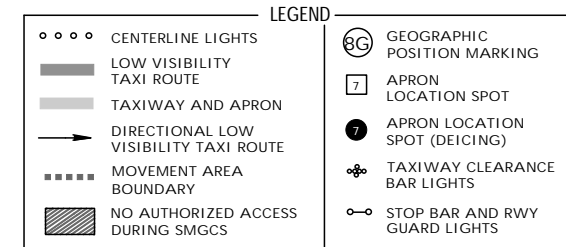
JEPPESEN

(10-9D)

11 OCT 13

SMGCS
SALT LAKE CITY, UTAH
LOW VISIBILITY TAXI ROUTES

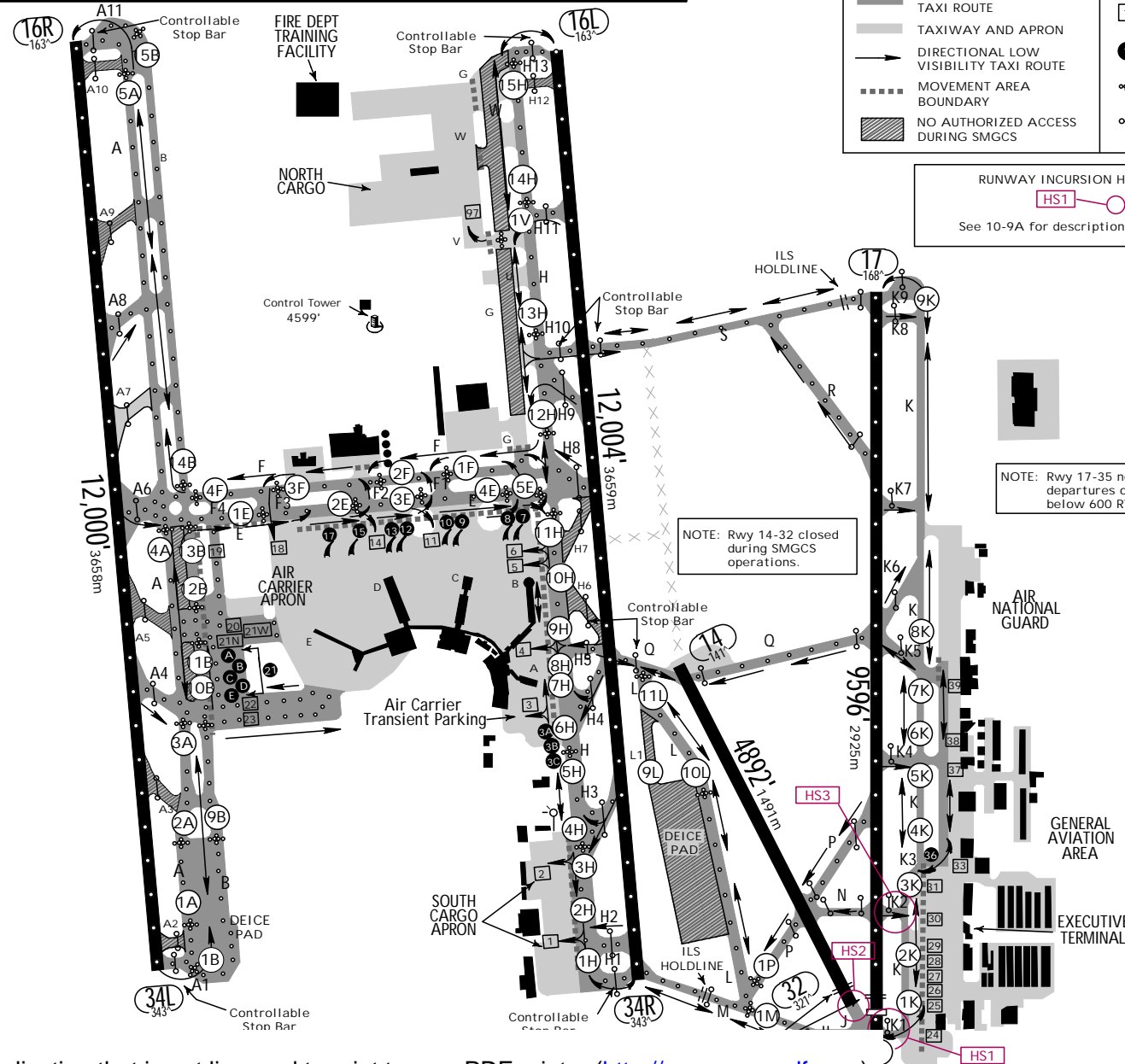
| | | | | | | |
|-------------------------------|-------------|-------------|---|---|--------------------------------------|--------------------------------|
| D-ATIS 124.75 VOT 111.0 | | 125.62 | ACARS: D-ATIS PDC TWIP | SALT LAKE CITY Clearance (Cpt) 127.3 | Ground Rwys 14/32, 17/35 121.9 | Rwy 16L/34R, 16R/34L 123.77 |
| Tower | | | SALT LAKE CITY Departure (R) | | | |
| Rwys 14/32, 17/35 | Rwy 16L/34R | Rwy 16R/34L | South of 41° latitude below 8000' 120.9 | | | |
| 118.3 | | | North of 41° latitude below 8000' 121.1 | | | |
| | | | 340°-110° above 8000' 135.5 | | | |
| | | | 110°-160° above 8000' 124.3 | | | |
| | | | 160°-250° above 8000' 128.1 | | | |
| | | | 250°-300° above 8000' 126.25 | | | |
| | | | 300°-340° above 8000' 124.9 | | | |



RUNWAY INCURSION HOT SPOTS
HS1
See 10-9A for description of Hot Spots

NOTE: Rwy 17-35 no arrivals below 1800 RVR, departures only 1800-600 RVR, closed below 600 RVR.

NOTE: Rwy 14-32 closed during SMGCS operations.



KSLC/SLC

SALT LAKE CITY INTL

LESS THAN RVR. 600 to 300.

JEPPESEN

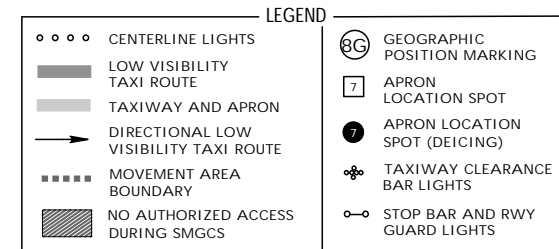
11 OCT 13 10-9E

JEPPESEN
JeppView 3.6.2.0

SMGCS

SALT LAKE CITY, UTAH
LOW VISIBILITY TAXI ROUTES

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



RUNWAY INCURSION HOT SPOTS
HS1
See 10-9A for description of Hot Spots

NOTE: Spot 20 closed below 600 RVR.

NOTE: Spot 23 closed below 600 RVR.

NOTE: Spot 5 closed below 600 RVR.

NOTE: Rwy 14-32 closed during SMGCS operations.

NOTE: Rwy 17-35 no arrivals below 1800 RVR, departures only 1800-600 RVR, closed below 600 RVR.

KSLC/SLC
SALT LAKE CITY INTL

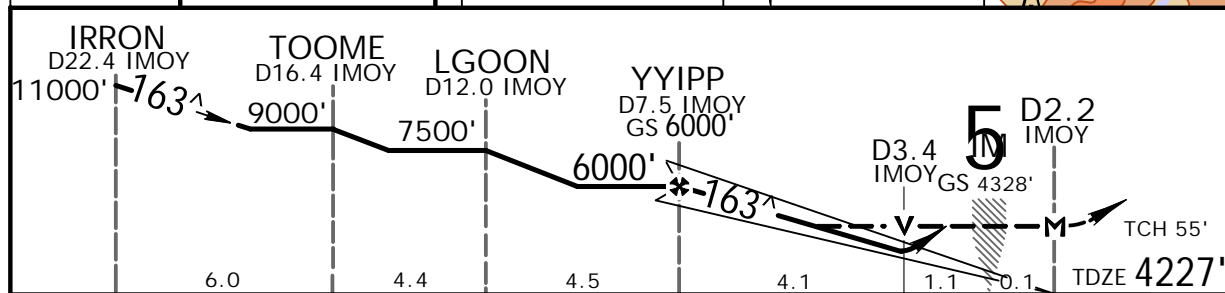
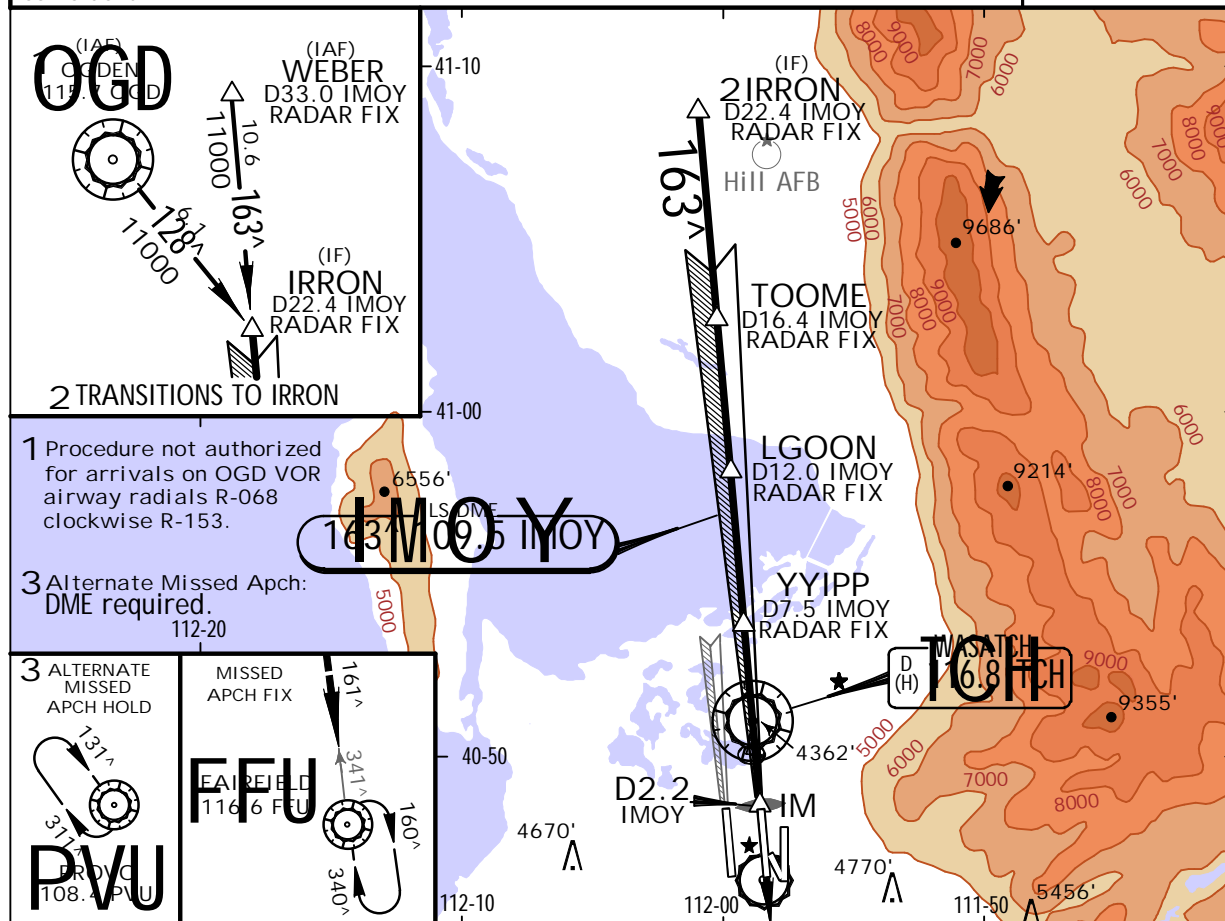
JEPPESSEN
12 OCT 12 (11-1)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 16L

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



| | | | | | | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|------|------|---------|--|-------|--------|-----------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | | ALSF-II | | 4800' | 10000' | FFU | FFU |
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | | | ↑ | ↑ | 116.6 | 116.6 |
| MAP at D2.2 IMOY or YYIPP to MAP | 5.3 | | | | | | | | | | | | via R-341 | |
| | | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | 1:59 | | | | | | | |

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

15S AMEND 3A 8 MAR 2012

KSLC/SLC

SALT LAKE CITY INTL

12 OCT 12

11-1A

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 14/32, 17/35 |
| 119.05 | 132.65 | 118.3 | 121.9 |
| LOC IMOY | Final Apch Crs | GS YYIPP | CAT II ILS |
| 109.5 | 163^ | 6000' (1773') | RA 108' DA(H) 4327'(100') |
| Apt Elev 4227' TDZE | | 4227' | |

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

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

1. 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

OGD (IAF) 119.7 OGD 11000' 10.6 163^ 11000' 128^ 11000'

WEBER (IAF) D33.0 IMOY RADAR FIX 41-10

IRRON (IF) D22.4 IMOY RADAR FIX 41-00

2 TRANSITIONS TO IRRON

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

3 Alternate Missed Apch: DME required. 112-20

FFU (IF) D16.4 IMOY RADAR FIX 40-50

LGOON (IF) D12.0 IMOY RADAR FIX 112-10

YYIPP (IF) D7.5 IMOY RADAR FIX 111-50

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

TOOME D16.4 IMOY 9000' 163^

LGOON D12.0 IMOY 7500' 163^

YYIPP D7.5 IMOY GS 6000' 163^

GS 4328' TCH 55' TDZE 4227'

FFU 116.6 FFU 116.6

RA 108' DA(H) 4327'(100')

GS 4328' TCH 55' TDZE 4227'

IRRON D22.4 IMOY 11000' 163^

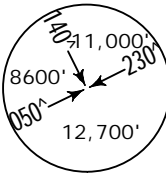
TOOME D16

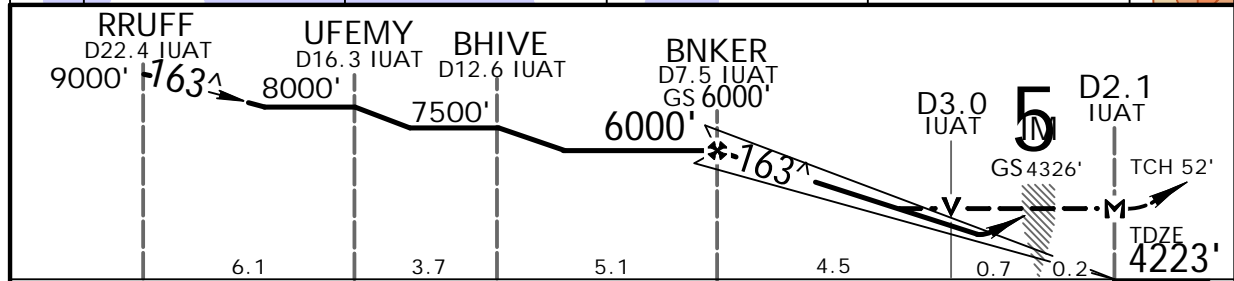
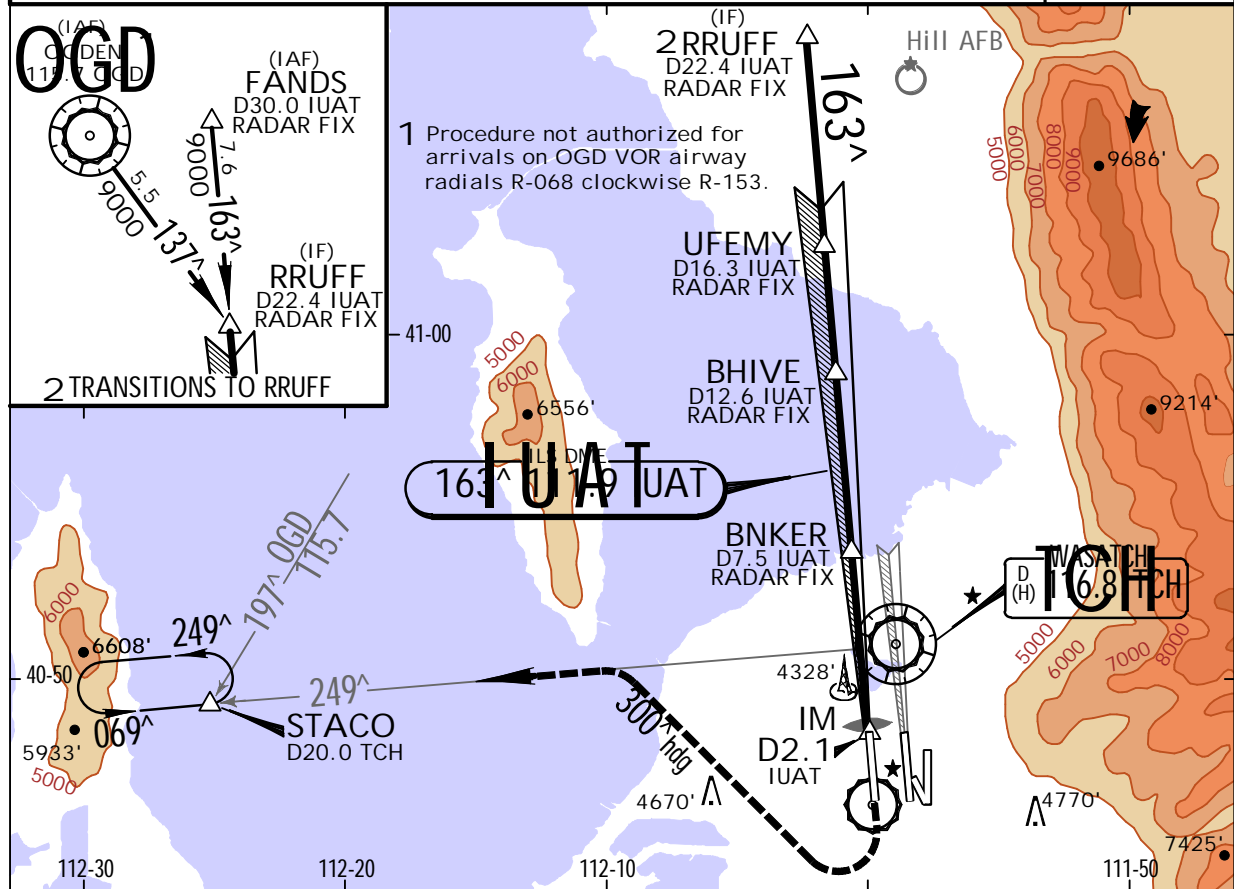
KSLC/SLC
SALT LAKE CITY INTL

JEPPesen
28 FEB 14 (11-2)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 16R

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 BNKER | ILS DA(H) | Apt Elev 4227' |  |
| 111.9 | 163^ | 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. | | | | | |
| 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 | ALSIF-II | 4800' | 8100' | 300° | TCH |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | via | hdg | and |
| MAP at D2.1 IUAT or | | | | | | | | | | | |
| BNKER to MAP | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | 1:59 | | | | |

| STRAIGHT-IN LANDING RWY 16R | | | | | LOC (GS out) | |
|-----------------------------|--|--|---------------|--|--------------|--|
| FULL | | | TDZ or CL out | | ALS out | |
| A | | | | | | |
| B | | | | | | |
| C | | | | | | |
| D | | | | | | |

15 AMEND 3B 17 OCT 2013

KSLC/SLC

SALT LAKE CITY INTL

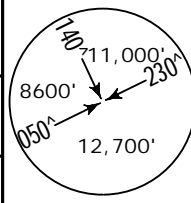
28 FEB 14

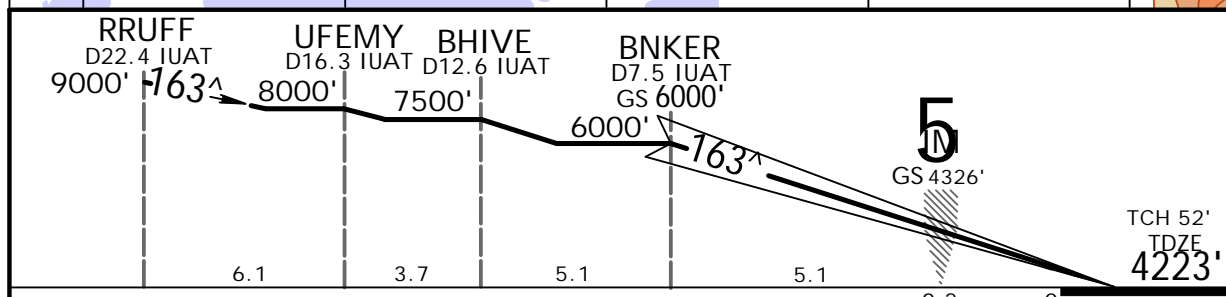
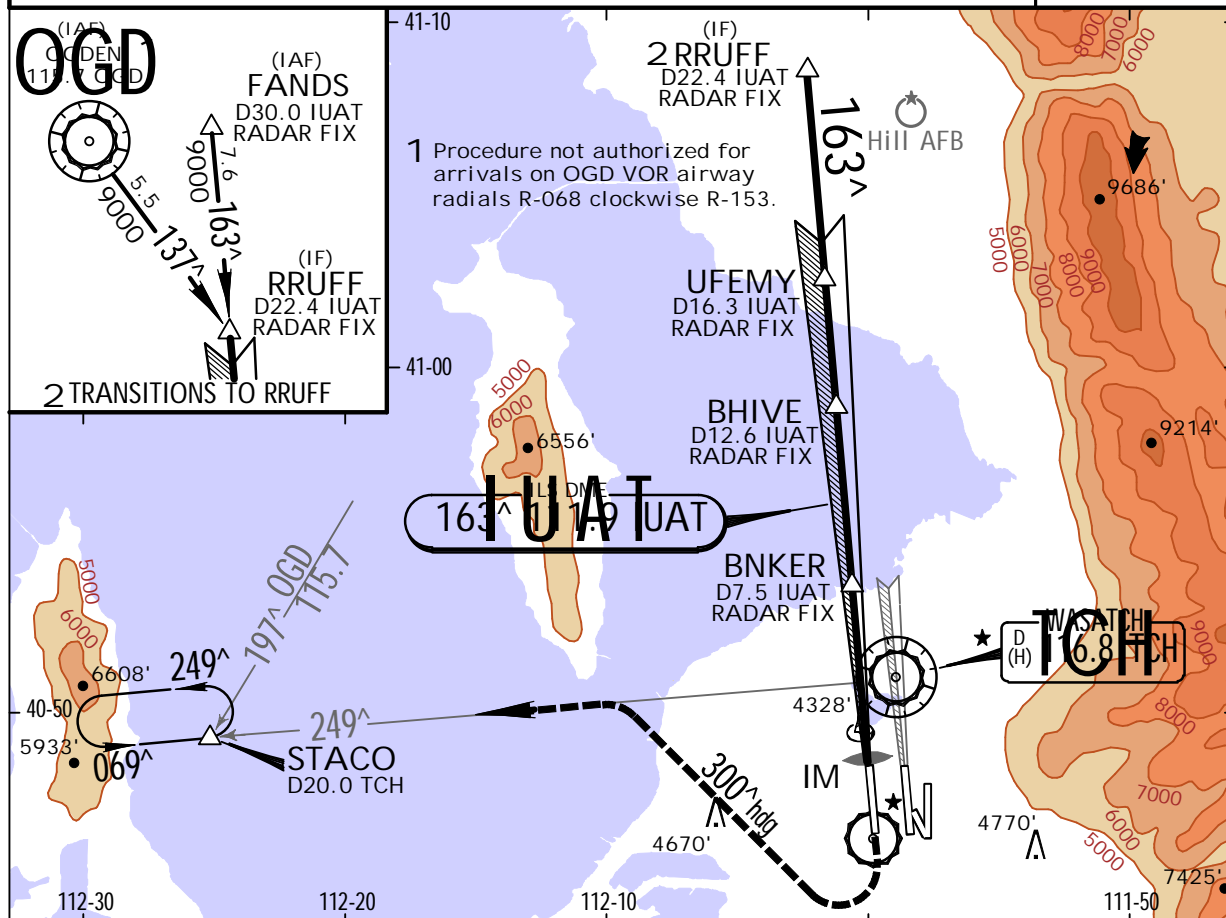
JEPPESEN

11-2A

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

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 111.9 | Final Apch Crs 163 [^] | GS BNKER 6000' (1777') | CAT IIIC NA | CAT IIIB Refer to Minimums | CAT IIIA | CAT II ILS RA 108' DA(H) 4323'(100') | Apt Elev 4227' TDZE 4223' |  | |
| 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. | | | | | | | | | |



| | | | | | | | | | | | |
|---------------|-------------------|----------------------------|-----|--------------|-----|--------------|----------|------------|-------|------------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II | 4800' | 8100' | 300 [^] | TCH |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | RT | hdg | 116.8 |
| | | | | | | | | | | | R-249 |
| CAT IIIC ILS | | STRAIGHT-IN LANDING RWY16R | | CAT IIIB ILS | | CAT IIIA ILS | | CAT II ILS | | RA 108' | |
| NA | | RVR 3 | | RVR 7 | | 1 RVR 12 | | DA(H) | | 4323'(100') | |

1'S AMEND 3B 17 OCT 2013

KSLC/SLC

SALT LAKE CITY INTL

11 OCT 13

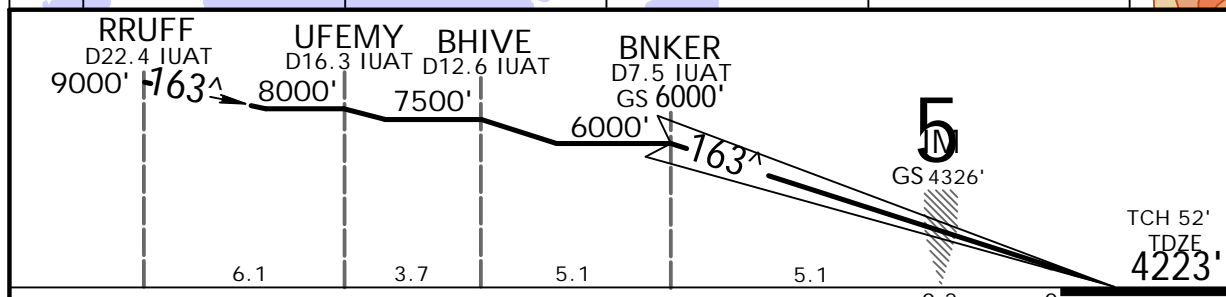
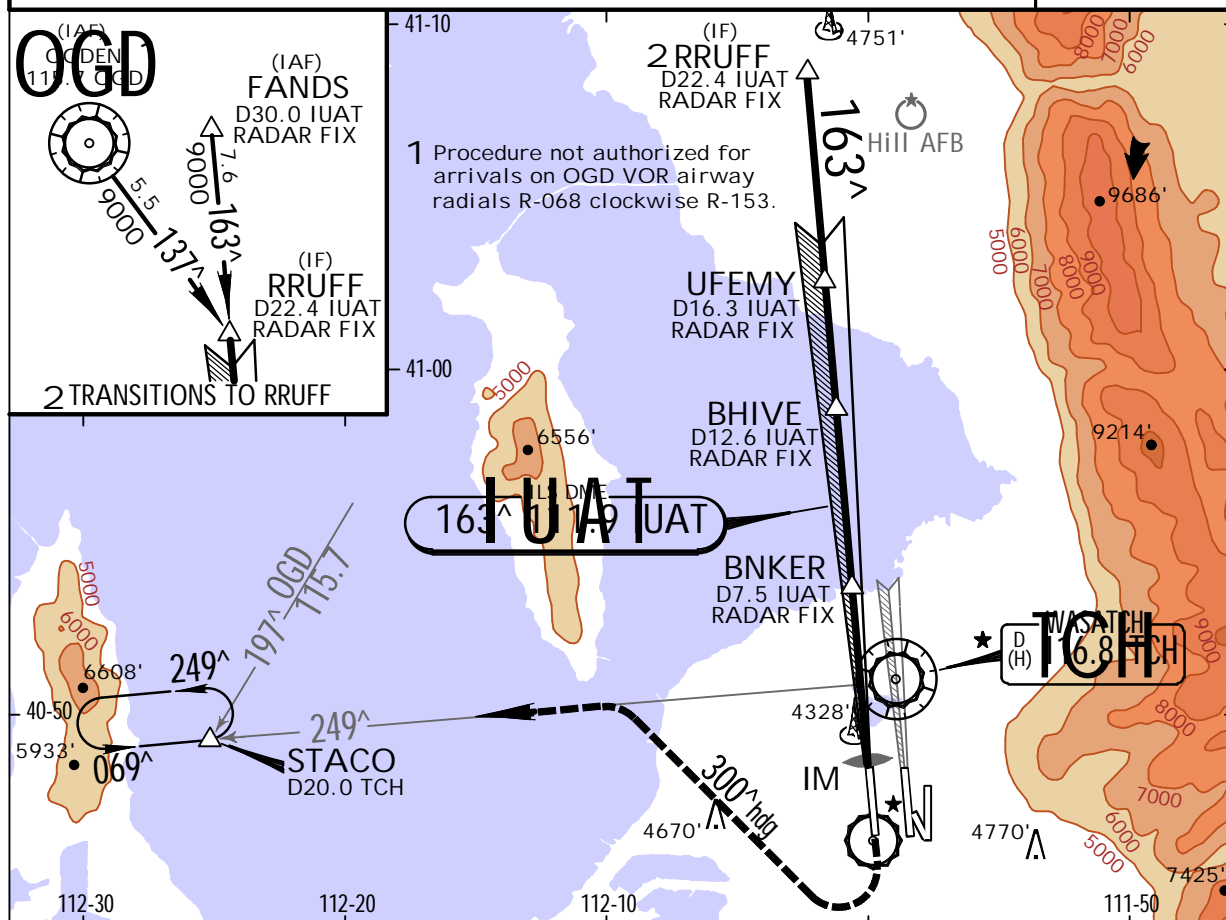
11-2B

JEPPESEN

SALT LAKE CITY, UTAH
ILS Rwy 16R 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 IUAT | Final Apch Crs | GS BNKER | SA CAT I ILS 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. | | | | | |



| | | | | | | | | | | | |
|---------------|-------------------|-----|-----|-----|-----|-----|----------|-------|-------|------------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II | 4800' | 8100' | 300 [^] | TCH |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | RT | hdg | 116.8 |
| | | | | | | | | | | | R-249 |

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

| | |
|---|--|
| A | |
| B | |
| C | |
| D | |

RVR 14

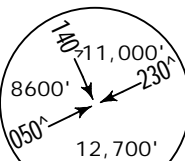
1'S AMEND 3B 17 OCT 2013

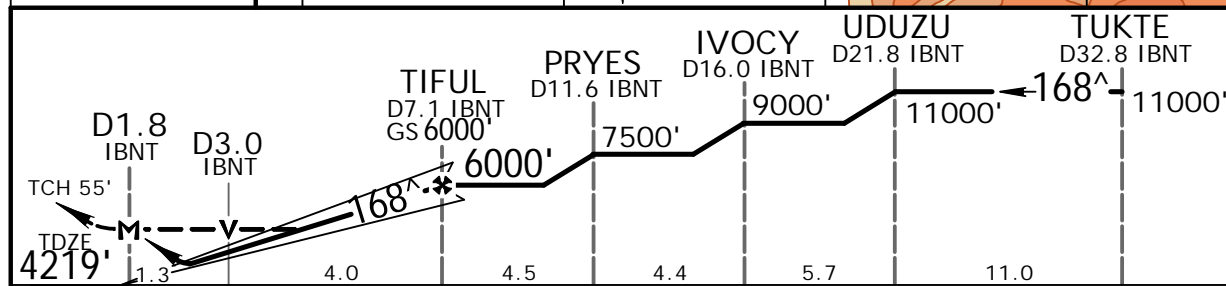
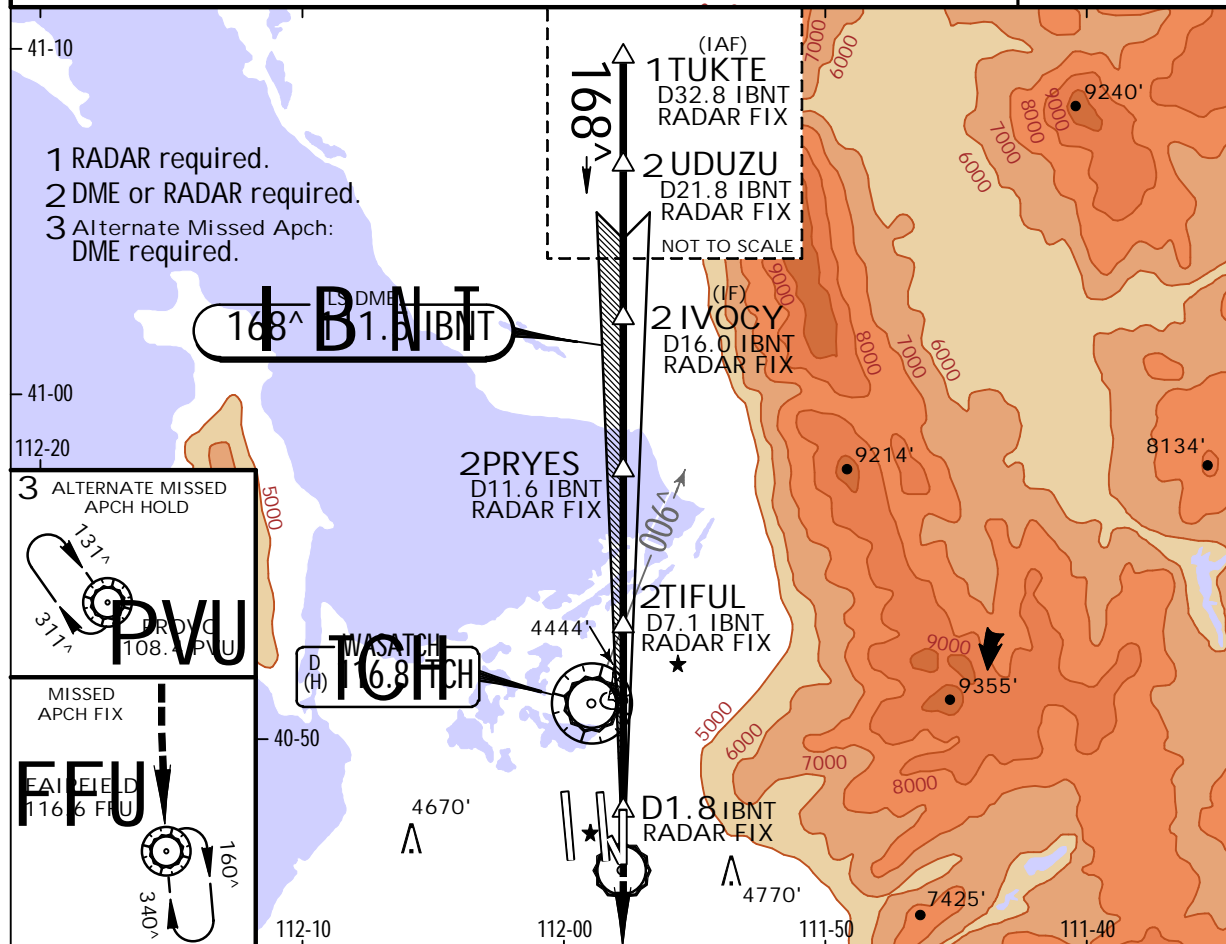
KSLC/SLC
SALT LAKE CITY INTL

JEPPESSEN
23 NOV 12 (11-3)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 17

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 | | | Ground Rwys 14/32, 17/35 Rwys 16L/34R, 16R/34L | | |
| 118.3 | | 119.05 | | 132.65 | |
| 121.9 | | 123.77 | | | |
| LOC IBNT 111.5 | Final Apch Crs 168 [^] | GS TIFUL 6000' (1781') | ILS DA(H) 4419' (200') | Apt Elev 4227' TDZE 4219' |  |
| MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' direct FFU VOR and hold, or as directed by ATC. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | |
| 1. 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 |



| | | | | | | | | | | | |
|----------------------------------|-------------------|------|------|------|------|------|--|-------|--------|--|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | 5800' | 10000' | | FFU 116.6 |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | | | | | |
| MAP at D1.8 IBNT or TIFUL to MAP | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | | | | | |

| | | | | | | | | |
|----------------------------|--|--|--------------------|--|--|---------------------|--|--|
| STRAIGHT-IN LANDING RWY 17 | | | | | | LOC (GS out) | | |
| FULL | | | DA(H) 4419' (200') | | | MDA(H) 4700' (481') | | |
| TDZ or CL out | | | RAIL or ALS out | | | RAIL out | | |
| RVR 18 or 1/2 | | | RVR 24 or 1/2 | | | RVR 40 or 3/4 | | |
| RVR 40 or 3/4 | | | RVR 40 or 3/4 | | | RVR 60 or 1/4 | | |
| RVR 50 or 1 | | | RVR 50 or 1 | | | 1 1/2 | | |

15 AMEND 13A 8 MAR 2012

KSLC/SLC
SALT LAKE CITY INTL

JEPPESSEN
23 NOV 12 (11-3A)

SALT LAKE CITY, UTAH
ILS Rwy 17 SA 'CAT II

BRIEFING STRIP™

D-ATIS

124.75

125.62

SALT LAKE CITY Tower

Rwys 14/32, 17/35

Rwy 16L/34R

Rwy 16R/34L

118.3

119.05

132.65

SALT LAKE CITY Approach (R)

124.3

Ground

Rwys 14/32, 17/35

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

121.9

123.77

LOC
IBNT

111.5

Final
Apch Crs

168[^]

GS
TIFUL

6000'

(1781')

SA CAT II ILS
RA 99'

DA(H)4319'(100')

Apt Elev 4227'

TDZE 4219'

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

Alt Set; INCHES

Trans level; FL 180

Trans alt: 18000'

1. Special Aircrew & Acft Certification required.

2. 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.

140°

230°

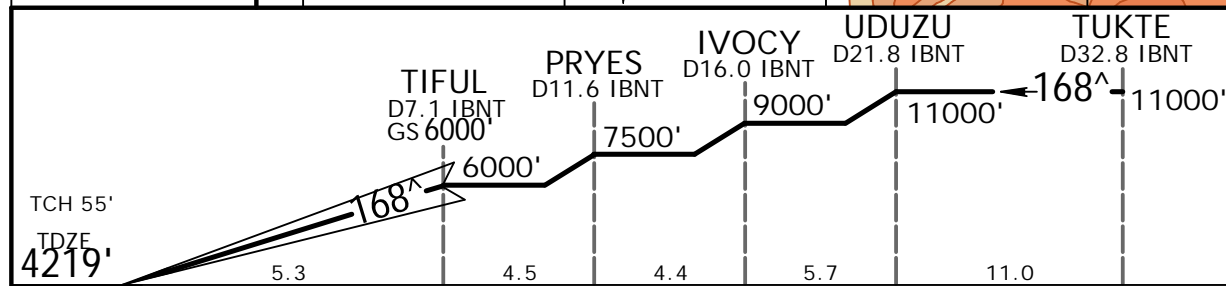
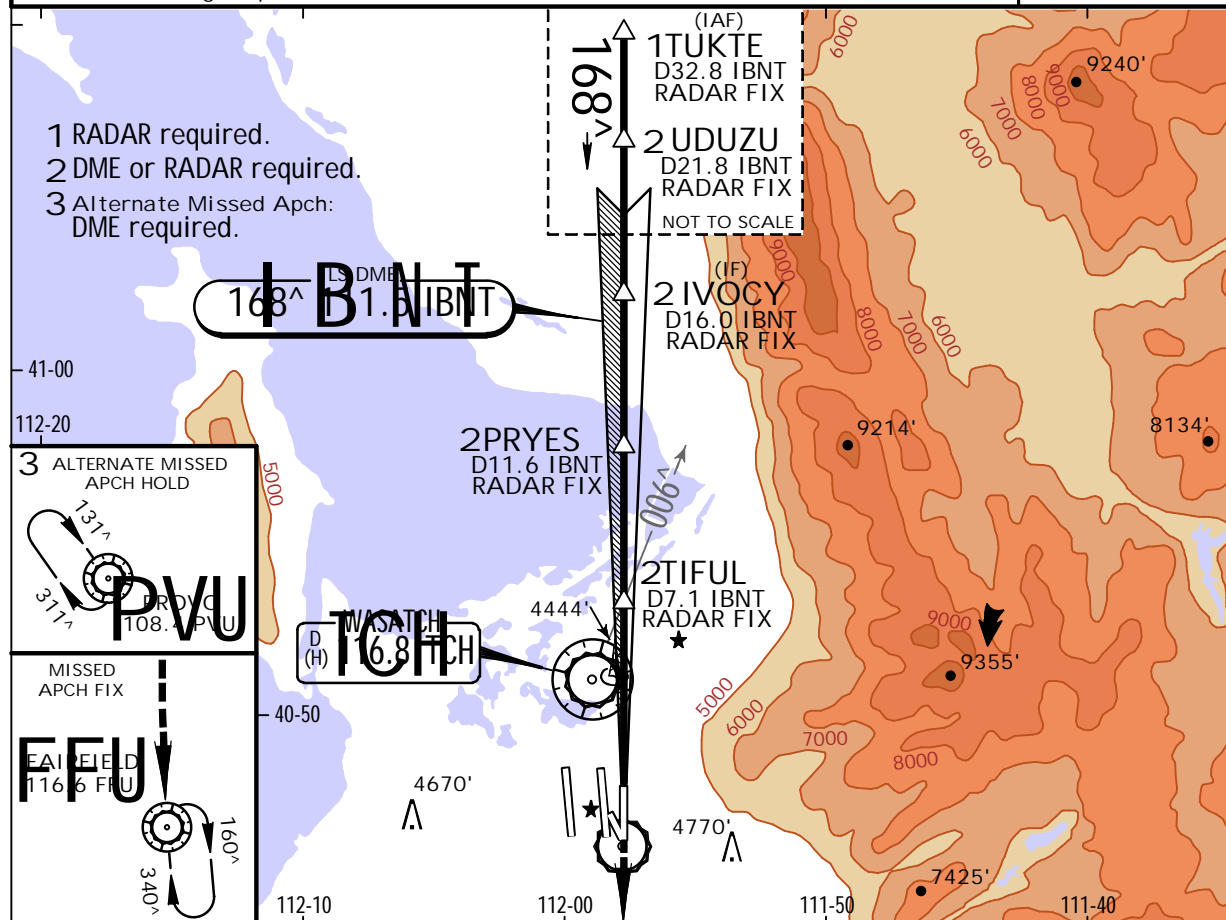
050°

11,000'

12,700'

8600'

MSA TCH VOR



| | | | | | | | | | | | |
|---------------|-------------------|-----|-----|-----|-----|-----|---------------|-------|--------|----|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 5800' | 10000' | D→ | FFU 116.6 |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 849 | | ↑ | LT | | |

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

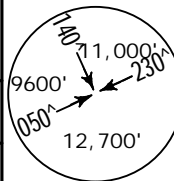
15 AMEND 13A 8 MAR 2012

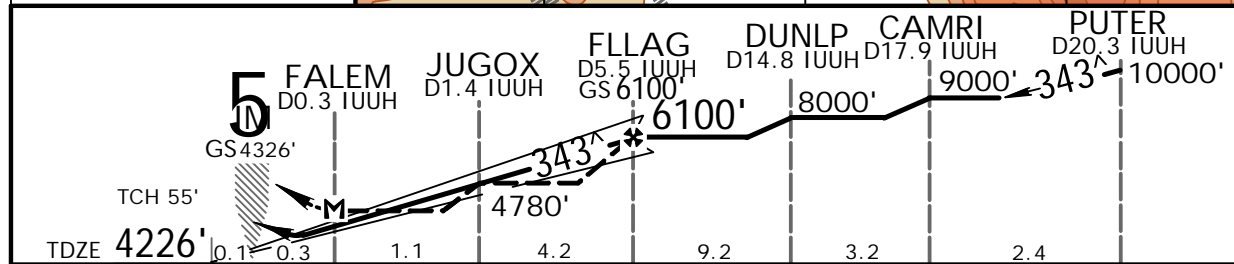
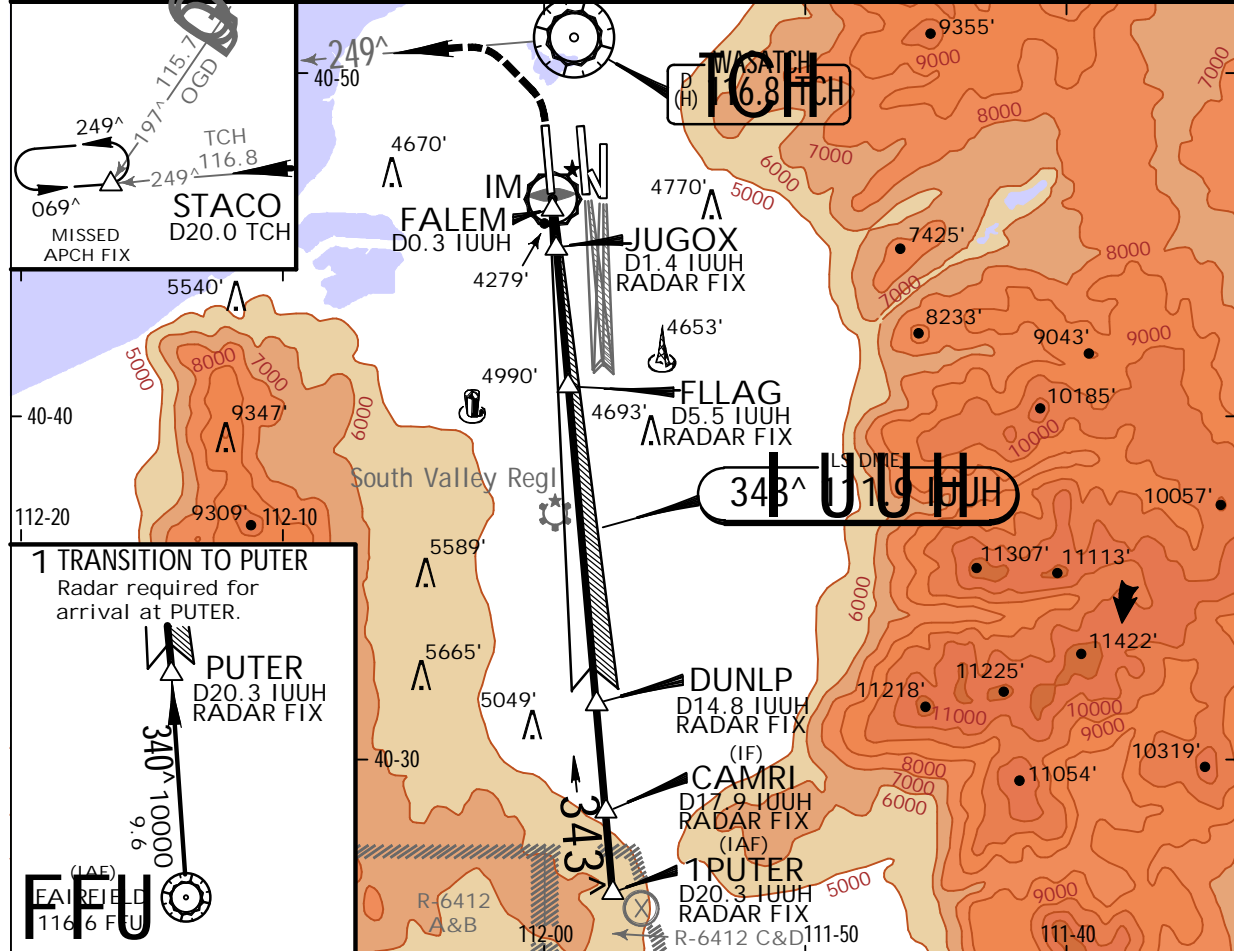
KSLC/SLC
SALT LAKE CITY INTL

JEPPESSEN
18 JUL 14 (11-4)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 34L

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 FLAG | 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. VGS and ILS glidepath not coincident. | | | | | |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALS-II | 4800' | 8100' | TCH |
|------------------------------|-------|------|------|------|------|------|--------|-------|-------|----------|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | ← | on 116.8 |
| MAP at FALEM or FFLAG to MAP | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | | | | R-249 |

| TERPS. | | | STRAIGHT-IN LANDING RWY 34L | | LOC (GS out) | |
|--------|---------------|--|-----------------------------|--|---------------------|--|
| ILS | | | DA(H) 4426' (200') | | MDA(H) 4560' (334') | |
| FULL | | | IDZ or CL out | | ALS out | |
| A | RVR 18 or 3/8 | | RVR 24 or 1/2 | | RVR 24 or 1/2 | |
| B | | | | | RVR 55 or 1 | |
| C | | | | | RVR 26 or 1/2 | |
| D | | | | | RVR 50 or 1 | |

15 AMEND 3A 24 JUL 2014

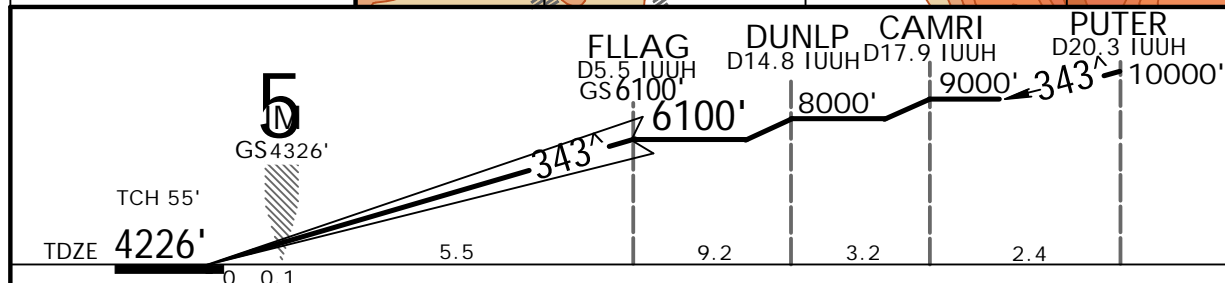
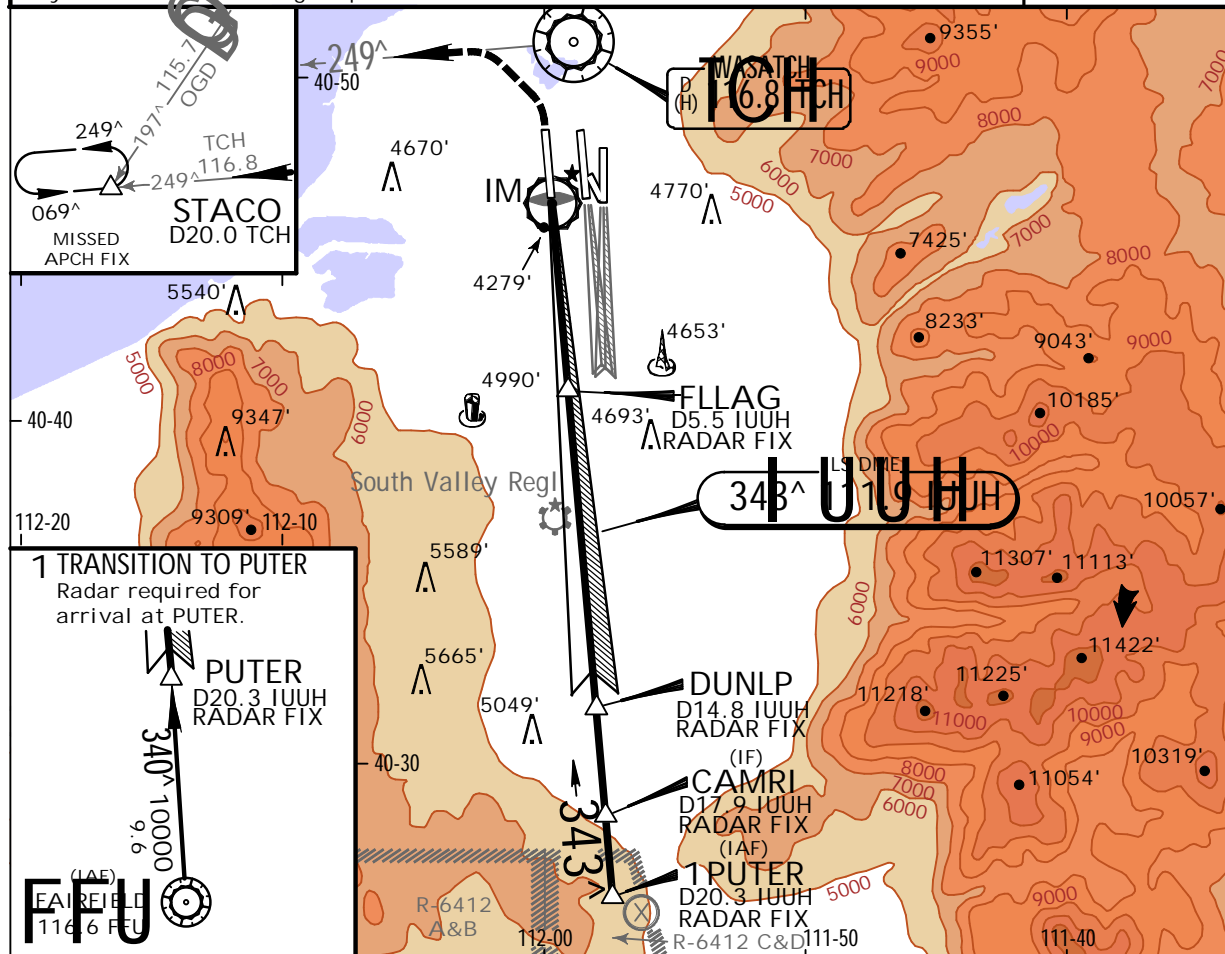
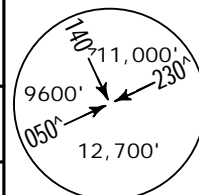
KSLC/SLC
SALT LAKE CITY INTL

JEPPESSEN
18 JUL 14 (11-4A)

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

BRIEFING STRIP™

| | | | | | |
|--|------------------|----------------------|-----------------------|-----------------------------|-------------------|
| D-ATIS | | SALT LAKE CITY Tower | | SALT LAKE CITY Approach (R) | |
| 124.75 | 125.62 | 124.3 | | | |
| 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 FLAG | CAT IIIC | CAT IIIB | CAT IIIA |
| 111.9 | 343 [^] | 6100' (1874') | NA | Refer to Minimums | RA 102' |
| | | | | | DA(H) 4326'(100') |
| | | | | | Apt Elev 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. VGS and ILS glidepath not coincident. | | | | | |
| | | | | | MSA TCH VOR |



| | | | | | | | | | | | |
|------------------------------------|-------------------|--------------|---------------------------------------|-----|-----|-----|-----|----------|-------|-------|----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | ALSIF-II | 4800' | 8100' | TCH |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | LT | on 116.8 |
| | | | | | | | | | | | 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 | | | | | | | | |

S AMEND 3A 24 JUL 2014

KSLC/SLC
SALT LAKE CITY INTL

18 JUL 14

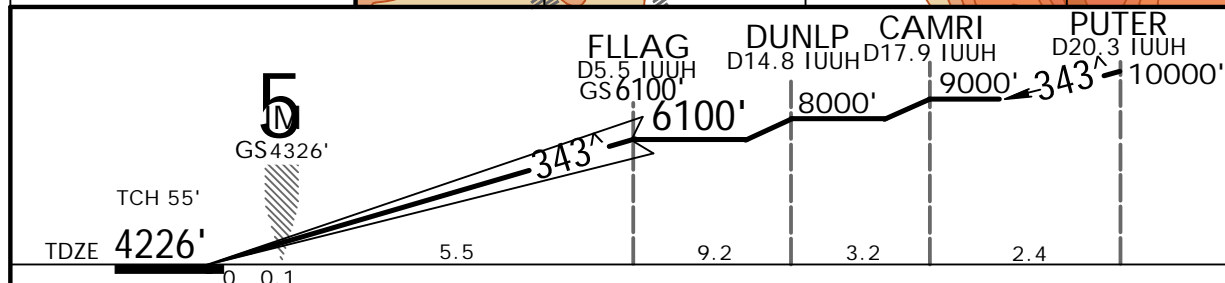
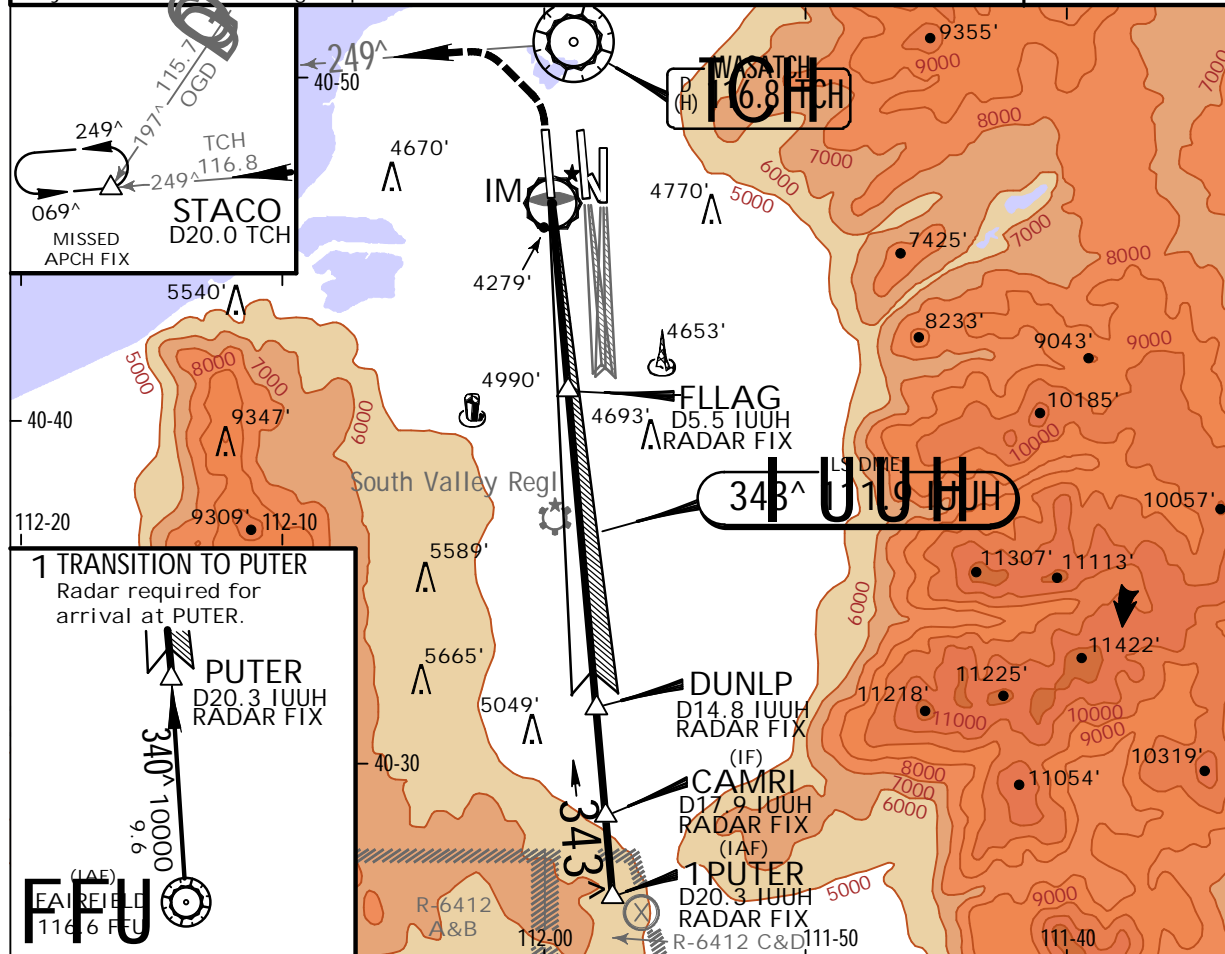
(11-4B)

JEPPESSEN

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 | |
| Rwy 16R/34L | SALT LAKE CITY Tower | Rwys 16L/34R, 16R/34L | Rwys 14/32, 17/35 |
| 132.65 | Rwy 16L/34R | 123.77 | 121.9 |
| LOC | Final | GS | SA CAT I ILS |
| IUUH | Apch Crs | FLLAG | RA 158' |
| 111.9 | 343^ | 6100' (1874') | DA(H) 4376' (150') |
| MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' on TCH VOR | | Apt Elev 4227' | |
| R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC. | | TDZE 4226' | |
| Alt Set: INCHES | | Trans level: FL 180 | |
| 1. Special Aircrew & Acft Certification Required. | | Trans alt: 18000' | |
| 2. DME or Radar required. | | 3. Simultaneous approach authorized with Rwy 34R and | |
| Rwy 35. | | 4. VGS and ILS glidepath not coincident. | |
| | | MSA TCH VOR | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------|-------|-------|----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II | 4800' | 8100' | TCH |
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | on 116.8 |
| | | | | | | | | | LT | R-249 |

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

| | |
|---|--|
| A | |
| B | |
| C | |
| D | |

RVR 14

KSLC/SLC

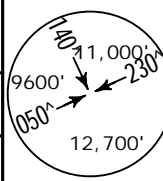
SALT LAKE CITY INTL

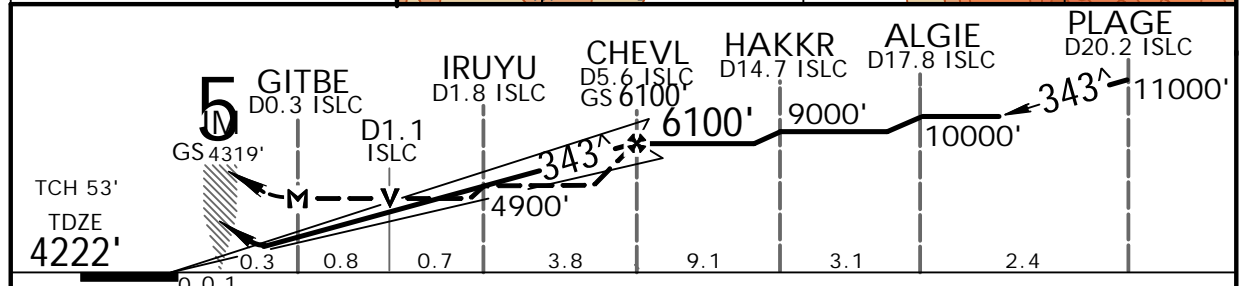
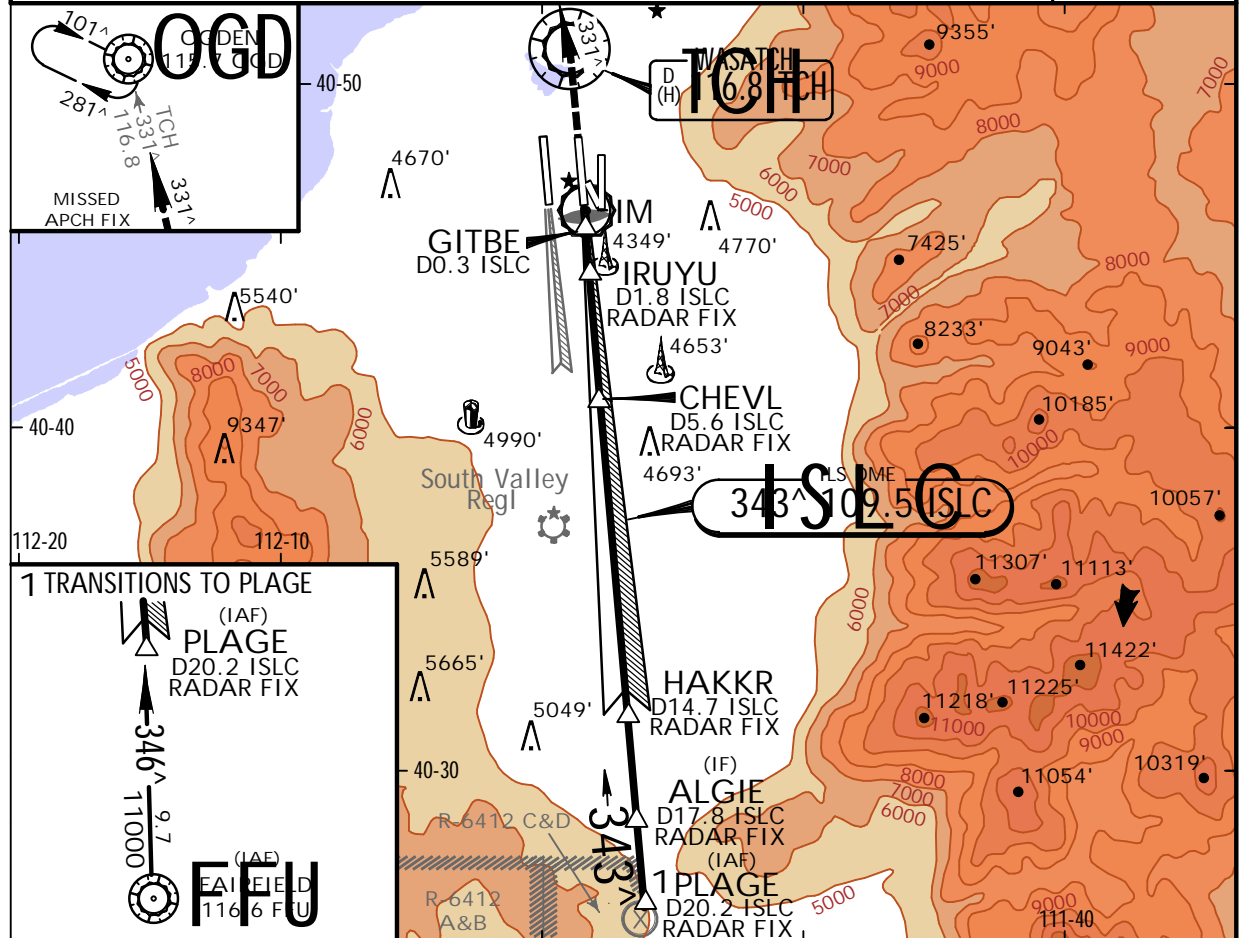
JEPPesen

18 JUL 14 11-5

SALT LAKE CITY, UTAH
ILS or LOC Rwy 34R

BRIEFING STRIP

| | | | | | |
|---|--------------------|-------------------------------------|-----------------------------|-----------------------------|------------|
| D-ATIS | | | SALT LAKE CITY Approach (R) | | |
| 124.75 | | 125.62 | | 124.3 | |
| Rwy 16L/34R | | SALT LAKE CITY Tower Rwy 16R/34L | | Ground Rwys 14/32, 17/35 | |
| 119.05 | | 132.65 | | 123.77 | |
| 118.3 | | 121.9 | | | |
| LOC ISLC | Final Appch Crs | GS CHEVL | ILS DA(H) | Apt Elev 4227' | TDZE 4222' |
| 109.5 | 343^ | 6100' (1878') | 4422' (200') | | |
| 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. 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. | | | | | |
|  | | | | | |
| MSA TCH VOR | | | | | |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALS-II | 9000' | TCH 116.8 |
|------------------------------|-------------------|------|------|------|------|------|--------|-------|-----------|
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | PAPI | | |
| MAP at GITBE or CHEVL to MAP | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | 1:59 | | |

| TERPS. | | STRAIGHT-IN LANDING RWY 34R | | | LOC (GS out) | |
|--------|---------------|-----------------------------|------------------|---------------|--------------|--------------|
| | | DA(H) | ILS 4422' (200') | | MDA(H) | 4700' (478') |
| FULL | | IDZ or CL out | ALS out | ALS out | | |
| A | | | | | | |
| B | 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 | |
| C | | | | | 1 3/8 | |
| D | | | | | | |

15 AMEND 4A 24 JUL 2014

KSLC/SLC

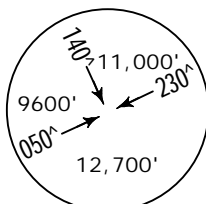
SALT LAKE CITY INTL

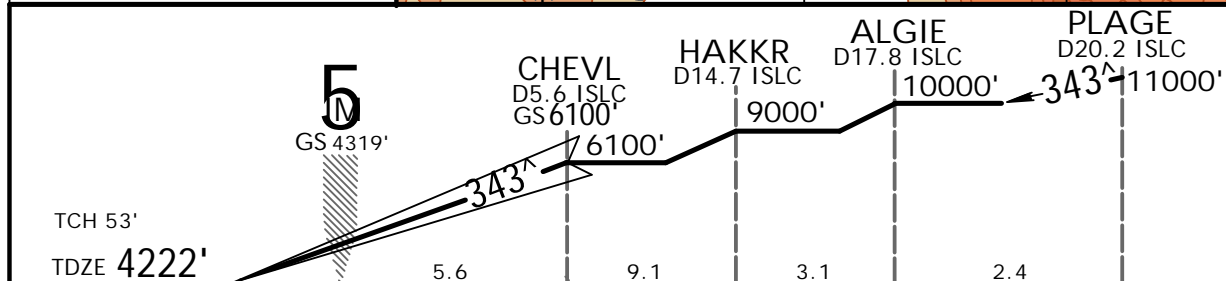
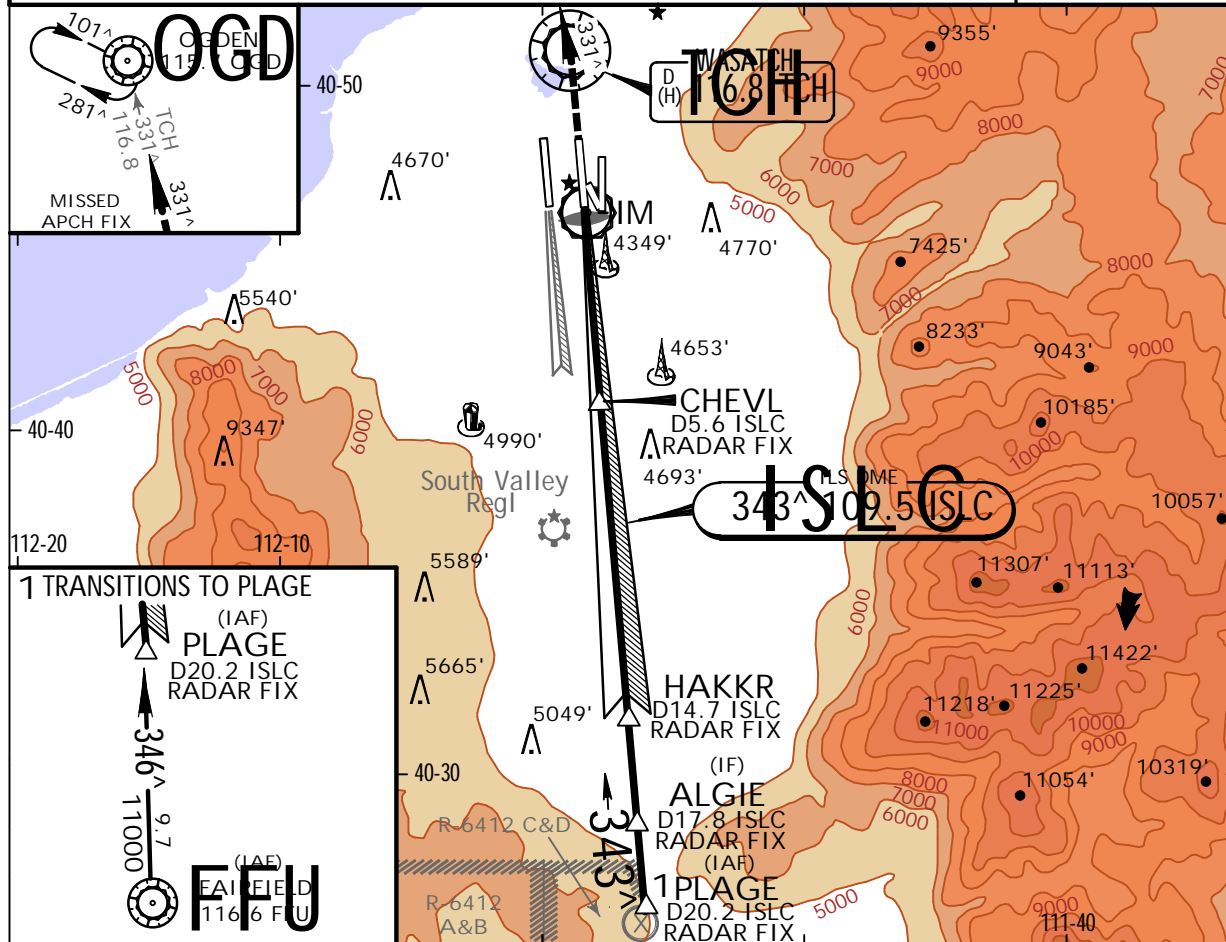
18 JUL 14

JEPPESSEN
11-5A

SALT LAKE CITY, UTAH
ILS Rwy 34R CAT I/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 | GS | CAT IIIC | CAT IIIB | CAT IIIA | CAT II ILS | Apt Elev |
| ISLC | Apch Crs | CHEVL | NA | Refer to Minimums | RA 100' | DA(H) | 4227' |
| 109.5 | 343^ | 6100' | | | | | |
| | | (1878') | | | 4322'(100') | | |
| 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 | | | | | | | |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II | 9000' | TCH 116.8 |
|---------------|-------------------|-----|-----|-----|-----|-----|----------|-------|-----------|
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | 849 | | |

| TERPS. | | | | STRAIGHT-IN LANDING RWY 34R | | | |
|--------------|--------------|--------------|------------|-----------------------------|-------------------|----------|--|
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS | RA 100' | DA(H) 4322'(100') | 1 RVR 12 | |
| NA | RVR 3 | RVR 7 | | | | | |

35 AMEND 4A 24 JUL 2014

KSLC/SLC

SALT LAKE CITY INTL

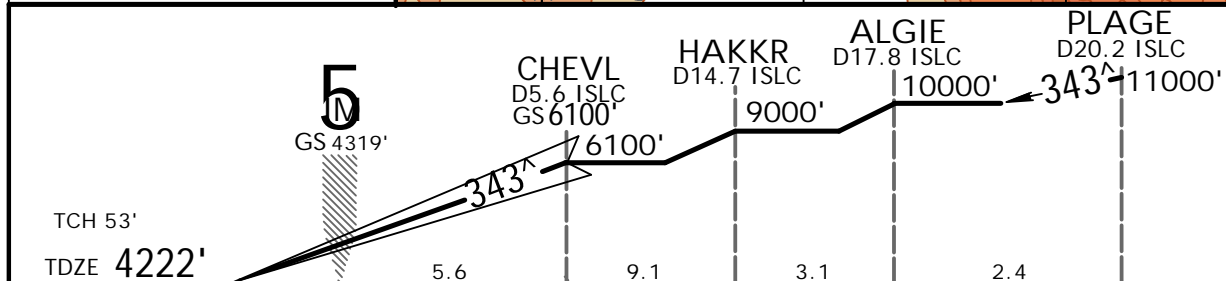
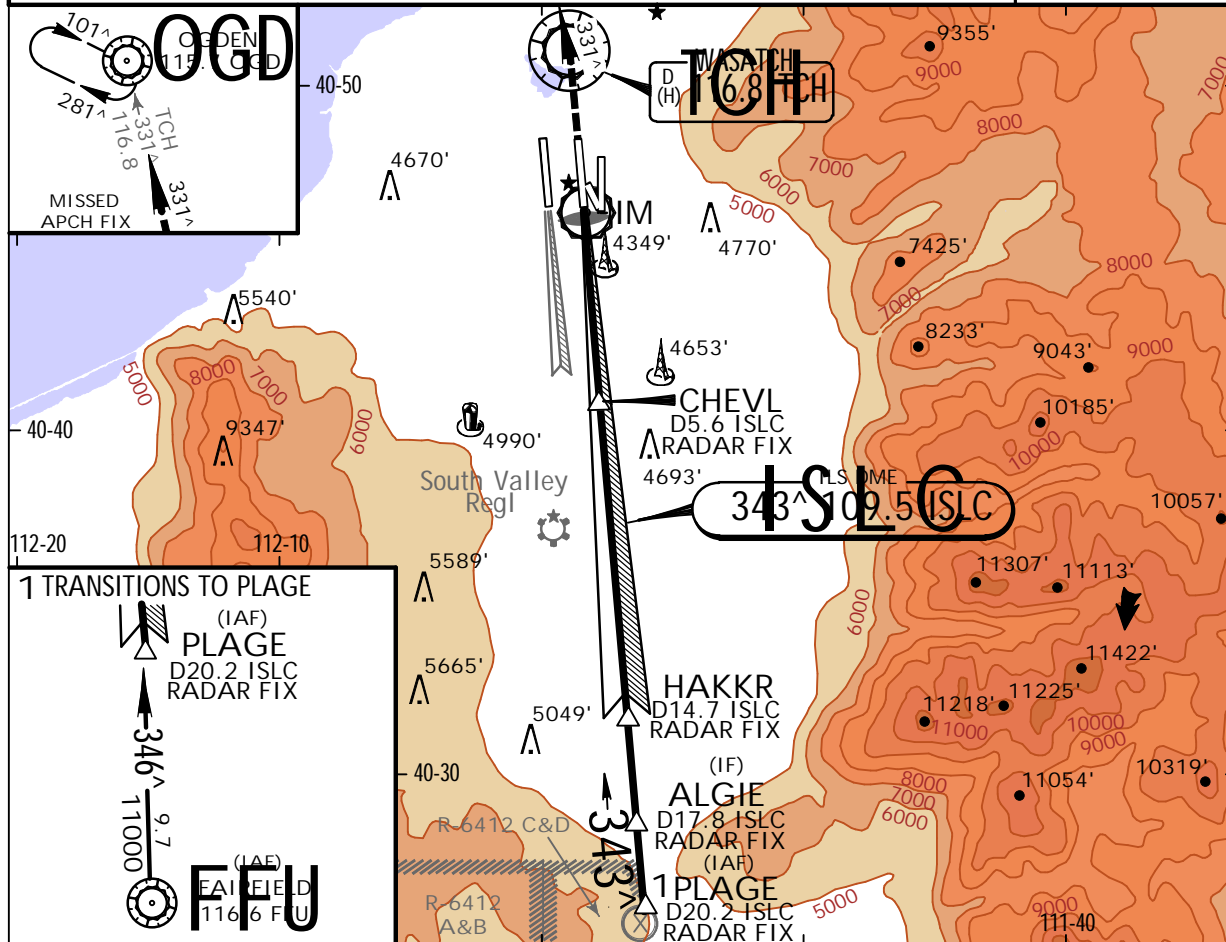
18 JUL 14

JEPPesen
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 | |
| Rwy 16L/34R 119.05 | SALT LAKE CITY Tower Rwy 16R/34L 132.65 | Rwys 14/32, 17/35 118.3 | Ground Rwys 16L/34R, 16R/34L 123.77 |
| LOC ISLC 109.5 | Final Apch Crs 343^ | GS CHEVL 6100' (1878') | SA CAT I ILS RA 151' DA(H) 4372' (150') |
| Apt Elev 4227' TDZE 4222' | | | <p>MSA TCH VOR</p> |
| <p>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.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.</p> <p>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.</p> | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|------------------|-------|----|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II PAPI | 9000' | D→ | TCH 116.8 |
| GS | 3.00^ | 372 | 478 | 531 | 637 | 743 | | | | |
| | | | | | | | | | | |

TERPS. STRAIGHT-IN LANDING RWY 34R
1 SA CAT I ILS
RA 151'
DA(H) 4372' (150')

| | |
|---|--------|
| A | RVR 14 |
| B | |
| C | |
| D | |

AS AMEND 4A 24 JUL 2014

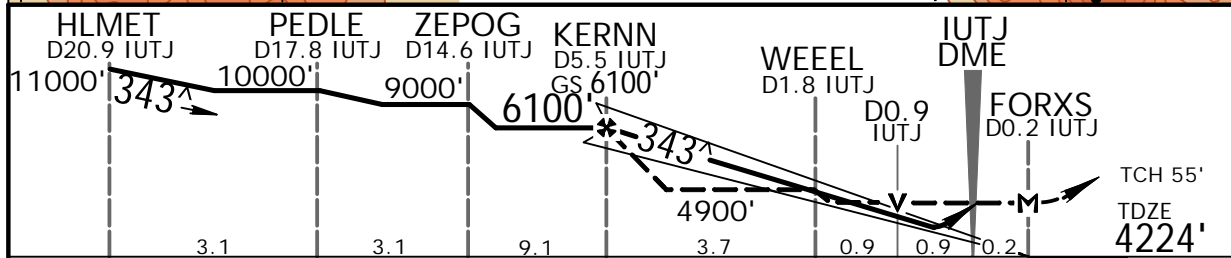
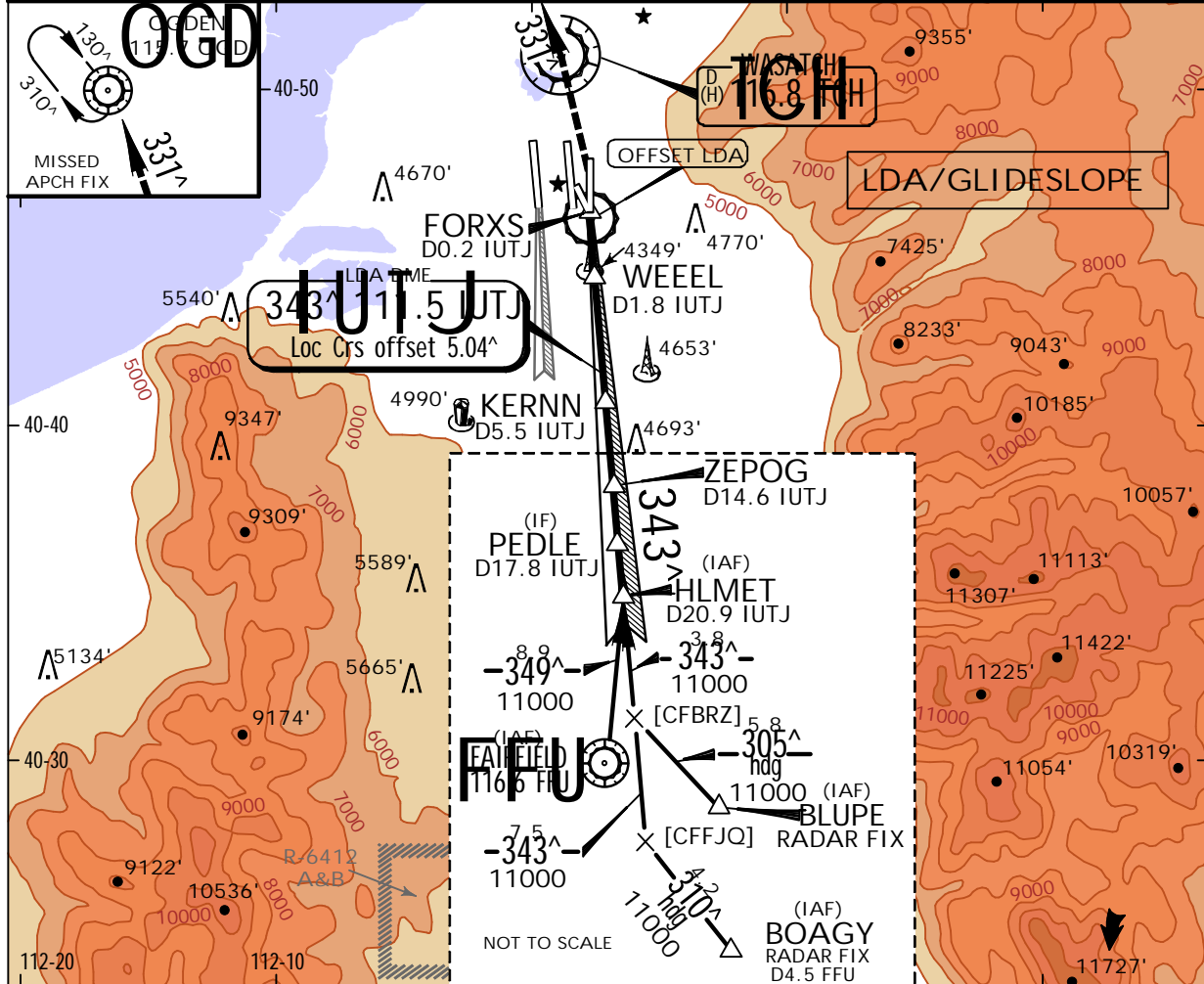
KSLC/SLC
SALT LAKE CITY INTL

JEPPESSEN
18 JUL 14 (11-6)

SALT LAKE CITY, UTAH
LDA DME Rwy 35

BRIEFING STRIP™

| | | | | | |
|--|----------------------|---------------|-----------------------------|----------------|-----------------------|
| D-ATIS | | | SALT LAKE CITY Approach (R) | | |
| 124.75 | 125.62 | | 124.3 | | |
| Rwys 14/32, 17/35 | SALT LAKE CITY Tower | Rwy 16R/34L | Rwys 14/32, 17/35 | Ground | 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 | | |
| 1. Simultaneous approach authorized with Rwy 34L. | | | Trans alt: 18000' | | |
| 2. VGSI and LDA glidepath not coincident. | | | MSA TCH VOR | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------|-------|-------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 4800' | 9000' | TCH 116.8 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | LT | |
| MAP at FORXS | | | | | | | | | | |

| | | | | | | | | |
|--------------------|---------------|--|----------------------------|--|--|----------------|---------------|-------------|
| TERPS. | | | STRAIGHT-IN LANDING RWY 35 | | | LDA without GS | | |
| LDA with GS | | | LDA without GS | | | MDA(H) | | |
| DA(H) 4474' (250') | | | DA(H) 4660' (436') | | | | | |
| FULL | | | RAIL out | | | RAIL out | | |
| ALS out | | | ALS out | | | ALS out | | |
| A | RVR 24 or 1/2 | | RVR 40 or 3/4 | | | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 |
| B | | | | | | RVR 40 or 3/4 | RVR 50 or 1 | 11/. |
| C | | | | | | | | |

15 AMEND 08 22 APR 2014

KSLC/SLC

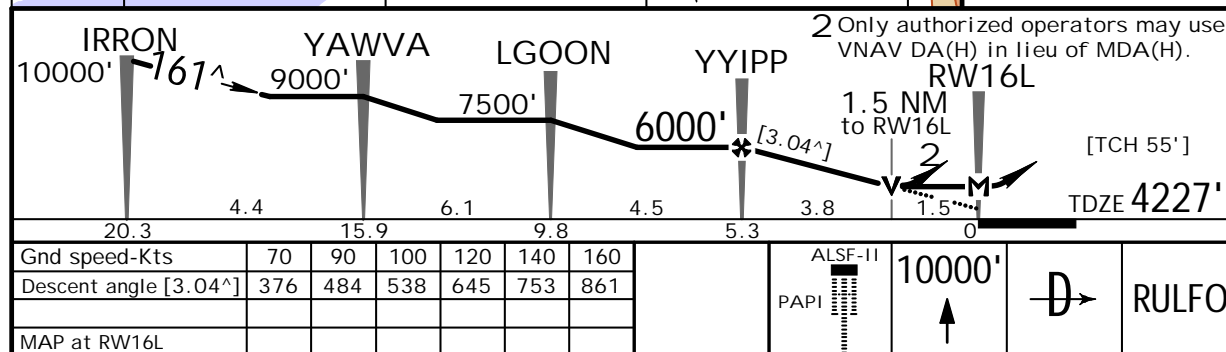
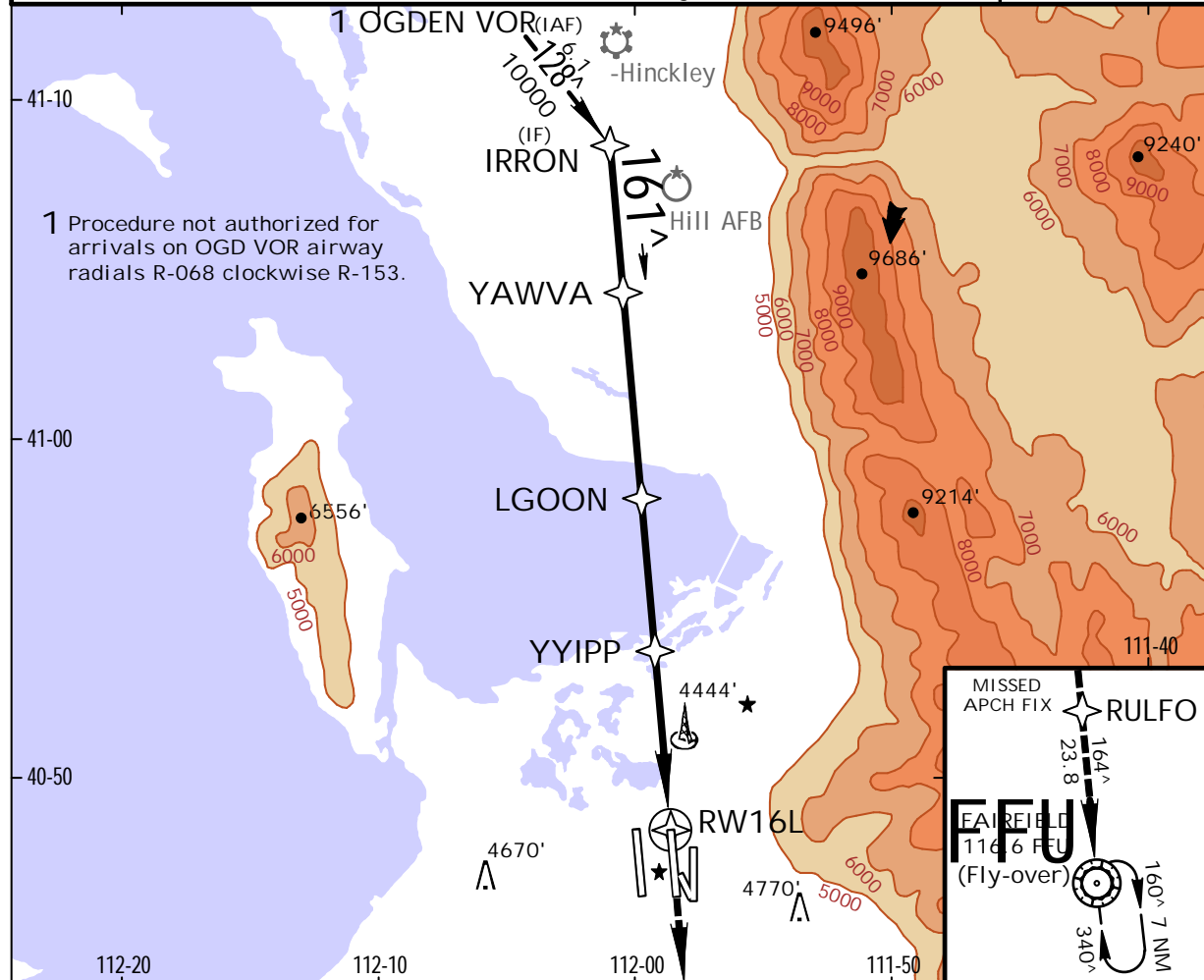
SALT LAKE CITY INTL

JEPPESEN
12 OCT 12 (12-1)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 16L

BRIEFING STRIP™

| | | | |
|--|----------------------|-----------------------------|-----------------------|
| D-ATIS | | SALT LAKE CITY Approach (R) | |
| 124.75 | 125.62 | 124.3 | |
| Rwy 16L/34R | SALT LAKE CITY Tower | Rwys 14/32, 17/35 | Rwys 16L/34R, 16R/34L |
| 119.05 | Rwy 16R/34L | 118.3 | 123.77 |
| RNAV | Final Apch Crs | Minimum Alt YYIPP | LNAV MDA(H) |
| | 161° | 6000' (1773') | 4760' (533') |
| | | | Apt Elev 4227' |
| | | | TDZE 4227' |
| 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. | | MSA RW16L | |



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

13 JAN 2011

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SALT LAKE CITY INTL

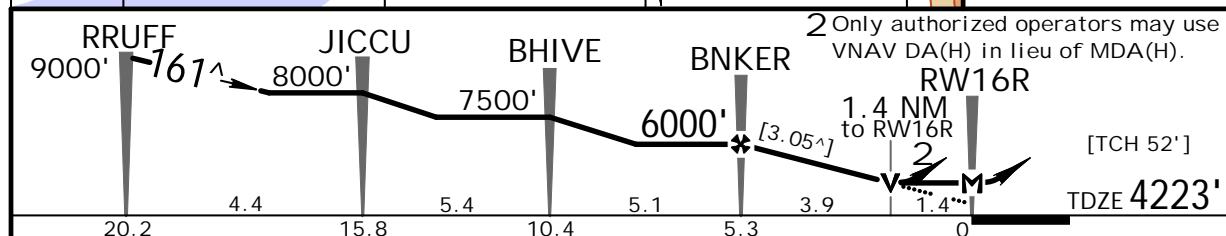
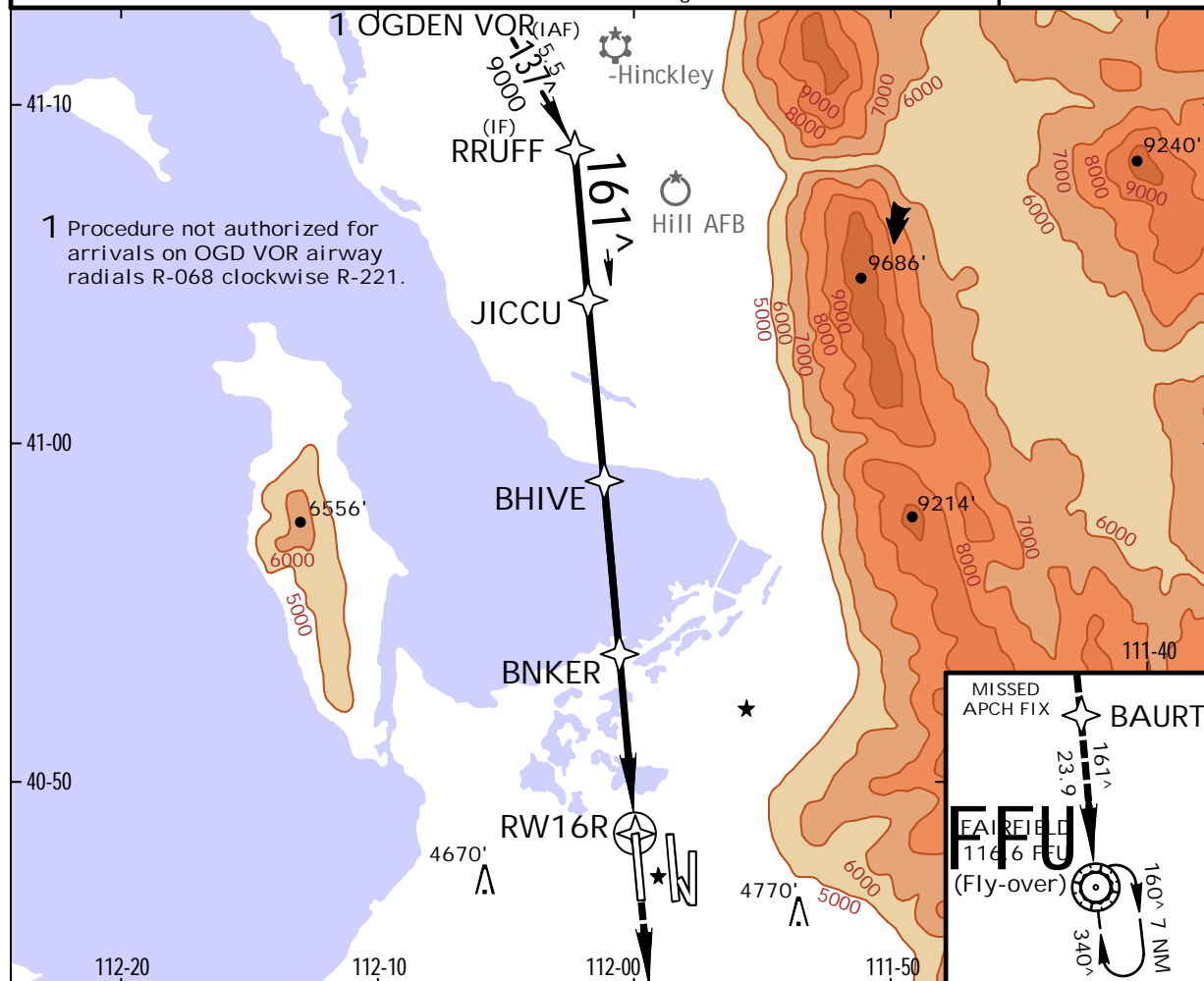
JEPPESSEN

12 OCT 12 (12-2)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 16R

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 161^ | Minimum Alt BNKER 6000' (1777') | LNAV MDA(H) 4740' (517') | Apt Elev 4227' TDZE 4223' | <div>12,700'</div> <div>MSA RW16R</div> |
| MISSED APCH: Climb to 10000' direct BAURT and on track 161^ to FFU VOR and hold. | | | | | |
| Alt Set: INCHES | | | | | |
| Trans level: FL 180 | | | | | |
| Trans alt: 18000' | | | | | |
| 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. | | | | | |



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

| STRAIGHT-IN LANDING RWY 16R | | | ALS out | | |
|-----------------------------|---------------|--|-------------|--|--|
| LNAV MDA(H) 4740' (517') | | | | | |
| A | RVR 24 or 1/2 | | RVR 50 or 1 | | |
| B | | | | | |
| C | RVR 50 or 1 | | 1 1/2 | | |

13 JAN 2011

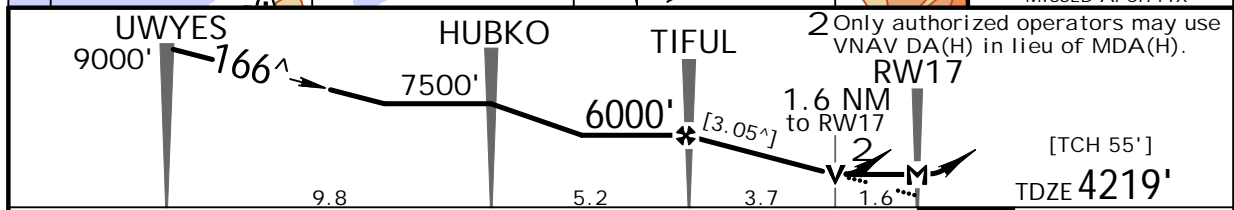
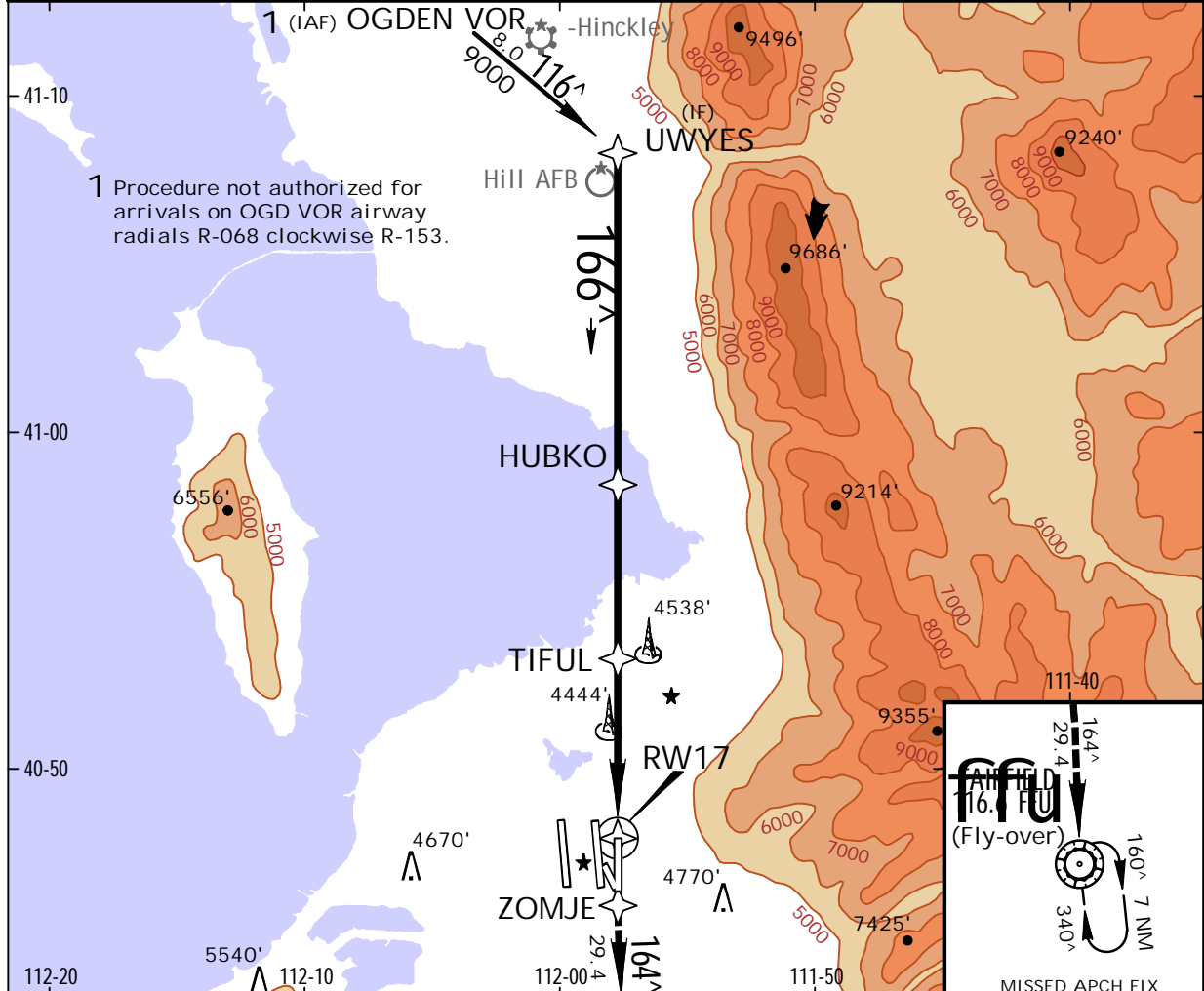
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SALT LAKE CITY INTL

JEPPESEN
18 JUL 14 (12-3)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 17

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 166^ | Minimum Alt TIFUL 6000' (1781') | LNAV MDA(H) 4800' (581') | Apt Elev 4227' TDZE 4219' | <div>13,000'</div> <div>MSA RW17</div> |
| 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. | | | | | |



| | | | | | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|-----|-------|--------|---|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 10000' | → | ZOMJE |
| Descent angle [3.05 [^]] | 378 | 486 | 540 | 648 | 755 | 863 | PAPI | ↑ | | |
| MAP at RW17 | | | | | | | | | | |

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

13 JAN 2011

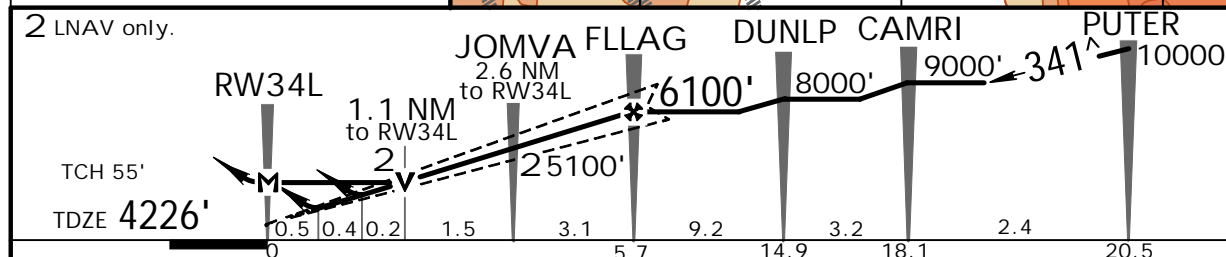
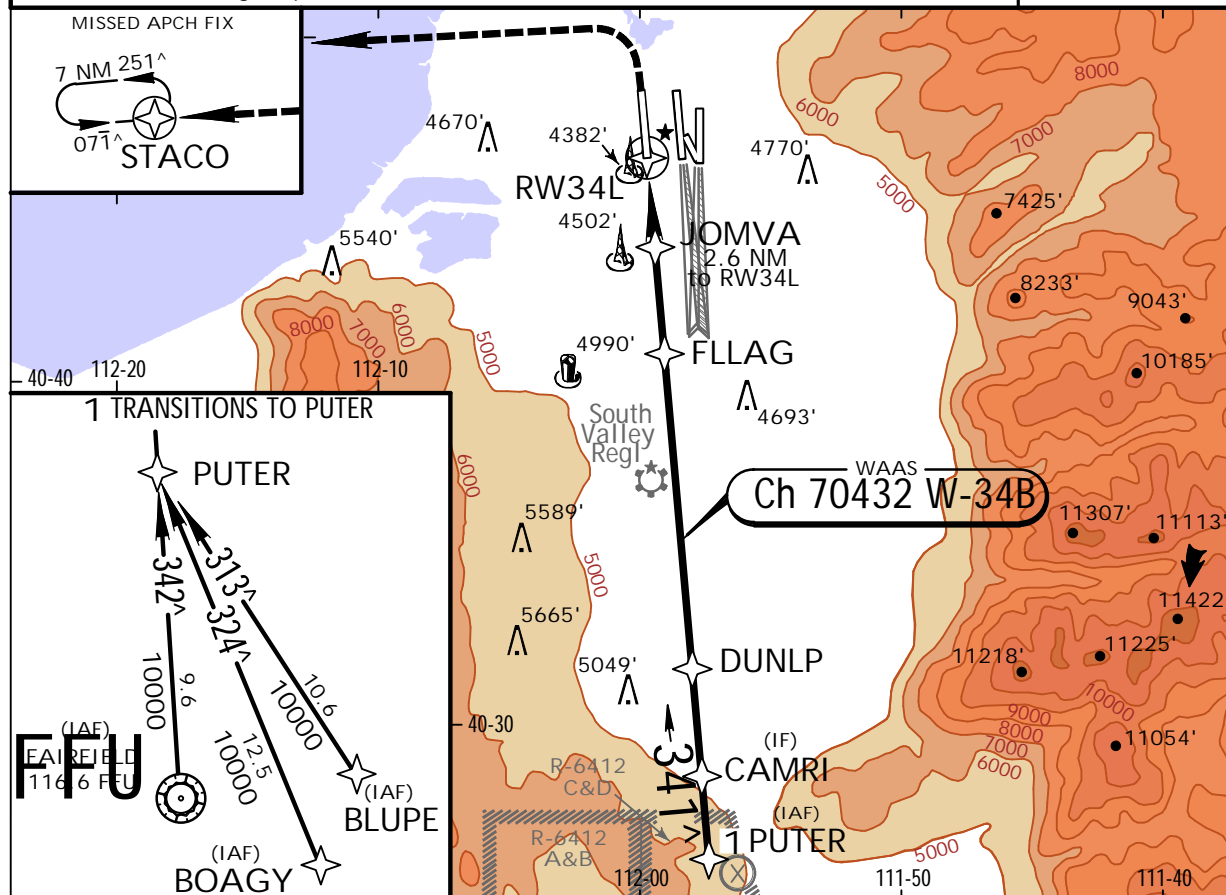
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SALT LAKE CITY INTL

JEPPESEN
18 JUL 14 (12-4)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 34L

BRIEFING STRIP

| | | | | | |
|---|-------------------------------------|---------------------------------------|------------------------------|------------------------------|---|
| D-ATIS | | | SALT LAKE CITY Approach (R) | | |
| 124.75 | | 125.62 | 124.3 | | |
| Rwy 16R/34L | SALT LAKE CITY Tower Rwy 16L/34R | Rwys 14/32, 17/35 | Rwys 16L/34R, 16R/34L | Ground | Rwys 14/32, 17/35 |
| 132.65 | 119.05 | 118.3 | 123.77 | | 121.9 |
| WAAS Ch 70432 W-34B | Final Apch Crs 341^ | Minimum Alt FLLAG 6100' (1874') | LPV DA(H) 4426' (200') | Apt Elev 4227' TDZE 4226' | <div>13,000'</div> <div>MSA RW34L</div> |
| 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. | | | | | |



| | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|--|-------|-------|--------------------------------------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div><div>ALSF-II</div><div>PAPI</div><div><div><div></div><div></div><div></div><div></div></div></div></div> | 4800' | 8100' | <div><div>↻</div><div>LT</div></div> | STAC |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | ↑ | ↶ | | |
| | | | | | | | | | | | |
| MAP at RW34L | | | | | | | | | | | |

| TERPS | | | | STRAIGHT-IN LANDING RWY 34L | | | | CIRCLE-TO-LAND | | | |
|--------------------|---------------|--------------------|---------------|-----------------------------|--|---------------|-------------|----------------|--|--|--|
| LPV | | LNAV/VNAV | | 1 LNAV | | | | | | | |
| DA(H) 4426' (200') | | DA(H) 4577' (351') | | MDA(H) 4660' (434') | | | | | | | |
| ALS out | | ALS out | | ALS out | | | | | | | |
| A | | | | | | | | | | | |
| B | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 30 or 5/8 | RVR 60 or 1/8 | | RVR 24 or 1/2 | RVR 55 or 1 | | | | |
| C | | | | | | | | | | | |
| D | | | | | | | | | | | |

15 AMEND 1A 24 JUL 2014

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
18 JUL 14 (12-5)

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 34R

| | | | |
|---|--|---------------------------------|--|
| D-ATIS | | SALT LAKE CITY Approach (R) | |
| 124.75 | | 125.62 | |
| Rwys 16L/34R 119.05 | | Rwys 14/32, 17/35 118.3 | |
| SALT LAKE CITY Tower Rwy 16R/34L 132.65 | | Rwys 16L/34R, 16R/34L 123.77 | |
| Ground 124.3 | | Rwys 14/32, 17/35 121.9 | |

| | | | | | |
|----------------------------------|----------------------------------|--|-------------------------------------|-------------------------------------|---|
| WAAS Ch 49230 W-34A | Final Apch Crs 341° | Minimum Alt CHEVL 6100' (1878') | LPV DA(H) 4422' (200') | Apt Elev 4227' TDZE 4222' | <div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 13,000' </div> |
|----------------------------------|----------------------------------|--|-------------------------------------|-------------------------------------|---|

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

MSA GITBE

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.

MISSED APCH FIX

TCH

1 TRANSITIONS TO PLAGE

(IAF) **PLAGE**

348° 11000'

328° 11000'

318° 11000'

308° 11000'

9.7 11000'

(IAF) **BLUPE**

(IAF) **BOAGY**

(IAF) **FEU**

2 LNAV only.

| | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | 9000' ↑ TCH 116.8 |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at GITBE | | | | | | | |

| | | | |
|----------------------------------|--|--------------------------------------|-----------|
| .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 | |
| RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 60 or 1 1/8 | RVR 1 5/8 |
| RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 60 or 1 1/8 | RVR 1 5/8 |

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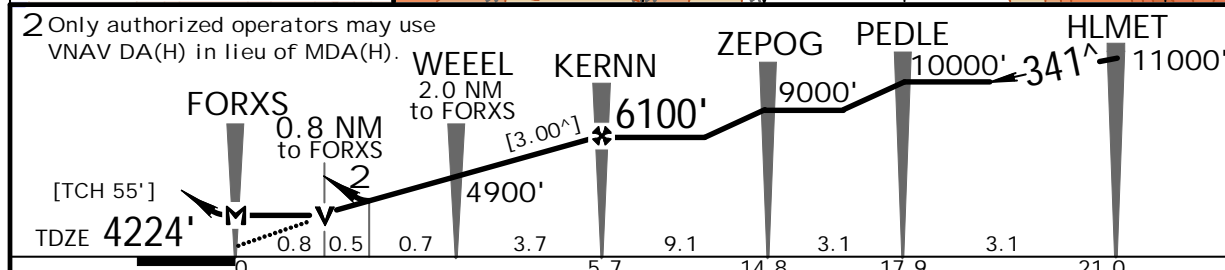
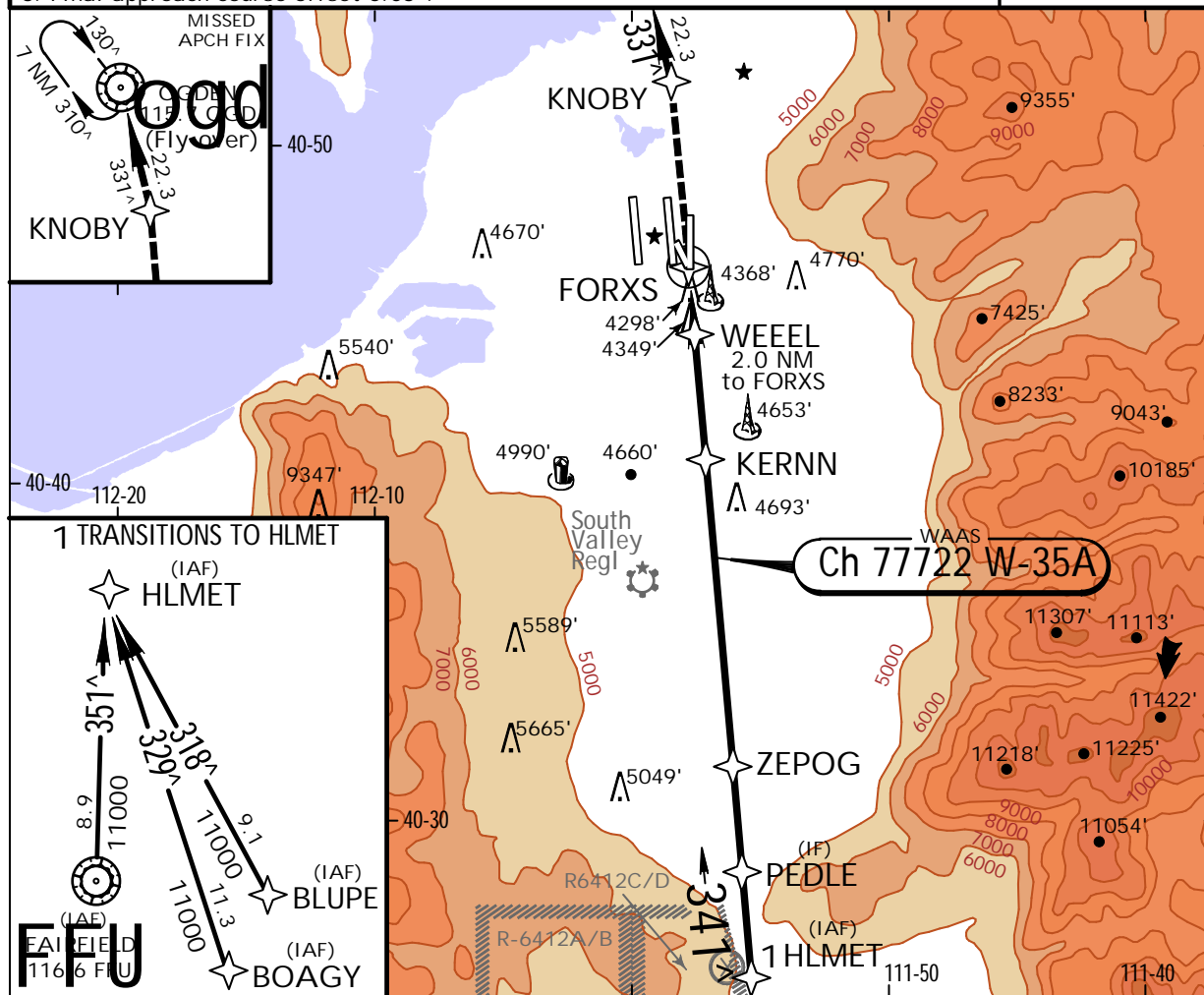
SALT LAKE CITY INTL

JEPPESSEN
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 Ch 77722 W-35A | Final Apch Crs 341 [^] | Minimum Alt KERNN 6100 ¹ (1876 ¹) | LP MDA(H) 4560 ¹ (336 ¹) | Apt Elev 4227' 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 [^] . | | | | | |
| MSA FORXS | | | | | |



| | | | | | | | | | | |
|------------------------------------|-----|-----|-----|-----|-----|-----|---------------|-------|----|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 9000' | D→ | KNOBY |
| Descent angle [3.00 [^]] | 372 | 478 | 531 | 637 | 743 | 849 | | | | |
| MAP at FORXS | | | | | | | | | | |

| | | | | | |
|----------------------------|---------------|---------------|---------------------|---------------|---------------|
| TERPS. | | | | | |
| STRAIGHT-IN LANDING RWY 35 | | | | | |
| LP | | | LNAV | | |
| MDA(H) 4560' (336') | | | MDA(H) 4680' (456') | | |
| RAIL out | | ALS out | | RAIL out | |
| A | RVR 24 or 1/2 | | RVR 55 or 1 | RVR 24 or 1/2 | RVR 40 or 3/4 |
| B | | RVR 40 or 3/4 | | | RVR 55 or 1 |
| C | | | | | |

15 AMEND 2A 24 JUL 2014

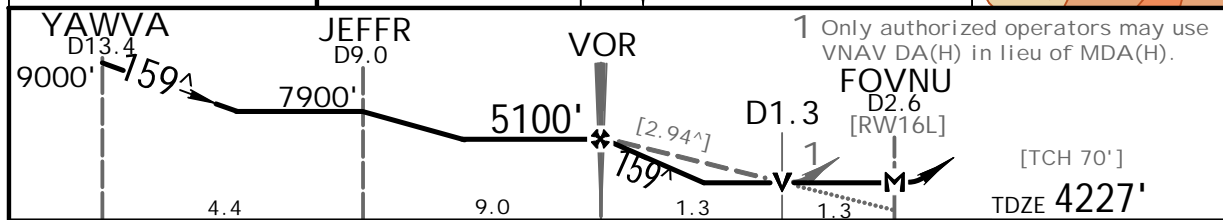
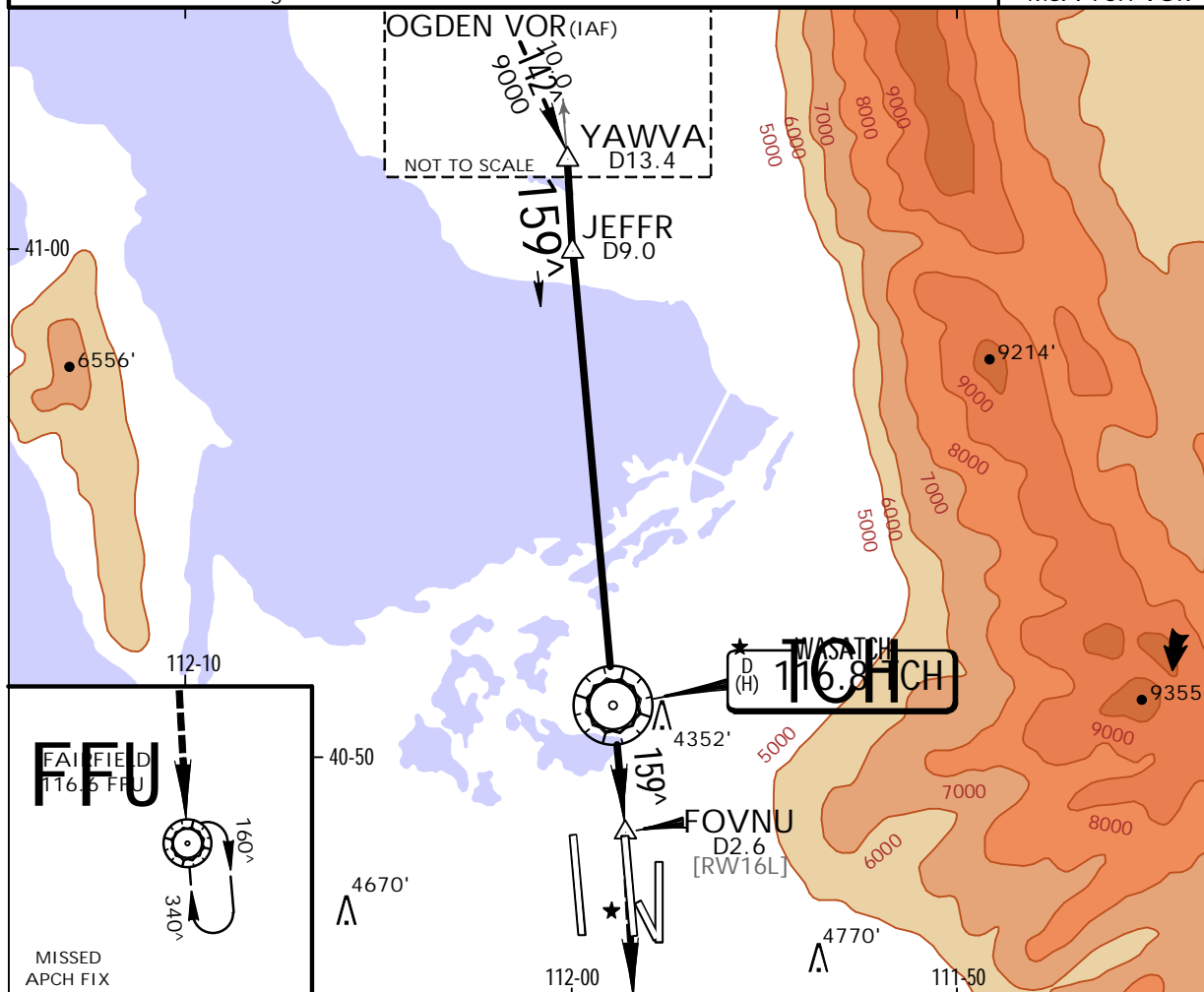
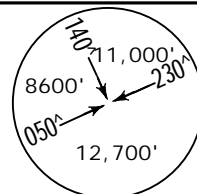
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SALT LAKE CITY INTL

JEPPESSEN
12 OCT 12 (13-1)

SALT LAKE CITY, UTAH
VOR DME Rwy 16L

BRIEFING STRIP™

| | | | |
|---|-------------------|-----------------------------|-------------------|
| D-ATIS | | SALT LAKE CITY Approach (R) | |
| 124.75 | 125.62 | 124.3 | |
| SALT LAKE CITY Tower | | Ground | |
| Rwy 16L/34R | Rwys 14/32, 17/35 | Rwys 16L/34R, 16R/34L | Rwys 14/32, 17/35 |
| 119.05 | 118.3 | 123.77 | 121.9 |
| VOR TCH | Final Apch Crs | Minimum Alt VOR | MDA(H) |
| 116.8 | 159^ | 5100' (873') | 4720' (493') |
| | | Apt Elev 4227' | TDZE 4227' |
| MISSED APCH: Climb to 10000' direct FFU VOR and hold. | | | |
| Alt Set: INCHES | | Trans level: FL 180 | |
| 1. VGSI and descent angles not coincident. | | Trans alt: 18000' | |
| | | | MSA TCH VOR |



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

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

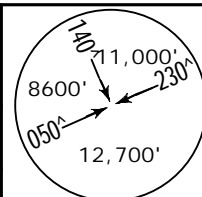
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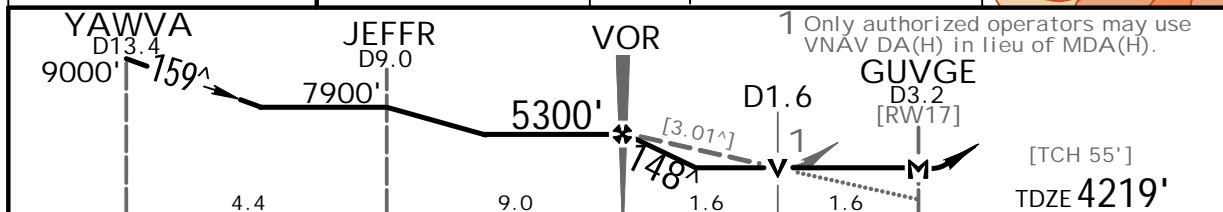
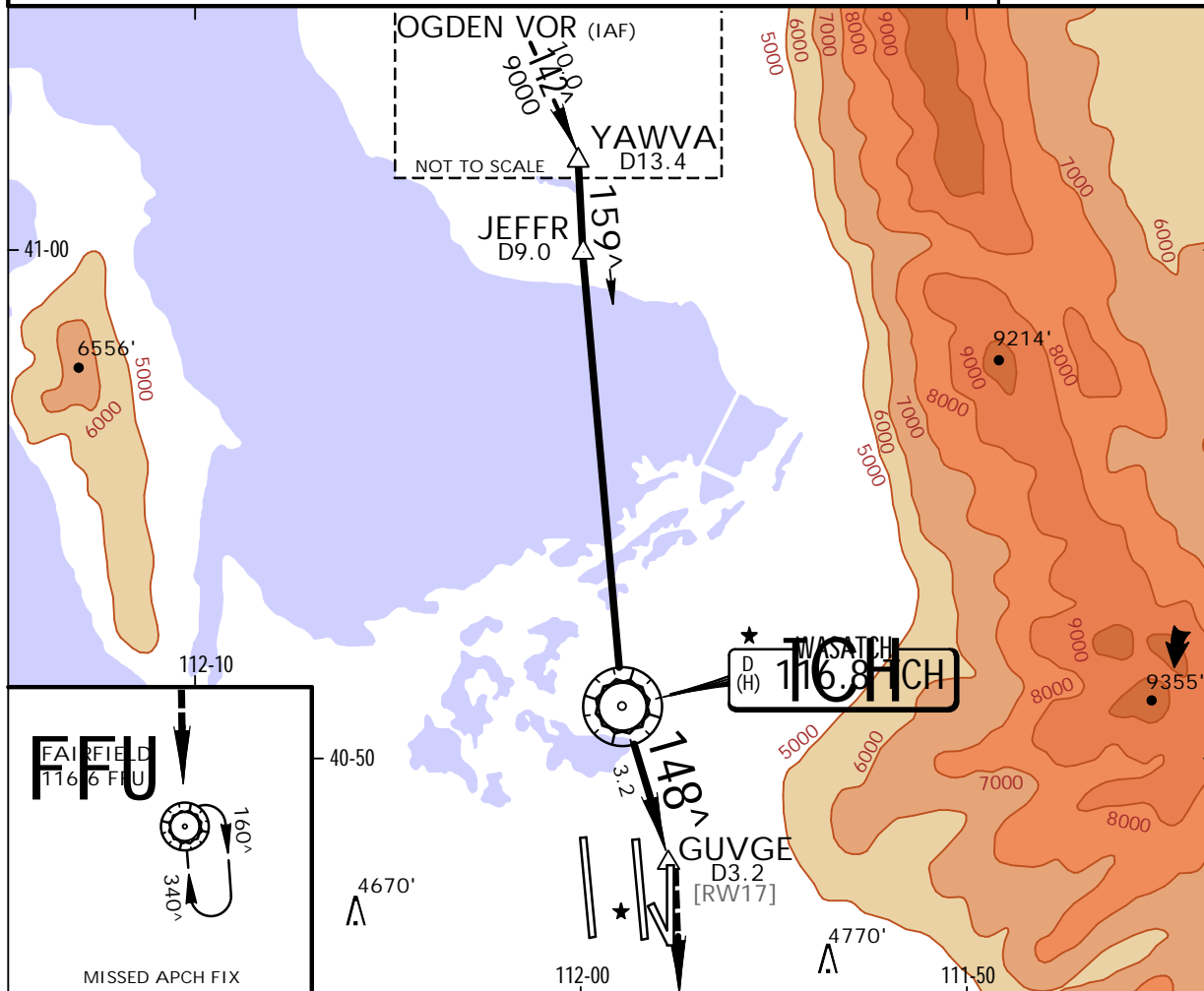
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SALT LAKE CITY INTL

JEPPESEN
12 OCT 12 (13-2)

SALT LAKE CITY, UTAH
VOR DME Rwy 17

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 | Final | Minimum Alt | MDA(H) | Apt Elev 4227' |  |
| TCH | Apch Crs | VOR | | TDZE 4219' | |
| 116.8 | 148^ | 5300' (1081') | 4800' (581') | | |
| 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. | | | | | |



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

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

S. AMEND 2A 11 FEB 2010

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SALT LAKE CITY INTL

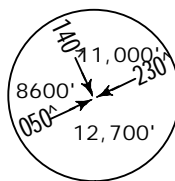
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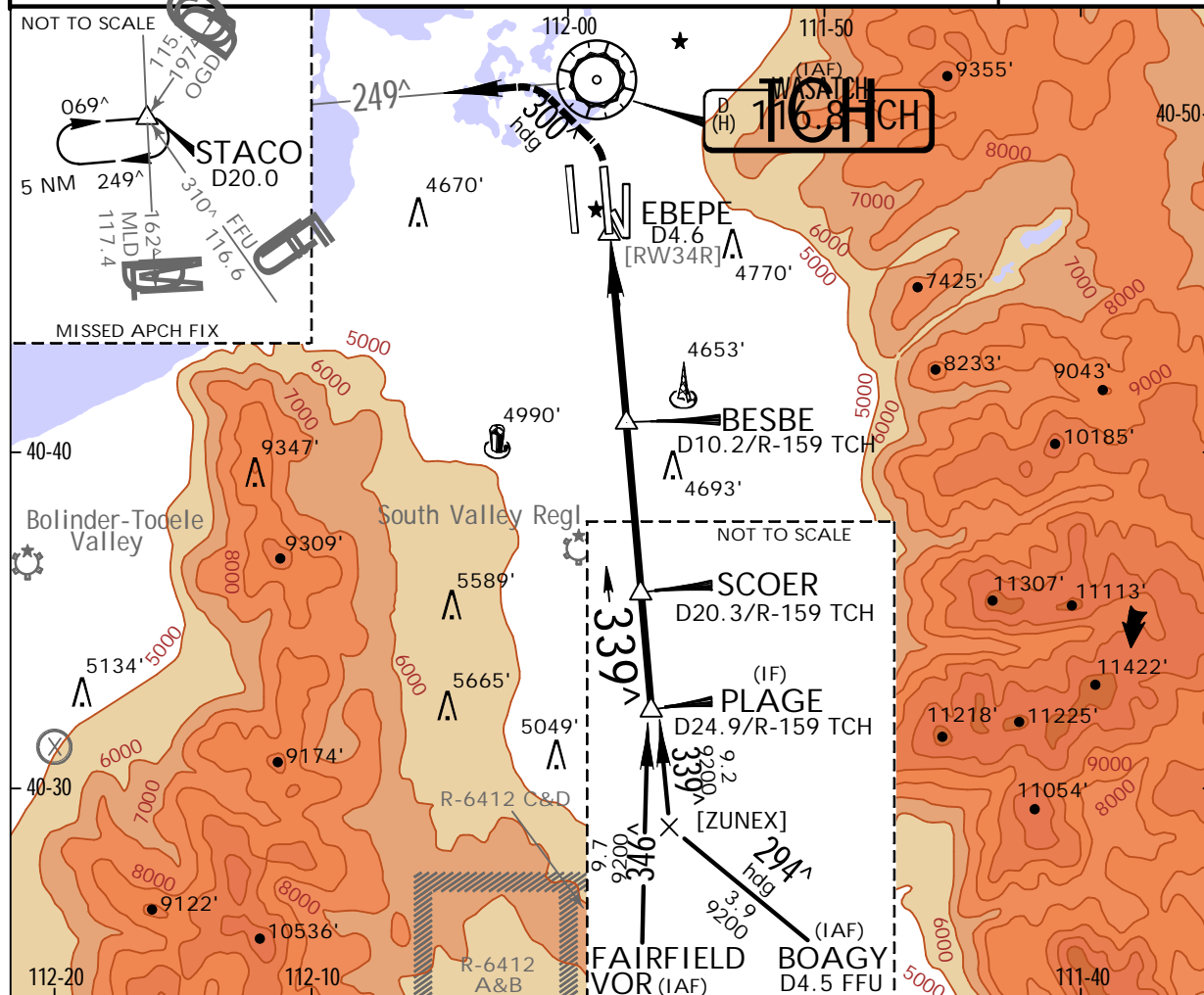
(13-3)

JEPPesen

SALT LAKE CITY, UTAH
VOR DME Rwy 34R

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 116.8 | Final Apch Crs 339^ | Minimum Alt BESBE 6100' (1878') | MDA(H) 4760' (538') | Apt Elev 4227' |  |
| 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' | |
| NOT TO SCALE | | | | MSA TCH VOR | |



| | | | | |
|--------------------|---|-------------|-------------|-------------|
| VOR | 1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H). | BESBE D10.2 | SCOER D20.3 | PLAGE D24.9 |
| EBEPE D4.6 [RW34R] | D6.0 | 6100' | 8200' | 339^ 9200' |
| [TCH 73°] | 1 | [3.02°] | | |
| TDZE 4222' | 1.5 | 4.2 | 10.1 | 4.6 |

| | | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|----------|-------|--------|------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALS F-11 | 5300' | 10700' | 300^ | TCH |
| Descent angle [3.02°] | 374 | 481 | 534 | 641 | 748 | 855 | PAPI | then | via | hdg | and |
| MAP at EBEPE | | | | | | | | | | | 116.8 |
| | | | | | | | | | | | R-249 |

| STRAIGHT-IN LANDING RWY 34R | | | CIRCLE-TO-LAND | | |
|-----------------------------|---------------|-------------|----------------|----|--|
| MDA(H) 4760' (538') | | | | | |
| ALS out | | | | | |
| A | RVR 24 or 1/2 | RVR 50 or 1 | A | NA | |
| B | | | B | | |
| C | RVR 50 or 1 | 1 1/2 | C | | |
| D | | 1 3/4 | D | | |