

Class (B)

JEPPesen

10-1B

24 MAR 17

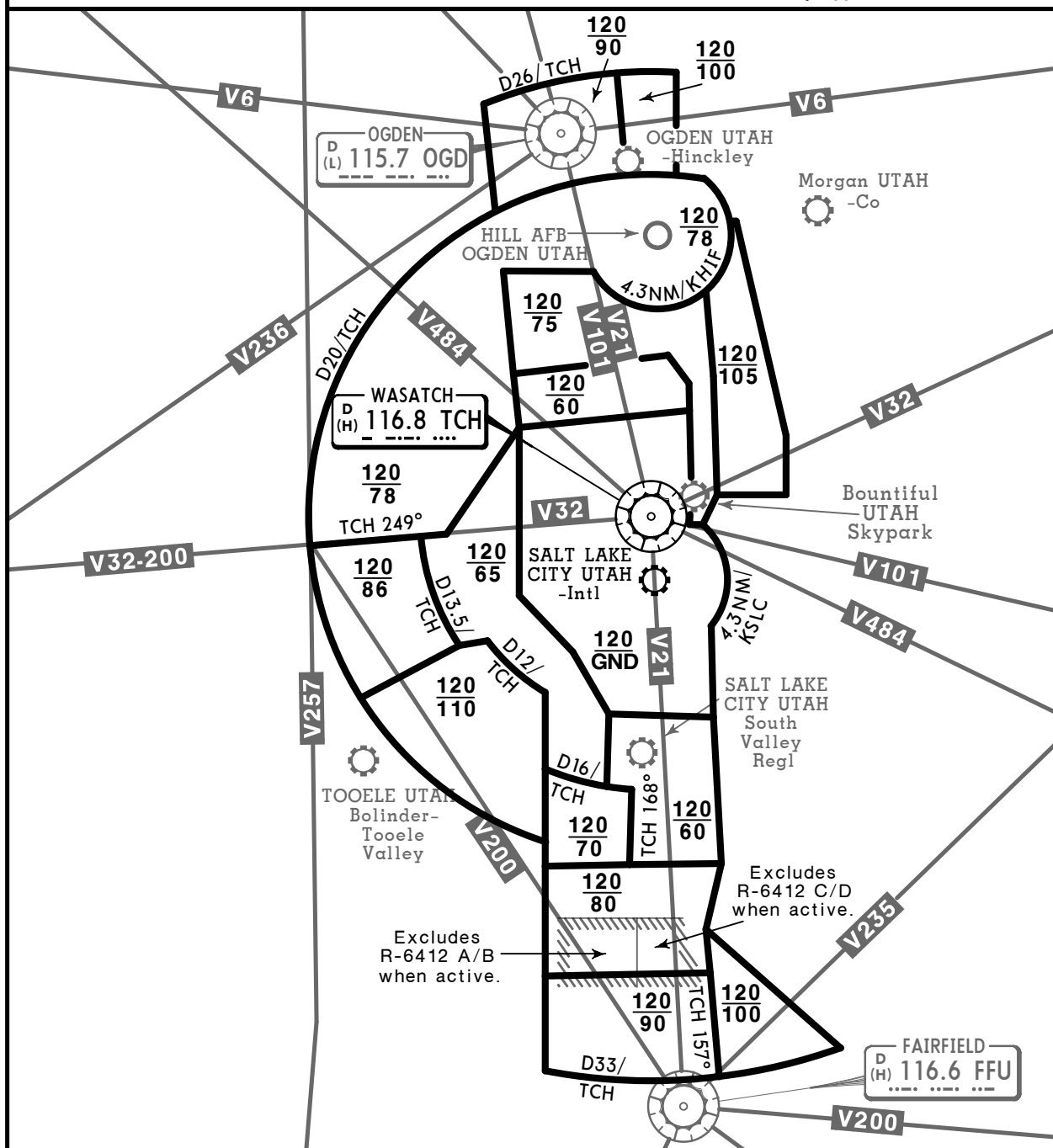
SALT LAKE CITY, UTAH

## SALT LAKE CITY CLASS B AIRSPACE

## CLASS B AIRSPACE VFR COMMUNICATIONS

S of N41° Salt Lake City App 120.9

N of N41° Salt Lake City App 121.1



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS

SEE FAR 91.131, 91.117 AND 91.215

**FLIGHT PROCEDURES**

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

**VFR Flights-**

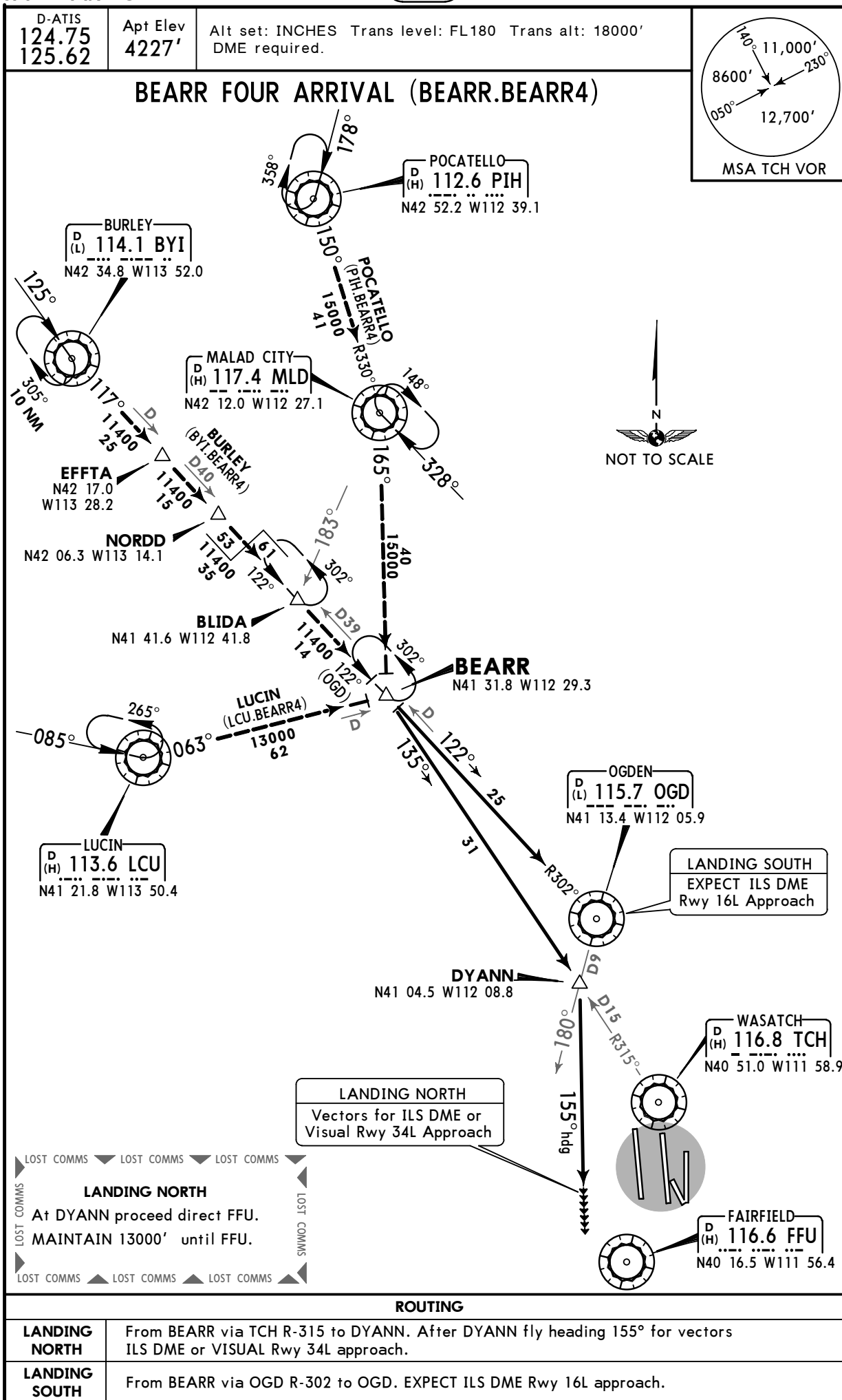
- Arriving aircraft should contact Salt Lake City Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- Aircraft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



**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen** **SALT LAKE CITY, UTAH**  
25 MAR 16 **10-2** Eff 31 Mar

**STAR**





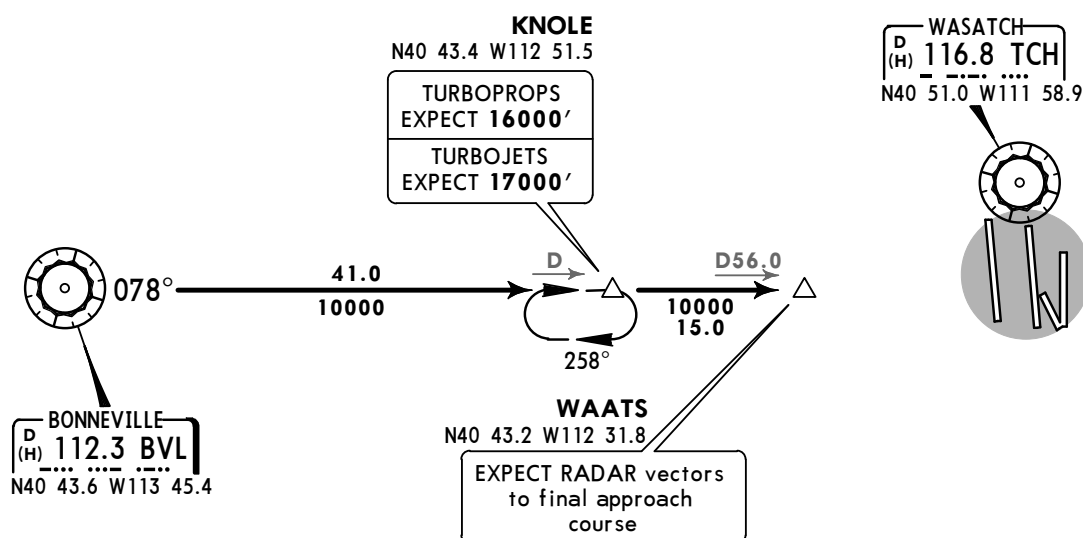
**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPESEN** **SALT LAKE CITY, UTAH**  
25 MAR 16 **(10-2A)** **Eff 31 Mar**

**STAR**

D-ATIS <b>124.75</b> <b>125.62</b>	Apt Elev <b>4227'</b>	Alt set: INCHES Trans level: FL180 Trans alt: 18000' <b>DME required.</b>
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## BONNEVILLE 2 (BVL.BVL2)



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

At WAATS proceed direct TCH VOR.  
MAINTAIN 13000' until TCH VOR.



### ROUTING

From BVL VOR via BVL R-078 to WAATS, then EXPECT RADAR vectors to final approach course.



**KSLC/SLC**  
**SALT LAKE CITY INTL**

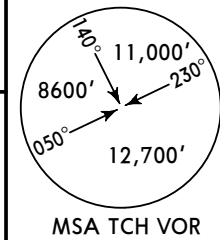
**JEPPesen** **SALT LAKE CITY, UTAH**  
25 MAR 16 **(10-2B)** **Eff 31 Mar**

**STAR**

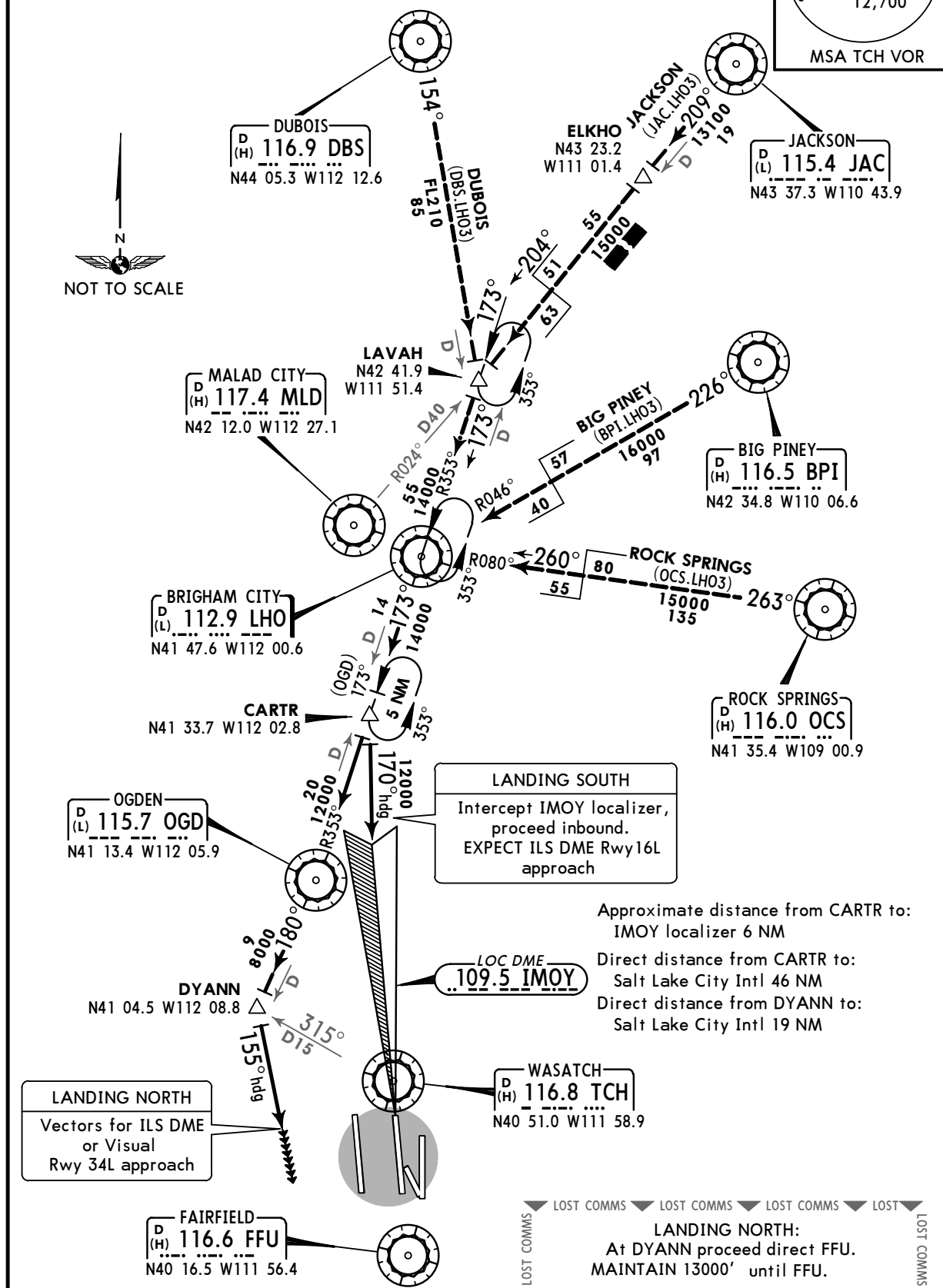
D-ATIS  
**124.75 125.62**

Apt Elev  
**4227'**

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



# BRIGHAM CITY THREE ARRIVAL (LHO.LH03)



ROUTING	
<b>LANDING NORTH</b>	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.
<b>LANDING SOUTH</b>	From LHO via LHO R-173 to CARTR. Fly heading 170° to intercept IMOY localizer, proceed inbound. EXPECT ILS DME Rwy 16L approach.



**KSLC/SLC**  
**SALT LAKE CITY INTL**

25 MAR 16



**JEPPESEN**

**SALT LAKE CITY, UTAH**

10-2C Eff 31 Mar

**RNAV STAR**

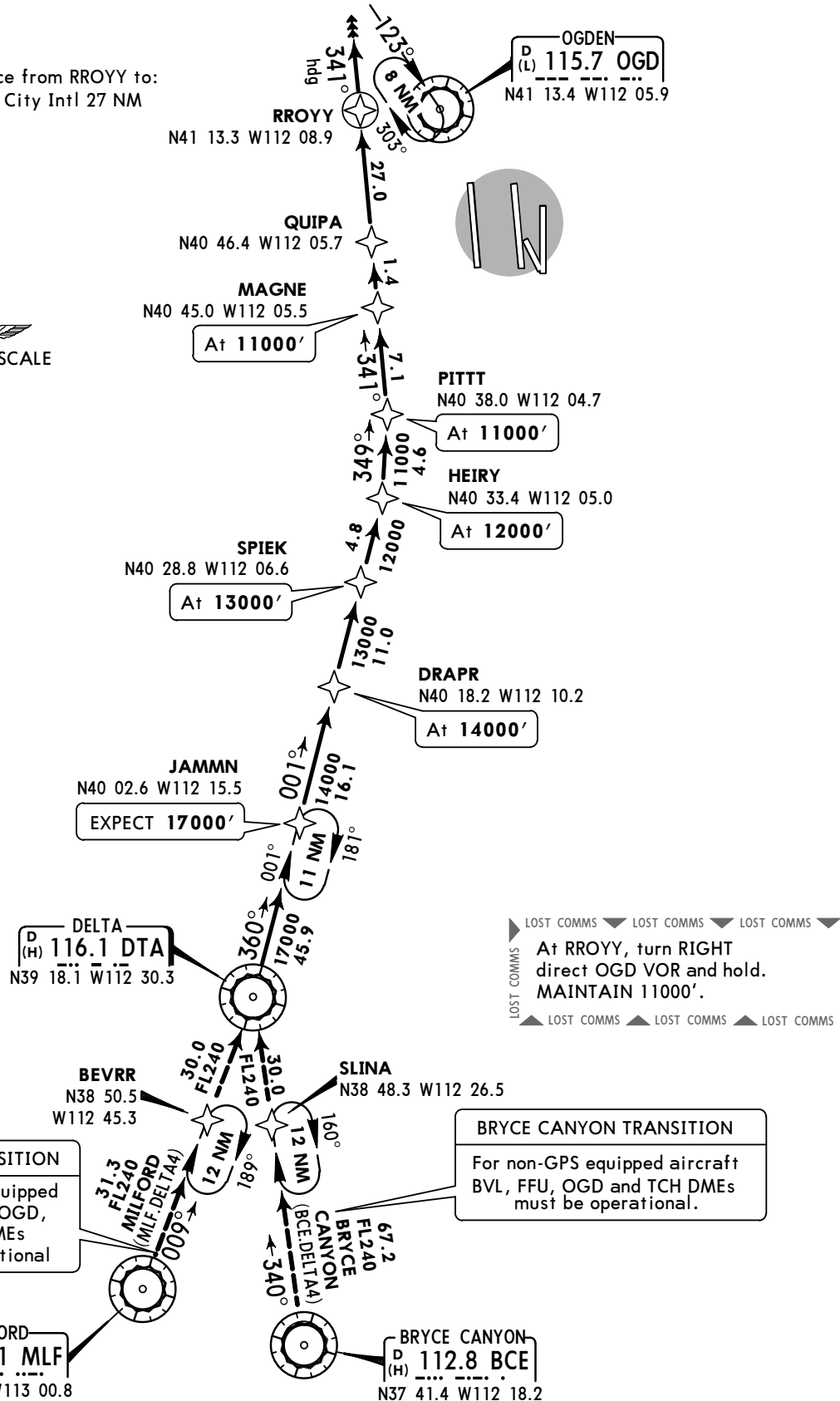
D-ATIS  
124.75 125.62

Apt Elev  
4227'

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

# **DELTA 4 RNAV (DELTA.DELTA4)**

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



## **LANDING**

**RWYS**  
16L/R, 17

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



**KSLC/SLC**  
**SALT LAKE CITY INTL**

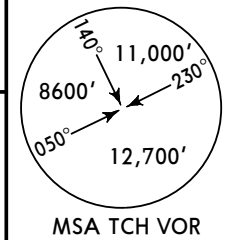
**JEPPesen** **SALT LAKE CITY, UTAH**  
25 MAR 16 **(10-2D)** **Eff 31 Mar**

**STAR**

D-ATIS  
**124.75 125.62**

Apt Elev  
**4227'**

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



# JAMMN FOUR ARRIVAL (JAMMN.JAMMN4)

OGDEN  
**D (L) 115.7 OGD**  
N41 13.4 W112 05.9

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

Vectors for  
ILS DME or Visual  
Rwy 16R approach

163°  
340° hdg  
D39  
D14 R179°

**CHHIP**  
N40 37.2 W112 03.7

**SPIEK**  
N40 28.8 W112 06.6

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

**JAMMN**  
N40 02.6 W112 15.5

**LAZLO**  
N39 48.2 W112 20.3

**DELTA**  
**D (H) 116.1 DTA**  
N39 18.1 W112 30.3

**BEVRR**  
N38 50.5 W112 45.3

**SLINA**  
N38 48.3 W112 26.5

MILFORD  
**D (H) 112.1 MLF**  
N38 21.6 W113 00.8

BRYCE CANYON  
**D (H) 112.8 BCE**  
N37 41.4 W112 18.2

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

At CHHIP proceed direct OGD.  
MAINTAIN 11000' until OGD.

## ROUTING

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



**KSLC/SLC**  
**SALT LAKE CITY INTL**

25 MAR 16

**Eff 31 Mar**

**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. **DME/DME/IRU or GPS required.**  
 3. **RNAV 1.**  
 4. **Turbojet aircraft only.**

# LEEHY 4 RNAV (LEEHY.LEEHY4)

## ROUTING

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

## LANDING

**NORTH**  
**(RWYS**  
**34L/R, 35)**

From LEEHY on track 300° to BLUEPE, then on track 308° to KAMMP, then on track 341° to PLAGE, then on 341° heading.

**B** Rwy 34L, 35: EXPECT RADAR vectors to final approach course.

**B** Rwy 34R: Intercept ISL C localizer. Proceed inbound, EXPECT ISL/Visual approach.

<p>From LEEHY on track 282° to FFU VOR, then on track 316° to DRYVE, then as depicted to RROYY, then on 341° heading. EXPECT RADAR vectors to final approach course.</p>	<p><b>RWYS</b> <b>16L/R, 17</b></p>
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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	LANDING SOUTH
For non-GPS equipped aircraft FFU DME must be operational	For non-GPS equipped aircraft PV and TCH DMEs must be operational

## MEEKER TRANSITION

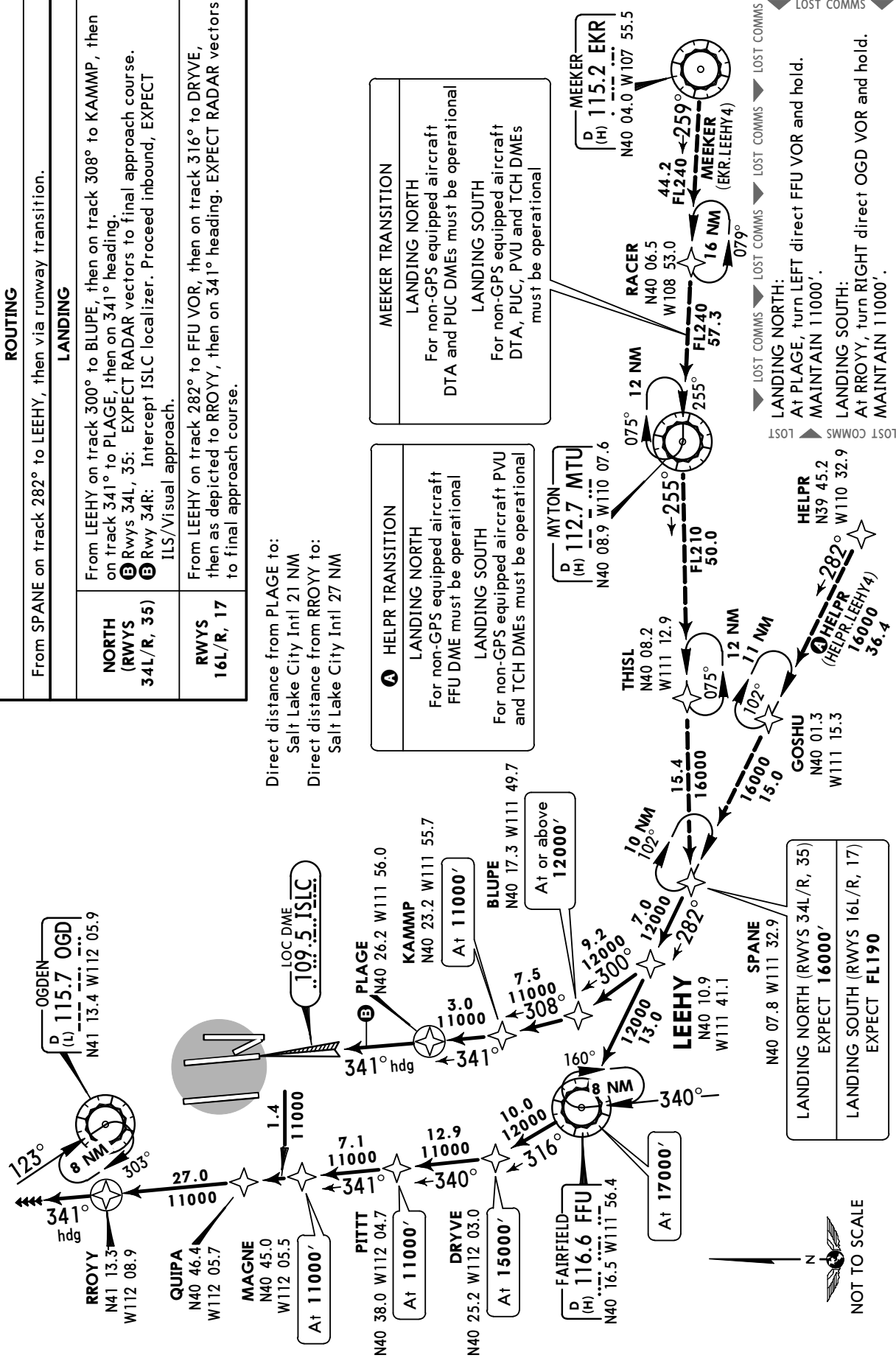
LANDING NORTH	LANDING SOUTH
For non-GPS equipped aircraft DTA and PUC DMEs must be operational	For non-GPS equipped aircraft DTA, PUC, PVU and TCH DMEs must be operational!

079  
 ▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 LANDING NORTH:  
 At PLAGE, turn LEFT direct FFU VOR and hold.  
 MAINTAIN 1100'.  
 LANDING SOUTH:  
 At RROY, turn RIGHT direct OGD VOR and hold.  
 MAINTAIN 1100'.

LANDING NORTH (RWYS 34L/R, 35)  
EXPECT **16000'**

LANDING SOUTH (RWYS 16L/R, 17)  
EXPECT **FL190**

NOT TO SCALE





**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen** SALT LAKE CITY, UTAH  
25 MAR 16 **10-2F** Eff 31 Mar

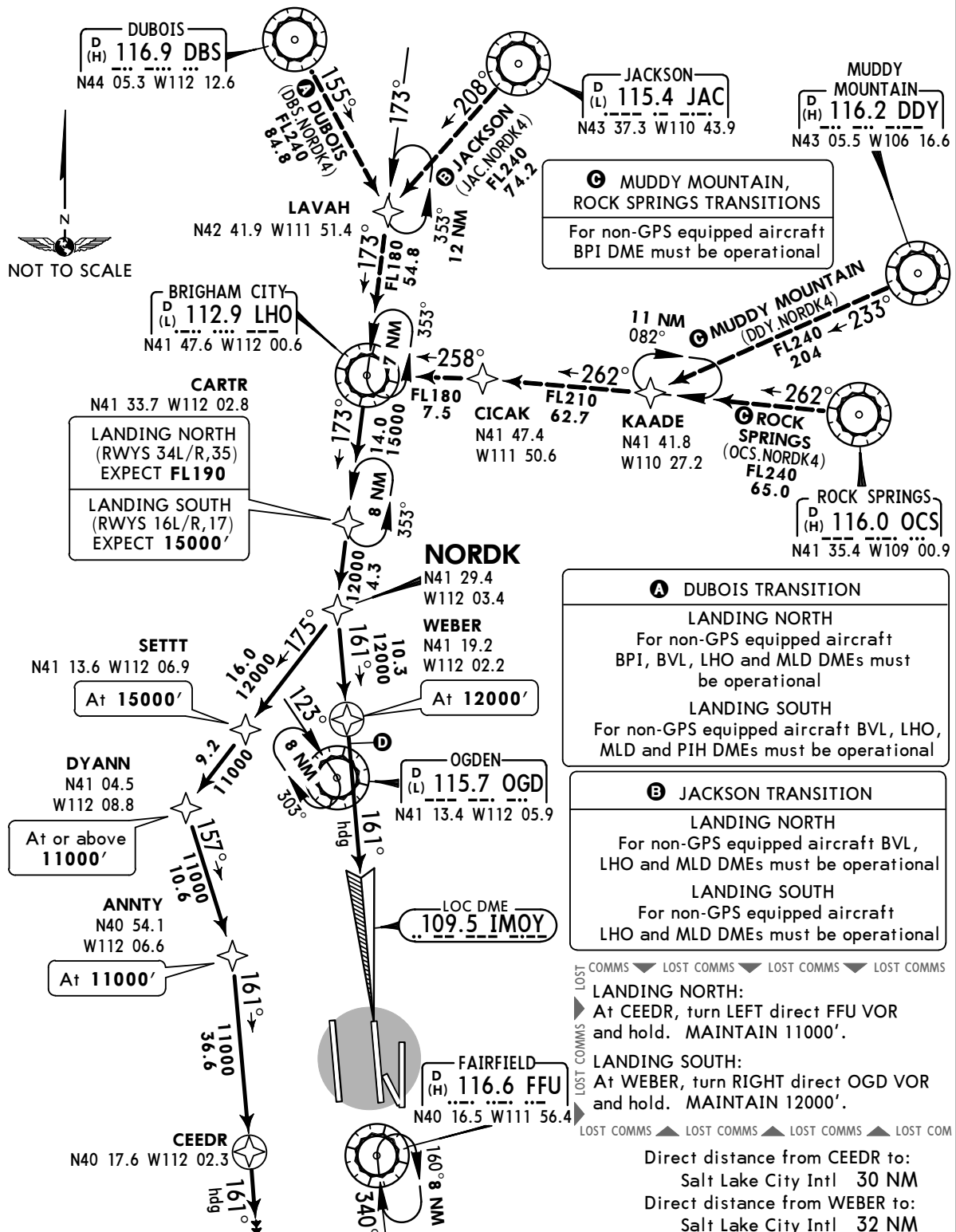
**RNAV STAR**

D-ATIS  
**124.75 125.62**

Apt Elev  
**4227'**

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

# **NORDK 4 RNAV (NORDK.NORDK4)**





**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen** **SALT LAKE CITY, UTAH**  
25 MAR 16 **(10-2G)** **Eff 31 Mar** **RNAV STAR**

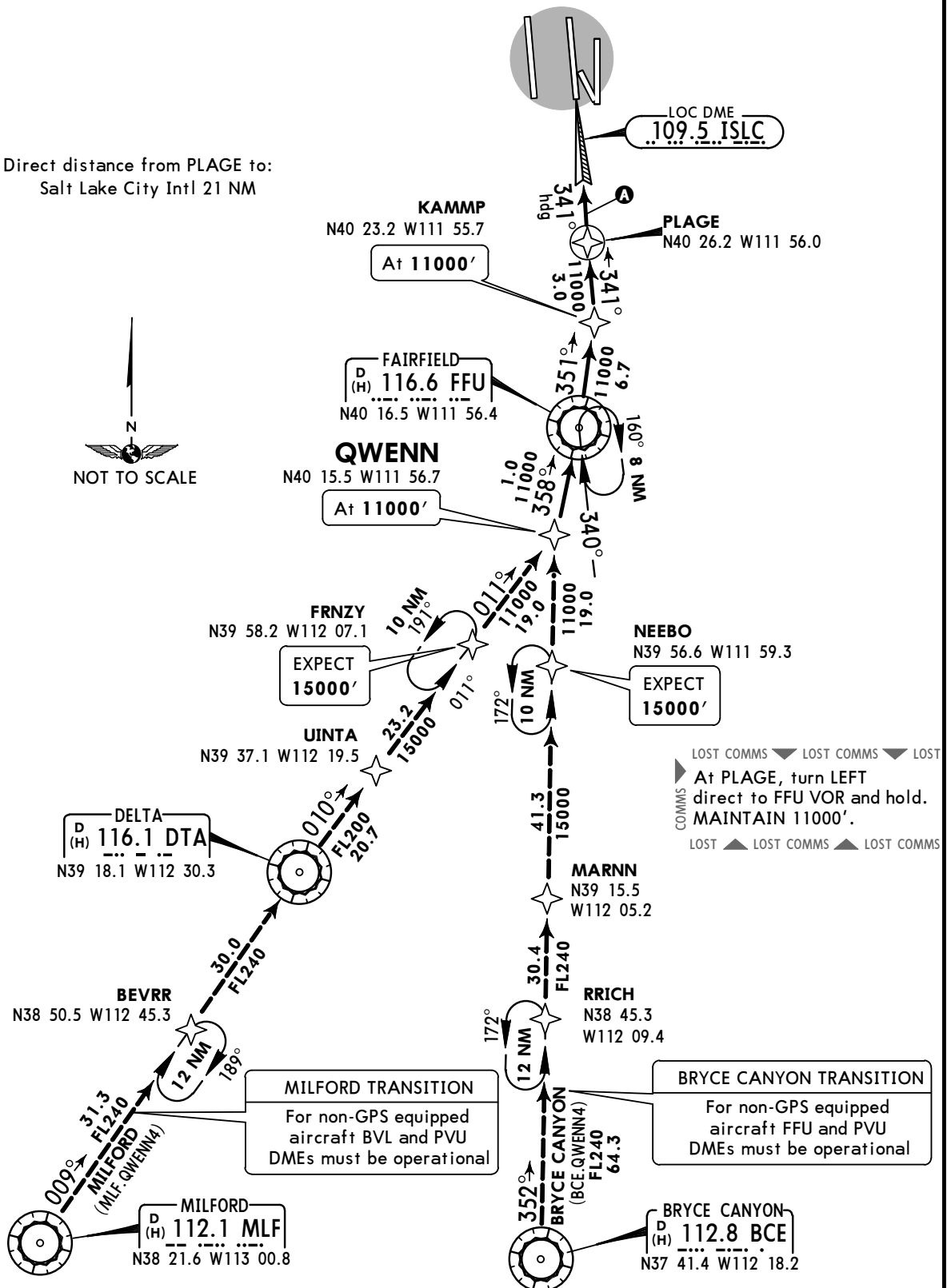
D-ATIS  
**124.75 125.62**

Apt Elev  
**4227'**

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

## QWENN 4 RNAV (QWENN.QWENN4)

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



### LANDING

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

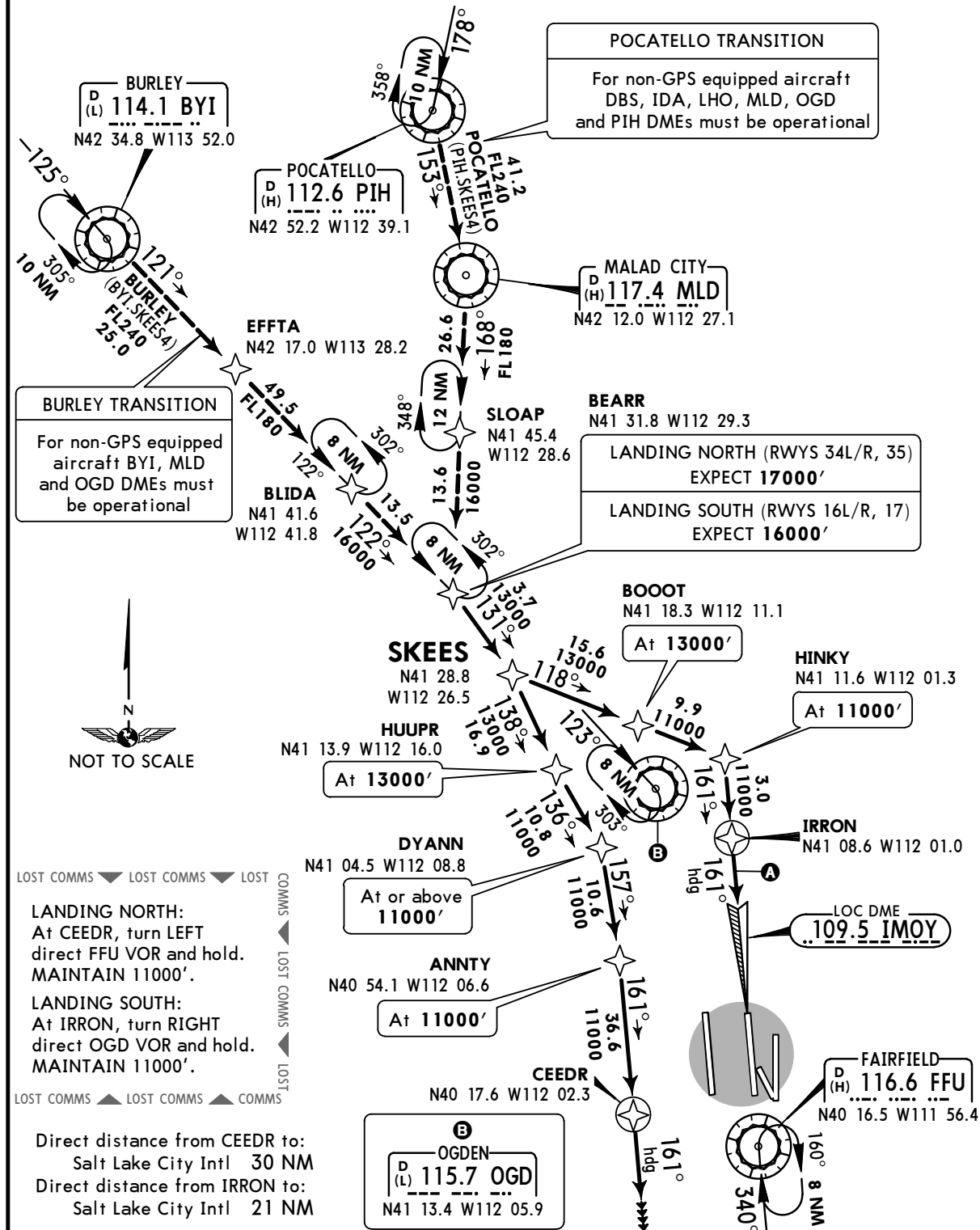


**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen** **SALT LAKE CITY, UTAH**  
25 MAR 16 **(10-2H)** **Eff 31 Mar** **RNAV STAR**

D-ATIS <b>124.75 125.62</b>	Apt Elev <b>4227'</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. <b>RADAR</b> required. 2. <b>DME/DME/IRU</b> or <b>GPS</b> required. 3. <b>RNAV 1</b> . 4. Turbojet aircraft only.
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### SKEES 4 RNAV (SKEES.SKEES4)



#### ROUTING

From BEARR on track 131° to SKEES.

#### LANDING

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



**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen**  
25 MAR 16 **(10-2J)** Eff 31 Mar

**SALT LAKE CITY, UTAH**

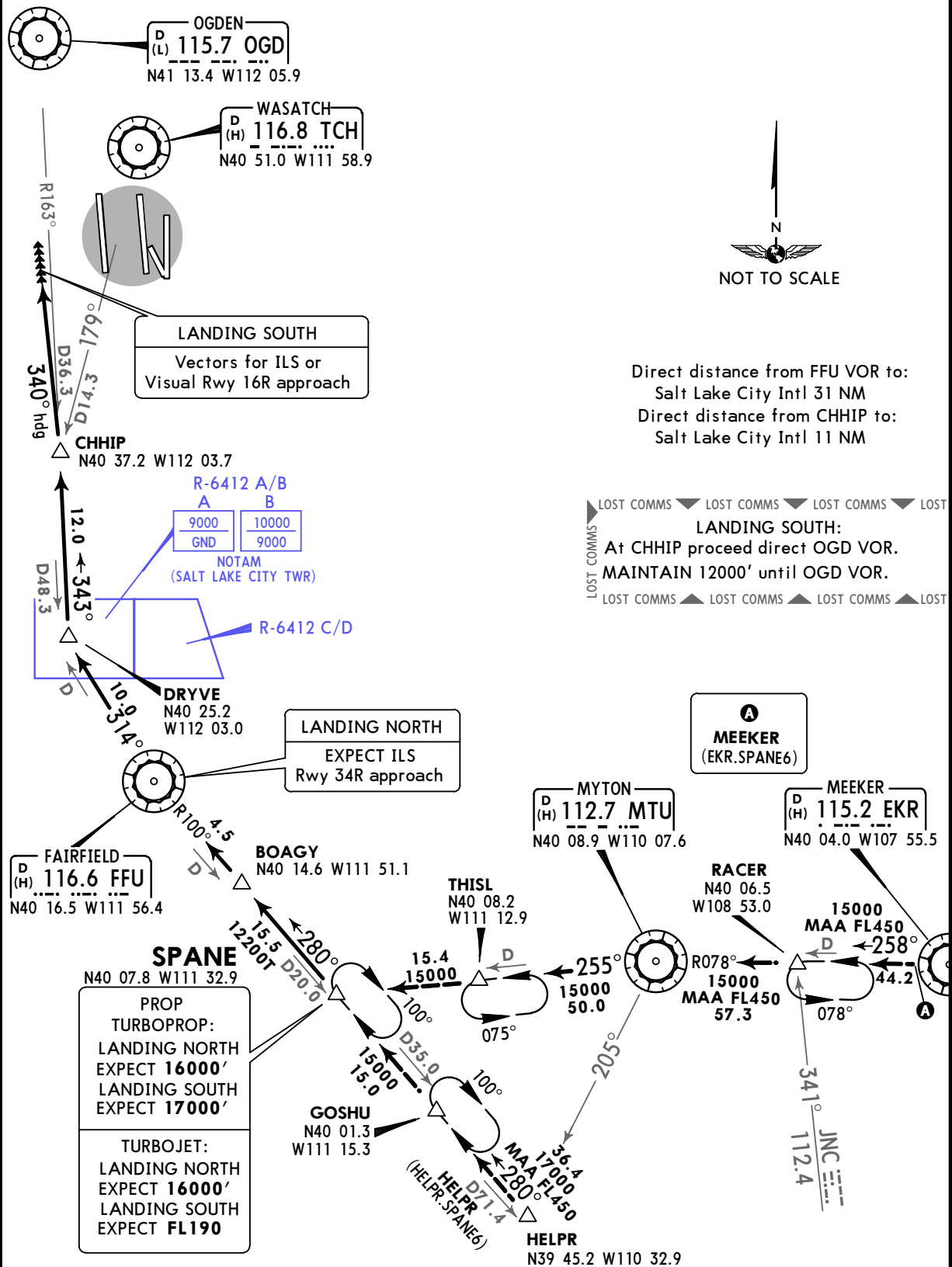
**STAR**

D-ATIS  
**124.75 125.62**

Apt Elev  
**4227'**

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

## SPANE 6 (SPANE.SPANE6)





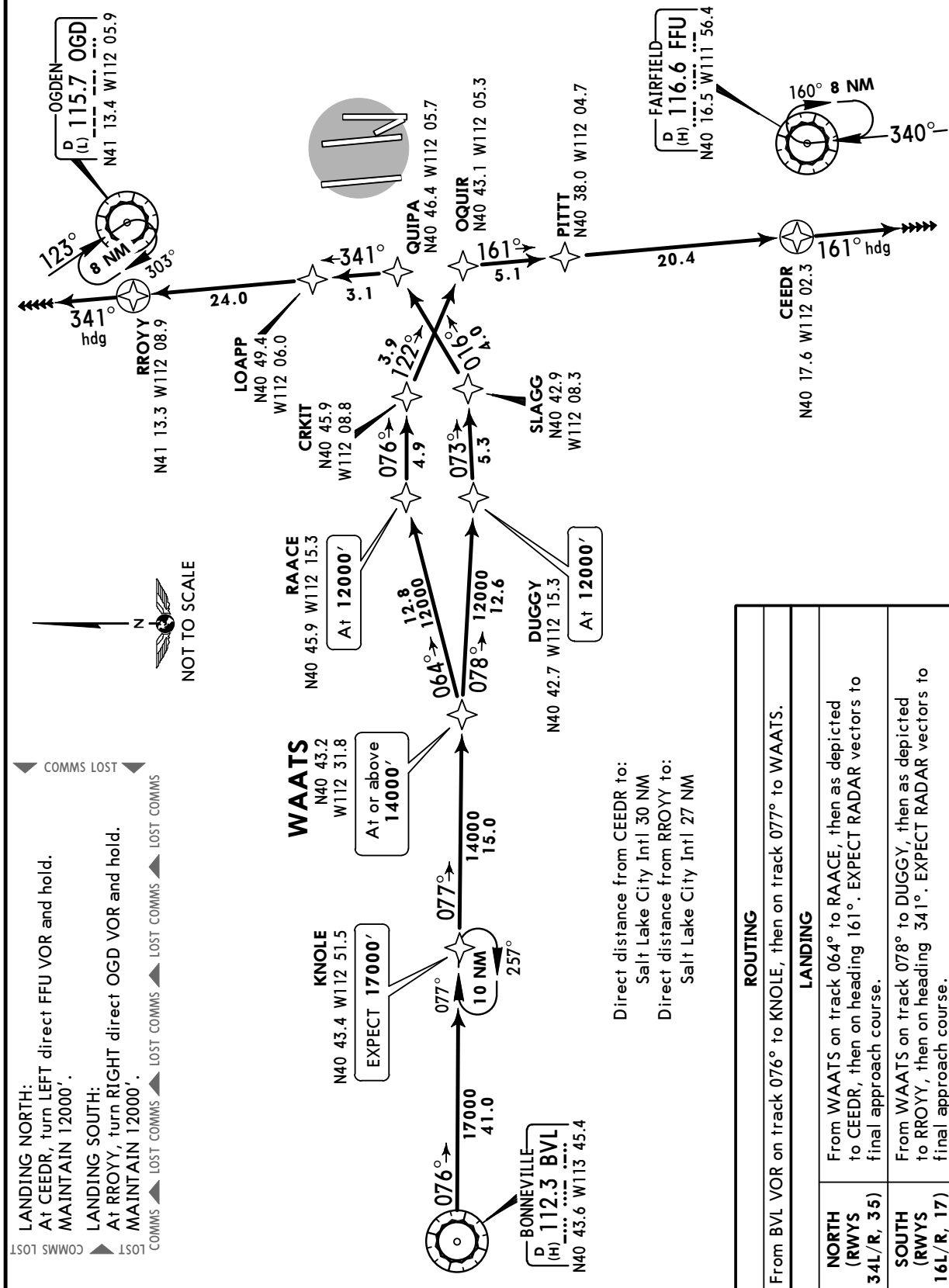
**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPESEN** **SALT LAKE CITY, UTAH**  
25 MAR 16 **10-2K** Eff 31 Mar

**RNAV STAR**

D-ATIS <b>124.75 125.62</b>	Apt Elev <b>4227'</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. <b>RADAR required.</b> 2. <b>DME/DME/IRU or GPS required.</b> 3. <b>RNAV 1.</b> 4. Turbojet aircraft only. 5. For non-GPS equipped aircraft LCU, OGD and TCH DMEs must be operational.
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## WAATS 4 RNAV (WAATS.WAATS4)





KSLC/SLC  
SALT LAKE CITY INTL

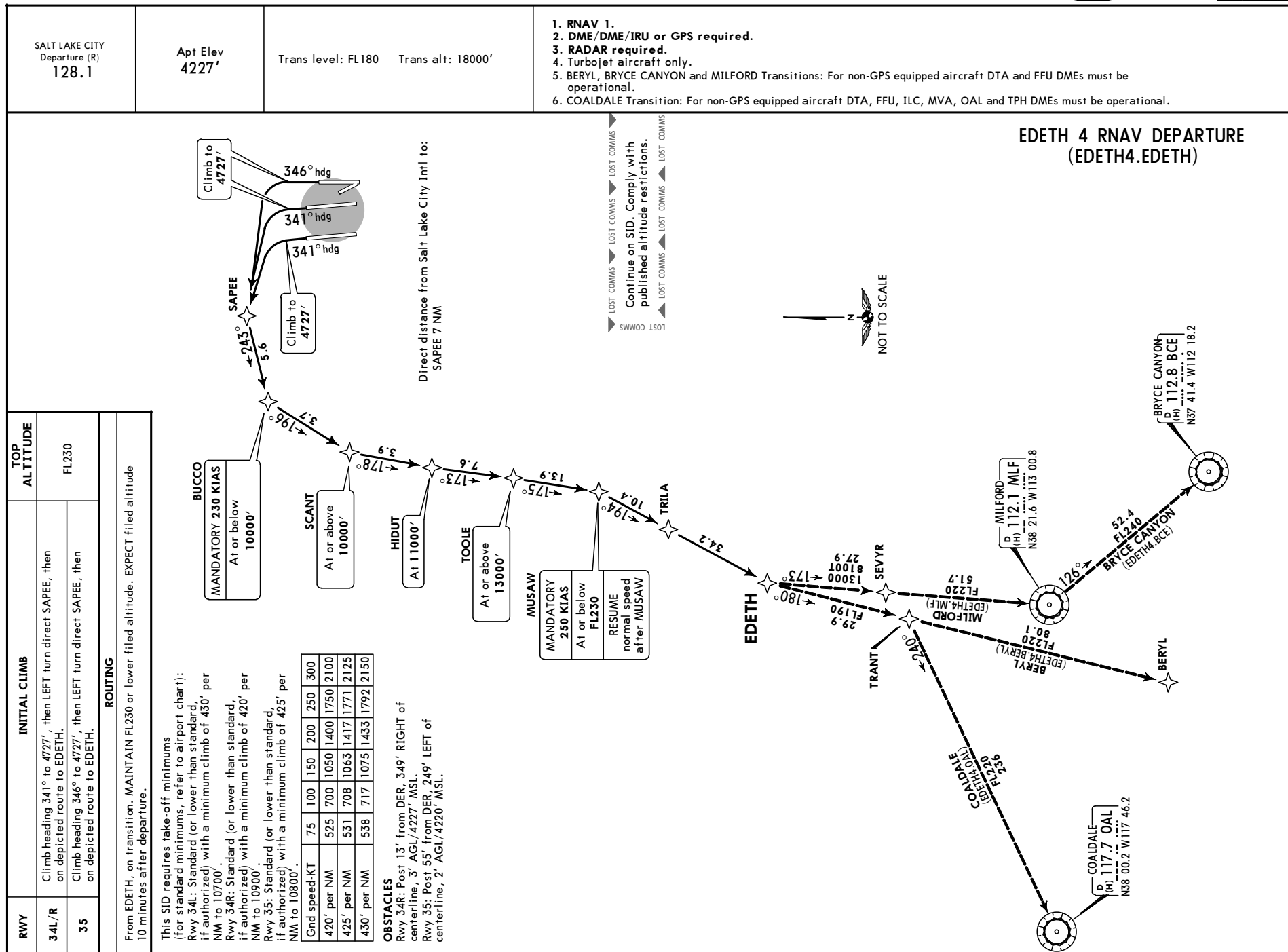
JEPPesen

4 NOV 16 10-3 Eff 10 Nov

RNAV SID

SALT LAKE CITY,  
UTAH

JeppView 3.6.2.0





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**SALT LAKE CITY, UTAH**  
**JEPPESSEN**  
 25 MAR 16 **(10-3B)** **Eff 31 Mar** **RNAV SID**

CHANGES: Renumbered, revised.



KSLC/SLC  
SALT LAKE CITY INTL

JEPPesen SALT LAKE CITY, UTAH  
25 MAR 16 10-3C Eff 31 Mar  
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.

NSIGN 4 RNAV (NSIGN4.NSIGN)

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

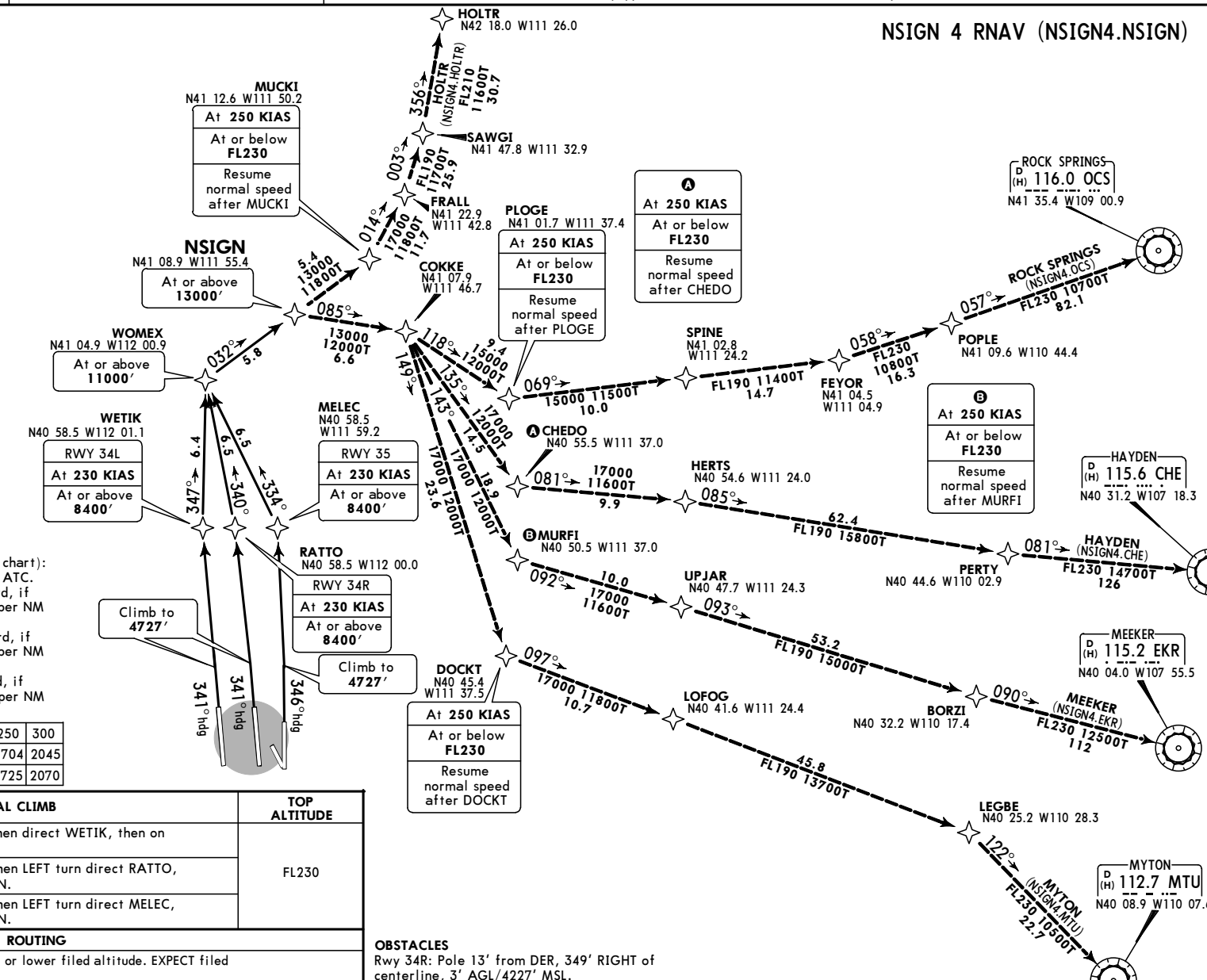
Direct distance from Salt Lake City Intl  
(Rwy 34L) to: WETIK 11 NM  
(Rwy 34R) to: RATTO 11 NM  
(Rwy 35) to: MELEC 11 NM



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	1023	1363	1704	2045
414' per NM	518	690	1035	1380	1725	2070

RWY	INITIAL CLIMB	TOP ALTITUDE
34L	Climb heading 341° to 4727', then direct WETIK, then on depicted route to NSIGN.	FL230
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.	



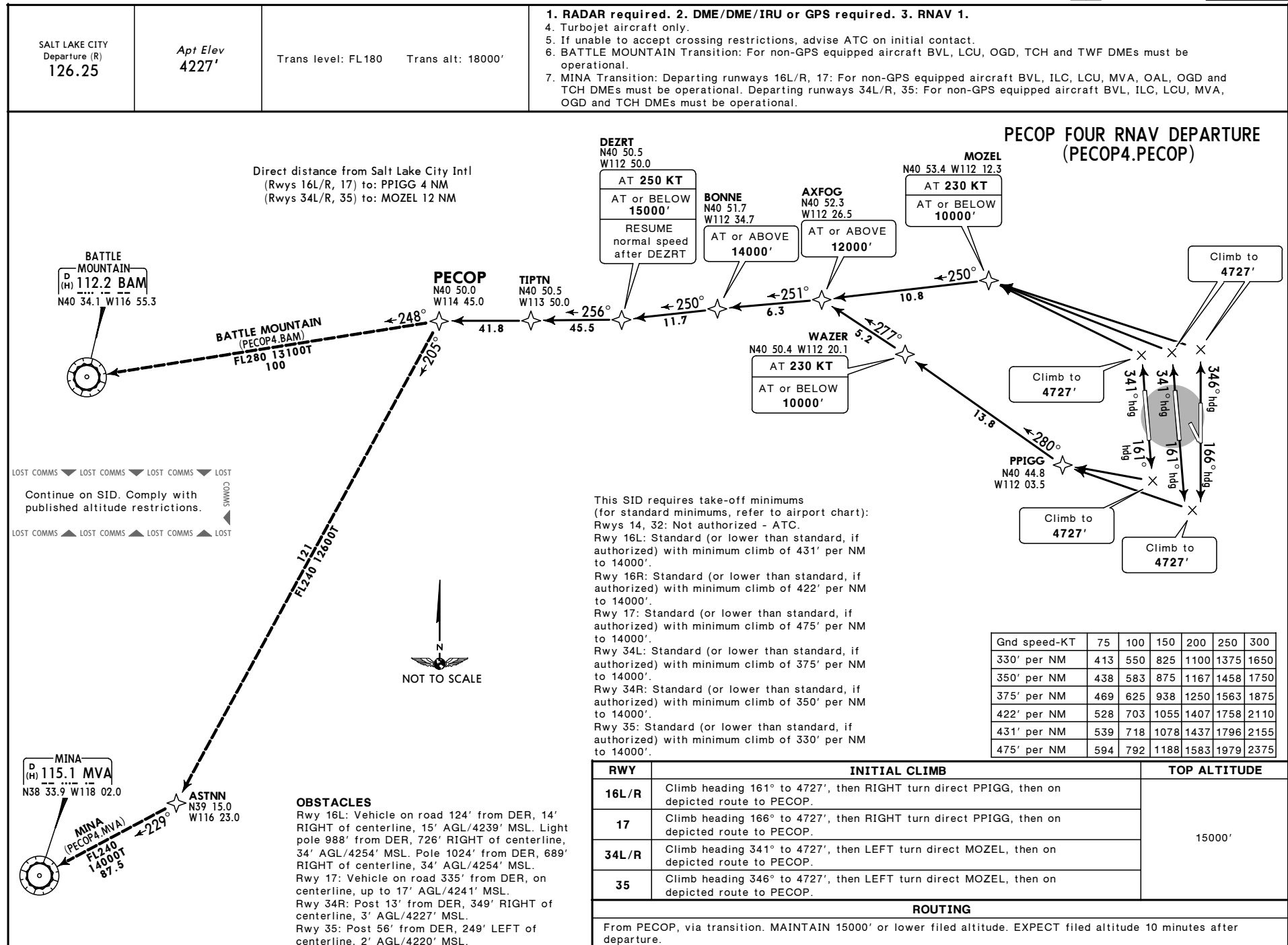
OBSTACLES

Rwy 34R: Pole 13' from DER, 349' RIGHT of centerline, 3' AGL/4227' MSL.



KSLC/SLC  
SALT LAKE CITY INTL

JEPPESSEN  
24 APR 15 10-3D Eff 30 Apr RNAV SID





KSLC/SLC  
SALT LAKE CITY INTL

24 APR 15 10-3E Eff 30 Apr  
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.

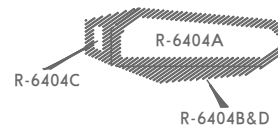
### SALT LAKE THREE DEPARTURE (SLC3.TCH)



TWIN FALLS  
D (L) 115.8 TWF  
N42 28.8 W114 29.4

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

ROCK SPRINGS  
D (H) 116.0 OCS  
N41 35.4 W109 00.9

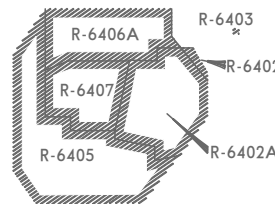


WASATCH  
D (H) 116.8 TCH  
N40 51.0 W111 58.9

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

DELTA  
D (H) 116.1 DTA  
N39 18.1 W112 30.3



FAIRFIELD  
D (H) 116.6 FFU  
N40 16.5 W111 56.4

MYTON  
D (H) 112.7 MTU  
N40 08.9 W110 07.6

GRAND JUNCTION  
D (H) 112.4 JNC  
N39 03.6 W108 47.6

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

#### OBSTACLES

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

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



**KSLC/SLC**  
**SALT LAKE CITY INTL**

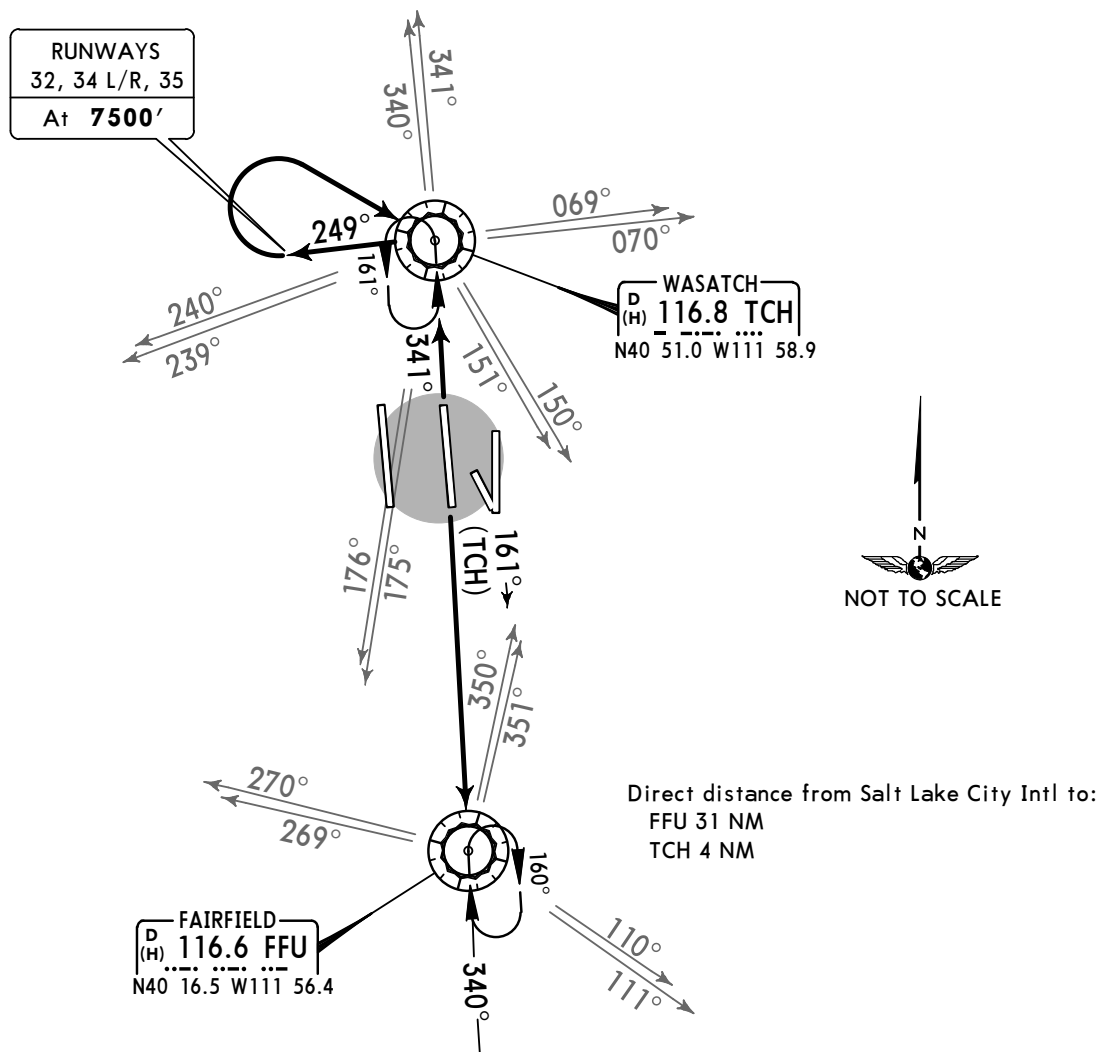
**JEPPESEN**  
24 APR 15 **(10-3F)**

**Eff 30 Apr**

**SALT LAKE CITY, UTAH**  
**LOST COMMS**

## LOST COMMUNICATIONS FOR SALT LAKE THREE DEPARTURE (SLC3.TCH)

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



### If NOT in contact with Departure control 1 minute after take-off:

**Rwys 14, 16L, 17:** Aircraft assigned heading 160°, turn RIGHT, then. . .  
**Rwy 16R:** Aircraft assigned heading 160°, turn LEFT, then. . .  
 . . .Climb to 11000' via TCH R-161 to FFU.  
 Aircraft departing FFU R-111 clockwise through R-269, climb on assigned route.  
 All others continue climb in FFU holding pattern (hold SOUTH, RIGHT turns, 340° inbound) to cross FFU at or above:  
 R-351 clockwise through R-110, 12500'.  
 R-270 clockwise through R-350, 11600'.

**OR;**

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

### **Rwys 32, 34L/R, 35:**

Climb direct TCH.  
 Aircraft departing TCH R-240 clockwise through R-340: Climb on course.  
 All others continue climb via TCH R-249 to 7500' then climbing RIGHT turn direct TCH.  
 Continue climb in TCH holding pattern (hold SOUTH, LEFT turns, 341° inbound) to cross TCH at or above:  
 R-070 clockwise through R-150, 11400', then climb on course.  
 R-151 clockwise through R-175, 8200', then climb on course.  
 R-176 clockwise through R-239, 9900', then climb on course.  
 R-341 clockwise through R-069, 10400', then climb on course.



**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen**

**SALT LAKE CITY, UTAH**

24 APR 15 **(10-3G)**

**Eff 30 Apr**

**SID**

SALT LAKE CITY  
Departure (R)  
**128.1**

Apt Elev  
**4227'**

Trans level: FL180 Trans alt: 18000'

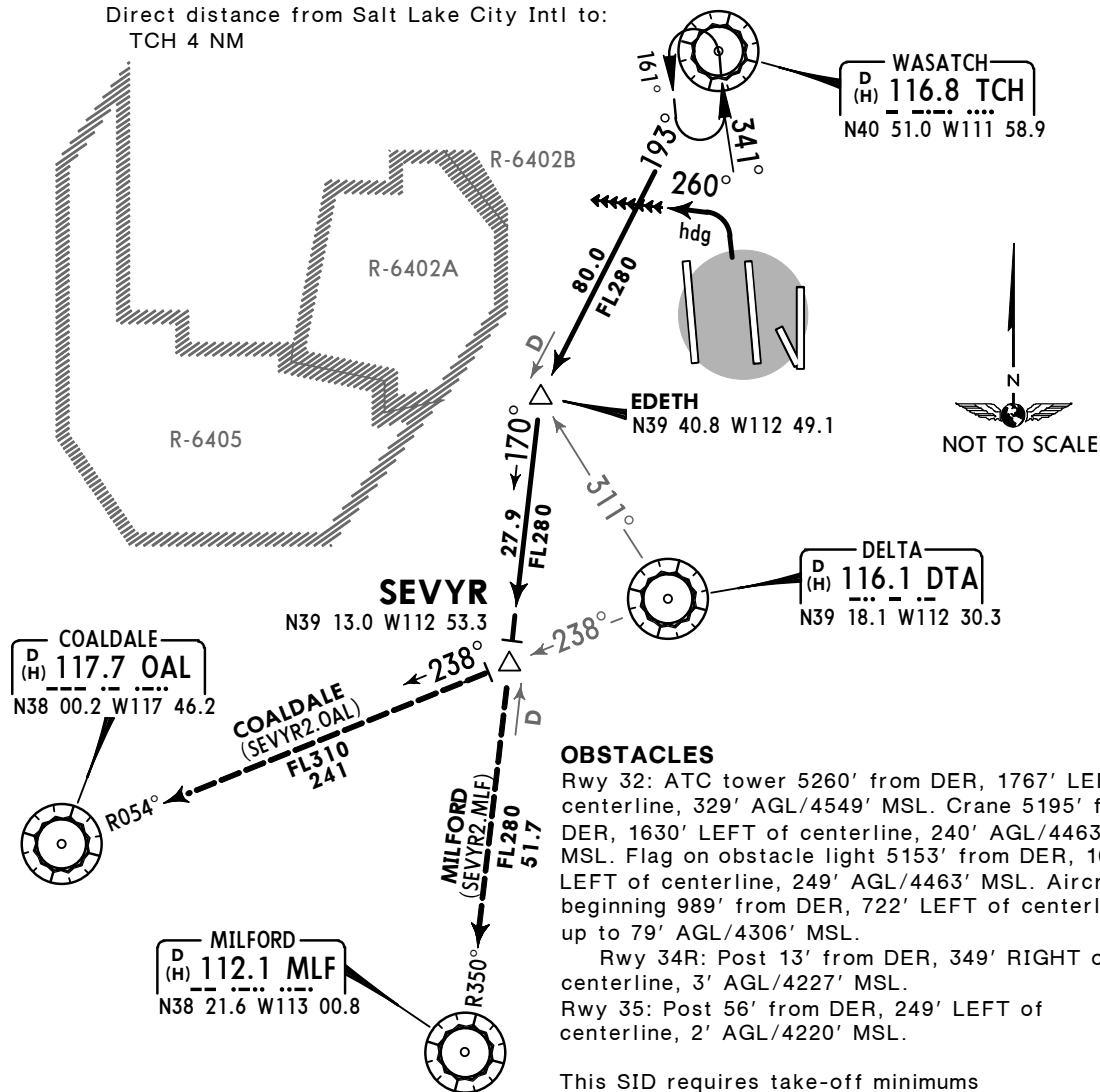
**1. RADAR required.**

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

3. Turbojet and turboprop aircraft only.

**SEVYR TWO DEPARTURE (SEVYR2.SEVYR)**  
(RWYS 32, 34L/R, 35)

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



**OBSTACLES**

Rwy 32: ATC tower 5260' from DER, 1767' LEFT of centerline, 329' AGL/4549' MSL. Crane 5195' from DER, 1630' LEFT of centerline, 240' AGL/4463' MSL. Flag on obstacle light 5153' from DER, 1619' LEFT of centerline, 249' AGL/4463' MSL. Aircraft beginning 989' from DER, 722' LEFT of centerline, up to 79' AGL/4306' MSL.

Rwy 34R: Post 13' from DER, 349' RIGHT of centerline, 3' AGL/4227' MSL.

Rwy 35: Post 56' from DER, 249' LEFT of centerline, 2' AGL/4220' MSL.

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).

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

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

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

**INITIAL CLIMB**

**TOP ALTITUDE**

Fly heading 260° or as assigned for RADAR vectors to assigned route or fix. MAINTAIN 10000' or assigned lower altitude.

10000'

**ROUTING**

EXPECT clearance to filed altitude 10 minutes after departure.



KSLC/SLC  
SALT LAKE CITY INTL



30 DEC 16 10-3H Eff 5 Jan RNAV SID

SALT LAKE CITY,  
UTAH

SALT LAKE CITY  
Departure (R)  
126.25

Apt Elev  
4227'

Trans level: FL180 Trans alt: 18000'

1. RNAV 1.
2. DME/DME/IRU or GPS required.
3. RADAR required.
4. Turbojet aircraft only.
5. For non-GPS equipped aircraft OGD and TCH DMEs must be operational.

TWIN FALLS THREE RNAV DEPARTURE  
(TWF3.TWF)

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

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

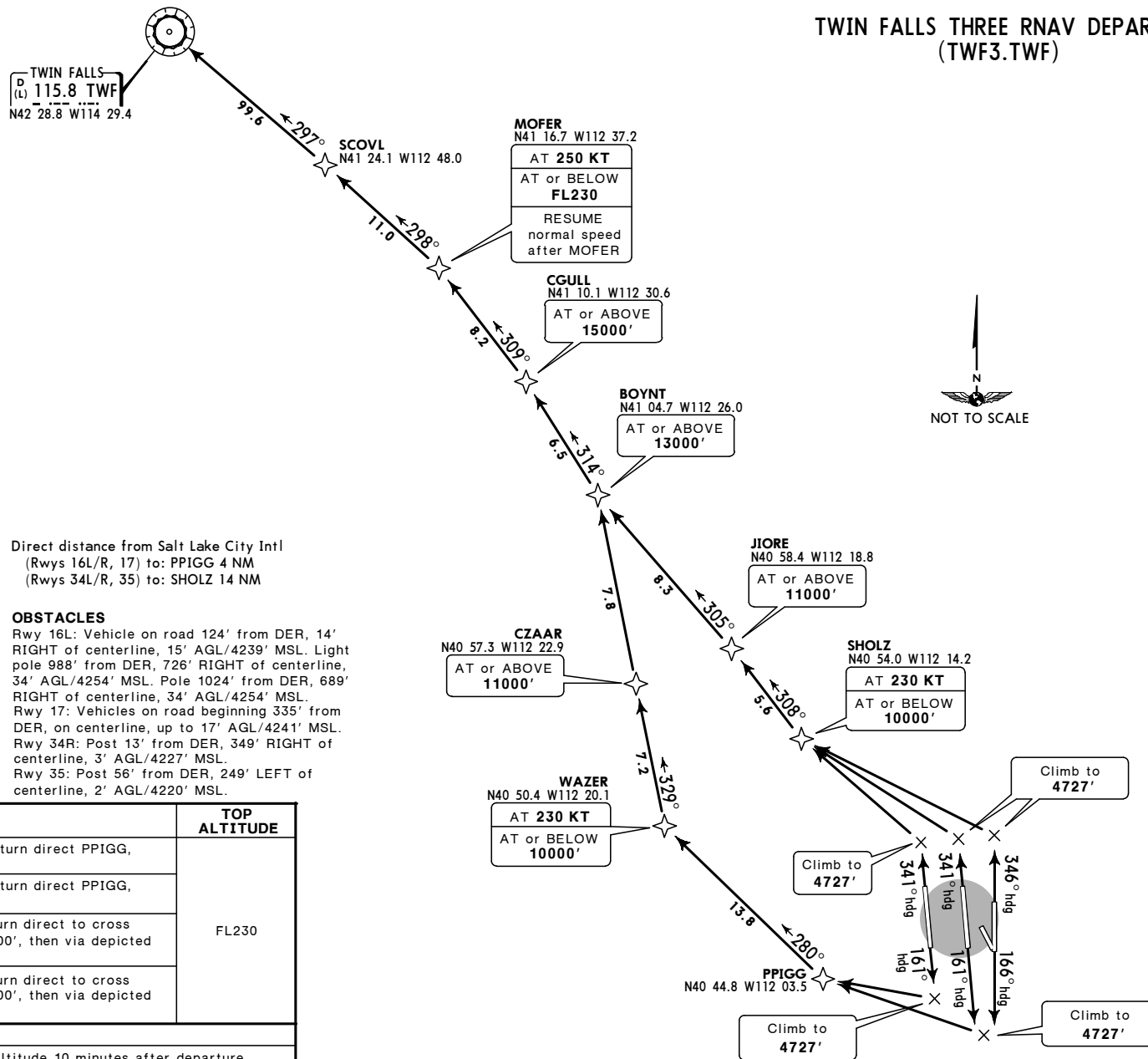
Gnd speed-KT	75	100	150	200	250	300
226' per NM	283	377	565	753	942	1130
238' per NM	298	397	595	793	992	1190
253' per NM	316	422	633	843	1054	1265
367' per NM	459	612	918	1223	1529	1835
381' per NM	476	635	953	1270	1588	1905
413' per NM	516	688	1033	1377	1721	2065

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

OBSTACLES

Rwy 16L: Vehicle on road 124' from DER, 14'  
RIGHT of centerline, 15' AGL/4239' MSL. Light  
pole 988' from DER, 726' RIGHT of centerline,  
34' AGL/4254' MSL. Pole 1024' from DER, 689'  
RIGHT of centerline, 34' AGL/4254' MSL.  
Rwy 17: Vehicles on road beginning 335' from  
DER, on centerline, up to 17' AGL/4241' MSL.  
Rwy 34R: Post 13' from DER, 349' RIGHT of  
centerline, 3' AGL/4227' MSL.  
Rwy 35: Post 56' from DER, 249' LEFT of  
centerline, 2' AGL/4220' MSL.

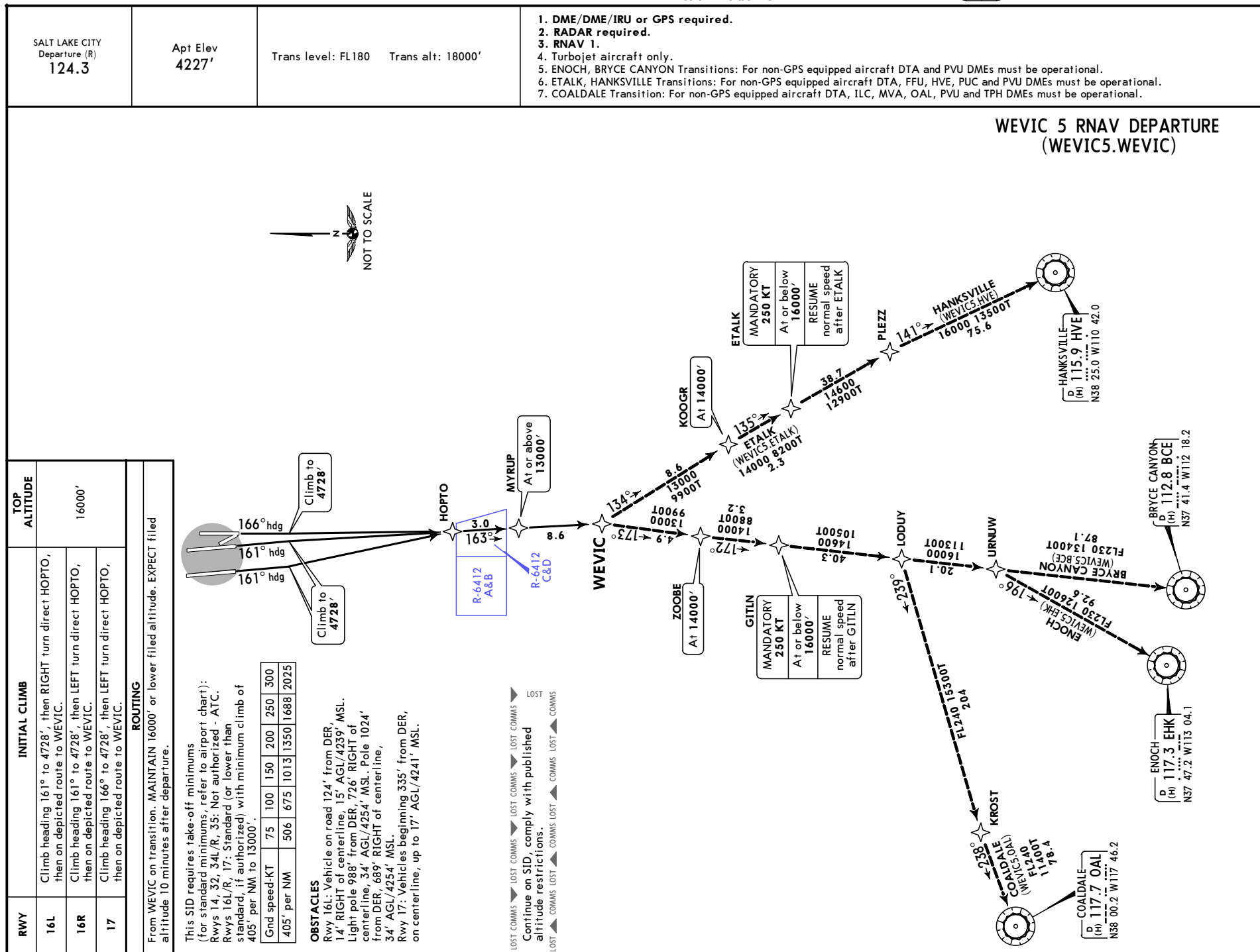
RWY	INITIAL CLIMB	TOP ALTITUDE
16L/R	Climb heading 161° to 4727', then RIGHT turn direct PPIGG, then via depicted route to TWF.	FL230
17	Climb heading 166° to 4727', then RIGHT turn direct PPIGG, then via depicted route to TWF.	
34L/R	Climb heading 341° to 4727', then LEFT turn direct to cross SHOLZ AT 230 KT and AT or BELOW 10000', then via depicted route to TWF.	
35	Climb heading 346° to 4727', then LEFT turn direct to cross SHOLZ AT 230 KT and AT or BELOW 10000', then via depicted route to TWF.	
ROUTING		
MAINTAIN FL230 or lower altitude. EXPECT filed altitude 10 minutes after departure.		





KSLC/SLC  
SALT LAKE CITY INTL

JEPPESEN SALT LAKE CITY, UTAH  
30 DEC 16 10-3J Eff 5 Jan  
RNAV SID





KSLC/SLC

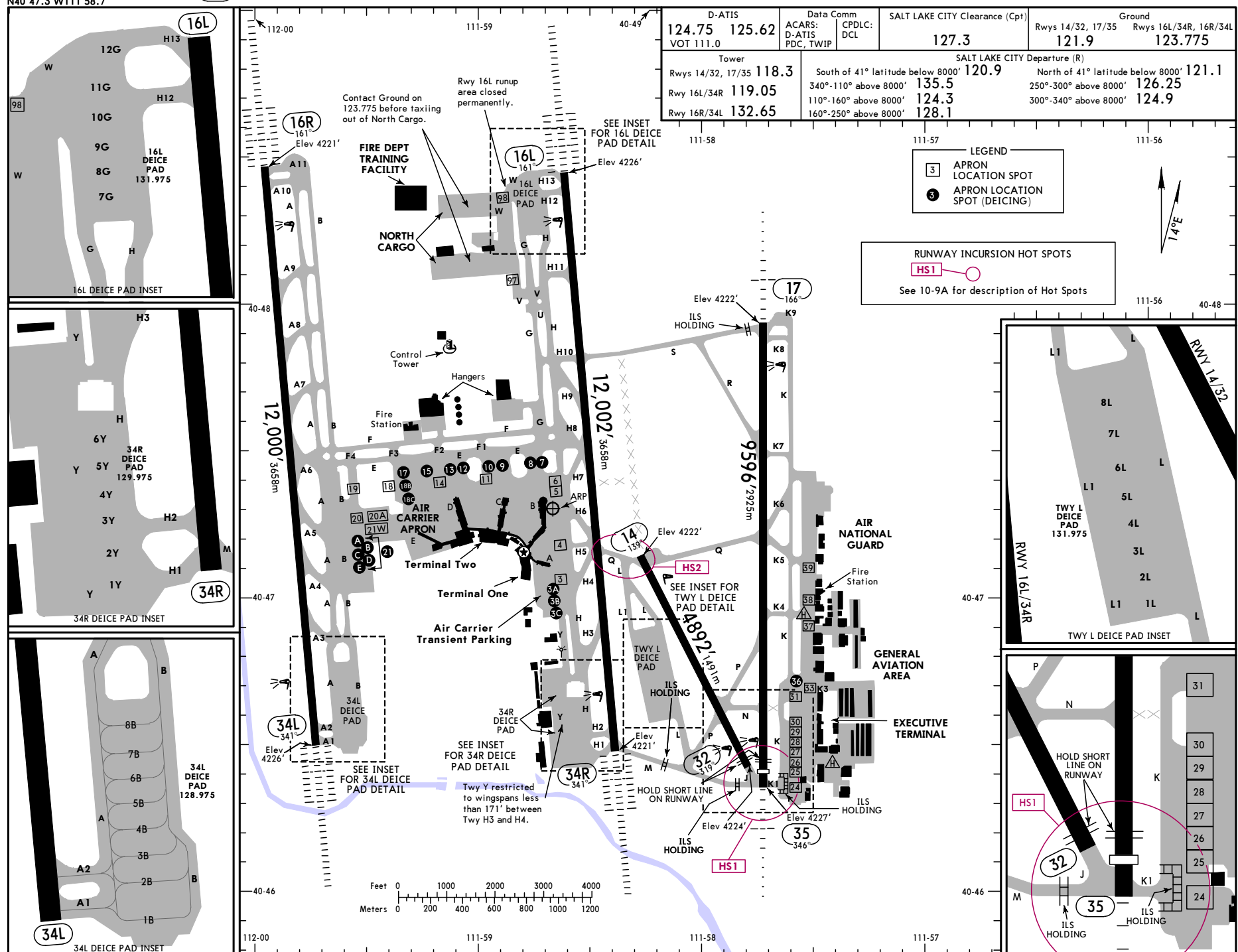
JEPPesen

Apt Elev **4227'**  
N40 47.3 W111 58.7

24 FEB 17 **10-9**

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL



CHANGES: Island near H2 and H3, islands south of 16L deice pad.

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KSLC/SLC

24 FEB 17 **10-9A**

SALT LAKE CITY, UTAH  
SALT LAKE CITY INTL

<div>GENERAL</div> <div>CAUTION: Birds in vicinity of airport.</div> <div>ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all taxiways and runways.</div> <div>Due to traffic volume, local departure and arrival operations are discouraged and delays can be expected between 1000-1200 and 2000-2300 local.</div> <div>SMGCS and Low Visibility Taxi Procedures.</div> <div>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.</div> <div>CAUTION: Extensive paragliding in vicinity of Point of the Mountain.</div>																																																
ADDITIONAL RUNWAY INFORMATION																																																
<table><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 BEYOND Threshold</th><th>Glide Slope</th></tr><tr><td>14</td><td>① 32</td><td>HIRL PAPI-L (angle 3.0°)</td><td>grooved</td><td></td><td></td><td>150' 46m</td></tr></table> <div>① Rwy 14/32 closed below 1200' RVR.</div> <table><tr><td>16L</td><td>② 34R</td><td>HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR</td><td></td><td>10,963'3342m 10,955'3339m</td><td></td><td>150' 46m</td></tr></table> <div>② Runway grooved.</div> <table><tr><td>16R</td><td>③ 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></td><td>150' 46m</td></tr></table> <div>③ Runway grooved.</div> <table><tr><td>17</td><td>④ 35</td><td>HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR</td><td></td><td>8547'2605m</td><td rowspan="2"></td><td rowspan="2">150' 46m</td></tr><tr><td></td><td></td><td>HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR</td><td>9272'2826m</td><td>8194'2498m</td></tr></table> <div>④ Runway grooved.</div>							RWY			USABLE LENGTHS		TAKE-OFF	WIDTH	LANDING BEYOND Threshold	Glide Slope	14	① 32	HIRL PAPI-L (angle 3.0°)	grooved			150' 46m	16L	② 34R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		10,963'3342m 10,955'3339m		150' 46m	16R	③ 34L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		10,949'3337m 10,949'3337m		150' 46m	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			USABLE LENGTHS		TAKE-OFF	WIDTH																																										
			LANDING BEYOND Threshold	Glide Slope																																												
14	① 32	HIRL PAPI-L (angle 3.0°)	grooved			150' 46m																																										
16L	② 34R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		10,963'3342m 10,955'3339m		150' 46m																																										
16R	③ 34L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		10,949'3337m 10,949'3337m		150' 46m																																										
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																																												
<div>RUNWAY INCURSION HOT SPOTS</div> <div>(For information only, not to be construed as ATC instructions.)</div> <div>HS1 Wrong Rwy Departure Risk. Hold Lines for Rwy 35 and 32 are at the same location at Twy K1 and Twy M with short taxi distance to either runway.</div> <div>HS2 High risk of Rwy incursion at Rwy 14/32 on Twy Q due to short taxi distance between runways.</div>																																																

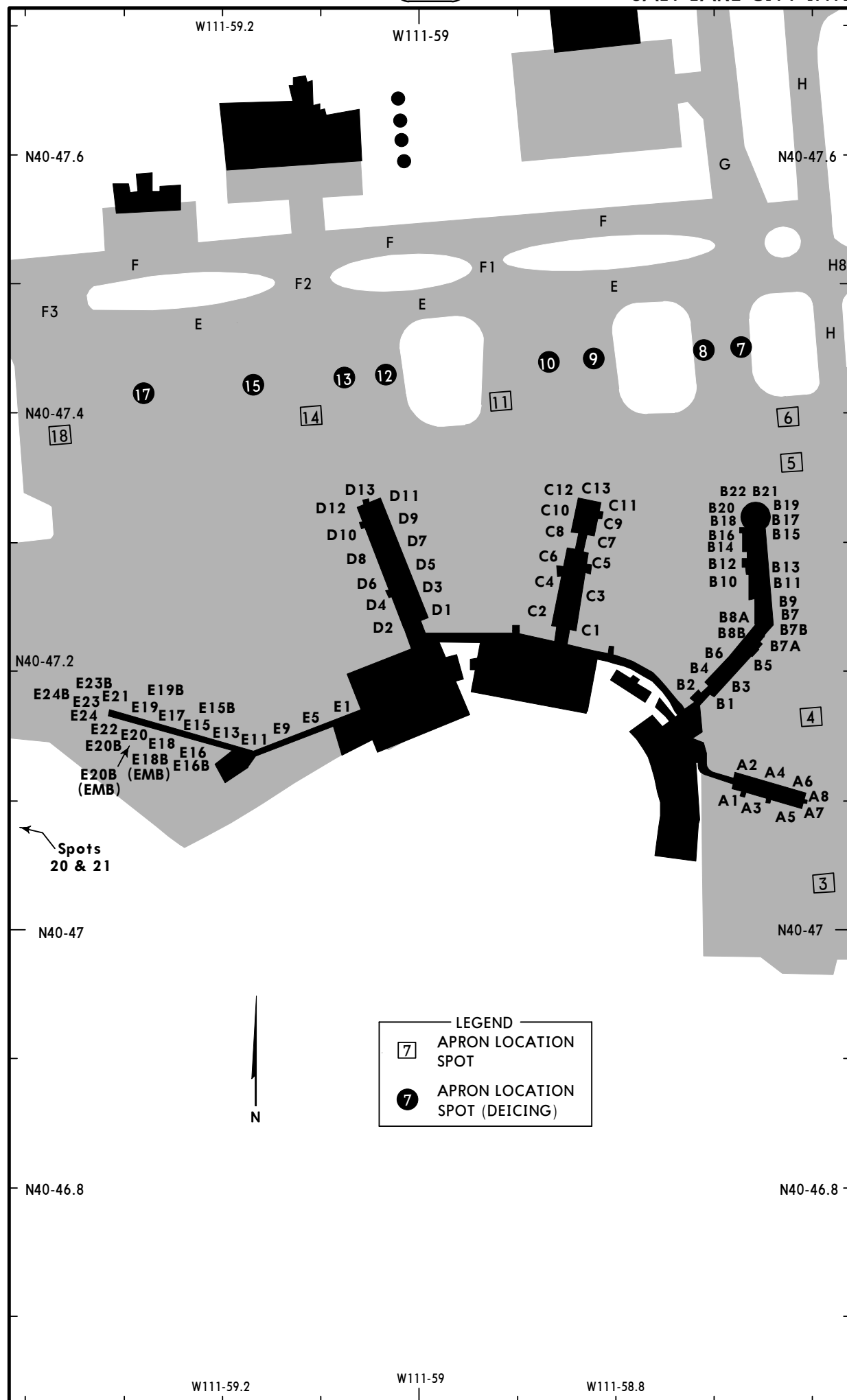
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						
Rwys 16L/16R/34L/34R						
2 operating RVRs are required. All operating RVRs are controlling.			Adequate Vis Ref	STD		
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Rwys 17/35						
Both RVRs are required and controlling.			Adequate Vis Ref	STD		
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	
Rwy 14			Rwy 32			
Adequate Vis Ref	STD		With Min climb of 498'/NM to 4700'			Other
			Adequate Vis Ref			
	3 & 4 Eng	1 & 2 Eng	3 & 4 Eng	1 & 2 Eng		
1/4	1/2	1	1/4	1/2	1	400-1
OBSTACLE DP:						
Rwy 14, Climb to 10,000' via heading 189° and FFU VOR R-341 to FFU VOR before proceeding on course.						
Rwys 16L/R, Climb to 10,000' via heading 161° and FFU VOR R-341 to FFU VOR before proceeding on course.						
Rwy 17, Climb to 10,000' via heading 166° and FFU VOR R-341 to FFU VOR before proceeding on course.						
Rwy 32, Climb to 9000' via heading 359° and OGD VOR R-153 to OGD VOR before proceeding on course.						
Rwys 34L/R, Climb to 9000' via heading 341° and OGD VOR R-153 to OGD VOR before proceeding on course.						
Rwy 35, Climb to 9000' via heading 336° and OGD VOR R-153 to OGD VOR before proceeding on course.						
FOR FILING AS ALTERNATE						
ILS Rwy 16L ILS Rwy 16R ILS Rwy 17 ILS Rwy 34L ILS Rwy 34R		LOC Rwy 16L LOC Rwy 16R LOC Rwy 17 LOC Rwy 34L LOC Rwy 34R LDA DME Rwy 35		RNAV (GPS) Rwy 16L RNAV (GPS) Rwy 16R RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 34L RNAV (GPS) Rwy 35		RNAV (GPS) Rwy 34R
A	600-2		800-2		NA	
B						
C						
D						



KSLC/SLC

13 JAN 17 **(10-9B)**

**SALT LAKE CITY, UTAH**  
SALT LAKE CITY INTL



CHANGES: Terminal & ramp modified, terminal E gates, gate 15 removed.

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KSLC/SLC


**JEPPESEN**  
13 JAN 17 (10-9C)

**SALT LAKE CITY, UTAH**  
SALT LAKE CITY INTL

PARKING GATE COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
<b>CONCOURSE A</b>		<b>CONCOURSE D</b>	
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
<b>CONCOURSE B</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	<b>CONCOURSE E</b>	
B11	N40 47.3 W111 58.6	E1	N40 47.2 W111 59.1
B12	N40 47.3 W111 58.7	E5, E9	N40 47.2 W111 59.1
B13	N40 47.3 W111 58.6	E11	N40 47.1 W111 59.2
B14	N40 47.3 W111 58.7	E13, E15, E15B	N40 47.2 W111 59.2
B15	N40 47.3 W111 58.6	E16, E16B	N40 47.1 W111 59.2
B16	N40 47.3 W111 58.7	E17	N40 47.2 W111 59.3
B17	N40 47.3 W111 58.6	E18, E18B(EMB)	N40 47.1 W111 59.3
B18	N40 47.3 W111 58.7	E19, E19B, E20	N40 47.2 W111 59.3
B19	N40 47.3 W111 58.6	E20B, E20B(EMB)	N40 47.1 W111 59.3
B20	N40 47.3 W111 58.7	E21 thru E24	N40 47.2 W111 59.3
B21	N40 47.3 W111 58.6	E24B	N40 47.2 W111 59.4
B22	N40 47.3 W111 58.7	<b>SPOTS</b>	
<b>CONCOURSE C</b>		20, 21	N40 47.1 W111 59.4
C1	N40 47.2 W111 58.8		
C2	N40 47.2 W111 58.9		
C3	N40 47.3 W111 58.8		
C4	N40 47.3 W111 58.9		
C5	N40 47.3 W111 58.8		
C6	N40 47.3 W111 58.9		
C7	N40 47.3 W111 58.8		
C8	N40 47.3 W111 58.9		
C9	N40 47.3 W111 58.8		
C10	N40 47.3 W111 58.9		
C11 thru C13	N40 47.3 W111 58.8		



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

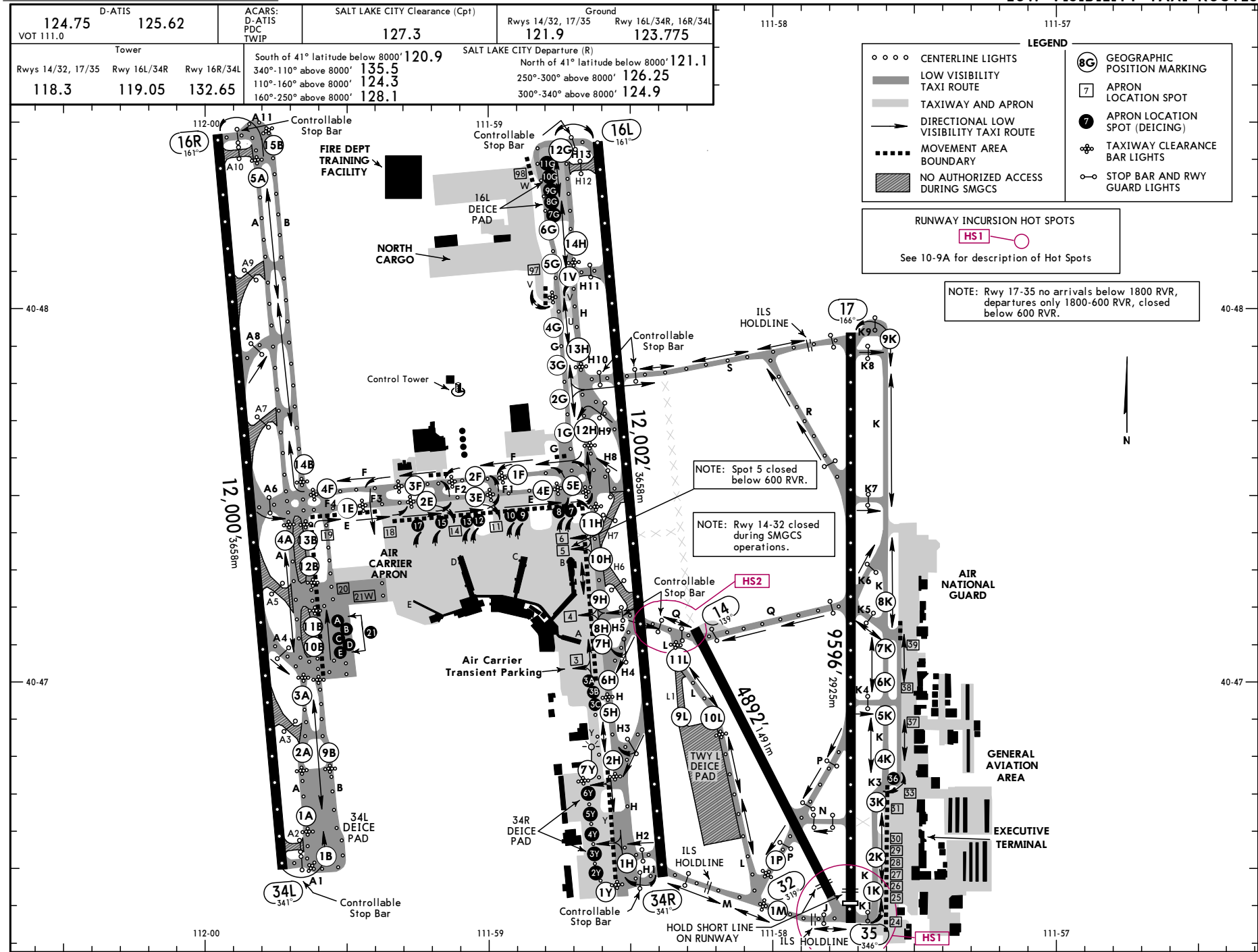


(10-9D)

7 APR 17

**SMGCS**

**SALT LAKE CITY, UTAH**  
**LOW VISIBILITY TAXI ROUTES**

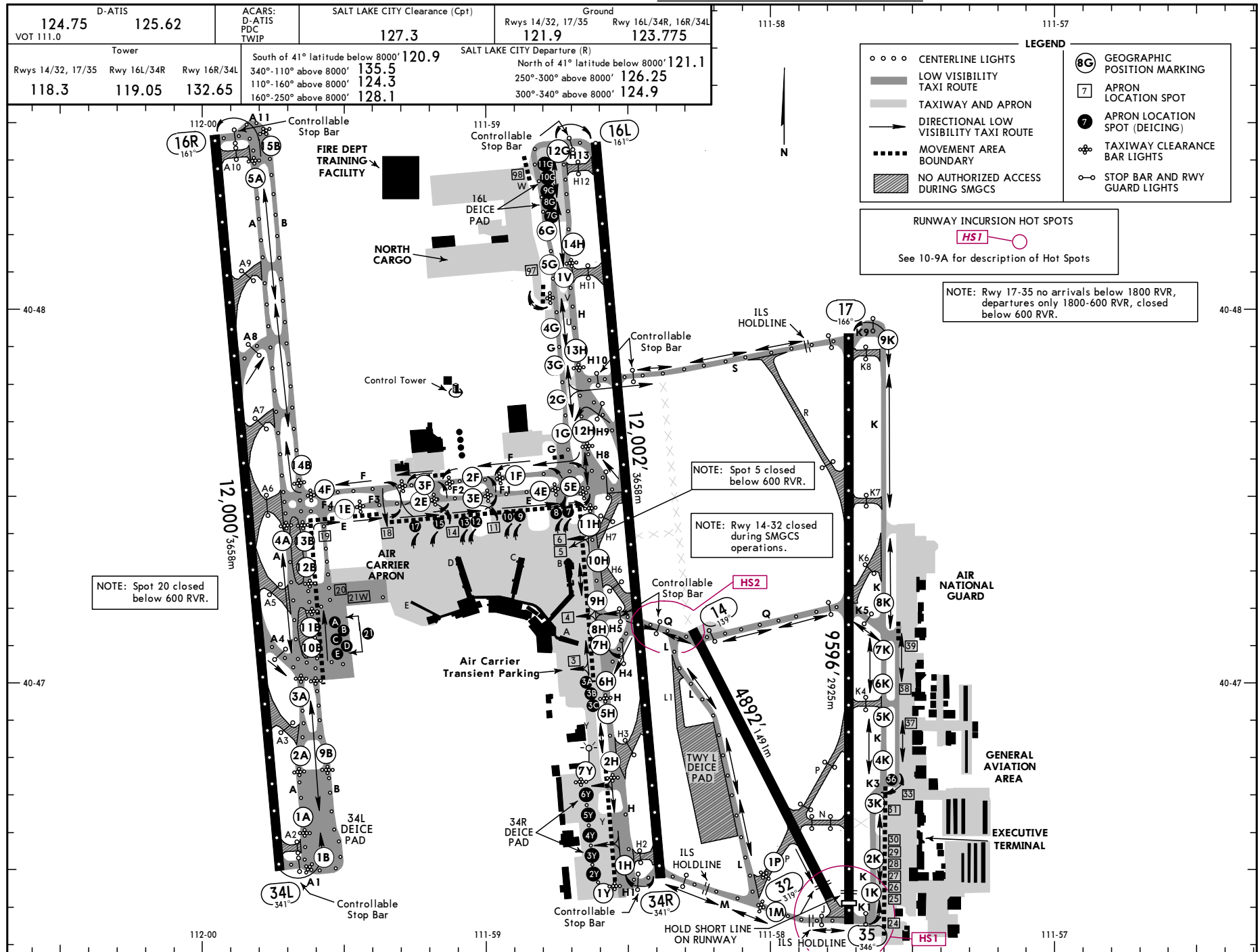




**KSLC/SLC**  
**SALT LAKE CITY INTL**  
**LESS THAN RVR 600 to 300**

**JEPPesen**  
7 APR 17  
**10-9E**

**SMGCS**  
**SALT LAKE CITY, UTAH**  
**LOW VISIBILITY TAXI ROUTES**



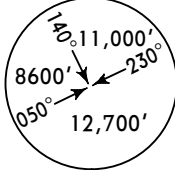


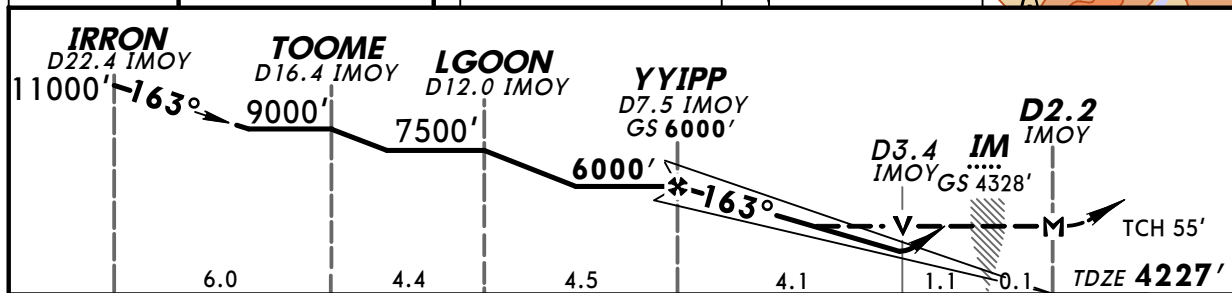
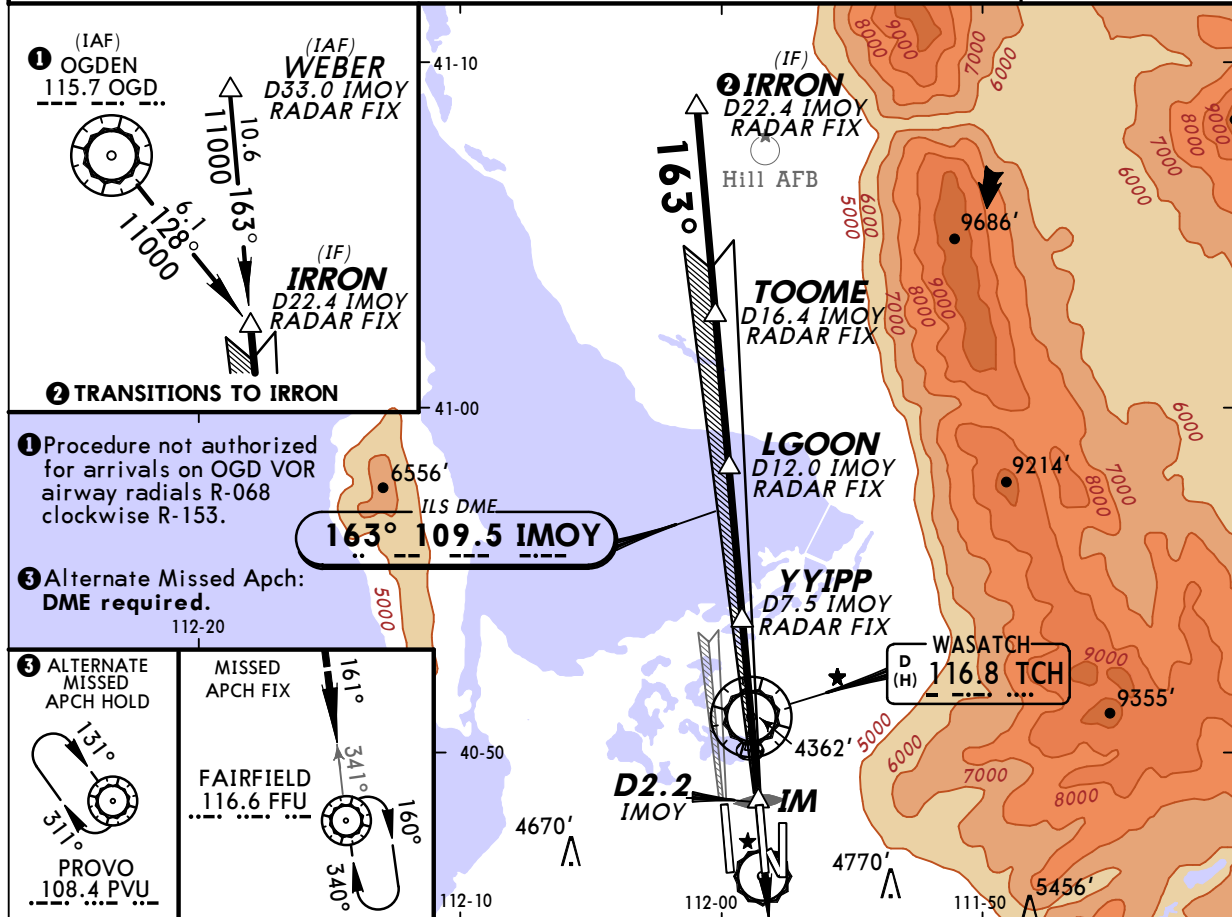
**KSLC/SLC**  
**SALT LAKE CITY INTL**


**JEPPesen**  
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 109.5	Final Apch Crs 163°	GS YYIPP 6000' (1773')	ILS DA(H) 4427' (200')	Apt Elev 4227' TDZE 4227'	
MISSED APCH: Climb to 4800' then climb to 10000' inbound via FFU VOR R-341 to FFU VOR and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III). 3. VGSI and ILS glidepath not coincident.					



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

STRAIGHT-IN LANDING RWY 16L				LOC (GS out)	
ILS DA(H) 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	RVR 50 or 1	1 1/2
D					

CHANGES: Communications.

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TERPS AMEND 3A 8 MAR 2012



# KSLC/SLC

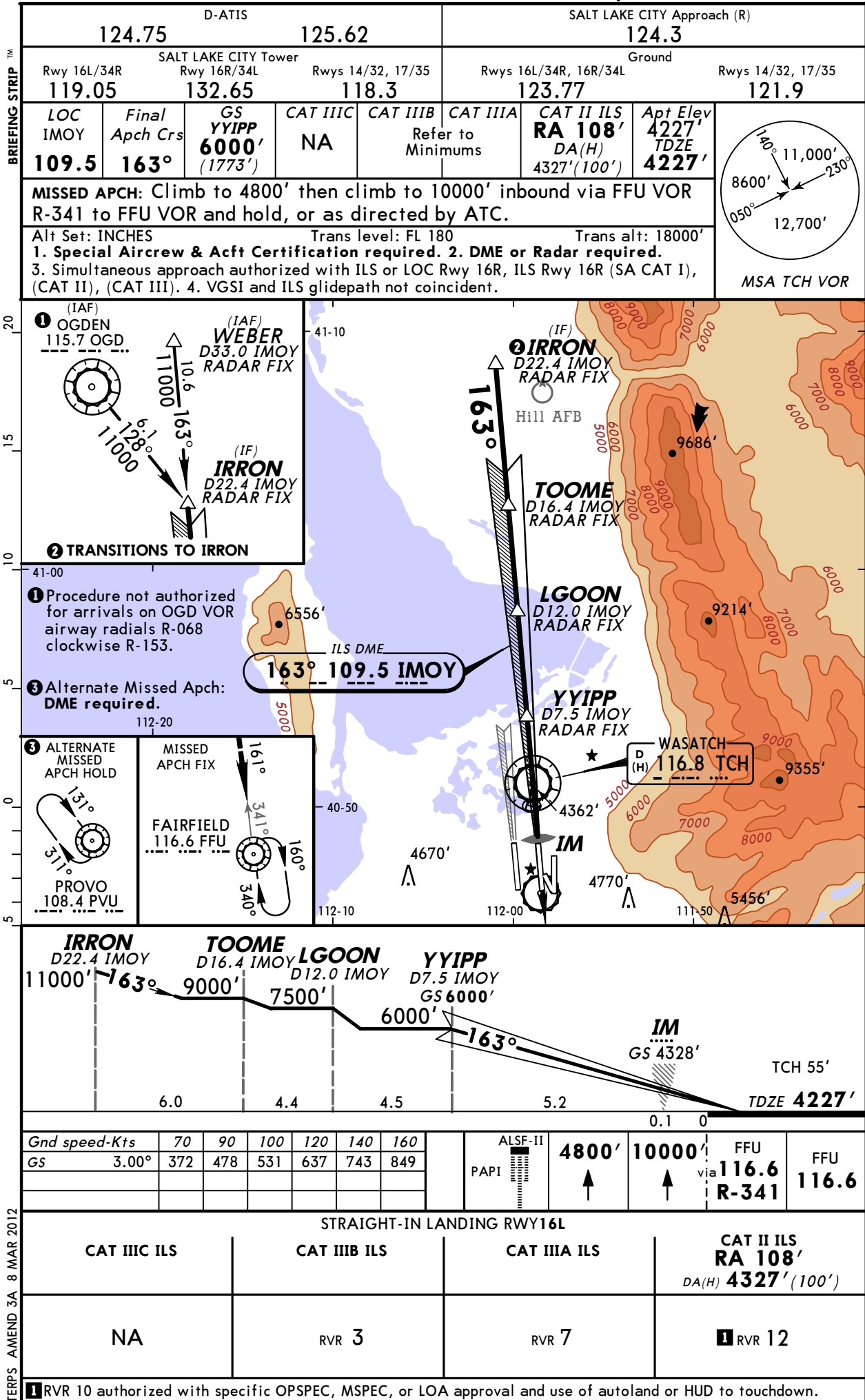
## SALT LAKE CITY INTL

12 OCT 12

(11-1A)

# SALT LAKE CITY, UTAH

## ILS Rwy 16L CAT II & III



TERPS AMEND 3A 8 MAR 2012



# KSLC/SLC SALT LAKE CITY INTL

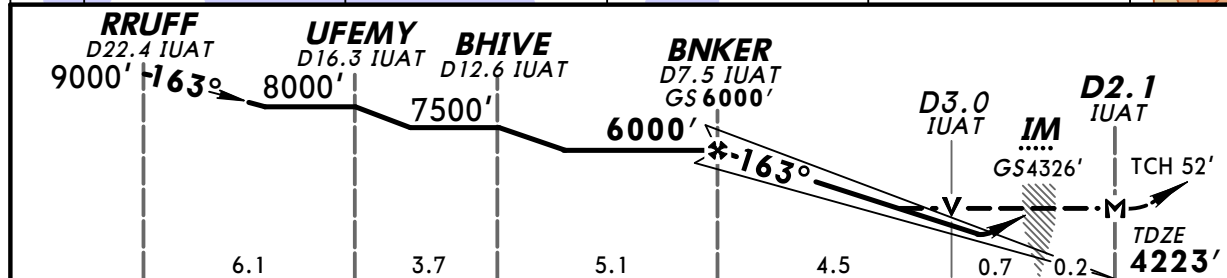
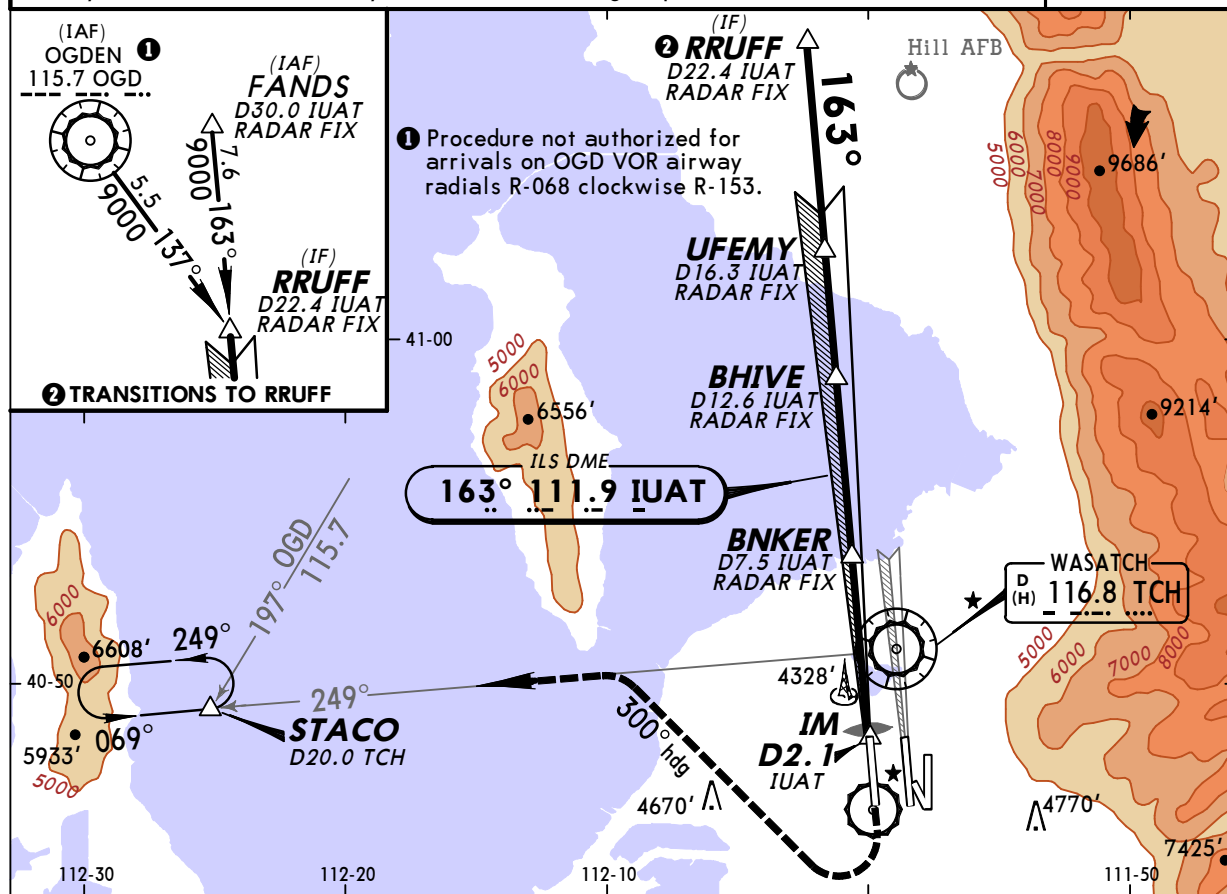
**JEPPesen**  
28 FEB 14 **(11-2)**

# 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.					

MSA TCH VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	4800'	8100'	300°	TCH
GS	3.00°	372	478	531	637	743	849				
MAP at D2.1 IUAT or											
BNKER to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59				

STRAIGHT-IN LANDING RWY 16R					LOC (GS out)	
ILS DA(H) 4423' (200')			MDA(H) 4580' (357')			
FULL	TDZ or CL out	ALS out				
A						
B						
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	
D				RVR 40 or 3/4	RVR 60 or 1 1/4	

TERPS AMEND 3B 17 OCT 2013



**KSLC/SLC**  
**SALT LAKE CITY INTL**

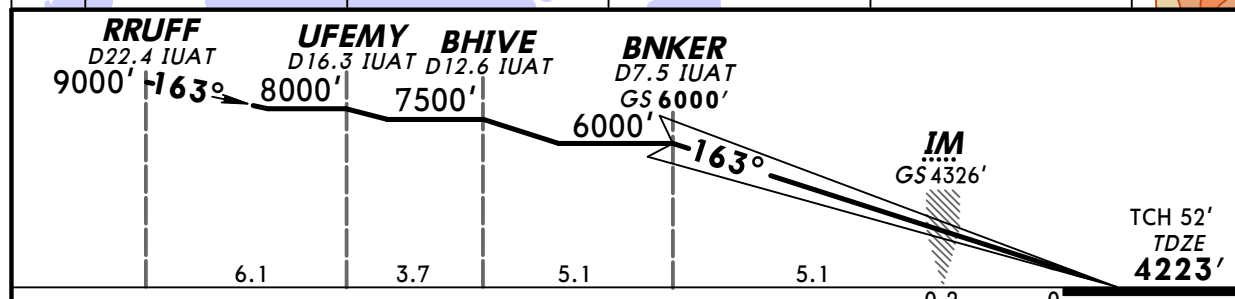
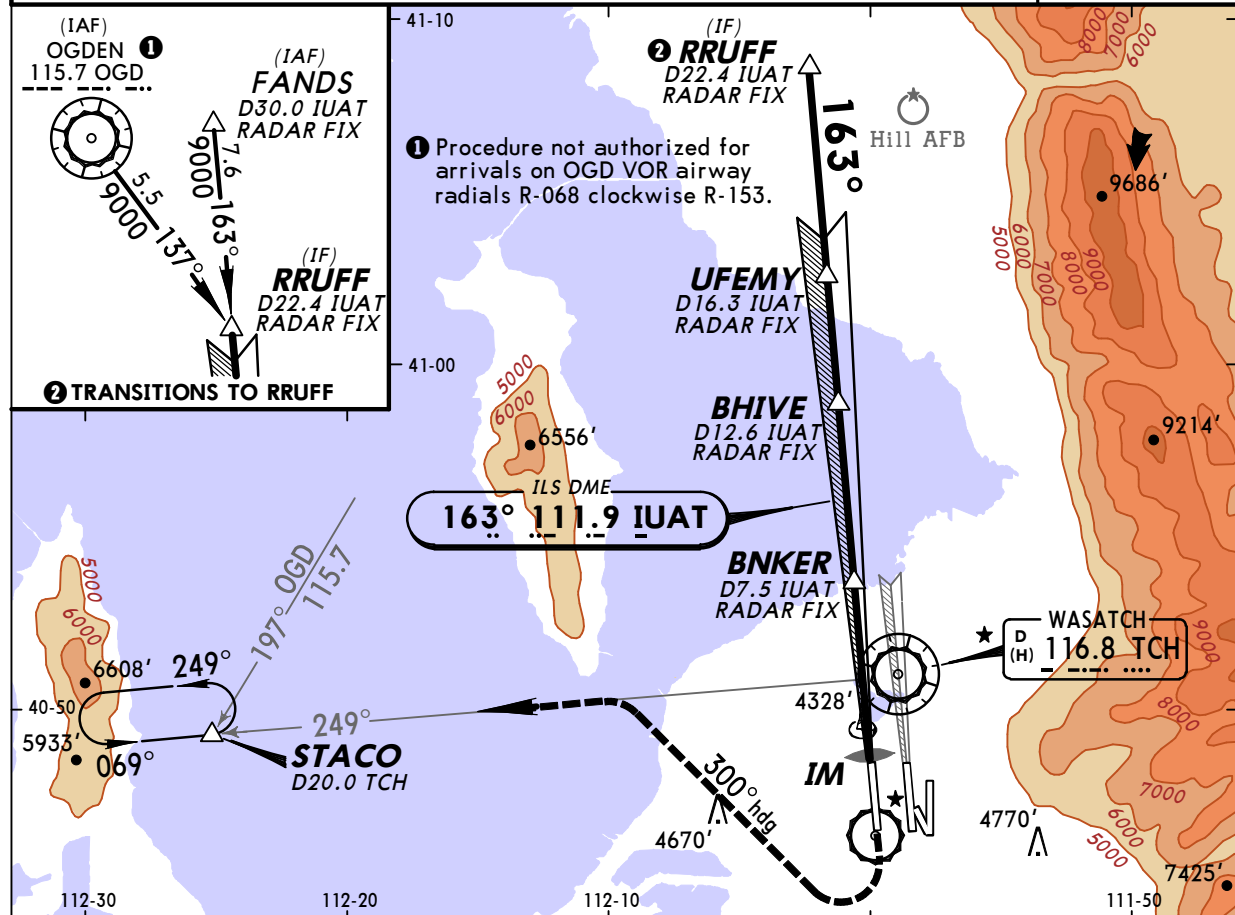
28 FEB 14

**JEPPESEN**

11-2A

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

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 II ILS RA 108' DA(H) 4323'(100')	Apt Elev 4227' TDZE 4223'	
<b>MISSED APCH:</b> 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' <b>1. Special Aircrew &amp; Acft Certification required. 2. DME or Radar required.</b> 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.							



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	<div><div>ALSF-II</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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STRAIGHT-IN LANDING RWY16R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS <b>RA 108'</b> <i>DA(H) 4323' (100')</i>
NA	RVR 3	RVR 7	<b>I</b> RVR 12

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

**CHANGES:** None.

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TERPS AMEND 3B 17 OCT 2013



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**SALT LAKE CITY INTL**

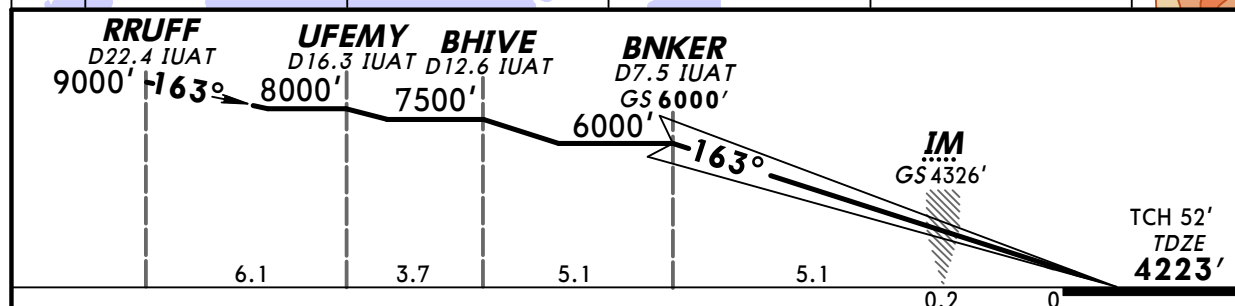
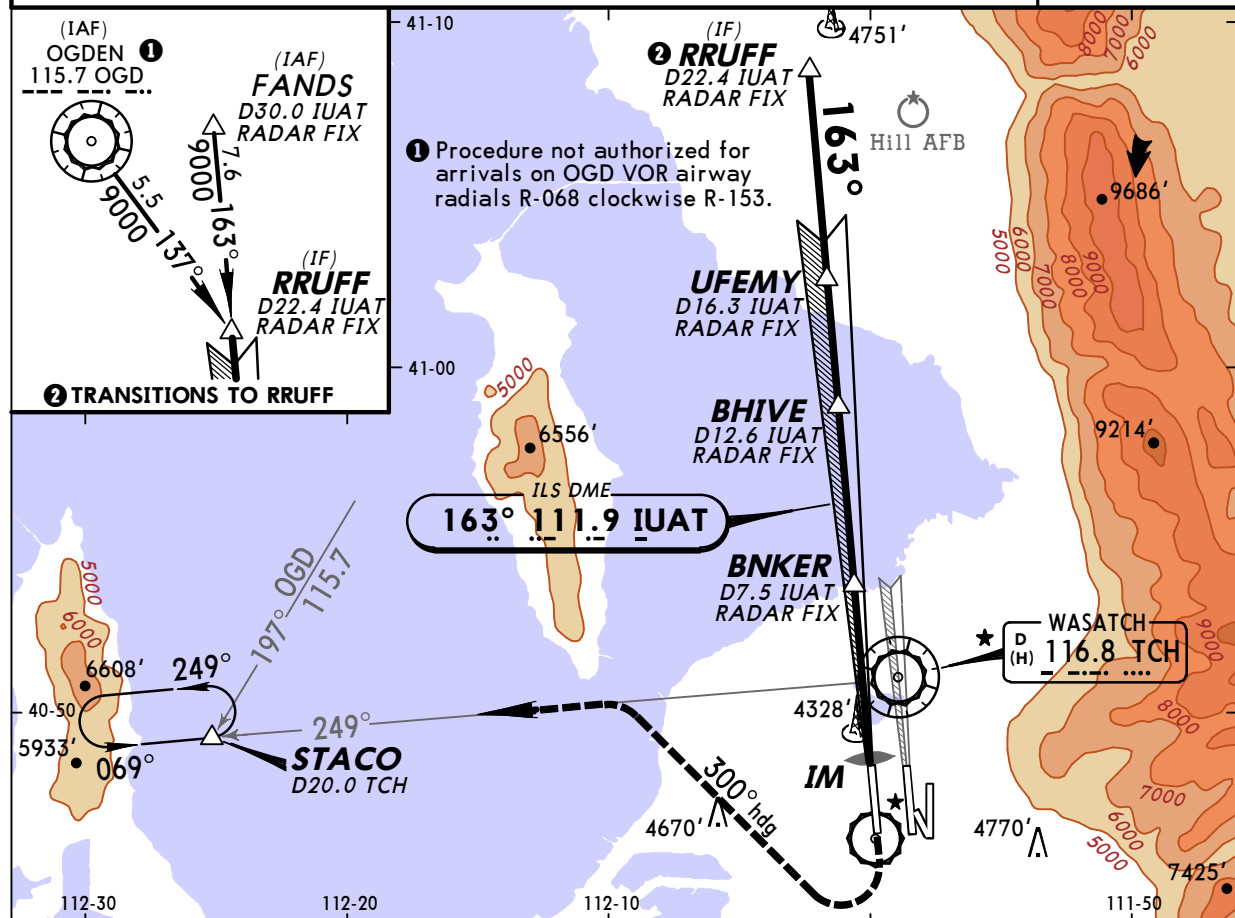
11 OCT 13

**JEPPESEN**

11-2B

SALT LAKE CITY, UTAH  
ILS Rwy 16R SA CAT I

<b>124.75</b> D-ATIS <b>125.62</b>			SALT LAKE CITY Approach (R) <b>124.3</b>		
SALT LAKE CITY Tower Rwy 16R/34L <b>132.65</b> Rwy 16L/34R <b>119.05</b> Rwys 14/32, 17/35 <b>118.3</b>			Ground Rwys 16L/34R, 16R/34L <b>123.77</b> Rwys 14/32, 17/35 <b>121.9</b>		
LOC IUAT <b>111.9</b>	Final Apch Crs <b>163°</b>	GS BNKER <b>6000'</b> (1777')	SA CAT I ILS <b>RA 157'</b> DA(H)4373'(150')	Apt Elev <b>4227'</b> TDZE <b>4223'</b>	
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Gnd speed-Kts	70	90	100	120	140	160	<div>ALSF-II</div> <div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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STRAIGHT-IN LANDING RWY16R

## 1 SA CAT I ILS

RA 157'

DA(H) **4373'** (150')

A
B
C
D

RVR 14

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

**CHANGES:** Notes.

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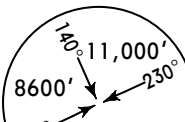


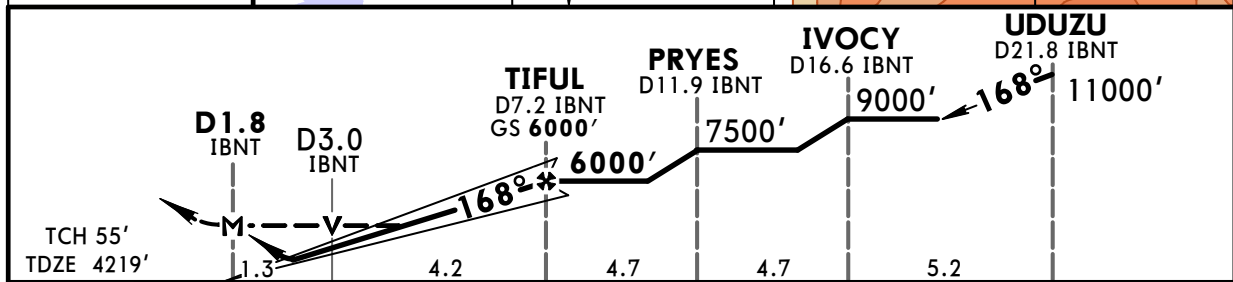
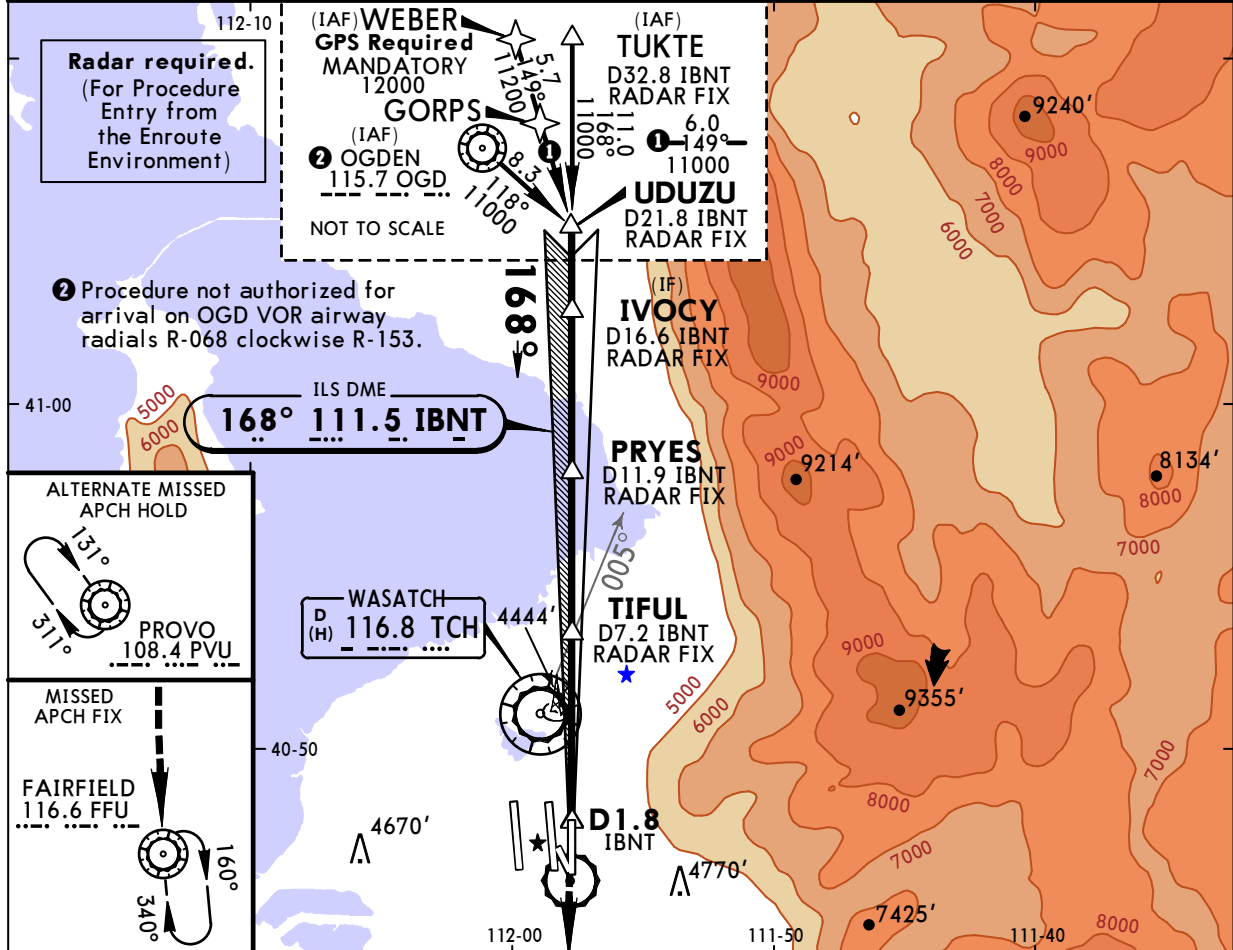
# KSLC/SLC SALT LAKE CITY INTL

**JEPPesen**  
4 DEC 15 **(11-3)** Eff 10 Dec

# SALT LAKE CITY, UTAH ILS or LOC Rwy 17

BRIEFING STRIP

D-ATIS			SALT LAKE CITY Tower		SALT LAKE CITY Approach (R)	
124.75		125.62		124.3		
Rwys 14/32, 17/35		Rwy 16L/34R		Rwys 16L/34R, 16R/34L		
118.3		119.05		123.77		
LOC		Final		GS		
IBNT		Apch Crs		TIFUL		
111.5		168°		6000' (1781')		
				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. DME or Radar required. 2. Simultaneous approach authorized.						
3. VGSI and ILS glidepath not coincident VGSI Angle 3.00°/TCH 76'.						
						
MSA TCH VOR						



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5800'	10000'	FFU
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	116.6
MAP at D1.8 IBNT or TIFUL to MAP	5.4	4:38	3:36	3:14	2:42	2:19					

TERPS			STRAIGHT-IN LANDING RWY 17		
ILS			LOC (GS out)		
DA(H) 4419' (200')			MDA(H) 4700' (481')		
FULL	TDZ or CL out	RAIL or ALS out	RAIL out		ALS out
A			RVR 24 or 1/2		RVR 55 or 1
B			RVR 40 or 3/4		
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 50 or 1		1 3/8
D			RVR 60 or 1/8		

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

CHANGES: Procedure.

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TERPS AMEND 14 10 DEC 2015



**KSLC/SLC**

**SALT LAKE CITY INTL**

4 DEC 15

**11-3A**

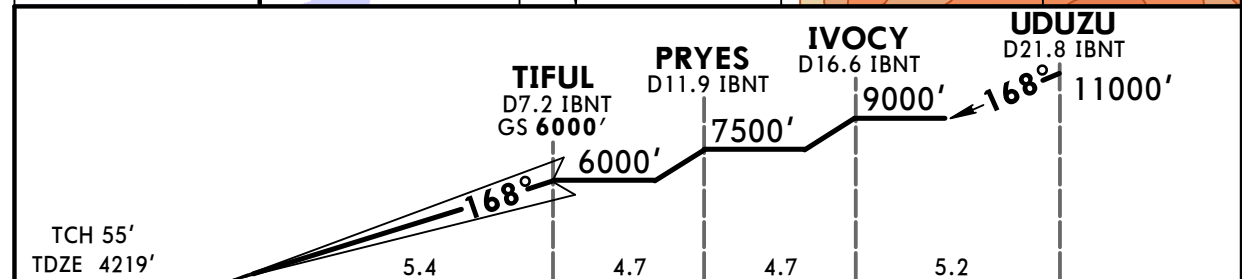
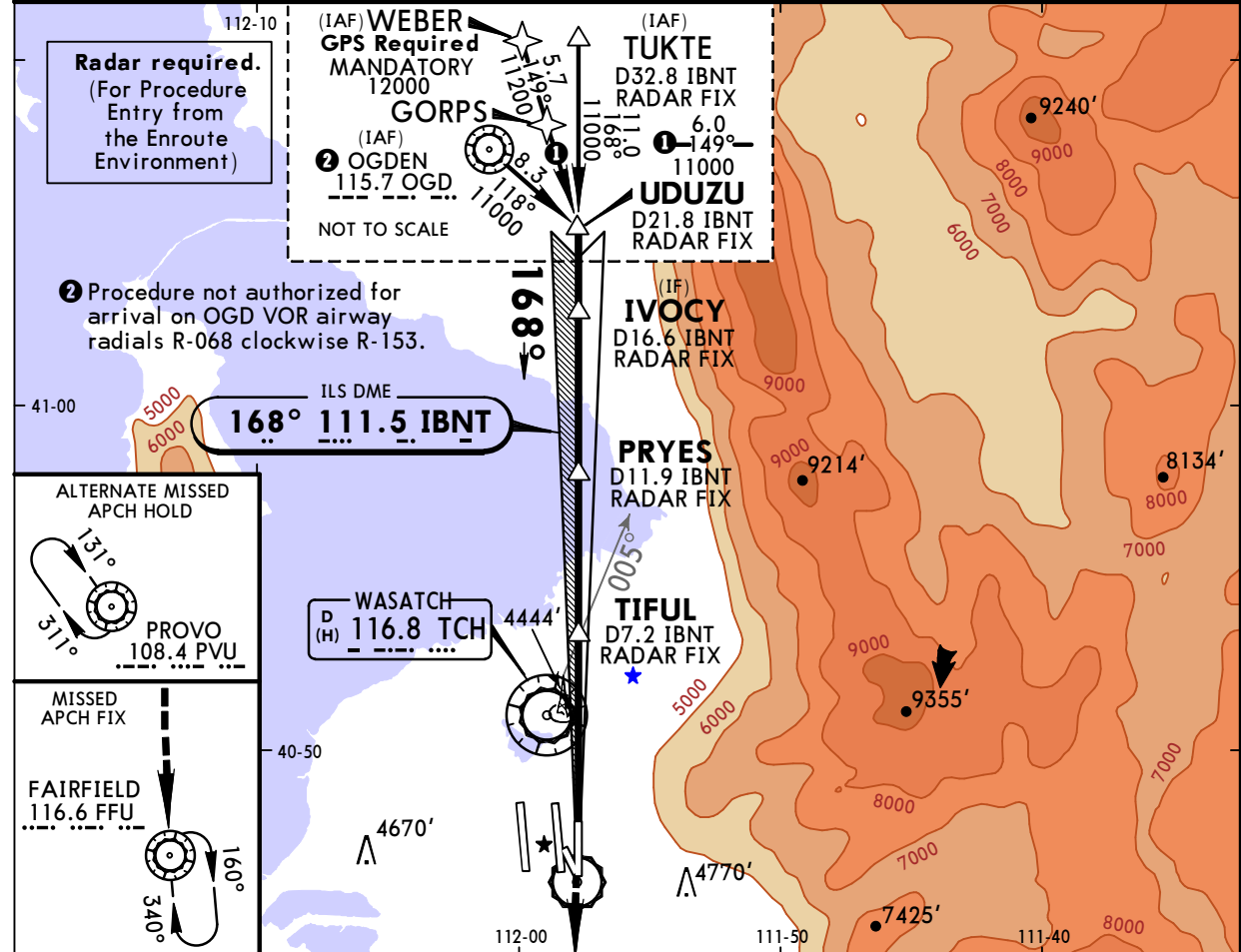
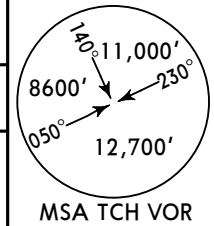
**Eff 10 Dec**

**SALT LAKE CITY, UTAH**

**ILS Rwy 17 SA CAT I**

BRIEFING STRIP

D-ATIS			SALT LAKE CITY Approach (R)		
124.75	125.62		124.3		
Rwys 14/32, 17/35	SALT LAKE CITY Tower	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77	
LOC IBNT	Final Apch Crs	GS TIFUL	SA CAT I ILS RA 149'	Apt Elev 4227'	TDZE 4219'
111.5	168°	6000' (1781')	DA(H) 4369' (150')		
<b>MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' direct FFU VOR and hold, or as directed by ATC.</b>					
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. 4. VGSI and ILS glidepath not coincident VGSI Angle 3.00°/TCH 76'.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5800'	10000'	D	FFU 116.6
GS	3.00°	372	478	531	637	743	PAPI		↑	LT		

TERPS AMEND 14 10 DEC 2015

<b>TERPS</b>												
STRAIGHT-IN LANDING RWY 17												
<b>1 SA CAT I ILS</b> <b>RA 149'</b> DA(H) 4369' (150')												
RVR 14												
<b>1</b> Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.												



**KSLC/SLC**

**SALT LAKE CITY INTL**

4 DEC 15

**11-3B**

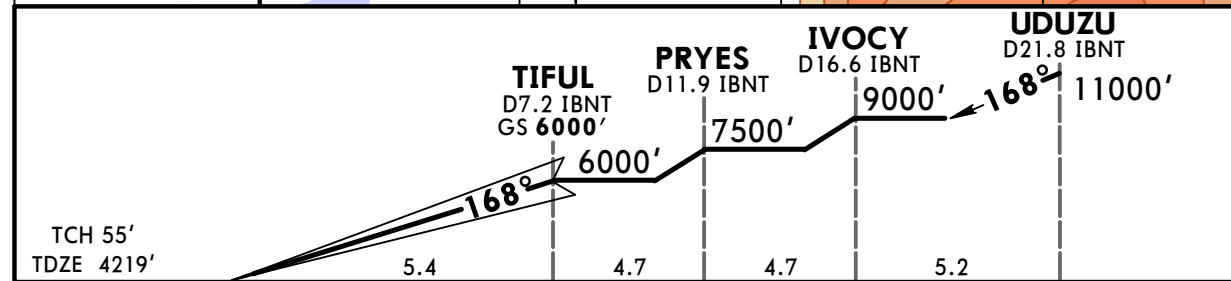
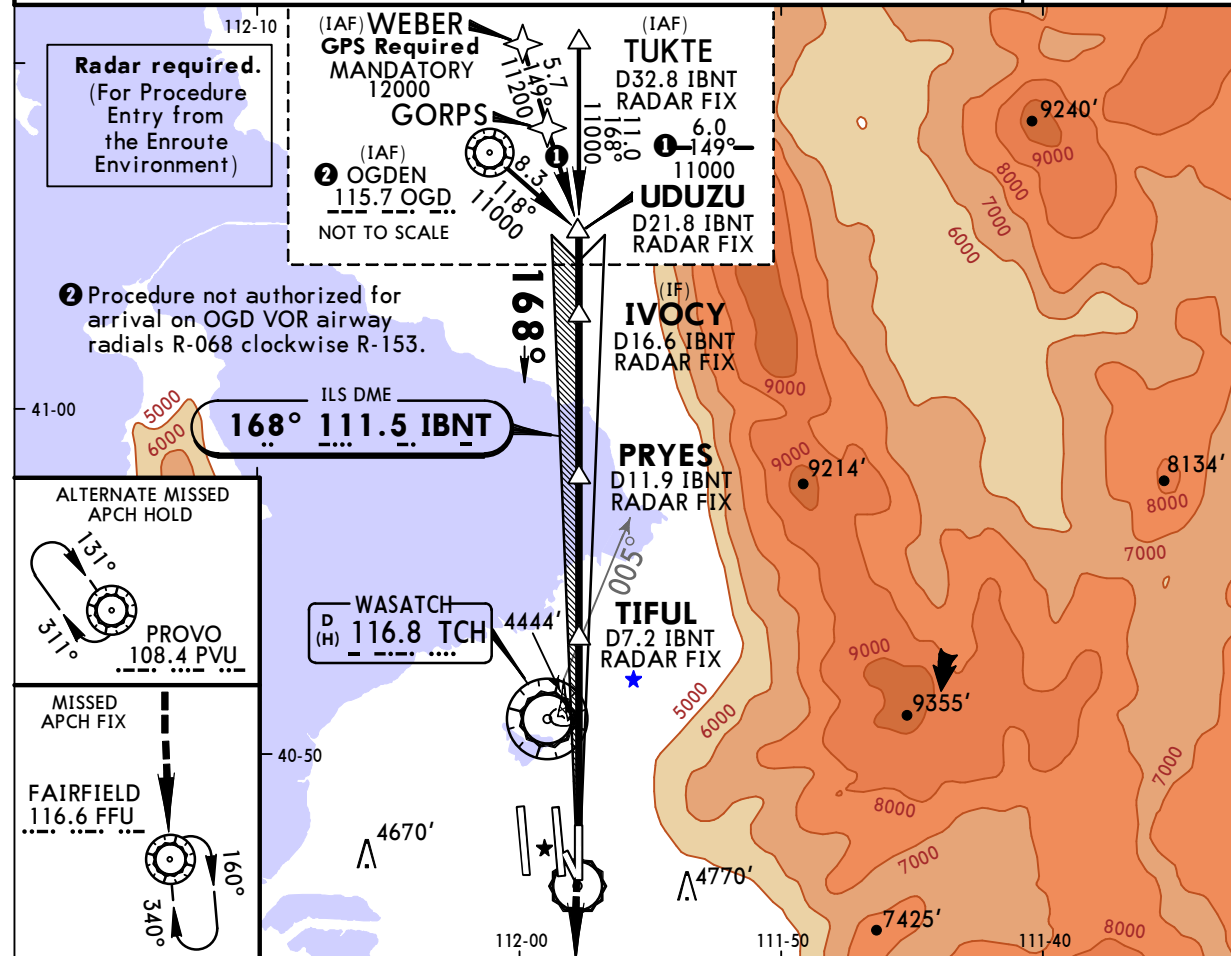
**Eff 10 Dec**

**SALT LAKE CITY, UTAH**

**ILS Rwy 17 SA CAT II**

BRIEFING STRIP

D-ATIS			SALT LAKE CITY Approach (R)		
124.75	125.62		124.3		
Rwys 14/32, 17/35	SALT LAKE CITY Tower	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L
118.3	119.05	132.65	121.9	123.77	
LOC IBNT	Final Apch Crs	GS TIFUL	SA CAT II ILS RA 99'	Apt Elev 4227'	TDZE 4219'
111.5	168°	6000' (1781')	DA(H) 4319' (100')		
<b>MISSED APCH:</b> 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. DME or Radar required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident VGSI Angle 3.00°/TCH 76'.					
					<p>MSA TCH VOR</p>



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					

TERPS AMEND 14 10 DEC 2015

TERPS	STRAIGHT-IN LANDING RWY 17	
	1 SA CAT II ILS	
	RA 99'	
	DA(H) 4319'(100')	
	RVR 12	
1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

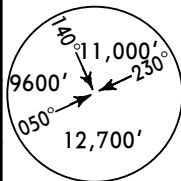


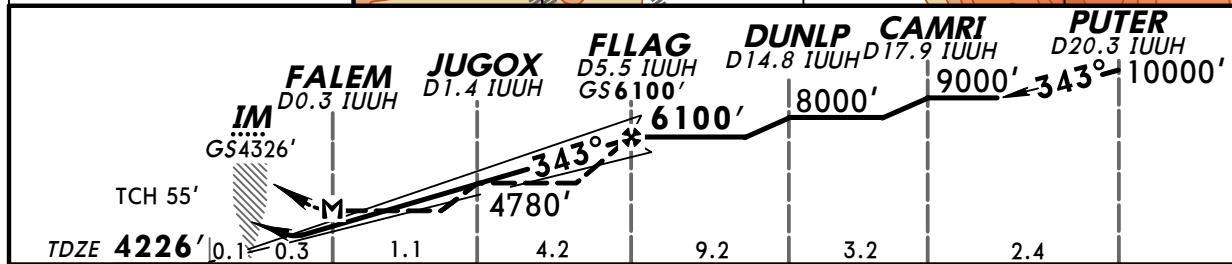
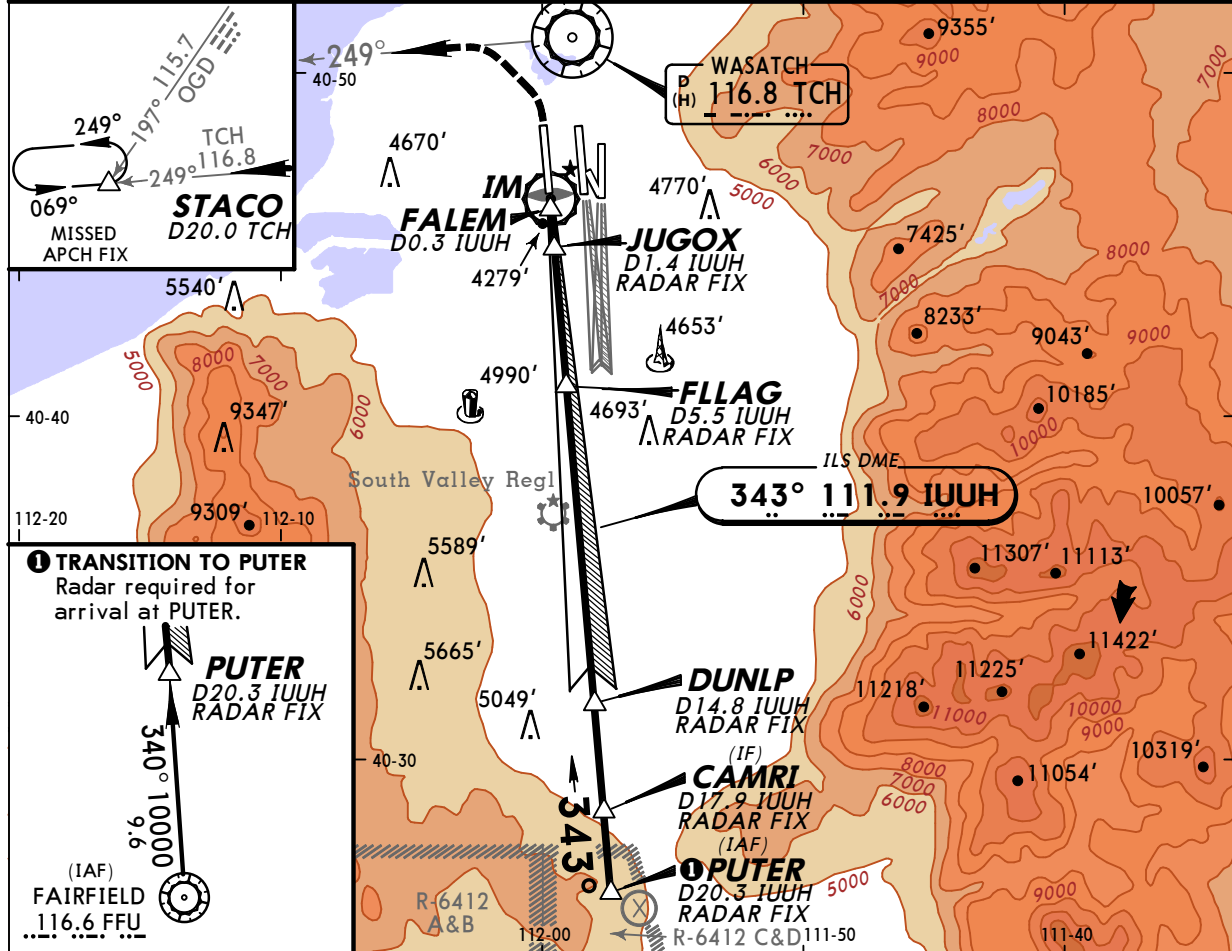
**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen**  
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 FLLAG	ILS DA(H)	Apt Elev 4227'	
111.9	343°	6100' (1874')	4426' (200')	TDZE 4226'	
MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' on TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. DME or Radar required. 2. Simultaneous approaches authorized with Rwy 34R and Rwy 35. 3. VGSI and ILS glidepath not coincident.					
					
MSA TCH VOR					



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 FLAG to MAP	5.3	4:33	3:32	3:11	2:39	2:16				R-249

TERPS				
STRAIGHT-IN LANDING RWY 34L				
ILS			LOC (GS out)	
DA(H) <b>4426' (200')</b>			MDA(H) <b>4560' (334')</b>	
FULL	TDZ or CL out	ALS out	ALS out	
A			RVR 24 or 1/2	
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 55 or 1	
C		RVR 40 or 3/4	RVR 26 or 1/2	
D			RVR 50 or 1	

CHANGES: THRE to TDZE.

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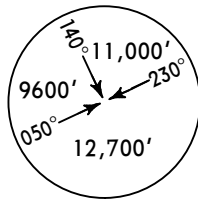
TERPS AMEND 3A 24 JUL 2014



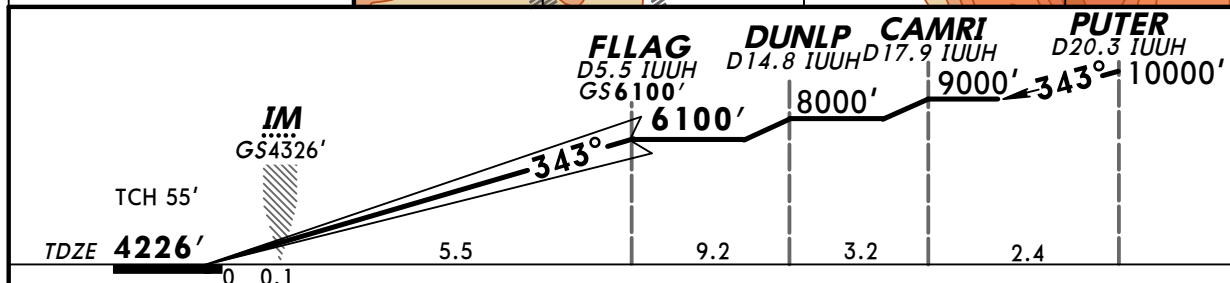
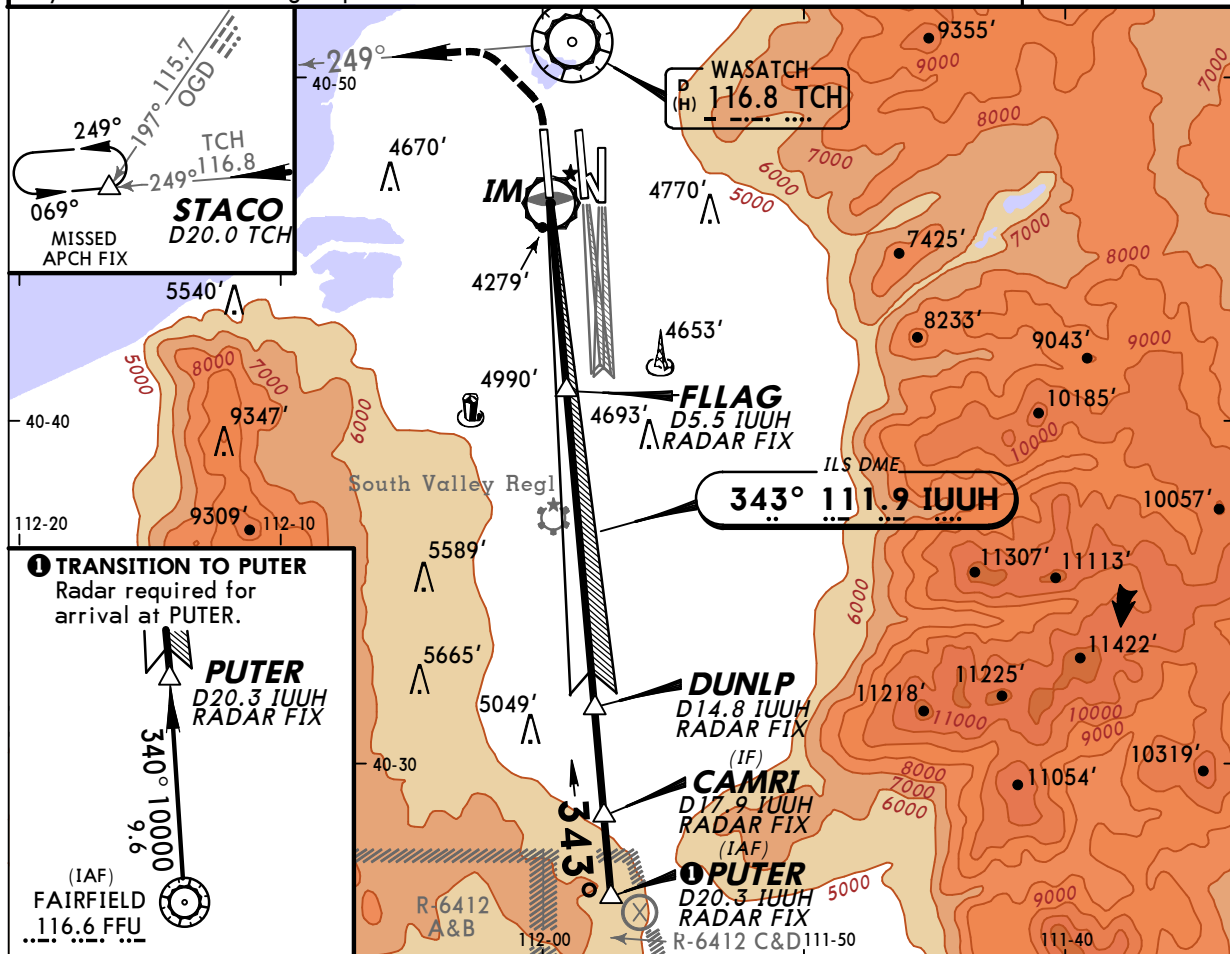
KSLC/SLC  
SALT LAKE CITY INTLJEPPesen  
18 JUL 14 (11-4A)SALT LAKE CITY, UTAH  
ILS Rwy 34L CAT II & III

BRIEFING STRIP™

D-ATIS				SALT LAKE CITY Approach (R)			
124.75		125.62		124.3			
Rwy 16R/34L		SALT LAKE CITY Tower		Rwys 14/32, 17/35		Ground	
132.65		119.05		118.3		123.77	
121.9							
LOC IUUH	Final Apch Crs	GS FLAG 6100' (1874')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS RA 102' DA(H) 4326'(100')	Apt Elev 4227' TDZE 4226'
111.9	343°	NA		Refer to Minimums			
MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' on TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required.							
2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34R and Rwy 35. 4. VGSI and ILS glidepath not coincident.							



MSA TCH VOR



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

TERPS				STRAIGHT-IN LANDING RWY 34L		CAT II ILS	
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS				RA 102'	
NA	RVR 3	RVR 7				DA(H) 4326'(100')	RVR 12

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

CHANGES: THRE to TDZE.

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TERPS AMEND 3A 24 JUL 2014



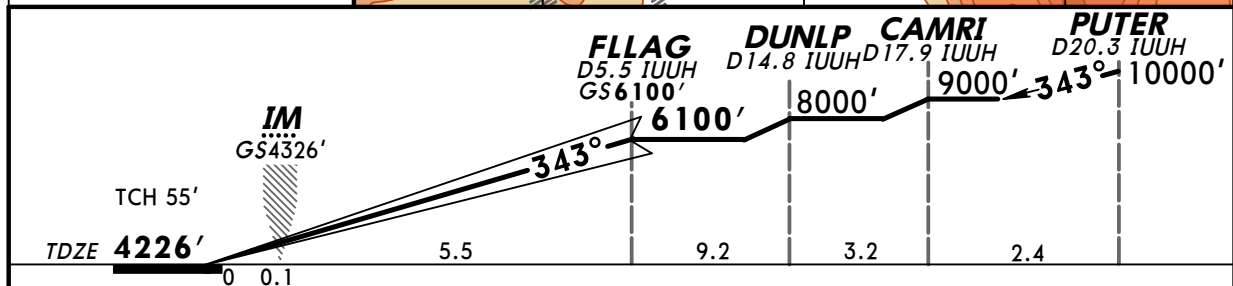
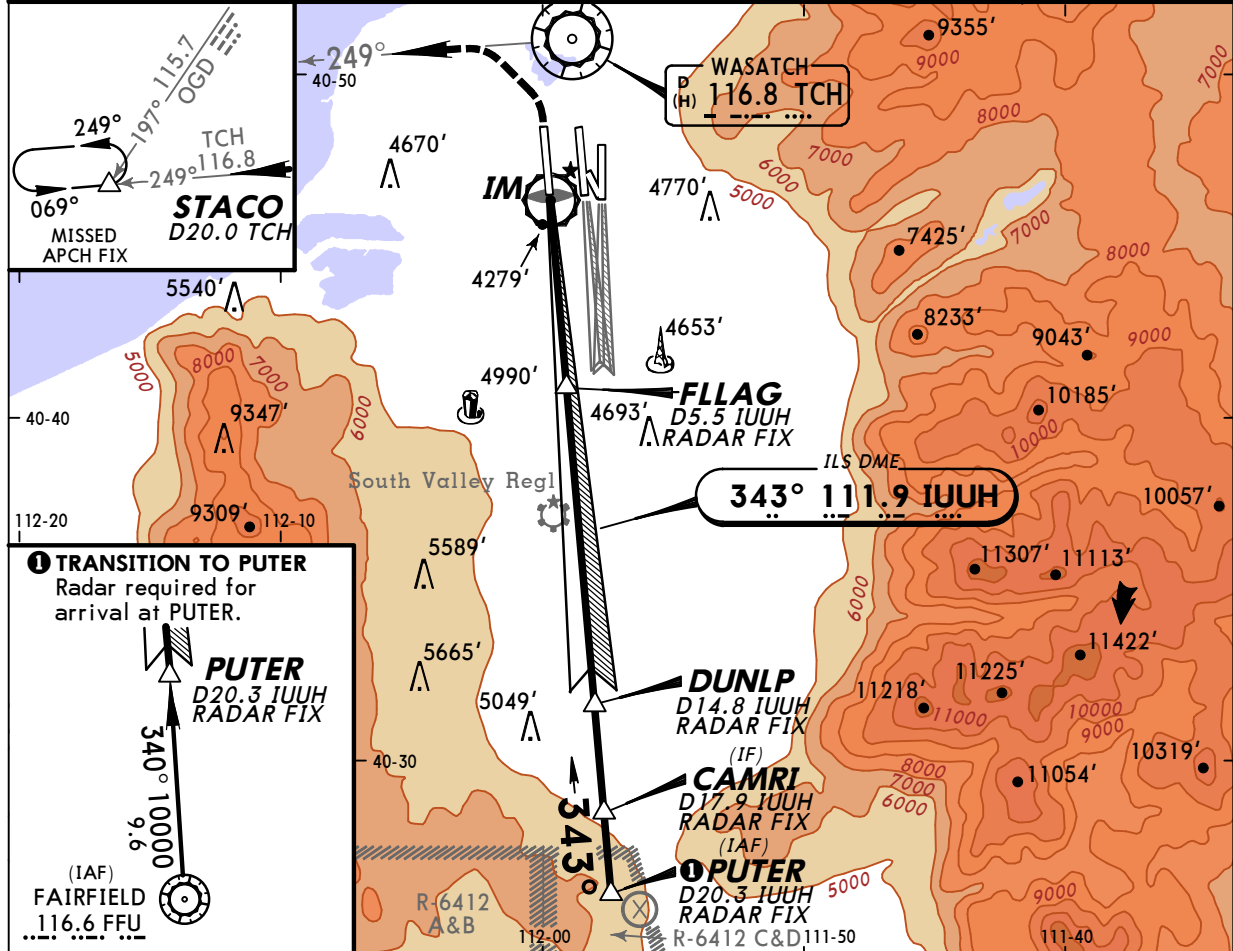
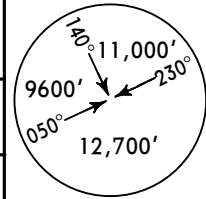
**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen**  
18 JUL 14 **(11-4B)**

**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	Ground	
132.65	Rwy 16L/34R	Rwys 14/32, 17/35	Rwys 14/32, 17/35
119.05	118.3	123.77	121.9
LOC IUUH	Final Apch Crs	GS FLLAG	SA CAT I ILS RA 158'
111.9	343°	6100' (1874')	Apt Elev 4227'
		DA(H) 4376' (150')	TDZE 4226'
MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' on TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. Special Aircrew & Acft Certification Required.			
2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34R and Rwy 35. 4. VGSI and ILS glidepath not coincident.			
MSA TCH VOR			



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

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

A	
B	
C	
D	

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

TERPS AMEND 3A 24 JUL 2014



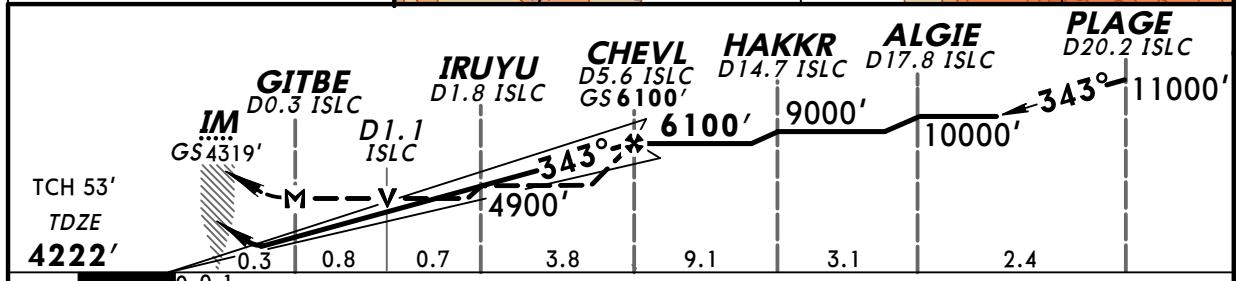
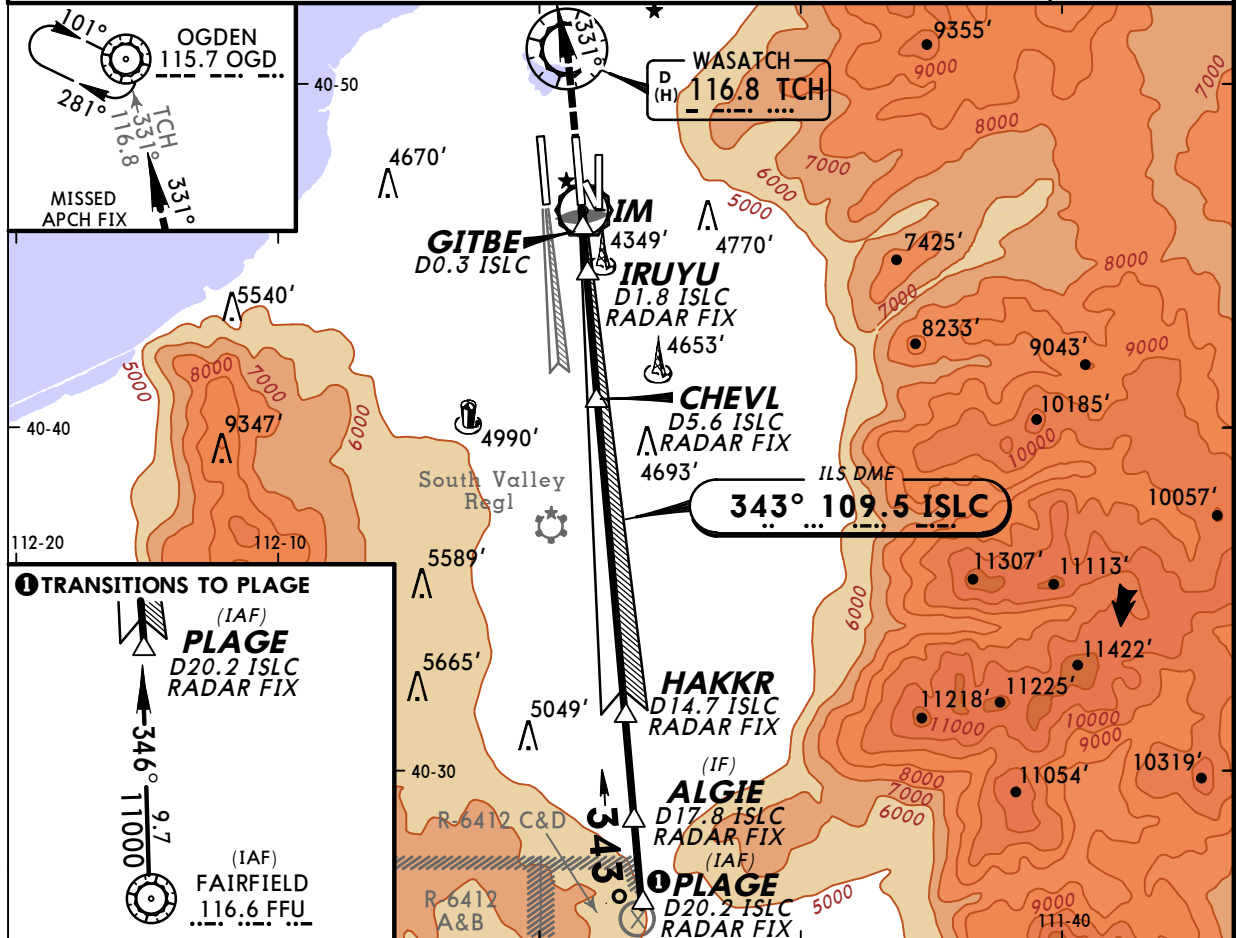
# KSLC/SLC SALT LAKE CITY INTL

**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 119.05	SALT LAKE CITY Tower Rwy 16R/34L 132.65	Rwys 14/32, 17/35 118.3	Rwys 16L/34R, 16R/34L 123.77	Ground 121.9	Rwys 14/32, 17/35
LOC ISLC 109.5	Final Apch Crs 343°	GS CHEVL 6100' (1878')	ILS DA(H) 4422' (200')	Apt Elev 4227'	TDZE 4222'
<b>MISSED APCH:</b> 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. <b>DME or Radar required.</b> 2. Simultaneous approach authorized with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35. 3. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-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				
ILS			LOC (GS out)	
DA(H) 4422' (200')			MDA(H) 4700' (478')	
FULL	TDZ or CL out	ALS out	ALS out	
A			RVR 55 or 1	
B				
C	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2
D				1 3/8

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

CHANGES: THRE to TDZE, minimums.

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TERPS AMEND 4A 24 JUL 2014



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SALT LAKE CITY INTL

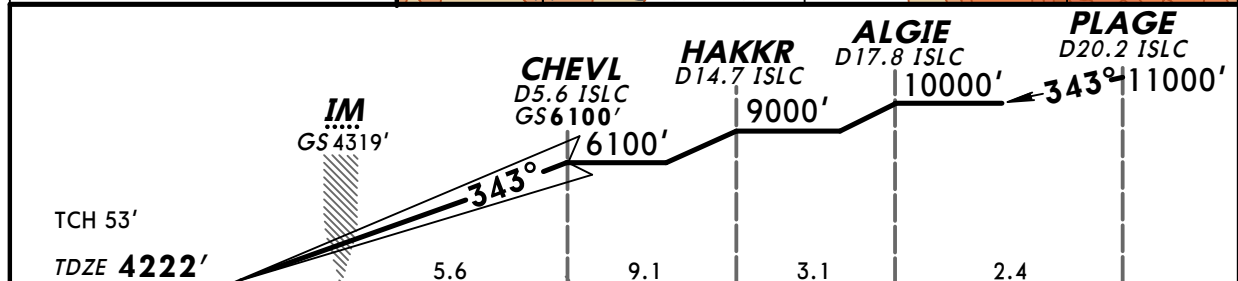
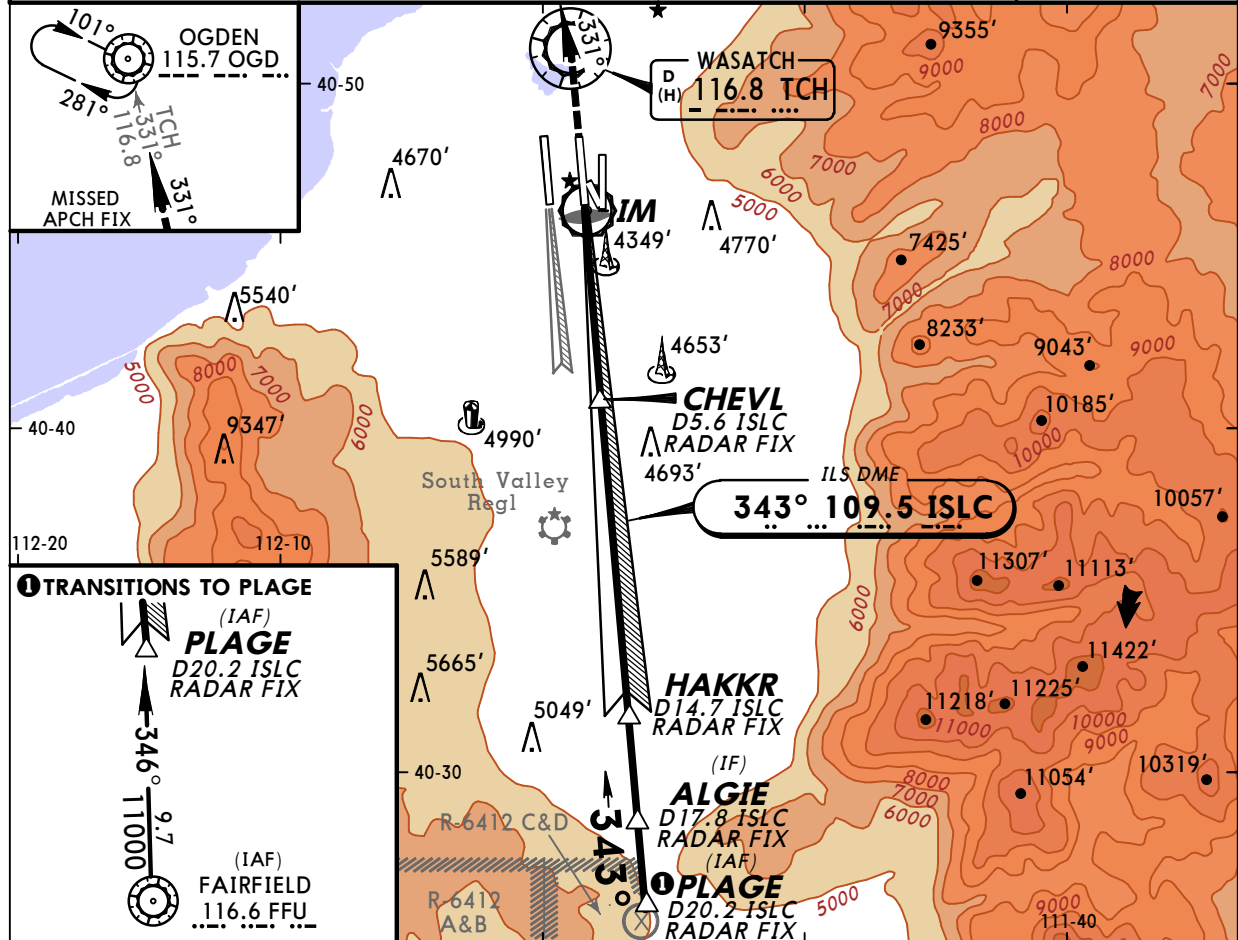
18 JUL 14

**JEPPesen**  
(11-5A)

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

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Tower		SALT LAKE CITY Approach (R)	
124.75	125.62	124.3			
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Ground	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77		121.9
LOC ISLC	Final Apch Crs	GS CHEVL 6100' (1878')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 100' DA(H) 4322'(100')
109.5	343°				Apt Elev 4227' TDZE 4222'
<b>MISSED APCH:</b> Climb to 9000' direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC.					<p>MSA TCH 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 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.					



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

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

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

CHANGES: THRE to TDZE, minimums.

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TERPS AMEND 4A 24 JUL 2014



**KSLC/SLC**  
SALT LAKE CITY INTL

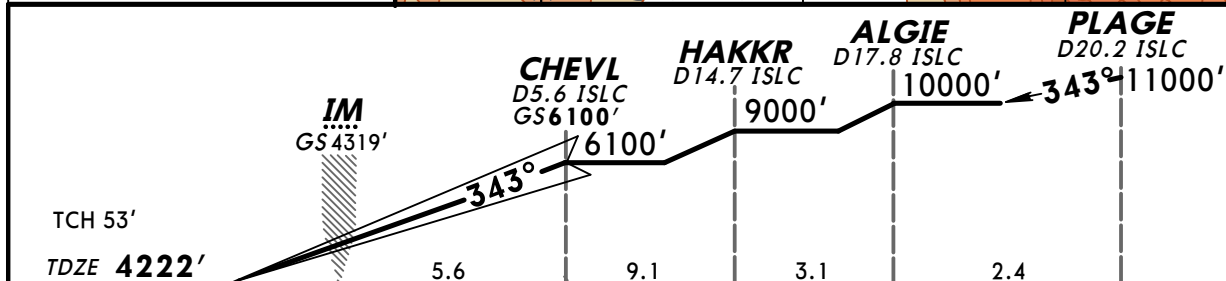
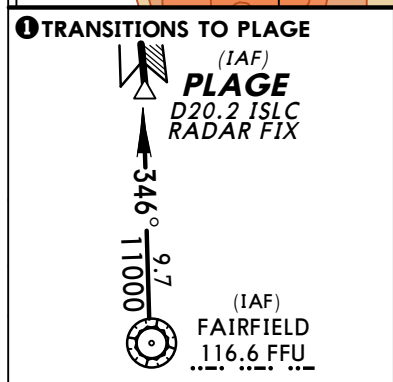
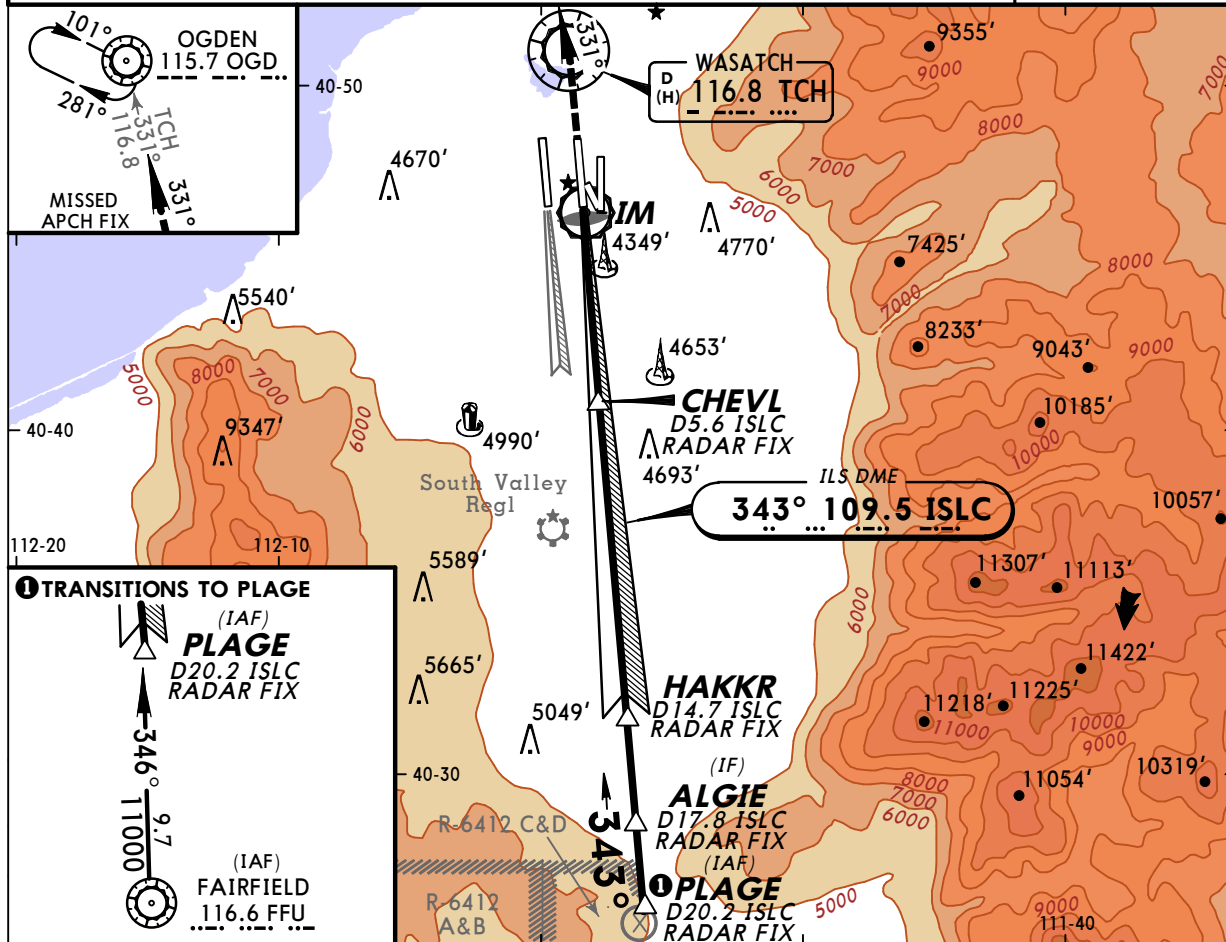
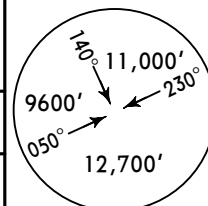
18 JUL 14

**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
Rwys 14/32, 17/35 121.9			
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'
<b>MISSED APCH:</b> 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 & Aft 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.			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	9000'	TCH 116.8
GS	3.00°	372	478	531	637	743	849		

TERPS		STRAIGHT-IN LANDING RWY 34R	
		SA CAT I ILS RA 151' DA(H) 4372' (150')	
		RVR 14	

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

CHANGES: THRE to TDZE, minimums.

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TERPS AMEND 4A 24 JUL 2014

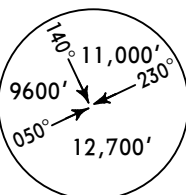


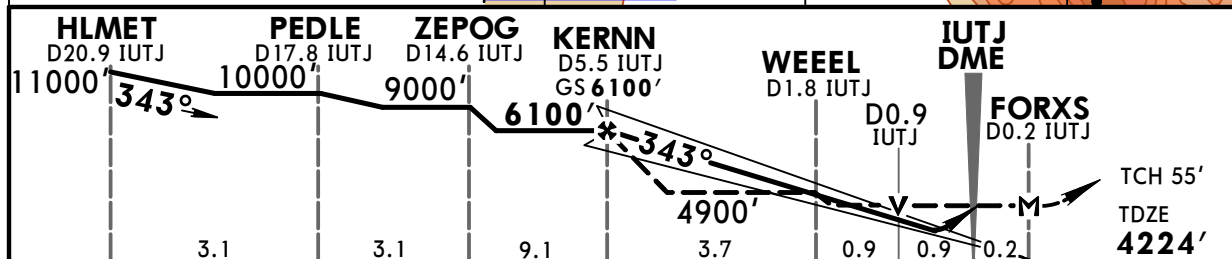
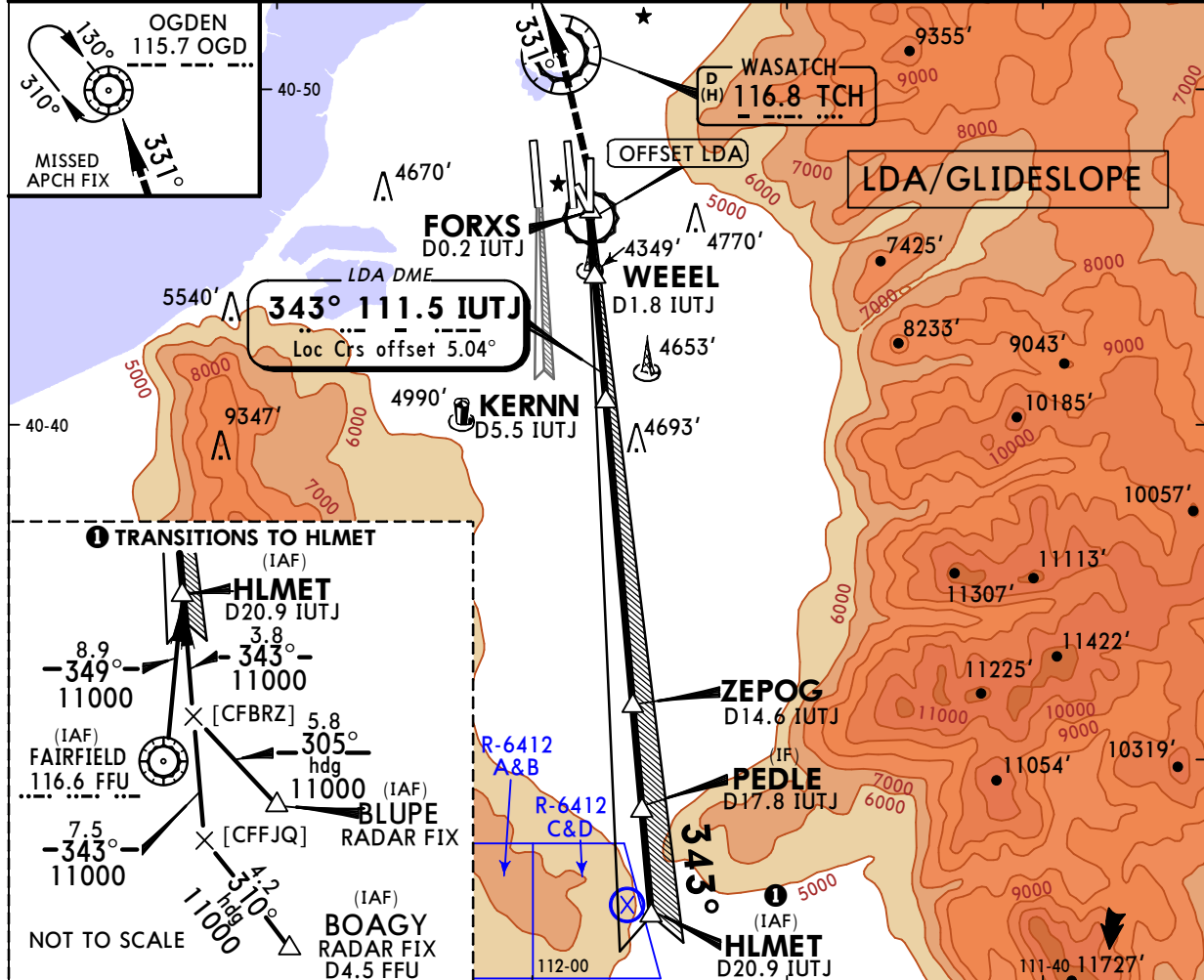
**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen**  
12 FEB 16 **(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 16L/34R		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 111.5	Final Apch Crs 343°	GS KERNN 6100' (1876')	LDA with GS DA(H) 4474' (250')	Apt Elev 4227' TDZE 4224'	
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	<div>MALSR</div> <div>PAPI</div>		4800'	9000'	<div>LT</div>	<div>TCH</div> <div>116.8</div>
GS	3.00°	372	478	531	637	743	849					
MAP at FORXS												

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

TERPS AMEND 08 24 JUL 2014



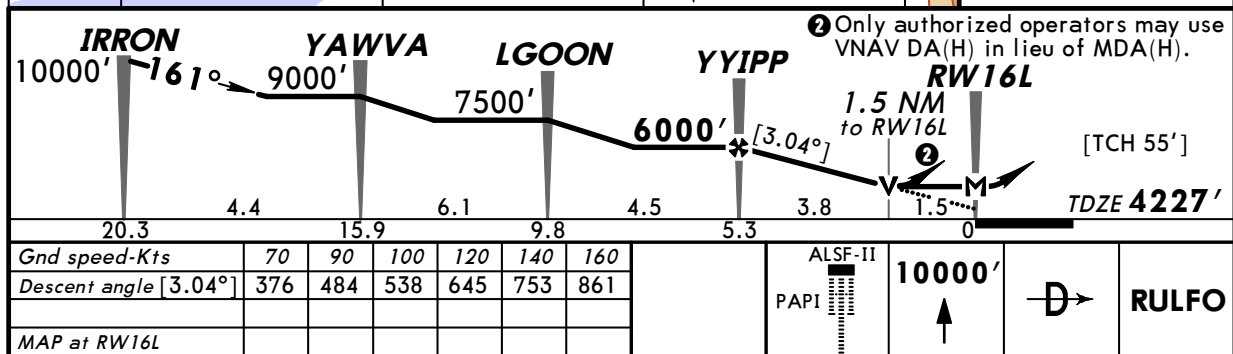
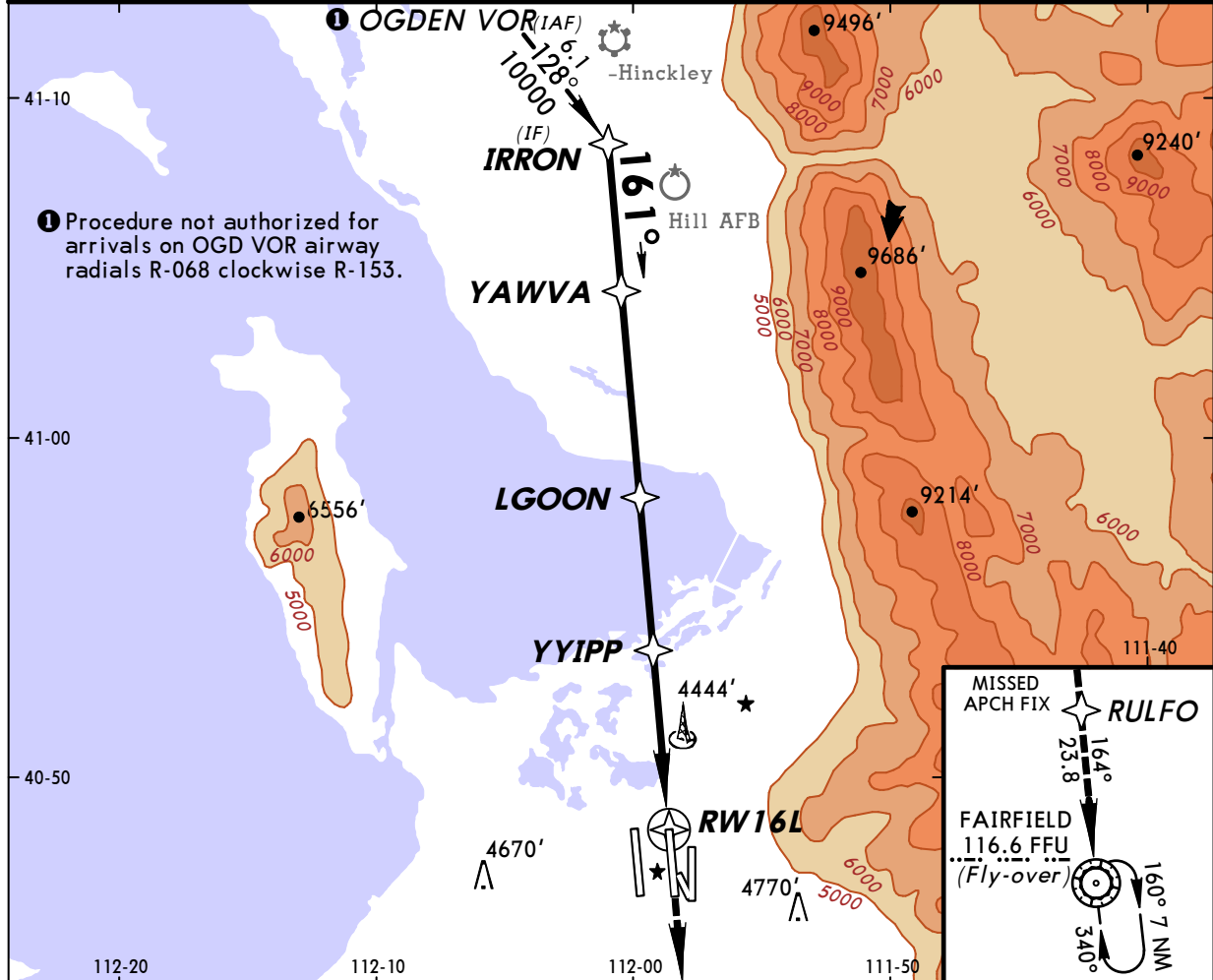
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**SALT LAKE CITY INTL**

**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		
SALT LAKE CITY Tower			Ground		
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Rwys 14/32, 17/35	
119.05	132.65	118.3	123.77	121.9	
RNAV	Final Apch Crs 161°	Minimum Alt YYIPP 6000' (1773')	LNAV MDA(H) 4760' (533')	Apt Elev 4227' TDZE 4227'	<div>13,000'</div> <div>MSA RW16L</div>
MISSED APCH: Climb to 10000' direct RULFO and on track 164° to FFU VOR and hold.					
Alt Set: INCHES			Trans level: FL 180		
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.			Trans alt: 18000'		



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

TERPS AMEND 1 13 JAN 2011



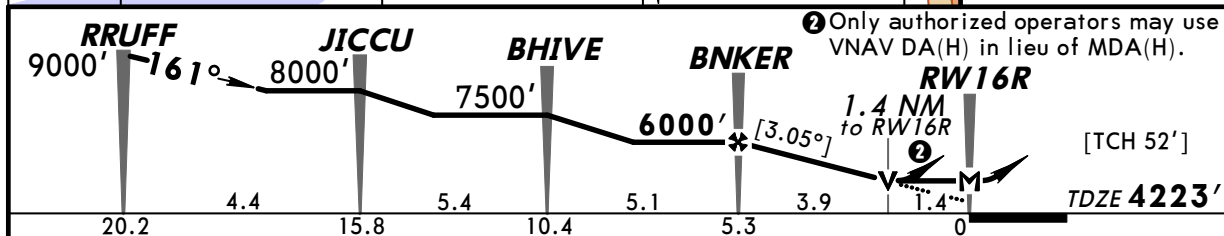
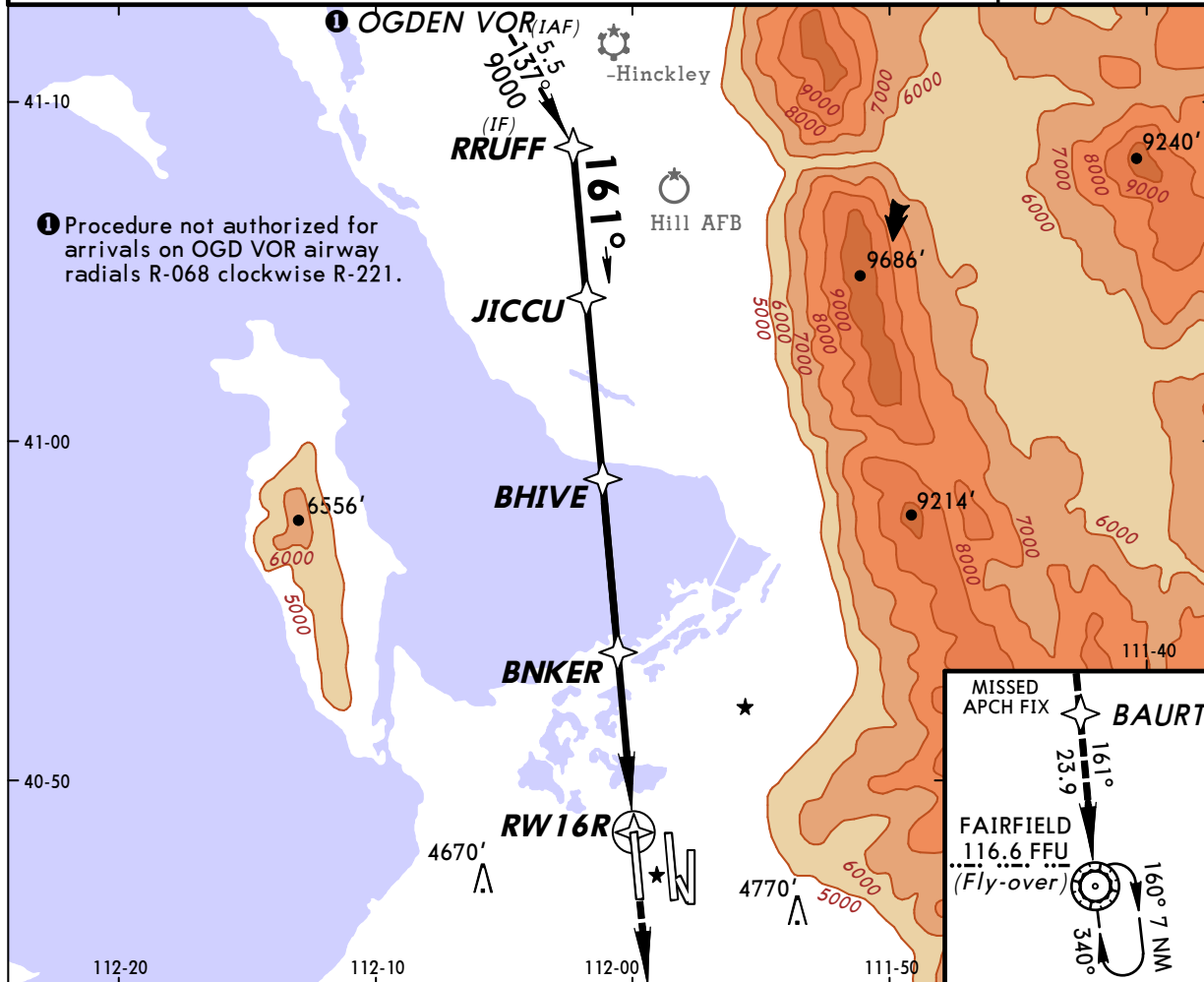
**KSLC/SLC**  
**SALT LAKE CITY INTL**

**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	ALSF-II	10000'	BAURT
Descent angle [3.05°]	378	486	540	648	755	863	PAPI		
MAP at RW16R									

STRAIGHT-IN LANDING RWY 16R			ALS out	
LNAV				
MDA(H) <b>4740'</b> (517')				
A	RVR 24 or 1/2		RVR 50 or 1	
B				
C	RVR 50 or 1		1 1/2	
D	RVR 60 or 1 1/4		1 3/4	

TERPS AMEND 1 13 JAN 2011



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**SALT LAKE CITY INTL**

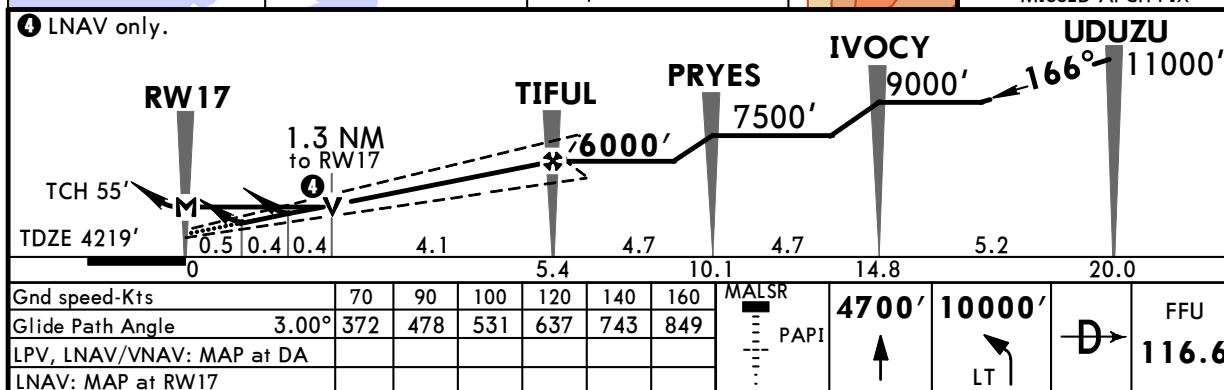
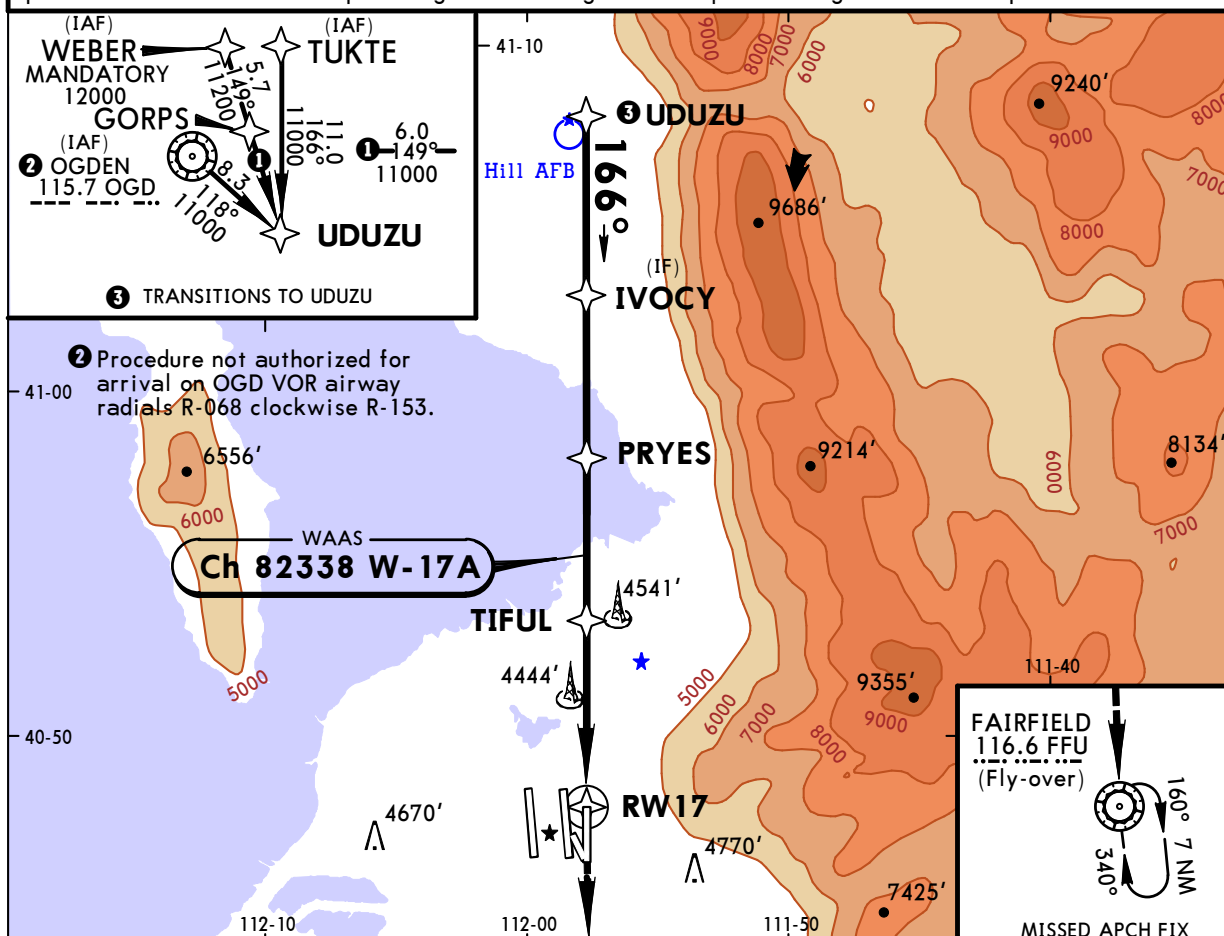
**JEPPesen**  
4 DEC 15 **(12-3)** **Eff 10 Dec**

**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	
WAAS <b>Ch 82338</b> W-17A	Final Apch Crs <b>166°</b>	Minimum Alt TIFUL <b>6000'</b> (1781')	LPV DA(H) <b>4419'</b> (200')	Apt Elev 4227' TDZE 4219'	13,000'
<b>MISSED APCH: Climb to 4700' then climbing LEFT turn to 10000' direct FFU VOR and hold.</b>					MSA RW17

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 (VGSI 3.00°/ TCH 76').  
 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -14°C (7°F) or above 49°C (121°F). 4. Simultaneous approach authorized. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



TERPS						
STRAIGHT-IN LANDING RWY 17						
LPV		LNAV/VNAV			LNAV	
DA(H) 4419' (200')		DA(H) 4571' (352')			MDA(H) 4700' (481')	
RAIL or ALS out		RAIL out		ALS out	RAIL out	ALS out
A						
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 40 or 3/4	RVR 60 or 1/8	RVR 24 or 1/2
C						RVR 40 or 3/4
D						RVR 50 or 1
						RVR 60 or 1/8
						1 3/8

CHANGES: Procedure.

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TERPS AMEND 2 10 DEC 2015



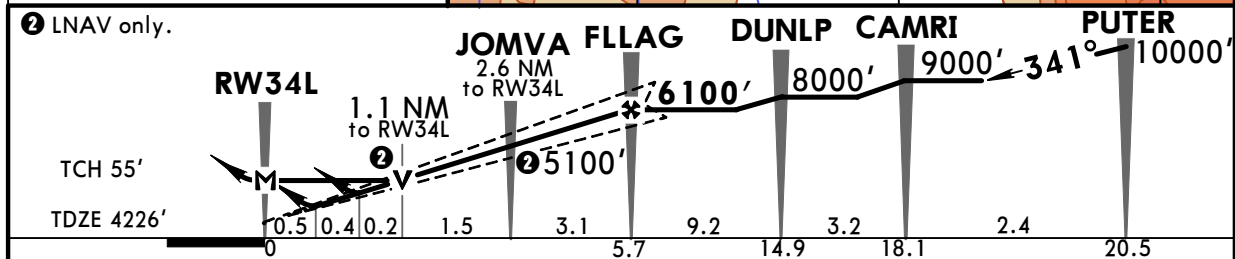
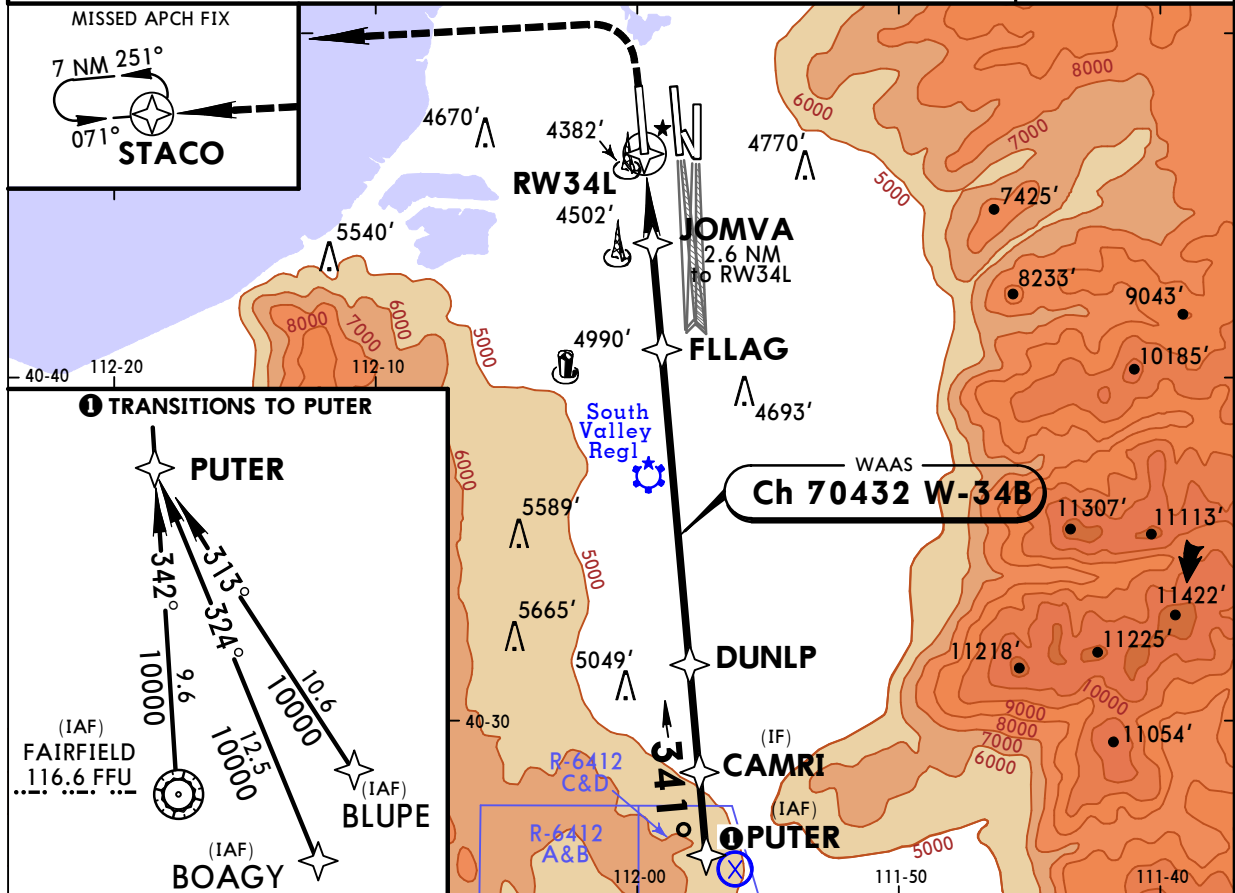
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**SALT LAKE CITY INTL**

**JEPPesen**  
4 DEC 15 **(12-4)** Eff 10 Dec

**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 132.65	SALT LAKE CITY Tower Rwy 16L/34R 119.05	Rwys 14/32, 17/35 118.3	Rwys 16L/34R, 16R/34L 123.77	Ground 121.9	Rwys 14/32, 17/35
WAAS <b>Ch 70432</b> <b>W-34B</b>	Final Apch Crs <b>341°</b>	Minimum Alt <b>FLLAG</b> <b>6100'</b> (1874')	LPV DA(H) <b>4426'</b> (200')	Apt Elev 4227' TDZE 4226'	
<b>MISSED APCH:</b> Climb to 4800' then climbing LEFT turn to 8100' direct STACO and hold.					13,000'
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.					MSA RW34L



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4800'	8100'	STACO
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	→
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW34L										

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

① LNAV procedure not authorized during simultaneous operations.

CHANGES: None.

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TERPS AMEND 1A 24 JUL 2014



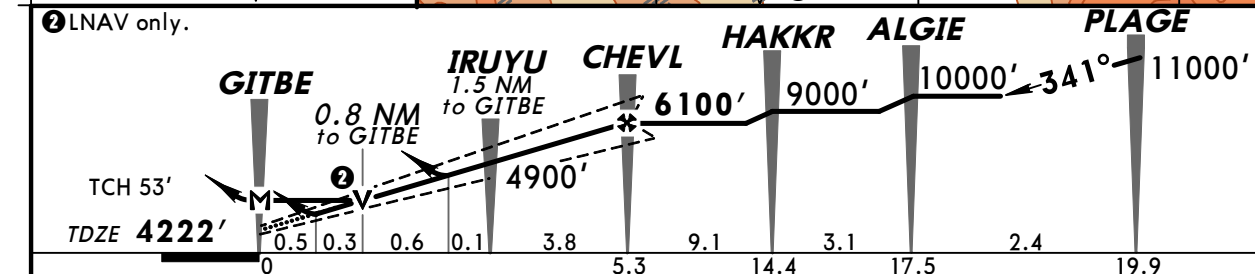
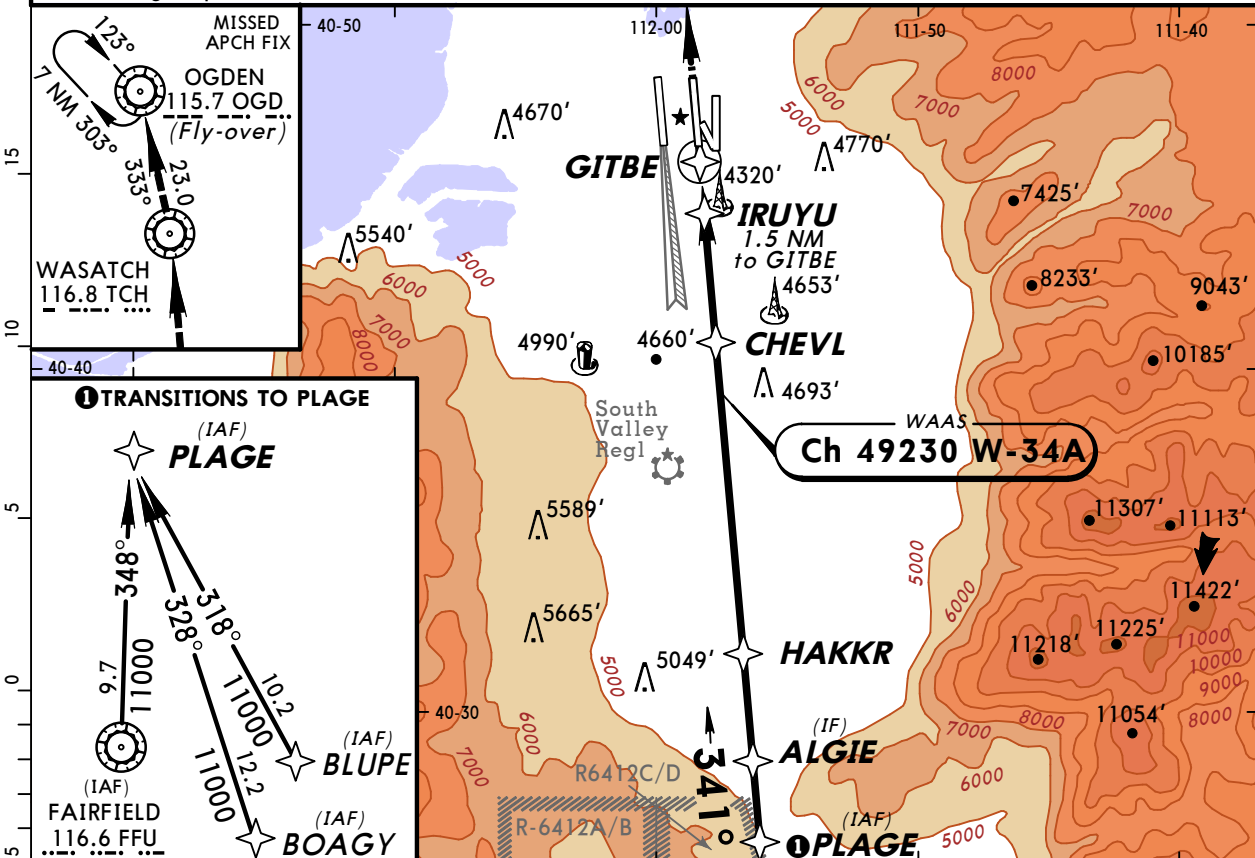
**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen**  
18 JUL 14 (12-5)

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

BRIEFING STRIP™

D-ATIS		SALT LAKE CITY Tower		SALT LAKE CITY Approach (R)	
124.75	125.62	124.3			
Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	Ground	Rwys 14/32, 17/35
119.05	132.65	118.3	123.77		121.9
WAAS <b>Ch 49230</b> <b>W-34A</b>	Final Apch Crs <b>341°</b>	Minimum Alt <b>CHEVL</b> <b>6100'</b> (1878')	LPV DA(H) <b>4422'</b> (200')	Apt Elev <b>4227'</b> <b>TDZE 4222'</b>	13,000'
<b>MISSED APCH:</b> Climb to 9000' direct TCH VOR and on track 333° to OGD VOR and hold.					<b>MSA GITBE</b>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Simultaneous approach authorized with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (1°F) or above 49°C (121°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSi and RNAV glidepath not coincident.					



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

TERPS		STRAIGHT-IN LANDING RWY 34R		LNAV	
LPV		LNAV/VNAV		LNAV	
DA(H) <b>4422'</b> (200')		DA(H) <b>4735'</b> (513')		MDA(H) <b>4700'</b> (478')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 55 or 1
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/8	15/8	
D				RVR 50 or 1	13/8

**1** LNAV procedure not authorized during simultaneous operations.

CHANGES: TDZE, minimums.

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TERPS AMEND 1A 24 JUL 2014



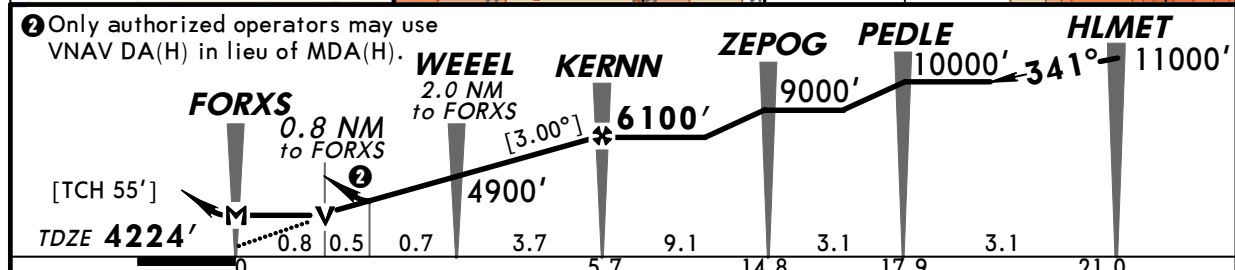
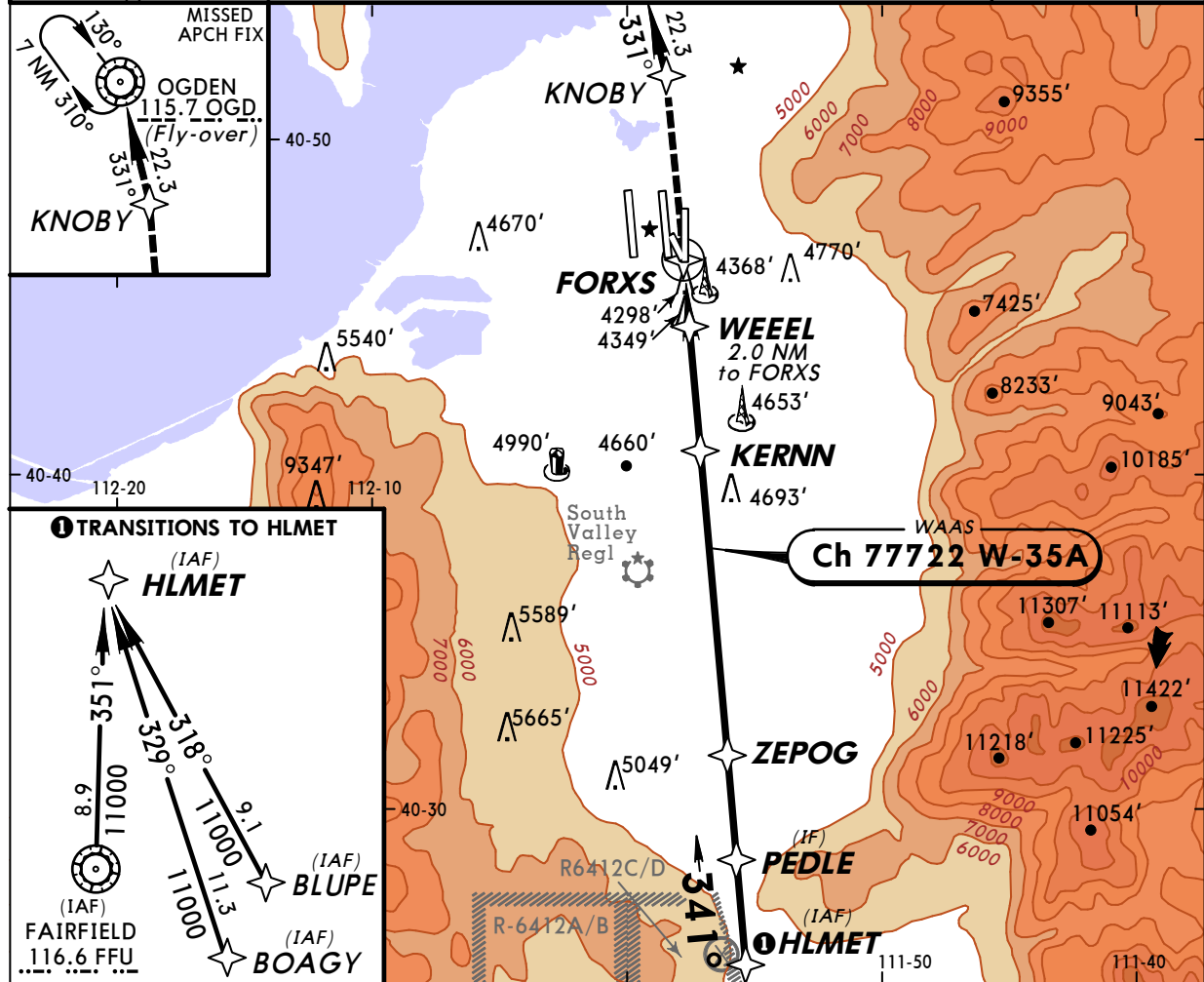
**KSLC/SLC**  
**SALT LAKE CITY INTL**

**JEPPesen**  
18 JUL 14 (12-6)

**SALT LAKE CITY, UTAH**  
**RNAV (GPS) Rwy 35**

BRIEFING STRIP™

D-ATIS			SALT LAKE CITY Approach (R)		
124.75		125.62	124.3		
SALT LAKE CITY Tower			Ground		
Rwys 14/32, 17/35	Rwy 16L/34R	Rwy 16R/34L	Rwys 14/32, 17/35	Rwys 16L/34R, 16R/34L	
118.3	119.05	132.65	121.9	123.77	
WAAS Ch 77722 W-35A	Final Apch Crs 341°	Minimum Alt KERNN 6100' (1876')	LP MDA(H) 4560' (336')	Apt Elev 4227' TDZE 4224'	<div>13,000'</div> <div>MSA FORXS</div>
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°.					



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

TERPS						STRAIGHT-IN LANDING RWY 35					
LP			LNAV			LP			LNAV		
MDA(H) <b>4560' (336')</b>			MDA(H) <b>4680' (456')</b>			MDA(H) <b>4560' (336')</b>			MDA(H) <b>4680' (456')</b>		
RAIL out			ALS out			RAIL out			ALS out		
A	RVR 24 or 1/2		RVR 55 or 1			RVR 24 or 1/2			RVR 55 or 1		
B	RVR 40 or 3/4		RVR 50 or 1			RVR 40 or 3/4			RVR 55 or 1		
C											
D	RVR 40 or 3/4		RVR 50 or 1			RVR 45 or 7/8			RVR 55 or 1		

CHANGES: TDZE.

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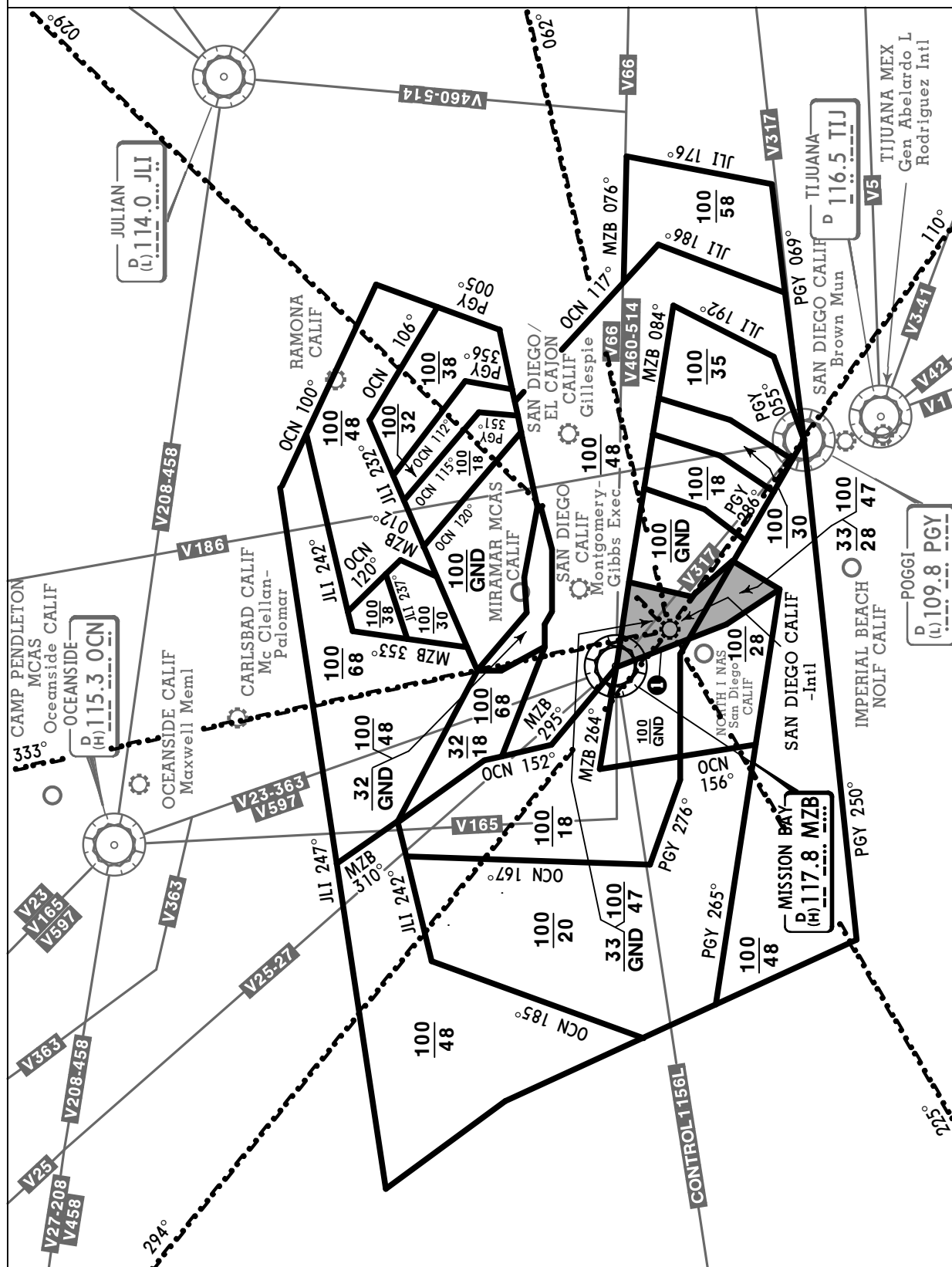
TERPS AMEND 2A 24 JUL 2014



**SAN DIEGO CLASS B AIRSPACE**

**CLASS B AIRSPACE VFR COMMUNICATIONS**

Sectors	Social App	
(029°-061°)	132.2	(14000' and below)
(062°-109°)	124.35	(14000' and below)
(110°-224°)	125.15	(17000' and below)
(225°-293°)	119.6	(17000' and below)
(294°-332°)	127.3	(below 7000')
	125.3	(7000'-15000')
(333°-028°)	127.3	(below 7000')
	132.2	(7000'-11000')





# **1 VFR CORRIDOR PROCEDURES**

When transiting the VFR corridor overlying San Diego Intl above 3300' MSL and below 4700' MSL, pilots are encouraged to remain right of a northwest/southeast line extending across the San Diego Intl Rwy 27 approach end.

No communications or clearances with ATC are required while transiting the VFR corridor; however, frequency 126.050 is provided for exchange of information between those pilots using the corridor.

Heavy traffic south at 3000' MSL and below inbound to North I NAS, pilots transiting the VFR corridor are cautioned against premature descent. Occasional parachute jump activity allowed in this area, check NOTAMs.

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

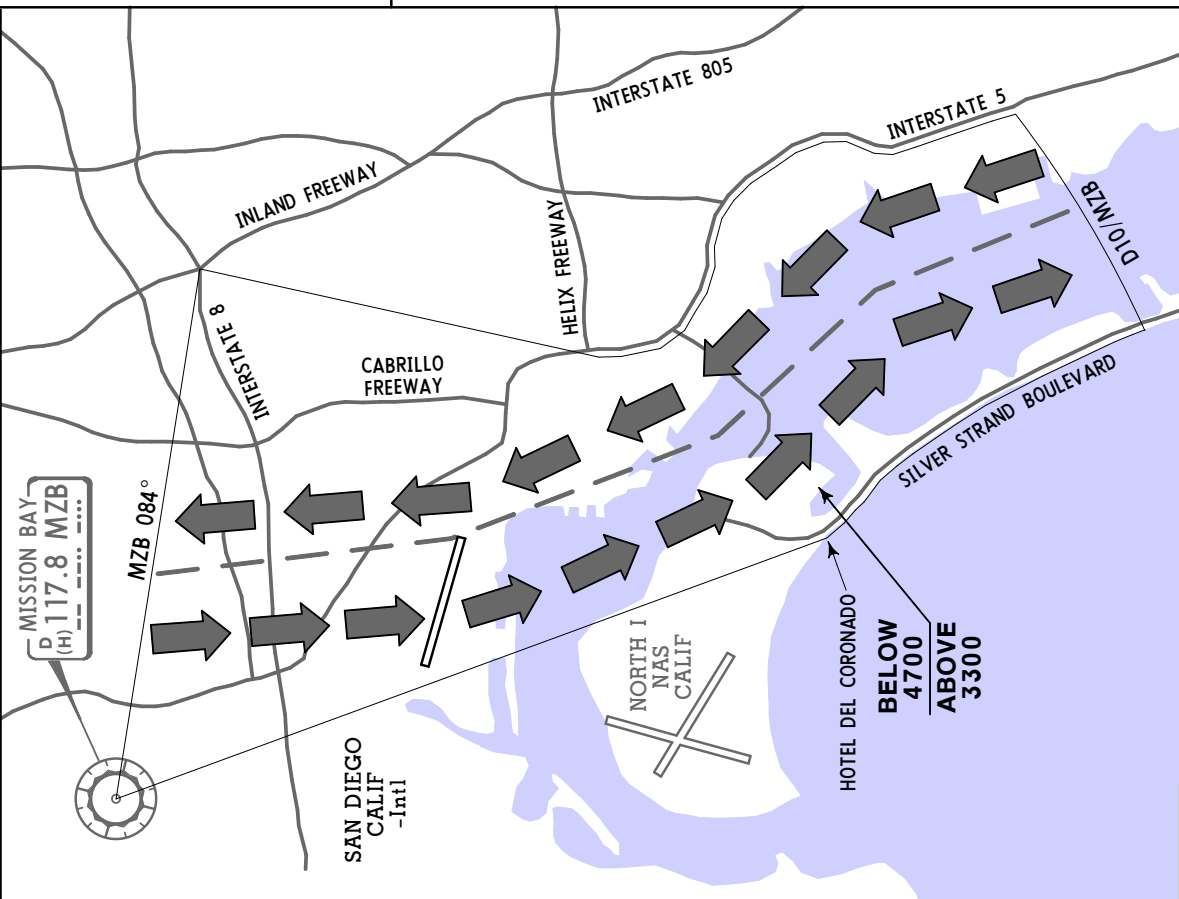
## **FLIGHT PROCEDURES**

IFR Flights-Aircraft within the Class (B) are required to operate in accordance with current IFR procedures.

VFR Flights-

- a. Arriving aircraft, or aircraft desiring to transit the Class (B), should contact San Diego Approach control on the frequency depicted for the sector of flight with reference to the geographical center of the airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
- b. Aircraft departing the primary airports are requested to advise the San Diego clearance delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airports should give this information on appropriate ATC frequencies or as directed by ATIS information if route penetrates the Class (B).
- c. Aircraft desiring to transit the Class (B) will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

# **1 VFR CORRIDOR**





**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPESEN**  
4 NOV 16 (10-2) Eff 10 Nov

**SAN DIEGO, CALIF**

**STAR**[illegible]

CHANGES: VYDDA formation.

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**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPesen**

4 NOV 16

**(10-2A)**

**Eff 10 Nov**

**SAN DIEGO, CALIF**

**RNAV STAR**

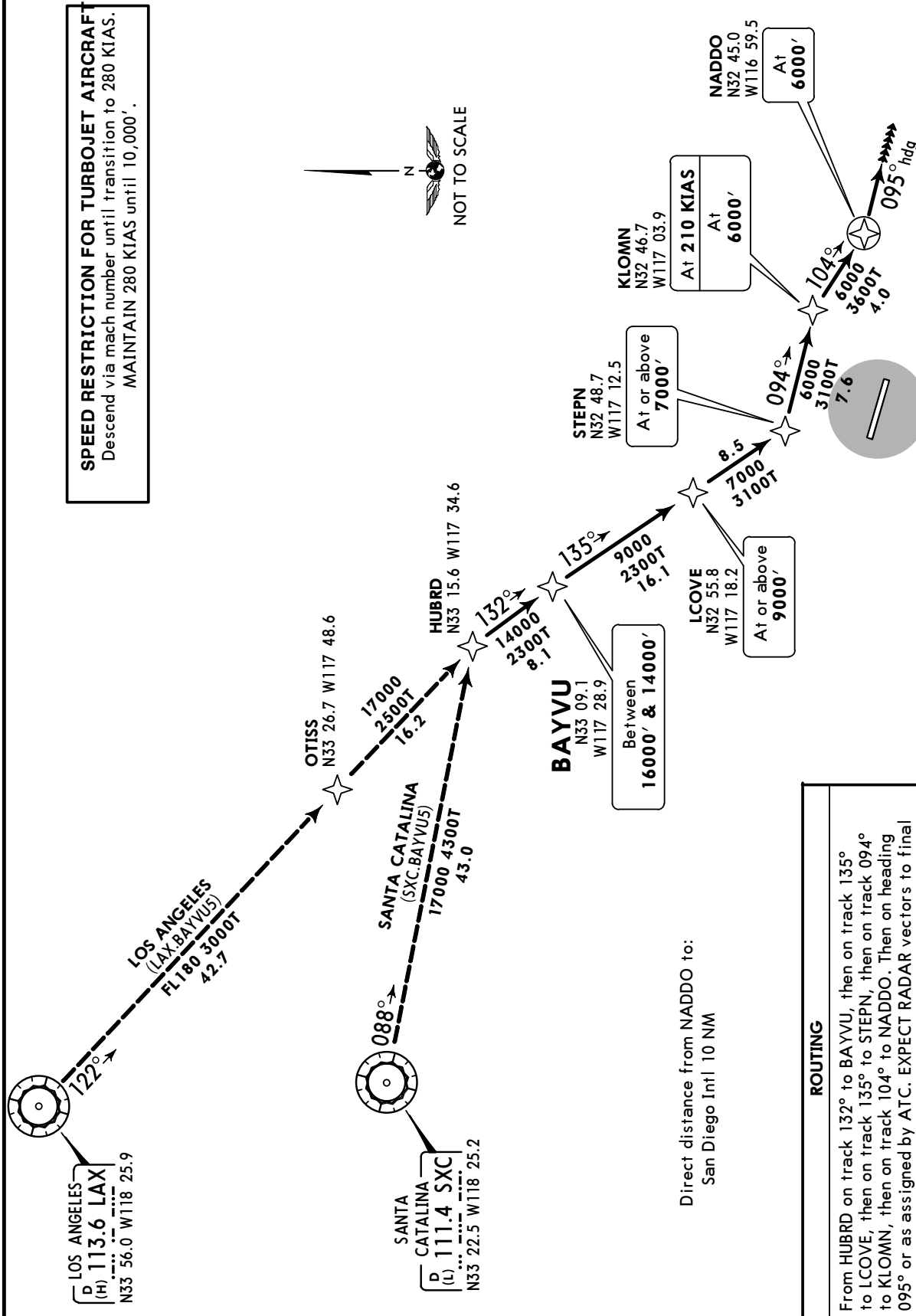
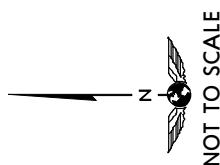
D-ATIS  
**134.8**

Apt Elev  
**17'**

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

## BAYVU 5 RNAV ARRIVAL (HUBRD.BAYVU5)

**SPEED RESTRICTION FOR TURBOJET AIRCRAFT**  
Descend via mach number until transition to 280 KIAS.  
MAINTAIN 280 KIAS until 10,000'.





**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPESEN**  
24 FEB 17 **(10-2A-1)** Eff 2 Mar

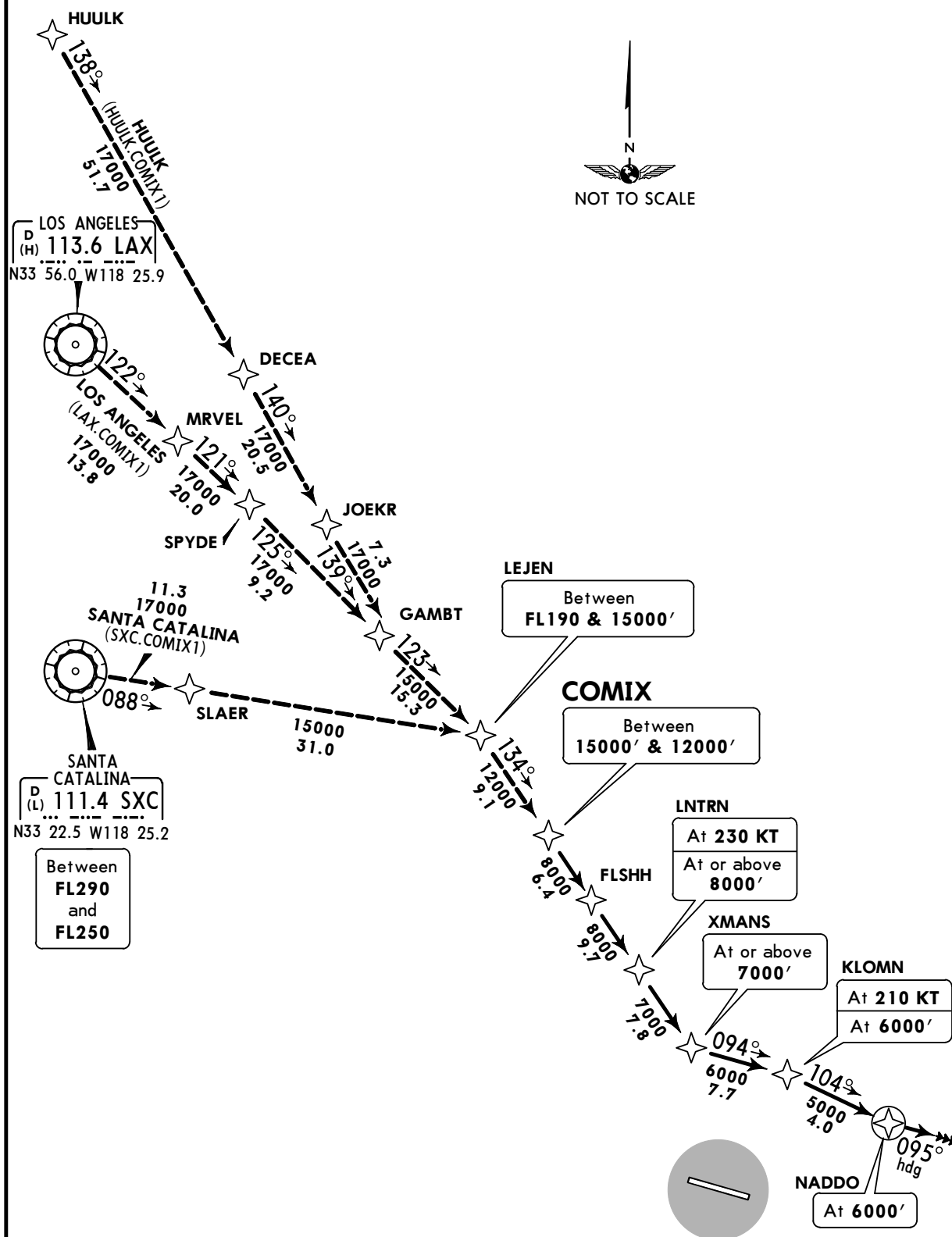
**SAN DIEGO, CALIF**  
**RNAV STAR**

D-ATIS  
**134.8**

Apt Elev  
**17'**

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

## COMIX 1 RNAV ARRIVAL (COMIX.COMIX1)



### ROUTING

From COMIX on track 134° to FLSHH, then on track 134° to LNTRN, then on track 134° to XMANS, then on track 094° to KLOMN, then on track 104° to NADDO, then on heading 095° or as assigned by ATC. EXPECT RADAR vectors to final approach course.



**KSAN/SAN**  
**SAN DIEGO INTL**



**JEPPESEN**

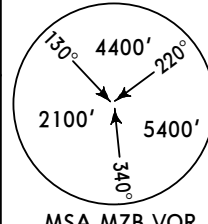
4 NOV 16

10-2B

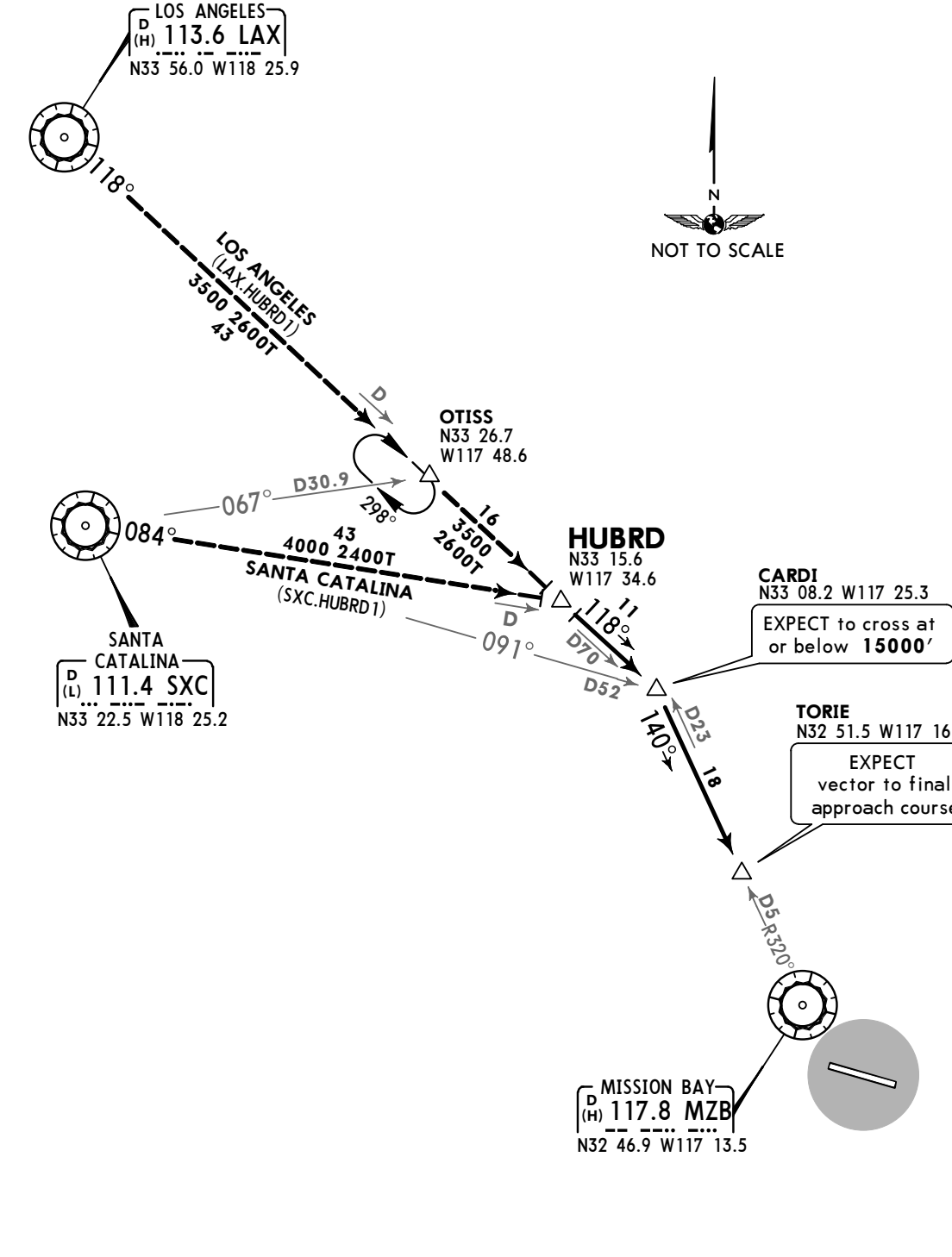
**Eff 10 Nov**

**SAN DIEGO, CALIF**

**STAR**

D-ATIS <b>134.8</b>	Apt Elev <b>17'</b>	Alt Set: INCHES Trans level: FL180    Trans alt: 18000'	 <p><b>MSA MZB VOR</b></p>
------------------------	------------------------	--	---

## HUBRD ONE ARRIVAL (HUBRD.HUBRD1)



**Direct distance from TORIE to:**  
San Diego Intl 8 NM

ROUTING
From HUBRD via LAX R-118 to CARDI via MZB R-320 to TORIE. EXPECT vector to final approach course.



KSAN/SAN  
SAN DIEGO INTL

JEPPESAN SAN DIEGO, CALIF  
4 NOV 16  
Eff 10 Nov 10-2C  
RNAV STAR

D-ATIS  
134.8

Apt Elev  
17'

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

1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. Turbojet aircraft only.
5. IMPERIAL transition ATC assigned only.

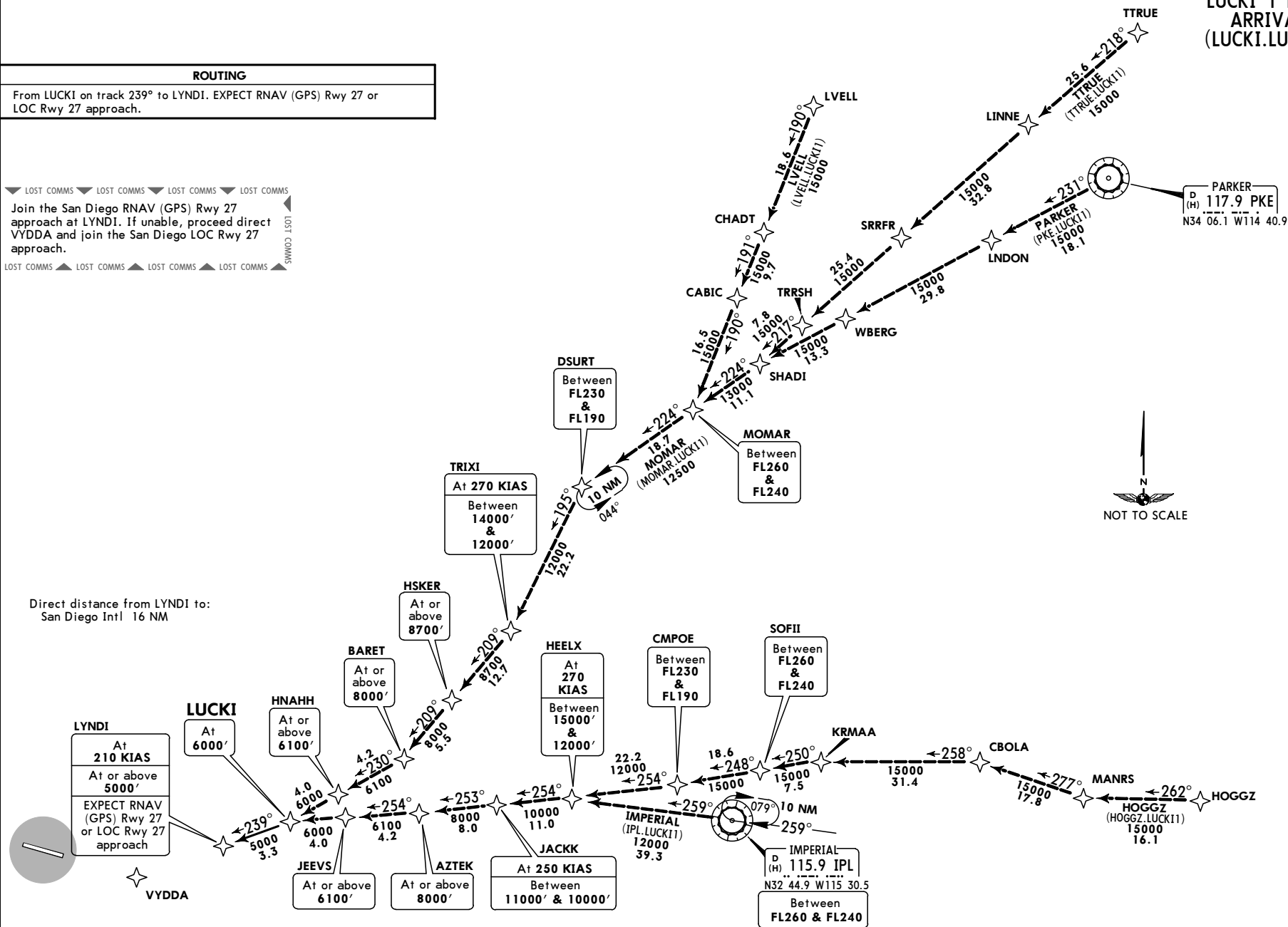
ROUTING

From LUCKI on track 239° to LYNDI. EXPECT RNAV (GPS) Rwy 27 or LOC Rwy 27 approach.

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
Join the San Diego RNAV (GPS) Rwy 27 approach at LYNDI. If unable, proceed direct VYDDA and join the San Diego LOC Rwy 27 approach.  
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from LYNDI to:  
San Diego Intl 16 NM

LUCKI 1 RNAV  
ARRIVAL  
(LUCKI.LUCKI1)





**KSAN/SAN**  
**SAN DIEGO INTL**

24 FEB 17



10-2D

**Eff 2 Mar**

**SAN DIEGO, CALIF**

**RNAV STAR**

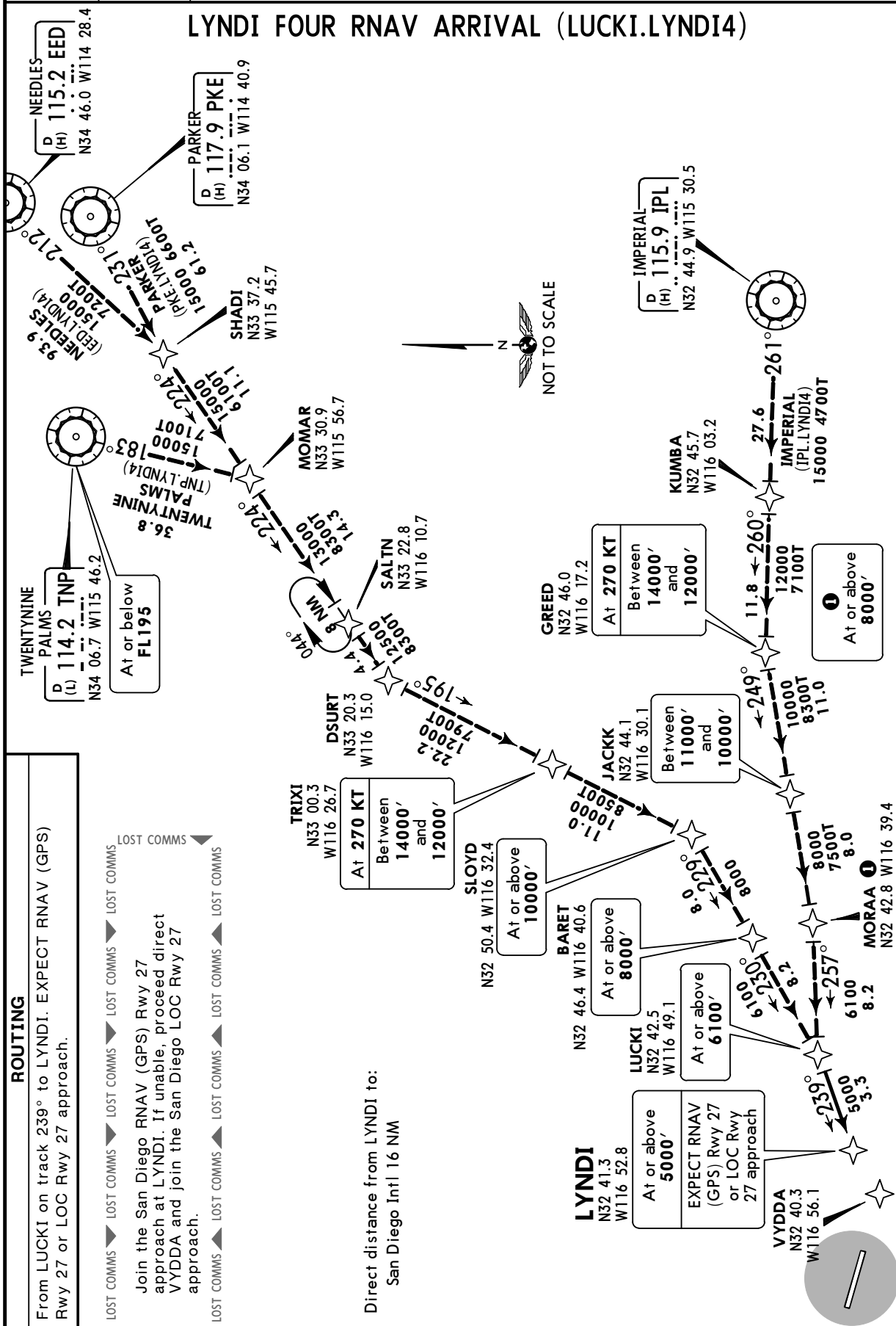
D-ATIS  
134.8

Apt Elev  
17'

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

1. **RADAR required for non-GPS equipped aircraft.**
2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
4. Turbojet aircraft only.
5. IMPERIAL transition: For non-GPS equipped aircraft JLI DME must be operational.
6. NEEDLES, PARKER and TWENTYNINE PALMS transitions: For non-GPS equipped aircraft JLI and PGY DMEs must be operational.

## LYNDI FOUR RNAV ARRIVAL (LUCKI.LYNDI4)





**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPESEN**

24 FEB 17

**(10-2E)**

**Eff 2 Mar**

**SAN DIEGO, CALIF**

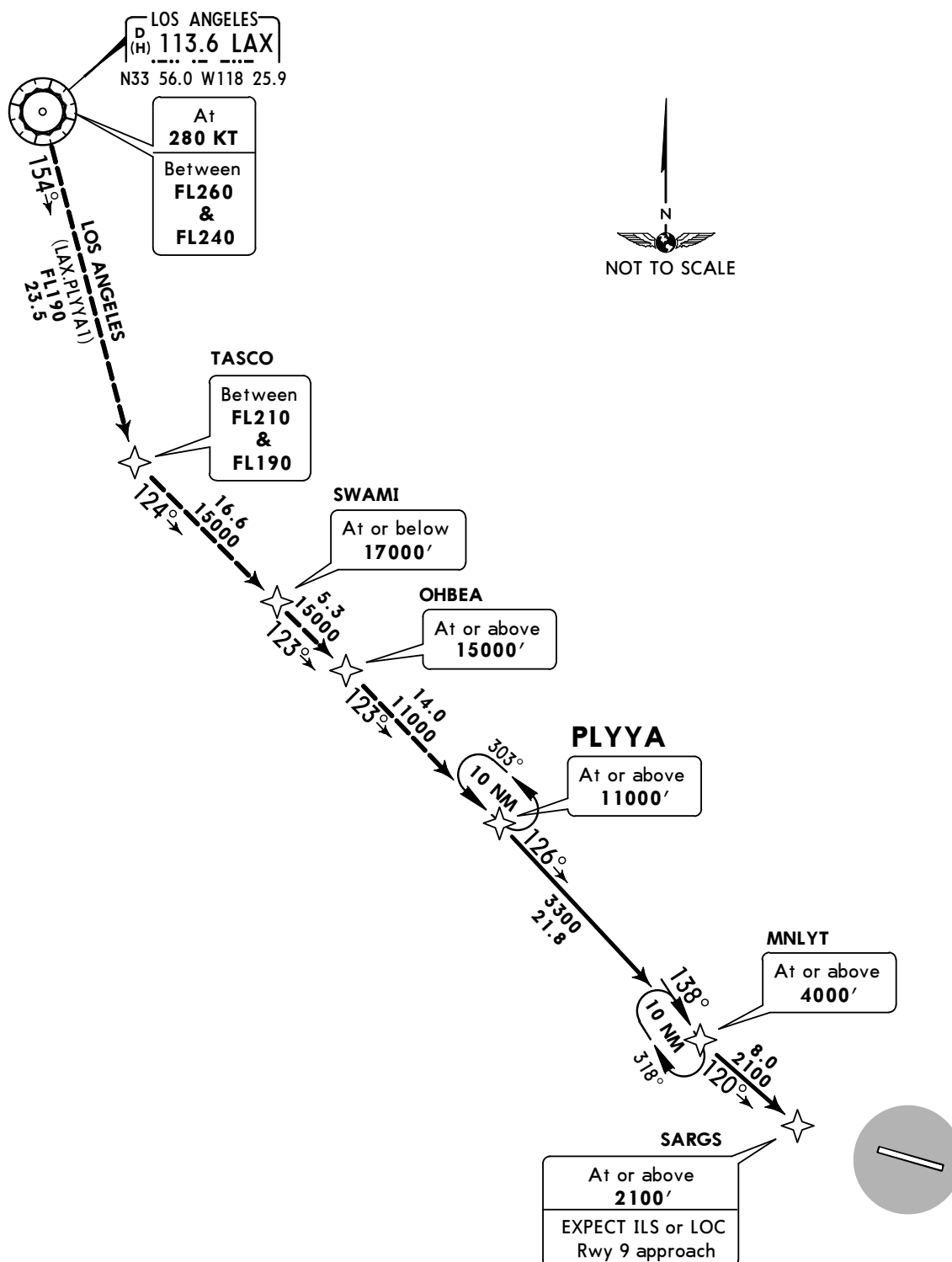
**RNAV STAR**

D-ATIS  
**134.8**

Apt Elev  
**17'**

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

**PLYAA 1 RNAV ARRIVAL (PLYAA.PLYAA1)**  
**(RWY 9)**





**KSAN/SAN**  
**SAN DIEGO INTL**

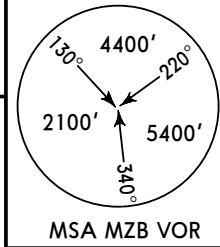
**JEPPESEN**  
24 FEB 17 **10-2F** **Eff 2 Mar**

**SAN DIEGO, CALIF**  
**STAR**

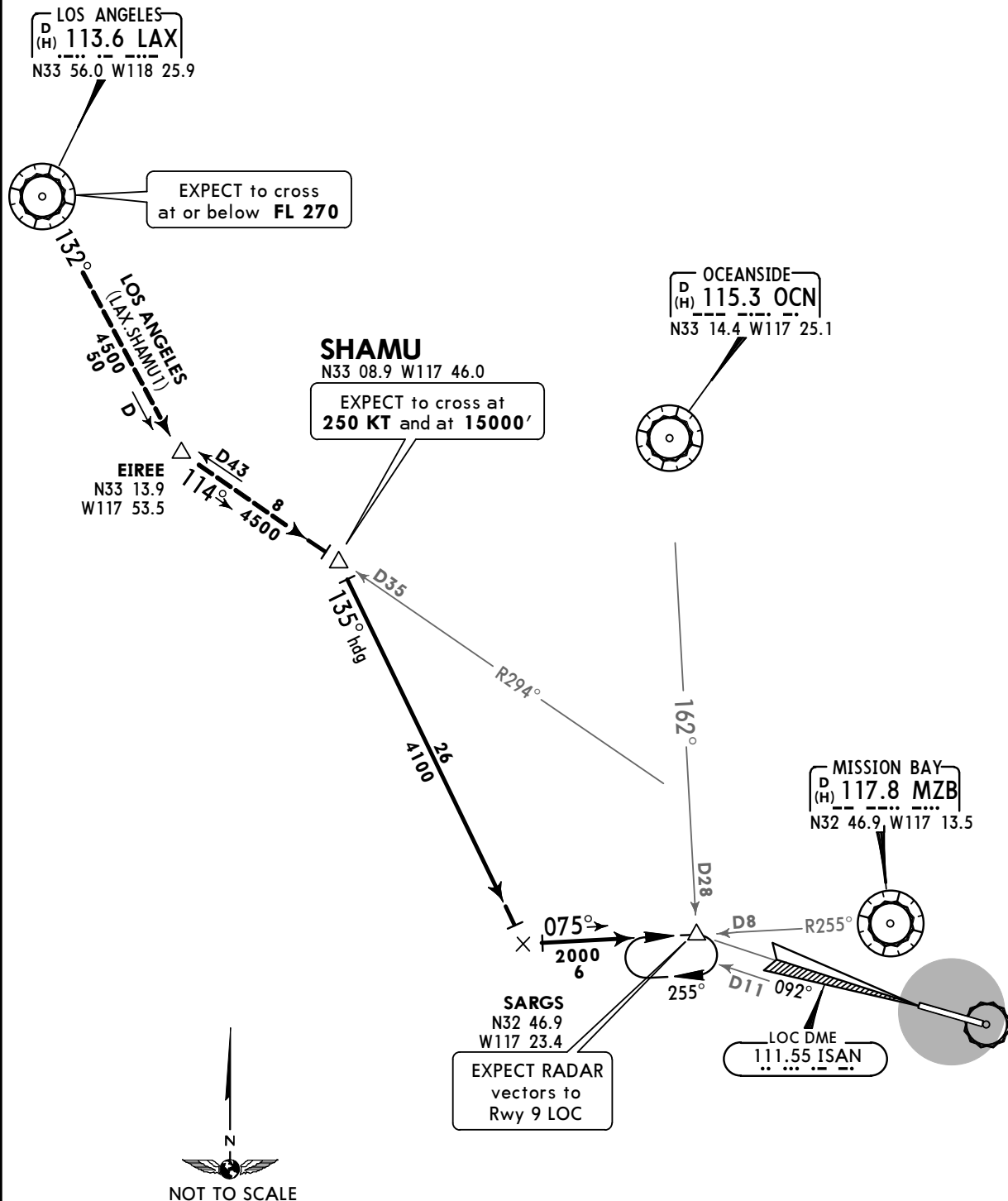
D-ATIS  
**134.8**

Apt Elev  
**17'**

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



**SHAMU ONE ARRIVAL (SHAMU.SHAMU1)**  
(RWY 9)



**ROUTING**

From over SHAMU via 135° heading to intercept MZB R-255, then via MZB R-255 to SARGS.  
EXPECT RADAR vectors to San Diego Rwy 9 Localizer.

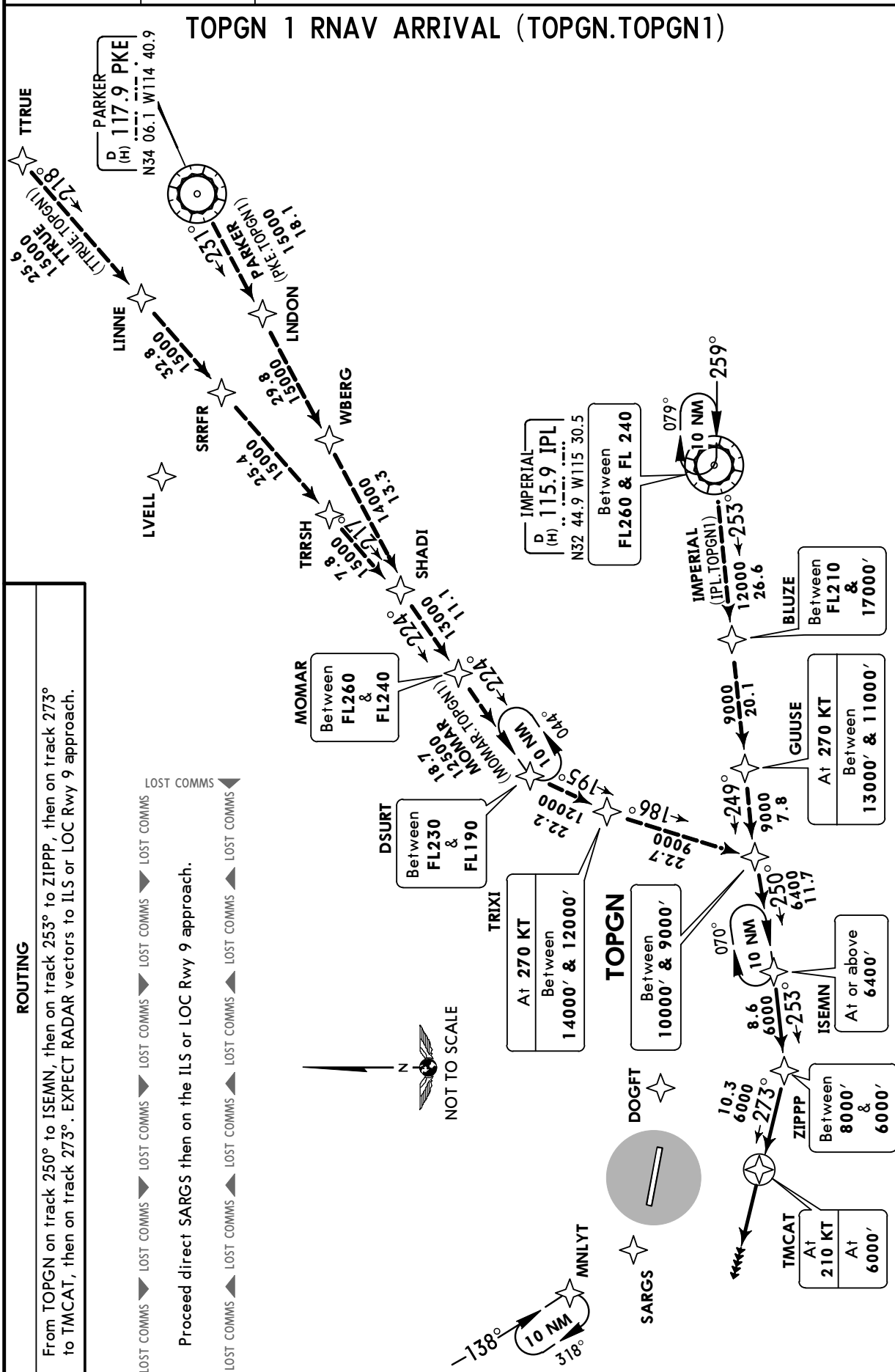


**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPESSEN**  
24 FEB 17 **(10-2G)** **Eff 2 Mar**

**SAN DIEGO, CALIF**  
**RNAV STAR**

D-ATIS <b>134.8</b>	Apt Elev <b>17'</b>	Alt: INCHES Trans level: FL180 Trans alt: 18000' <b>1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.</b> <b>4. Turbojet and Turboprop aircraft only. 5. When San Diego Intl is landing</b> <b>Rwy 9 and departing Rwy 27, EXPECT RADAR vectors to DOGFT then</b> <b>direct TMCAT.</b>
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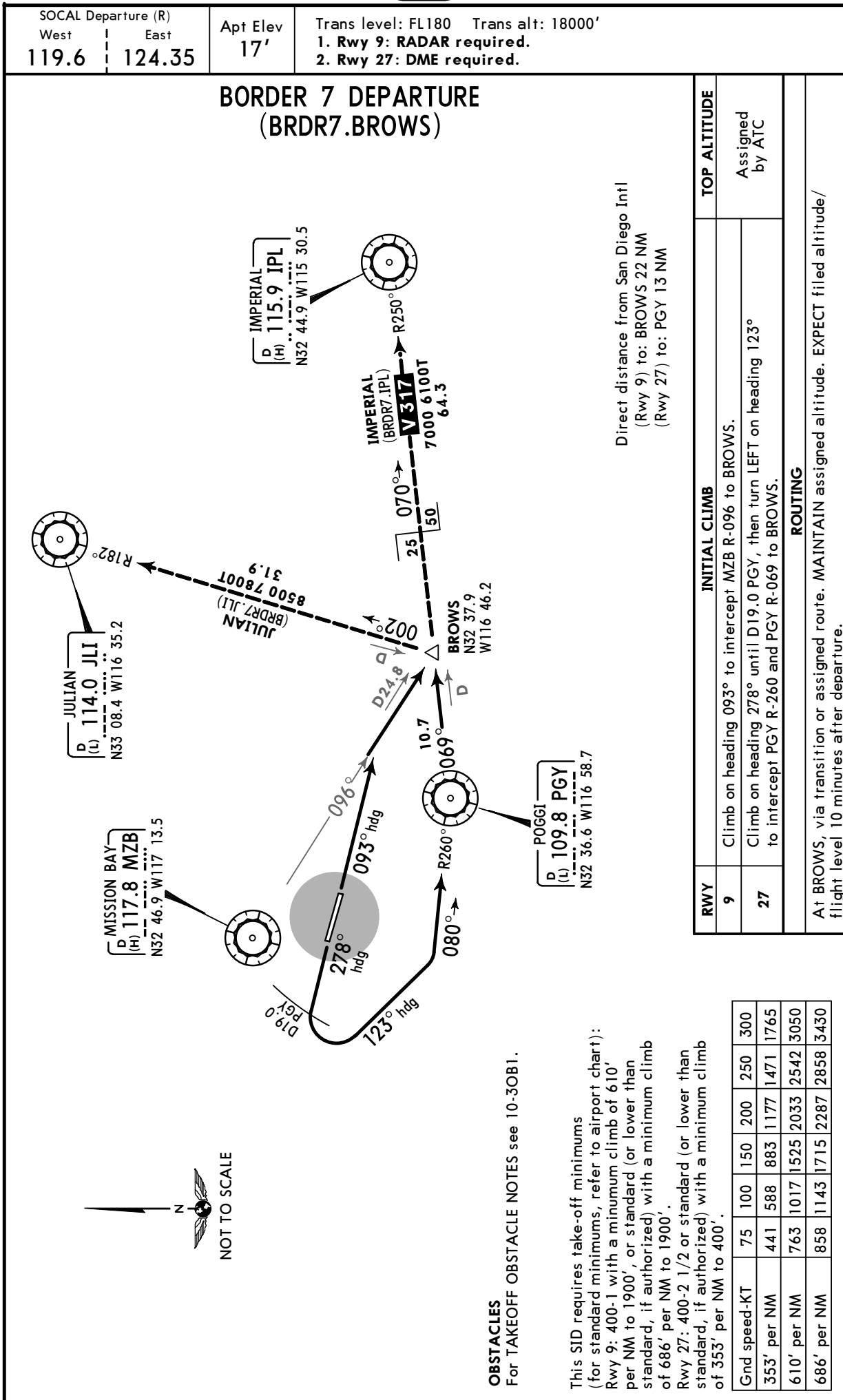


KSAN/SAN  
SAN DIEGO INTL

JEPPesen  
24 FEB 17 10-3 Eff 2 Mar

SAN DIEGO, CALIF

SID

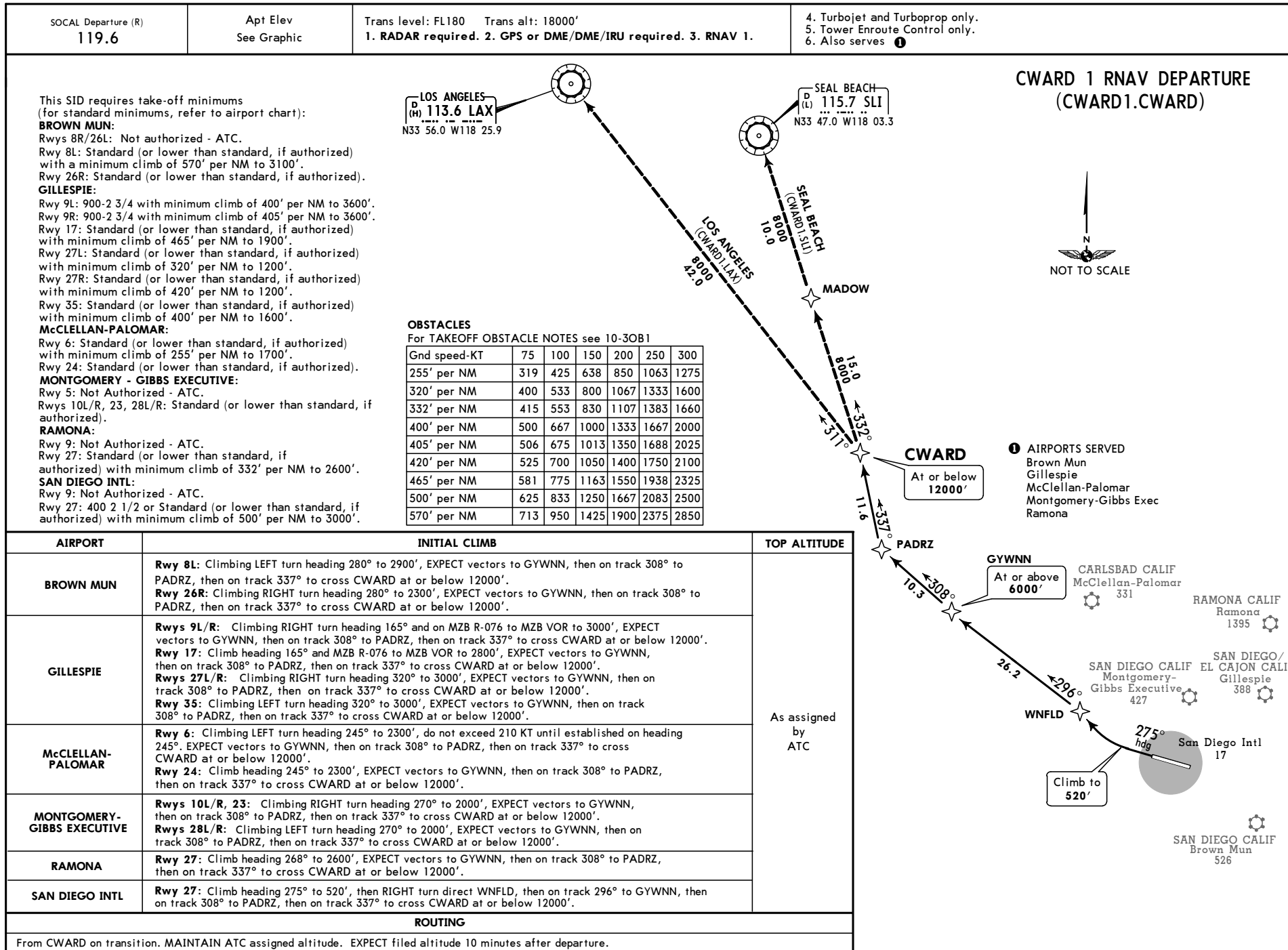




KSAN/SAN  
SAN DIEGO INTL

JEPPESEN  
24 FEB 17  
Eff 2 Mar 10-3A

SAN DIEGO,  
CALIF  
RNAV SID





**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPESEN**

24 FEB 17

(10-3B)

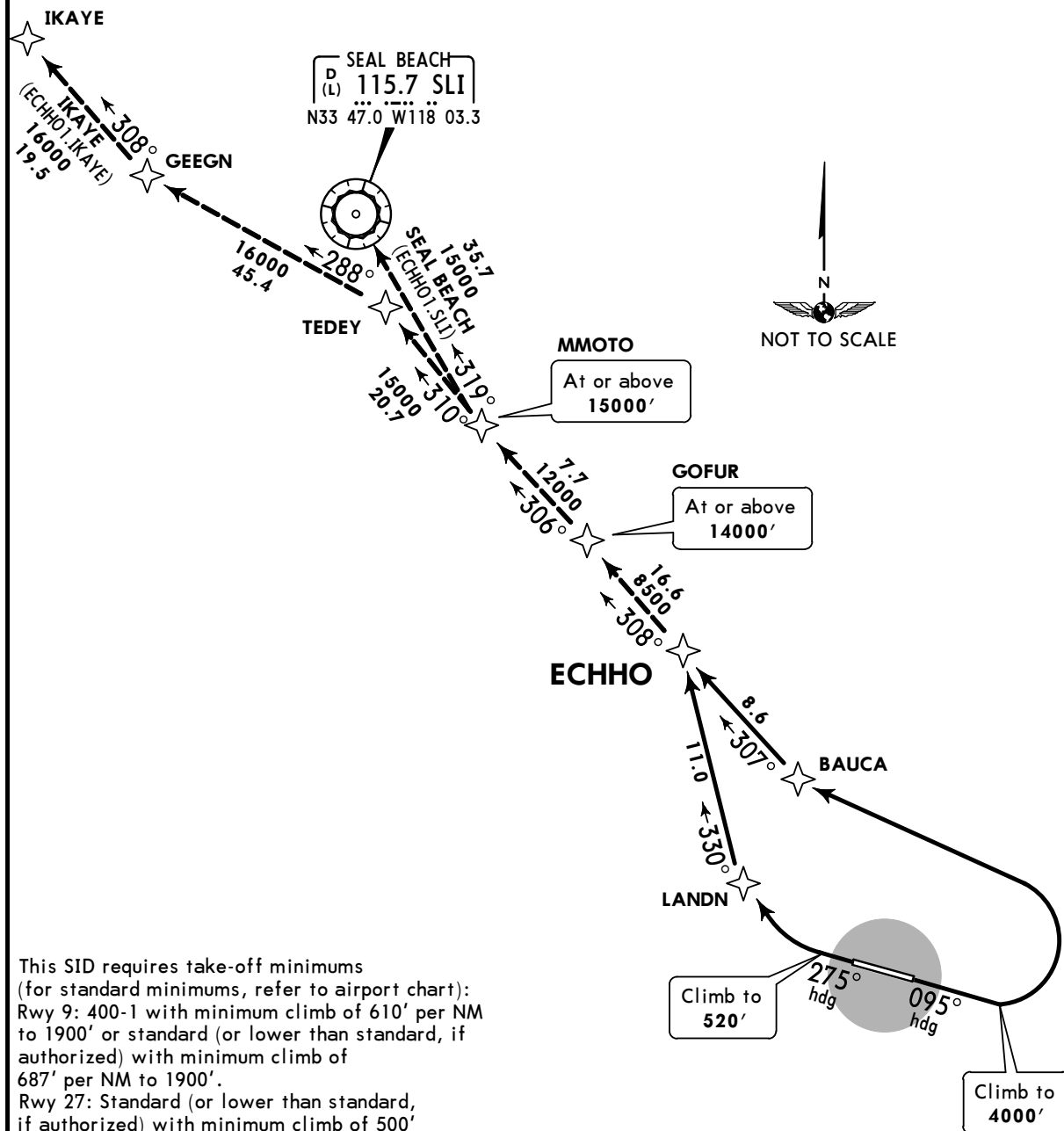
Eff 2 Mar

**SAN DIEGO, CALIF**

**RNAV SID**

SOCAL Departure (R)		Apt Elev 17'	Trans level: FL180 Trans alt: 18000'
West	East		
119.6	124.35		1. <b>RADAR required.</b> 2. <b>DME/DME/IRU or GPS required.</b> 3. <b>RNAV 1.</b> 4. If unable altitude restriction at GOFUR, advise ATC on initial contact.

## ECHHO 1 RNAV DEPARTURE (ECHHO1.ECHHO)



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwy 9: 400-1 with minimum climb of 610' per NM to 1900' or standard (or lower than standard, if authorized) with minimum climb of 687' per NM to 1900'.  
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 500' NM to 4000'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
610' per NM	763	1017	1525	2033	2542	3050
687' per NM	859	1145	1718	2290	2863	3435

### OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1.

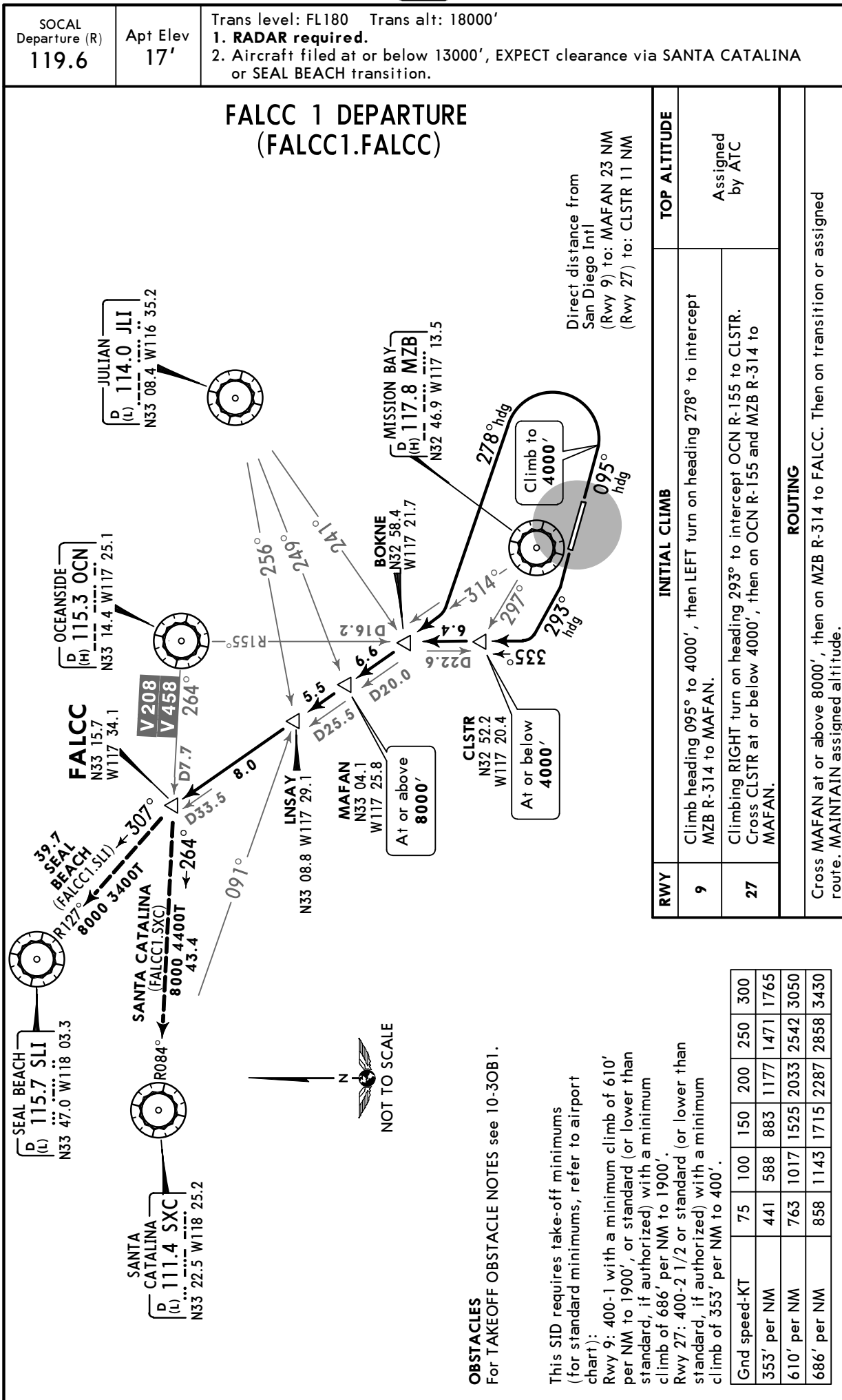
RWY	INITIAL CLIMB	TOP ALTITUDE
9	Climb heading 095° to 4000', then LEFT turn direct BAUCA, then on track 307° to ECHHO.	15000'
27	Climb heading 275° to 520', then RIGHT turn direct LANDN, then on track 330° to ECHHO.	
ROUTING		
From ECHHO on transition. MAINTAIN 15000'. EXPECT filed altitude 10 minutes after departure.		



KSAN/SAN  
SAN DIEGO INTL

JEPPESEN  
24 FEB 17 10-3C Eff 2 Mar

SAN DIEGO, CALIF  
SID

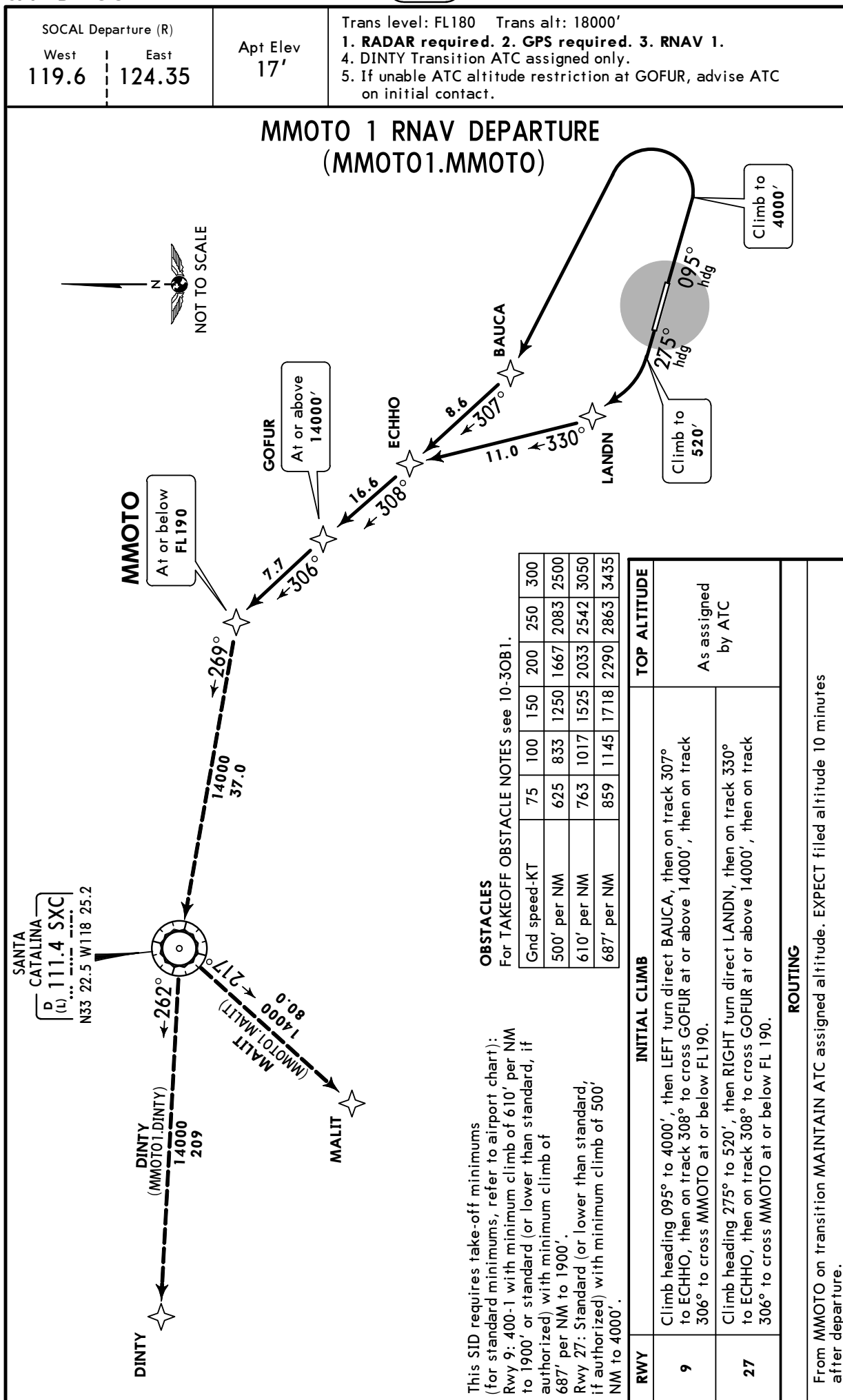




**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPESSEN**  
24 FEB 17 **(10-3D)** **Eff 2 Mar**

**SAN DIEGO, CALIF**  
**RNAV SID**





SOCAL Departure (R) 119.6	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000' 1. <b>RADAR required. 2. DME/DME/IRU or GPS required for CHKNN, IKAYE, OROSZ, SHAFTER Transitions. 3. RNAV 1.</b> 4. DINTY, MALIT Transitions: GPS only.
------------------------------	-------------------------	---

5. DINTY Transition ATC assigned only.
6. DINTY and MALIT Transitions not authorized from Gillespie, Brown Mun, and Ramona airports.
7. For Non-GPS equipped aircraft, Oceanside (OCN VOR) must be operational.
8. Turbojets and Turboprops only. 9. Also Serves. 1

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

**BROWN MUN:**  
Rwy 8R/26L: Not authorized - ATC.  
Rwy 8L: Standard (or lower than standard, if authorized)  
with a minimum climb of 570' per NM to 3100'.  
Rwy 26R: Standard (or lower than standard, if  
authorized).

**GILLESPIE:**  
Rwy 9L: 900-2 3/4 with minimum climb of 400' per NM to 3600'.  
Rwy 9R: 900-2 3/4 with minimum climb of 405' per NM to 3600'.  
Rwy 17: Standard (or lower than standard, if authorized)  
with minimum climb of 465' per NM to 1900'.  
Rwy 27L: Standard (or lower than standard, if authorized)  
with minimum climb of 320' per NM to 1200'.  
Rwy 27R: Standard (or lower than standard, if authorized)  
with minimum climb of 420' per NM to 1200'.  
Rwy 35: Standard (or lower than standard, if authorized)  
with minimum climb of 400' per NM to 1600'.

**McCLELLAN-PALOMAR:**  
Rwy 6: Standard (or lower than standard, if authorized)  
with minimum climb of 255' per NM to 1700'.  
Rwy 24: Standard (or lower than standard, if authorized).

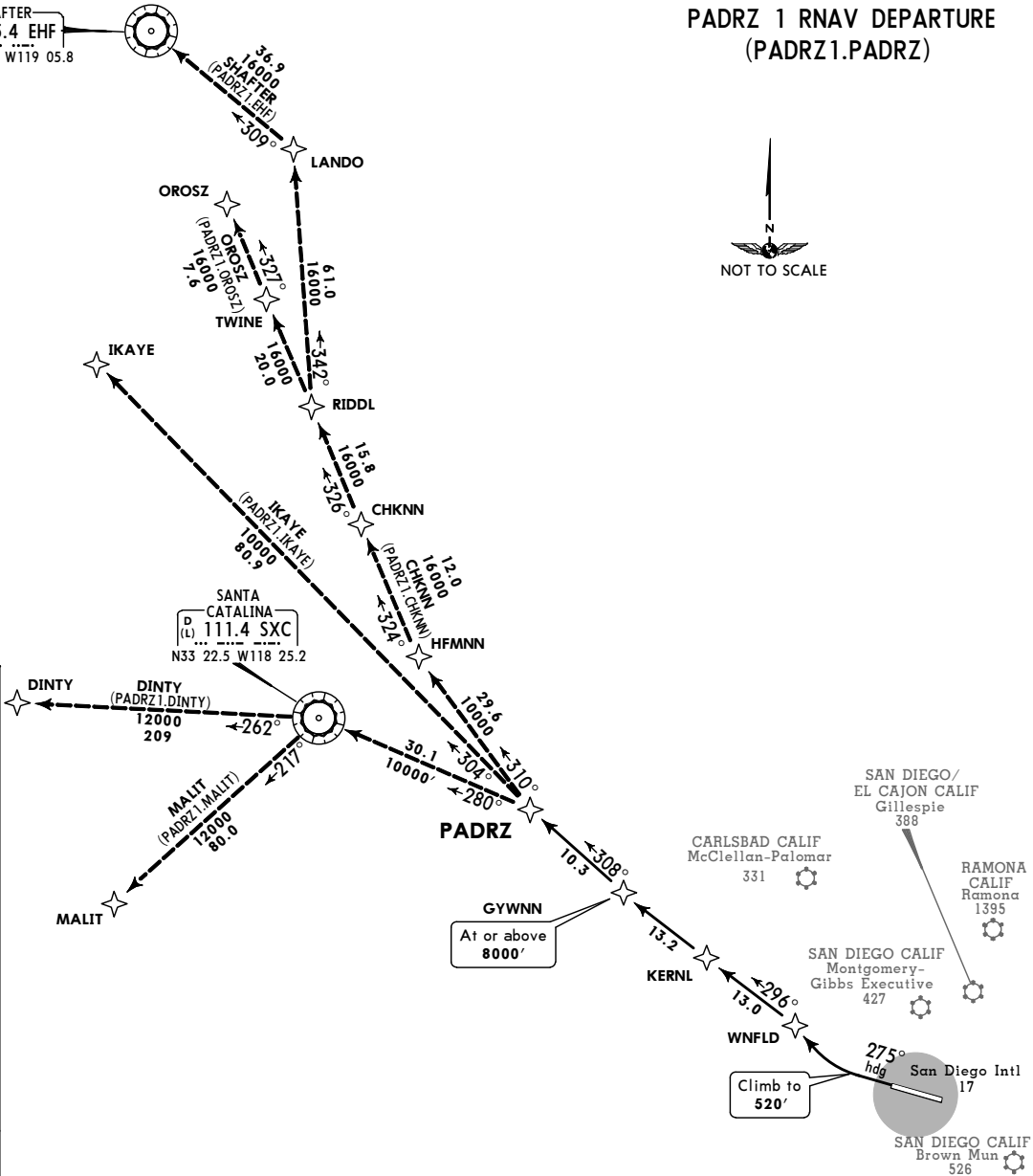
**MONTGOMERY - GIBBS EXECUTIVE:**  
Rwy 5: Not Authorized - ATC  
Rwys 10L/R, 23, 28L/R: Standard (or lower than standard, if  
authorized).

**RAMONA:**  
Rwy 9: Not Authorized - ATC  
Rwy 27: Standard (or lower than standard if  
authorized) with minimum climb of 332' per NM to 2600'.

**SAN DIEGO INTL:**  
Rwy 9: Not Authorized - ATC  
Rwy 27: 400 2 1/2 or Standard (or lower than standard, if  
authorized) with minimum climb of 500' per NM to 3000'.

OBSTACLES For TAKEOFF OBSTACLE NOTES see 10-30B1.						
Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	850	1063	1275
320' per NM	400	533	800	1067	1333	1600
332' per NM	415	553	830	1107	1383	1660
400' per NM	500	667	1000	1333	1667	2000
405' per NM	506	675	1013	1350	1688	2025
420' per NM	525	700	1050	1400	1750	2100
465' per NM	581	775	1163	1550	1938	2325
500' per NM	625	833	1250	1667	2083	2500
570' per NM	713	950	1425	1900	2375	2850

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BROWN MUN	<b>Rwy 8L:</b> Climbing LEFT turn heading 280° to 2900', EXPECT vectors to GYWNN, then on track 308° to PADRZ. <b>Rwy 26R:</b> Climbing RIGHT turn heading 280° to 2300', EXPECT vectors to GYWNN, then on track 308° to PADRZ.	15000'
GILLESPIE	<b>Rwys 9L/R:</b> Climbing RIGHT turn heading 165° and on MZB R-076 to MZB VOR to 3000', EXPECT vectors to GYWNN, then on track 308° to PADRZ. <b>Rwy 17:</b> Climb heading 165° and MZB R-076 to MZB VOR to 2800', EXPECT vectors to GYWNN, then on track 308° to PADRZ. <b>Rwys 27L/R:</b> Climbing RIGHT turn heading 320° to 3000', EXPECT vectors to GYWNN, then on track 308° to PADRZ. <b>Rwy 35:</b> Climbing LEFT turn heading 320° to 3000', EXPECT vectors to GYWNN, then on track 308° to PADRZ.	
McCLELLAN-PALOMAR	<b>Rwy 6:</b> Climbing LEFT turn heading 245° to 2300', do not exceed 210 KT until established on heading 245°. EXPECT vectors to GYWNN, then on track 308° to PADRZ. <b>Rwy 24:</b> Climb heading 245° to 2300', EXPECT vectors to GYWNN, then on track 308° to PADRZ.	
MONTGOMERY-GIBBS EXECUTIVE	<b>Rwys 10L/R, 23:</b> Climbing RIGHT turn heading 270° to 2000', EXPECT vectors to GYWNN, then on track 308° to PADRZ. <b>Rwys 28L/R:</b> Climbing LEFT turn heading 270° to 2000', EXPECT vectors to GYWNN, then on track 308° to PADRZ.	
RAMONA	<b>Rwy 27:</b> Climb heading 268° to 2600', EXPECT vectors to GYWNN, then on track 308° to PADRZ.	
SAN DIEGO INTL	<b>Rwy 27:</b> Climb heading 275° to 520', then RIGHT turn direct WNFLD, then on track 296° to KERNL, then on track 296° to GYWNN, then on track 308° to PADRZ.	
ROUTING		
From PADRZ on transition. MAINTAIN 15000'. EXPECT filed altitude 10 minutes after departure.		





**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPesen**

24 FEB 17

(10-3F)

Eff 2 Mar

**SAN DIEGO, CALIF**

**SID**

SOCAL Departure (R)  
**119.6**

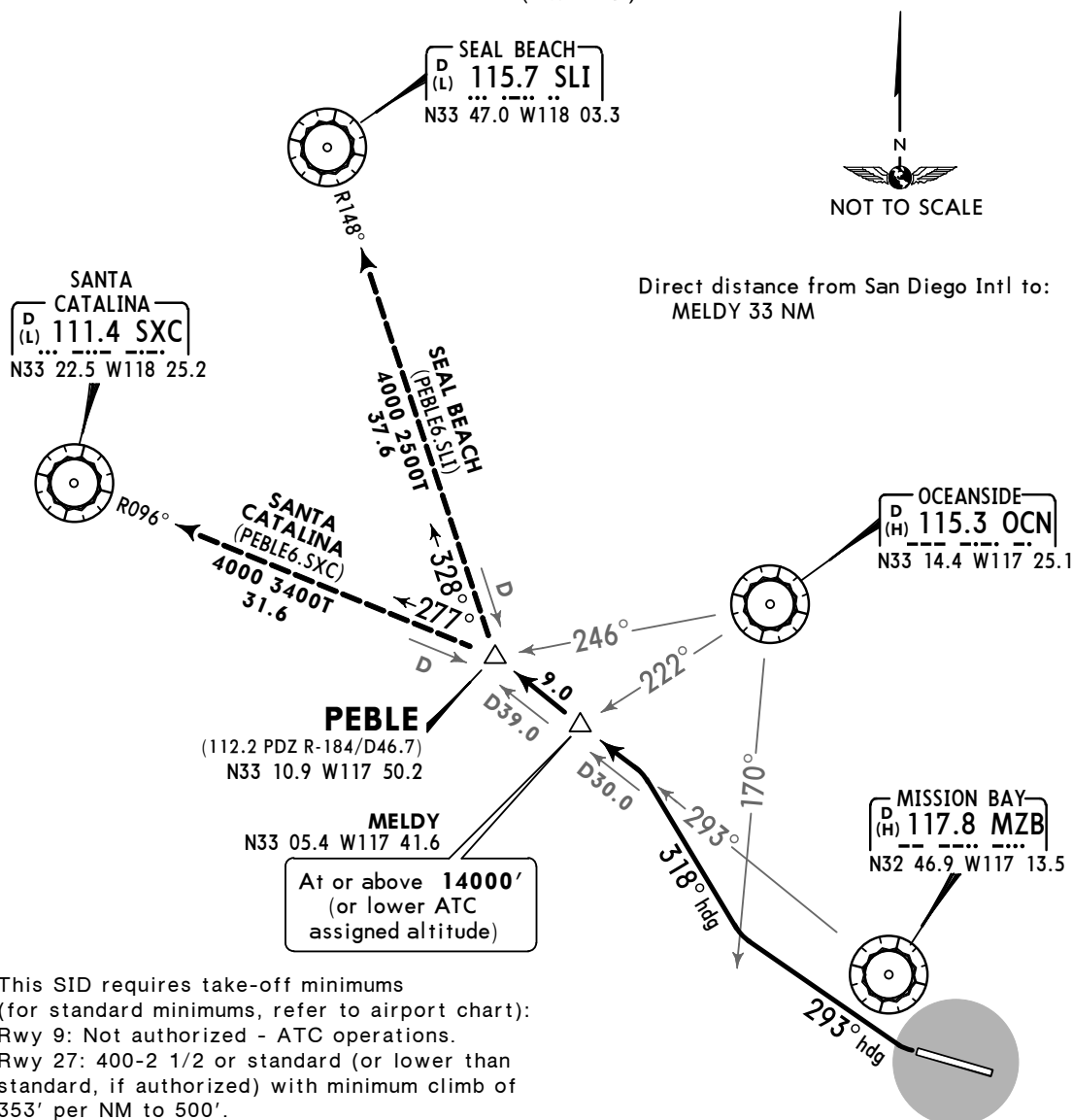
Apt Elev  
**17'**

Trans level: FL180 Trans alt: 18000'

**1. RADAR required.**

2. Aircraft climbing above 13000' EXPECT RADAR vectors  
NORTHWEST bound prior to PEBLE.

**PEBLE SIX DEPARTURE (PEBLE6.PEBLE)**  
(RWY 27)



This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwy 9: Not authorized - ATC operations.  
Rwy 27: 400-2 1/2 or standard (or lower than  
standard, if authorized) with minimum climb of  
353' per NM to 500'.

Gnd speed-KT	75	100	150	200	250	300
353' per NM	441	588	883	1177	1471	1765

**OBSTACLES**

Rwy 27: Light pole 192' from DER, 347' RIGHT of centerline, 17' AGL/30' MSL. Obstruction light on DME 284' from DER, 317' LEFT of centerline, 18' AGL/28' MSL. Tree 754' from DER, 156' RIGHT of centerline, 24' AGL/34' MSL. Tree 1021' from DER, 620' RIGHT of centerline, 58' AGL/71' MSL. Obstruction light on flagpole 2515' from DER, 707' LEFT of centerline, 98' AGL/118' MSL. Tree 2594' from DER, 353' RIGHT of centerline, 90' AGL/107' MSL. Tree 3197' from DER, 410' RIGHT of centerline, 91' AGL/111' MSL. Tree 3316' from DER, 130' RIGHT of centerline, 100' AGL/120' MSL. Tree 3494' from DER, 947' RIGHT of centerline, 129' AGL/169' MSL. Tower 3675' from DER, 14' RIGHT of centerline, 60' AGL/115' MSL. Tree 5046' from DER, 1446' LEFT of centerline, 96' AGL/235' MSL. Tree 5416' from DER, 95' RIGHT of centerline, 44' AGL/184' MSL. Tree 5448' from DER, 386' LEFT of centerline, 67' AGL/213' MSL. Tree 5703' from DER, 272' RIGHT of centerline, 65' AGL/208' MSL. Tree 5728' from DER, 479' RIGHT of centerline, 47' AGL/188' MSL. Tree 5914' from DER, 294' LEFT of centerline, 54' AGL/218' MSL. Tree 5973' from DER, 7' LEFT of centerline, 58' AGL/218' MSL. Building 1.0 NM from DER, 2084' RIGHT of centerline, 23' AGL/178' MSL. Building light 1.1 NM from DER, 257' RIGHT of centerline, 40' AGL/238' MSL.

**INITIAL CLIMB**

Climbing RIGHT turn heading 293° until crossing OCN R-170, then turn RIGHT heading 318° to intercept MZB R-293 to cross MELDY at or above 14000' (or lower ATC assigned altitude) then on MZB R-293 to PEBLE. Then via transition or assigned route. MAINTAIN assigned altitude.

**TOP ALTITUDE**

Assigned  
by ATC



**KSAN/SAN**  
**SAN DIEGO INTL**

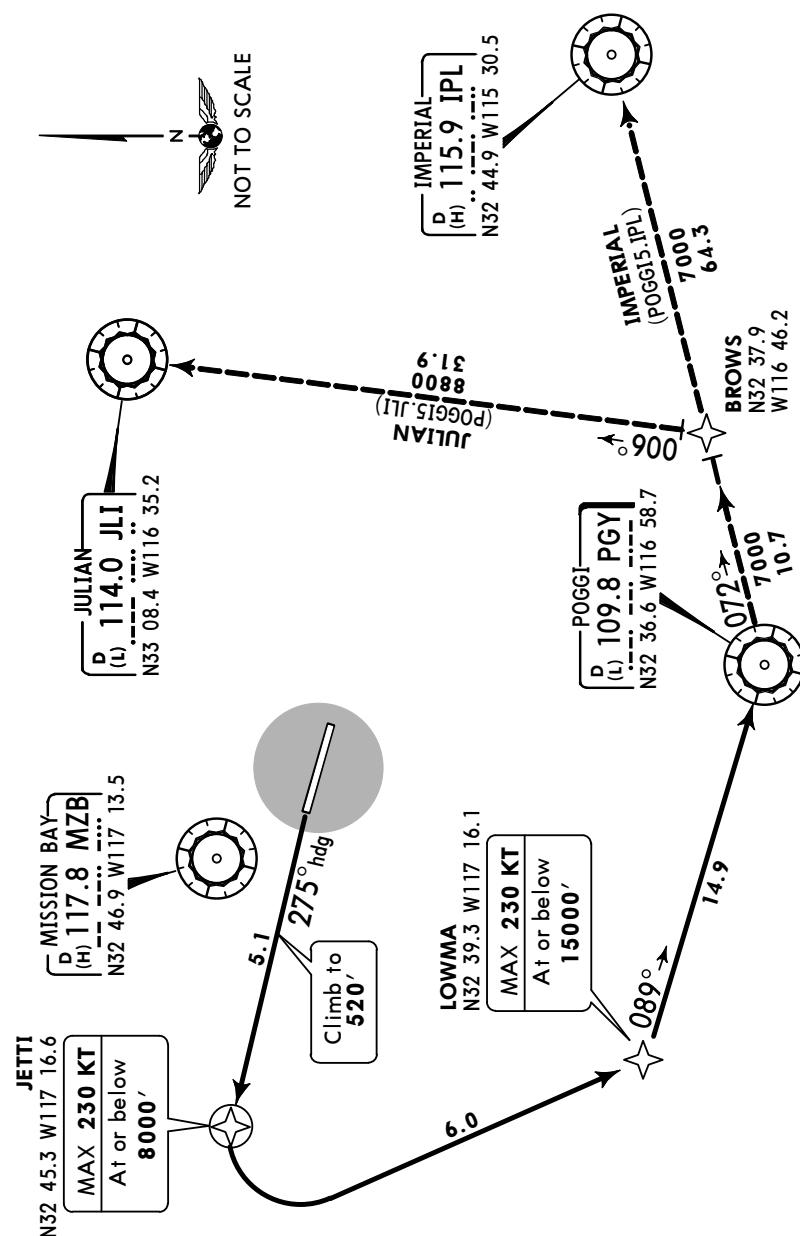
**JEPPesen**  
24 FEB 17 **(10-3G)** Eff 2 Mar

**SAN DIEGO, CALIF**  
**RNAV SID**

SOCAL Departure (R) <b>125.15</b>	Apt Elev <b>17'</b>	Trans level: FL180    Trans alt: 18000' <b>1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.</b> 4. IMPERIAL Transition: For non-GPS equipped aircraft PGY, MZB and JLI must be operational. 5. JULIAN Transition: For non-GPS equipped aircraft PGY must be operational.
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**POGGI FIVE RNAV DEPARTURE (POGGI5.PGY)**

**SPEED: DO NOT EXCEED 230 KT UNTIL LOWMA**  
(RWY 27)



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwy 9: Not authorized - ATC.  
Rwy 27: Standard (or lower than standard, if authorized) with a minimum ATC climb of 400' per NM to 520' and minimum obstacle climb of 353' per NM to 1600'.

Gnd speed-KT	75	100	150	200	250	300
353' per NM	441	588	883	1177	1471	1765
400' per NM	500	667	1000	1333	1667	2000

INITIAL CLIMB	TOP ALTITUDE
Climb heading 275° to 520', then direct to cross JETT at or below 8000', then climbing LEFT turn direct to cross LOWMA at or below 15000', then on track 089° to PGY. Then via transition, MAINTAIN 15000' or as assigned by ATC, EXPECT filed altitude 10 minutes after departure.	15000'



**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPesen**  
24 FEB 17 **(10-3H)** **Eff 2 Mar**

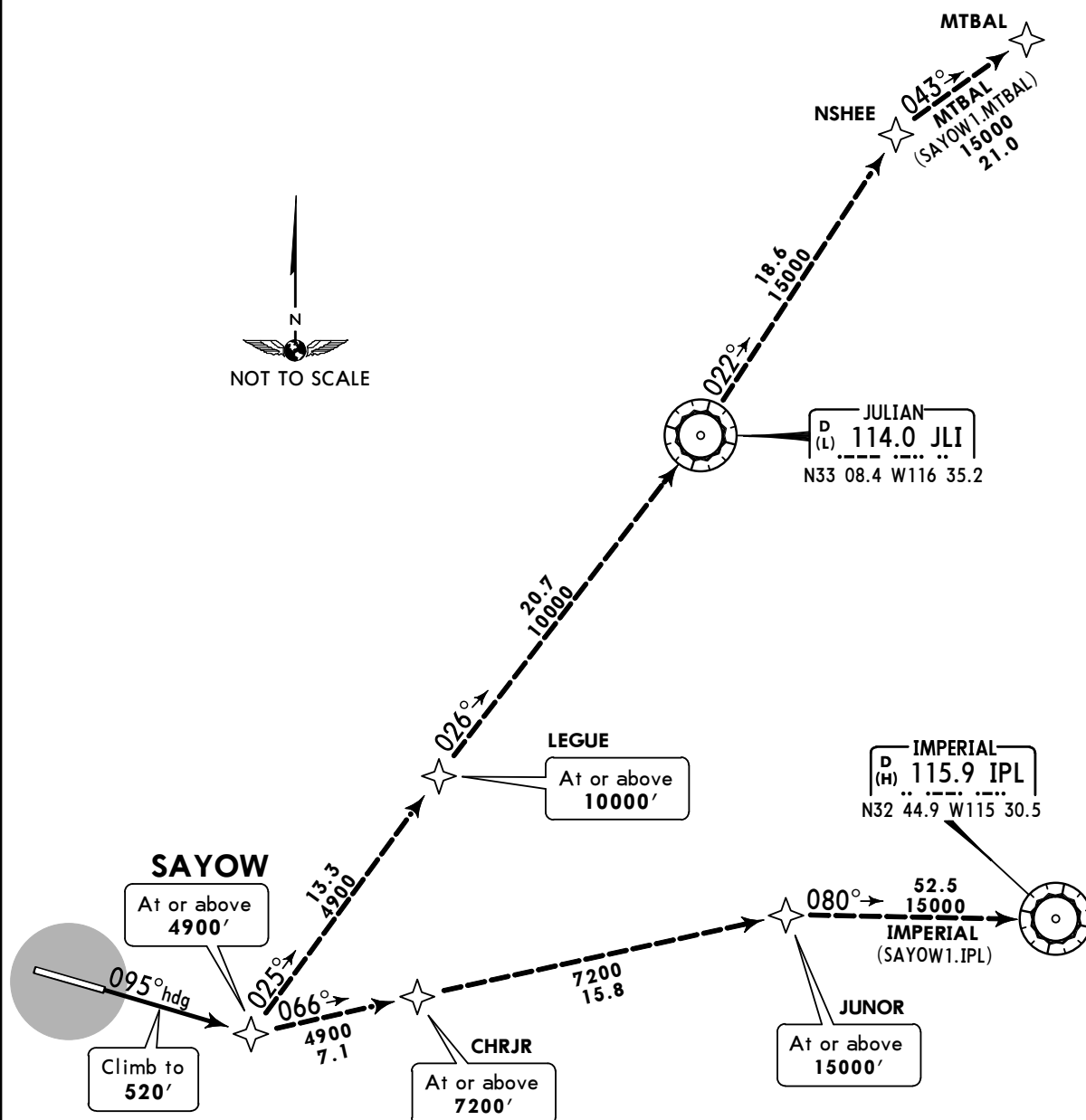
**SAN DIEGO, CALIF**  
**RNAV SID**

SOCAL  
Departure (R)  
**124.35**

Apt Elev  
**17'**

Trans level: FL180 Trans alt: 18000'  
1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**  
4. If unable ATC altitude restriction at JUNOR, advise ATC on initial contact.

**SAYOW 1 RNAV DEPARTURE (SAYOW1.SAYOW)**  
**(RWY 9)**



This SID requires take-off minimums (for standard minimums, see airport chart):  
Rwy 9: 400-1 with minimum climb of 610' per NM to 1900' or standard (or lower than standard, if authorized) with minimum climb of 687' per NM to 1900'.

**OBSTACLES**

For TAKEOFF OBSTACLE NOTES see 10-30B1

Gnd speed-KT	75	100	150	200	250	300
610' per NM	763	1017	1525	2033	2542	3050
687' per NM	859	1145	1718	2290	2863	3435

**INITIAL CLIMB**

Climb heading 095° to 520', then direct SAYOW at or above 4900', then on transition. Turbojets MAINTAIN FL190, Turboprops MAINTAIN 15000'. EXPECT filed altitude 10 minutes after departure.

**TOP ALTITUDE**

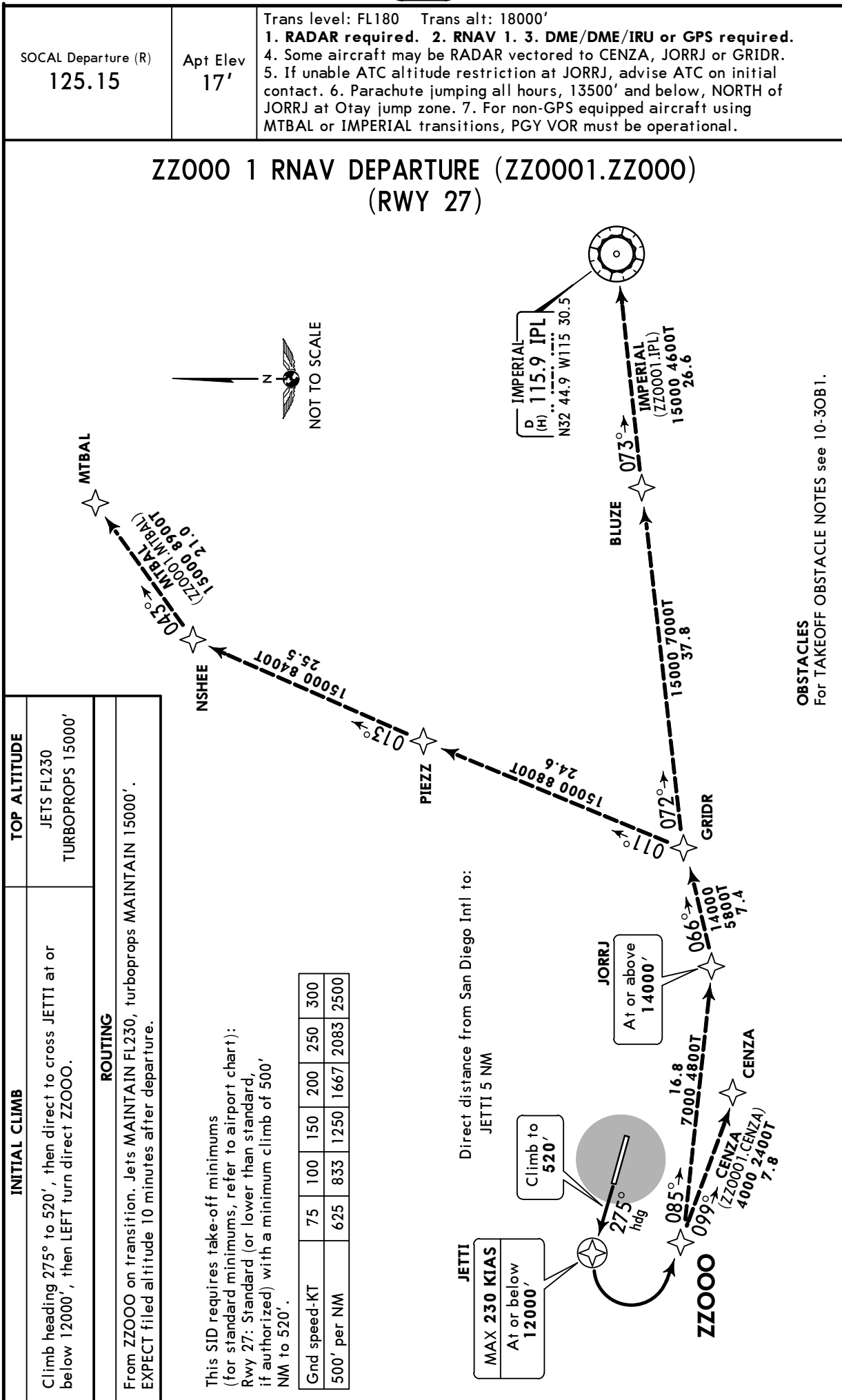
TURBOJETS FL190  
TURBOPROPS 15000'



**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPESEN**  
 24 FEB 17 **(10-3J)** Eff 2 Mar

**SAN DIEGO, CALIF**  
**RNAV SID**





**KSAN/SAN** **JEPPESEN**  
24 FEB 17 **(10-30B1)** **Eff 2 Mar****SAN DIEGO, CALIF****SAN DIEGO INTL****TAKEOFF OBSTACLE NOTES****BROWN MUN**

- RWY 26R:  
TREE 1284 FT FROM DER, 778 FT LEFT OF CENTERLINE, 52 FT AGL/561 FT MSL.

**GILLESPIE**

- RWY 9L:  
RISING TERRAIN BEGINNING 11 FT FROM DER, 202 FT LEFT OF CENTERLINE, UP TO 398 FT MSL. VEHICLE ON ROAD BEGINNING 604 FT FROM DER, 3 FT RIGHT OF CENTERLINE, UP TO 17 FT AGL/450 FT MSL. SIGN 739 FT FROM DER, 442 FT RIGHT OF CENTERLINE, 40 FT AGL/448 FT MSL. BRIDGE 784 FT FROM DER, ON CENTERLINE, 10 FT AGL/ 408 FT MSL. BLDG 916 FT FROM DER, 355 FT LEFT OF CENTERLINE, 40 FT AGL/448 FT MSL. TREES BEGINNING 940 FT FROM DER, 28 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/557 FT MSL. POLES BEGINNING 1101 FT FROM DER, 153 FT RIGHT OF CENTERLINE, 40 FT AGL/455 FT MSL. POLES BEGINNING 1173 FT FROM DER, 314 FT LEFT OF CENTERLINE, UP TO 42 FT AGL/462 FT MSL. TREES BEGINNING 1259 FT FROM DER, 66 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/628 FT MSL. BLDG 1418 FT FROM DER, 421 FT LEFT OF CENTERLINE, 40 FT AGL/451 FT MSL.
- RWY 9R:  
POLES BEGINNING 921 FT FROM DER, 68 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/ 422 FT MSL. VEHICLE ON ROAD BEGINNING 1544 FT FROM DER, 404 FT LEFT OF CENTERLINE, UP TO 17 FT AGL/450 FT MSL. SIGN 1679 FT FROM DER, 25 FT RIGHT OF CENTERLINE, 40 FT AGL/448 FT MSL. BLDGS BEGINNING 1855 FT FROM DER, 772 FT LEFT OF CENTERLINE, UP TO 40 FT AGL/450 FT MSL. TREES BEGINNING 1879 FT FROM DER, 65 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/691 FT MSL. POLES BEGINNING 2112 FT FROM DER, 263 FT LEFT OF CENTERLINE, UP TO 42 FT AGL/ 462 FT MSL. TREES BEGINNING 2490 FT FROM DER, 258 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/505 FT MSL.
- RWY 17:  
FENCE 14 FT FROM DER, 42 FT RIGHT OF CENTERLINE, 10 FT AGL/393 FT MSL. POLES BEGINNING 50 FT FROM DER, 33 FT RIGHT OF CENTERLINE, UP TO 40 FT AGL/428 FT MSL. BLDGS BEGINNING 240 FT FROM DER, 290 FT RIGHT OF CENTERLINE, UP TO 70 FT AGL/463 FT MSL. POLES BEGINNING 266 FT FROM DER, 150 FT LEFT OF CENTERLINE, UP TO 40 FT AGL/440 FT MSL. ANTENNA ON HANGAR 282 FT FROM DER, 325 FT LEFT OF CENTERLINE, 40 FT AGL/421 FT MSL. TREES BEGINNING 390 FT FROM DER, 377 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/473 FT MSL. BLDGS BEGINNING 670 FT FROM DER, 57 FT LEFT OF CENTERLINE, 40 FT AGL/429 FT MSL. TREES BEGINNING 1068 FT FROM DER, 54 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/472 FT MSL.
- RWY 27L:  
AIRCRAFT ON TAXIWAY 9 FT FROM DER, 195 FT LEFT OF CENTERLINE, 15 FT AGL/ 384 FT MSL. TREES BEGINNING 1548 FT FROM DER, 700 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/470 FT MSL.
- RWY 27R:  
TREES BEGINNING 179 FT FROM DER, 54 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/ 453 MSL. POLES BEGINNING 316 FT FROM DER, 161 FT RIGHT OF CENTERLINE, 40 FT AGL/390 FT MSL. RAILROAD 511 FT FROM DER, 412 FT LEFT OF CENTERLINE, 23 FT AGL/379 FT MSL. OL ON RR SIGNAL 799 FT FROM DER, 83 FT LEFT OF CENTERLINE, 30 FT AGL/390 FT MSL. TREES BEGINNING 2069 FT FROM DER, 71 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/470 FT MSL. POLE 2142 FT FROM DER, 95 FT LEFT OF CENTERLINE, 30 FT AGL/420 FT MSL.
- RWY 35:  
POLES BEGINNING 50 FT FROM DER, 29 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/ 431 MSL. BLDGS BEGINNING 61 FT FROM DER, 134 FT RIGHT OF CENTERLINE, UP TO 10 FT AGL/388 FT MSL. TREES BEGINNING 179 FT FROM DER, 67 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/447 FT MSL. POLE 593 FT FROM DER, 336 FT LEFT OF CENTERLINE, 35 FT AGL/396 FT MSL. TREES BEGINNING 670 FT FROM DER, 118 FT



**KSAN/SAN** **JEPPESEN**  
24 FEB 17 (10-30B2) Eff 2 Mar**SAN DIEGO, CALIF**  
SAN DIEGO INTL**TAKEOFF OBSTACLE NOTES (CONTD)****GILLESPIE (CONTD)**

- RWY 35 (CONTD):  
LEFT OF CENTERLINE, UP TO 100 FT AGL/439' MSL.

**MC CLELLAN-PALOMAR**

- RWY 06:  
FENCE BEGINNING 6 FT FROM DER, 453 FT LEFT OF CENTERLINE, UP TO 1 FT AGL/  
328 FT MSL. OBSTRUCTION LIGHT ON BLAST FENCE BEGINNING 96 FT FROM DER,  
398 FT RIGHT OF CENTERLINE, UP TO 18 FT AGL/332 FT MSL. TREE 325 FT FROM  
DER, 508 FT LEFT OF CENTERLINE, 347 FT MSL. TREES BEGINNING 519 FT FROM DER,  
504 FT LEFT OF CENTERLINE, UP TO 379 FT MSL. TREE 3682 FT FROM DER, 945 FT LEFT  
OF CENTERLINE, 424 FT MSL. TREES, EQUIPMENT ON BUILDING, OBSTRUCTION LIGHT ON  
FLAGPOLE BEGINNING 3682 FT FROM DER, 333 FT LEFT OF CENTERLINE, UP TO 428 FT  
MSL. TREES BEGINNING 4032 FT FROM DER, 489 FT LEFT OF CENTERLINE, UP TO 439 FT  
MSL. TREES, LIGHT POLES BEGINNING 4040 FT FROM DER, 318 FT RIGHT OF  
CENTERLINE, UP TO 445 FT MSL. LIGHT POLES BEGINNING 4705 FT FROM DER, 485  
FT RIGHT OF CENTERLINE, UP TO 30 FT AGL/457 FT MSL. TREES 4866 FT FROM DER,  
988 FT LEFT OF CENTERLINE, 457 FT MSL. TREES BEGINNING 4944 FT FROM DER,  
431 FT RIGHT OF CENTERLINE, UP TO 465 FT MSL. LIGHT POLES BEGINNING  
4985 FT FROM DER, 536 FT RIGHT OF CENTERLINE, UP TO 42 FT AGL/468 FT MSL.  
TREE, LIGHT POLES BEGINNING 5123 FT FROM DER, 576 FT RIGHT OF CENTERLINE,  
UP TO 476 FT MSL. TREES 5493 FT FROM DER, 753 FT RIGHT OF CENTERLINE, 489 FT MSL.  
TREES, LIGHT POLES BEGINNING 5663 FT FROM DER, 569 FT RIGHT OF CENTERLINE,  
UP TO 502 FT MSL. TREES 6015 FT FROM DER, 896 FT RIGHT OF CENTERLINE, 507 FT MSL.  
TREE 1.1 NM FROM DER, 1131 FT RIGHT OF CENTERLINE, 506 FT MSL.
- RWY 24:  
TERRAIN BEGINNING 25 FT FROM DER, 287 FT RIGHT OF CENTERLINE, UP TO 339 FT MSL.  
BUSH 36 FT FROM DER, 276 FT RIGHT OF CENTERLINE, 340 FT MSL. TREE 106 FT FROM  
DER, 520 FT LEFT OF CENTERLINE, 342 FT MSL.

**MONTGOMERY-GIBBS EXECUTIVE**

- RWY 10L:  
TREES BEGINNING 230 FT FROM DER, 494 FT LEFT OF CENTERLINE, UP TO 57 FT AGL/  
486 FT MSL. TREES BEGINNING 1172 FT FROM DER, 591 FT RIGHT OF CENTERLINE, UP  
TO 69 FT AGL/488 FT MSL.
- RWY 10R:  
ROD ON ELECTRICAL EQUIPMENT 40 FT FROM DER, 66 FT LEFT OF CENTERLINE, 7 FT  
AGL/426 FT MSL. TREES BEGINNING 2107 FT FROM DER, 199 FT RIGHT OF  
CENTERLINE, UP TO 69 FT AGL/488 FT MSL.
- RWY 23:  
TREE, FLAG POLE, AND TRANSMISSION TOWERS BEGINNING 1594 FT FROM  
DER, 82 FT RIGHT OF CENTERLINE, UP TO 125 FT AGL/545 FT MSL. TRANSMISSION  
TOWERS BEGINNING 2627 FT FROM DER, 414 FT LEFT OF CENTERLINE UP 125 FT AGL/  
524 FT MSL.
- RWY 28L:  
BUSHES AND POLES BEGINNING 35 FT FROM DER, 160 FT RIGHT OF CENTERLINE, UP TO  
37 FT AGL/451 FT MSL. TREES BEGINNING 1008 FT FROM DER, 7 FT LEFT OF CENTERLINE,  
UP TO 37 FT AGL/451 FT MSL.
- RWY 28R:  
BUSHES, TREES, AND POLES BEGINNING 34 FT FROM DER, 162 FT LEFT OF CENTERLINE,  
UP TO 38 FT AGL/451 FT MSL. TREES, SIGNS, AND POLES BEGINNING 768 FT FROM  
DER, 98 FT RIGHT OF CENTERLINE, UP TO 67 FT AGL/488 FT MSL.



**KSAN/SAN** **JEPPESEN**

24 FEB 17

**(10-30B3)****Eff 2 Mar****SAN DIEGO, CALIF****SAN DIEGO INTL****TAKEOFF OBSTACLE NOTES (CONTD1)****RAMONA**◦ **RWY 9:**

SIGN 23 FT FROM DER, 178 FT LEFT OF CENTERLINE, 9 FT AGL/1399 FT MSL. TREE 94 FT FROM DER, 343 FT RIGHT OF CENTERLINE, 20 FT AGL/1403 FT MSL. TREES BEGINNING 2468 FT FROM DER, 180 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/1539 FT MSL. TREES BEGINNING 2637 FT FROM DER, 305 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/1487 FT MSL.

◦ **RWY 27:**

TREE 657 FT FROM DER, 12 FT LEFT OF CENTERLINE, 100 FT AGL/1499 FT MSL. TREES 1.85 NM FROM DER, 92 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/1719 FT MSL.

**SAN DIEGO INTL**◦ **RWY 9: (BORDER)**

OBSTRUCTION LIGHT, SIGN AND TREES BEGINNING 14 FT FROM DER, 258 FT LEFT OF CENTERLINE, UP TO 38 FT AGL/77 FT MSL. ANTENNA ON BUILDING, POLE AND LIGHTED BARRIER BEGINNING 18 FT FROM DER, 5 FT RIGHT OF CENTERLINE, UP TO 35 FT AGL/50 FT MSL. OBSTRUCTION LIGHT ON LOCALIZER 272 FT FROM DER, ON CENTERLINE, 19 FT AGL/38 FT MSL. VENT ON BUILDING, MULTIPLE BUILDINGS AND TREES BEGINNING 741 FT FROM DER, 104 FT RIGHT OF CENTERLINE, UP TO 173 FT AGL/317 FT MSL. ELECTRICAL SYSTEM, POLE, MULTIPLE ANTENNAS ON LIGHTED BUILDINGS AND TREES BEGINNING 792 FT FROM DER, 135 FT LEFT OF CENTERLINE, UP TO 66 FT AGL/138 FT MSL. BUILDINGS AND TREES BEGINNING 5834 FT FROM DER, 19 FT RIGHT OF CENTERLINE, UP TO 280 FT AGL/394 FT MSL. LIGHTED STACK, POLES AND TREES BEGINNING 1 NM FROM DER, 492 FT LEFT OF CENTERLINE, UP TO 132 FT AGL/419 FT MSL.

◦ **RWY 9: (ECHHO, FALCC, MMOTO, SAYOW)**

FENCE, TERRAIN, BEGINNING 14 FT FROM DER, 67 FT LEFT OF CENTERLINE, UP TO 14 FT AGL/35 FT MSL. POLE, BLDG, TERRAIN, FENCE, BEGINNING 21 FT FROM DER, 8 FT RIGHT OF CENTERLINE, UP TO 35 FT AGL/50 FT MSL. SIGN, TERRAIN, BEGINNING 268 FT FROM DER, 137 FT LEFT OF CENTERLINE, UP TO 50 FT AGL/77 FT MSL. TREE, BLDG, BEGINNING 781 FT FROM DER, 265 FT RIGHT OF CENTERLINE, UP TO 91 FT MSL. BLDG, TERRAIN, BEGINNING 877 FT FROM DER, 180 FT LEFT OF CENTERLINE, UP TO 66 FT AGL/106 FT MSL. BLDG 1385 FT FROM DER, 356 FT RIGHT OF CENTERLINE, 55 FT AGL/95 FT MSL. ELEC SYS, TERRAIN, BEGINNING 1395 FT FROM DER, 319 FT LEFT OF CENTERLINE, UP TO 44 FT AGL/138 FT MSL. TREE, TERRAIN, BEGINNING 1822 FT FROM DER, 561 FT LEFT OF CENTERLINE, UP TO 196 FT MSL. TREE 1857 FT FROM DER, 45 FT RIGHT OF CENTERLINE, 45 FT AGL/144 FT MSL. TREE, TERRAIN, BLDG, BEGINNING 2140 FT FROM DER, 119 FT LEFT OF CENTERLINE, UP TO 198 FT MSL. BLDG, TERRAIN, BEGINNING 2596 FT FROM DER, 101 FT RIGHT OF CENTERLINE, UP TO 89 FT/158 FT MSL. TREES, TERRAIN, BEGINNING 2681 FT FROM DER, 190 FT LEFT OF CENTERLINE, UP TO 215 FT MSL. T-L TWR, TERRAIN, BLDG, POLE, TREE, BEGINNING 2948 FT FROM FROM DER, 40 FT LEFT OF CENTERLINE, UP TO 67 FT AGL/272 FT MSL. TREE, TERRAIN, BLDG BEGINNING 2965 FT FROM DER, 30 FT RIGHT OF CENTERLINE, UP TO 211 FT MSL. BLDG, TERRAIN, BEGINNING 3857 FT FROM DER, 39 FT RIGHT OF CENTERLINE UP TO 44 FT AGL/216 FT MSL. BLDG 4376 FT FROM DER, 1295 FT LEFT OF CENTERLINE, 117 FT AGL/364 FT MSL. BLDG, TERRAIN, BEGINNING 4410 FT FROM DER, 322 FT LEFT OF CENTERLINE, UP TO 128 FT AGL/389 FT MSL. BLDG, BEGINNING 4433 FT FROM DER, 1207 FT RIGHT OF CENTERLINE, UP TO 165 FT AGL/296 FT MSL. ANT ON OL BLDG 4460 FT FROM DER, 1482 FT LEFT OF CENTERLINE, 403 FT MSL. TERRAIN, BLDG, TREE, POLE, BEGINNING 4510 FT FROM DER, 213 FT LEFT OF CENTERLINE, UP TO 132 FT MSL. TREE, BLDG, BEGINNING 5159 FT FROM DER, 325 FT RIGHT OF CENTERLINE, UP TO 113 FT AGL/301 FT MSL. BLDG 6023 FT FROM DER, 1934 FT RIGHT OF CENTERLINE, 224 FT AGL/370 FT MSL. BLDG 1 NM FROM DER, 1543 FT RIGHT OF CENTERLINE, 234 FT AGL/372 FT MSL. BLDG, TREE, BEGINNING 1 NM FROM DER, 21 FT RIGHT OF CENTERLINE, UP TO 287 FT AGL/401 FT MSL. MONUMENT 1.3 NM FROM DER, 1339 FT LEFT OF CENTERLINE, 53 FT AGL/310 FT MSL. POLE 1.3 NM FROM DER, 1721 FT LEFT OF CENTERLINE, 35 FT AGL/306 FT MSL. STACK, TREE, BEGINNING 1.4 NM FROM DER, 501 FT LEFT OF CENTERLINE, UP TO 170 FT AGL/374 FT MSL. TREE 1.9 NM FROM DER, 490 FT LEFT OF CENTERLINE, 330 FT MSL.



**KSAN/SAN** **JEPPesen**  
24 FEB 17 (10-30B4) Eff 2 Mar**SAN DIEGO, CALIF**  
**SAN DIEGO INTL****TAKEOFF OBSTACLE NOTES (CONTD2)****SAN DIEGO INTL (CONTD)**

## ◦ RWY 27: (BORDER)

FENCE 89 FT FROM DER, 337 FT LEFT OF CENTERLINE, 6 FT AGL/16 FT MSL. LIGHT POLE 192 FT FROM DER, 347 FT RIGHT OF CENTERLINE, 17 FT AGL/30 FT MSL. OBSTRUCTION LIGHT ON DME 284 FT FROM DER, 317 FT LEFT OF CENTERLINE, 18 FT AGL/28 FT MSL. TREE 754 FT FROM DER, 156 FT RIGHT OF CENTERLINE, 44 FT AGL/54 FT MSL. TREE 1021 FT FROM DER, 620 FT RIGHT OF CENTERLINE, 58 FT AGL/71 FT MSL. OBSTRUCTION LIGHT ON FLAGPOLE 2515 FT FROM DER, 707 FT LEFT OF CENTERLINE, 98 FT AGL/118 FT MSL. TREE 2594 FT FROM DER, 353 FT RIGHT OF CENTERLINE, 90 FT AGL/107 FT MSL. TREE 3197 FT FROM DER, 410 FT RIGHT OF CENTERLINE, 91 FT AGL/111 FT MSL. TREE 3316 FT FROM DER, 130 FT RIGHT OF CENTERLINE, 100 FT AGL/120 FT MSL. TREE 3494 FT FROM DER, 947 FT RIGHT OF CENTERLINE, 129 FT AGL/169 FT MSL. TOWER 3675 FT FROM DER, 14 FT RIGHT OF CENTERLINE, 60 FT AGL/60 FT AGL/115 FT MSL. TREE 5046 FT FROM DER, 1446 FT LEFT OF CENTERLINE, 96 FT AGL/235 FT MSL. TREE 5416 FT FROM DER, 95 FT RIGHT OF CENTERLINE, 44 FT AGL/184 FT MSL. TREE 5448 FT FROM DER, 386 FT LEFT OF CENTERLINE, 67 FT AGL/213 FT MSL. TREE 5703 FT FROM DER, 272 FT RIGHT OF CENTERLINE, 65 FT AGL/208 FT MSL. TREE 5728 FT FROM DER, 479 FT RIGHT OF CENTERLINE, 47 FT AGL/188 FT MSL. TREE 5914 FT FROM DER, 294 FT LEFT OF CENTERLINE, 54 FT AGL/218 FT MSL. BUILDING 1.0 NM FROM DER, 2084 FT RIGHT OF CENTERLINE, 23 FT AGL/AGL/178 FT MSL. BUILDING LIGHT 1.1 NM FROM DER, 257 FT RIGHT OF CENTERLINE, 40 FT AGL/238 FT MSL.

## ◦ RWY 27: (CWARD, PADRZ)

POLE 192 FT FROM DER, 347 FT RIGHT OF CENTERLINE, 17 FT AGL/29 FT MSL. NAVAID 284 FT FROM DER, 317 FT LEFT OF CENTERLINE, 19 FT AGL/28 FT MSL. TREE 754 FT FROM DER, 156 FT RIGHT OF CENTERLINE, 24 FT AGL/34 FT MSL. TREE 1021 FT FROM DER, 620 FT RIGHT OF CENTERLINE, 71 FT MSL. POLE 2515 FT FROM DER, 707 FT LEFT OF CENTERLINE, 103 FT AGL/118 FT MSL. TREE 2594 FT FROM DER, 353 FT RIGHT OF CENTERLINE, 90 FT AGL/107 FT MSL. TREE 3179 FT FROM DER, 410 FT RIGHT OF CENTERLINE, 111 FT MSL. TREE 3494 FT FROM DER, 947 FT RIGHT OF CENTERLINE, 169 FT MSL. TOWER 3675 FT FROM DER, 14 FT RIGHT OF CENTERLINE, 60 FT AGL/115 FT MSL. TREE 4248 FT FROM DER, 403 FT LEFT OF CENTERLINE, 75 FT AGL/150 FT MSL. TREE 4441 FT FROM DER, 1199 FT RIGHT OF CENTERLINE, 111 FT AGL/199 FT MSL. TREES BEGINNING 5046 FT FROM DER, 7 FT LEFT OF CENTERLINE, UP TO 96 FT AGL/235 FT MSL. TREE, BLDG, BEGINNING 5693 FT FROM DER, 272 FT RIGHT OF CENTERLINE, UP TO 227 FT MSL. TREE 6050 FT FROM DER, 1703 FT LEFT OF CENTERLINE, 256 FT MSL. TREES, BEGINNING 1 NM FROM DER, 532 FT LEFT OF CENTERLINE, UP TO 65 FT AGL/261 FT MSL. BLDG LT, TREE, BEGINNING 1 NM FROM DER, 257 FT RIGHT OF CENTERLINE, UP TO 40 FT AGL/238 FEET MSL. TREE 1.9 NM FROM DER, 3367 FT LEFT OF CENTERLINE, 65 FT AGL/328 FT MSL.

## ◦ RWY 27: (ECHHO, FALCC, MMOTO, SAYOW, ZZOOO)

POLE 192 FT FROM DER, 347 FT RIGHT OF CENTERLINE, 17 FT AGL/29 FT MSL. NAVAID 284 FT FROM DER, 317 FT LEFT OF CENTERLINE, 19 FT AGL/28 FT MSL. TREE 754 FT FROM DER, 156 FT RIGHT OF CENTERLINE, 24 FT AGL/34 FT MSL. TREE 1021 FT FROM DER, 620 FT RIGHT OF CENTERLINE, 71 FT MSL. POLE 2515 FT FROM DER, 707 FT LEFT OF CENTERLINE, 103 FT AGL/118 FT MSL. TREE 2594 FT FROM DER, 353 FT RIGHT OF CENTERLINE, 90 FT AGL/107 FT MSL. TREE 3179 FT FROM DER, 410 FT RIGHT OF CENTERLINE, 111 FT MSL. TREE 3494 FT FROM DER, 947 FT RIGHT OF CENTERLINE, 169 FT MSL. TOWER 3675 FT FROM DER, 14 FT RIGHT OF CENTERLINE, 60 FT AGL/115 FT MSL. TREE 4248 FT FROM DER, 403 FT LEFT OF CENTERLINE, 75 FT AGL/150 FT MSL. TREE 4441 FT FROM DER, 1199 FT RIGHT OF CENTERLINE, 111 FT AGL/199 FT MSL. TREES BEGINNING 5046 FT FROM DER, 7 FT LEFT OF CENTERLINE, UP TO 96 FT AGL/235 FT MSL. TREE, BLDG, BEGINNING 5693 FT FROM DER, 272 FT RIGHT OF CENTERLINE, UP TO 227 FT MSL. TREE 6050 FT FROM DER, 1703 FT LEFT OF CENTERLINE, 256 FT MSL. TREES BEGINNING 1 NM FROM DER, 532 FT LEFT OF CENTERLINE, UP TO 65 FT AGL/261 FT MSL. BLDG LT, TREE, BEGINNING 1 NM FROM DER, 257 FT RIGHT OF CENTERLINE, UP TO 40 FT AGL/238 FT MSL. TREE 1.9 NM FROM DER, 3367 FT LEFT OF CENTERLINE, 65 FT AGL/328 FT MSL.



**KSAN/SAN**

Apt Elev **17'**  
N32 44.0 W117 11.4



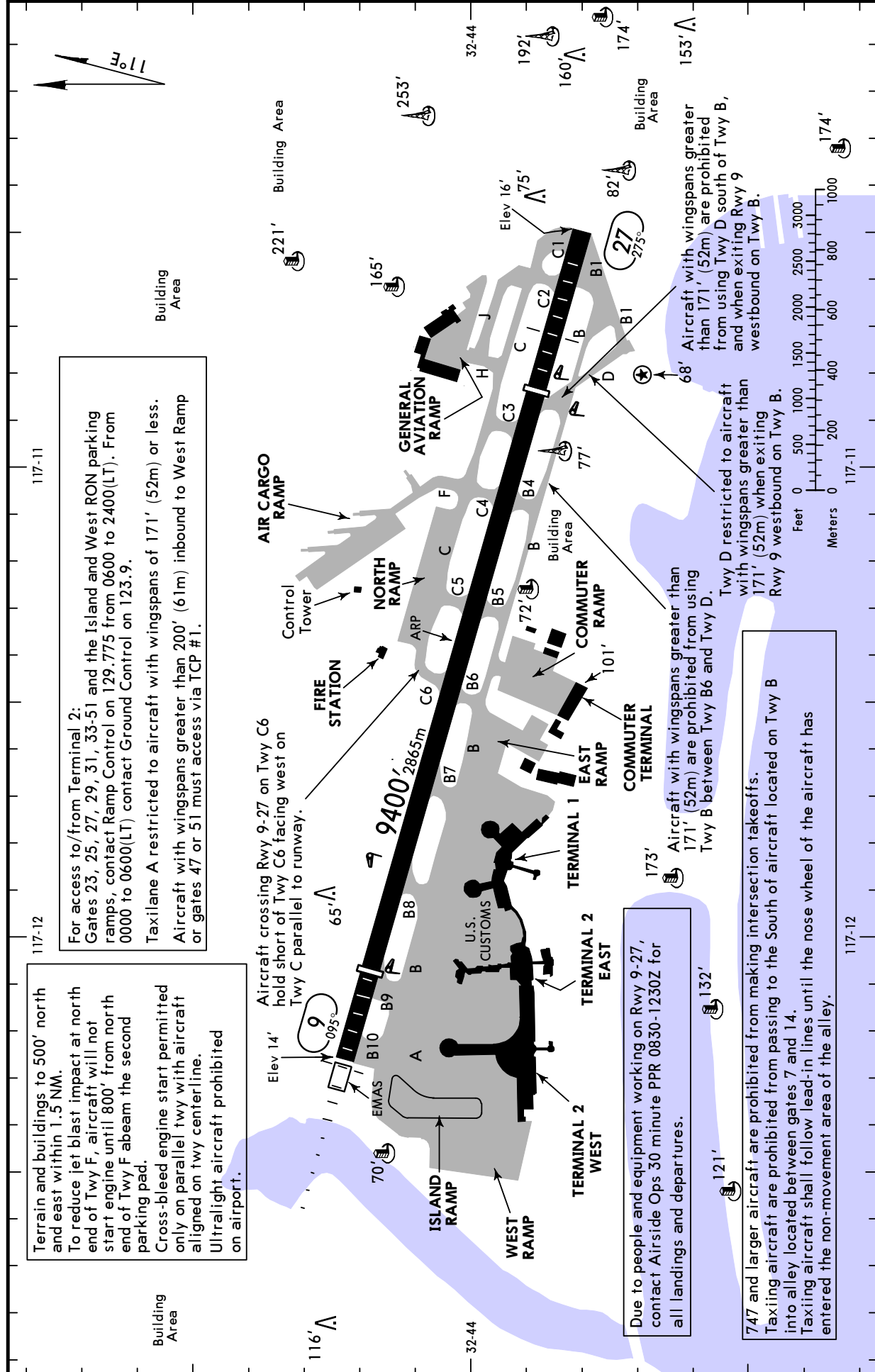
**JEPPESSEN**

10 FEB 17 (10-9)

**SAN DIEGO, CALIF**

SAN DIEGO INTL

D-ATIS <b>134.8</b> (Limited) VOT 109.0	Data Comm ACARS: CPDLC: PDC DCL		LINDBERGH Clearance (Cpt)  <b>125.9</b>	Ground  <b>123.9</b>	Tower  <b>118.3</b>	SOCAL Departure (R) West East <b>119.6 124.35</b>	
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CHANGES: Terminal 2 note, Twy D note.

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**KSAN/SAN** **JEPPESEN**  
10 FEB 17 **10-9A****SAN DIEGO, CALIF**  
**SAN DIEGO INTL**GENERAL

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all taxiways and runways.

Practice instrument approaches and touch and go landings prohibited.

Ultralight vehicles are prohibited.

Intermittent presence of birds on and in vicinity of airport.

Outboard engines of 4 engine aircraft are to be kept at idle power for all ground maneuvering.

In the event of a diversion or irregular operations events, aircraft operators contact the airport duty manager for PPR due to limitations associated with diverted flights. Limitations include restricted gate space, customs services as well as aircraft servicing and parking.

**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
9	HIRL CL MALSR TDZ ① PAPI-L grooved RVR ③	7280' 2219m	6266' 1910m		200'
27	HIRL CL MALS TDZ ② PAPI-R grooved RVR	7591' 2314m			61m

① Angle 3.3°

② Angle 3.5° Unusable beyond 5 degrees left and right of centerline.

③ Last 1121' 342m is unavailable for landing distance computations.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 9)****Rwy 27**

With Min climb of 353'/NM to 500'

Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2 1/2
Rollout RVR 5	Rollout RVR 10				

**Rwy 9**

With Min climb of 290'/NM to 900'

400-1 3/4

**OBSTACLE DP**

Rwy 9, Climb heading 095° to 900', then climbing left turn direct MZB VOR. Thence...

Rwy 27, Climb heading 275° to 900', then climbing right turn direct MZB VOR. Thence...

...Aircraft departing MZB VOR R-180 clockwise R-360 climb on course.

All others climb in MZB VOR holding pattern (hold west, right turns, 075° inbound) to cross MZB VOR at or above 2300' before proceeding on course.

(For TAKEOFF OBSTACLE NOTES see 10-9A1)

**DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)**

Rwy 27: Headings as assigned by ATC; requires minimum climb of 360'/NM to 800'.

**FOR FILING AS ALTERNATE**

	RNAV (RNP) Z Rwy 27	RNAV (GPS) Rwy 9	LOC Rwy 27 RNAV (GPS) Y Rwy 27	ILS Rwy 9 LOC Rwy 9
A	800-2 1/2	900-2	900-2	1000-2
B				
C		900-2 1/4	900-2 1/2	1000-2 3/4
D		1000-3	1000-3	1000-3



**KSAN/SAN** **JEPPESSEN**  
4 NOV 16 **(10-9A1)** Eff 10 Nov**SAN DIEGO, CALIF**  
**SAN DIEGO INTL****ODP TAKEOFF OBSTACLE NOTES**

## ◦ RWY 9:

Note: Rwy 9, fence, terrain, beginning 14' from DER, 67' left of centerline, up to 14' AGL/35' MSL. Pole, bldg, terrain, fence, beginning 21' from DER, 8' right of centerline, up to 35' AGL/50' MSL. Sign, terrain, beginning 268' from DER, 137' left of centerline, up to 50' AGL/77' MSL. Tree, bldg, beginning 781' from DER, 265' right of centerline up to 91' MSL. Bldg, terrain beginning 877' from DER, 180' left of centerline, up to 66' AGL/106' MSL. Bldg 1385' from DER, 356' right of centerline, 55' AGL/95' MSL. Electrical system, terrain, beginning 1395' from DER, 319' left of centerline, up to 44' AGL/138' MSL. Tree, terrain, beginning 1822' from DER, 561' left of centerline, up to 196' MSL. Tree 1857' from DER, 45' right of centerline, 45' AGL/144' MSL. Tree, terrain, bldg, beginning 2140' from DER, 119' left of centerline, up to 198' MSL. Bldg, terrain, beginning 2596' from DER, 101' right of centerline, up to 89' AGL/158' MSL. Trees, terrain, beginning 2681' from DER, 190' left of centerline, up to 215' MSL. Transmission line tower, terrain, bldg, pole, tree beginning 2948' from DER, 40' left of centerline, up to 67' AGL/272' MSL. Tree, terrain, bldg, beginning 2965' from DER, 30' right of centerline, up to 211' MSL. Bldg, terrain, beginning 3857' from DER, 39' right of centerline, up to 44' AGL/216' MSL. Bldg 4376' from DER, 1295' left of centerline, 117' AGL/364' MSL. Bldg, terrain, beginning 4410' from DER, 322' left of centerline, up to 128' AGL/389' MSL. Bldg, beginning 4433' from DER, 1207' right of centerline, up to 165' AGL/296' MSL. Antenna on OL bldg 4460' from DER, 1482' left of centerline, 403' MSL. Terrain, bldg, tree, pole, beginning 4510' from DER, 213' left of centerline, up to 132' MSL. Tree, bldg, beginning 5159' from DER, 325' right of centerline, up to 113' AGL/301' MSL. Bldg 6023' from DER, 1934' right of centerline, 224' AGL/370' MSL. Bldg 1 NM from DER, 1543' right of centerline, 234' AGL/372' MSL. Bldg, tree, beginning 1 NM from DER, 21' right of centerline, up to 287' AGL/401' MSL. Monument 1.3 NM from DER, 1339' left of centerline, 53' AGL/310' MSL. Pole 1.3 NM from DER, 1721' left of centerline, 35' AGL/306' MSL. Stack, tree, beginning 1.4 NM from DER, 501' left of centerline, up to 170' AGL/374' MSL. Tree 1.9 NM from DER, 490' left of centerline, 330' MSL.

## ◦ RWY 27:

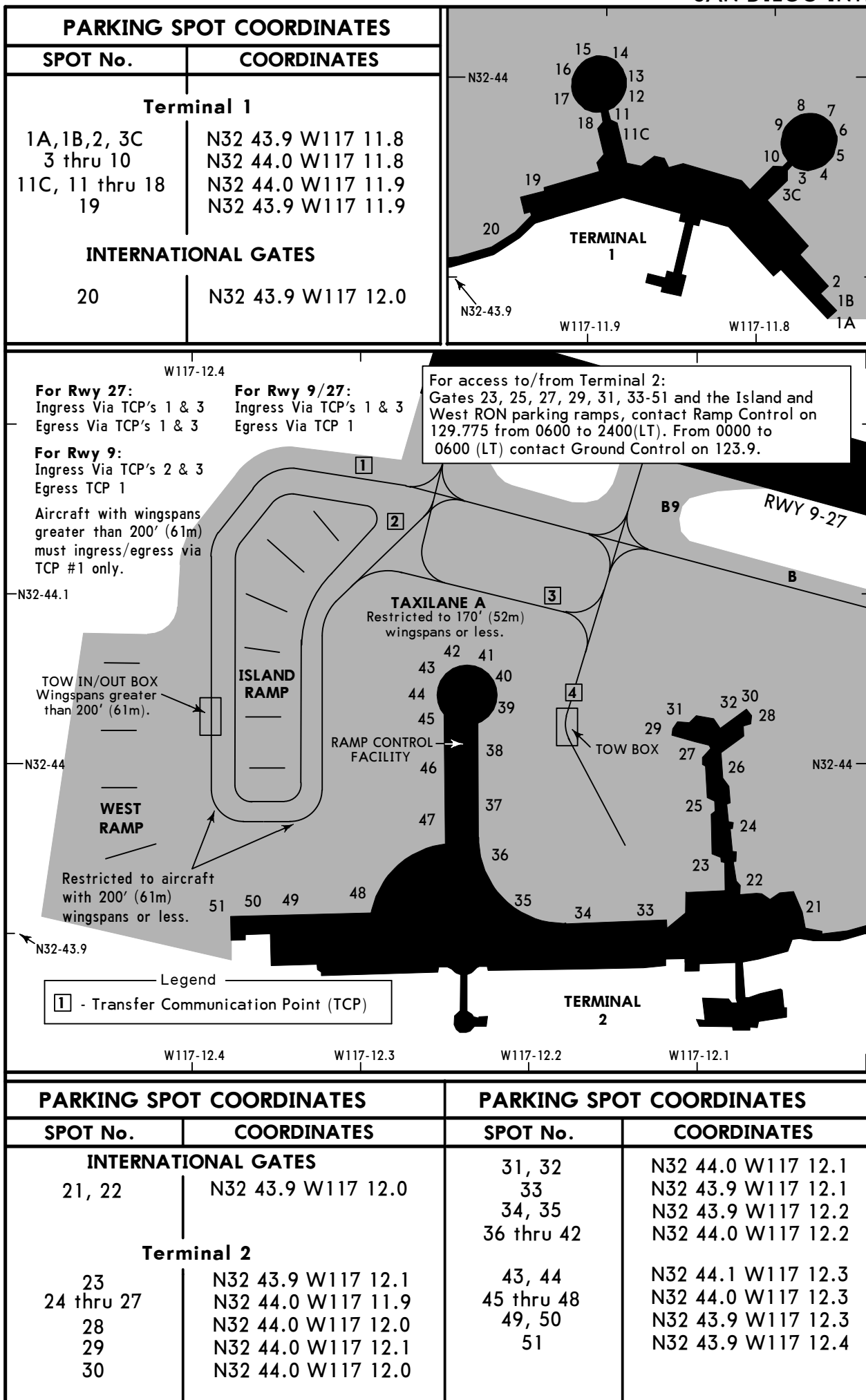
Pole, 192' from DER, 347' right of centerline, 17' AGL/29' MSL. Navaid 284' from DER, 317' left of centerline, 19' AGL/28' MSL. Tree 754' from DER, 156' right of centerline, 24' AGL/34' MSL. Tree 1021' from DER, 620' right of centerline, 71' MSL. Pole 2515' from DER, 707' left of centerline, 103' AGL/118' MSL. Tree 2594' from DER, 353' right of centerline, 90' AGL/107' MSL. Tree 3179' from DER, 410' right of centerline, 111' MSL. Tree 3494' from DER, 947' right of centerline, 169' MSL. Tower 3675' from DER, 14' right of centerline, 60' AGL/115' MSL. Tree 4248' from DER, 403' left of centerline, 75' AGL/150' MSL. Tree 4441' from DER, 1199' right of centerline, 111' AGL/199' MSL. Trees, beginning 5046' from DER, 7' left of centerline, up to 96' AGL/235' MSL. Tree, bldg, beginning 5693' from DER, 272' right of centerline, up to 227' MSL. Tree 6050' from DER, 1703' left of centerline, 256' MSL. Trees, beginning 1 NM from DER, 532' left of centerline, up to 65' AGL/261' MSL. Bldg light, tree beginning 1 NM from DER, 257' right of centerline, up to 40' AGL/238' MSL. Tree 1.9 NM from DER, 3367' left of centerline, 65' AGL/328' MSL.



**KSAN/SAN**

24 MAR 17

(10-9B)

**JEPPesen****SAN DIEGO, CALIF**  
**SAN DIEGO INTL**



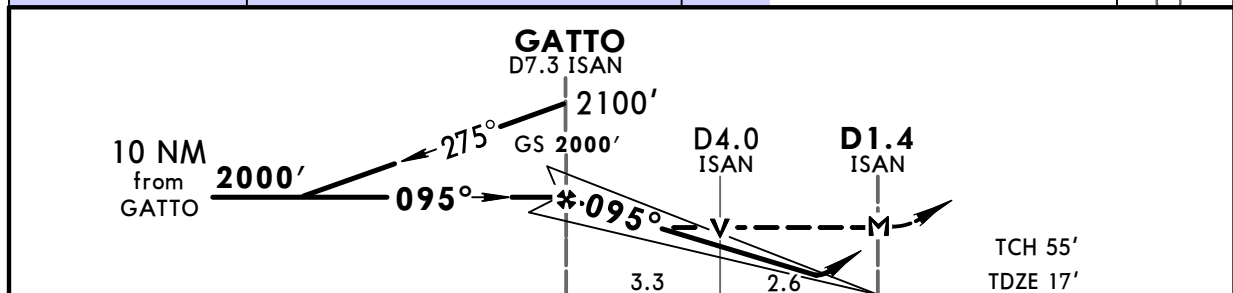
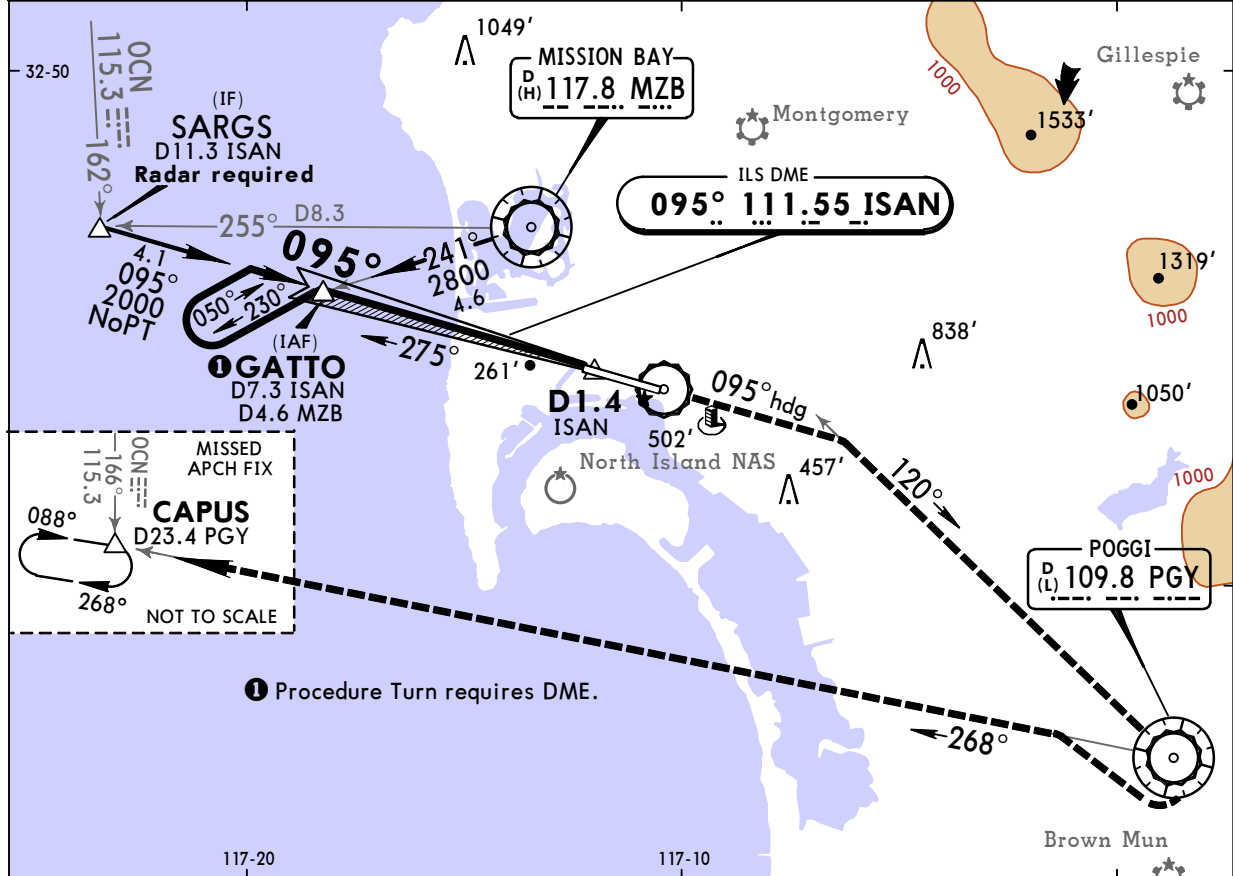
# KSAN/SAN SAN DIEGO INTL

**JEPPesen**  
10 MAR 17 (11-1)

## SAN DIEGO, CALIF ILS or LOC Rwy 9

BRIEFING STRIP

D-ATIS <b>134.8</b>		SOCAL Approach (R) West <b>119.6</b> East <b>124.35</b>		LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
LOC ISAN <b>111.55</b>	Final Apch Crs <b>095°</b>	GS GATTO <b>2000'</b> (1983')	ILS DA(H) (CONDITIONAL) <b>258'</b> (241')	Apt Elev 17' TDZE 17'	 MSA MZB VOR
MISSED APCH: Climb to 5000' on heading 095° and inbound on PGY VOR R-300 to PGY VOR, then RIGHT turn on PGY VOR R-268 to CAPUS INT/D23.4 PGY and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Autopilot coupled approach not authorized below 530'. 2. Helicopter visibility reduction below RVR 40 or 3/4 not authorized. 3. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5000' on 095° hdg PGY 109.8 R-300
GS	3.10°	384	494	548	658	768	
MAP at D1.4 ISAN or GATTO to MAP	5.9	5:03	3:56	3:32	2:57	2:32	

TERPS				STRAIGHT-IN LANDING RWY9		LOC (GS out)		CIRCLE-TO-LAND	
ILS		DA(H) 258' (241')		DA(H) 751' (734')		MDA(H) 960' (943')		Not Authorized North of Rwy 9-27.	
FULL	RAIL/ALS out	FULL	RAIL/ALS out					Max Kts	MDA(H)
A								90	960' (943') - 1 1/4
B	RVR 40 or 3/4	2	2 1/2			RVR 40 or 3/4	RVR 60 or 1 1/4	120	960' (943') - 2 3/4
C						2	2 5/8	140	960' (943') - 3
D								165	

1 Missed approach requires minimum climb of 270' per NM to 4000'.

CHANGES: Lighting.

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TERPS AMEND 2 20 AUG 2015



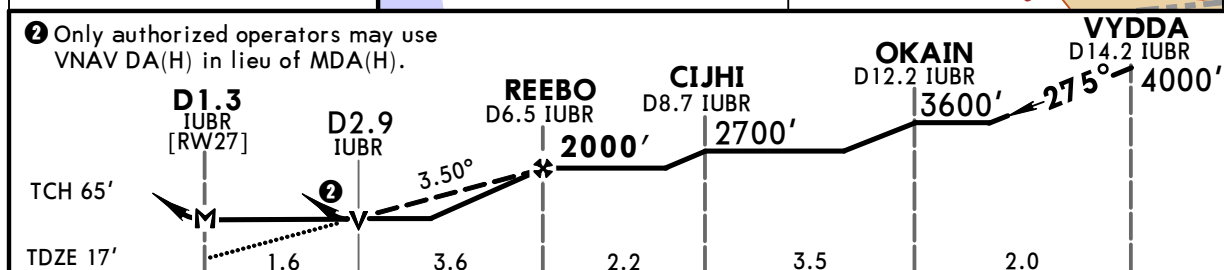
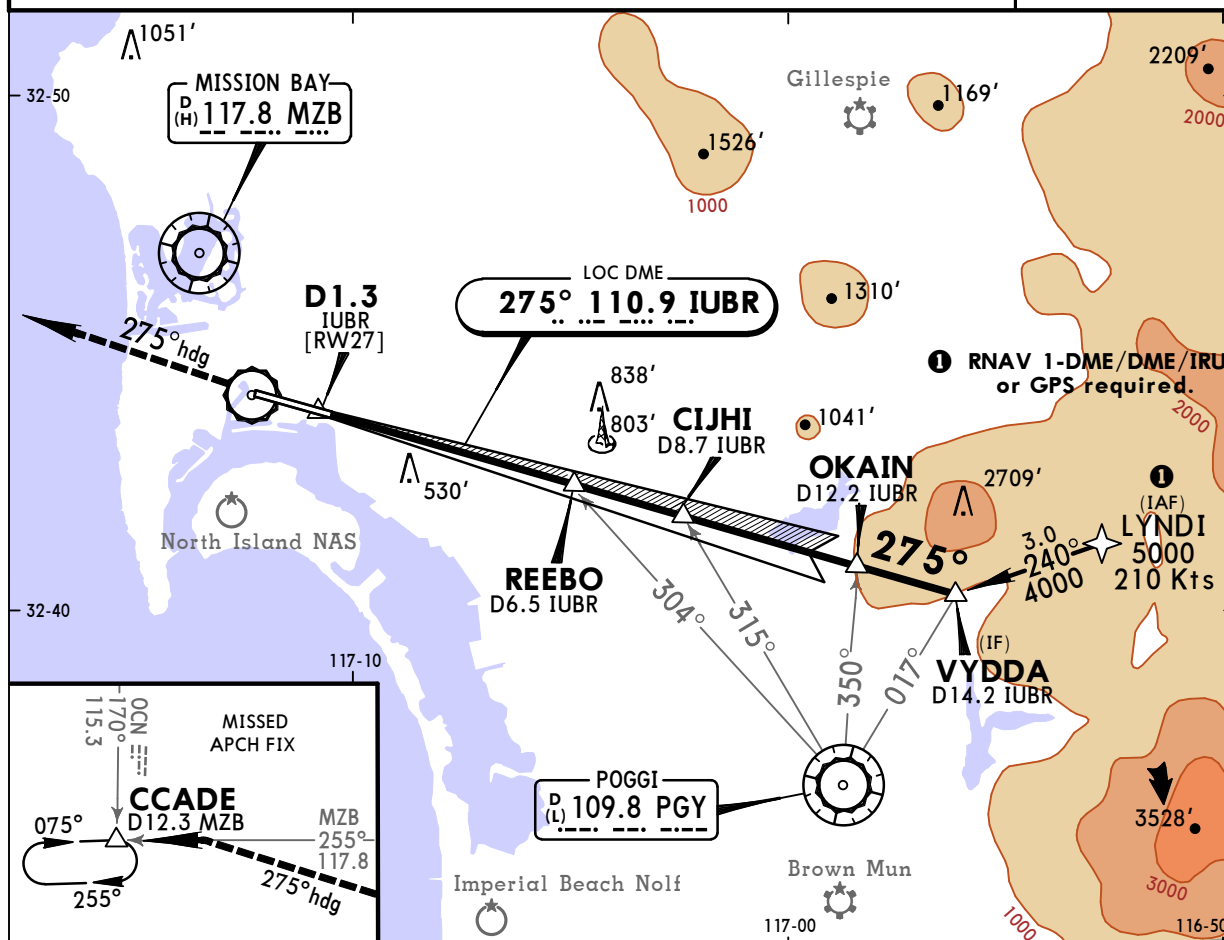
# KSAN/SAN SAN DIEGO INTL

**JEPPesen**  
10 MAR 17 (11-2)


# SAN DIEGO, CALIF LOC Rwy 27

BRIEFING STRIP

D-ATIS <b>134.8</b>		SOCAL Approach (R) East West <b>124.35 119.6</b>		LINDBERGH Tower <b>118.3</b>		Ground <b>123.9</b>	
LOC IUBR <b>110.9</b>	Final Apch Crs <b>275°</b>	Minimum Alt <b>REEBO</b> <b>2000'</b> (1983')	MDA(H) <b>680'</b> (663')		Apt Elev 17' TDZE 17'		<p>A circular diagram with a center point. Four arrows point from the center to the perimeter at angles of 130°, 220°, 340°, and 210°. The altitudes 4400', 5400', and 2100' are labeled next to the arrows at 130°, 220°, and 210° respectively. The angle 275° is also indicated near the center.</p>
<b>MISSED APCH: Climb to 2500' on heading 275° and outbound on MZB VOR R-255 to CCADE INT/D12.3 MZB and hold.</b>							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160		<b>2500'</b> on <b>275°</b> hdg <b>MZB 117.8 R-255</b>
Descent Angle 3.50°	434	557	619	743	867	991		
MAP at D1.3 IUBR or REEBO to MAP	5.2	4:27	3:28	3:07	2:36	2:14		

TERPS			STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND		
			MDA(H) <b>680'</b> (663')				Not Authorized North of Rwy 9-27.	
			ALS out				MDA(H) _____	
A	RVR <b>40</b> or $\frac{3}{4}$		RVR <b>50</b> or <b>1</b>		Max Kts. 90		<b>820'</b> (803') - <b>1</b>	
B					120			
C	$1\frac{3}{4}$		$1\frac{7}{8}$		140		<b>840'</b> (823') - <b>2 1/2</b>	
D					165	<b>940'</b> (923') - <b>3</b>		

TERPS AMEND 6 10 NOV 2016



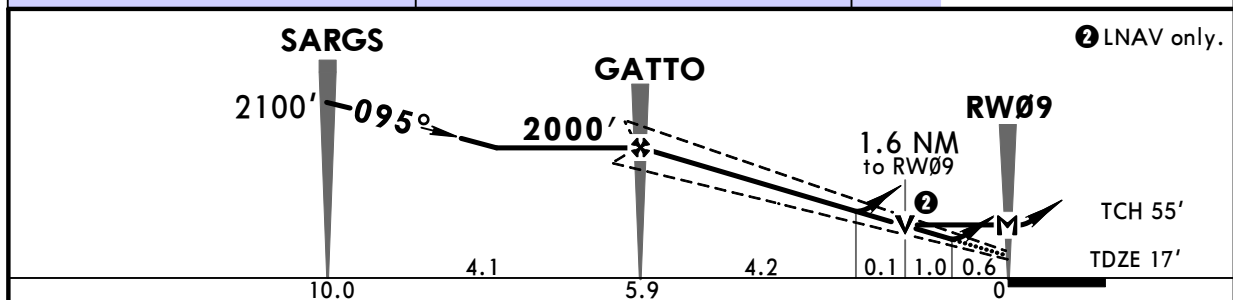
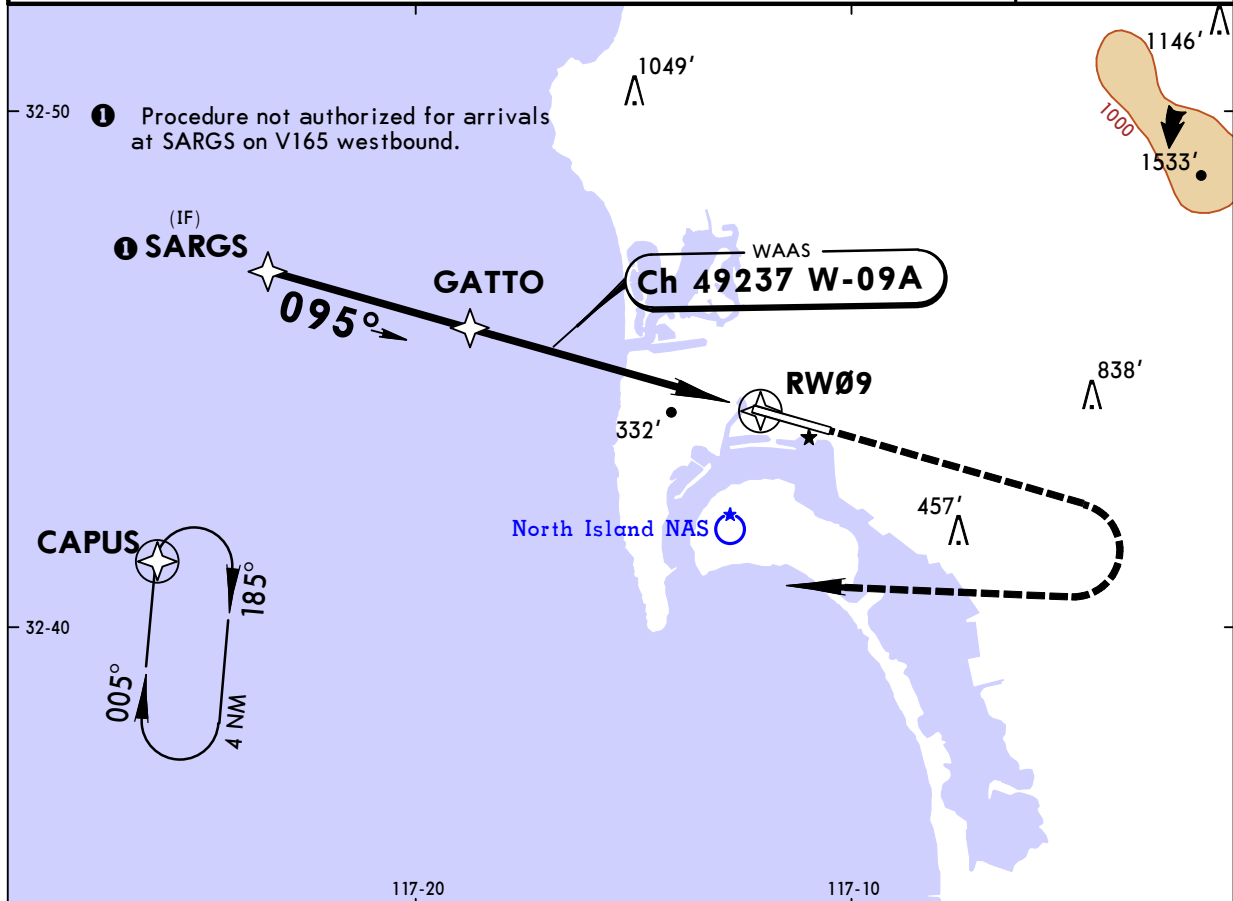
# KSAN/SAN SAN DIEGO INTL

**JEPPesen**  
2 DEC 16 (12-1)

# SAN DIEGO, CALIF RNAV (GPS) Rwy 9

BRIEFING STRIP

D-ATIS <b>134.8</b>	SOCAL Approach (R) West <b>119.6</b> East <b>124.35</b>		LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
WAAS <b>Ch 49237</b> <b>W-09A</b>	Final Apch Crs <b>095°</b>	Minimum Alt <b>GATTO</b> <b>2000'</b> (1983')	LPV DA (H) <b>262'</b> (245')	Apt Elev 17' TDZE 17'
<b>MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' direct CAPUS and hold.</b>				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME /DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 6°C (43°F) or above 46°C (115°F). 3. VGSI and RNAV glidepath not coincident. 4. Helicopter visibility reduction below RVR 40 or 3/4 not authorized.				
<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <div style="text-align: center;">5400'</div> </div> <div style="text-align: center;">MSA RW09</div>				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	3000'	→	CAPUS
Glide Path Angle	3.10°	384	494	548	658	768	PAPI	↑	RT		
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW09											

TERPS		STRAIGHT-IN LANDING RWY 9				CIRCLE-TO-LAND Not Authorized North of Rwy 09-27	
LPV		LNAV/VNAV		LNAV		C	
DA(H) <b>262'</b> (245')		DA(H) <b>620'</b> (603')		MDA(H) <b>600'</b> (583')		Max Kts	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		MDA(H)	
A		B		C		D	
RVR 40 or 3/4		1 1/2		2		90	
						120	
						140	
						165	

CHANGES: Baro-VNAV note added.

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TERPS AMEND 1 20 AUG 2015



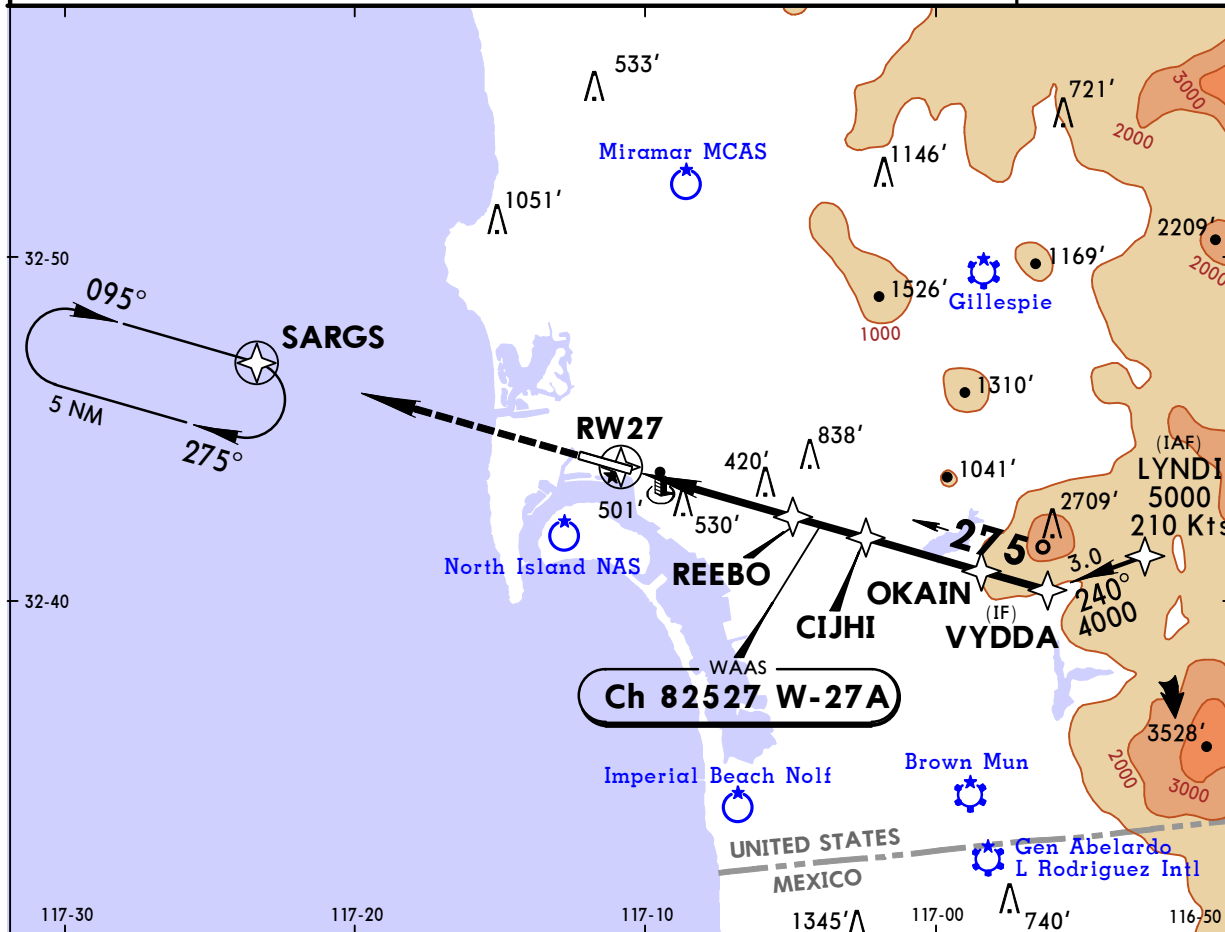
**KSAN/SAN**  
**SAN DIEGO INTL**

**JEPPesen**  
2 DEC 16 (12-2)

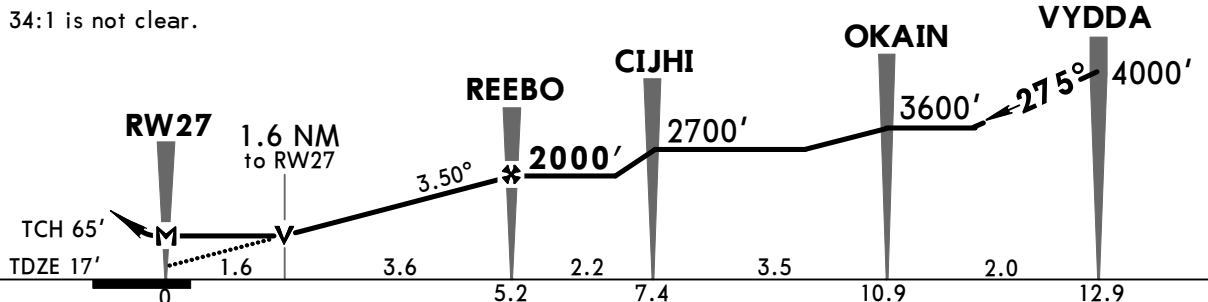
**SAN DIEGO, CALIF**  
**RNAV (GPS) Y Rwy 27**

BRIEFING STRIP

D-ATIS 134.8		SOCAL Approach (R) East 124.35 West 119.6		LINDBERGH Tower 118.3		Ground 123.9	
WAAS Ch 82527 W-27A		Final Apch Crs 275°	Minimum Alt REEBO 2000'(1983')	LP MDA(H) 680'(663')	Apt Elev 17' TDZE 17'		<div><div></div><div>5400'</div><div>MSA RW27</div></div>
MISSED APCH: Climb to 2500' direct SARGS and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Rwy 27 helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.							



34:1 is not clear.



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="text-align: center;"> <b>2500'</b> ↑ PAPI         </div> </div>	<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; border: 2px solid black; border-radius: 50%; margin-right: 5px;"></div> <div style="text-align: center;"> <b>SARGs</b> </div> </div>
Descent Angle	3.50°	434	557	619	743	867		
MAP at RW27								

TERPS		STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
		LP MDA(H) <b>680'</b> (663')		LNAV MDA(H) <b>760'</b> (743')		<div><div></div></div> Max Kts	Not Authorized North of Rwy 09-27  MDA(H) _____
		ALS out		ALS out			
A						90	820'(803') - 1
B	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1		120	820'(803') - 1 ¼
C			RVR 55 or 1 ¼	1 ½		140	840'(823') - 2 ½
D	1 ¾	1 ⅞	1 ⅞	2		165	940'(923') - 3

TERPS AMEND 4 10 NOV 2016



**KSAN/SAN**  
**SAN DIEGO INTL**

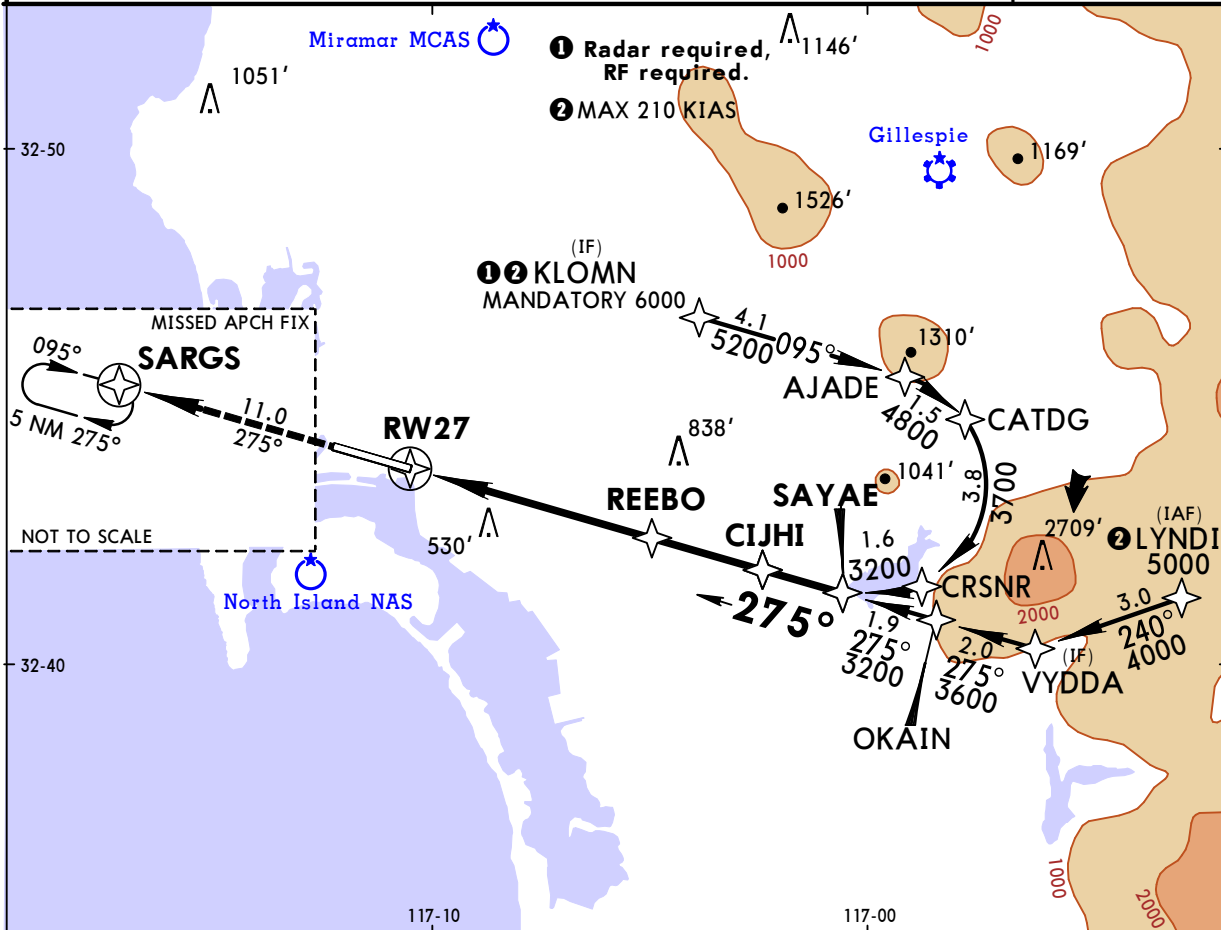
30 DEC 16

**JEPPESSEN**  
**(12-20)**

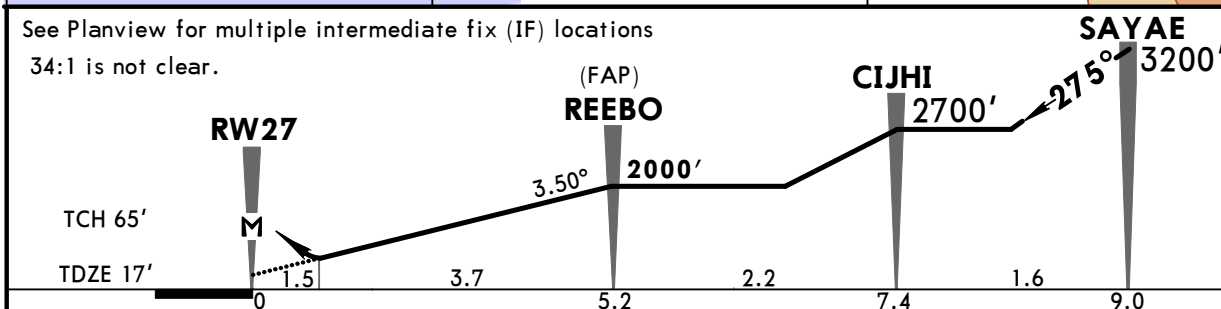
**SAN DIEGO, CALIF**  
**RNAV (RNP) Z Rwy 27**

BRIEFING STRIP

D-ATIS <b>134.8</b>	SOCAL Approach (R) East <b>124.35</b> West <b>119.6</b>	LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
RNAV	Final Apch Crs <b>275°</b>	Minimum Alt <b>REEBO</b> <b>2000'</b> (1983')	RNP 0.11 DA(H) <b>617'</b> (600')
		Apt Elev 17' TDZE 17'	
MISSED APCH: Climb to 2500' on track 275° to SARGS and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (43°F) or above 46°C (115°F).			
			5400' MSA RW27



See Planview for multiple intermediate fix (IF) locations  
34:1 is not clear.



Gnd speed-Kts	70	90	100	120	140	160		MALS	2500'	on	275°	SARGS
Glide Path Angle	3.50°	434	557	619	743	867	991	PAPI				
MAP at DA												

TERPS				STRAIGHT-IN LANDING RWY 27			
RNP 0.11 DA(H) <b>617'</b> (600')		ALS out		RNP 0.30 DA(H) <b>778'</b> (761')		ALS out	
A							
B							
C	1½		1¾		2		2½
D							

TERPS AMEND 0 10 NOV 2016



**KSAN/SAN**  
**SAN DIEGO INTL**

25 MAR 16  
Eff 31 Mar

**JEPPESEN**

(19-1)

**SAN DIEGO, CALIF**  
**SWEETWATER VISUAL Rwy 27**

BRIEFING STRIP

D-ATIS <b>134.8</b>	SOCAL Approach (R) East <b>124.35</b> West <b>119.6</b>	LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
NAVAIDS- Refer to Planview	Final Apch Crs See Planview	No FAF	CEIL-VIS <b>5000' - 10</b>
Apt Elev 17' TDZE 17'			
No Missed Approach Procedure.			
Alt Set: INCHES 1. Radar required.		Trans level: FL 180	Trans alt: 18000'
			MSA MZB VOR



### SWEETWATER VISUAL APPROACH RWY 27

When cleared for a Sweetwater Visual Approach: Proceed eastbound north of Mission Bay (over STEP Waypoint), then north of Qualcomm Stadium (KLOMN Waypoint), then to Lake Murray, turn base after passing State Route 125 abeam Gillespie Field and west of Mount San Miguel, cross MZB R-084 at or above 4800' (for Class B), intercept KSAN Rwy 27 final approach course in the vicinity of Sweetwater Reservoir (be configured for a steep descent rate if turning right at State Route 125). If intercepting final approach course east of Sweetwater Reservoir, remain at or above 3600' until westbound abeam the eastern edge of Sweetwater Reservoir (OKAIN D12.2 IUBR) (for Class B), and at or above 2500' until west of Sweetwater Reservoir (CIJHI D8.7 IUBR) (for Class B), then proceed straight in to Rwy 27.

Note: In the event of a go around climb and maintain 3000' MSL, leaving 900' MSL fly heading 275° or as assigned by ATC.

MALS  
PAPI

### WEATHER MINIMUMS

Ceiling **5000'** — VIS **10**

TERPS AMEND 1 31 MAR 2016