

CYYC/YYC
CALGARY INTL

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

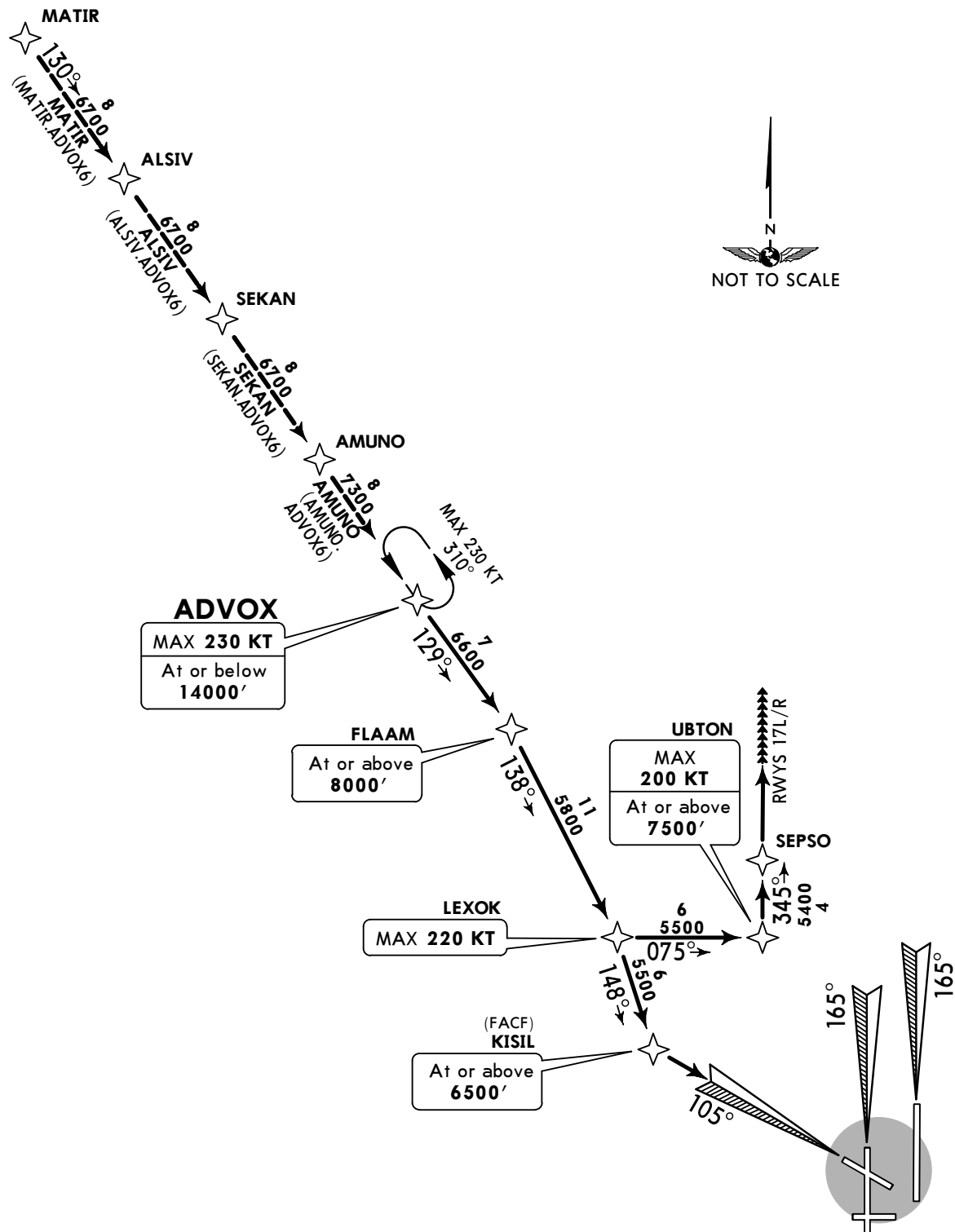
CALGARY, ALTA
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

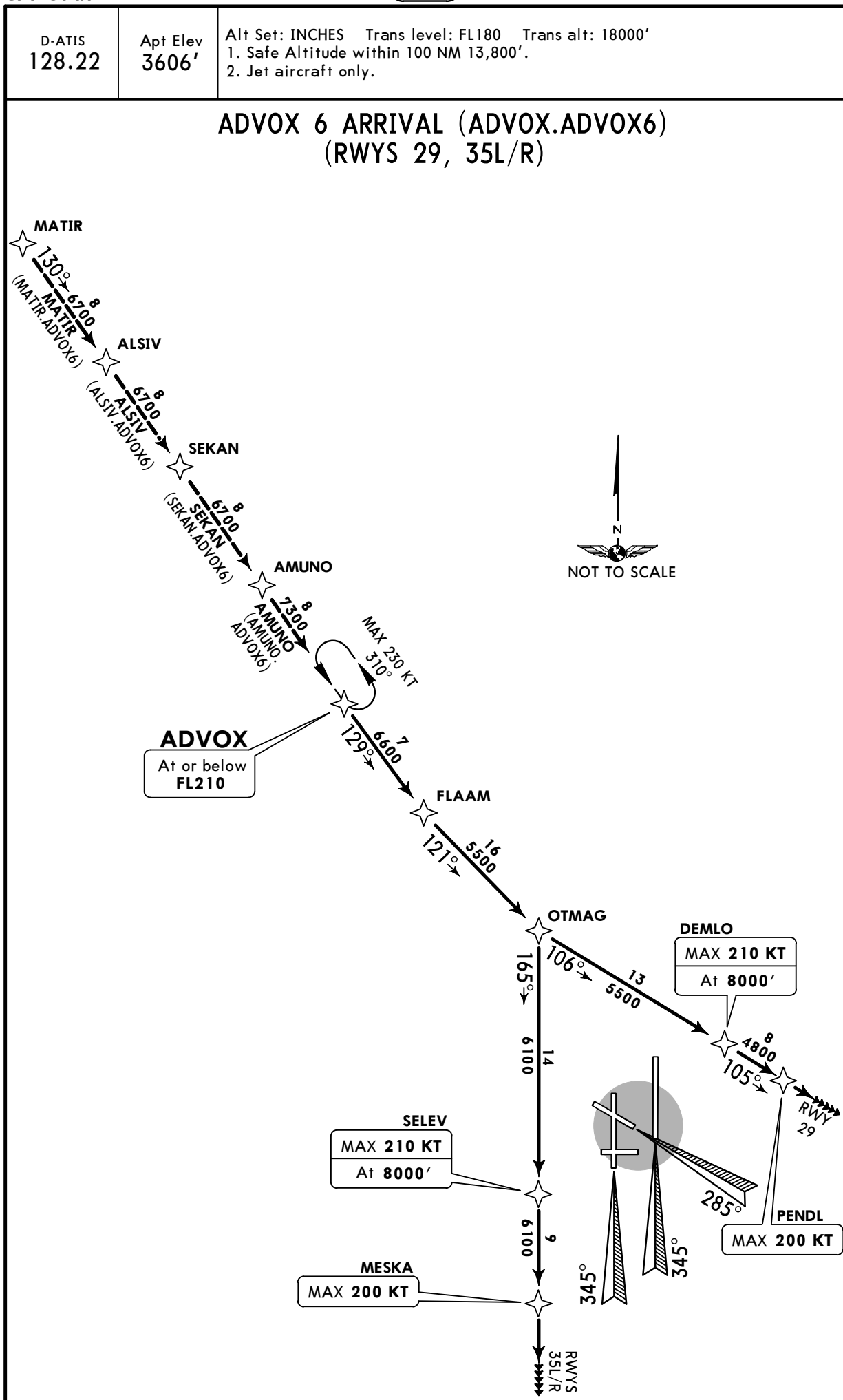
ADVOX 6 ARRIVAL (ADVOX.ADVOX6)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

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

CALGARY, ALTA
RNAV STAR



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2B

Eff 2 Mar

CALGARY, ALTA

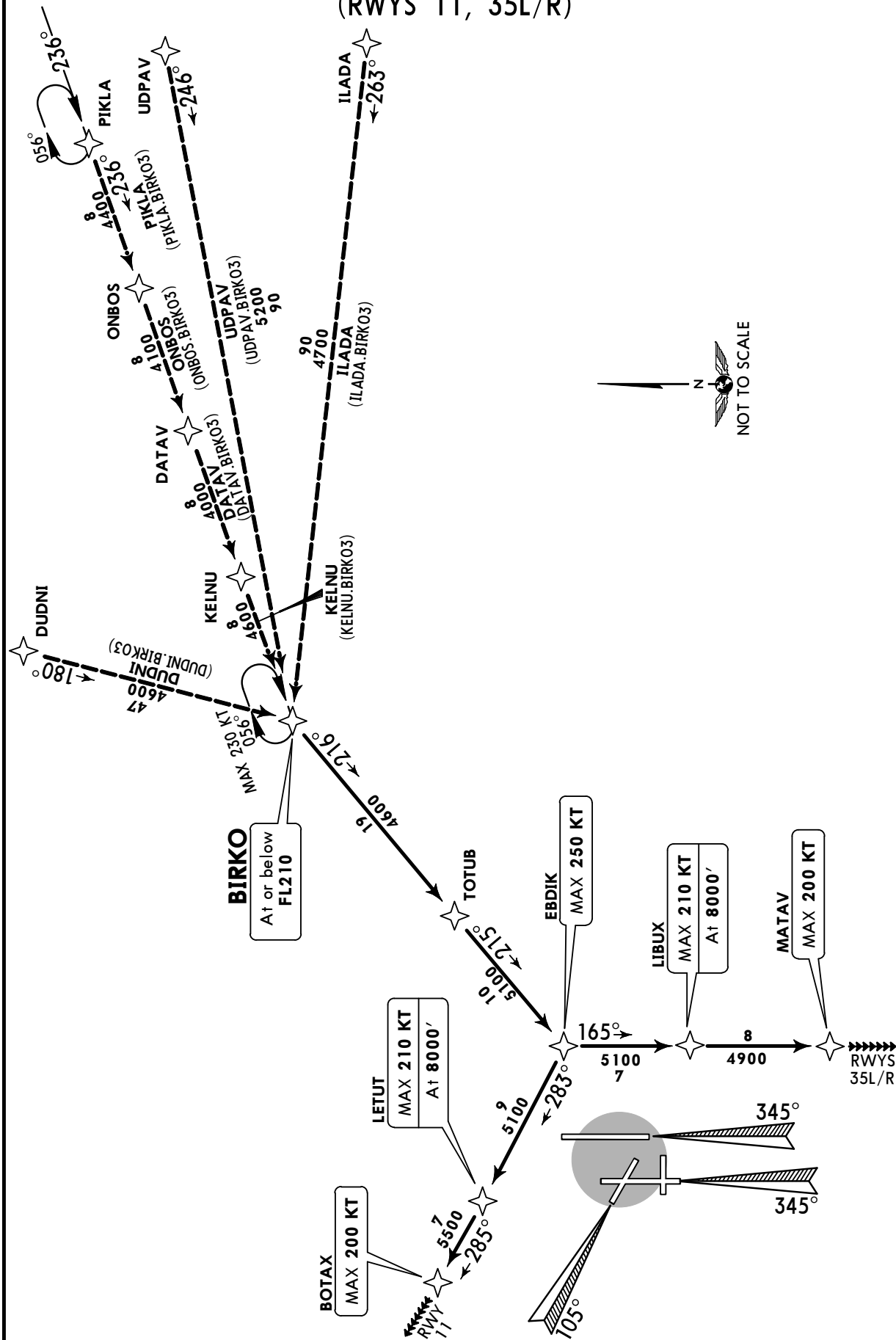
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

BIRKO 3 ARRIVAL (BIRKO.BIRKO3)
(RWYS 11, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2C

Eff 2 Mar

CALGARY, ALTA

RNAV STAR

D-ATIS
128.22

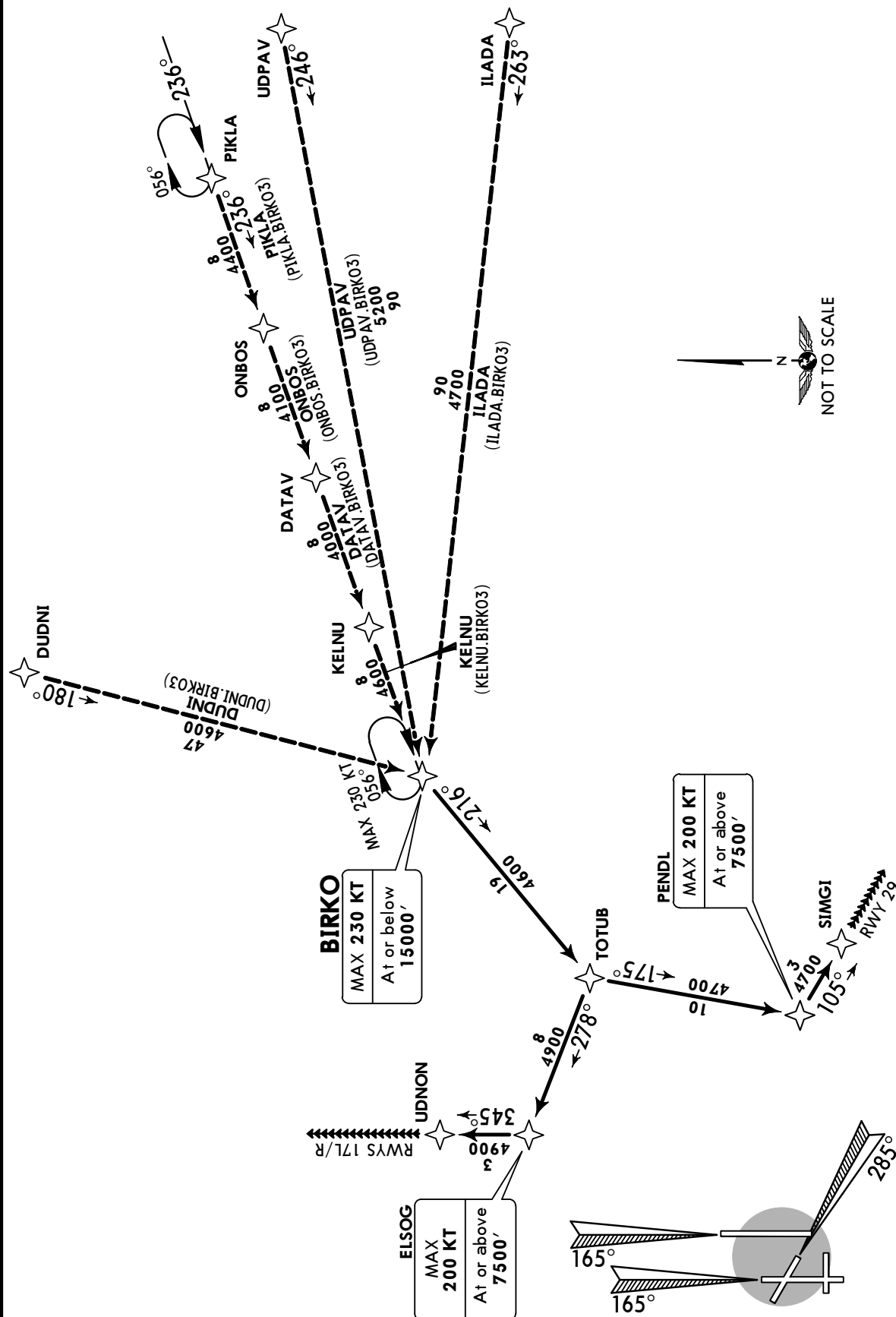
Apt Elev
3606'

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

1. Safe Altitude within 100 NM 13,800'.

2. Jet aircraft only.

BIRKO 3 ARRIVAL (BIRKO.BIRK03)
(RWYS 17L/R, 29)



CYYC/YYC
CALGARY INTL

JEPPesen

24 FEB 17

10-2D

Eff 2 Mar

CALGARY, ALTA

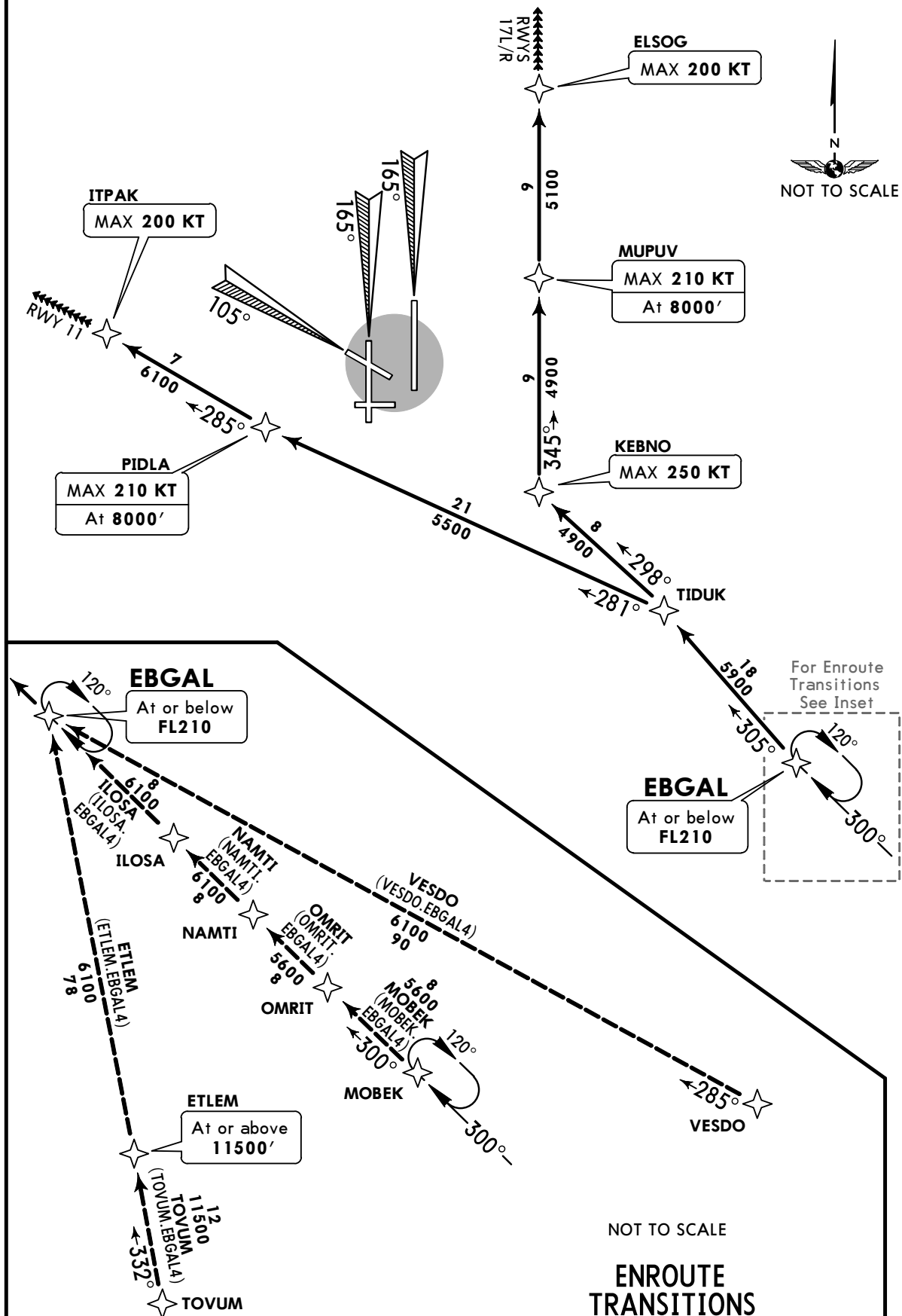
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

EBGAL 4 ARRIVAL (EBGAL.EBGAL4)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2E

Eff 2 Mar

CALGARY, ALTA

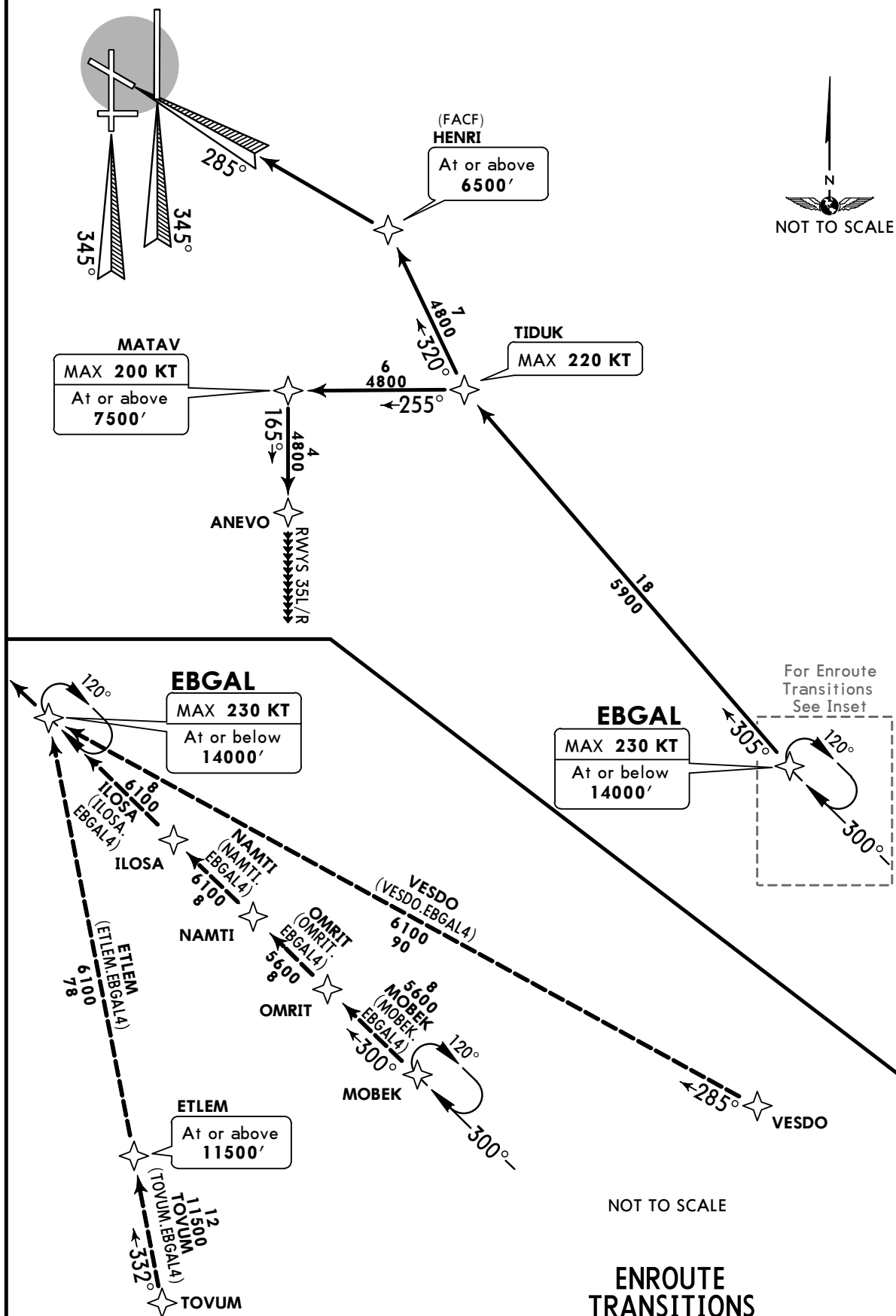
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

EBGAL 4 ARRIVAL (EBGAL.EBGAL4)
(RWYS 29, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2F

Eff 2 Mar

CALGARY, ALTA

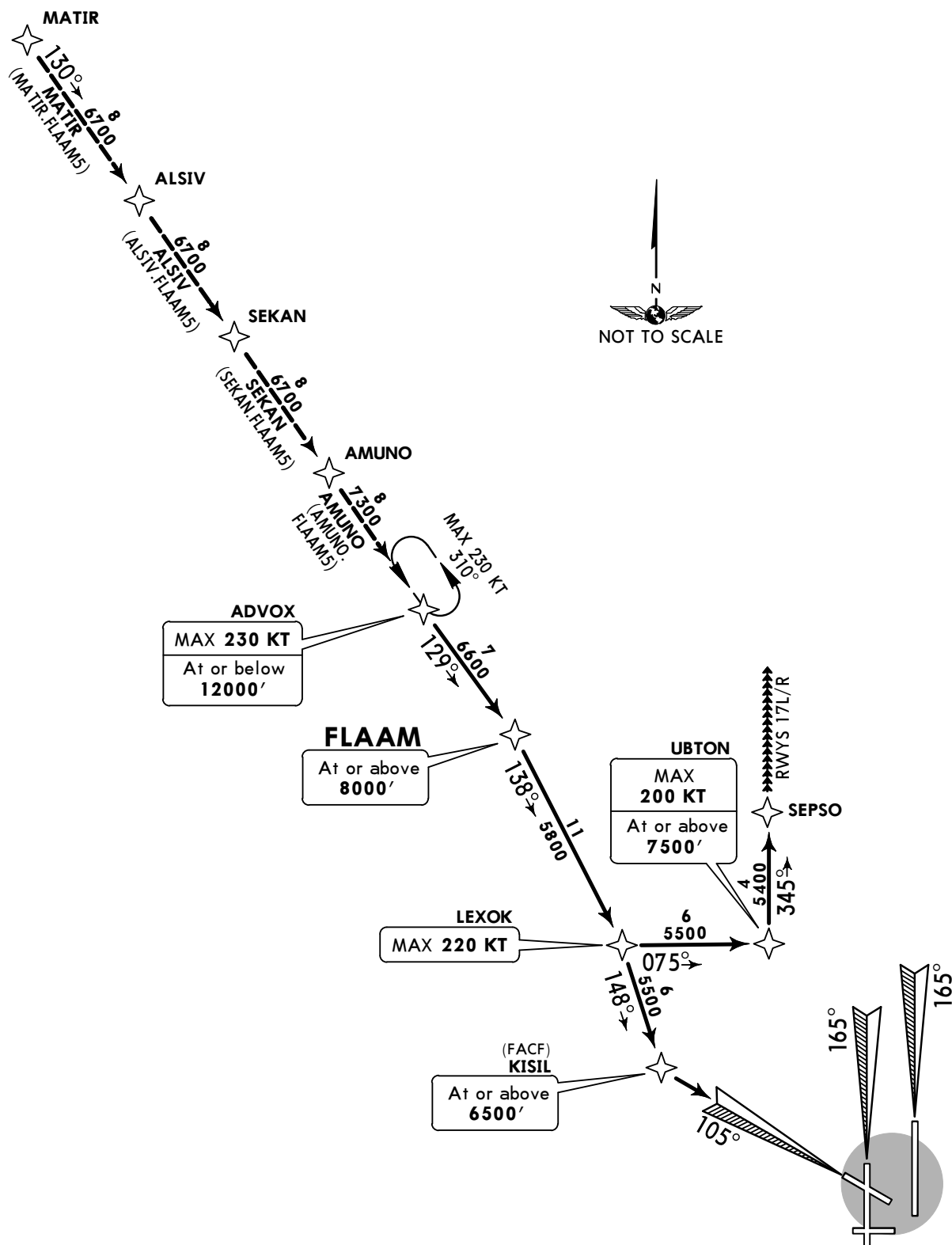
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

FLAAM 5 ARRIVAL (ADVOX.FLAAM5)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

(10-2G)

Eff 2 Mar

CALGARY, ALTA

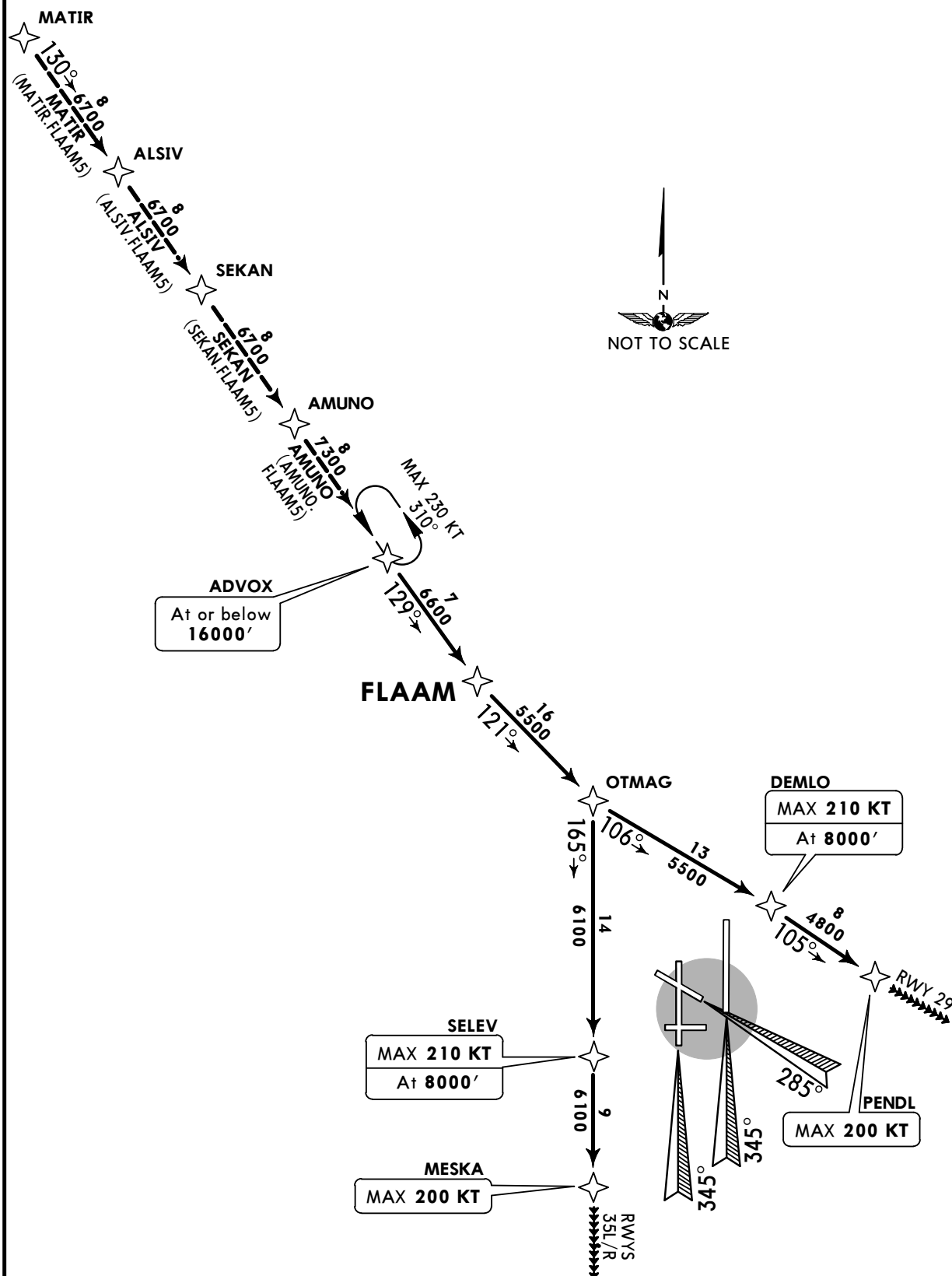
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

FLAAM 5 ARRIVAL (ADVOX.FLAAM5)
(RWYS 29, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPesen

24 FEB 17

10-2H

Eff 2 Mar

CALGARY, ALTA

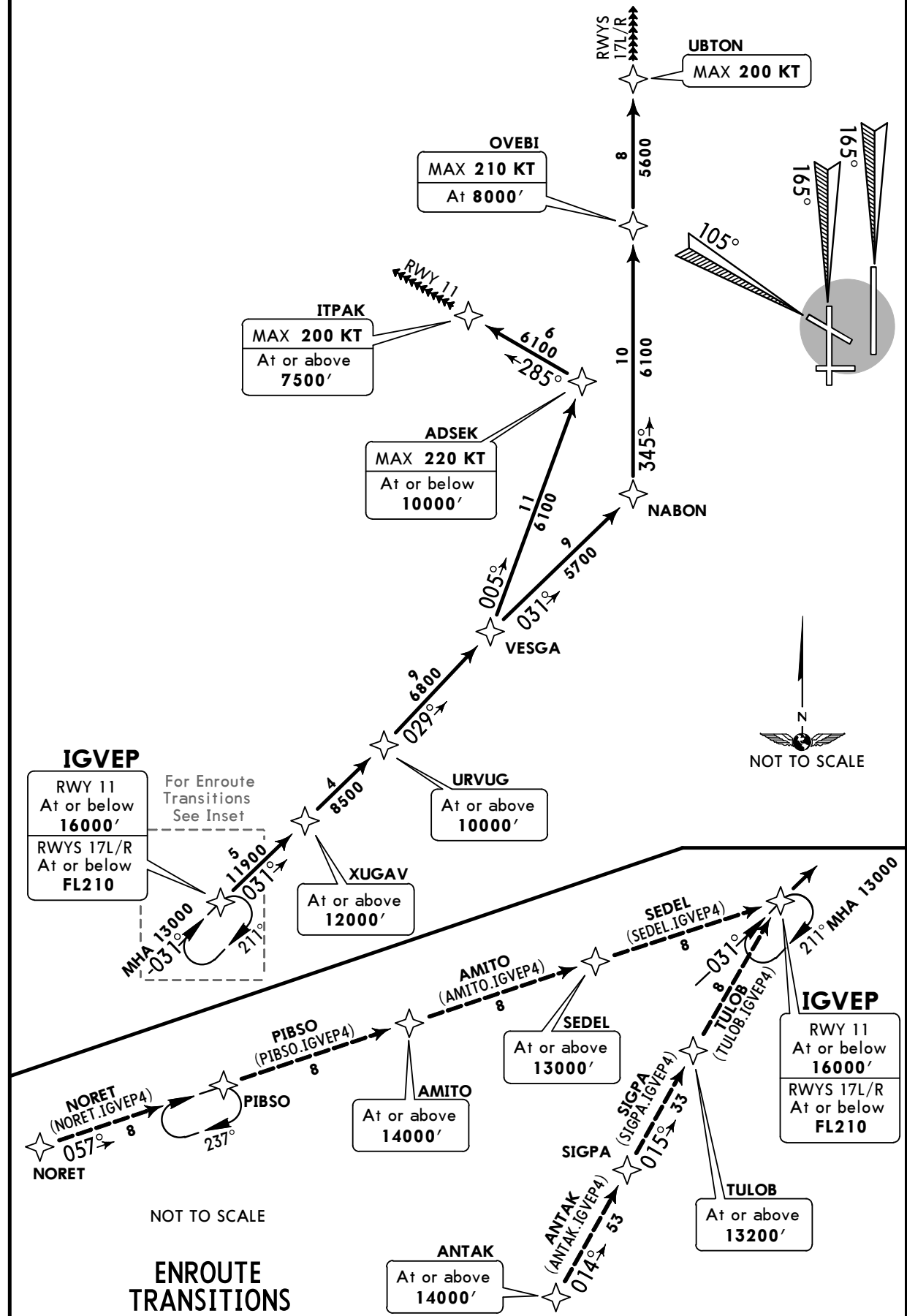
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

IGVEP 4 ARRIVAL (IGVEP.IGVEP4)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

24 FEB 17

(10-2J)

Eff 2 Mar

CALGARY, ALTA

RNAV STAR

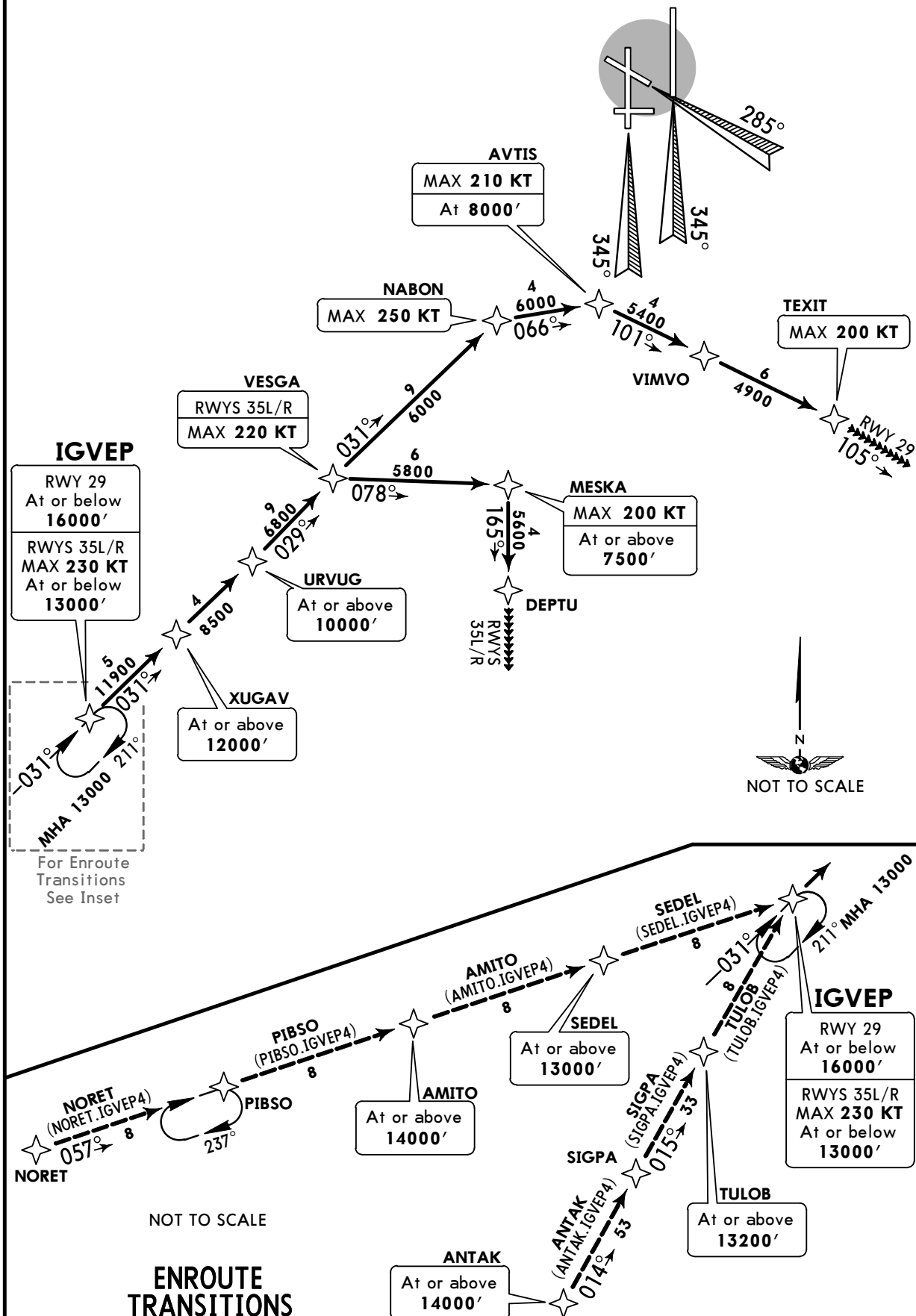
D-ATIS
128.22

Apt Elev
3606'

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

1. Safe Altitude within 100 NM 13,800'.
2. Jet aircraft only.

IGVEP 4 ARRIVAL (IGVEP.IGVEP4)
(RWYS 29, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2K

Eff 2 Mar

CALGARY, ALTA

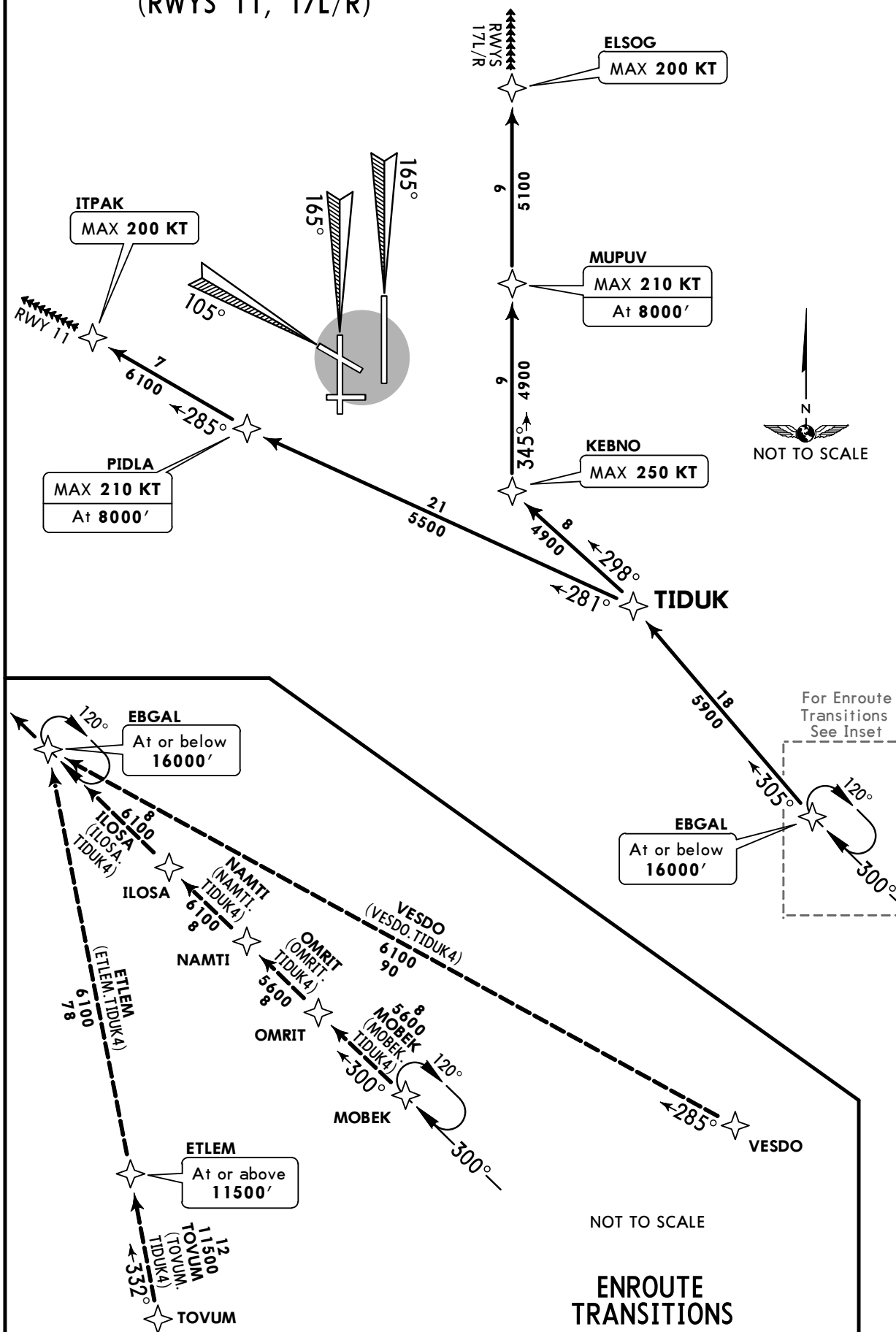
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

TIDUK 4 ARRIVAL (EBGAL.TIDUK4)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2L

Eff 2 Mar

CALGARY, ALTA

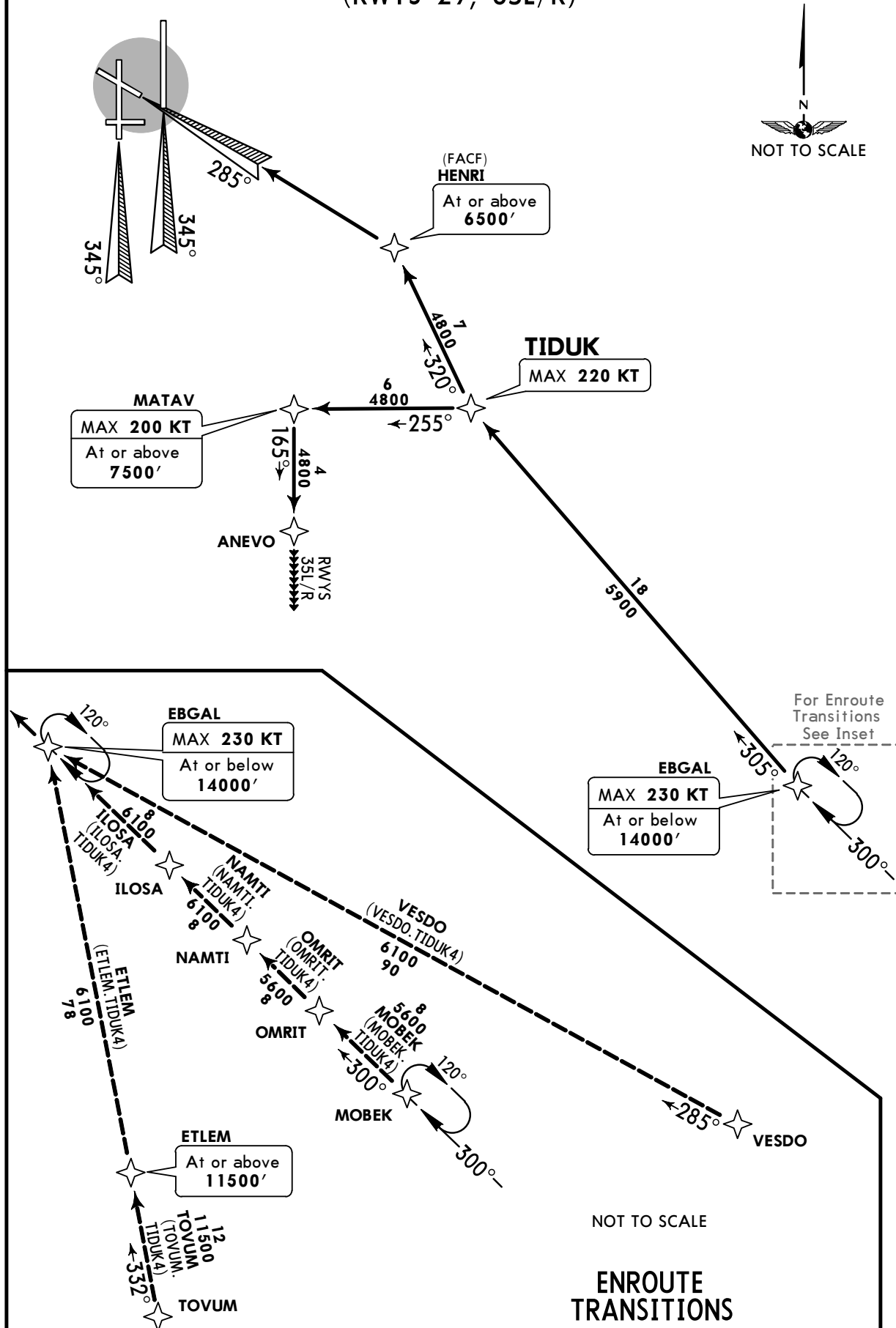
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

TIDUK 4 ARRIVAL (EBGAL.TIDUK4)
(RWYS 29, 35L/R)



CYYC/YYC
CALGARY INTL

JEPPESEN

24 FEB 17

10-2M

Eff 2 Mar

CALGARY, ALTA

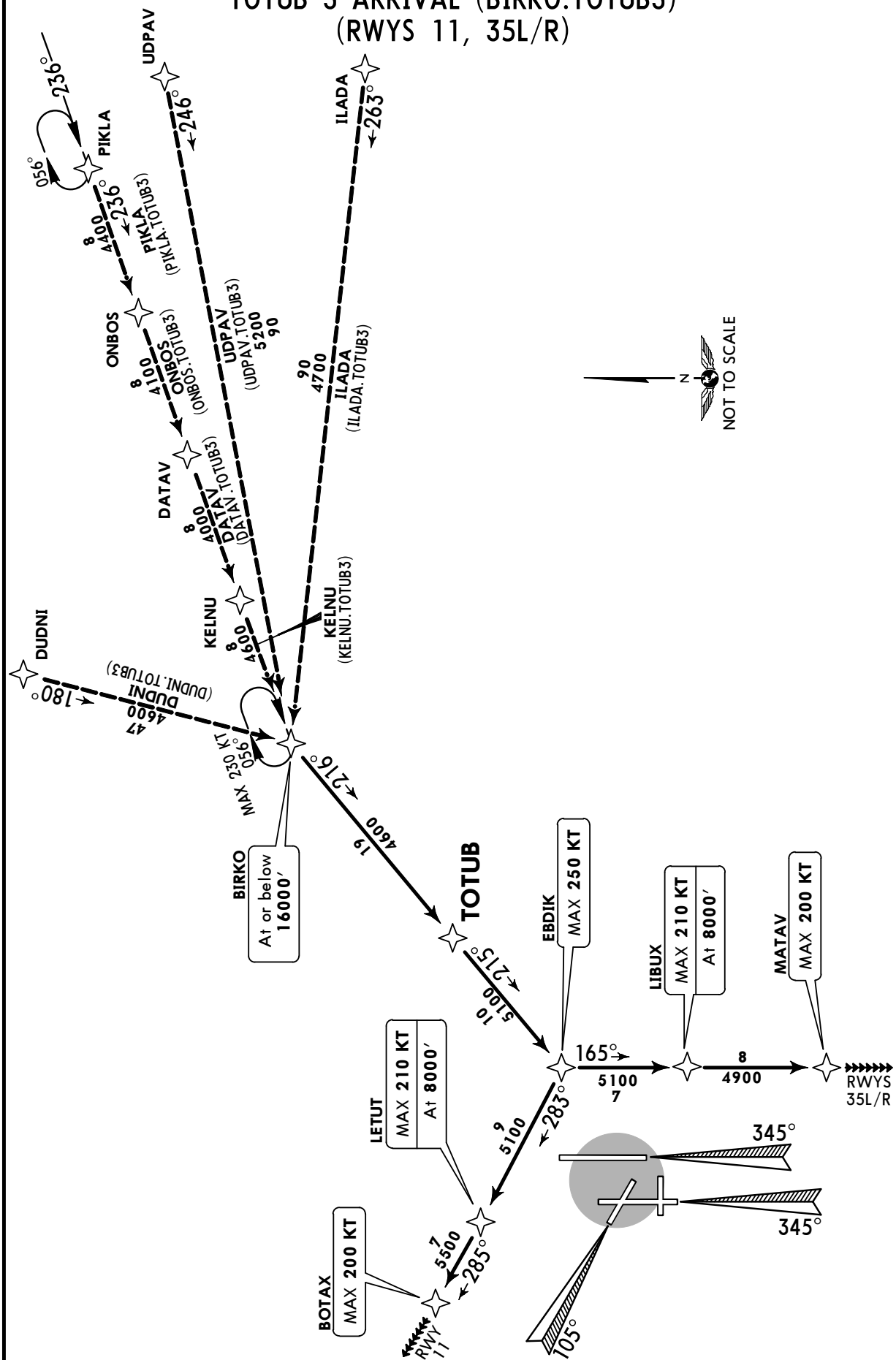
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

TOTUB 3 ARRIVAL (BIRKO.TOTUB3)
(RWYS 11, 35L/R)



CYYC/YYC
CALGARY INTL

24 FEB 17

(10-2N)

Eff 2 Mar

CALGARY, ALTA

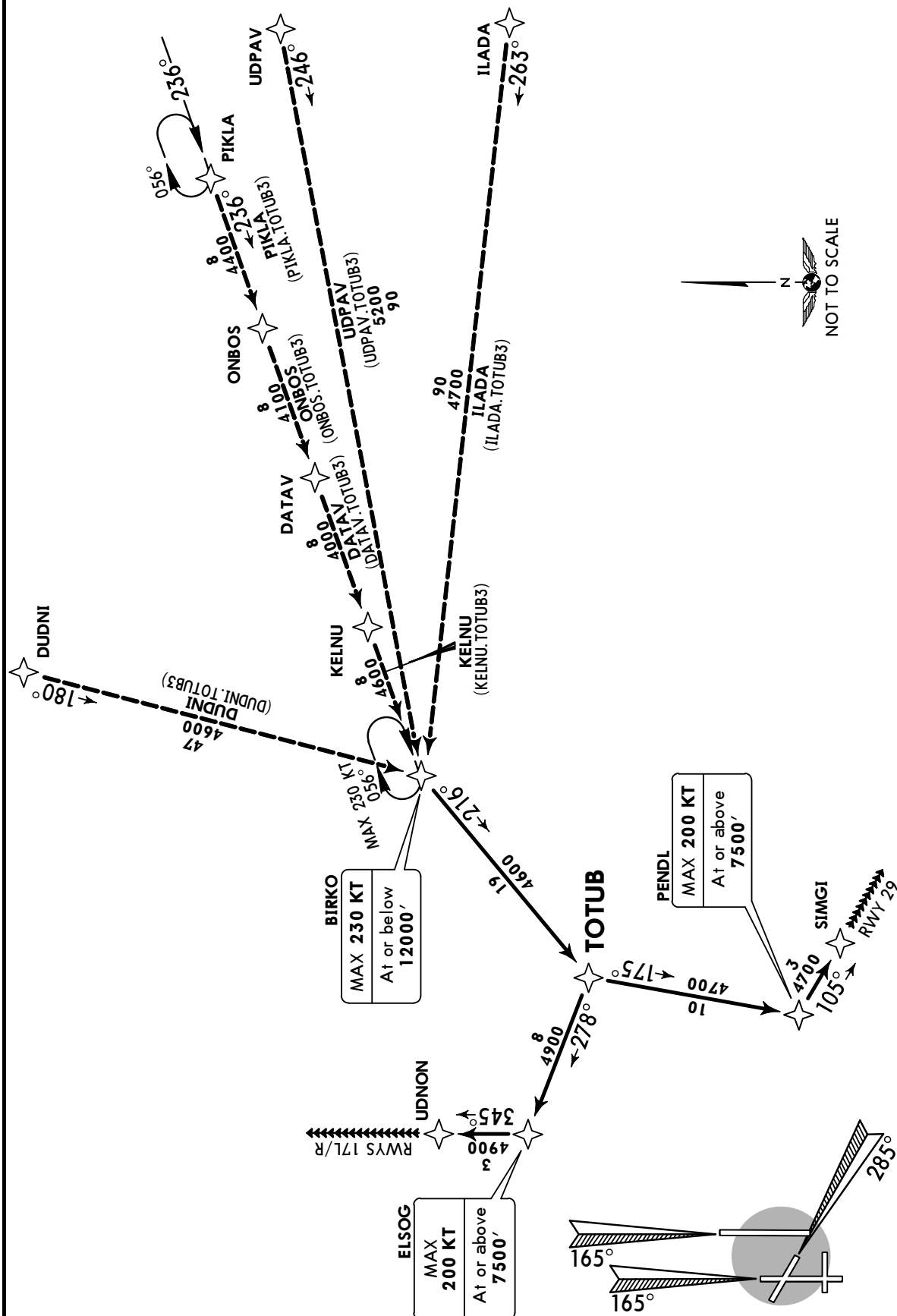
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

TOTUB 3 ARRIVAL (BIRKO.TOTUB3)
(RWYS 17L/R, 29)



CYYC/YYC
CALGARY INTL

JEPPesen

24 FEB 17

10-2P

Eff 2 Mar

CALGARY, ALTA

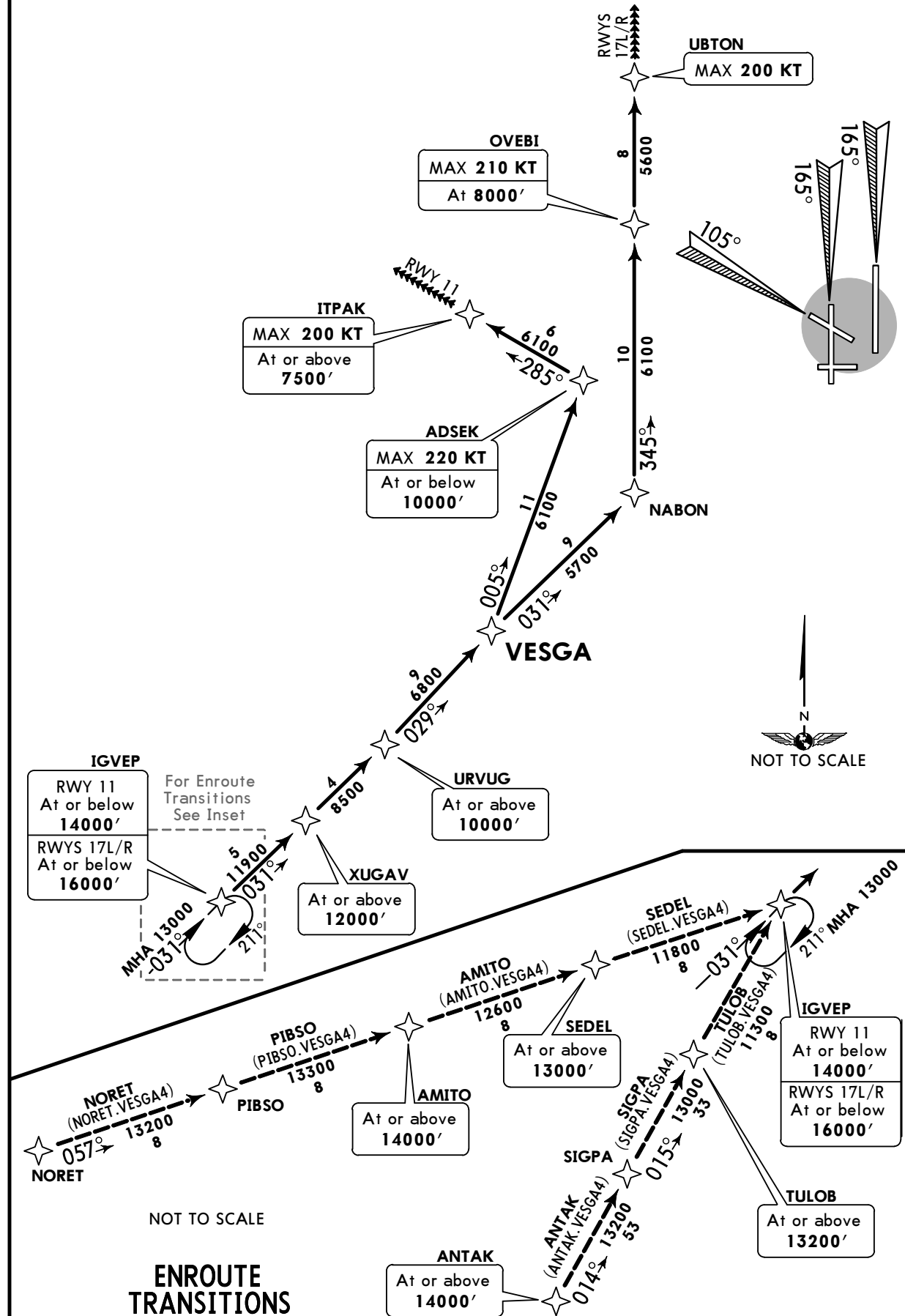
RNAV STAR

D-ATIS
128.22

Apt Elev
3606'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

VESGA 4 ARRIVAL (IGVEP.VESGA4)
(RWYS 11, 17L/R)



CYYC/YYC
CALGARY INTL

24 FEB 17

(10-2Q)

Eff 2 Mar

CALGARY, ALTA

RNAV STAR

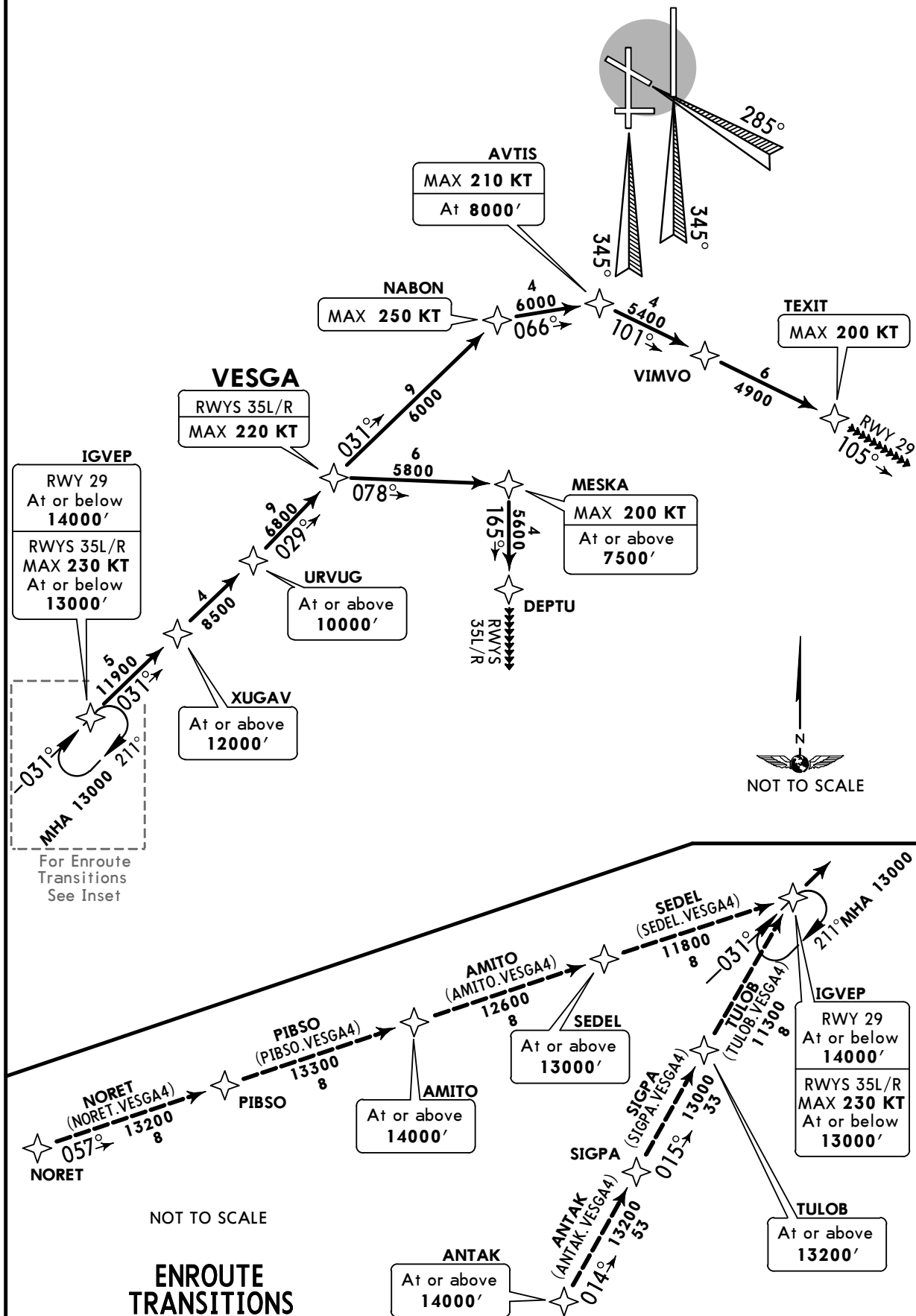
D-ATIS
128.22

Apt Elev
3606'

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

1. Safe Altitude within 100 NM 13,800'.
2. Non-Jet aircraft only.

VESGA 4 ARRIVAL (IGVEP.VESGA4)
(RWYS 29, 35L/R)



CYYC/YYC
CALGARY INTL


JEPPESSEN

24 APR 15

10-3

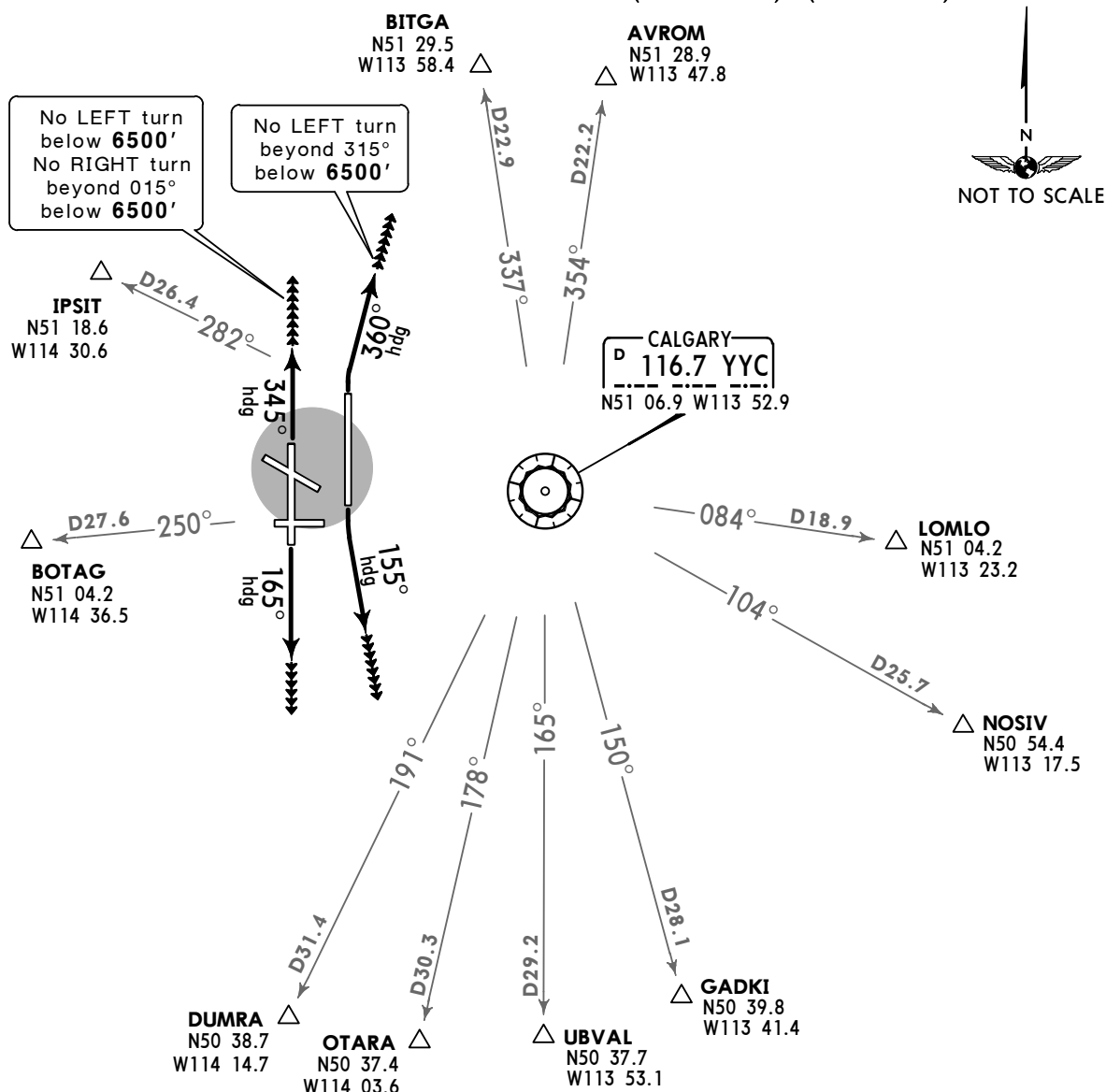
Eff 30 Apr

CALGARY, ALTA

SID

| | | | |
|-------------------|---------------|-------------------|--|
| CALGARY Departure | | Apt Elev 3606' | Trans level: FL180 Trans alt: 18000' |
| WEST 124.52 | EAST 119.8 | | <div>1. CAUTION: RWYS 17L/R, 35L/R departures: Simultaneous parallel departures in use.</div> <div>2. Safe Altitude within 100 NM 13,800'.</div> <div>3. Jet aircraft.</div> <div>4. Refer to 10-4 Noise Abatement Procedures for additional requirements.</div> |

BANFF TWO DEPARTURE (BANFF2.) (VECTOR)



5 COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. MAINTAIN last assigned altitude for 10 minutes *after take-off; then,
4. Climb to flight planned altitude.

*WEST and SOUTHWEST bound flights - Proceed to the first enroute intersection at last assigned or acknowledged altitude, then shuttle climb to MEA before proceeding on course.

If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

| RWY | INITIAL CLIMB | ALTITUDE |
|-----|--|--|
| 17L | Climbing LEFT turn to heading 155° to 6500', or as assigned. | Climb to and MAINTAIN 7000' for vectors to assigned route or depicted fix. |
| 17R | Climb on heading 165° to 6500', or as assigned. | |
| 35L | Climb on heading 345° or as assigned. No LEFT turns below 6500' or no RIGHT turns beyond 015° below 6500'. | |
| 35R | Climbing RIGHT turn to heading 360° or as assigned to 6500'. No LEFT turns beyond 315° below 6500'. | |

CHANGES: SID renumbered; rwy 17L heading.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

JEPPesen

24 APR 15

(10-3A)

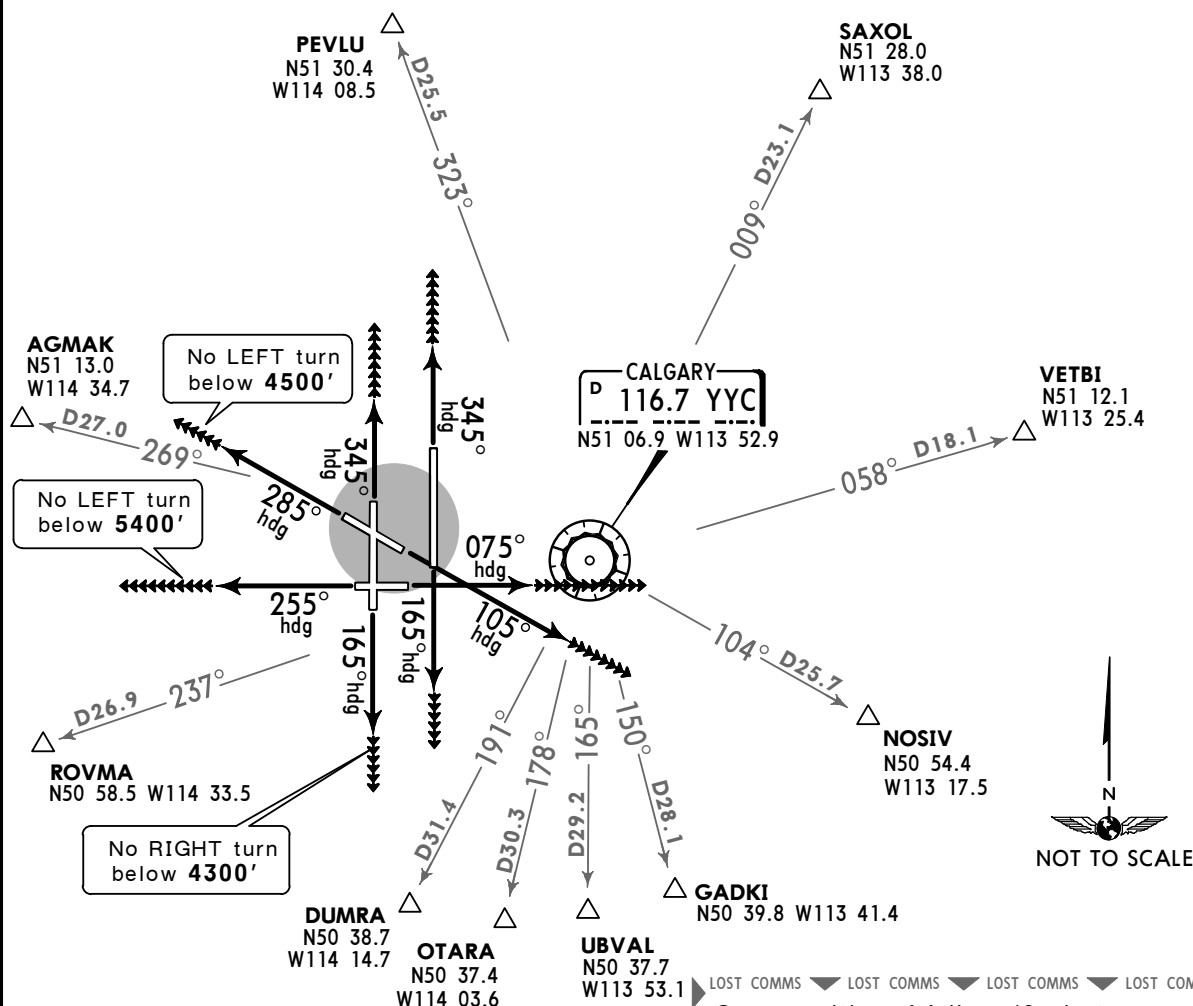
Eff 30 Apr

CALGARY, ALTA

SID

| | | | |
|-------------------|--------------|--------------------------|--|
| CALGARY Departure | | Apt Elev 3606' | Trans level: FL180 Trans alt: 18000' 1. Safe Altitude within 100 NM 13,800'. 2. Non-Jet aircraft. |
| WEST | EAST | | |
| 124.52 | 119.8 | | |

CALGARY SIX DEPARTURE (YYC6.) (VECTOR)



This SID requires minimum climb gradients of:
Rwy 26: 370' per NM to 5600'.
Rwy 29: 220' per NM to 4300'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|-----|------|------|------|
| 220' per NM | 275 | 367 | 550 | 733 | 917 | 1100 |
| 370' per NM | 463 | 617 | 925 | 1233 | 1542 | 1850 |

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. MAINTAIN last assigned altitude for 10 minutes *after take-off; then,
4. Climb to flight planned altitude.

*WEST and SOUTHWEST bound flights- Proceed to the first enroute intersection at last assigned or acknowledged altitude, then shuttle climb to MEA before proceeding on course.

If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

| RWY | INITIAL CLIMB | ALTITUDE |
|--------------|---|--|
| 08 | Climb on heading 075° or as assigned. | Climb to and MAINTAIN 7000' for vectors to assigned route or depicted fix. |
| 11 | Climb on heading 105° or as assigned. | |
| 17L | Climb on heading 165° or as assigned. | |
| 17R | Climb on heading 165° or as assigned. No RIGHT turns below 4300'. | |
| 26 | Climb on heading 255° or as assigned. No LEFT turns below 5400'. | |
| 29 | Climb on heading 285° or as assigned. No LEFT turns below 4500'. | |
| 35L/R | Climb on heading 345° or as assigned. | |

CYYC/YYC
CALGARY INTL

JEPPESEN

24 APR 15

10-3B

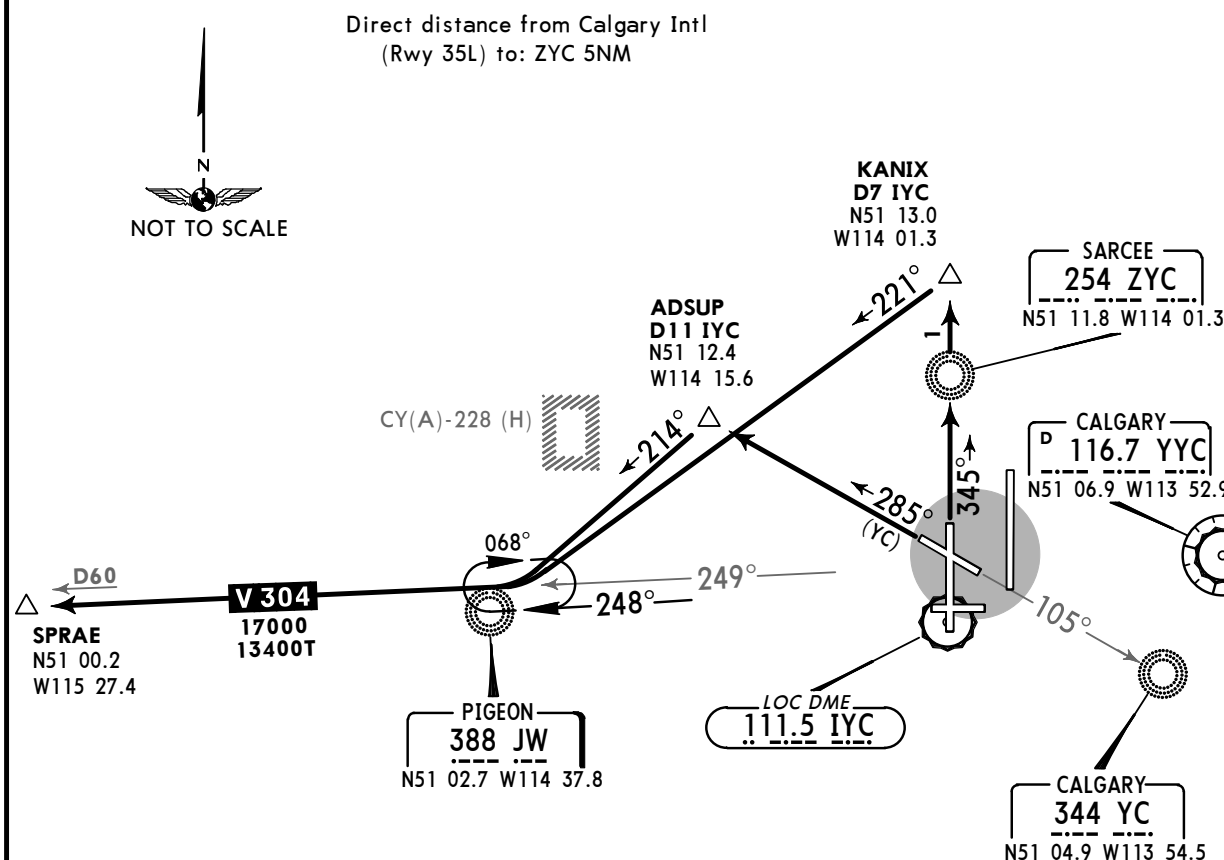
Eff 30 Apr

CALGARY, ALTA

SID

| | | | |
|-------------------|--------------|--------------------------|--|
| CALGARY Departure | | Apt Elev 3606' | Trans level: FL180 Trans alt: 18000' 1. Safe Altitude within 100 NM 13,800'. 2. Non-Jet aircraft. 3. Departure procedure not authorized when CY(A)-228 (H) active. |
| WEST | EAST | | |
| 124.52 | 119.8 | | |

PIGEON TWO DEPARTURE (PIGEN2.) (PILOT NAV)



Take-off minimums:

Rwy 29: 1/2, requires a minimum climb gradient of 210' per NM to 4000'.

Rwy 35L: 1/2.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|-----|-----|-----|------|
| 210' per NM | 263 | 350 | 525 | 700 | 875 | 1050 |

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Transponder 7600.
2. MAINTAIN 7000' or last assigned altitude.
3. Continue to JW, then shuttle climb to MEA before proceeding on course.
4. Climb to flight planned altitude.

If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

| RWY | INITIAL CLIMB | ALTITUDE |
|------------|---|---|
| 29 | Track 285° from YC to ADSUP. LEFT turn to JW on track of 214° to intercept V-304, then direct to SPRAE. | Climb to and MAINTAIN 7000' or as assigned. |
| 35L | Climb direct to ZYC then to KANIX on track 345°. LEFT turn to JW on track of 221° to intercept V-304, then direct to SPRAE. | |

CHANGES: None.

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL


JEPPESSEN

24 APR 15

10-3C

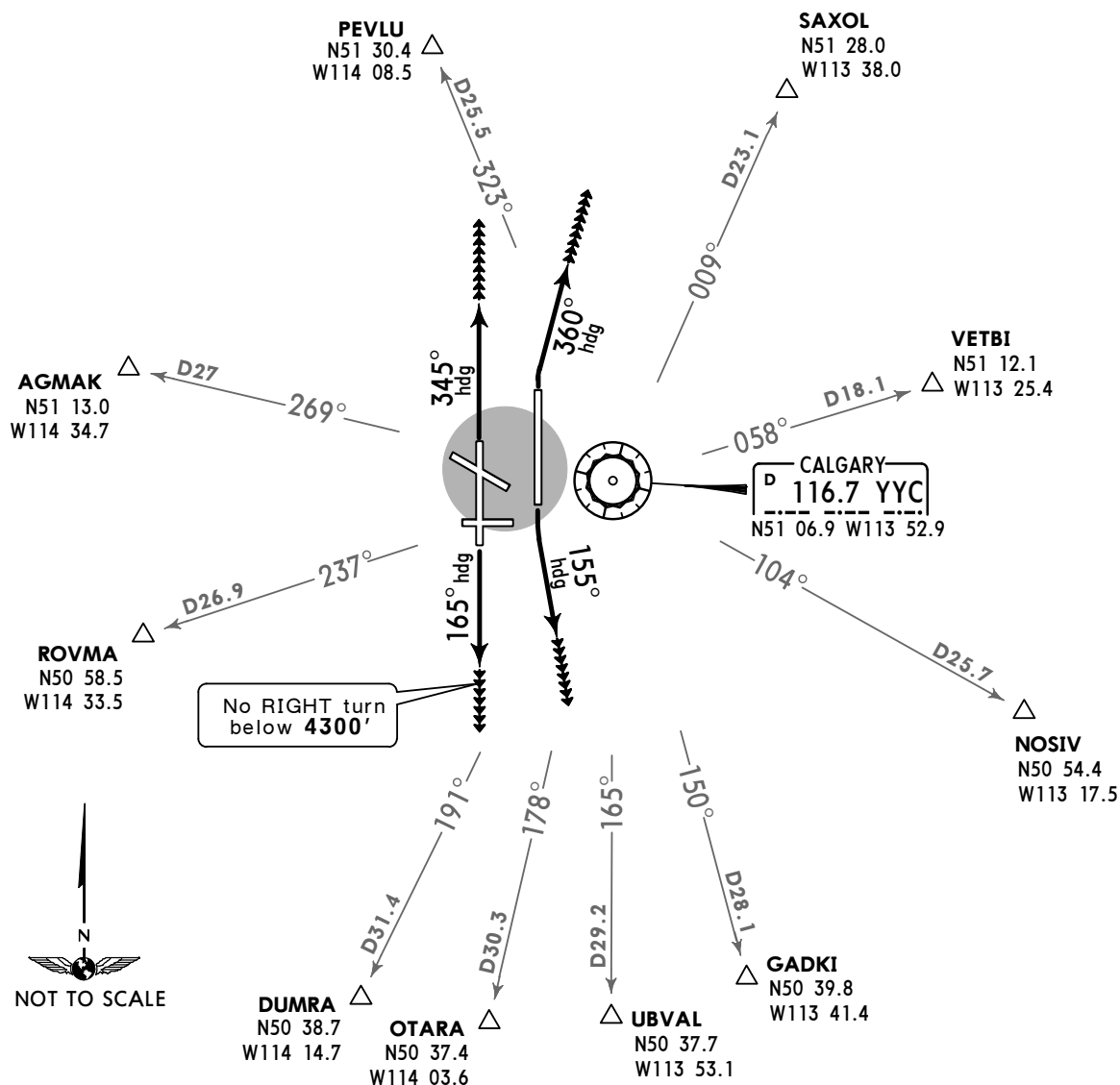
Eff 30 Apr

CALGARY, ALTA

SID

| | | | |
|-------------------|-------|-------------------|---|
| CALGARY Departure | | Apt Elev 3606' | Trans level: FL180 Trans alt: 18000' 1. CAUTION: RWYS 17L/R, 35L/R departures: Simultaneous parallel departures in use. 2. Safe Altitude within 100 NM 13,800'. 3. Non-Jet aircraft. |
| WEST | EAST | | |
| 124.52 | 119.8 | | |

RODEO TWO DEPARTURE (RODEO2.) (VECTOR)



NOT TO SCALE

51 COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. MAINTAIN last assigned altitude for 10 minutes *after take-off; then,
4. Climb to flight planned altitude.

*WEST and SOUTHWEST bound flights - Proceed to the first enroute intersection at last assigned or acknowledged altitude, then shuttle climb to MEA before proceeding on course.

If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

| RWY | INITIAL CLIMB | ALTITUDE |
|-----|---|--|
| 17L | Climbing LEFT turn to heading 155° or as assigned. | Climb to and MAINTAIN 7000' for vectors to assigned route or depicted fix. |
| 17R | Climb on heading 165° or as assigned. No RIGHT turns below 4300'. | |
| 35L | Climb on heading 345° or as assigned. | |
| 35R | Climbing RIGHT turn to heading 360° or as assigned. | |

CHANGES: SID renumbered; rwy 17L heading.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

JEPPESEN

23 MAY 14

10-3D

Eff 29 May

CALGARY, ALTA

SID

CALGARY Departure

WEST

EAST

124.52

119.8

Apt Elev
3606'

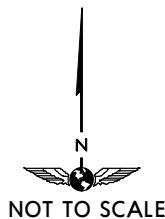
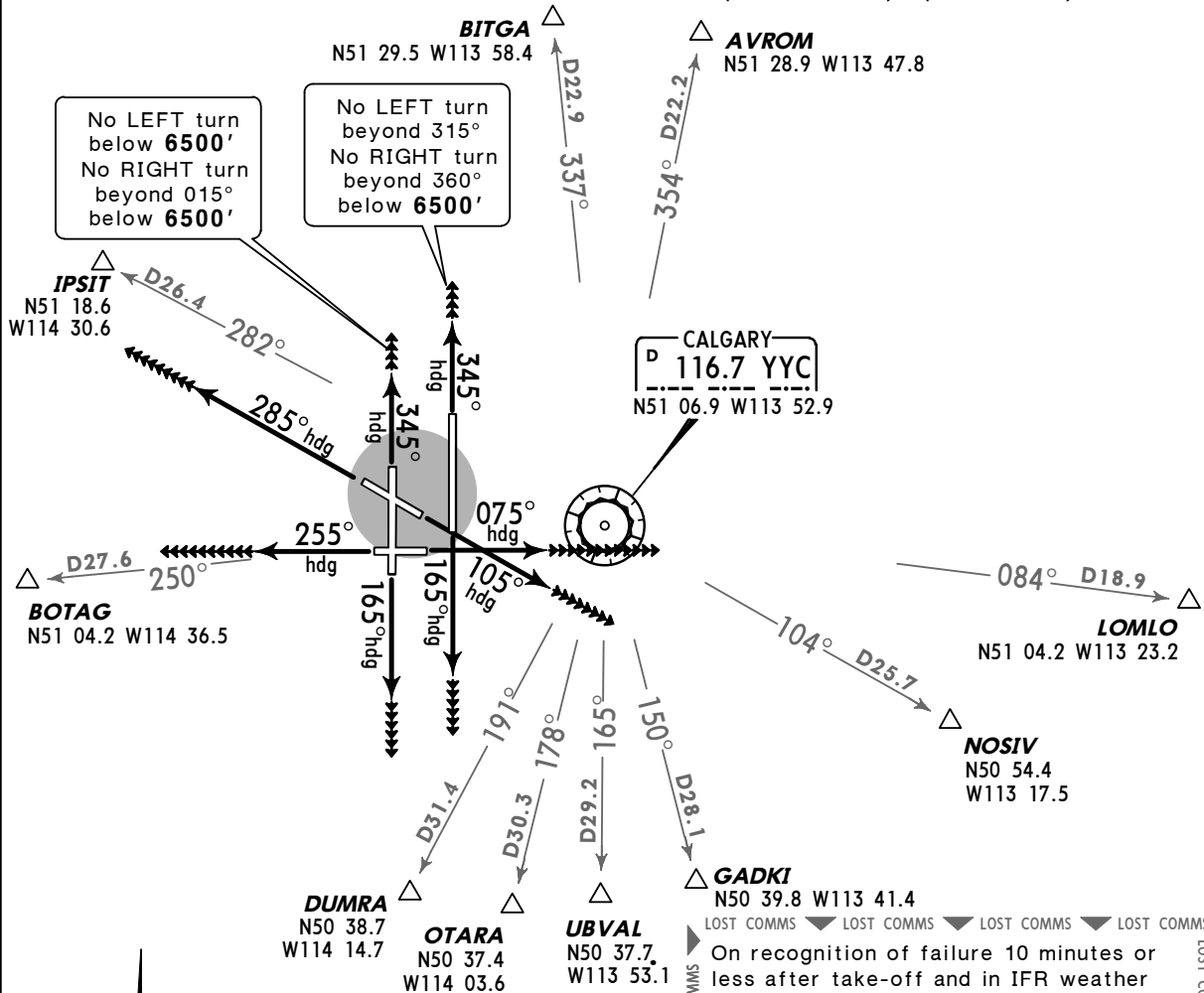
Trans level: FL180 Trans alt: 18000'

1. Safe Altitude within 100 NM 13,800'.

2. Jet aircraft.

3. Refer to 10-4 Noise Abatement Procedure for additional requirements.

STAMPEDE EIGHT DEPARTURE (STAMP8.) (VECTOR)



This SID requires minimum climb gradients of:

Rwy 26: 370' per NM to 5600'.

Rwy 29: 220' per NM to 4300'.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|-----|------|------|------|
| 220' per NM | 275 | 367 | 550 | 733 | 917 | 1100 |
| 370' per NM | 463 | 617 | 925 | 1233 | 1542 | 1850 |

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. MAINTAIN last assigned altitude for 10 minutes *after take-off; then,
4. Climb to flight planned altitude.

*WEST and SOUTHWEST bound flights- Proceed to the first enroute intersection at last assigned or acknowledged altitude, then shuttle climb to MEA before proceeding on course.

If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

| RWY | INITIAL CLIMB | ALTITUDE |
|-------|--|--|
| 08 | Climb on heading 075° to 6500'. | Climb to and MAINTAIN 7000' for vectors to assigned route or depicted fix. |
| 11 | Climb on heading 105° to 6500'. | |
| 17L/R | Climb on heading 165° to 6500'. | |
| 26 | Climb on heading 255° to 6500'. | |
| 29 | Climb on heading 285° to 6500'. | |
| 35L | Climb on heading 345° or as assigned. No LEFT turns below 6500' or no RIGHT turns beyond 015° below 6500'. | |
| 35R | Climb on heading 345° or as assigned. No LEFT turns beyond 315° or no RIGHT turns beyond 360° below 6500'. | |

CYYC/YYC
CALGARY INTL

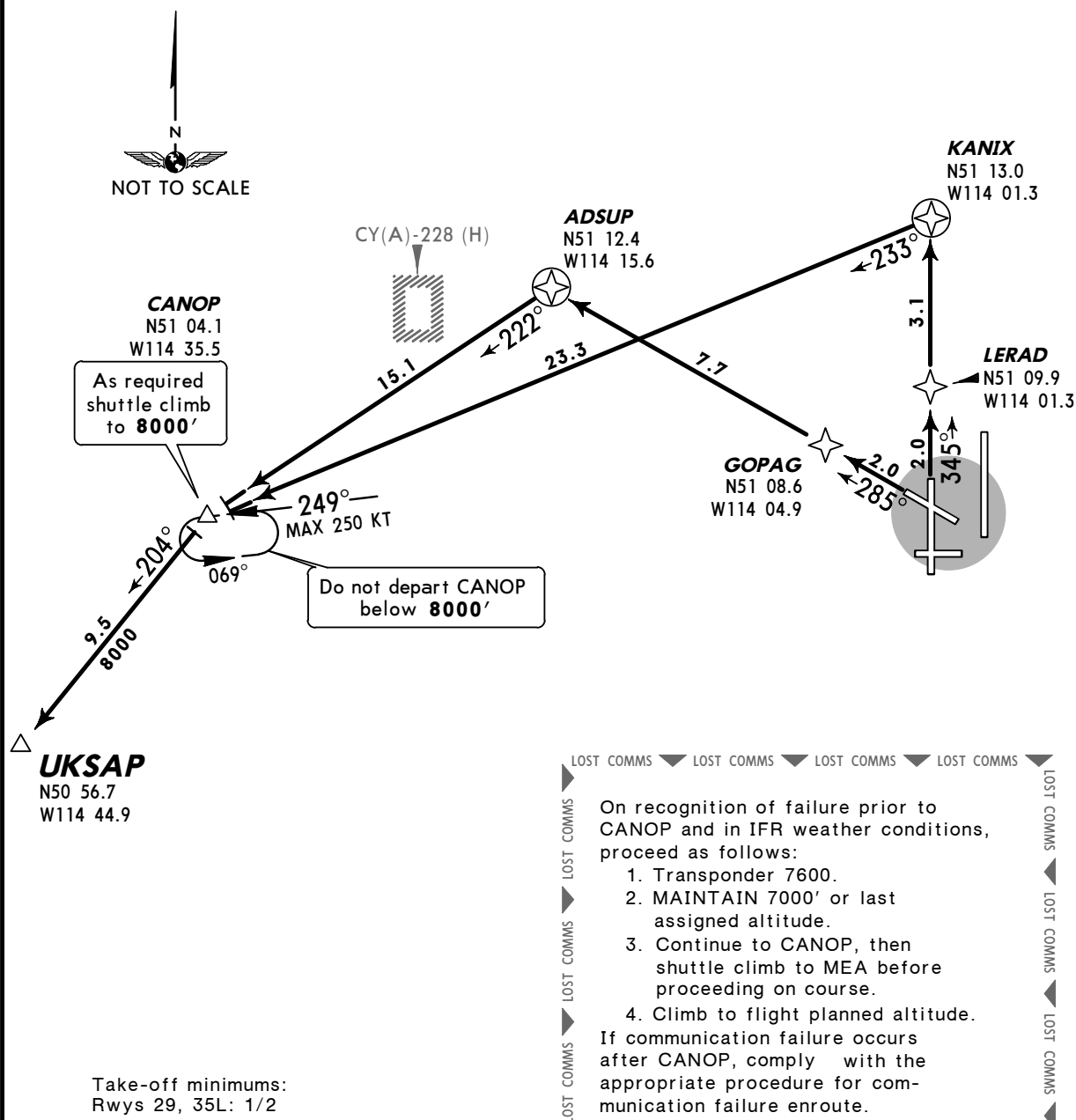
JEPPESEN
23 MAY 14 **(10-3E)** **Eff 29 May**

CALGARY, ALTA
RNAV SID

| | | | |
|-----------------------|----------------------|--------------------------|---|
| CALGARY Departure | | Apt Elev 3606' | Trans level: FL180 Trans alt: 18000' 1. Safe Altitude within 100 NM 13,800'. 2. Non-Jet aircraft. 3. For use by GNSS equipped aircraft. 4. GNSS aircraft with selectable CDI must be set to 1 NM sensitivity. Aircraft without selectable CDI must use flight director. 5. Departure from runway 29 not authorized when CY(A)-228 (H) active. |
| WEST 124.52 | EAST 119.8 | | |

UKSAP ONE DEPARTURE (UKSAP1.)

SPEED: MAX 250 KT FOR ALL TURNS BELOW 10000'



| RWY | INITIAL CLIMB | ALTITUDE |
|------------|---|--|
| 29 | Climb on track of 285° via GOPAG to ADSUP, then to CANOP on track of 222°. As required shuttle climb to 8000' at CANOP. Then proceed via CANOP to UKSAP on track of 204° before proceeding on course. | Climb to and MAINTAIN 7000' or as assigned to CANOP. |
| 35L | Climb on track of 345° via LERAD to KANIX, then to CANOP on track of 233°. As required shuttle climb to 8000' at CANOP. Then proceed via CANOP to UKSAP on track of 204° before proceeding on course. | |

CYYC/YYC


JEPPESEN
3 JUL 15 **10-4**
NOISE
CALGARY, ALTA
CALGARY INTL
NOISE ABATEMENT PROCEDURES**APPLICATION**

These procedures apply to JET AIRCRAFT unless noted otherwise.

PREFERENTIAL RUNWAYS (ALL AIRCRAFT)

ATC will designate runways to divert as many take-offs as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Use of other than designated runways should only be requested to meet operational necessity.

Taking into consideration the following conditions and except as authorized by ATC, all aircraft will use the following preferential runways:

| ALL AIRCRAFT | | |
|---|--|----------------------------|
| Operation | Local Time | Preferential Runway |
| ARRIVALS | | |
| | Monday-Friday 0600-0700 | 35R |
| | Monday-Friday 0700-2300 Saturday-Sunday 0900-2300 | 35L, 35R |
| | Monday-Friday 2300-0600 Saturday-Sunday 2300-0900 | 17R, 17L, 29, 26 |
| DEPARTURES | | |
| | All hours | 35L, 35R |
| ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified aircraft departures - ALL HOURS | | 35L, 35R |

1. Physical condition of surface.
2. Effective crosswind component not to exceed 15 knots for arrivals, 20 knots for departures.
3. Effective tailwind component not to exceed 5 knots.
4. Other Safety considerations declared by the Captain of the aircraft.
5. For landing on Runway 26 at night, aircraft are to fly the Runway 29 ILS until interception of the extended centerline of Runway 26 for a visual straight-in approach.

DEPARTURE PROCEDURES

| | |
|----------|---|
| Rwy | NADP (Noise Abatement Departure Procedure) |
| All Rwys | 1 or 2 See Jeppesen Canada ATC para 7.6. |

SID cancellation does not terminate Noise Abatement Procedure.

ICAO annex 16 Chapter 2 (FAA Stage 2) and non-noise certified military aircraft will be assigned Runway 35L for departures when Runways 29 and 35L are in use.

| Runway | Noise Abatement Procedures |
|---------------|---|
| 26 | Restricted to ICAO Annex 16 Chapter 3 (FAA Stage 3) jet aircraft under 44,100 lb. gross take-off weight. Climb runway heading to 6500' MSL before proceeding on course. |
| All runways | Climb to 6500' MSL on ATC assigned SID heading before proceeding on course. |

It is the pilot's responsibility to adhere to published noise abatement procedures.

CYYC/YYC



3 JUL 15

(10-4A)

NOISE**CALGARY, ALTA**
CALGARY INTL**NOISE ABATEMENT PROCEDURES****ARRIVAL PROCEDURES - VISUAL APPROACH**

Clearance for approach or for landing does not cancel the arrival procedures described below.

Pilots are requested to use delayed gear and flap extension and low power/drag configurations consistent with operating procedures and safety.

| Runway | Noise Abatement Procedures |
|------------------------------|---|
| All rwys | Military jet aircraft multiple circuits and all overhead breaks prohibited. |
| 08 | Not authorized. |
| 11 | Join final approach at or above the PAPI glide path slope. |
| 26 | Join final approach at or above the PAPI glide path slope. |
| 29, 35L, 35R, 17R and 17L | Intercept final approach at or above 4800' MSL and prior to the NDB or FAF for the runway in use. |

For landing on Runway 26 at night, aircraft are to fly the Runway 29 ILS until interception of the extended centerline of Runway 26 for a visual straight-in approach.

CYYC/YYC

Apt Elev **3606'**
N51 07.4 W114 00.8

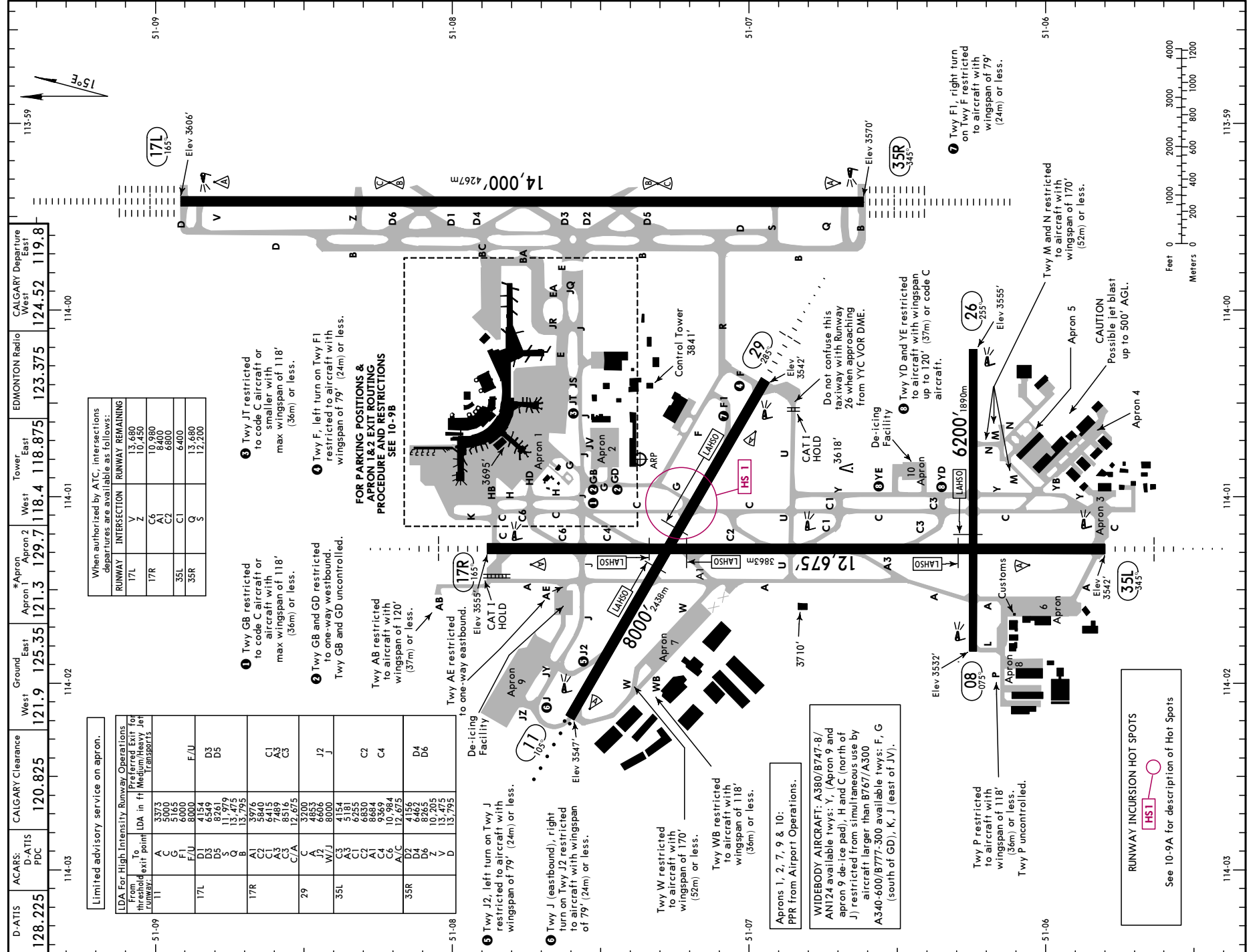


CALGARY, ALTA

13 JAN 17

(10-9

CALGARY INTL

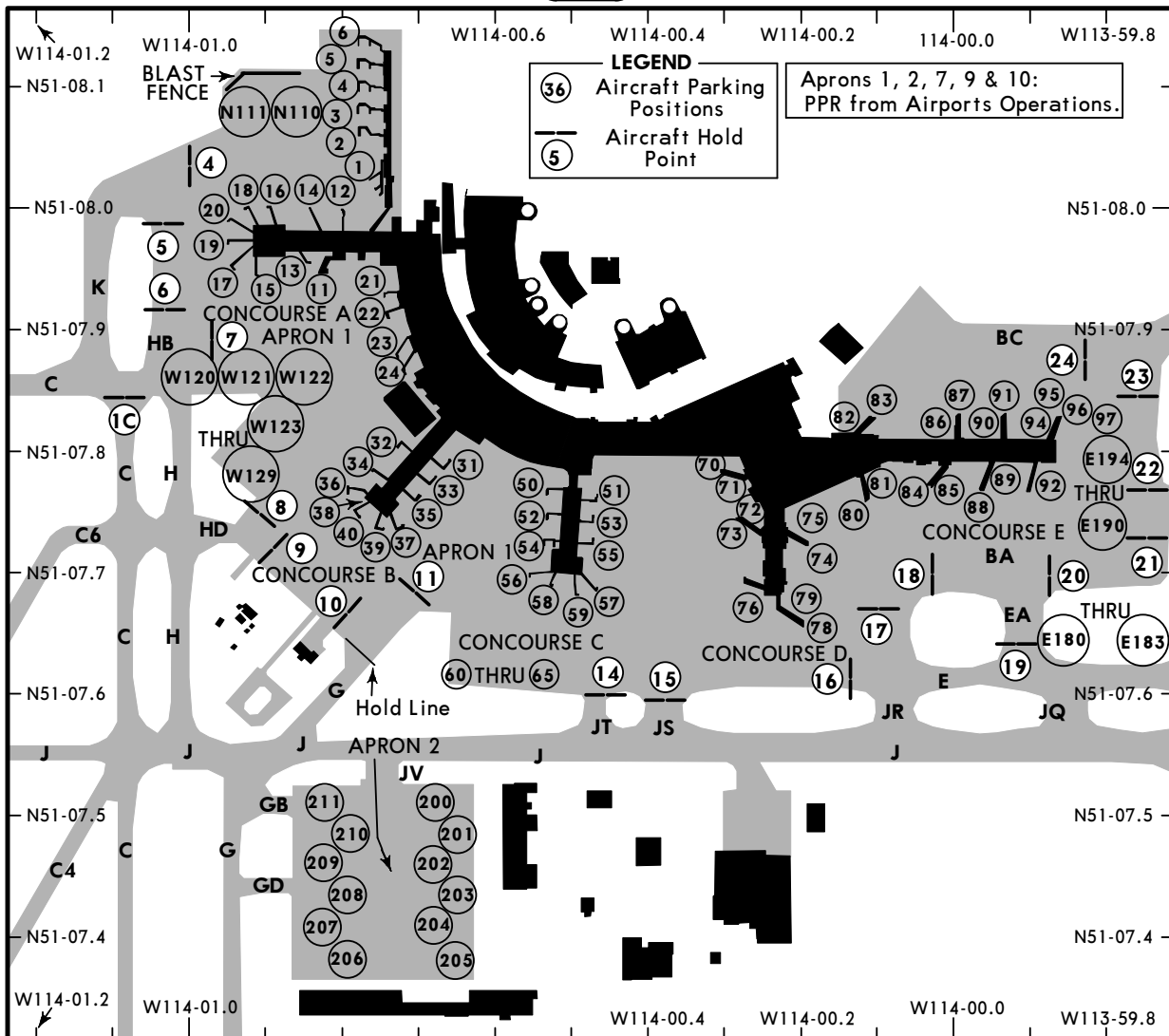


| | | | | | | | | |
|--------------|-----|-----|-----|-----|-----|-----|-----|------|
| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
| 220 FT/NM | 330 | 440 | 520 | 590 | 660 | 740 | 920 | 1100 |

CYYC/YYC

JEPPESEN
13 JAN 17 (10-9B)

CALGARY, ALTA
CALGARY INTL



Apron 1 and Apron 2 Exit Routing Procedure and Restrictions

| Routing |
|---|
| Apron Advisory (Apron 1: 121.3 - limited hours, Apron 2: 129.7 - limited hours) will normally direct departing acft to a taxi position fix dependent upon active runways. |
| Twy JT restricted to Code C acft or smaller, max wingspan 118' (36m). |
| Twy GB is restricted to Code C acft or acft with a max wingspan of 118' (36m), and is one-way westbound. |
| Twy GD restricted to one-way westbound. |

PARKING POSITION COORDINATES

| PARKING POSITION COORDINATES | | PARKING POSITION COORDINATES | |
|------------------------------|--------------------|------------------------------|--------------------|
| POSITION No. | COORDINATES | POSITION No. | COORDINATES |
| 1, 2 | N51 08.0 W114 00.8 | 52, 54, 56 | N51 07.7 W114 00.6 |
| 3 thru 6 | N51 08.1 W114 00.8 | 53, 55, 57 | N51 07.7 W114 00.4 |
| N110, N111 | N51 08.1 W114 00.9 | 58, 59 | N51 07.7 W114 00.5 |
| 11 | N51 07.9 W114 00.8 | 60 thru 65 | N51 07.6 W114 00.5 |
| 12, 14 | N51 08.0 W114 00.8 | 70 thru 72 | N51 07.8 W114 00.3 |
| 13, 15, 17 | N51 07.9 W114 00.9 | 73, 76 | N51 07.7 W114 00.3 |
| 16, 18 | N51 08.0 W114 00.9 | 74, 75, 79 | N51 07.7 W114 00.2 |
| 19, 20 | N51 08.0 W114 01.0 | 78 | N51 07.6 W114 00.2 |
| 21, 22 | N51 07.9 W114 00.8 | 80 thru 84 | N51 07.8 W114 00.1 |
| 23, 24 | N51 07.9 W114 00.7 | 85 thru 88, 90 | N51 07.8 W114 00.0 |
| W120 | N51 07.9 W114 01.0 | 89, 91, 92, 94, 95 | N51 07.8 W113 59.9 |
| W121, W122 | N51 07.9 W114 00.9 | 96, 97 | N51 07.8 W113 59.8 |
| W123 thru W129 | N51 07.8 W114 00.9 | E180 thru E183 | N51 07.6 W113 59.8 |
| 31 | N51 07.8 W114 00.6 | E190 thru E192 | N51 07.7 W113 59.8 |
| 32, 33 | N51 07.8 W114 00.7 | E193, E194 | N51 07.8 W113 59.8 |
| 34, 36, 38 | N51 07.8 W114 00.8 | 200 thru 202 | N51 07.5 W114 00.7 |
| 35, 37 | N51 07.7 W114 00.7 | 203 thru 205 | N51 07.4 W114 00.7 |
| 39, 40 | N51 07.7 W114 00.8 | 206 thru 208 | N51 07.4 W114 00.8 |
| 50 | N51 07.8 W114 00.6 | 209 thru 211 | N51 07.5 W114 00.8 |
| 51 | N51 07.8 W114 00.4 | | |

CYYC/YYC

 **JEPPESEN**
6 JUN 14 **10-9C****CALGARY, ALTA**
CALGARY INTL

LOW VISIBILITY PROCEDURES (RVR less than 1200 to 600 FT)
REDUCED VISIBILITY PROCEDURES (RVR less than 2600 to 1200 FT)

LOW/REDUCED VISIBILITY TAXI ROUTES

Anticipated taxi routes will be identified, and should portions thereof be unavailable, alternate routes will be identified.

In the event that an aircraft must taxi across the airfield for departure, the RVR values along the taxi route must be used to determine visibility limitations.

Once an aircraft has commenced taxi for takeoff, or taxi after landing, and the visibility falls below the published level of service on the given taxiway, the aircraft may continue to taxi.

Runway 08/26 may be used as a taxiway.

Aircraft requiring imminent departure are permitted to tow during RVO but must obtain taxi routing clearances and follow all applicable airside traffic directives guidelines. Tow operations below 1200 RVR are not authorized on manoeuvring areas.

Engine run ups will not be allowed.

DEPARTURES

Departures during LVO will be on Runway 17L/35R. During RVO, Runway 17R/35L will be the preferential runway. The departure runway will be identified.

Runways 17L/35R, 17R/35L and 11/29 are equipped with high intensity edge lights and threshold/end lights. Runway 17L/35R is equipped with centerline lights.

Departure taxi routes will be the most direct route to the threshold. Intersection departures are not permitted. If the primary route is unavailable, Calgary Tower may recommend a secondary route.

Exceptions for departures:

Taxi to Runway 11 may be approved from Apron VII and IX when RVR 11 is 1200 or greater.

Taxi to Runway 11 may be approved from Apron I and II when RVR 11 and 17R are 1200 or greater.

Taxi to Runway 17R may be approved from Apron I & II and IX when RVR 17R is 1200 or greater.

Taxi to Runway 17R may be approved from Apron VII when RVR 11 and 17R are 1200 or greater.

Taxi to Runway 35L may be approved from Apron III, IV, V, VI and VIII when RVR 35L is 1200 or greater.

Taxi to Runway 29 may be approved from Apron I & II and IX when RVR 17R and RVR 29 are 1200 or greater.

CYYC/YYC

 **JEPPESEN**
6 JUN 14 (10-9D)**CALGARY, ALTA**
CALGARY INTL**Sequencing of Ground Movements for Take-off**

Pilots must follow instructions on Sequencing of Ground Movements for Take-off as described in CAP GEN Operating Minima.

Surface Movement Ground Control System

All taxi hold positions on taxiways leading to Runway 17L/35R are equipped with stop bars.

Prior to manoeuvring on aprons, aircraft are recommended to contact Apron Advisory Service.

AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR**ARRIVALS**

Arrivals during LVO will be on Runway 17L/35R. During RVO, Runway 17L/35R will be the preferential runway. ATC will designate the arrival runway.

Calgary Tower will direct arrival taxi routes in order to ensure the aircraft exist the runway at the first available exit, and will provide instruction from the runway to the apron.

Airport Services And Equipment Available Under Low or Reduced Visibility Operations

Airport Surface Detection Equipment (ASDE)

Upon request "follow-me" service can be provided to aircraft, Request should be made with as much notice as possible.

| Runway Level of Service | |
|-------------------------|---------------|
| Runway | Certification |
| 11 | RVR 1200 |
| 29 | RVR 1200 |
| 17L | RVR 600 |
| 35R | RVR 600 |
| 17R | RVR 1200 |
| 35L | RVR 1200 |

CYYC/YYC
CALGARY INTL

7 APR 17 (10-9E)

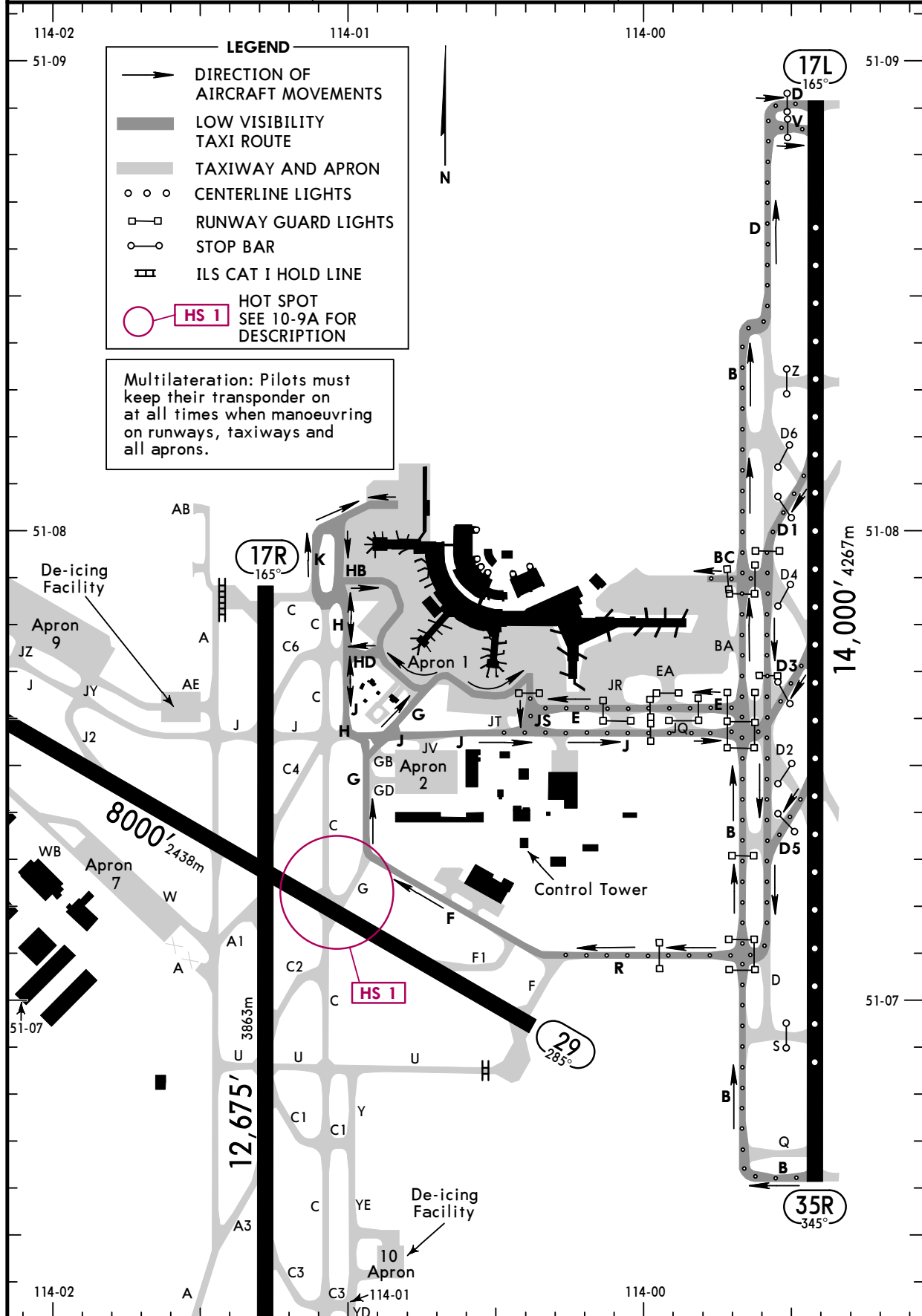
JEPPESSEN

SMGCS

9E CALGARY, ALTA
LOW VISIBILITY TAXI CHART
LAND RWY 17L, DEPART RWY 17L

For Low Visibility Procedures See 10-9C and 10-9D

| | | | | | | |
|------------------------|-------------------------|------------------------------|-------------------------|-------------------------------------|----------------------------|------------------|
| D-ATIS 128.225 | ACARS: D-ATIS PDC | CALGARY Clearance 120.825 | Ground West 121.9 | East 125.35 | *Apron Apron 1 121.3 | Apron 2 129.7 |
| Tower West 118.4 | | EDMONTON Radio 123.375 | | CALGARY Departure West 124.52 | | |
| East 118.875 | | | | East 119.8 | | |



CHANGES: Enhanced accuracy, ACARS added, centerline lights added.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

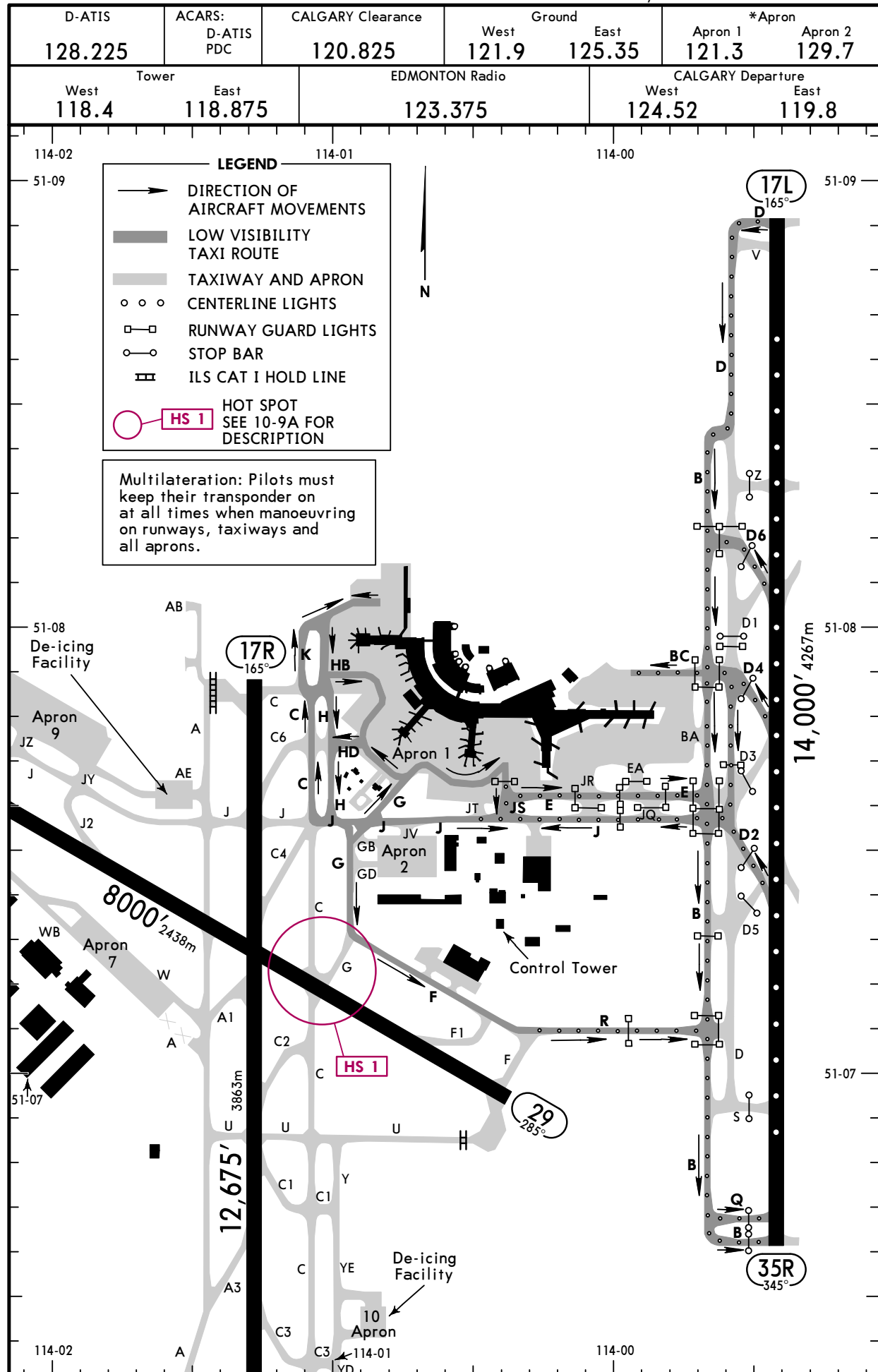
7 APR 17

(10-9F)

SMGCS

CALGARY, ALTA
LOW VISIBILITY TAXI CHART
LAND RWY 35R, DEPART RWY 35R

For Low Visibility Procedures See 10-9C and 10-9D

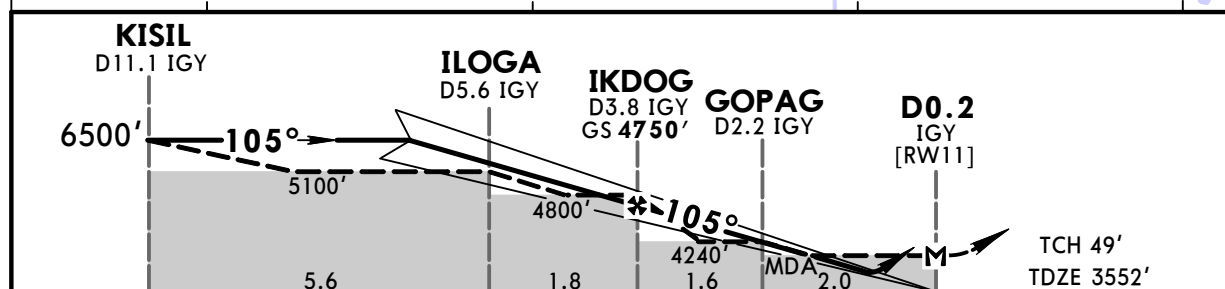
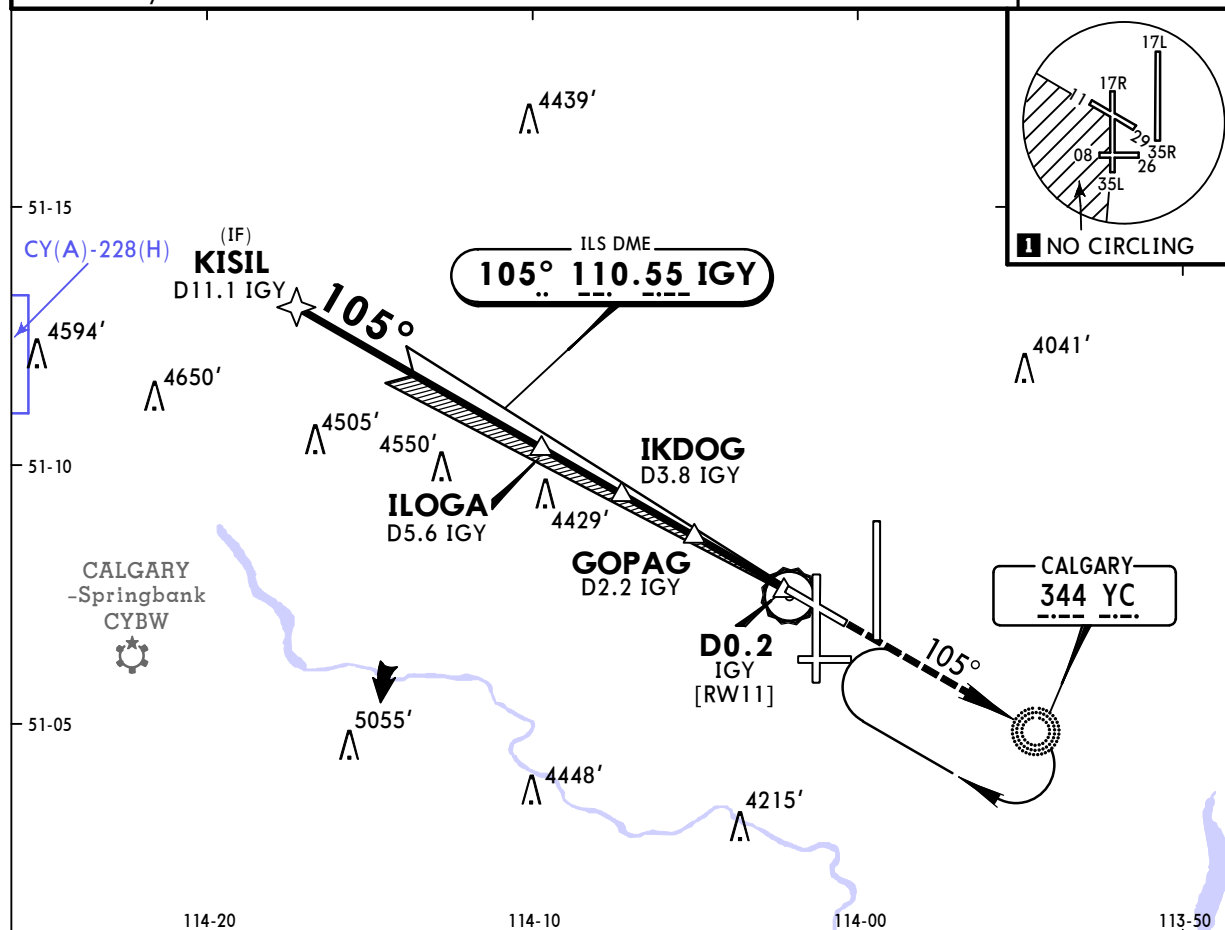


CYYC/YYC
CALGARY INTL

JEPPESEN
7 APR 17 (11-1)

CALGARY, ALTA
ILS DME Rwy 11

| | | | | | | | | | |
|--|------------|-------------------|-----------------|-------|--------------|----------------|---------|--------|-------------------|
| BRIEFING STRIP™ | D-ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
| | | | West | East | | West | East | West | East |
| | 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| | LOC IGY | Final Apch Crs | GS IKDOG | | ILS DA(H) | Apt Elev 3606' | | | |
| | 110.55 | 105° | 4750' (1198') | | 3802' (250') | TDZE 3552' | | | |
| MISSED APCH: Climb to 7000' track 105° to YC NDB. As required shuttle climb. | | | | | | | | | MSA YC NDB |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. LOC reliable only within 10° either side of centerline. 4. Procedure turn not authorized. | | | | | | | | | |



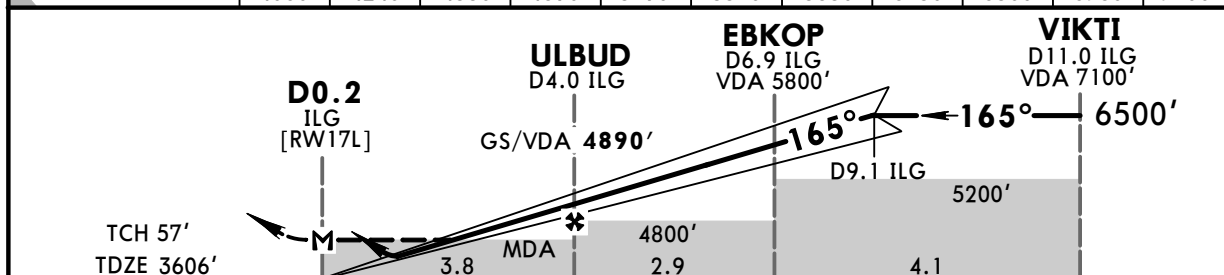
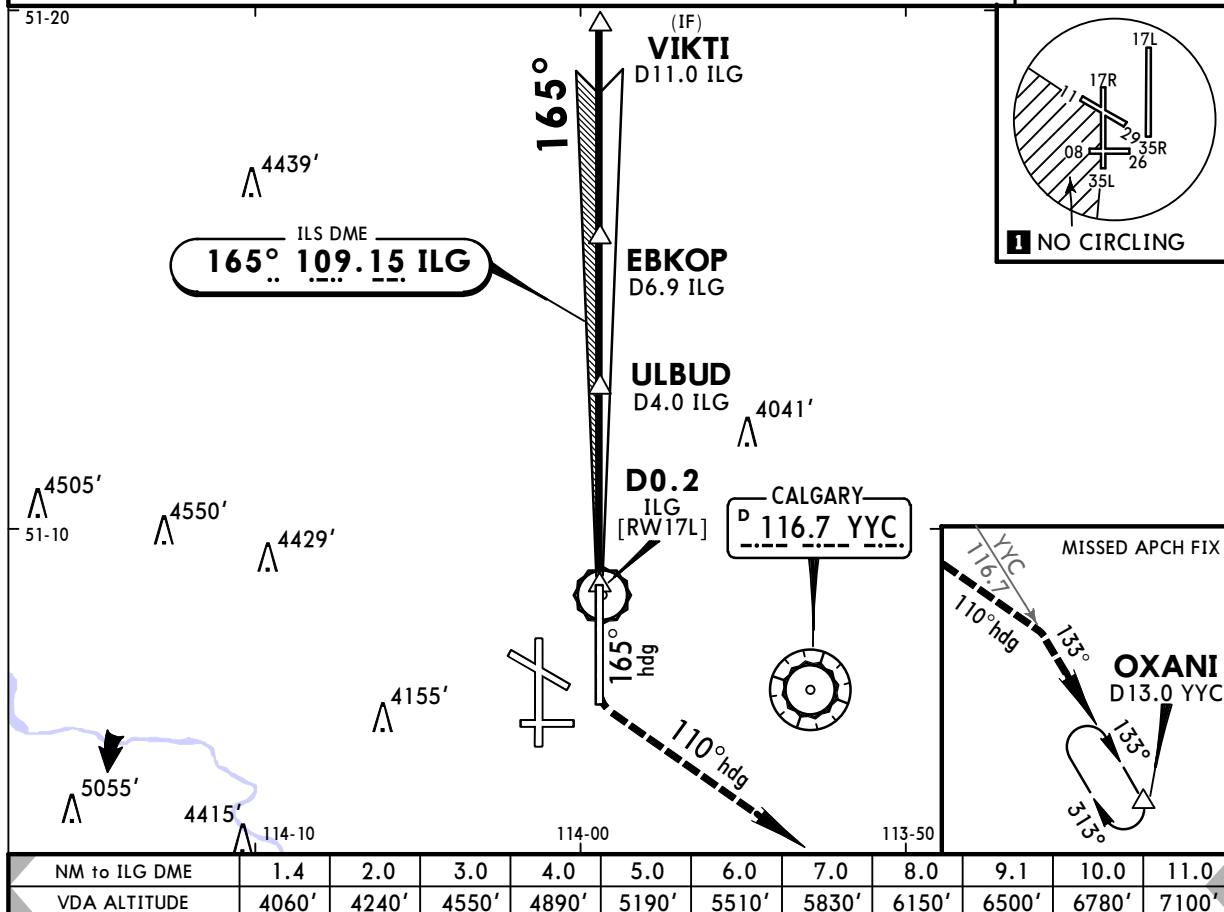
| | | | | | | | | | | |
|-----------------|-----|-----|-----|-----|-----|-----|---|--|-----------------|------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div> <div>ODALS</div> <div> <div>⋮</div> <div>PAPI</div> </div> </div> | <div> <div>7000'</div> <div>↑</div> </div> | <div>105°</div> | <div>YC</div> <div>344</div> |
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | |
| | | | | | | | | | | |
| MAP at D0.2 IGY | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 11 | | | | 1 CIRCLE-TO-LAND | | |
|----------------------------|---------------|--------------------|-------|------------------|--------|---------------------|
| ILS DME | | LOC (GS out) DME | | | | |
| DA(H) 3802'(250') | | MDA(H) 3940'(388') | | | | |
| | | ALS out | | Max Kts | MDA(H) | |
| A | RVR 40 or 3/4 | | 1 1/4 | | 90 | 4160'(554') - 1 3/4 |
| B | | | | | 120 | |
| C | | | | | 140 | 4160'(554') - 2 |
| D | | | | | 165 | 4220'(614') - 2 |

CYYC/YYC
CALGARY INTLJEPPESEN
26 AUG 16 (11-2)CALGARY, ALTA
ILS Rwy 17L

BRIEFING STRIP™

| D-ATIS | | EDMONTON Radio | | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|--|--|-------------------|--|----------------------|--|--------------|---------------|----------------|--------|---|
| | | | | | | | West | East | West | East |
| 128.225 | | 123.375 | | 123.85 125.9 126.525 | | | 118.4 | 118.875 | 121.9 | 125.35 |
| LOC ILG | | Final Apch Crs | | GS ULBUD | | ILS DA(H) | | Apt Elev 3606' | | <div><div></div><div>6500'</div></div> <div>MSA YYC VOR</div> |
| 109.15 | | 165° | | 4890' (1284') | | 3806' (200') | | TDZE 3606' | | |
| <div>MISSED APCH: Climb to 4100' heading 165°. Climbing LEFT turn heading 110° to intercept outbound on YYC VOR R-133 to 7000' to OXANI.</div> | | | | | | | | | | |
| <div>Alt Set: INCHES </div> | | | | | | | | | | |



| STRAIGHT-IN LANDING RWY 17L | | | | | | CIRCLE-TO-LAND | |
|---|--|--|--|--|--|----------------|---------------------|
| ILS DME DA(H) 3806' (200') FULL | | | LOC (GS out) DME MDA(H) 4060' (454') HIALS out | | | Max Kts | MDA(H) |
| RVR 26 or 1/2 | | | RVR 50 or 1 | | | 90 | 4160'(554') - 1 3/4 |
| | | | | | | 120 | 4160'(554') - 2 |
| | | | | | | 140 | 4160'(554') - 2 |
| | | | | | | 165 | 4220'(614') - 2 |

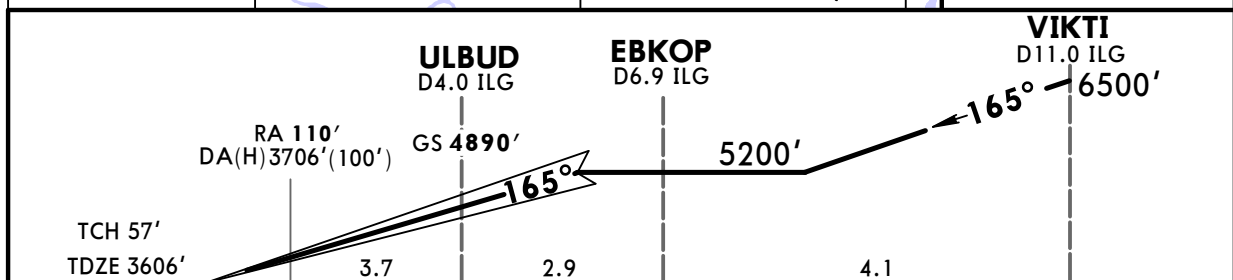
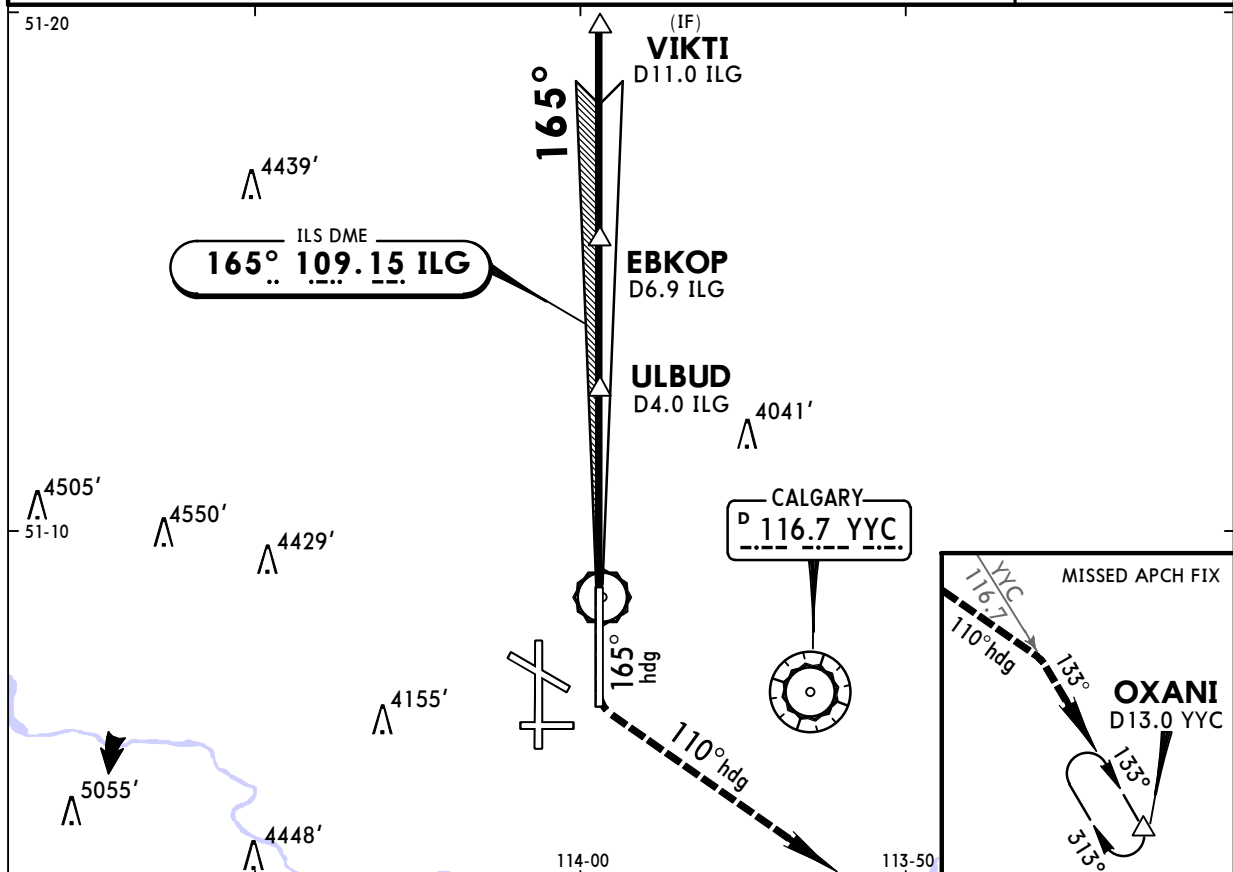
CYYC/YYC
CALGARY INTL

JEPPesen
26 AUG 16 **(11-2A)**

CALGARY, ALTA
ILS CAT II or III Rwy 17L

BRIEFING STRIP

| D-ATIS | | EDMONTON Radio | | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|--|-------------------|---------------------------------|----------------|----------------------|----------------------------------|---|------------------------------------|---|------------|-------------|
| 128.225 | | 123.375 | | 123.85 125.9 126.525 | | | West 118.4 | East 118.875 | West 121.9 | East 125.35 |
| LOC ILG | Final Apch Crs | GS ULBUD 4890' (1284') | CAT IIIC NA | CAT IIIB NA | CAT IIIA Refer to Minimums | CAT II ILS RA 110' DA(H) 3706'(100') | Apt Elev 3606' TDZE 3606' | <div><div>6500'</div><div>MSA YYC VOR</div></div> | | |
| MISSED APCH: Climb to 4100' heading 165°. Climbing LEFT turn heading 110° to intercept outbound on YYC VOR R-133 to 7000' to OXANI. | | | | | | | | | | |
| Alt Set: INCHES | | | | | | | | | | |



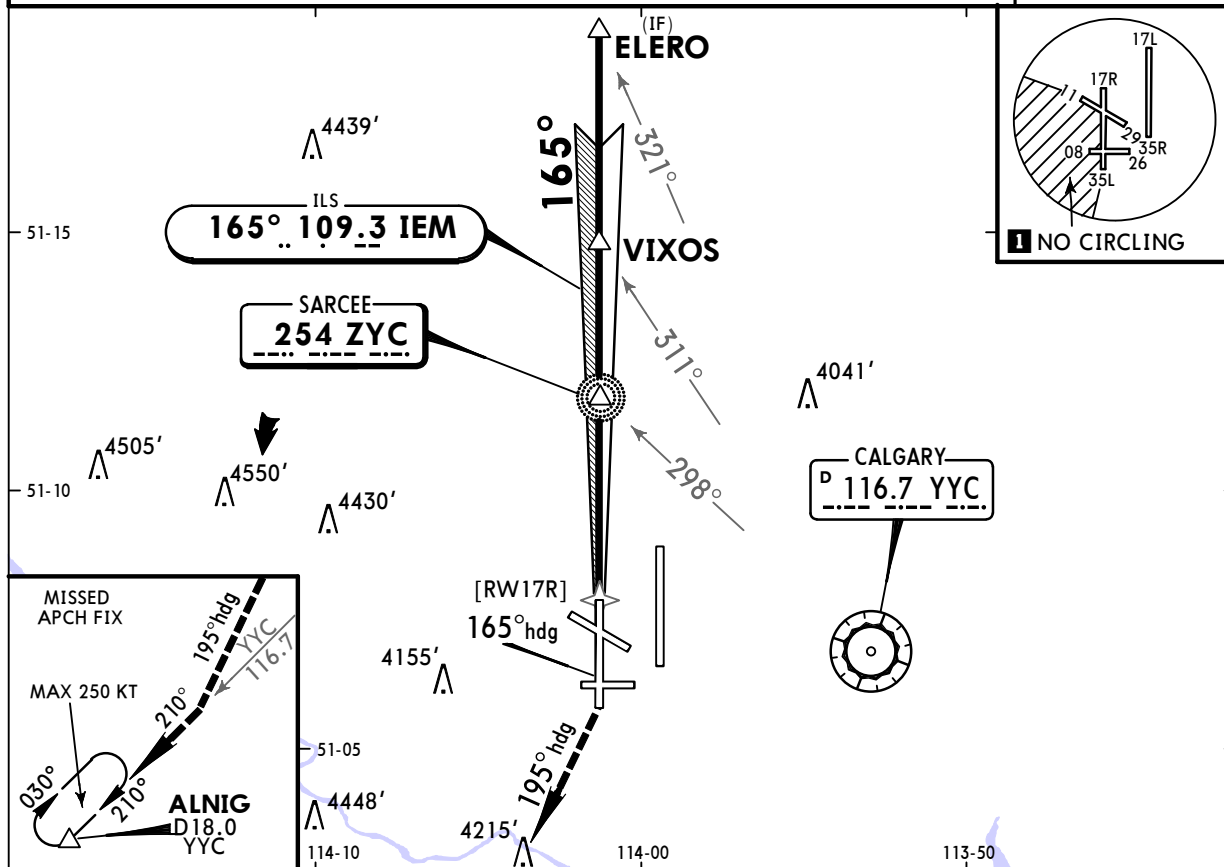
| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|--|--------------|--------------------|--------------------|--------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"> <div style="width: 10px; height: 10px; background-color: black;"></div> </div> | 4100' | 165° hdg | 7000' LT | 110° hdg |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | |

| STRAIGHT-IN LANDING RWY17L | | | |
|----------------------------|----------------|--------------|---|
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS |
| NOT AUTHORIZED | NOT AUTHORIZED | RVR 6 | RA 110' DA(H) 3706' (100') |
| | | | RVR 12 |

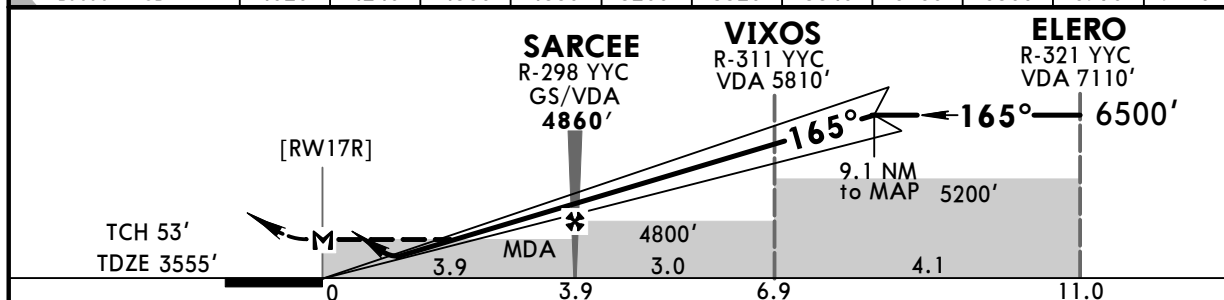
CYYC/YYC
CALGARY INTLJEPPESEN
26 AUG 16 (11-3)CALGARY, ALTA
ILS Rwy 17R

BRIEFING STRIP™

| D-ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|--|-------------------|----------------------|--------------|-------------------|---------------|--|--------|--------|
| | | | | | West | East | West | East |
| 128.225 | 123.375 | 123.85 125.9 126.525 | | | 118.4 | 118.875 | 121.9 | 125.35 |
| LOC IEM | Final Apch Crs | GS SARCEE | ILS DA(H) | Apt Elev 3606' | | <div><div></div><div>6500'</div><div>MSA ZYC NDB</div></div> | | |
| 109.3 | 165° | 4860' (1305') | 3755' (200') | TDZE 3555' | | | | |
| MISSED APCH: Climb to 4100' heading 165°. Climbing RIGHT turn heading 195° to intercept outbound on YYC VOR R-210 to 7000' to ALNIG. | | | | | | | | |
| As required shuttle climb. Shuttle to 7900' before proceeding on course. | | | | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | | | | |
| 1. RADAR or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. | | | | | | | | |
| 3. Simultaneous approach authorized with Rwy 17L. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn not authorized. | | | | | | | | |



| NM to MAP | 1.3 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.1 | 10.0 | 11.0 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| VDA ALTITUDE | 4020' | 4240' | 4560' | 4880' | 5200' | 5520' | 5840' | 6160' | 6500' | 6790' | 7110' |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | | 4100' | 165° | 7000' | 195° |
|---------------|-------|------|------|------|------|------|-------|--|-------|------|-------|------|
| GS/VDA | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | | ↑ | hdg | RT | hdg |
| SARCEE to MAP | 3.9 | 3:21 | 2:36 | 2:20 | 1:57 | 1:40 | 1:28 | | | | | |

| STRAIGHT-IN LANDING RWY 17R | | | | | | CIRCLE-TO-LAND | |
|-----------------------------|--|--|----------------------------------|--|--|----------------|------------------|
| ILS | | | LOC (GS out) or LOC (GS out) VOR | | | Max Kts | MDA(H) |
| DA(H) 3755' (200') | | | MDA(H) 4020' (465') | | | 90 | 4160'(554') - 1¾ |
| FULL | | | HIALS out | | | 120 | 4160'(554') - 2 |
| RVR 26 or 1/2 | | | RVR 50 or 1 | | | 140 | 4160'(554') - 2 |
| | | | | | | 165 | 4220'(614') - 2 |

CYYC/YYC
CALGARY INTL

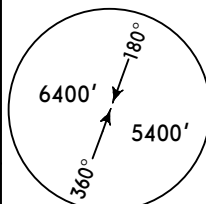
26 AUG 16

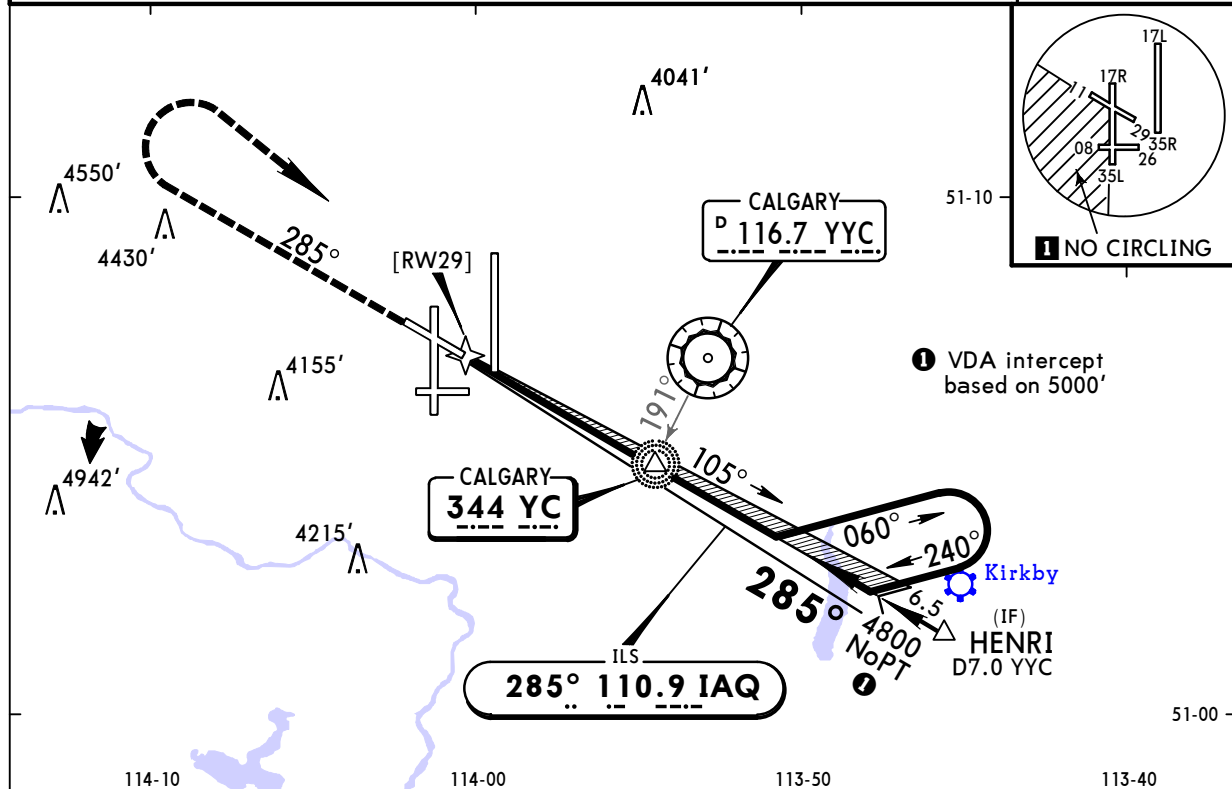
JEPPESEN

(11-4)

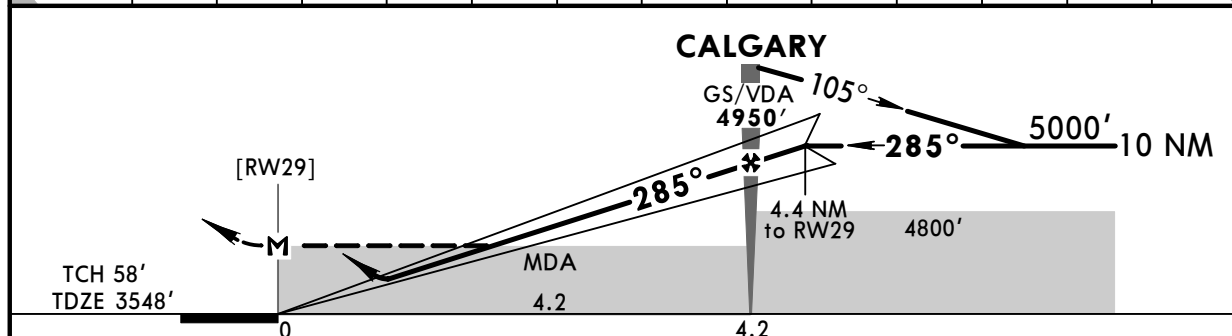
CALGARY, ALTA
ILS or (GNSS) NDB Rwy 29

BRIEFING STRIP™

| D-ATIS | | EDMONTON Radio | | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|--|--|---------------------------|--|---------------------------------|--|-------------------------------|---------------|----------------------------------|---|--------|
| | | | | | | | West | East | West | East |
| 128.225 | | 123.375 | | 123.85 125.9 126.525 | | | 118.4 | 118.875 | 121.9 | 125.35 |
| LOC IAQ 110.9 | | Final Apch Crs 285° | | GS CALGARY 4950' (1402') | | ILS DA(H) 3750' (202') | | Apt Elev 3606' TDZE 3548' | | |
| NDB YC 344 | | | | VDA CALGARY 4950' (1402') | | NDB MDA(H) 4160' (612') | | | | |
| MISSED APCH: Climb to 5700' track 285°. RIGHT turn to YC NDB. | | | | | | | | |  | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | | | | | |
| 1. SAFE ALTITUDE WITHIN 100 NM 13,800'. 2. LOC reliable only within 10° either side of centerline. | | | | | | | | | | |
| | | | | | | | | | MSA YC NDB | |



| NM to RW29 | 1.6 | 3.0 | 4.4 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 | 12.0 | 13.0 | 14.2 |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ALTITUDE | 4100' | 4560' | 5000' | 5190' | 5510' | 5830' | 6150' | 6470' | 6780' | 7100' | 7420' | 7740' | 8120' |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | | PAPI | | 5700' | | 285° | | RT | | YC 344 | |
|----------------|-------|------|------|------|------|------|-------|--|------|--|-------|--|------|--|----|--|--------|--|
| GS/VDA | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | | | | | | | | |
| CALGARY to MAP | 4.2 | 3:36 | 2:48 | 2:31 | 2:06 | 1:48 | 1:35 | | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 29 | | | | | | 1 CIRCLE-TO-LAND | | |
|----------------------------------|---------------|---|-------|-----------------------------------|---|------------------|----------------------|--|
| ILS DA(H) 3750' (202') | | LOC (GS out) or LOC (GS out) VOR MDA(H) 4100' (552') | | NDB MDA(H) 4160' (612') | | | | |
| FULL | | HIALS out | | HIALS out | | Max Kts | MDA(H) | |
| A | | | | | | 90 | 4160' (554') - 1 3/4 | |
| B | | | | | | 120 | 4160' (554') - 2 | |
| C | RVR 26 or 1/2 | | 1 3/4 | | 2 | 140 | 4160' (554') - 2 | |
| D | | | | | | 165 | 4220' (614') - 2 | |

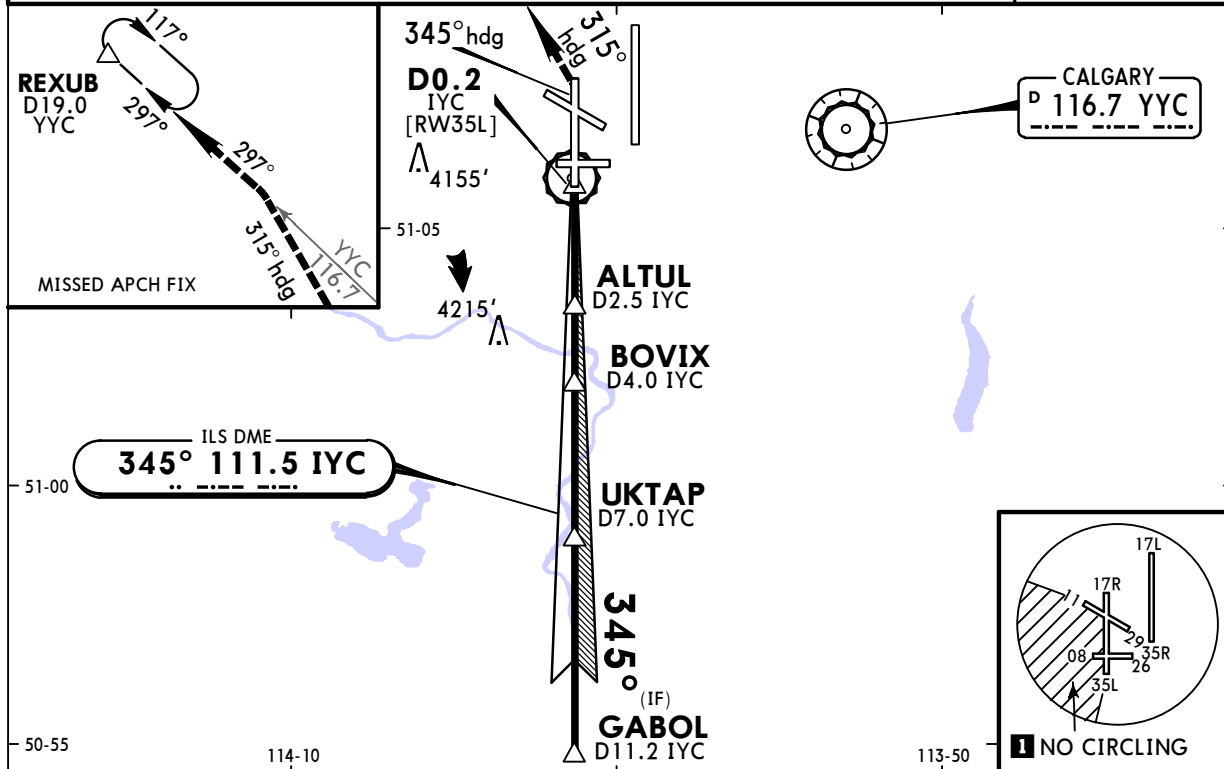
CYYC/YYC
CALGARY INTL

JEPPESSEN
26 AUG 16 **(11-5)**

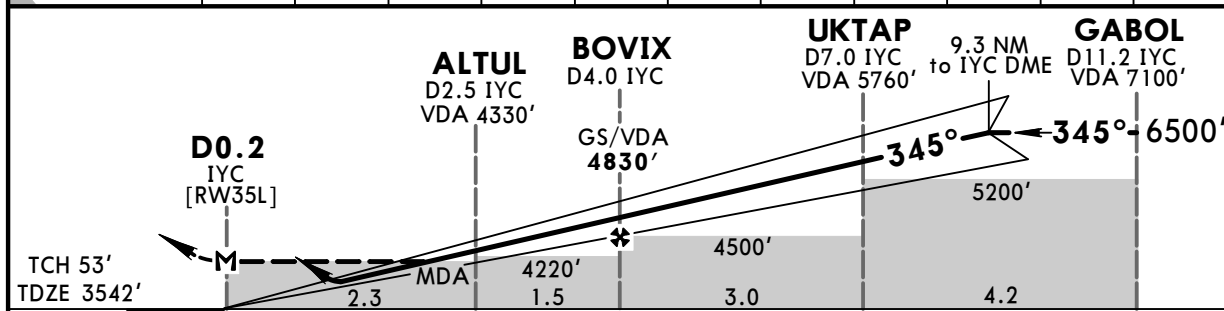
CALGARY, ALTA
ILS Rwy 35L

BRIEFING STRIP

| D-ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|---|---------------------------|------------------------------|------------------------------|---------|------------------------------|---------|---|--------|
| | | | | | West | East | West | East |
| 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| LOC IYC 111.5 | Final Apch Crs 345° | GS BOVIX 4830' (1288') | ILS DA(H) 3742' (200') | | Apt Elev 3606' TDZE 3542' | | <div><div></div><div>6500'</div></div> <div>MSA YYC VOR</div> | |
| MISSED APCH: Climb to 4100' heading 345°. Climbing LEFT turn heading 315° to intercept outbound on YYC VOR R-297 to 7000' to REXUB. | | | | | | | | |
| Alt Set: INCHES | | | | | | | | |



| NM to IYC DME | 1.2 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.3 | 10.0 | 11.2 |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| VDA ALTITUDE | 3920' | 4170' | 4490' | 4830' | 5120' | 5440' | 5760' | 6080' | 6500' | 6720' | 7100' |



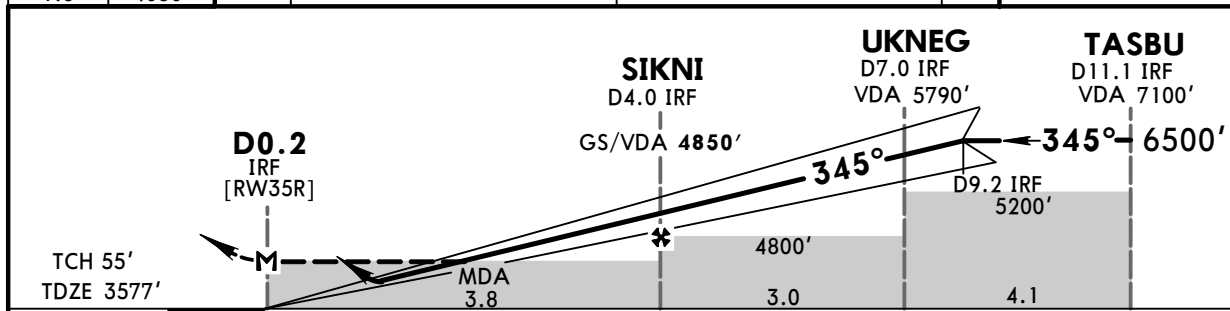
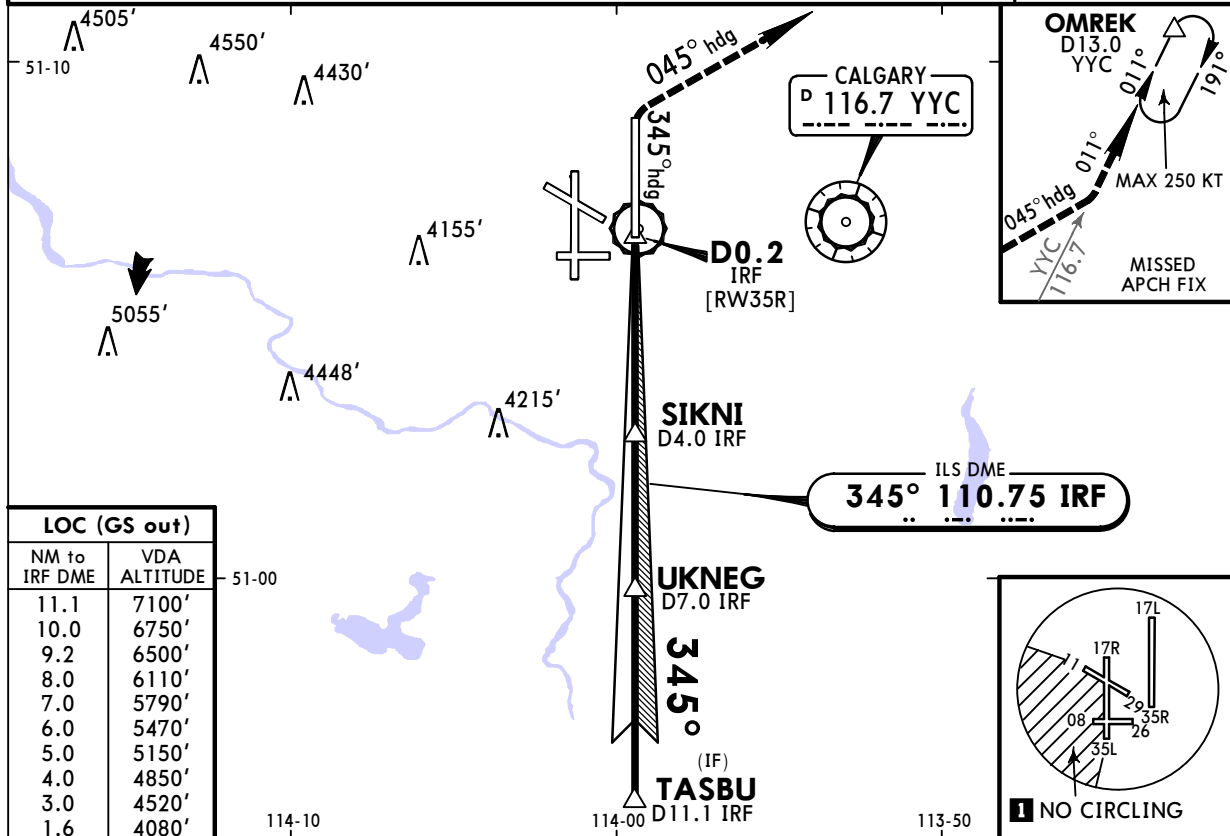
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | | 4100' | | 345° | | 7000' | | 315° | |
|-----------------|-------|-----|-----|-----|-----|-----|-------|--|-------|--|------|--|-------|--|------|--|
| GS/VDA | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | | ↑ | | hdg | | LT | | hdg | |
| MAP at D0.2 IYC | | | | | | | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 35L | | | | | | CIRCLE-TO-LAND | | |
|-----------------------------|--|--|---------------------|--|--|----------------|----------------------|--|
| ILS DME | | | LOC (GS out) DME | | | | | |
| DA(H) 3742' (200') | | | MDA(H) 3920' (378') | | | | | |
| FULL | | | HIALS out | | | Max Kts | MDA(H) | |
| | | | | | | 90 | 4160' (554') - 1 3/4 | |
| | | | | | | 120 | | |
| | | | | | | 140 | 4160' (554') - 2 | |
| | | | | | | 165 | 4220' (614') - 2 | |

CYYC/YYC
CALGARY INTLJEPPESEN
26 AUG 16 (11-6)CALGARY, ALTA
ILS Rwy 35R

BRIEFING STRIP

| D-ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|---|---------------------------|------------------------------|------------------------------|--|------------------------------|---------|---|--------|
| | | | | | West | East | West | East |
| 128.225 | 123.375 | 123.85 125.9 126.525 | | | 118.4 | 118.875 | 121.9 | 125.35 |
| LOC IRF 110.75 | Final Apch Crs 345° | GS SIKNI 4850' (1273') | ILS DA(H) 3777' (200') | | Apt Elev 3606' TDZE 3577' | | <div><div></div><div>6500'</div></div> <div>MSA YYC VOR</div> | |
| MISSED APCH: Climb to 4100' heading 345°. Climbing RIGHT turn heading 045° to intercept outbound on YYC VOR R-011 to 7000' to OMREK. As required shuttle climb. | | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | | | |
| 1. RADAR or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. | | | | | | | | |
| 3. Simultaneous approach authorized with Rwy 35L. 4. LOC reliable only within 10° either side of centerline. 5. Procedure turn NOT AUTHORIZED. | | | | | | | | |



| | | | | | | | |
|---------------|----|----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div><div>ALSIF-II</div><div>PAPI</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></</div></div></div></div> |
|---------------|----|----|-----|-----|-----|-----|---|

| STRAIGHT-IN LANDING RWY 35R | | | | | | CIRCLE-TO-LAND | | | |
|-----------------------------|---------------|--|----------------------------|--|--|----------------|----------------------|--|--|
| ILS DME | | | LOC (GS out) DME | | | | | | |
| DA(H) 3777' (200') | | | MDA(H) 4080' (503') | | | | | | |
| FULL | | | HIALS out | | | Max Kts | MDA(H) | | |
| A | | | | | | 90 | 4160' (554') - 1 3/4 | | |
| B | | | | | | 120 | | | |
| C | RVR 26 or 1/2 | | RVR 50 or 1 | | | 140 | 4160' (554') - 2 | | |
| D | | | | | | 165 | 4220' (614') - 2 | | |

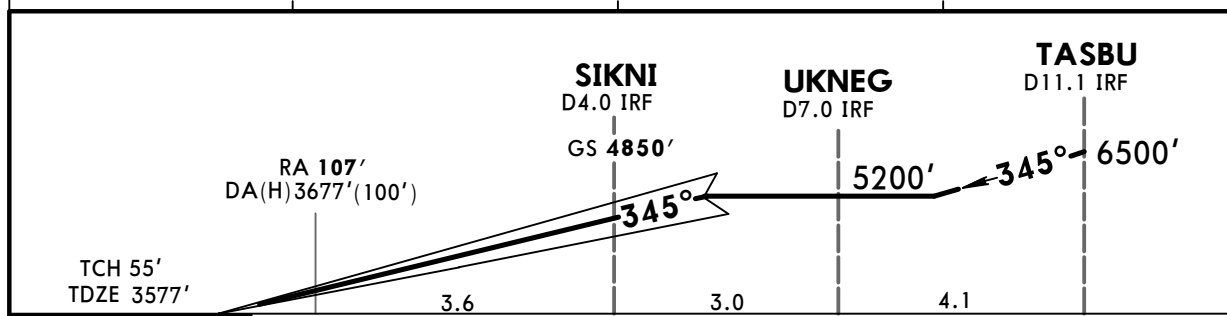
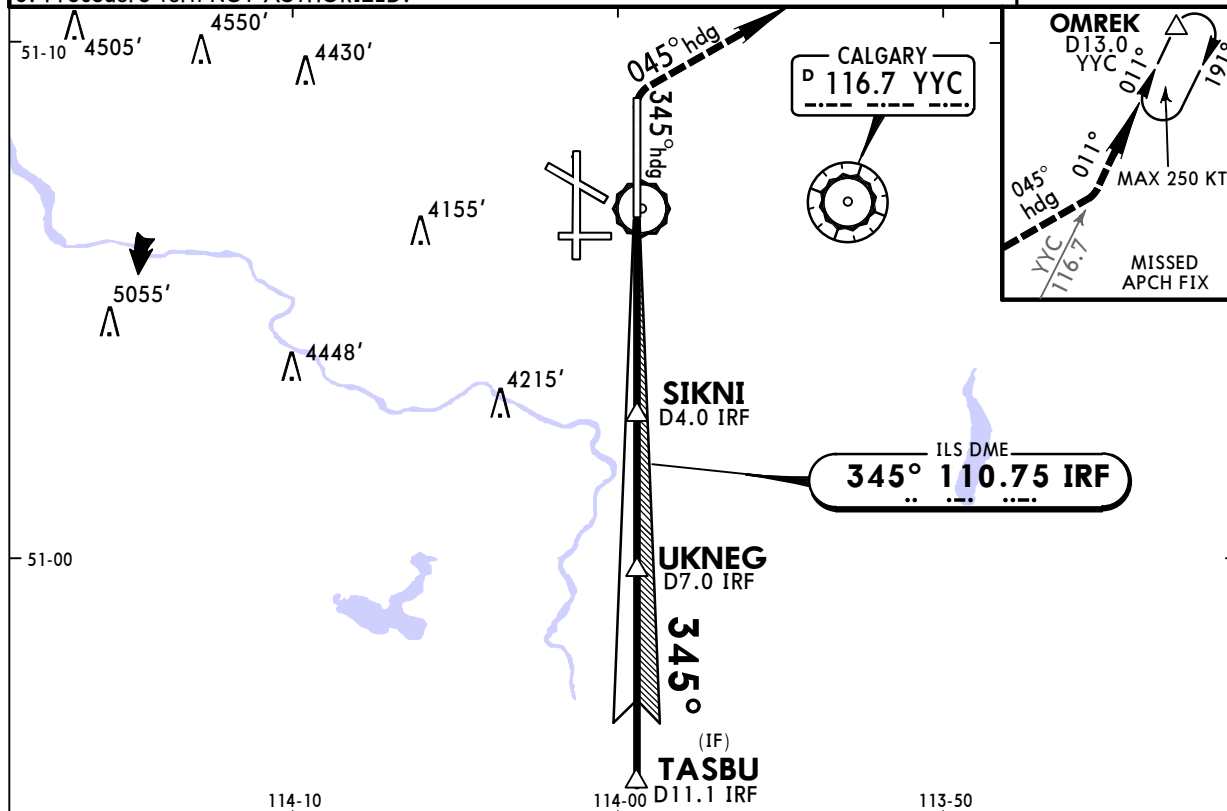
CYYC/YYC
CALGARY INTL

26 AUG 16 **11-6A**

CALGARY, ALTA
ILS CAT II or III Rwy 35R

BRIEFING STRIP

| D-ATIS | | EDMONTON Radio | | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|--|-------------------|---------------------------------|--------------------|----------------------|--------------------------------------|---|------------------------------------|---|------------|-------------|
| 128.225 | | 123.375 | | 123.85 125.9 126.525 | | | West 118.4 | East 118.875 | West 121.9 | East 125.35 |
| LOC IRF | Final Apch Crs | GS SIKNI 4850' (1273') | CAT IIIC NA | CAT IIIB NA | CAT IIIA Refer to Minimums | CAT II ILS RA 107' DA(H) 3677'(100') | Apt Elev 3606' TDZE 3577' | <div><div>6500'</div><div>MSA YYC VOR</div></div> | | |
| MISSED APCH: Climb to 4100' heading 345°. Climbing RIGHT turn heading 045° to intercept outbound on YYC VOR R-011 to 7000' to OMREK. As required shuttle climb. | | | | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | | | | | |
| 1. RADAR or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 13,800'. 4. Simultaneous approach authorized with Rwy 35L. 5. LOC reliable only within 10° either side of centerline. 6. Procedure turn NOT AUTHORIZED. | | | | | | | | | | |



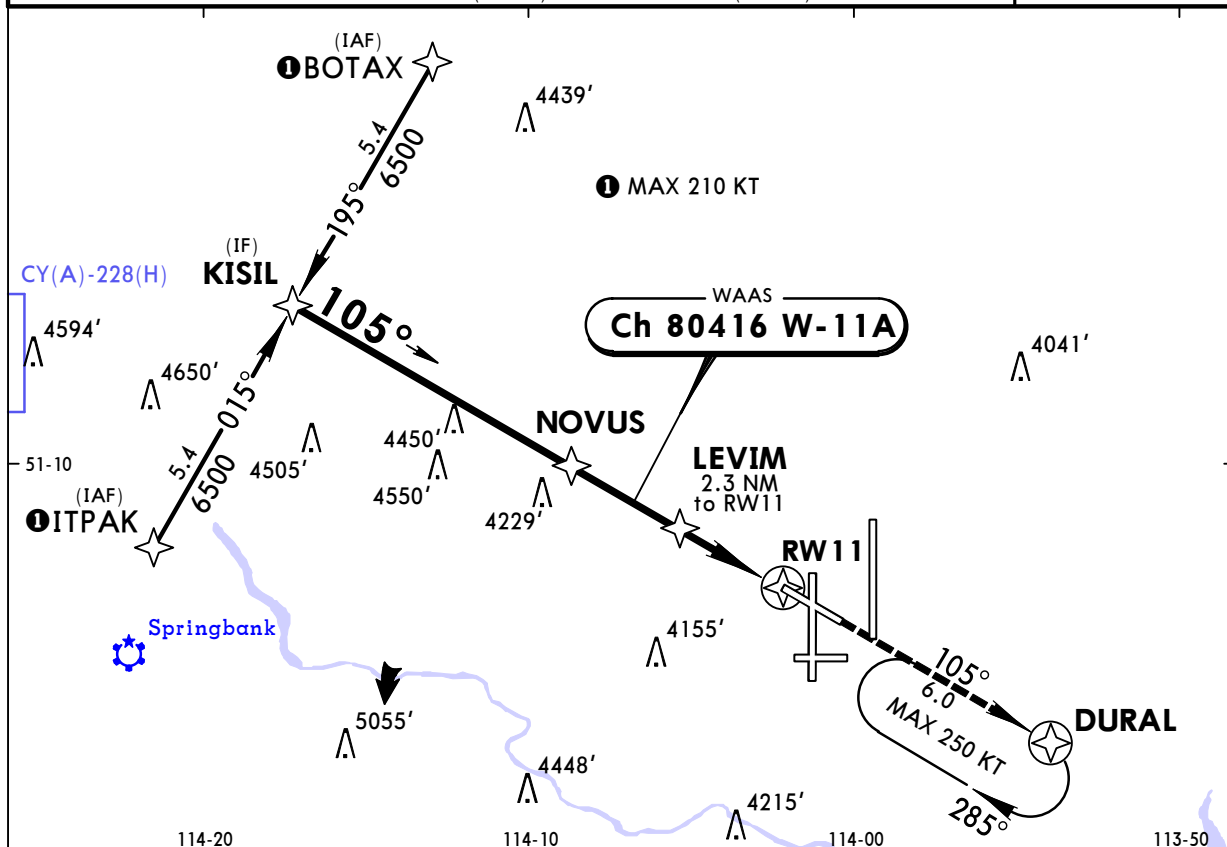
| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------|-------|------|-------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II | 4100' | 345° | 7000' | 045° |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | hdg | RT | hdg |

| STRAIGHT-IN LANDING RWY35R | | | |
|----------------------------|----------------|--------------|--|
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS RA 107' DA(H) 3677'(100') |
| NOT AUTHORIZED | NOT AUTHORIZED | RVR 6 | RVR 12 |

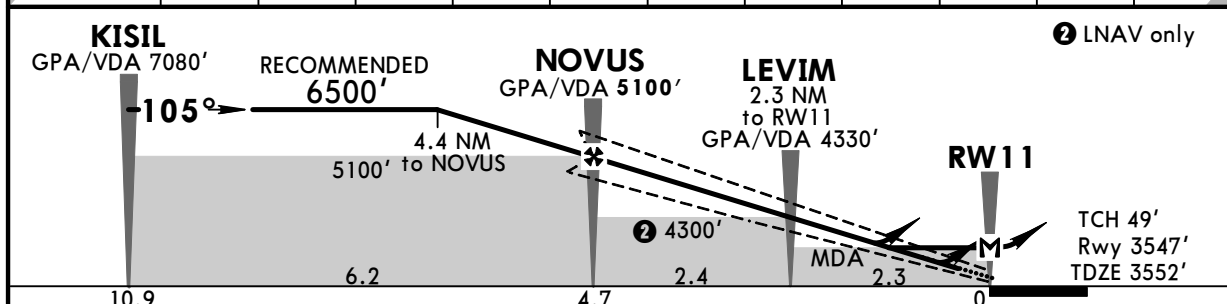
CYYC/YYC
CALGARY INTLJEPPESEN
4 NOV 16
Eff 10 Nov (12-1)CALGARY, ALTA
RNAV (GNSS) Z Rwy 11

BRIEFING STRIP™

| D-ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|---|----------------------------------|---|-------------------------------------|-----------------------------|---------------|--|--------|--------|
| | | West | East | | West | East | West | East |
| 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| WAAS Ch 80416 W-11A | Final Apch Crs 105° | GPA NOVUS 5100' (1553') | LPV DA(H) 3797' (250') | Apt Elev 3606' Rwy 3547' | | <div><div>6800'</div><div>MSA RW11</div></div> | | |
| MISSED APCH: Climb to 6200' track 105° to DURAL. As required shuttle climb. | | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 13,800'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) and above 52°C (126°F). | | | | | | | | |



| NM to RW11 | 10.9 | 10.0 | 9.1 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.4 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| VDA ALTITUDE | 7080' | 6780' | 6500' | 6140' | 5830' | 5510' | 5190' | 4870' | 4550' | 4230' | 4040' |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ODALS | | 6200' | | 105° DURAL | |
|---------------------------|-----|-----|-----|-----|-----|-----|-------|--|-------|--|------------|--|
| GPA/VDA 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | | ↑ | | | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | | | |
| LNAV: MAP at RW11 | | | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 11 | | | | CIRCLE-TO-LAND | | | |
|----------------------------|-------------|--------------------|-------|---------------------|--|----------------|----------------------|
| LPV | | LNAV/VNAV | | LNAV | | CIRCLE-TO-LAND | |
| DA(H) 3797' (250') | | DA(H) 4054' (507') | | MDA(H) 4040' (493') | | Max Kts | |
| | | | | ALS out | | MDA(H) | |
| A | | | | | | 90 | 4160' (554') - 1 3/4 |
| B | | | | | | 120 | 4160' (554') - 2 |
| C | RVR 50 or 1 | 1 3/4 | 1 1/2 | | | 140 | 4160' (554') - 2 |
| D | | | | | | 165 | 4220' (614') - 2 |

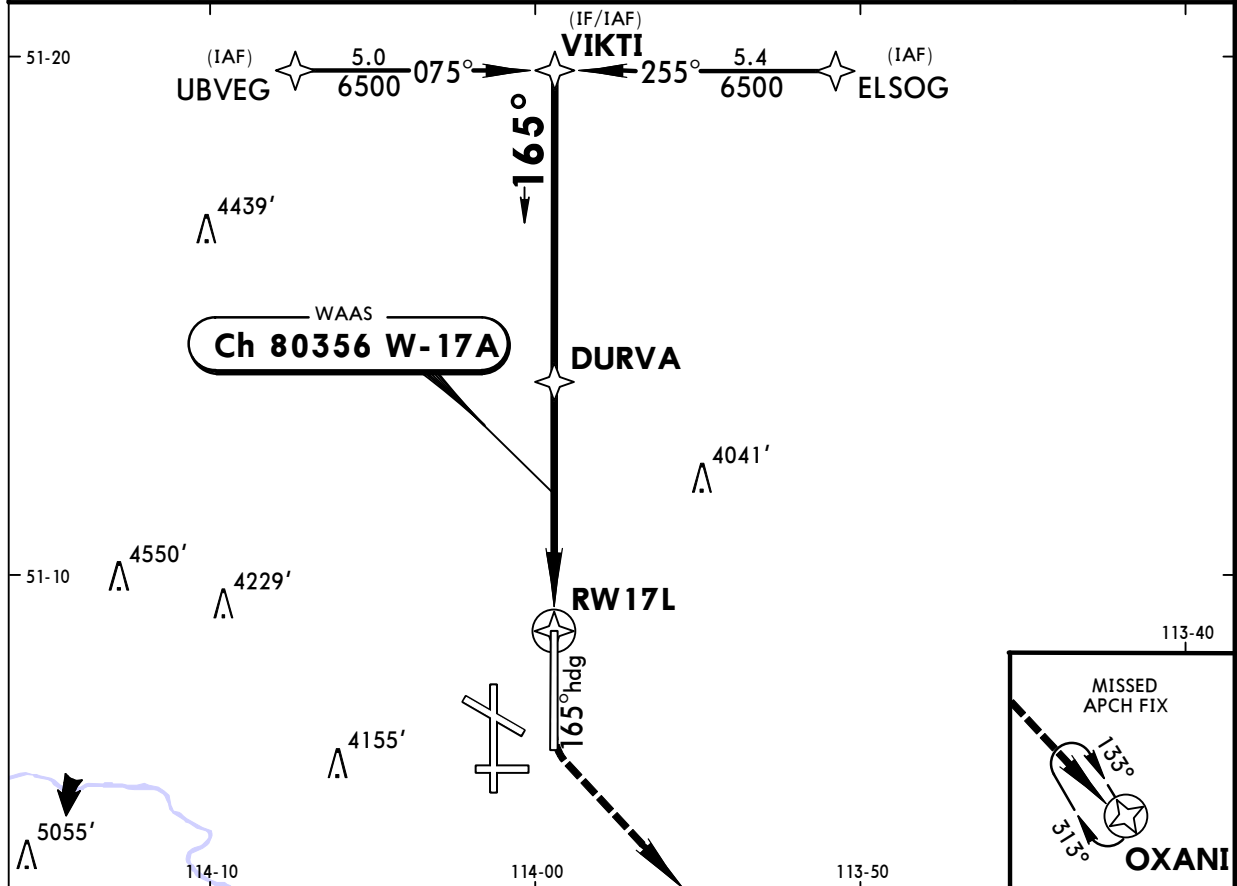
CYYC/YYC
CALGARY INTL

JEPPesen
4 NOV 16
Eff 10 Nov (12-2)

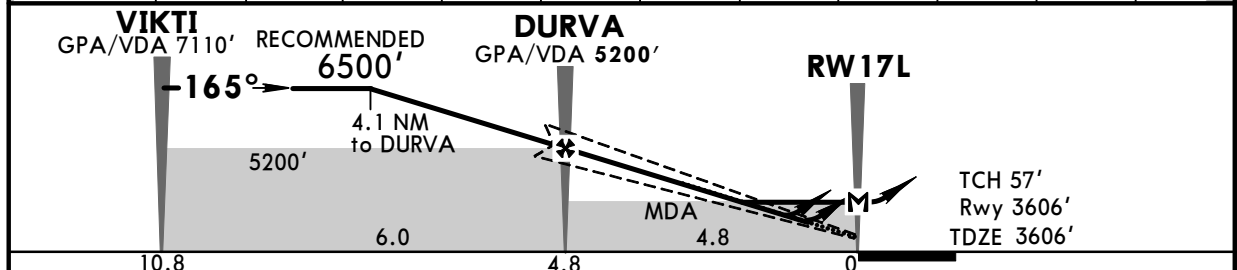
CALGARY, ALTA
RNAV (GNSS) Z Rwy 17L





BRIEFING STRIP™

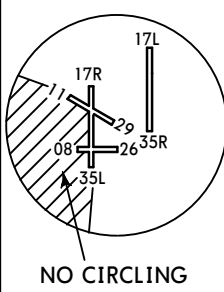
| D-ATIS | | EDMONTON Radio | | CALGARY Arrival | | CALGARY Tower | | Ground | |
|---|--|----------------------------------|--|---|------|-------------------------------------|------|---------------------------------------|------|
| | | | | West | East | West | East | West | East |
| 128.225 | | 123.375 | | 123.85 125.9 | | 126.525 | | 118.4 118.875 | |
| 121.9 | | 125.35 | | | | | | | |
| WAAS Ch 80356 W-17A | | Final Apch Crs 165° | | GPA DURVA 5200' (1594') | | LPV DA(H) 3806' (200') | | Apt Elev 3606' Rwy 3606' | |
| MISSED APCH: Climb to 4100' heading 165°. Then climbing LEFT turn to 7000' direct to OXANI. | | | | | | | | <div>6500'</div> <div>MSA RW17L</div> | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | | | | |
| 1. SAFE ALTITUDE WITHIN 100 NM 13,800'. 2. Simultaneous approach authorized with Rwy 17R. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) and above 50°C (122°F). | | | | | | | | | |

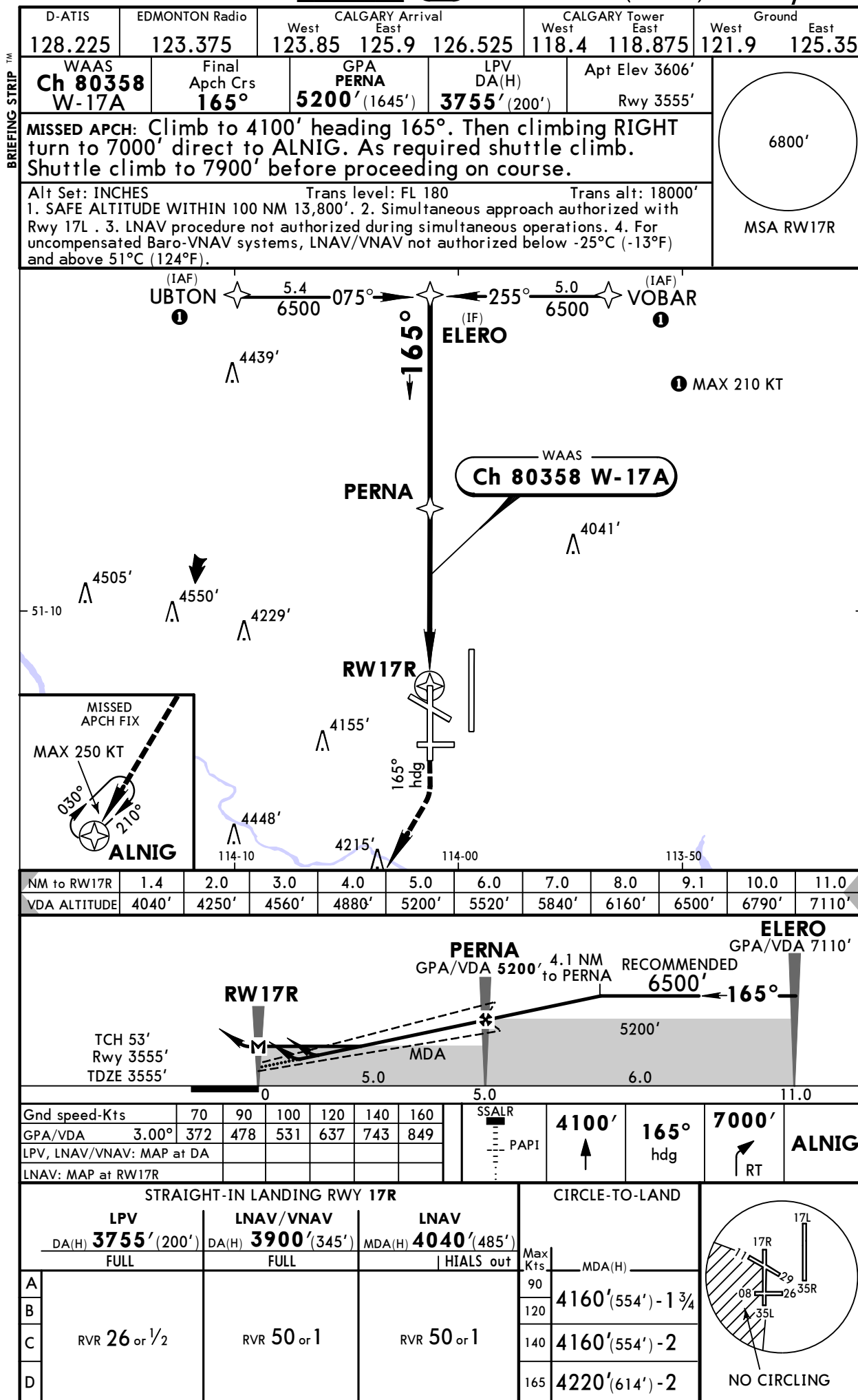


| NM to RW17L | 10.8 | 10.0 | 8.9 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.2 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| VDA ALTITUDE | 7110' | 6850' | 6500' | 6210' | 5890' | 5570' | 5260' | 4940' | 4620' | 4300' | 4060' |



| | | | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|---|--|---|---|-------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |  |  |  |  | OXANI | |
| GPA/VDA | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | | 849 |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | | | |
| LNAV: MAP at RW17L | | | | | | | | | | | | |

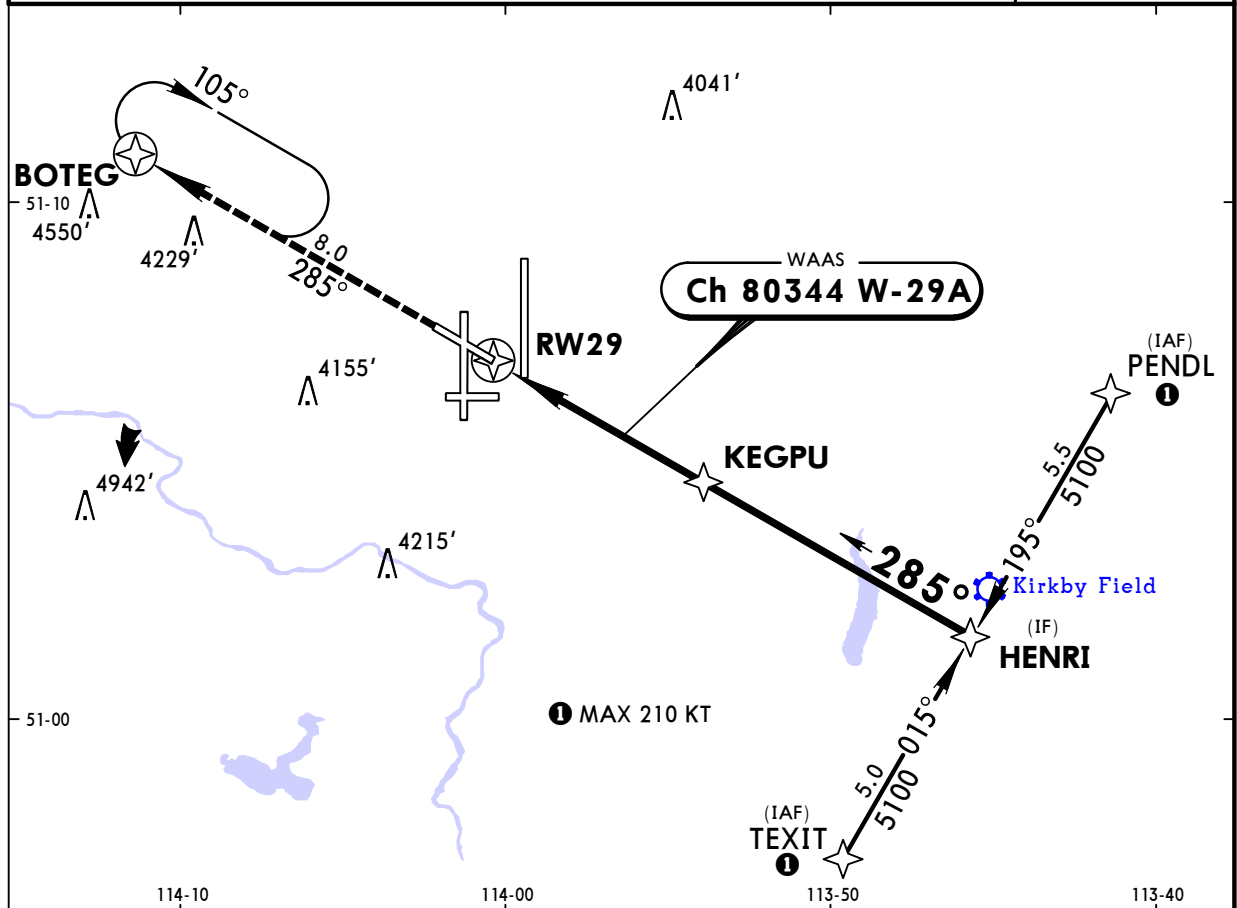
| STRAIGHT-IN LANDING RWY 17L | | | | CIRCLE-TO-LAND | |  |
|-----------------------------|--------------------|---------------------|-------------|----------------|----------------------|---|
| LPV | LNAV/VNAV | LNAV | | Max Kts | MDA(H) | |
| DA(H) 3806' (200') | DA(H) 3930' (324') | MDA(H) 4060' (454') | HIALS out | | | |
| FULL | FULL | | | 90 | 4160' (554') - 1 3/4 | |
| | | | | 120 | 4160' (554') - 2 | |
| A | | | | 140 | 4160' (554') - 2 | NO CIRCLING |
| B | | | | 165 | 4220' (614') - 2 | |
| C | RVR 26 or 1/2 | RVR 50 or 1 | RVR 50 or 1 | | | |
| D | | | | | | |

CYYC/YYC
CALGARY INTLJEPPESEN
4 NOV 16
Eff 10 Nov (12-3)CALGARY, ALTA
RNAV (GNSS) Z Rwy 17R

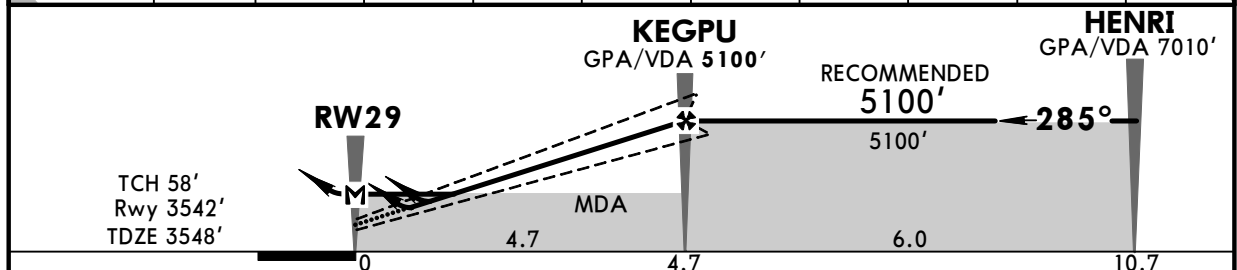
CYYC/YYC
CALGARY INTLJEPPESEN
4 NOV 16
Eff 10 Nov (12-4)CALGARY, ALTA
RNAV (GNSS) Z Rwy 29

BRIEFING STRIP™

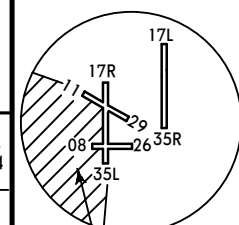
| D-ATIS | | EDMONTON Radio | | CALGARY Arrival | | CALGARY Tower | | Ground | |
|--|--|----------------------------------|--|---|-------|-------------------------------------|-------|---------------------------------|--------------------------------------|
| | | | | West | East | West | East | West | East |
| 128.225 | | 123.375 | | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 125.35 |
| WAAS Ch 80344 W-29A | | Final Apch Crs 285° | | GPA KEGPU 5100' (1558') | | LPV DA(H) 3742' (200') | | Apt Elev 3606' Rwy 3542' | |
| MISSED APCH: Climb to 6200' track 285° to BOTEG. As required shuttle climb. | | | | | | | | | <div>6800'</div> <div>MSA RW29</div> |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | | | | |
| 1. SAFE ALTITUDE WITHIN 100 NM 13,800'. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) and above 49°C (120°F). | | | | | | | | | |



| NM to RW29 | 1.8 | 3.0 | 4.0 | 4.7 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 10.7 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| VDA ALTITUDE | 4180' | 4560' | 4870' | 5100' | 5510' | 5830' | 6150' | 6470' | 6790' | 7010' |



| | | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|--|---|------|-------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div><div>SSALR</div><div>PAPI</div></div> | <div><div>6200'</div><div>↑</div></div> | 285° | BOTEG | |
| GPA/VDA | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | 849 |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | | |
| LNAV: MAP at RW29 | | | | | | | | | | | |

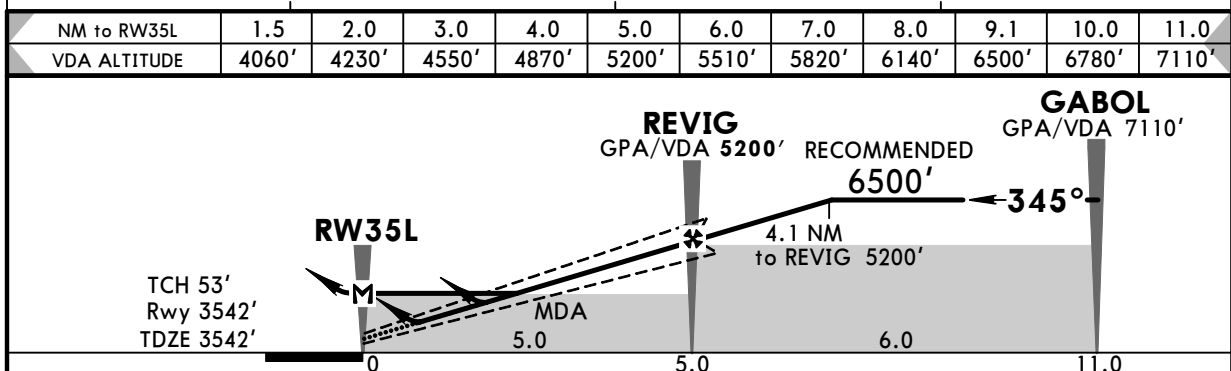
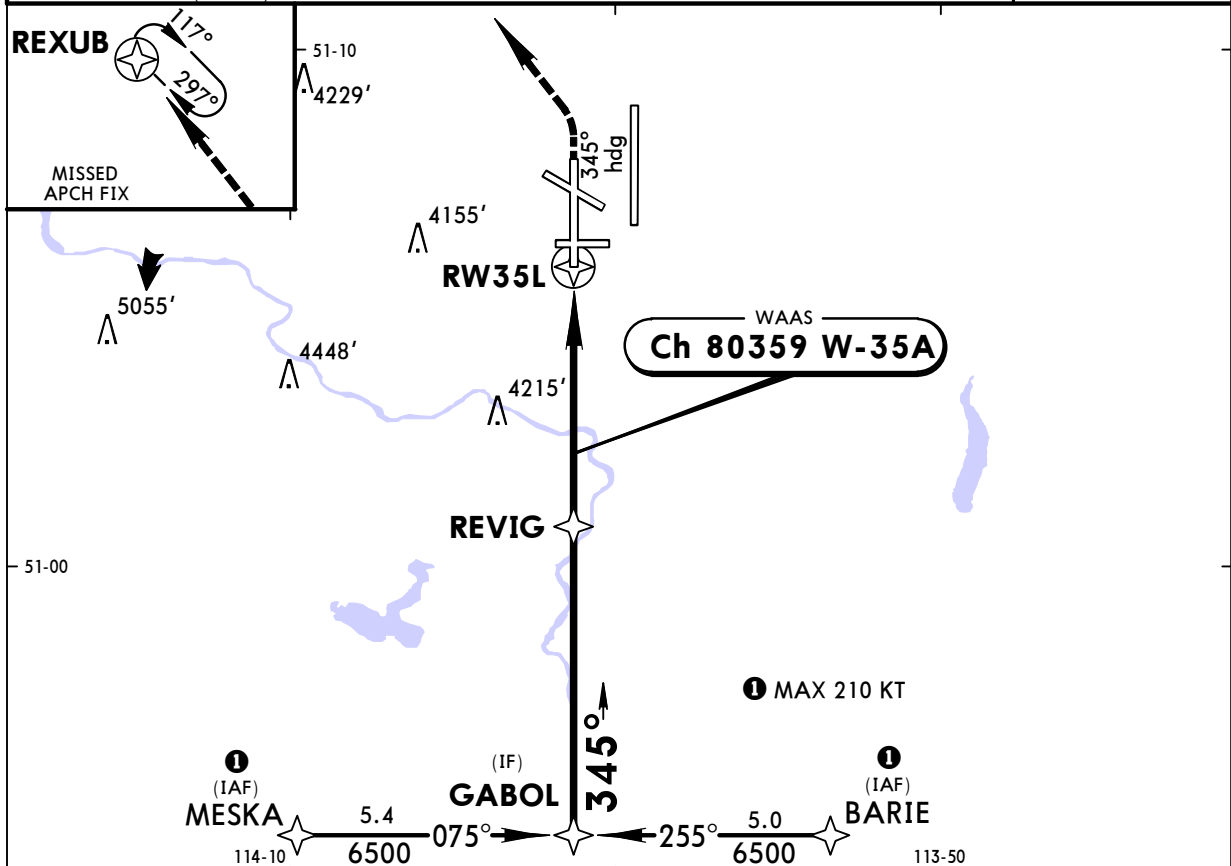
| STRAIGHT-IN LANDING RWY 29 | | | | CIRCLE-TO-LAND | |  |
|----------------------------|---------------------------|----------------------------|-------|----------------|----------------------|---|
| LPV | LNAV/VNAV | LNAV | | Max Kts | MDA(H) | |
| DA(H) 3742' (200') | DA(H) 4003' (461') | MDA(H) 4180' (638') | | 90 | 4180' (574') - 1 3/4 | NO CIRCLING |
| FULL | FULL | HIALS out | | 120 | 4180' (574') - 2 | |
| | | | | 140 | 4180' (574') - 2 | |
| | | | | 165 | 4220' (614') - 2 | |
| A | | | | | | |
| B | | | | | | |
| C | RVR 26 or 1/2 | 1 | 1 1/2 | | | |
| D | | | | | | |

CYYC/YYC
CALGARY INTL


JEPPesen
4 NOV 16
Eff 10 Nov (12-5)

CALGARY, ALTA
RNAV (GNSS) Z Rwy 35L

| | | | | | | | | | |
|----------------------|---|---------------------------|-------------------------------|------------------------------|-----------------------------|---------------|---|--------|--------|
| BRIEFING STRIP TM | D-ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
| | | | West | East | | West | East | West | East |
| | 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| | WAAS Ch 80359 W-35A | Final Apch Crs 345° | GPA REVIG 5200' (1658') | LPV DA(H) 3742' (200') | Apt Elev 3606' Rwy 3542' | | <div><div>6800'</div><div>MSA RW35L</div></div> | | |
| | MISSED APCH: Climb to 4100' heading 345°. Then climbing LEFT turn to 7000' direct to REXUB. | | | | | | | | |
| | Alt Set: INCHES | | | | | | | | |

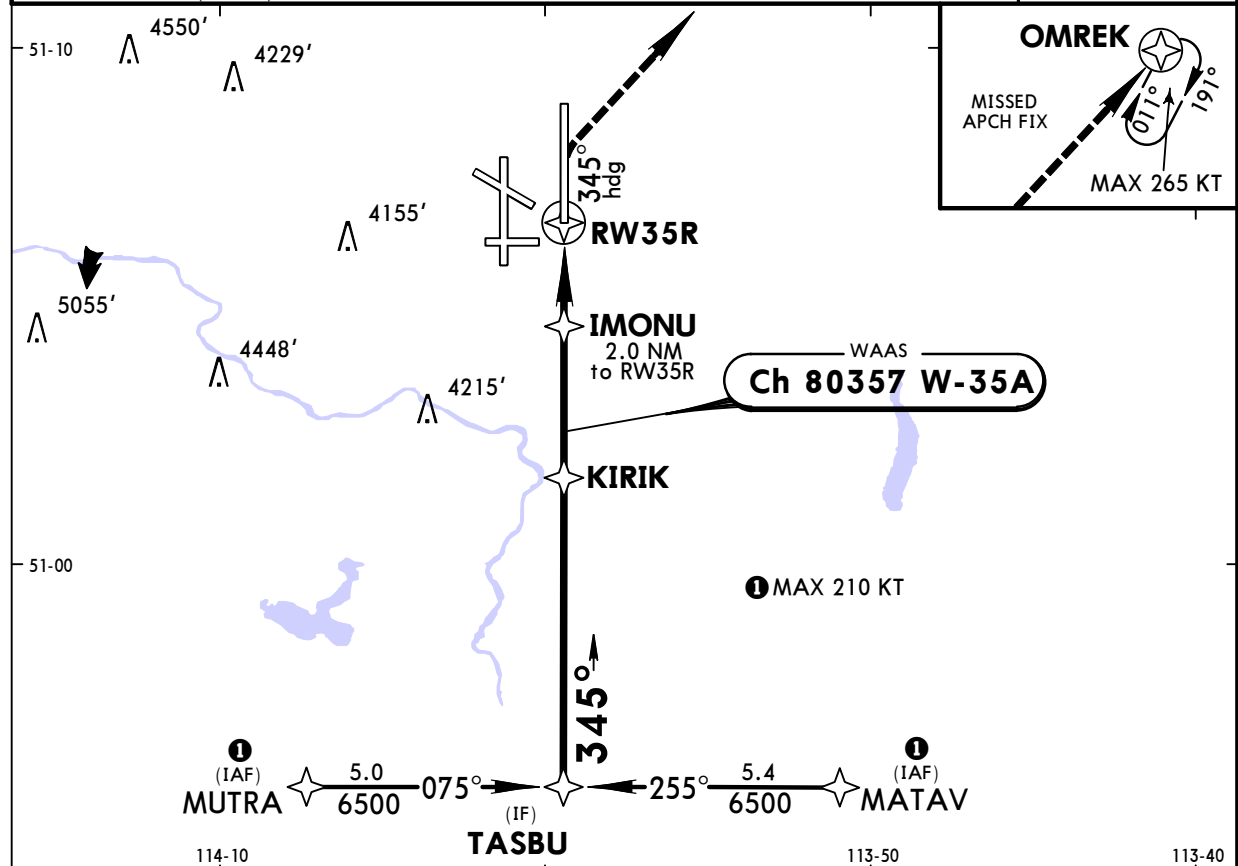


| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | 4100' | 345° | 7000' | REXUB |
|---------------------------|-----|-----|-----|-----|-----|-----|-------|-------|------|-------|-------|
| GPA/VDA 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | hdg | LT | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | | |
| LNAV: MAP at RW35L | | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 35L | | | | CIRCLE-TO-LAND | |  |
|-----------------------------|----------------------|---------------------------|--------------------|----------------------------|--------|---|
| LPV | | LNAV/VNAV | | LNAV | | |
| DA(H) 3742' (200') | | DA(H) 3958' (416') | | MDA(H) 4060' (518') | | |
| FULL | | FULL | | HIALS out | | |
| | | | | Max Kts | MDA(H) | |
| A | | | | | 90 | 4160' (554') - 1 ³ / ₄ |
| B | | | | | 120 | |
| C | RVR 26 or 1/2 | RVR 50 or 1 | RVR 50 or 1 | | 140 | 4160' (554') - 2 |
| D | | | | | 165 | 4220' (614') - 2 |

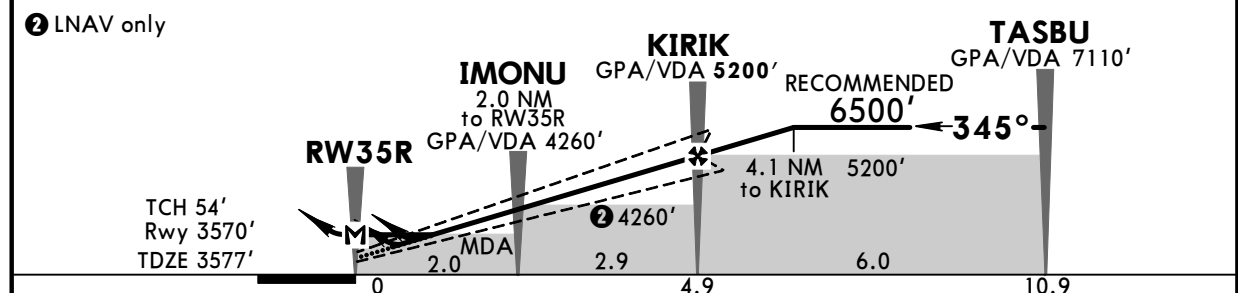
CYYC/YYC
CALGARY INTLJEPPESEN
4 NOV 16
Eff 10 Nov (12-6)CALGARY, ALTA
RNAV (GNSS) Z Rwy 35R

| | | | | | | | | | |
|---|---|---------------------------|-------------------------------|------------------------------|-----------------------------|---------------|---------------------------------------|--------|--------|
| BRIEFING STRIP TM | D-ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
| | | | West | East | | West | East | West | East |
| | 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| | WAAS Ch 80357 W-35A | Final Apch Crs 345° | GPA KIRIK 5200' (1630') | LPV DA(H) 3770' (200') | Apt Elev 3606' Rwy 3570' | | <div>6800'</div> <div>MSA RW35R</div> | | |
| | MISSED APCH: Climb to 4100' heading 345°. Then climbing RIGHT turn to 7000' direct to OMREK. | | | | | | | | |
| | Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | | | |
| 1. SAFE ALTITUDE WITHIN 100 NM 13,800'. 2. Simultaneous approach authorized with Rwy 35L. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) and above 50°C (122°F). | | | | | | | | | |

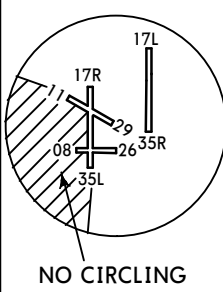


| NM to RW35R | 1.4 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 10.9 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| VDA ALTITUDE | 4060' | 4260' | 4580' | 4900' | 5220' | 5540' | 5850' | 6170' | 6500' | 6810' | 7110' |

② LNAV only



| | | | | | | | | | | | |
|---------------------------|-----|-----|-----|-----|-----|-----|--|--------------|------|--------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div><div>ALSF-II</div><div>PAPI</div></div> | 4100' | 345° | 7000' | OMREK |
| GPA/VDA 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | <div>↑</div> | hdg | <div>↗</div> | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | RT | |
| LNAV: MAP at RW35R | | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 35R | | | | CIRCLE-TO-LAND | |  |
|-----------------------------|----------------------|---------------------------|--------------------|----------------------------|-----------------------------|---|
| LPV | | LNAV/VNAV | | LNAV | | |
| DA(H) 3770' (200') | | DA(H) 3945' (375') | | MDA(H) 4060' (490') | | |
| FULL | | FULL | | HALFS out | | |
| A | RVR 26 or 1/2 | RVR 50 or 1 | RVR 50 or 1 | Max Kts | MDA(H) _____ | |
| B | | | | 90 | 4160' (554') - 1 3/4 | |
| C | | | | 120 | | |
| D | | | | 140 | 4160' (554') - 2 | |
| | | | | 165 | 4220' (614') - 2 | |

CYYC/YYC
CALGARY INTL

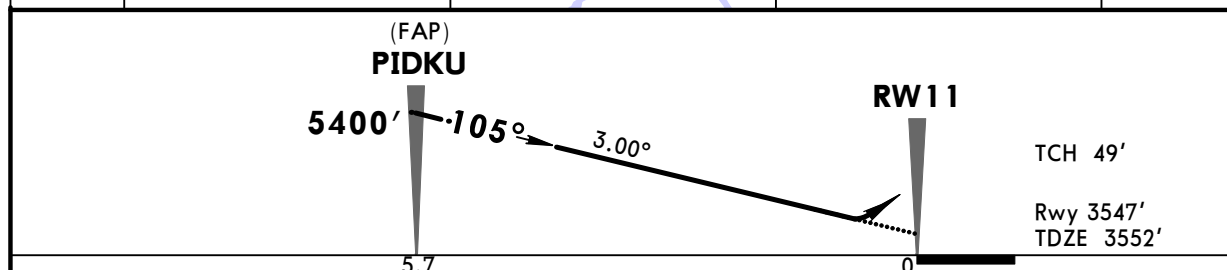
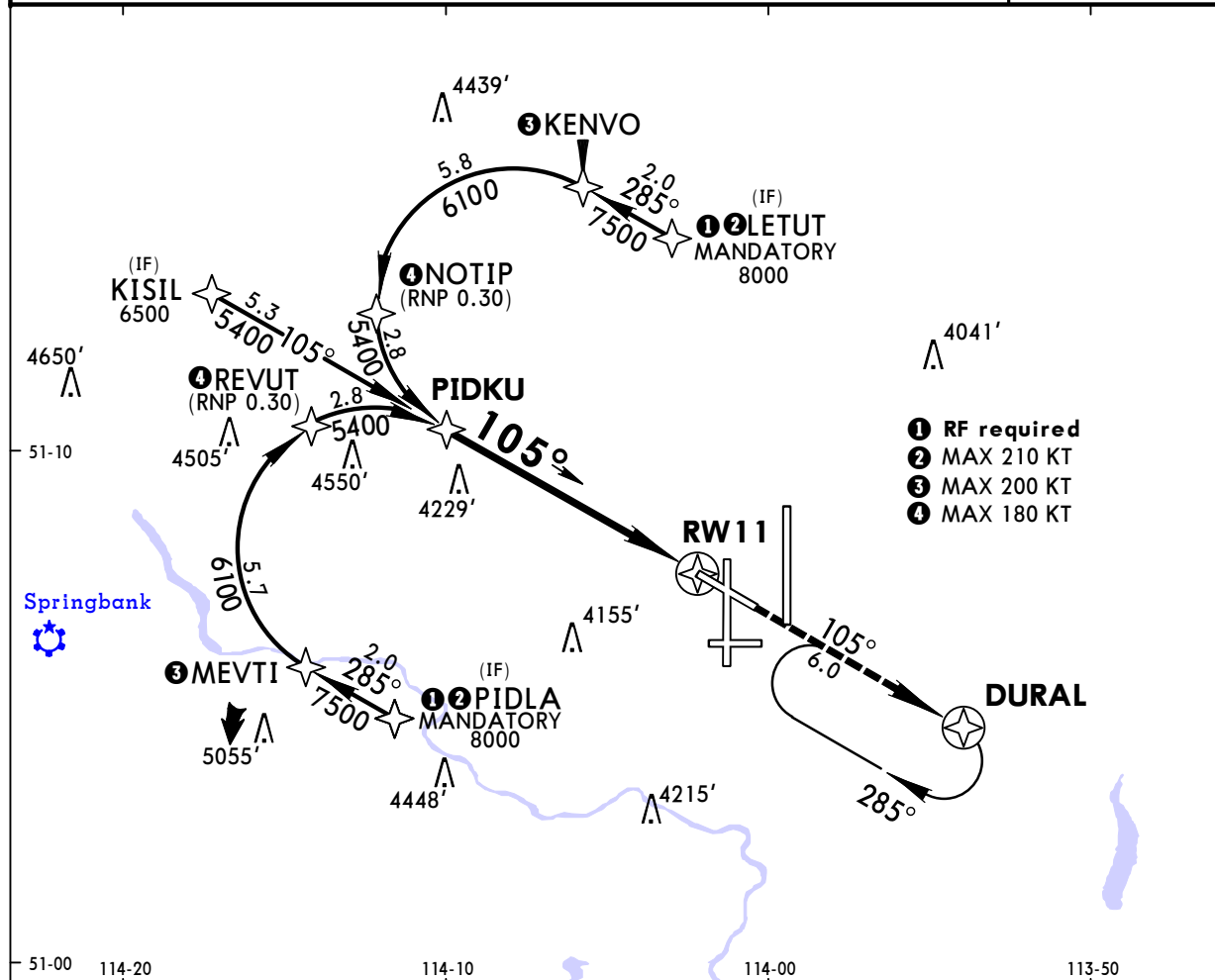
4 NOV 16

JEPPESEN

12-20

CALGARY, ALTA
RNAV (RNP) Y Rwy 11

| D-ATIS | EDMONTON Radio | CALGARY Arrival | | CALGARY Tower | | Ground | | |
|---|---------------------------|---------------------------------------|-----------------------------------|-------------------|-----------------------------|---------|--------------------------------------|--------|
| | | West | East | West | East | West | East | |
| 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| RNAV | Final Apch Crs 105° | Minimum Alt PIDKU 5400' (1848') | RNP 0.10 DA(H) 3916' (369') | | Apt Elev 3606' Rwy 3547' | | <div>6800'</div> <div>MSA RW11</div> | |
| MISSED APCH: Climb to 7500' track 105° to DURAL. As required shuttle climb. | | | | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | | | | |
| 1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 52°C (126°F). | | | | | | | | |



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

STRAIGHT-IN LANDING RWY 11

| RNP 0.10 DA(H) 3916' (369') | | RNP 0.20 DA(H) 4003' (456') | RNP 0.30 DA(H) 4083' (536') |
|---------------------------------------|----|---------------------------------------|---------------------------------------|
| A | 1¼ | 1½ | 1¾ |
| B | | | |
| C | | | |
| D | | | |

CYYC/YYC
CALGARY INTL

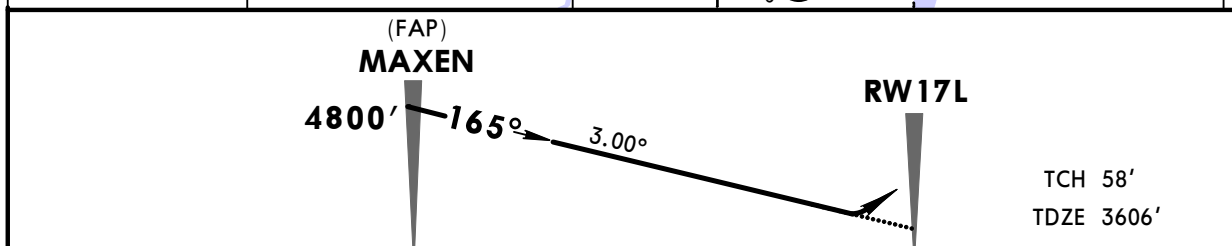
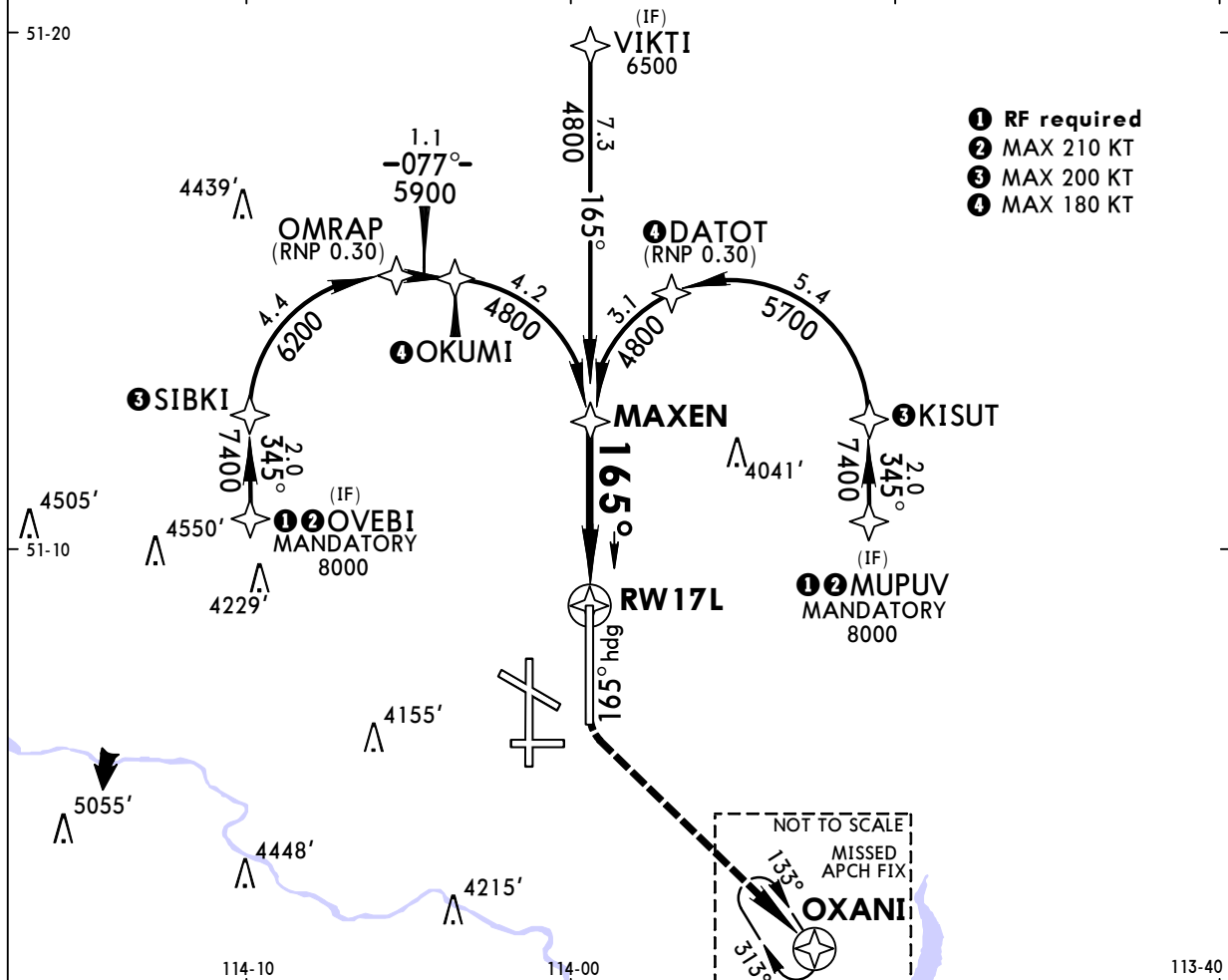
4 NOV 16

JEPPesen
(12-21)

CALGARY, ALTA
RNAV (RNP) Y Rwy 17L

BRIEFING STRIP

| D-ATIS | | EDMONTON Radio | | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|---|--|----------------------------------|--|---|-------|--|---------------|----------------------------------|--------|--|
| | | | | West | East | | West | East | West | East |
| 128.225 | | 123.375 | | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| RNAV | | Final Apch Crs 165° | | Minimum Alt MAXEN 4800' (1194') | | RNP 0.10 DA(H) 3884' (278') | | Apt Elev 3606' TDZE 3606' | | <div><div></div><div>6500'</div><div>MSA RW17L</div></div> |
| MISSED APCH: Climb to 4100' heading 165°. Then climbing LEFT turn to 7000' direct to OXANI. | | | | | | | | | | |
| Alt Set: INCHES | | | | | | | | | | |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 4100' | 165° | 7000' | OXANI |
|---------------|-------|-----|-----|-----|-----|-----|---------|-------|------|-------|-------|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | LT | |
| MAP at DA | | | | | | | | | | | |

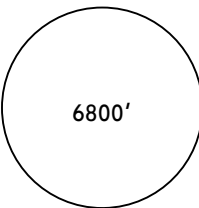
| STRAIGHT-IN LANDING RWY 17L | | |
|---------------------------------------|----------|---------------------------------------|
| RNP 0.10 DA(H) 3884' (278') | RNP 0.20 | RNP 0.30 DA(H) 3956' (350') |
| FULL | | FULL |
| A | | |
| B | | |
| C | | |
| D | | |

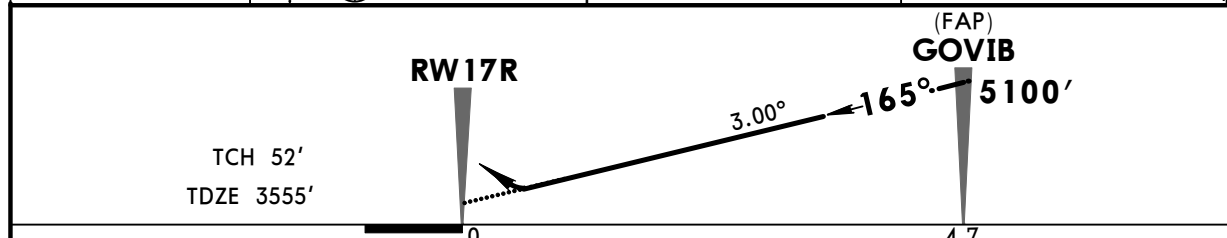
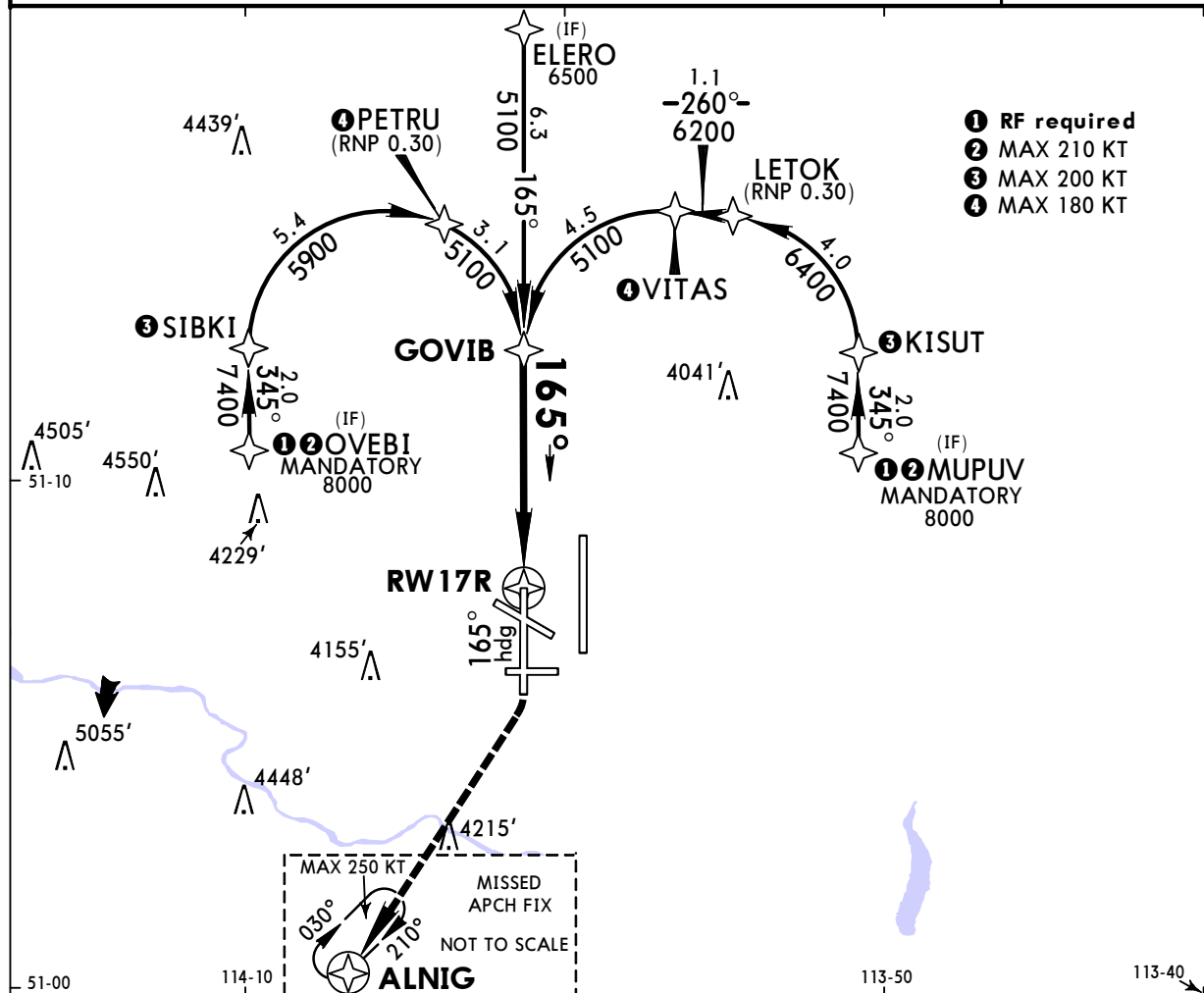
CYYC/YYC
CALGARY INTL

4 NOV 16

JEPPESEN

CALGARY, ALTA
RNAV (RNP) Y Rwy 17R

| | | | | | | | |
|--|----------------------------------|---|--|------------------------------|-------|---|--------------|
| D-ATIS | EDMONTON Radio | CALGARY Arrival | | CALGARY Tower | | Ground | |
| | | West | East | West | East | West | East |
| 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 125.35 |
| RNAV | Final Apch Crs 165° | Minimum Alt GOVIB 5100' (1545') | RNP 0.10 DA(H) 3899' (344') | Apt Elev 3606' TDZE 3555' | |  | |
| MISSED APCH: Climb to 4100' heading 165°. Then climbing RIGHT turn to 7000' direct to ALNIG. Shuttle climb to 7800' before proceeding on course. | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 17L. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 51°C (123°F). | | | | | | | |
| | | | | | | MSA RW17R | |



| | | | | | | | | | | | | | | |
|-----------------------------|-------------|-----|-----|-----|-----|-----|-------------------|-------------|--|-------|-------------|-------|-------|--|
| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | | 4100' | 165° hdg | 7000' | ALNIG | |
| Descent Angle 3.00° | | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | | ↑ | | ↖ RT | | |
| MAP at DA | | | | | | | | | | | | | | |
| STRAIGHT-IN LANDING RWY 17R | | | | | | | | | | | | | | |
| RNP 0.10 | | | | | | | RNP 0.30 | | | | | | | |
| DA(H) 3899'(344') | | | | | | | DA(H) 3954'(399') | | | | | | | |
| FULL | | | | | | | FULL | | | | | | | |
| A | RVR 50 or 1 | | | | | | | RVR 50 or 1 | | | | | | |
| B | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | |

CYYC/YYC
CALGARY INTL

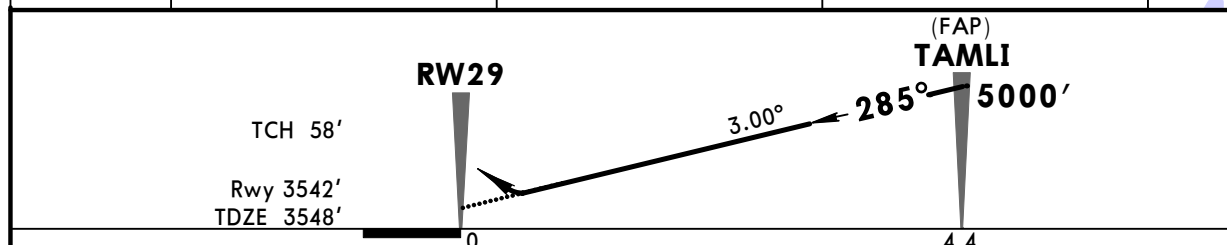
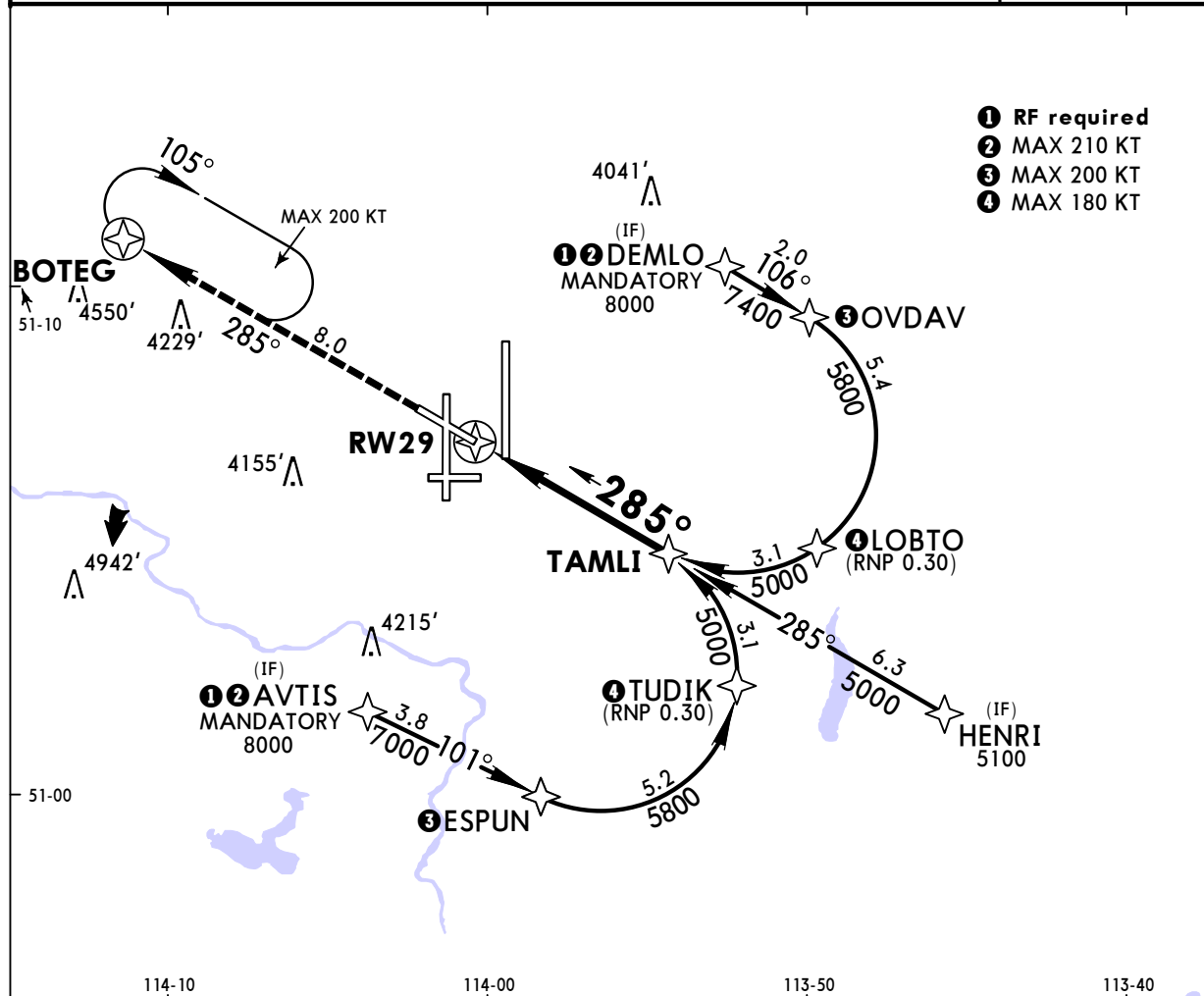
4 NOV 16

JEPPESEN

12-23

CALGARY, ALTA
RNAV (RNP) Y Rwy 29

| | | | | | | | | |
|---|---------------------------|---------------------------------------|-----------------------------------|---------|-----------------------------|---------|--------------------------------------|--------|
| D-ATIS | EDMONTON Radio | CALGARY Arrival West East | | | CALGARY Tower West East | | Ground West East | |
| 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| RNAV | Final Apch Crs 285° | Minimum Alt TAMLI 5000' (1452') | RNP 0.10 DA(H) 3942' (400') | | Apt Elev 3606' Rwy 3542' | | <div>6800'</div> <div>MSA RW29</div> | |
| MISSED APCH: Climb to 6300' track 285° to BOTEG. As required shuttle climb. | | | | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | | Trans alt: 18000' | | | |
| 1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 49°C (120°F). | | | | | | | | |



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

| | | |
|--|-----------------|--|
| STRAIGHT-IN LANDING RWY 29 | | |
| RNP 0.10 DA(H) 3942' (400') FULL | RNP 0.20 | RNP 0.30 DA(H) 4005' (463') FULL |
| A | NOT AUTHORIZED | RVR 50 or 1 |
| B | | |
| C | | |
| D | | |

CHANGES: DA(H), reference datum.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

CYYC/YYC
CALGARY INTL

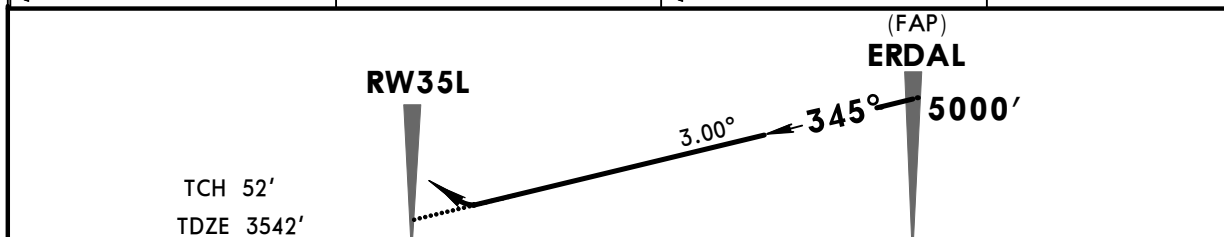
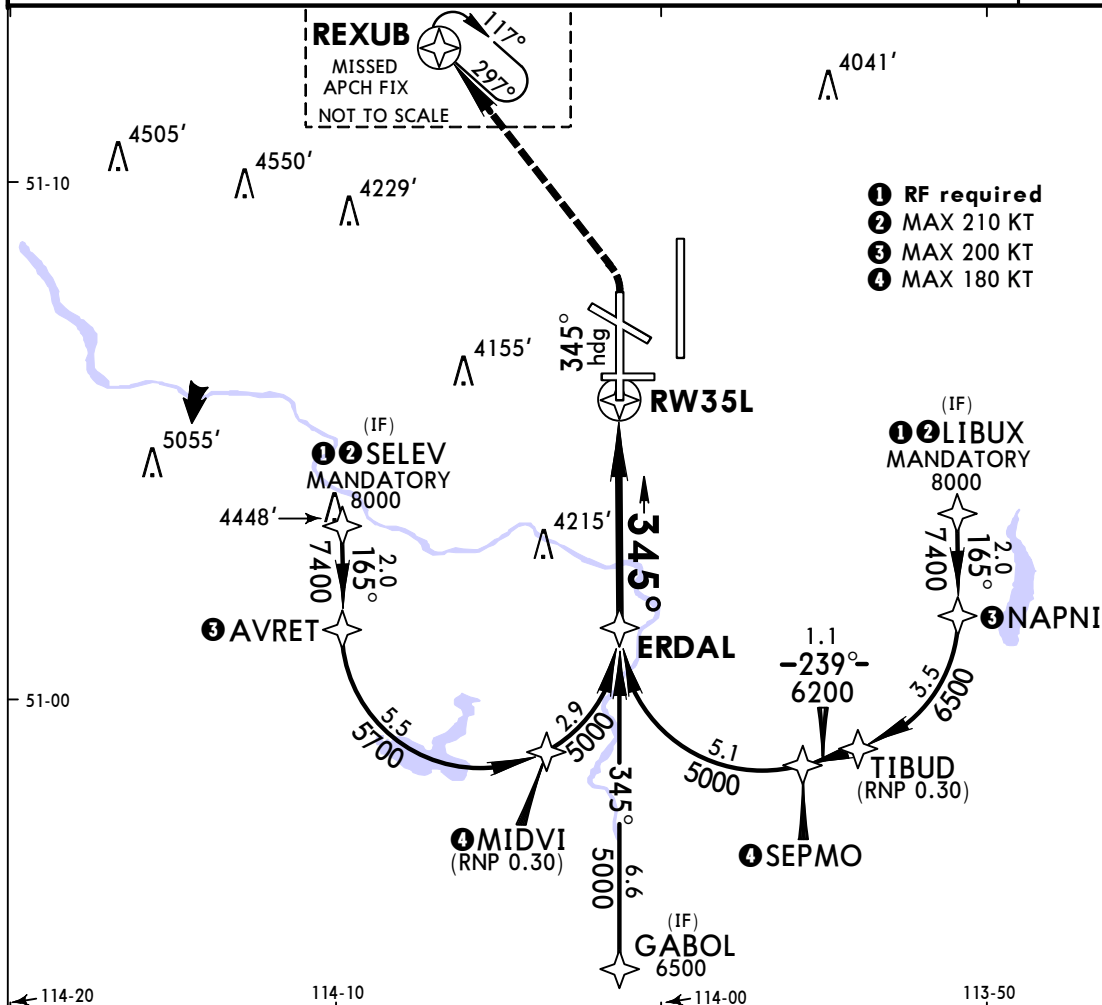
4 NOV 16

JEPPesen
(12-24)

CALGARY, ALTA
RNAV (RNP) Y Rwy 35L

BRIEFING STRIP™

| D-ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|---|---------------------------|---------------------------------------|-------|-----------------------------------|------------------------------|---------|---|--------|
| | | West | East | | West | East | West | East |
| 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| RNAV | Final Apch Crs 345° | Minimum Alt ERDAL 5000' (1458') | | RNP 0.10 DA(H) 3865' (323') | Apt Elev 3606' TDZE 3542' | | <div><div></div><div>6800'</div></div> <div>MSA RW35L</div> | |
| MISSED APCH: Climb to 4100' heading 345°. Then climbing LEFT turn to 7000' direct to REXUB. | | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | | | |
| 1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 35R. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 51°C (124°F). | | | | | | | | |



| | | | | | | | | | | | |
|---------------|----|----|-----|-----|-----|-----|--|--|--|--|--|
| 0 | | | | | | | 4.4 | | | | |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div>SSALR</div> <div>PAPI</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></</div></div> | | | | |

CYYC/YYC
CALGARY INTL

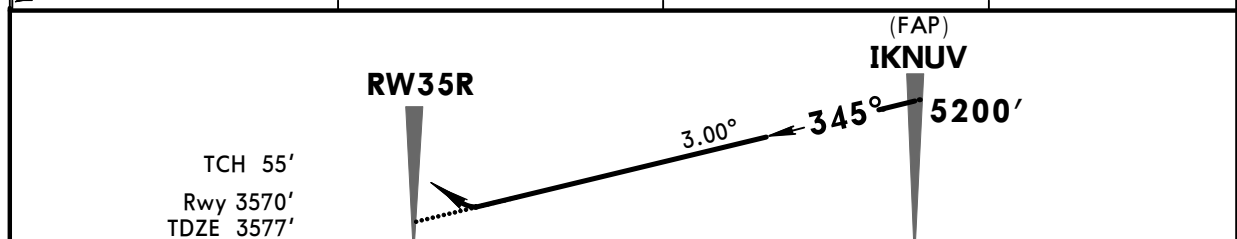
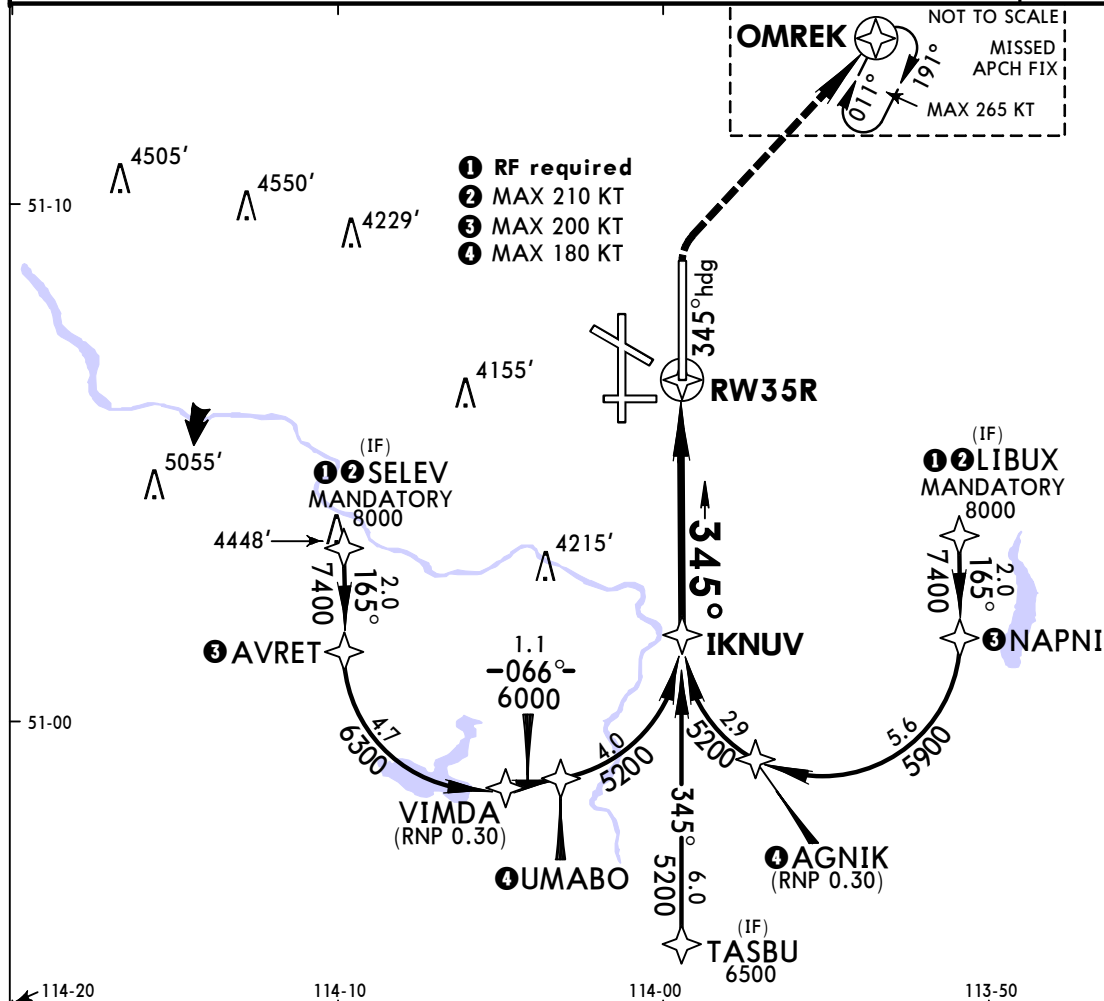
4 NOV 16

JEPPesen
12-25

CALGARY, ALTA
RNAV (RNP) Y Rwy 35R

BRIEFING STRIP

| D-ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|--|----------------------------------|---|--|---------|-----------------------------|---------|--|--------|
| | | West | East | | West | East | West | East |
| 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| RNAV | Final Apch Crs 345° | Minimum Alt IKNUV 5200' (1623') | RNP 0.10 DA(H) 3859' (289') | | Apt Elev 3606' Rwy 3570' | | <div><div></div><div>6800'</div><div>MSA RW35R</div></div> | |
| MISSED APCH: Climb to 4100' heading 345°. Then climbing RIGHT turn to 7000' direct to OMREK. | | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | | | |
| 1. AUTHORIZATION REQUIRED. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. 3. Simultaneous approach authorized with Rwy 35L. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 50°C (122°F). | | | | | | | | |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II | 4100' | 345° hdg | 7000' | OMREK |
|---------------|-------|-----|-----|-----|-----|-----|----------|-------|----------|-------|-------|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | RT | |
| MAP at DA | | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 35R | | |
|---|----------|---|
| RNP 0.10 DA(H) 3859' (289') FULL | RNP 0.20 | RNP 0.30 DA(H) 4010' (440') FULL |
| A | | |
| B | | |
| C | | |
| D | | |

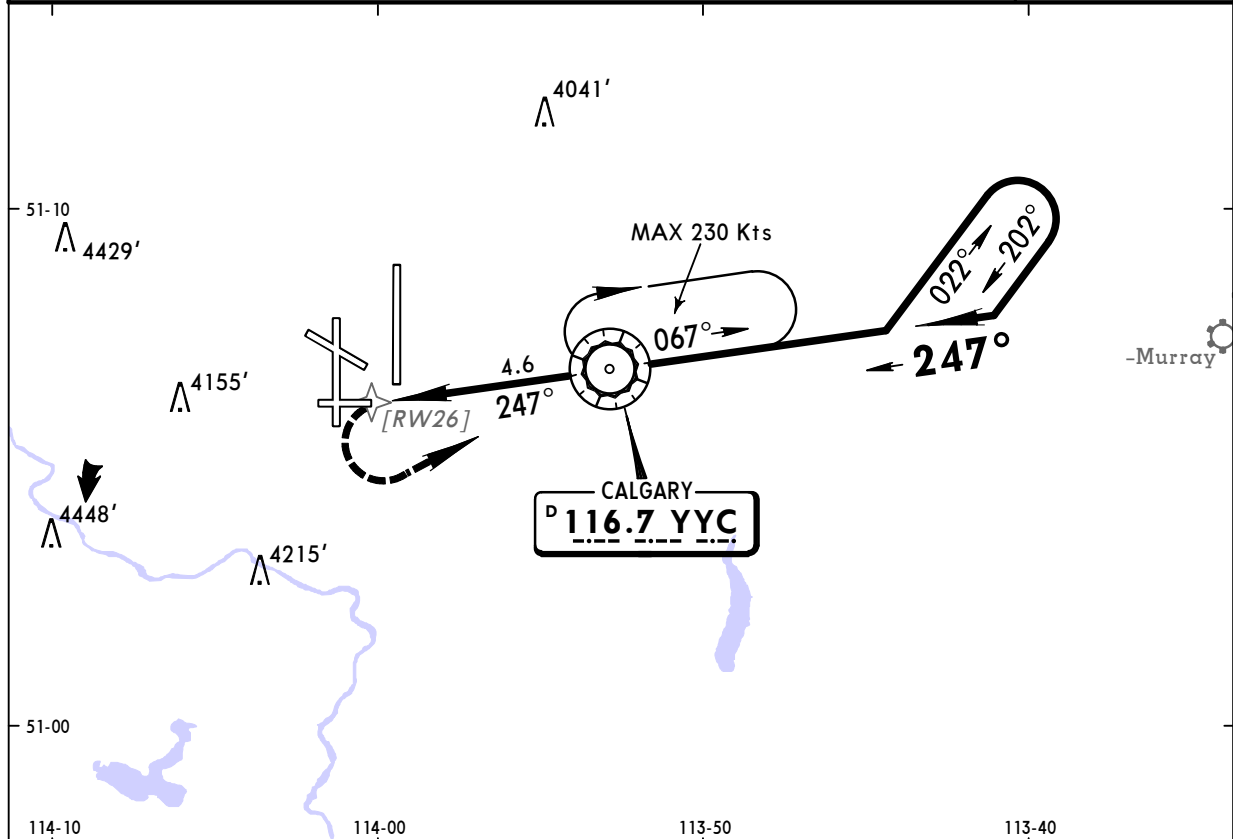
CYYC/YYC
CALGARY INTL

JEPPesen
23 MAY 14 **(13-1)** **Eff 29 May**

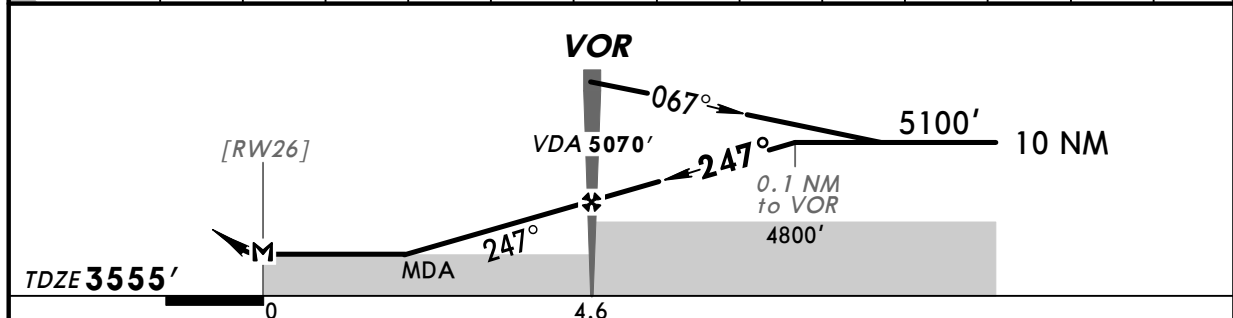
CALGARY, ALTA
VOR Rwy 26



BRIEFING STRIP


| ATIS | | EDMONTON Radio | | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|---|--|---------------------------|---------------------|-----------------------------|--|------------------------|---------------|------------------------------|--------|--|
| | | | | | | | West | East | West | East |
| 128.225 | | 123.375 | | 123.85 125.9 126.525 | | | 118.4 | 118.875 | 121.9 | 125.35 |
| VOR YYC 116.7 | | Final Apch Crs 247° | | VDA VOR 5070' (1515') | | MDA(H) 4100' (545') | | Apt Elev 3606' TDZE 3555' | | <div><div></div><div>6500'</div><div>MSA YYC VOR</div></div> |
| MISSED APCH: Climbing LEFT turn to 5100' direct to YYC VOR. | | | | | | | | | | |
| Alt Set: INCHES | | | Trans level: FL 180 | | | Trans alt: 18000' | | | | |
| 1. SAFE ALTITUDE WITHIN 100 NM 13,800'. | | | | | | | | | | |



| NM to MAP | 1.6 | 3.0 | 4.0 | 4.7 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 | 12.0 | 13.0 | 14.6 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| VDA ALTITUDE | 4100' | 4560' | 4880' | 5100' | 5520' | 5830' | 6150' | 6470' | 6790' | 7110' | 7430' | 7740' | 8260' |



| | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|--|----------------|--|---|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | REIL PAPI-L | 5100'  LT |  | YYC 116.7 |
| VDA 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | | |
| | | | | | | | | | | | |
| VOR to MAP 4.6 | 3:57 | 3:04 | 2:46 | 2:18 | 1:58 | 1:43 | | | | | |

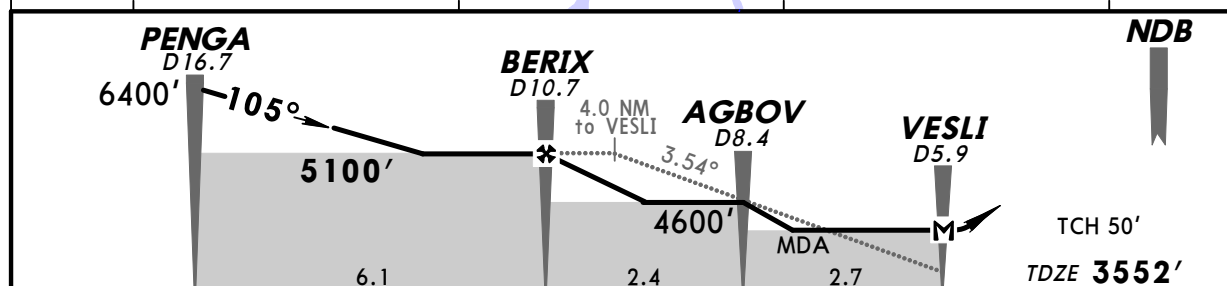
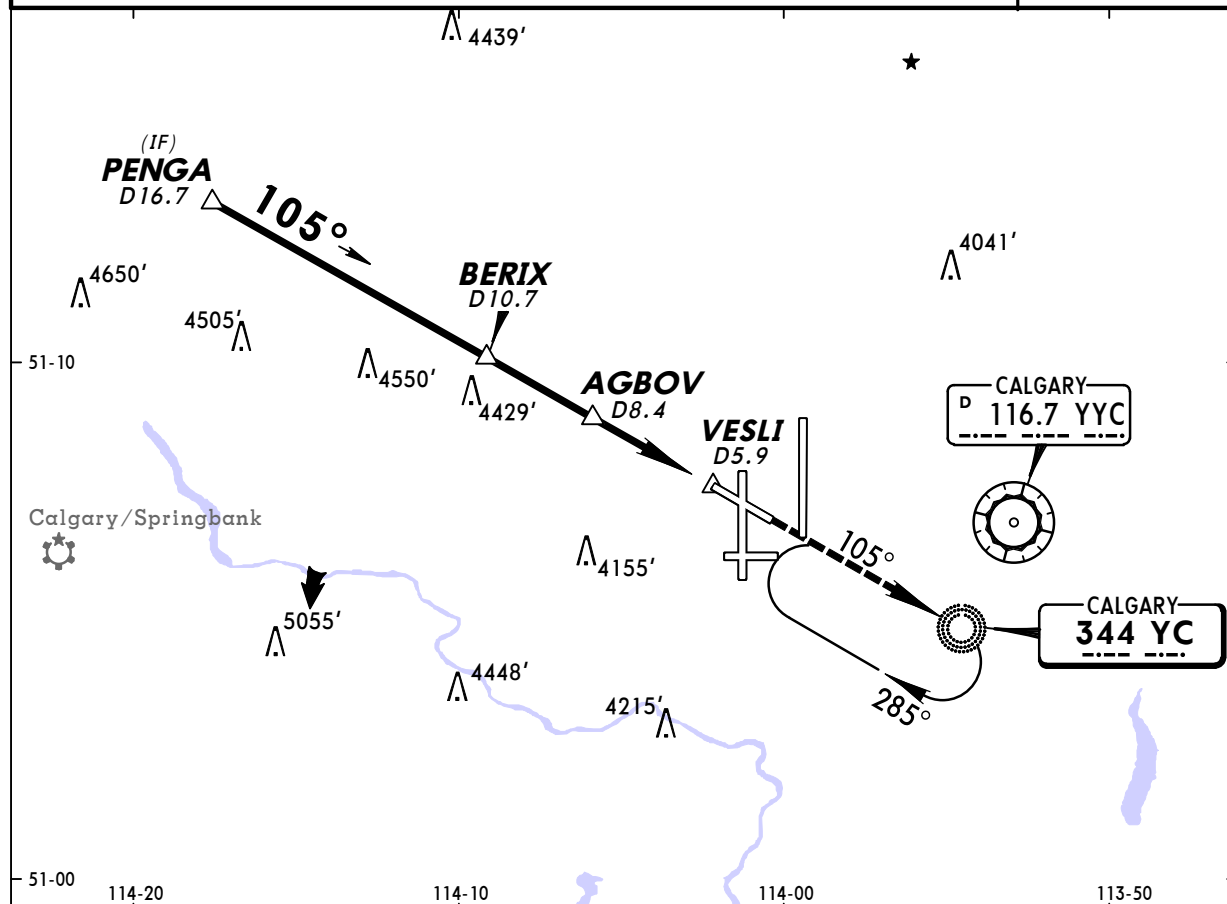
| STRAIGHT-IN LANDING RWY 26 | | | CIRCLE-TO-LAND | | |  |
|----------------------------|-------|--|----------------|----------------------|--|---|
| MDA(H) 4100' (545') | | | Max Kts | MDA(H) | | |
| | | | 90 | 4160' (554') - 1 3/4 | | |
| | | | 120 | 4160' (554') - 2 | | |
| | | | 140 | 4160' (554') - 2 | | |
| A | 1 3/4 | | 165 | 4220' (614') - 2 | | |
| B | | | | | | |
| C | | | | | | |
| D | | | | | | |

CYYC/YYC
CALGARY INTL

JEPPESEN
23 MAY 14 **(16-1)** **Eff 29 May**

CALGARY, ALTA
NDB DME Rwy 11

| | | | | | | | | |
|---|----------------------------------|---|-------------------------------|---------|--|---------|--------|--------|
| ATIS | EDMONTON Radio | CALGARY Arrival | | | CALGARY Tower | | Ground | |
| | | | West | East | West | East | West | East |
| 128.225 | 123.375 | 123.85 | 125.9 | 126.525 | 118.4 | 118.875 | 121.9 | 125.35 |
| NDB YC 344 | Final Apch Crs 105° | SMA BERIX 5100' (1548') | MDA(H) 4440' (888') | | Apt Elev 3606' TDZE 3552' | | | |
| MISSED APCH: Climb to 7000' track 105° to YC NDB. As required shuttle climb. | | | | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | | Trans alt: 18000' | | | |
| 1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 13,800'. | | | | | | | | |



| | | | | | | | |
|----------------------------|-----|-----|-----|-----|-----|------|--|
| <i>Gnd speed-Kts</i> | 70 | 90 | 100 | 120 | 140 | 160 | <div style="display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;"> ODALS ⋮ PAPI ⋮ </div> <div style="margin: 0 10px;"> 7000' ↑ </div> <div style="text-align: center;"> 105° </div> <div style="margin-left: 20px;"> YC 344 </div> </div> |
| <i>Descent angle</i> 3.54° | 439 | 564 | 626 | 752 | 877 | 1002 | |
| | | | | | | | |
| <i>MAP at VESLI</i> | | | | | | | |

| | | | |
|----------------------------|-------|----------------------|--------------------|
| STRAIGHT-IN LANDING RWY 11 | | CIRCLE-TO-LAND | |
| MDA(H) 4440' (888') | | MDA(H) _____ | |
| ALS out _____ | | Max Kts. | <p>NO CIRCLING</p> |
| A | 2 3/4 | 90 | |
| B | | 120 | |
| C | | 140 | |
| D | | 165 | |
| | | 4440' (834') - 2 3/4 | |

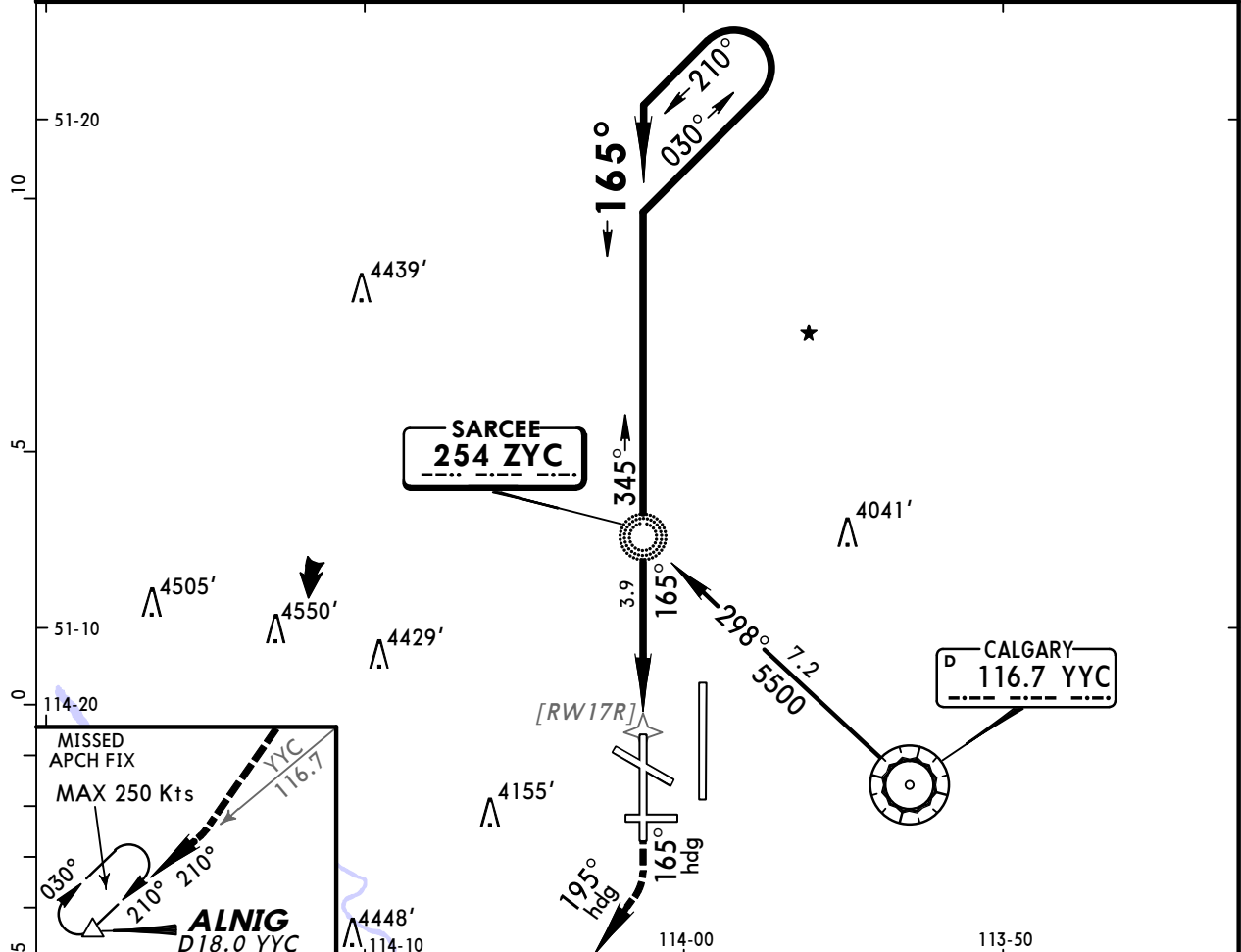
CYYC/YYC
CALGARY INTL

JEPPesen
23 MAY 14 **(16-2)** Eff 29 May

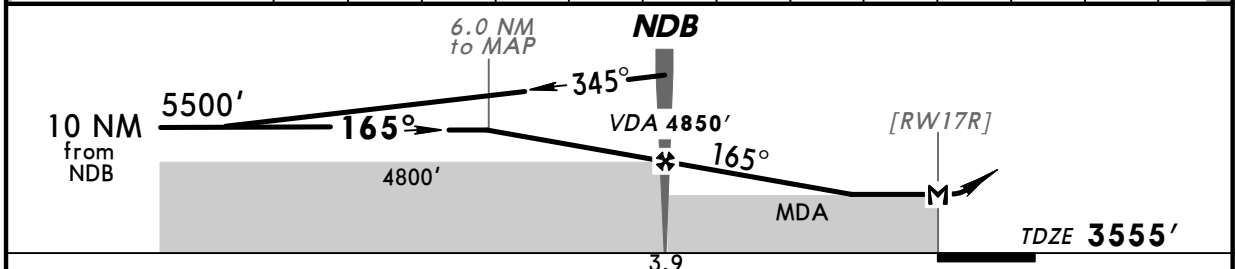
CALGARY, ALTA
NDB Rwy 17R

BRIEFING STRIP™


| ATIS | | EDMONTON Radio | | CALGARY Arrival | | | CALGARY Tower | | Ground | |
|---|--|---------------------------|--|-----------------------------|--|------------------------|---------------|------------------------------|------------|---|
| 128.225 | | 123.375 | | 123.85 125.9 126.525 | | | West 118.4 | Tower East 118.875 | West 121.9 | East 125.35 |
| NDB ZYC 254 | | Final Apch Crs 165° | | VDA NDB 4850' (1295') | | MDA(H) 4080' (525') | | Apt Elev 3606' TDZE 3555' | | <div><div>6500'</div><div>MSA ZYC NDB</div></div> |
| MISSED APCH: Climb to 4500' heading 165°. Climbing RIGHT turn heading 195° to intercept outbound YYC R-210 to 7000' to ALNIG. Shuttle climb to 7900' before proceeding on course. | | | | | | | | | | |
| Alt Set: INCHES | | | | | | | | | | |



| NM to MAP | 13.9 | 12.0 | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.5 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| VDA ALTITUDE | 8030' | 7430' | 7110' | 6790' | 6470' | 6150' | 5830' | 5500' | 5200' | 4880' | 4560' | 4240' | 4080' |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SSALR | | 4500' | 165° | 7000' | 195° |
|---------------|-------|------|------|------|------|------|-------|--|-------|------|-------|------|
| VDA | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | | ↑ | hdg | RT | hdg |
| NDB to MAP | 3.9 | 3:21 | 2:36 | 2:20 | 1:57 | 1:40 | | | | | | |

| STRAIGHT-IN LANDING RWY 17R | | | CIRCLE-TO-LAND | |  |
|-----------------------------|-------|--|----------------|-------------------|---|
| MDA(H) 4080' (525') | | | Max Kts | MDA(H) | |
| ALS out | | | 90 | 4160'(554')-1 3/4 | |
| A | | | 120 | | |
| B | | | 140 | 4160'(554')-2 | |
| C | 1 1/4 | | 165 | 4220'(614')-2 | |
| D | | | | | |

CHANGES: New procedure.

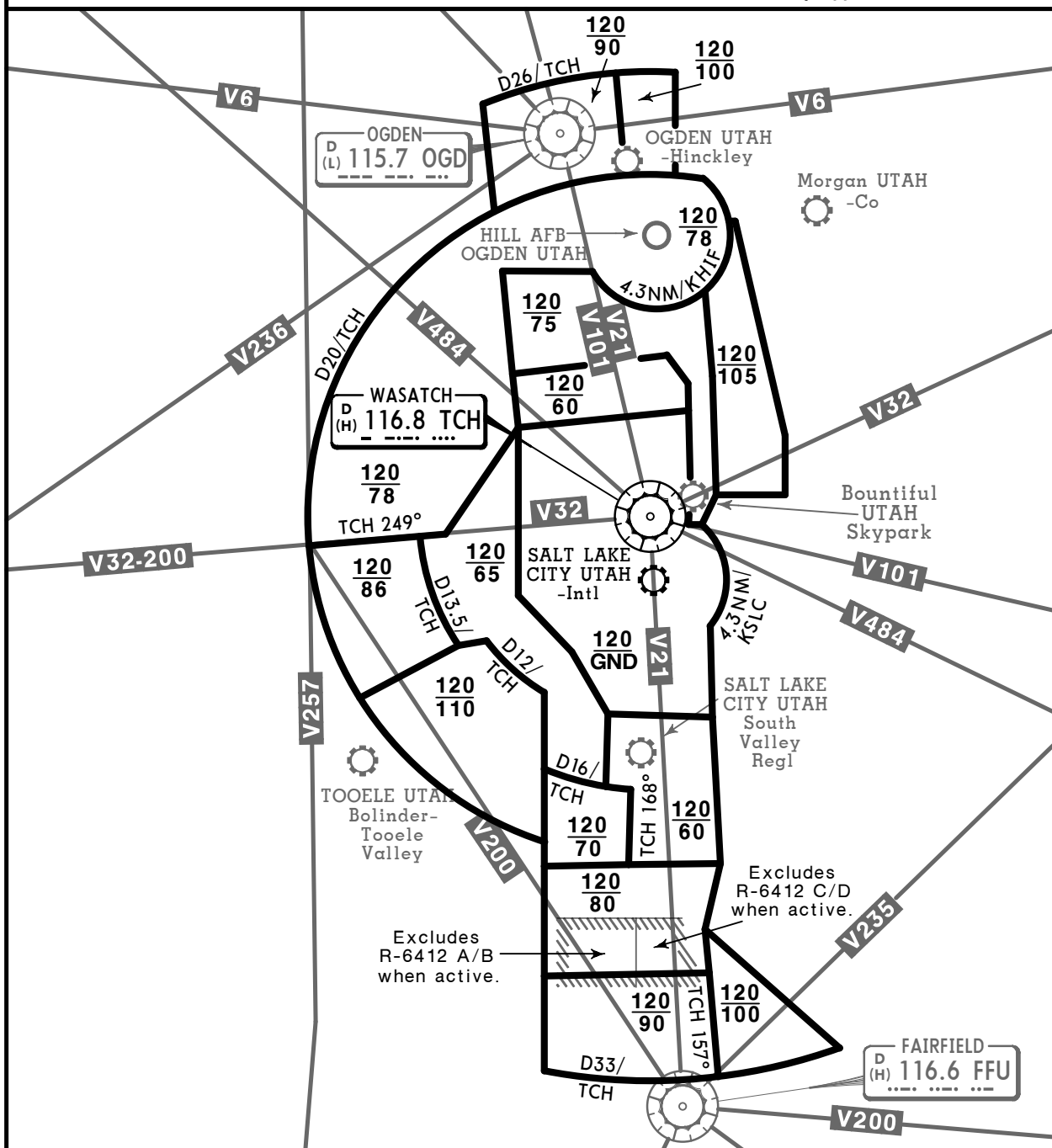
© JEPPesen, 2014. ALL RIGHTS RESERVED.

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.

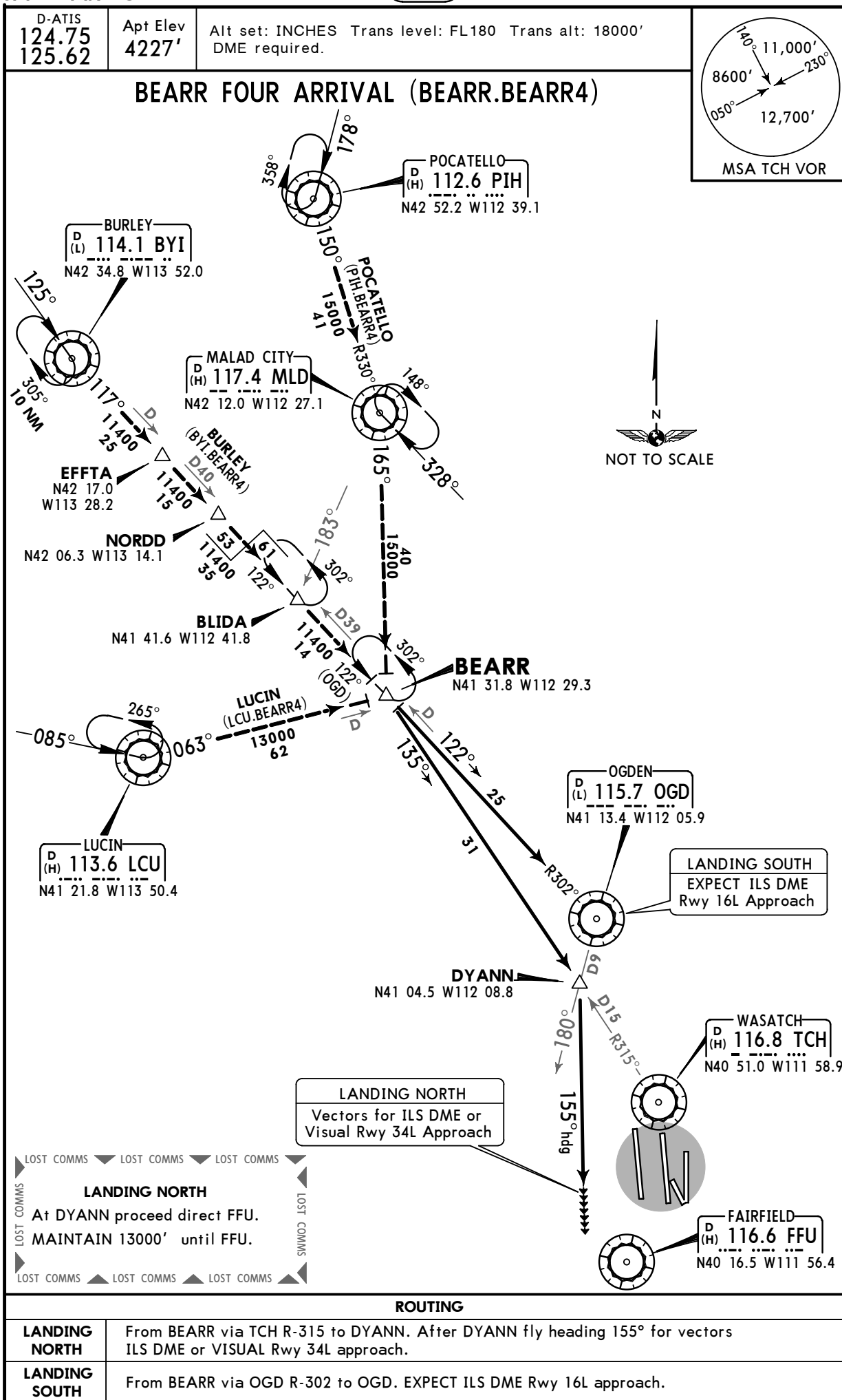
VFR Flights-

- 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



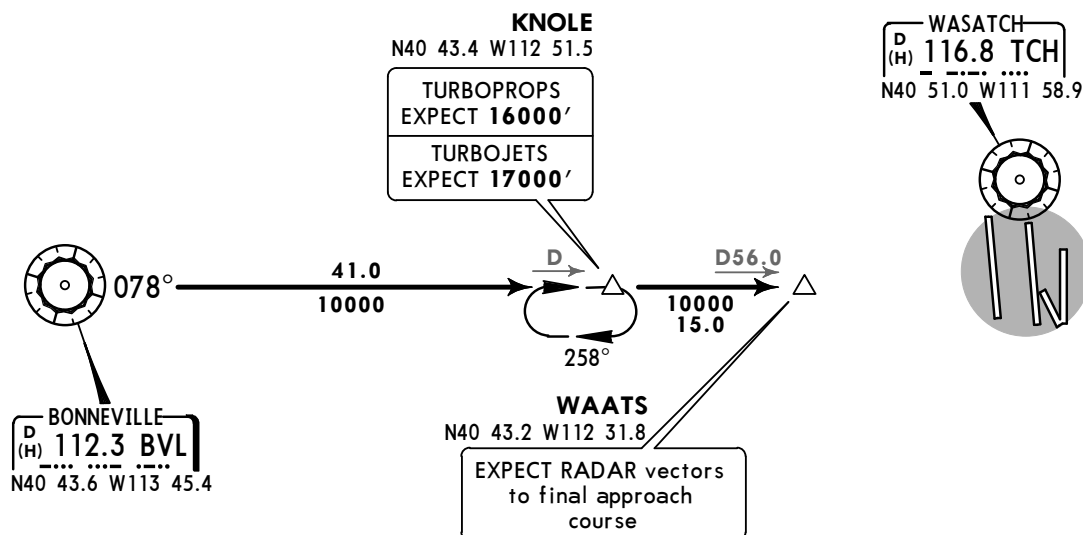
KSLC/SLC
SALT LAKE CITY INTL

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

STAR

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

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

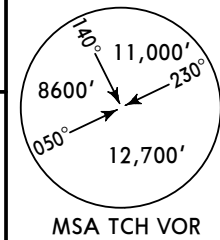
JEPPesen **SALT LAKE CITY, UTAH**
25 MAR 16 **(10-2B)** **Eff 31 Mar**

STAR

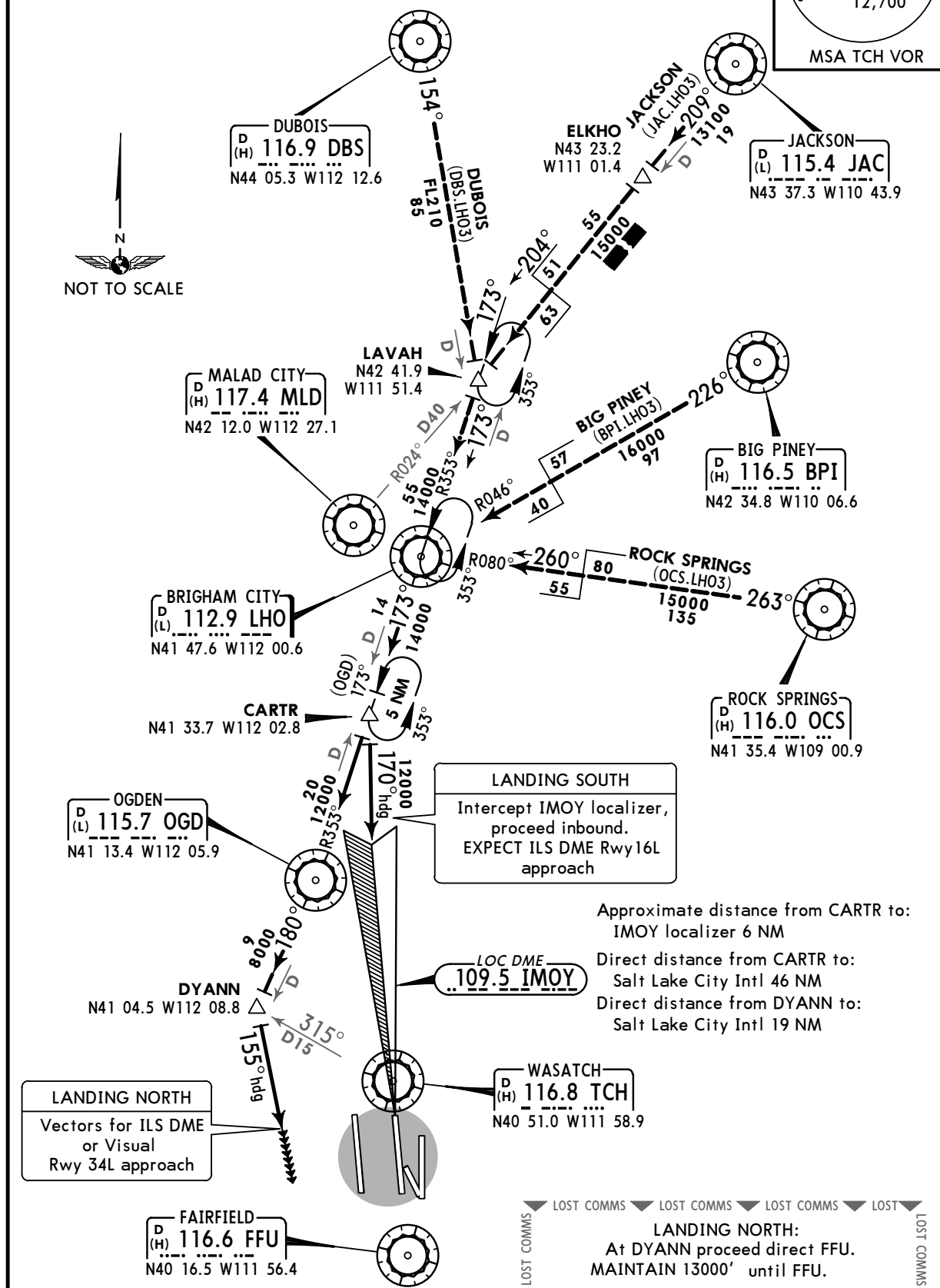
D-ATIS
124.75 125.62

Apt Elev
4227'

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



BRIGHAM CITY THREE ARRIVAL (LHO.LH03)



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

KSLC/SLC
SALT LAKE CITY INTL

25 MAR 16



JEPPesen

SALT LAKE CITY, UTAH

Eff 31 Mar

RNAV STAR

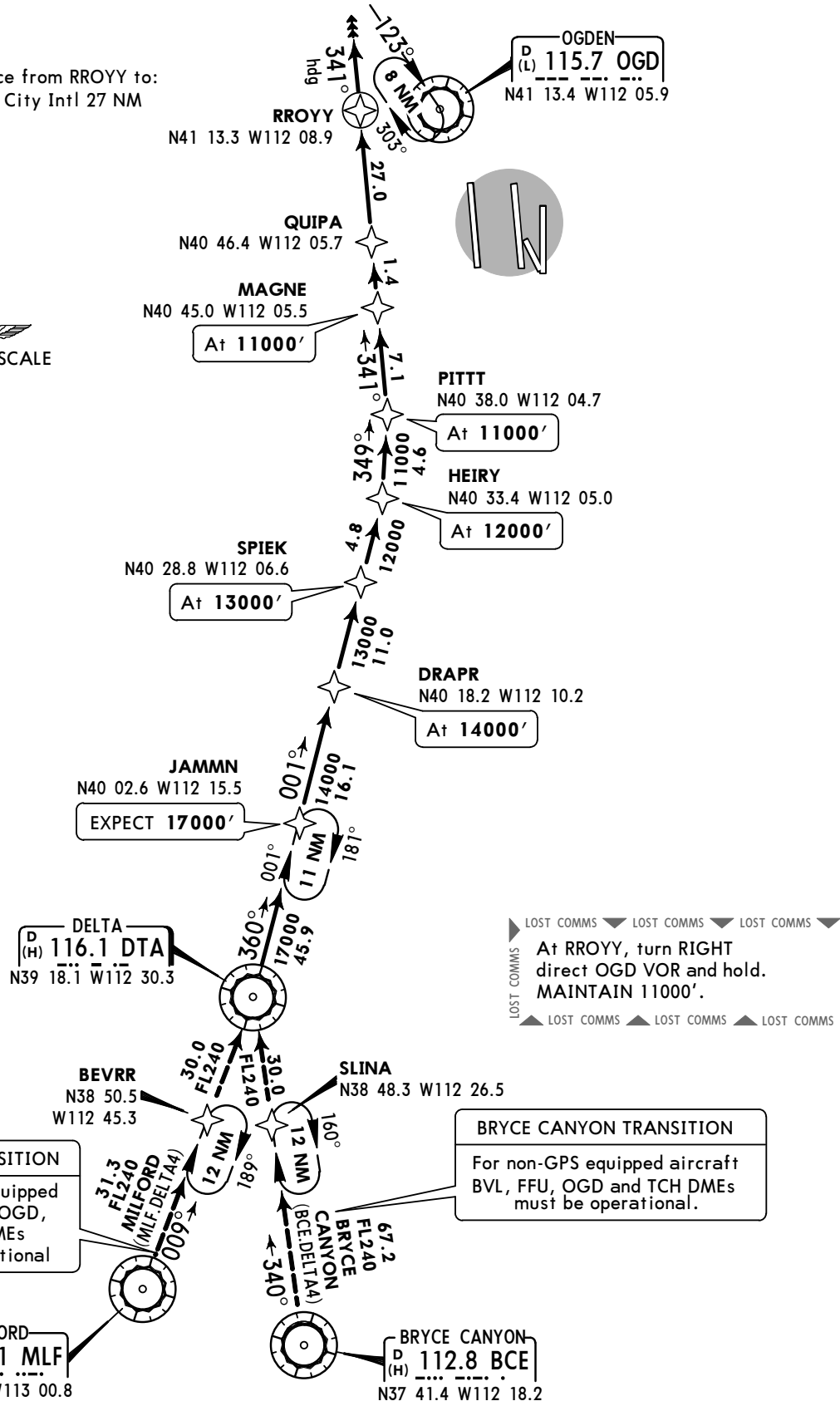
D-ATIS
124.75 125.62

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

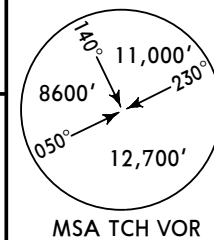
JEPPesen **SALT LAKE CITY, UTAH**
25 MAR 16 **(10-2D)** **Eff 31 Mar**

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

FAIRFIELD
D (H) 116.6 FFU
N40 16.5 W111 56.4

SPIEK
N40 28.8 W112 06.6

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

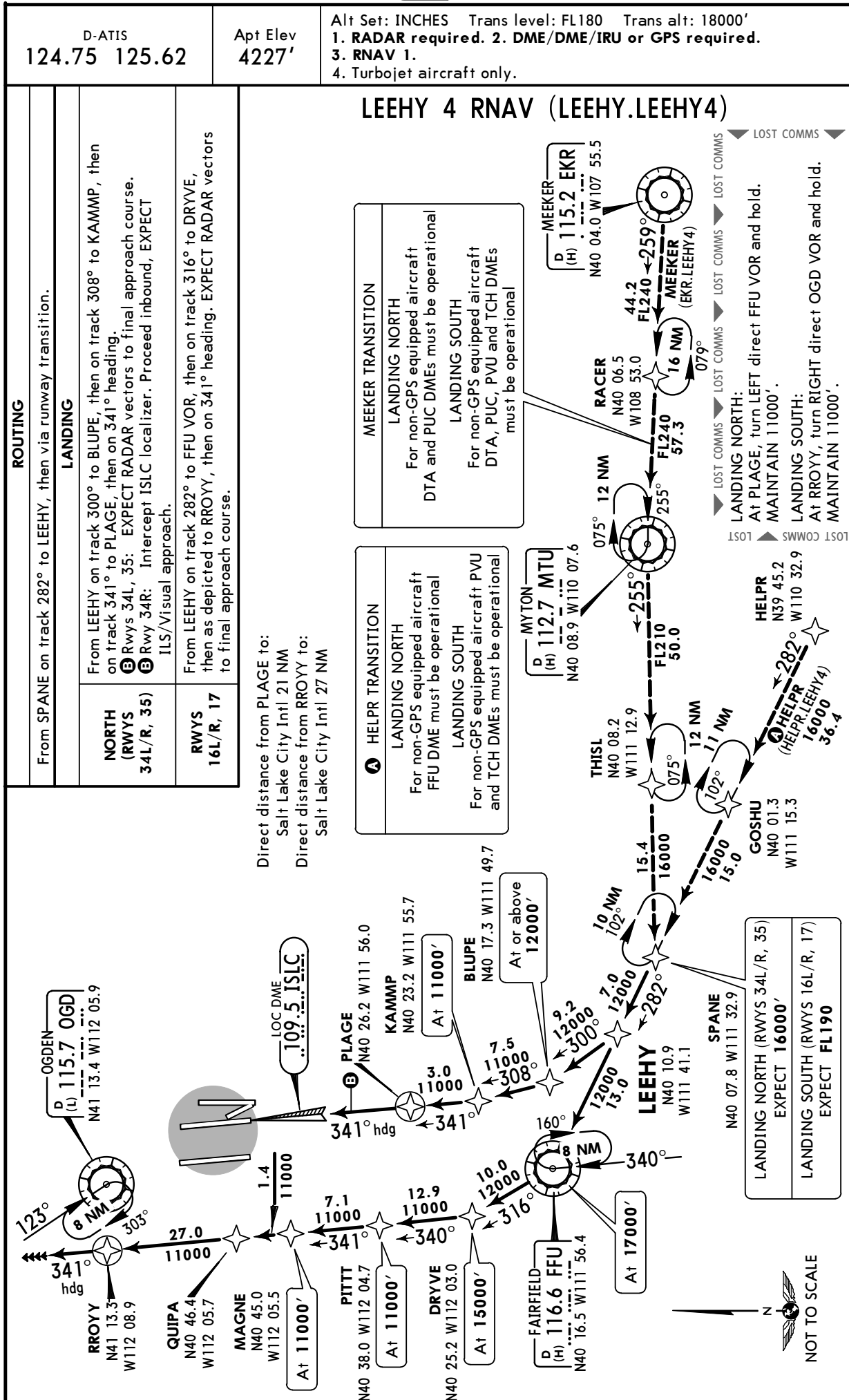
From JAMMN via TCH R-179 to CHHIP, fly heading 340° for vectors ILS DME or Visual Rwy 16R approach.

KSLC/SLC
SALT LAKE CITY INTL

25 MAR 16 10-2E Eff 31 Mar

SALT LAKE CITY, UTAH

RNAV STAR



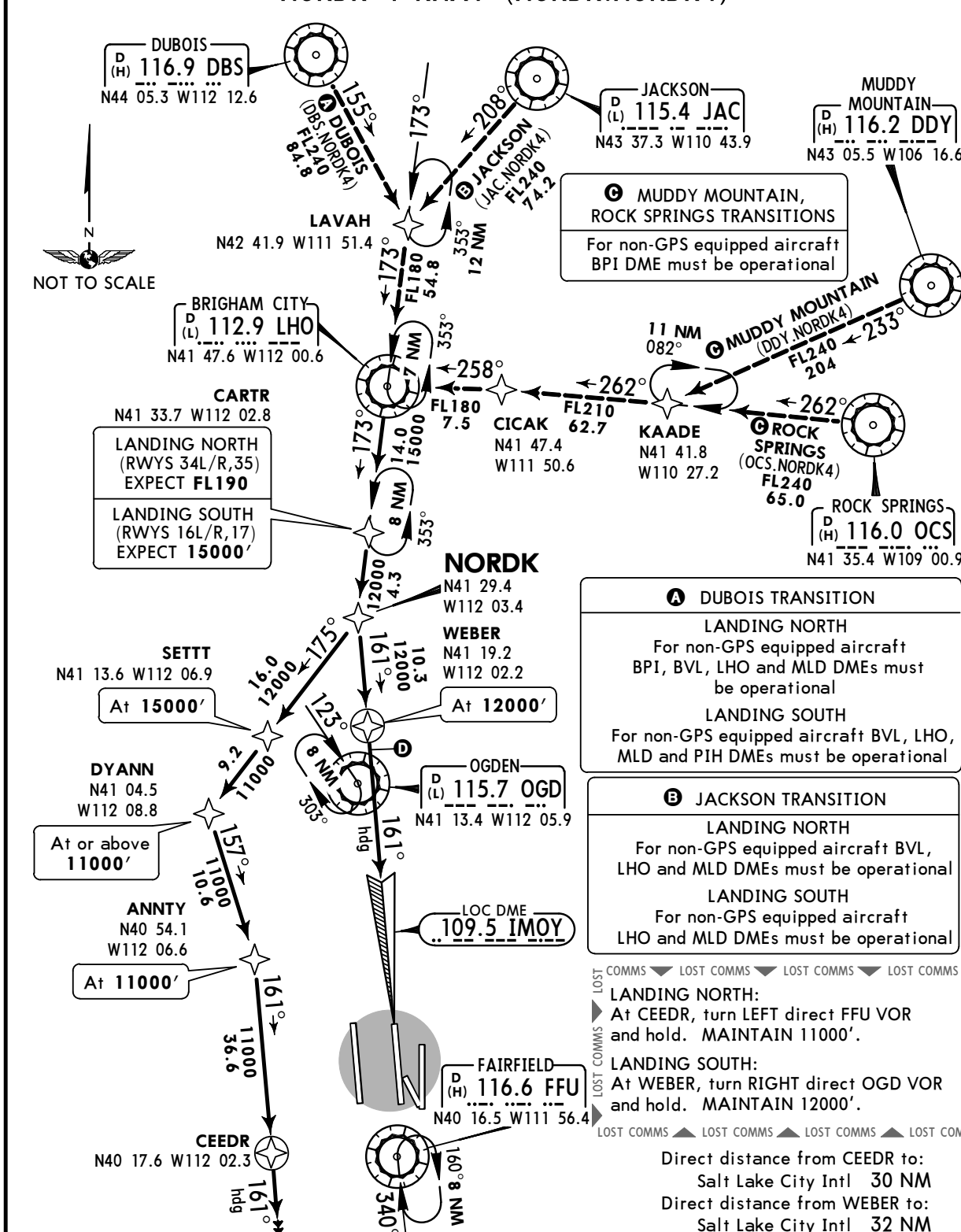
KSLC/SLC
SALT LAKE CITY INTL

JEPPESSEN 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)



| ROUTING | |
|---|---|
| From LHO VOR on track 173° to CARTR, then on track 173° to NORDK. | |
| LANDING | |
| RWYS 34L/R, 35 | From NORDK on track 175° to SETTT, then as depicted to CEEDR, then on 161° heading. EXPECT RADAR vectors to final approach course. |
| RWYS 16L/R, 17 | From NORDK on track 161° to WEBER, then on 161° heading. ① Rwy 16L: Intercept IMOY localizer. Proceed inbound, EXPECT ILS/Visual approach. ② Rwys 16R, 17: EXPECT RADAR vectors to final approach course. |

KSLC/SLC
SALT LAKE CITY INTL

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

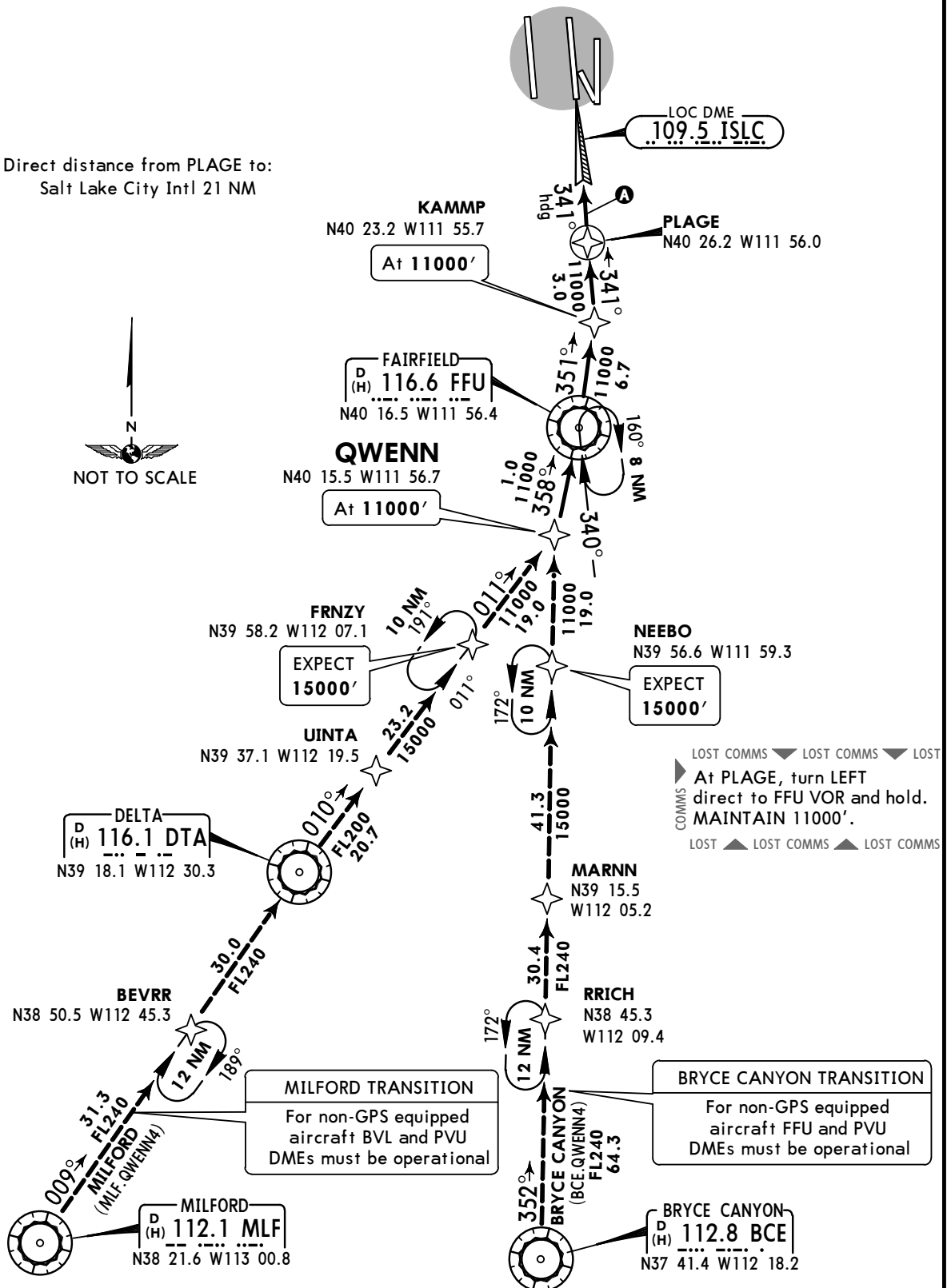
D-ATIS
124.75 125.62

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

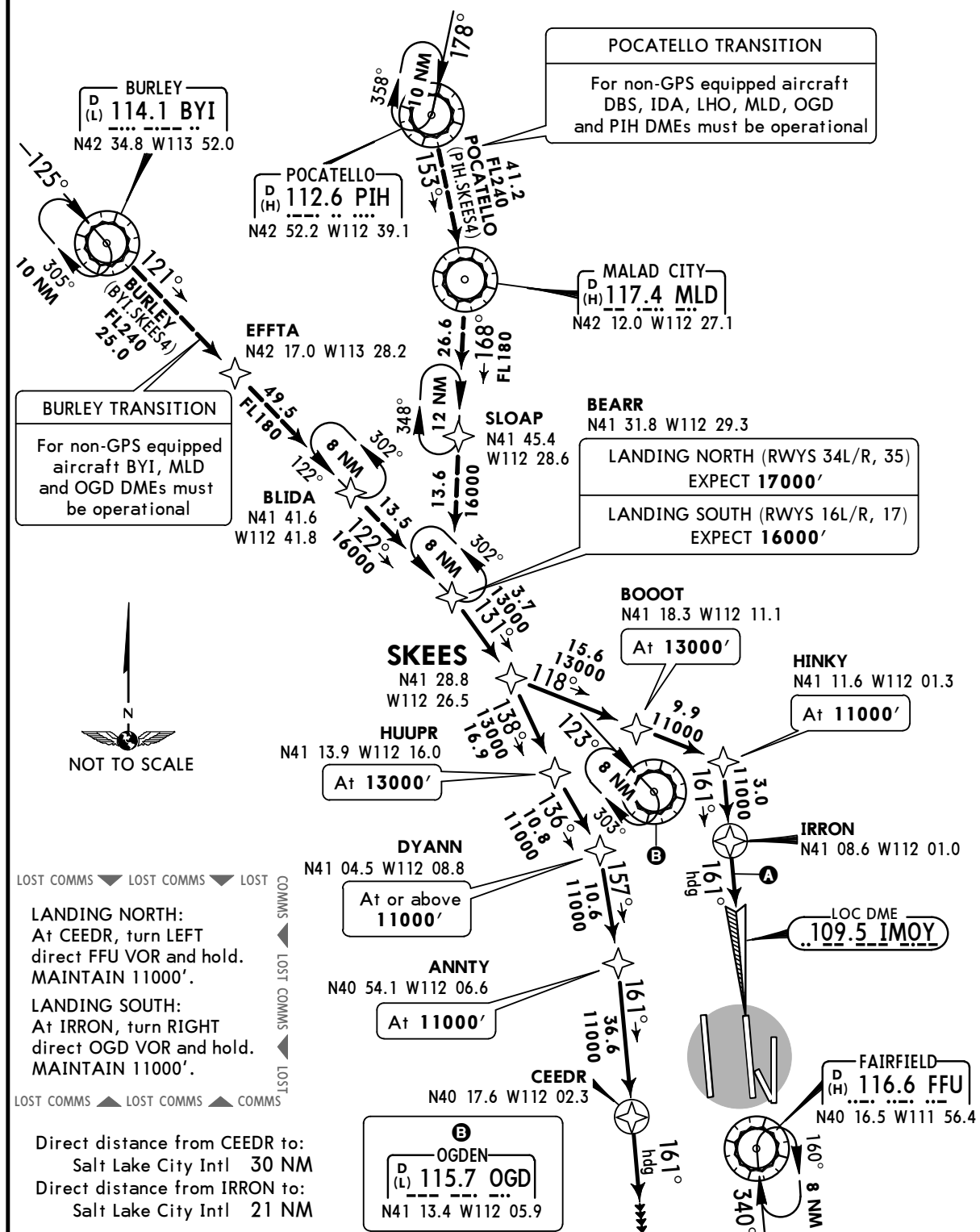
NORTH (RWYS 34L/R, 35) From QWENN on track 358° to FFU VOR, then as depicted to PLAGE, then on 341° heading.
▲ Rwys 34L, 35: EXPECT RADAR vectors to final approach course.
▲ Rwy 34R: Intercept ISLC localizer. Proceed inbound, EXPECT ILS/Visual approach.

KSLC/SLC
SALT LAKE CITY INTL

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

| | | |
|--------------------------------|--------------------------|--|
| D-ATIS 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. |
|--------------------------------|--------------------------|--|

SKEES 4 RNAV (SKEES.SKEES4)



ROUTING

From BEARR on track 131° to SKEES.

LANDING

| | |
|---------------------------------------|---|
| NORTH (RWYS 34L/R, 35) | From SKEES on track 138° to HUUPR, then as depicted to CEEDR, then on heading 161°. EXPECT RADAR vectors to final approach course. |
| SOUTH (RWYS 16L/R, 17) | 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 Rwy 16R, 17: EXPECT RADAR vectors to final approach course. |

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN SA
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)

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

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

LANDING SOUTH
 Vectors for ILS or
 Visual Rwy 16R approach

CHHIP
 N40 37.2 W112 03.7

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

R-6412 C/D

DRYVE
 N40 25.2 W112 03.0

LANDING NORTH
 EXPECT ILS
 Rwy 34R approach

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

SPANE
 N40 07.8 W111 32.9
 PROP TURBOPROP:
 LANDING NORTH EXPECT **16000'**
 LANDING SOUTH EXPECT **17000'**
 TURBOJET:
 LANDING NORTH EXPECT **16000'**
 LANDING SOUTH EXPECT **FL190**

BOAGY
 N40 14.6 W111 51.1

THISL
 N40 08.2 W111 12.9

MYTON
 D (H) **112.7 MTU**
 N40 08.9 W110 07.6

MEEKER
 D (H) **115.2 EKR**
 N40 04.0 W107 55.5

RACER
 N40 06.5 W108 53.0

15000 MAA FL450
15000 MAA FL450
 57.3

GOSHU
 N40 01.3 W111 15.3

HELPR
 N39 45.2 W110 32.9

SPANE
 N40 07.8 W111 32.9

MEEKER (EKR.SPANE6)

Direct distance from FFU VOR to:
 Salt Lake City Intl 31 NM
 Direct distance from CHHIP to:
 Salt Lake City Intl 11 NM

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

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

KSLC/SLC
SALT LAKE CITY INTL

25 MAR 16



JEPPESEN

SALT LAKE CITY, UTAH

10-2K

Eff 31 Mar

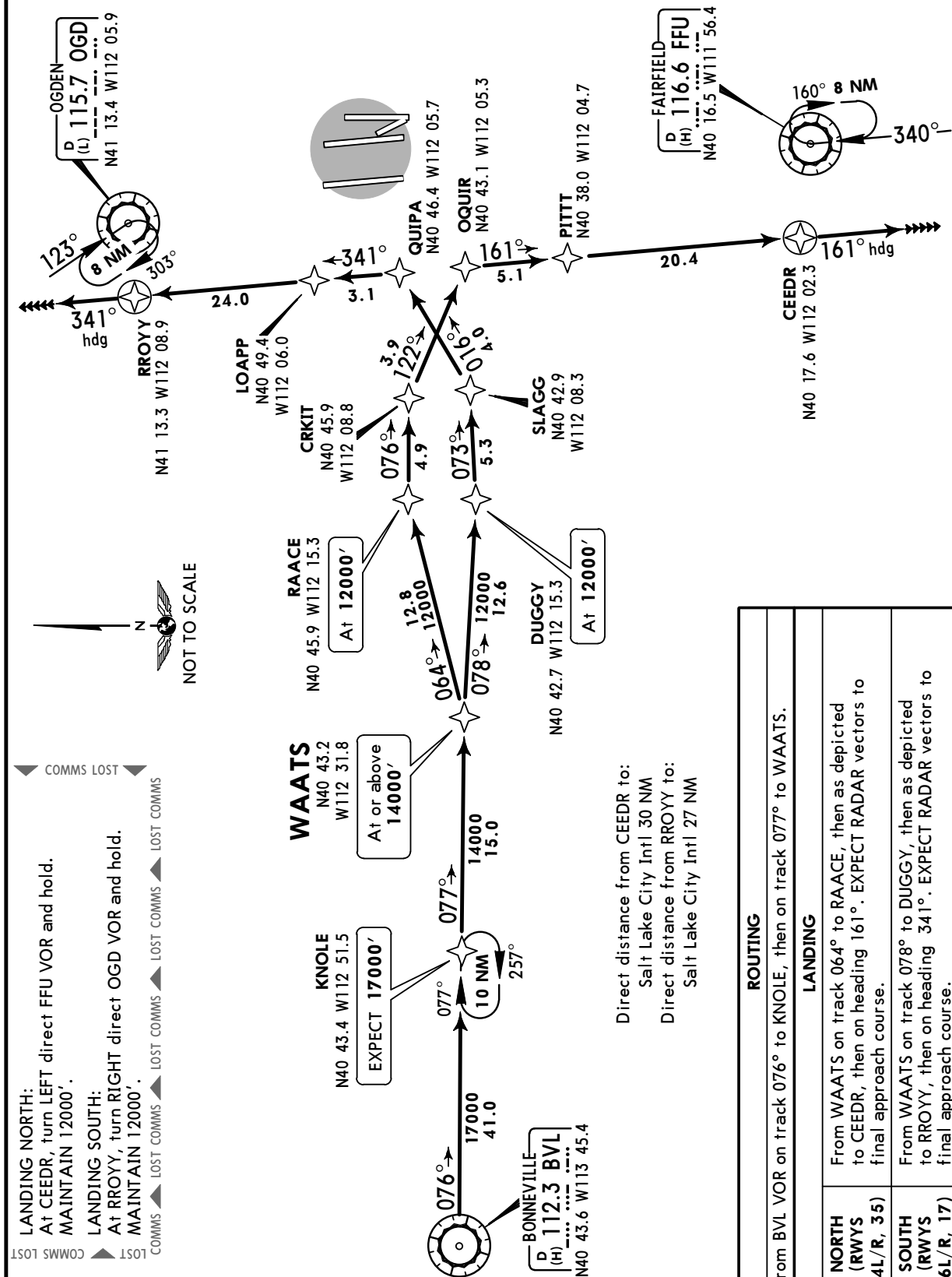
RNAV STAR

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.
5. For non-GPS equipped aircraft LCU, OGD and TCH DMEs must be operational.

WAATS 4 RNAV (WAATS.WAATS4)



**SALT LAKE CITY,
UTAH**

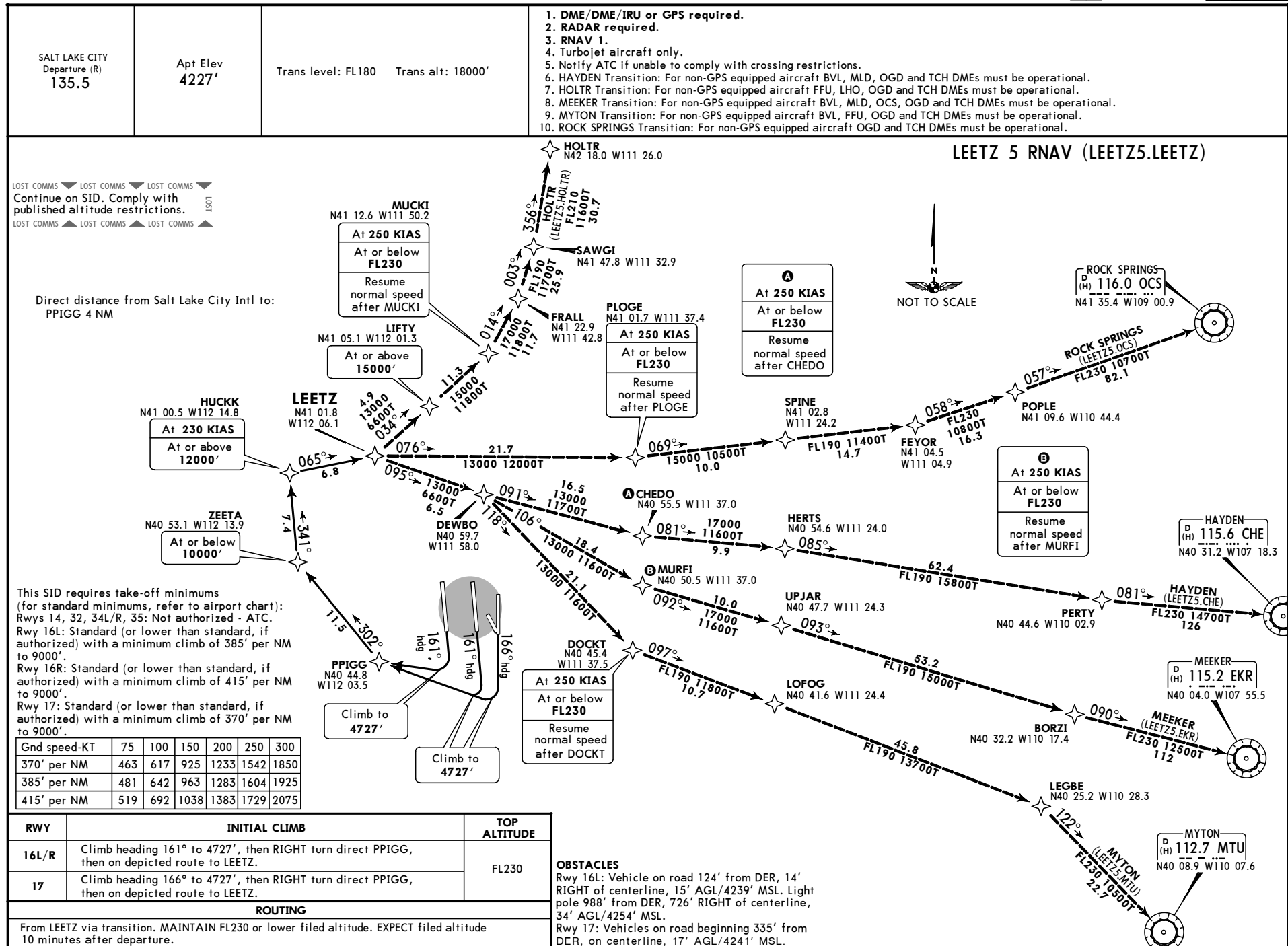
4 NOV 16 10-3 Eff 10 Nov RNAV SID

© JEPPESEN, 2007, 2016. ALL RIGHTS RESERVED.

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

KSLC/SLC
SALT LAKE CITY INTL

SALT LAKE CITY,
UTAH
JEPPESEN
25 MAR 16 10-3B Eff 31 Mar RNAV SID



KSLC/SLC
SALT LAKE CITY INTL

JEPPESSEN 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 |

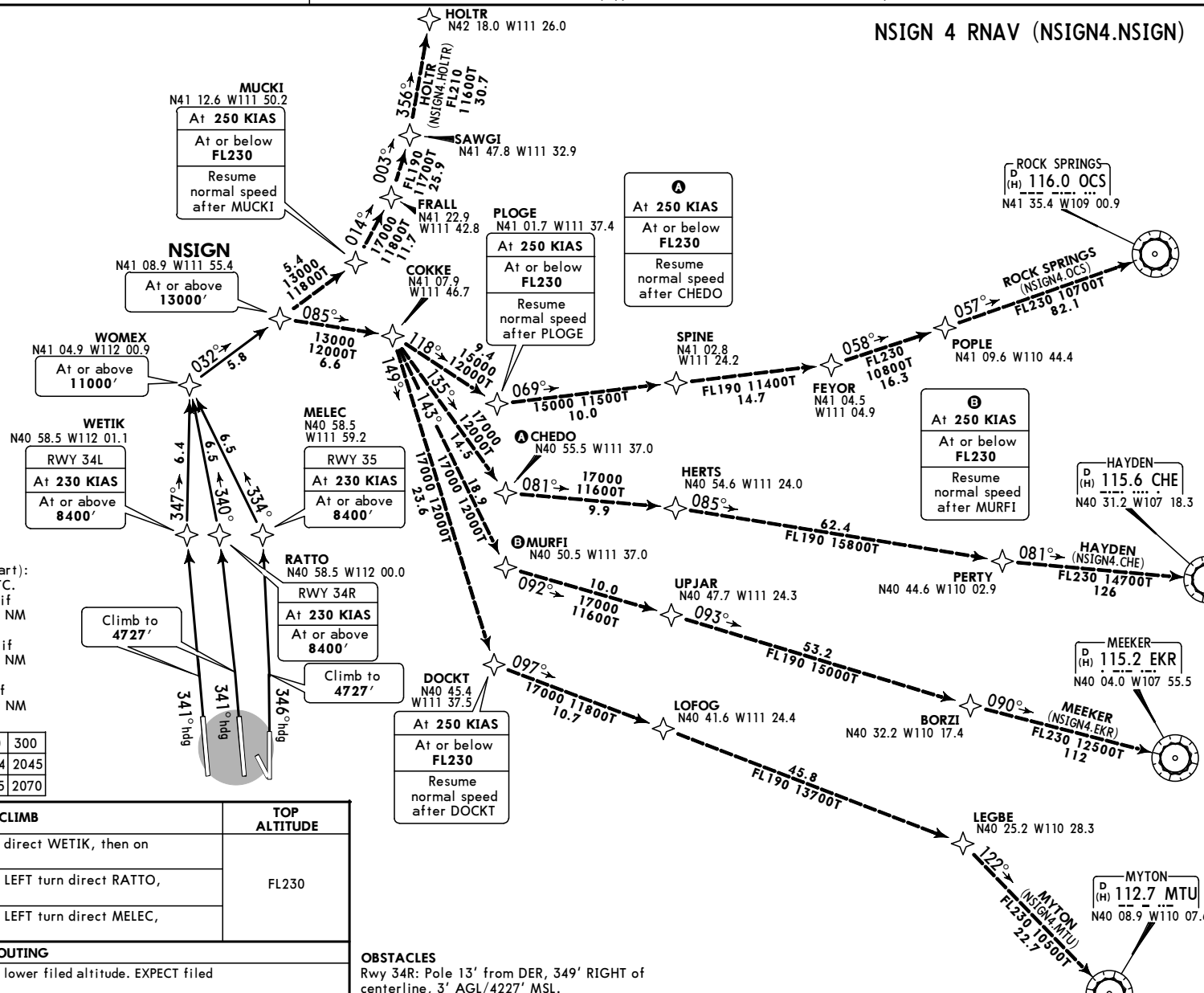
| RWY | INITIAL CLIMB | TOP ALTITUDE |
|-----|--|--------------|
| 34L | Climb heading 341° to 4727', then direct WETIK, then on depicted route to NSIGN. | FL230 |
| 34R | Climb heading 341° to 4727', then LEFT turn direct RATTO, then on depicted route to NSIGN. | |
| 35 | Climb heading 346° to 4727', then LEFT turn direct MELEC, then on depicted route to NSIGN. | |

ROUTING

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

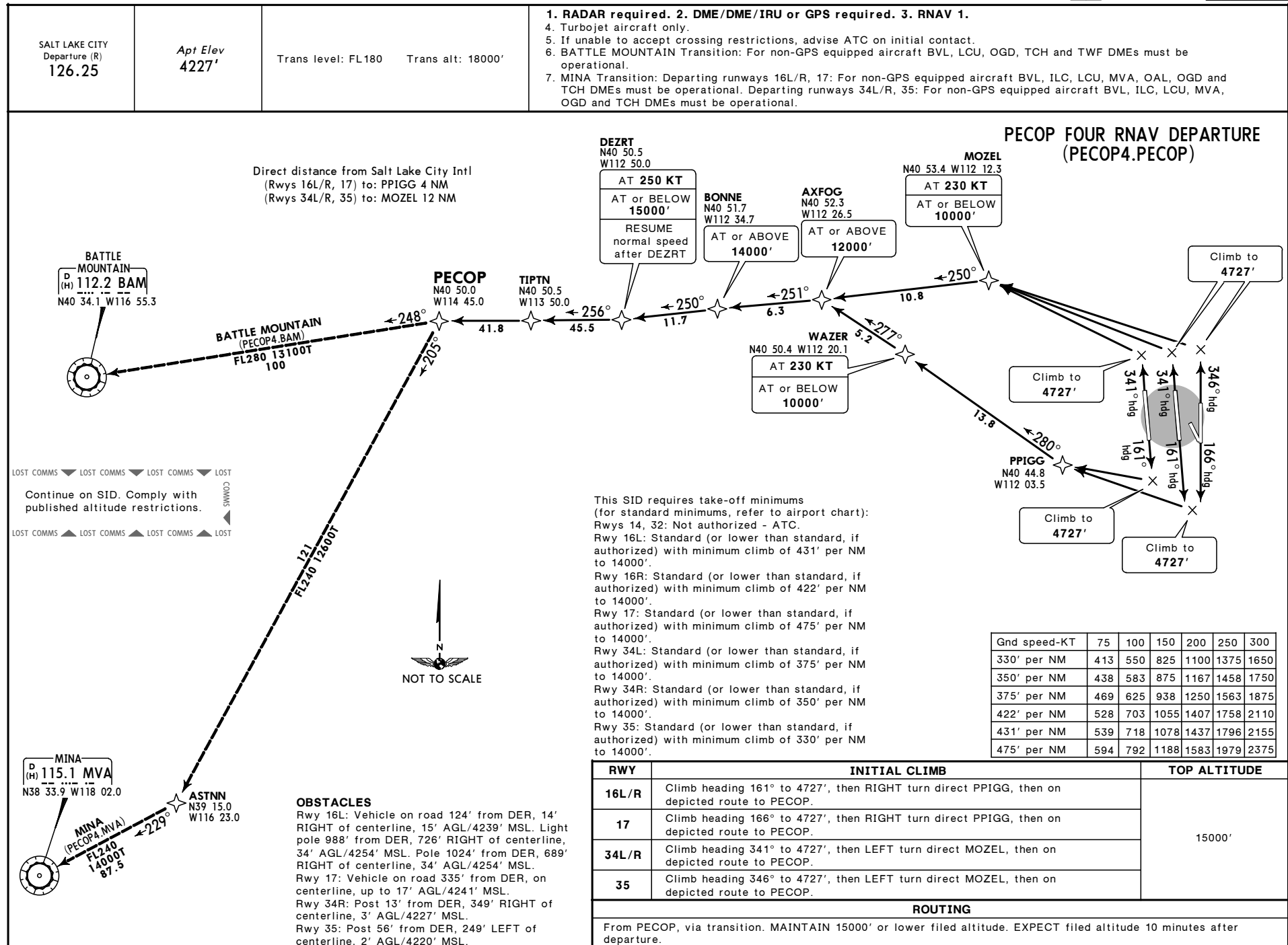
OBSTACLES

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



KSLC/SLC
SALT LAKE CITY INTL

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



KSLC/SLC
SALT LAKE CITY INTL

JEPPesen SALT LAKE CITY, UTAH
24 APR 15 10-3E Eff 30 Apr 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.

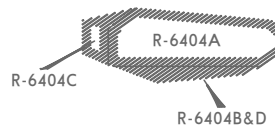
SALT LAKE THREE DEPARTURE (SLC3.TCH)



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

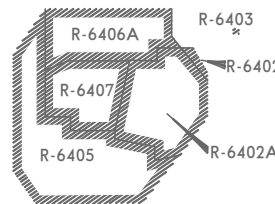


WASATCH
D (H) 116.8 TCH
N40 51.0 W111 58.9

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



R-6412
A, B,
C & D

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.

KSLC/SLC
SALT LAKE CITY INTL

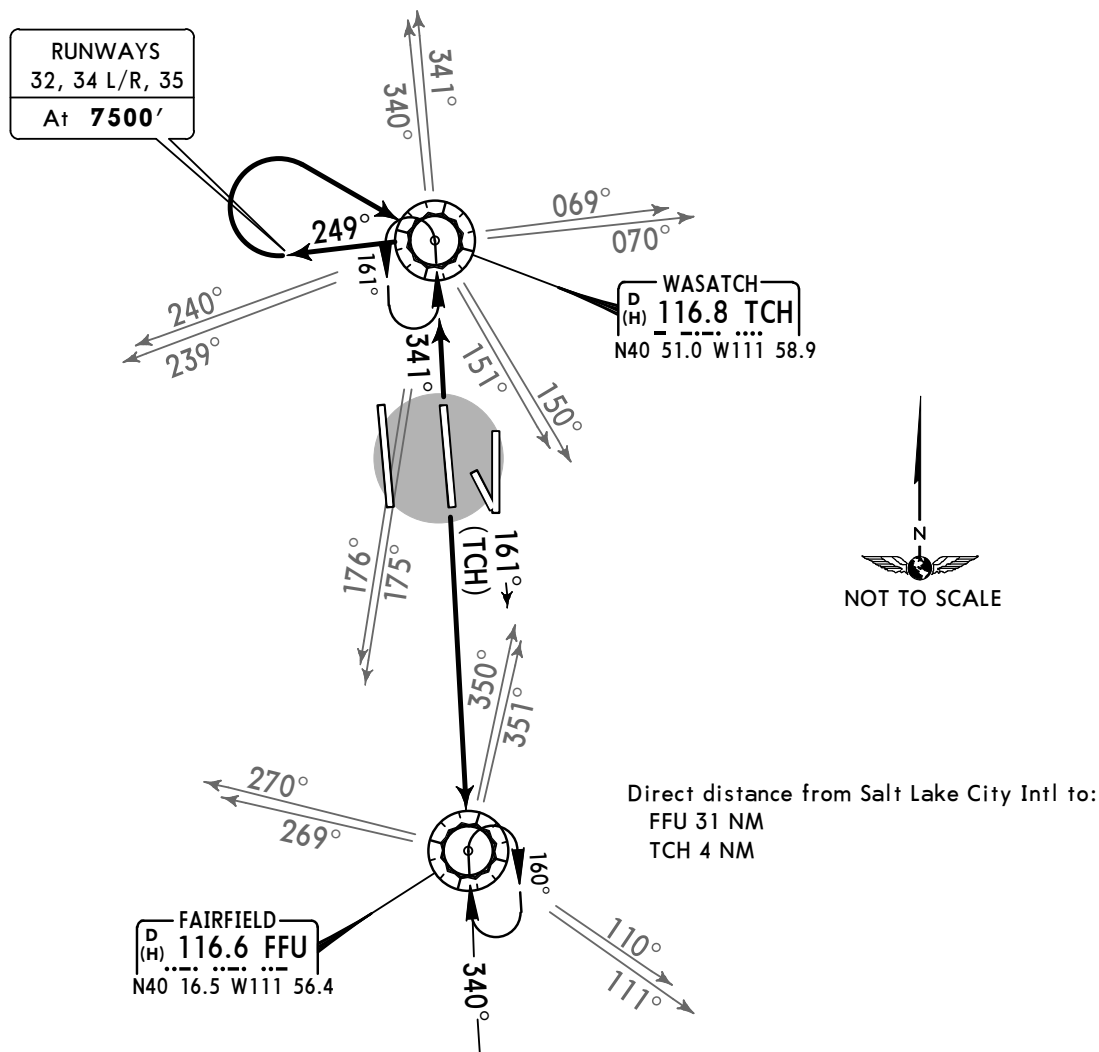
JEPPESEN
24 APR 15 **(10-3F)**

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

JEPPESSEN
24 APR 15 **(10-3G)** **Eff 30 Apr**

SALT LAKE CITY, UTAH

SID

SALT LAKE CITY
Departure (R)
128.1

Apt Elev
4227'

Trans level: FL180 Trans alt: 18000'

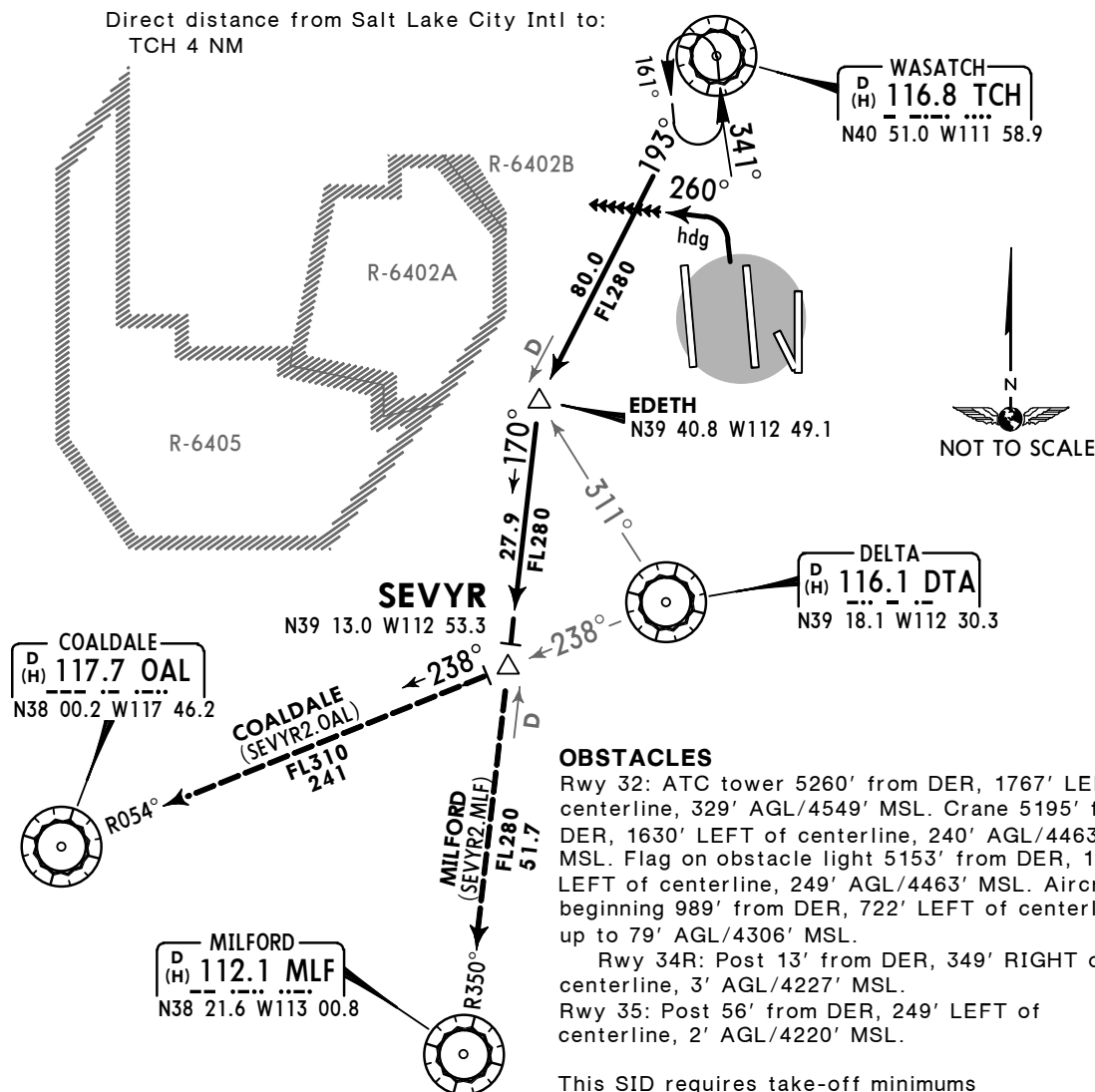
1. RADAR required.

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



SALT LAKE CITY,
UTAH

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

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'.

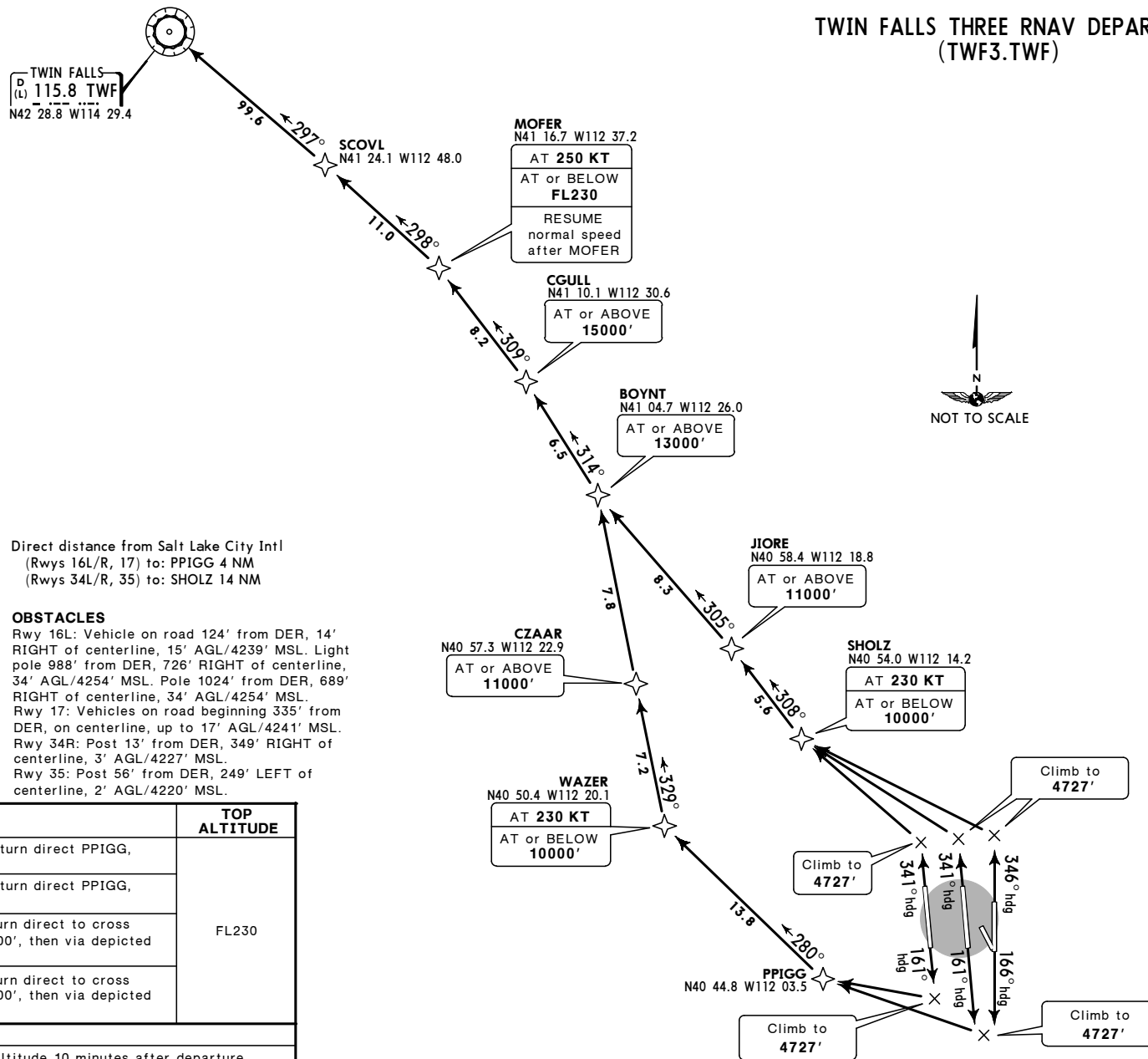
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 226' per NM | 283 | 377 | 565 | 753 | 942 | 1130 |
| 238' per NM | 298 | 397 | 595 | 793 | 992 | 1190 |
| 253' per NM | 316 | 422 | 633 | 843 | 1054 | 1265 |
| 367' per NM | 459 | 612 | 918 | 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

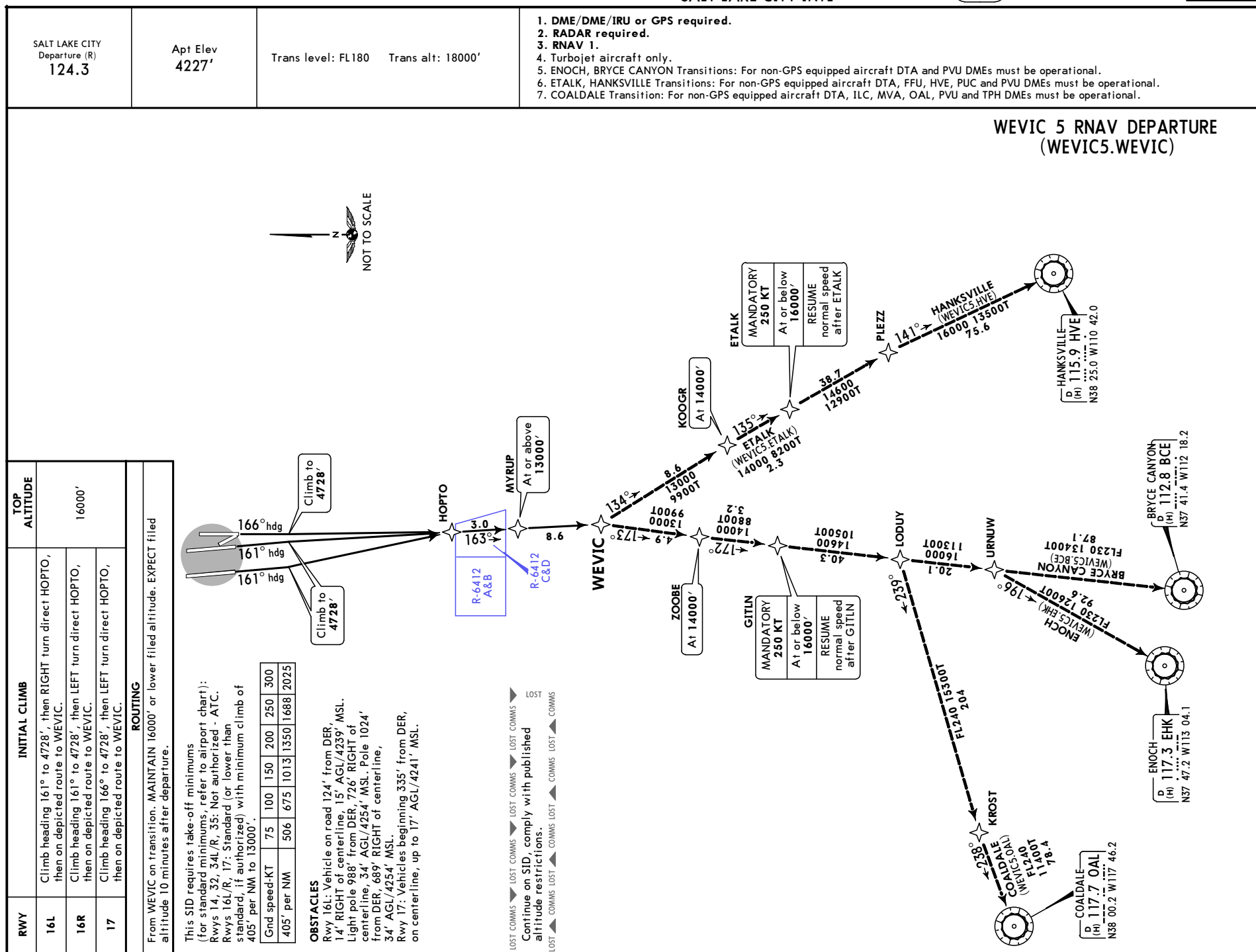
Rwy 16L: Vehicle on road 124' from DER, 14'
RIGHT of centerline, 15' AGL/4239' MSL. Light
pole 988' from DER, 726' RIGHT of centerline,
34' AGL/4254' MSL. Pole 1024' from DER, 689'
RIGHT of centerline, 34' AGL/4254' MSL.
Rwy 17: Vehicles on road beginning 335' from
DER, on centerline, up to 17' AGL/4241'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

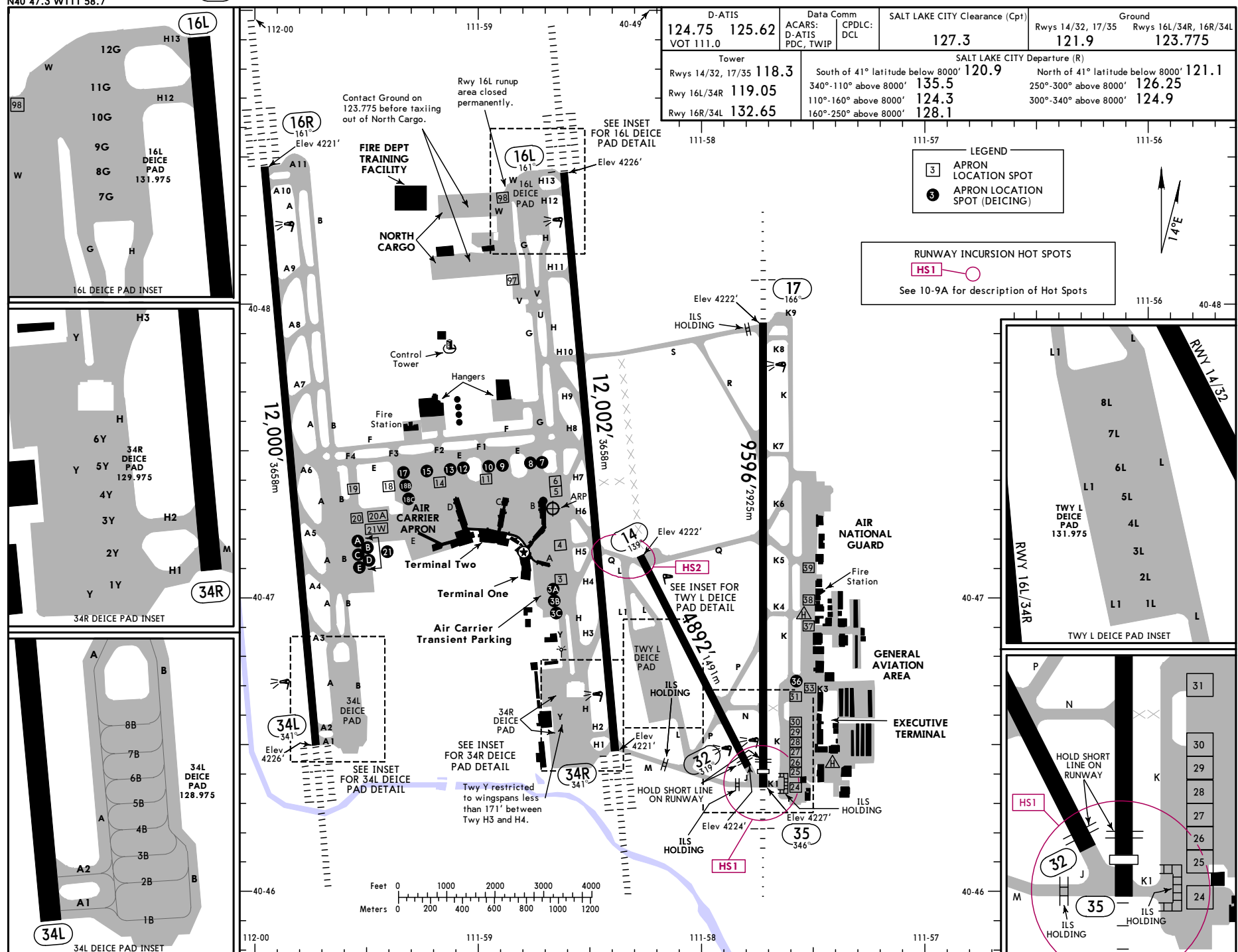
JEPPesen

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.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

KSLC/SLC

24 FEB 17 **10-9A**

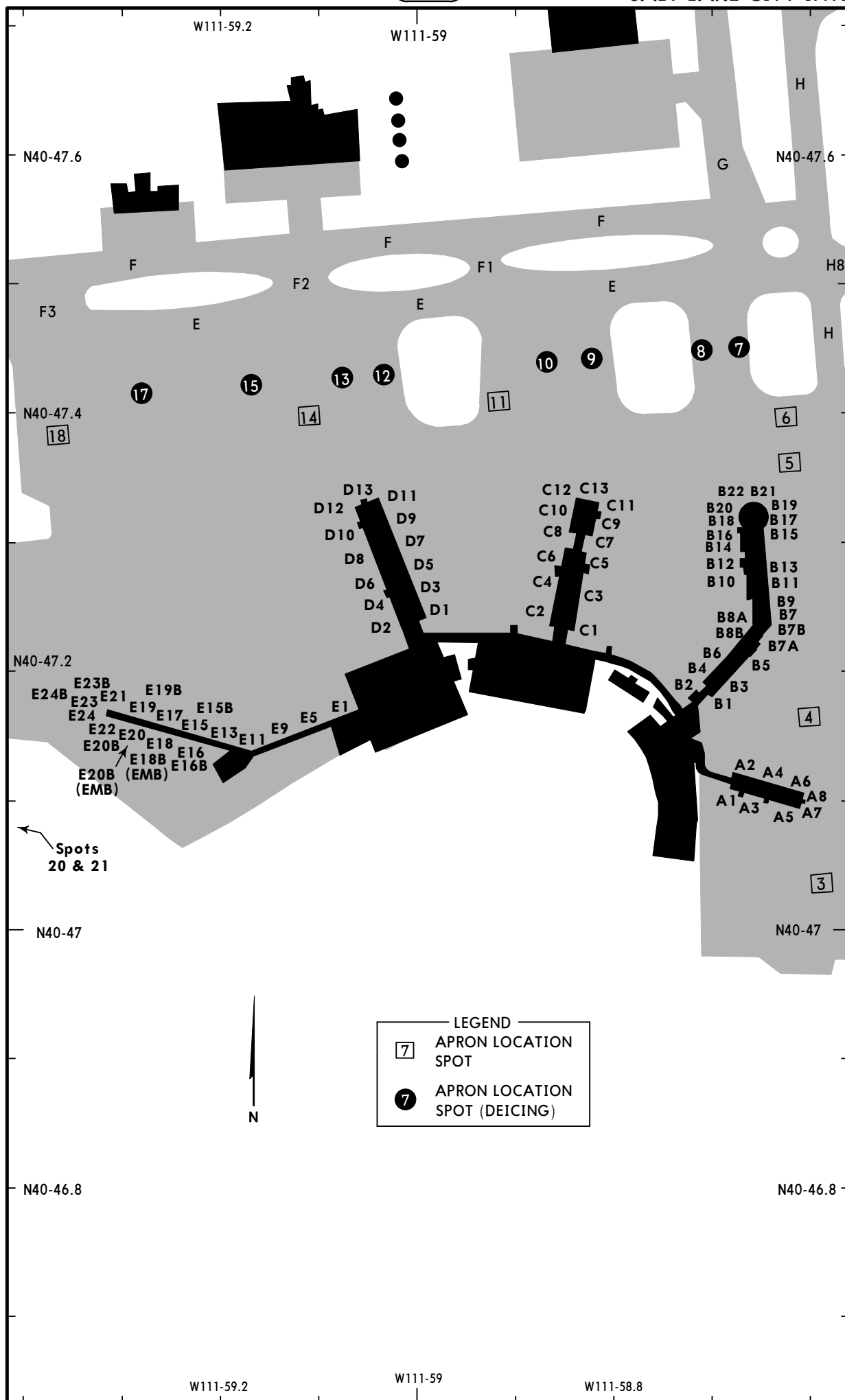
SALT LAKE CITY, UTAH
SALT LAKE CITY INTL

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

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.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

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 |
| CONCOURSE A | | CONCOURSE D | |
| A1 thru A3 | N40 47.1 W111 58.7 | D1, D2 | N40 47.2 W111 59.0 |
| A4 thru A8 | N40 47.1 W111 58.6 | D3 thru D7 | N40 47.3 W111 59.0 |
| CONCOURSE B | | D8 | N40 47.3 W111 59.1 |
| B1 thru B6 | N40 47.2 W111 58.7 | D9 | N40 47.3 W111 59.0 |
| B7 thru B7B | N40 47.2 W111 58.6 | D10 | N40 47.3 W111 59.1 |
| B8A, B8B | N40 47.2 W111 58.7 | D11 | N40 47.3 W111 59.0 |
| B9 | N40 47.3 W111 58.6 | D12, D13 | N40 47.3 W111 59.1 |
| B10 | N40 47.3 W111 58.7 | CONCOURSE E | |
| B11 | N40 47.3 W111 58.6 | E1 | N40 47.2 W111 59.1 |
| B12 | N40 47.3 W111 58.7 | 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 | SPOTS | |
| CONCOURSE C | | 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

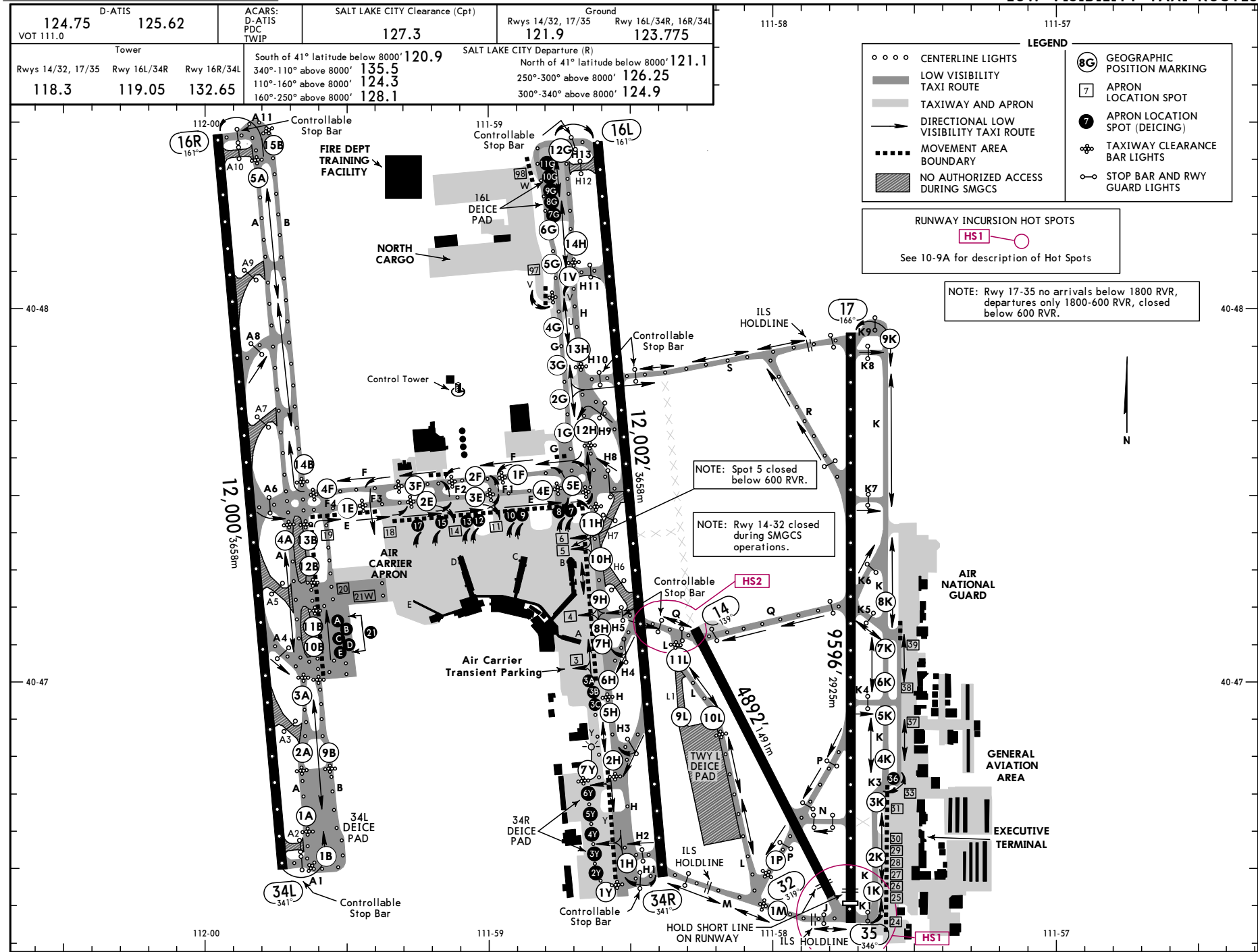


(10-9D)

7 APR 17

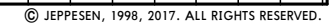
SMGCS

SALT LAKE CITY, UTAH
LOW VISIBILITY TAXI ROUTES



JEPPESSEN
7 APR 17 10-9E

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



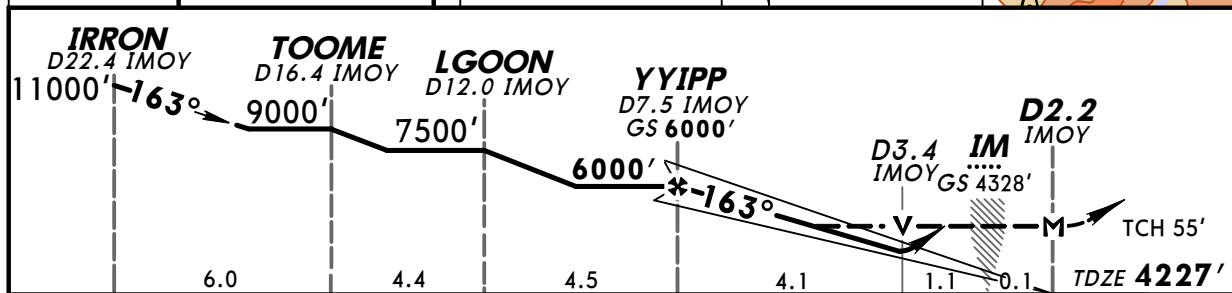
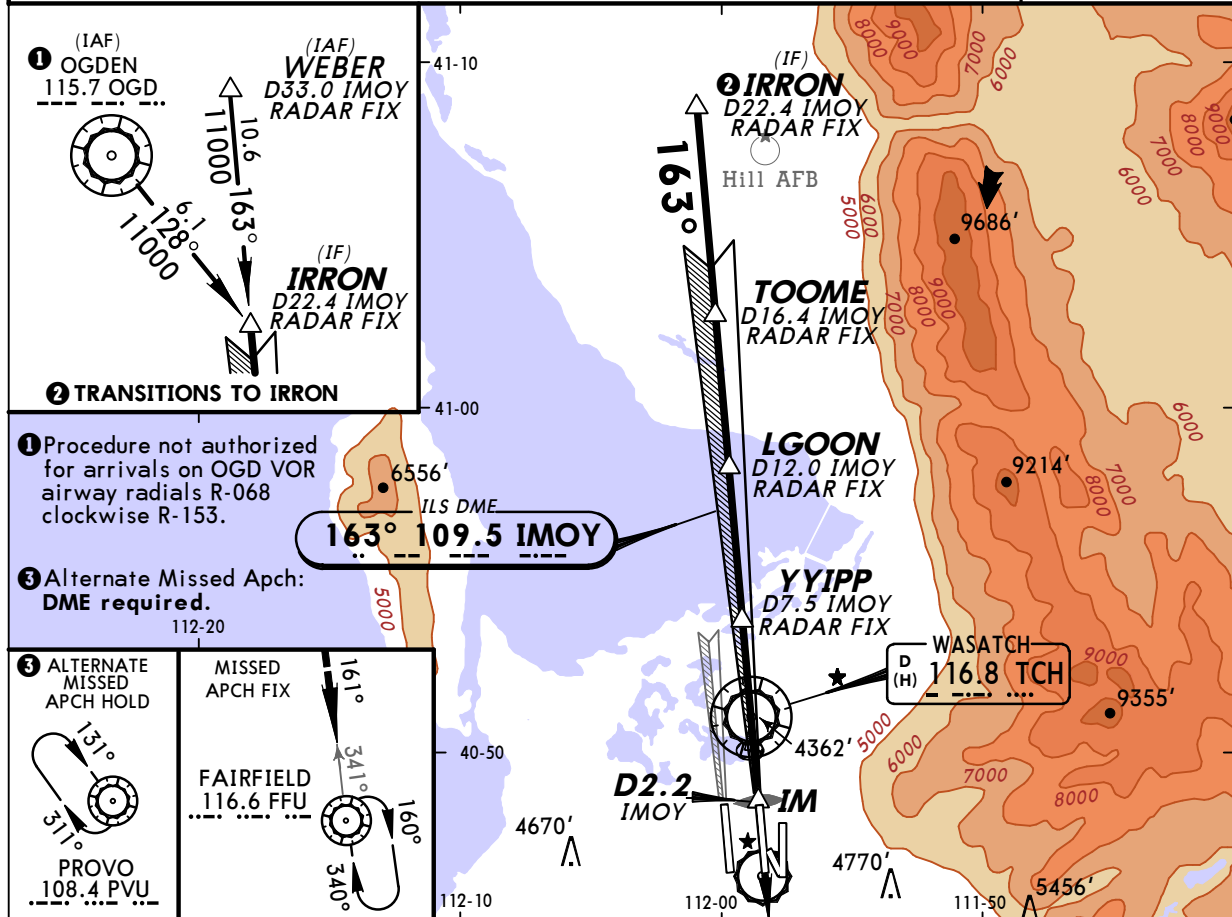
KSLC/SLC
SALT LAKE CITY INTL

JEPPesen
12 OCT 12 (11-1)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 16L

BRIEFING STRIP

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



| | | | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|------|--|--|--|--|
| 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 | | | | |

ALSF-II

PAPI

4800'

↑

10000'

↑

FFU

116.6

R-341

FFU

116.6

| STRAIGHT-IN LANDING RWY 16L | | | | LOC (GS out) | |
|-----------------------------|---------------|---------------|---------------|---------------------|-----------------|
| ILS | | | | MDA(H) 4680' (453') | |
| DA(H) 4427' (200') | | | | | |
| 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 | | | | | |

TERPS AMEND 3A 8 MAR 2012

KSLC/SLC

SALT LAKE CITY INTL

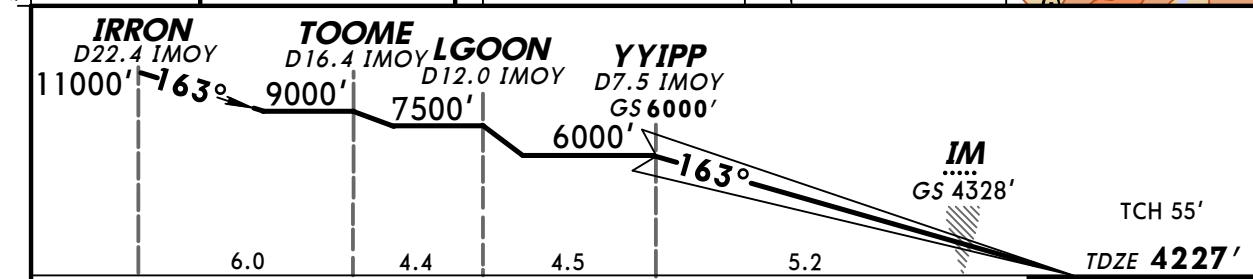
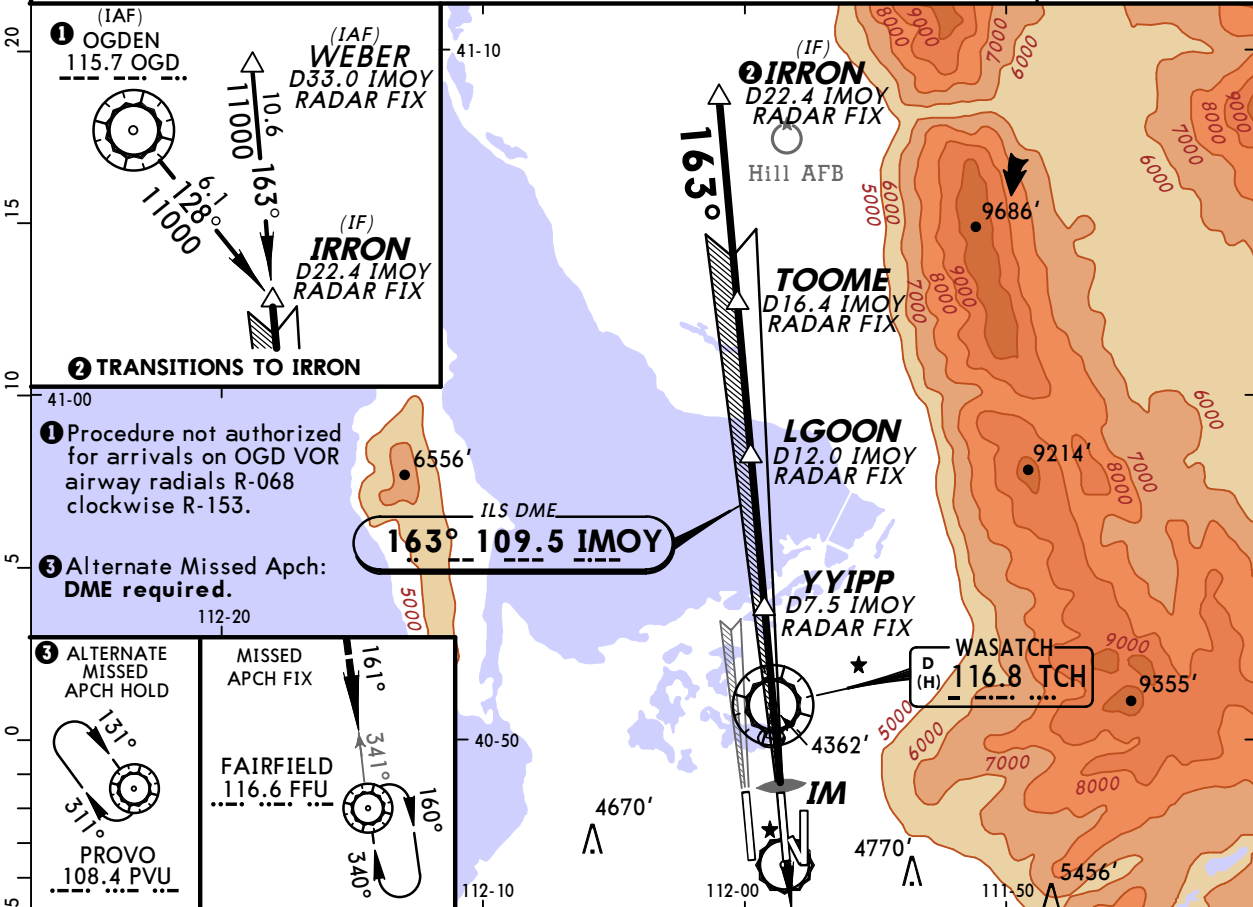
12 OCT 12

(11-1A)

SALT LAKE CITY, UTAH

ILS Rwy 16L CAT II & III

| D-ATIS | | | | SALT LAKE CITY Approach (R) | | | |
|---|----------|----------------------|----------|-----------------------------|----------|-----------------------|-------------|
| 124.75 | | 125.62 | | 124.3 | | | |
| Rwy 16L/34R | | SALT LAKE CITY Tower | | Rwys 14/32, 17/35 | | Ground | |
| 119.05 | | 132.65 | | 118.3 | | 123.77 | |
| Rwys 16L/34R | | Rwy 16R/34L | | Rwys 14/32, 17/35 | | Rwys 16L/34R, 16R/34L | |
| 119.05 | | 132.65 | | 118.3 | | 121.9 | |
| LOC | Final | GS | CAT IIIC | CAT IIIB | CAT IIIA | CAT II ILS | Apt Elev |
| IMOY | Apch Crs | YYIPP | NA | Refer to | Minimums | RA 108' | 4227' |
| 109.5 | 163° | 6000' | | | | DA(H) | TDZE |
| | | (1773') | | | | 4327'(100') | 4227' |
| MISSED APCH: Climb to 4800' then climb to 10000' inbound via FFU VOR R-341 to FFU VOR and hold, or as directed by ATC. | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | | | |
| 1. Special Aircrew & Acft Certification required. 2. DME or Radar required. | | | | | | | |
| 3. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R (SA CAT I), (CAT II), (CAT III). 4. VGSI and ILS glidepath not coincident. | | | | | | | |
| | | | | | | | MSA TCH VOR |



| | | | | | | | | | | |
|---------------|----|----|-----|-----|-----|-----|--|--|---|--|
| | | | | | | | 0.1 | | 0 | |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div>ALSF-II</div> <div>PAPI</div> <div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></</div></div></div> | | | |

| STRAIGHT-IN LANDING RWY16L | | | |
|----------------------------|--------------|--------------|-------------------|
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS |
| NA | RVR 3 | RVR 7 | RA 108' |
| | | | DA(H) 4327'(100') |
| | | | 1 RVR 12 |

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

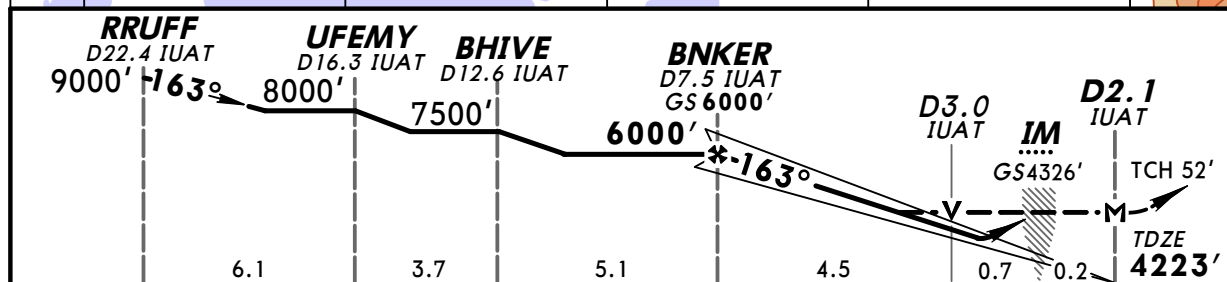
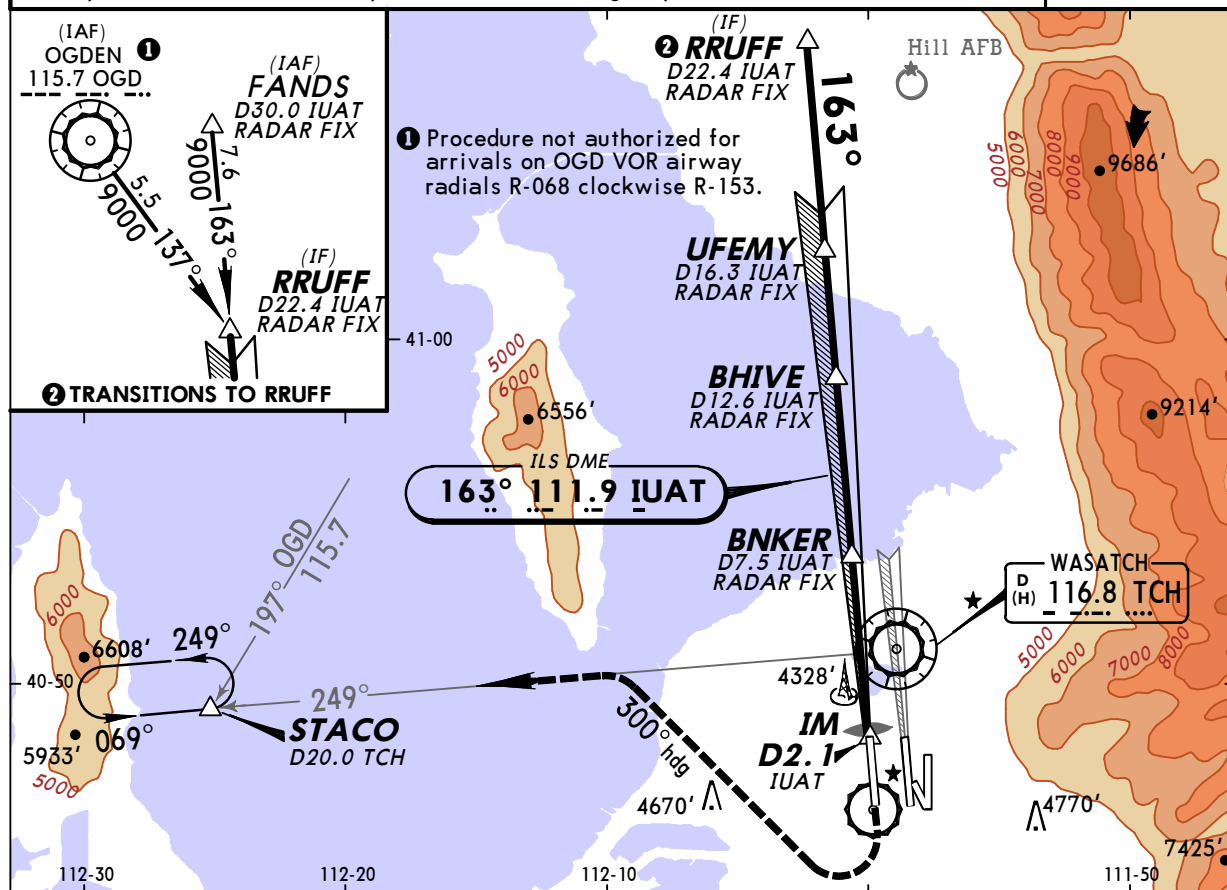
KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
28 FEB 14 (11-2)

SALT LAKE CITY, UTAH
ILS or LOC Rwy 16R

| | | | | | |
|---|--------------------|---------------------|-----------------------------|-------------------|--|
| 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 Appch Crs | GS BKNR | ILS DA(H) | Apt Elev 4227' | |
| 111.9 | 163° | 6000' (1777') | 4423' (200') | TDZE 4223' | |
| <p>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.</p> | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | Trans alt: 18000' | | |
| <p>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.</p> | | | | | |

MSA TCH VOR



| | | | | | | | |
|----------------------|----|----|-----|-----|-----|-----|---|
| <i>Gnd speed-Kts</i> | 70 | 90 | 100 | 120 | 140 | 160 | <div><div>ALSF-II</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> |
|----------------------|----|----|-----|-----|-----|-----|---|

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

CHANGES: Notes.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 3B 17 OCT 2013

KSLC/SLC
SALT LAKE CITY INTL

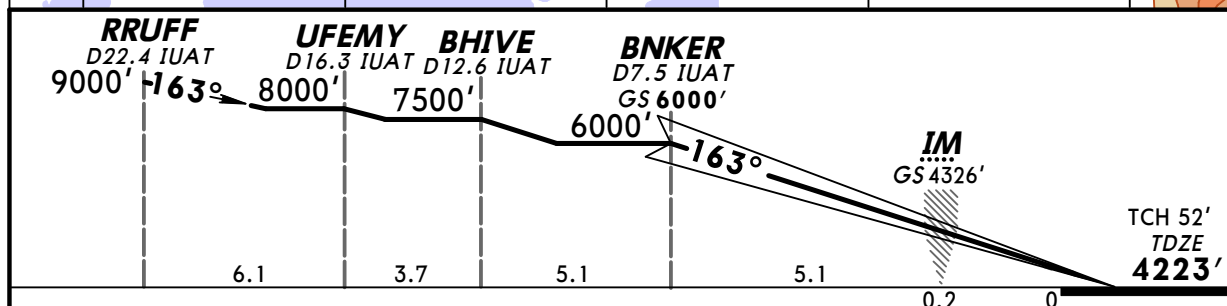
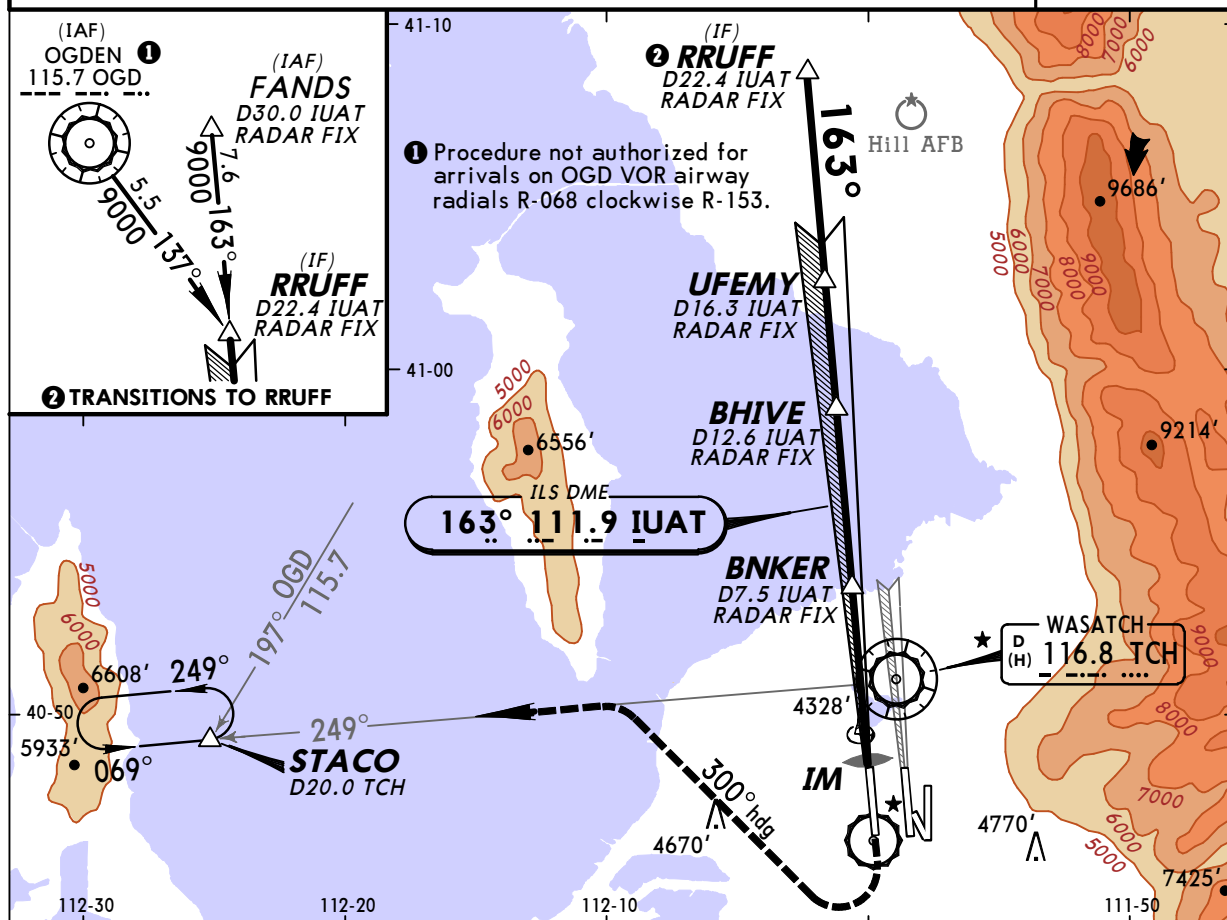
28 FEB 14




JEPPESEN

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 BKNR 6000' (1777') | CAT IIIC NA | CAT IIIB Refer to Minimums | CAT IIIA | CAT II ILS RA 108' DA(H) 4323'(100') | Ap ^t Elev 4227' TDZE 4223' |
| <p>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.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew & Acft Certification required. 2. DME or Radar required.</p> <p>3. Simultaneous approach authorized with ILS or LOC Rwy 16L, ILS Rwy 16L CAT II & III and Rwy 17. 4. VGSI and ILS glidepath not coincident.</p> | | | | | | | |

MSA TCH VOR



| | | | | | | | | | | | | | | |
|----------------------|-------|-----|-----|-----|-----|-----|---|--|---|-----|-------------------------|-----|------------------------------------|-----|
| <i>Gnd speed-Kts</i> | 70 | 90 | 100 | 120 | 140 | 160 | <div>ALSF-II  PAPI</div> | <div>4800' </div> | <div>8100'  RT</div> | via | <div>300° hdg</div> | and | <div>TCH 116.8 R-249</div> | |
| <i>GS</i> | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | | | | 849 |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| | | | |
|----------------------------|--------------|--------------|---|
| STRAIGHT-IN LANDING RWY16R | | | |
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS RA 108' <i>DA(H) 4323' (100')</i> |
| NA | RVR 3 | RVR 7 | I RVR 12 |

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

CHANGES: None.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 3B 17 OCT 2013

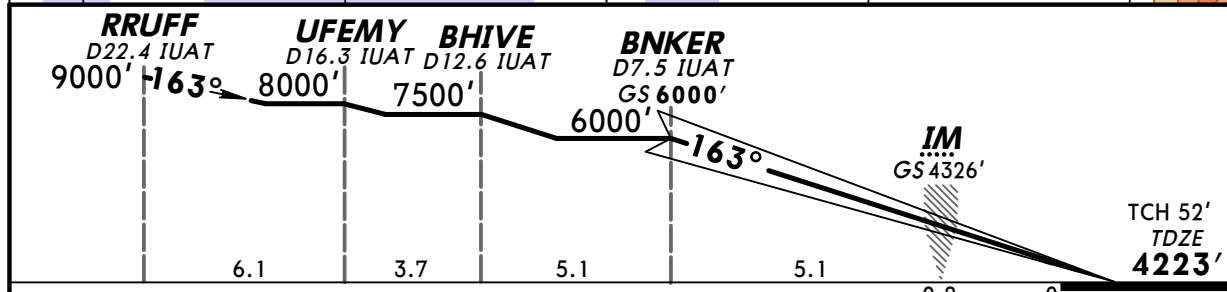
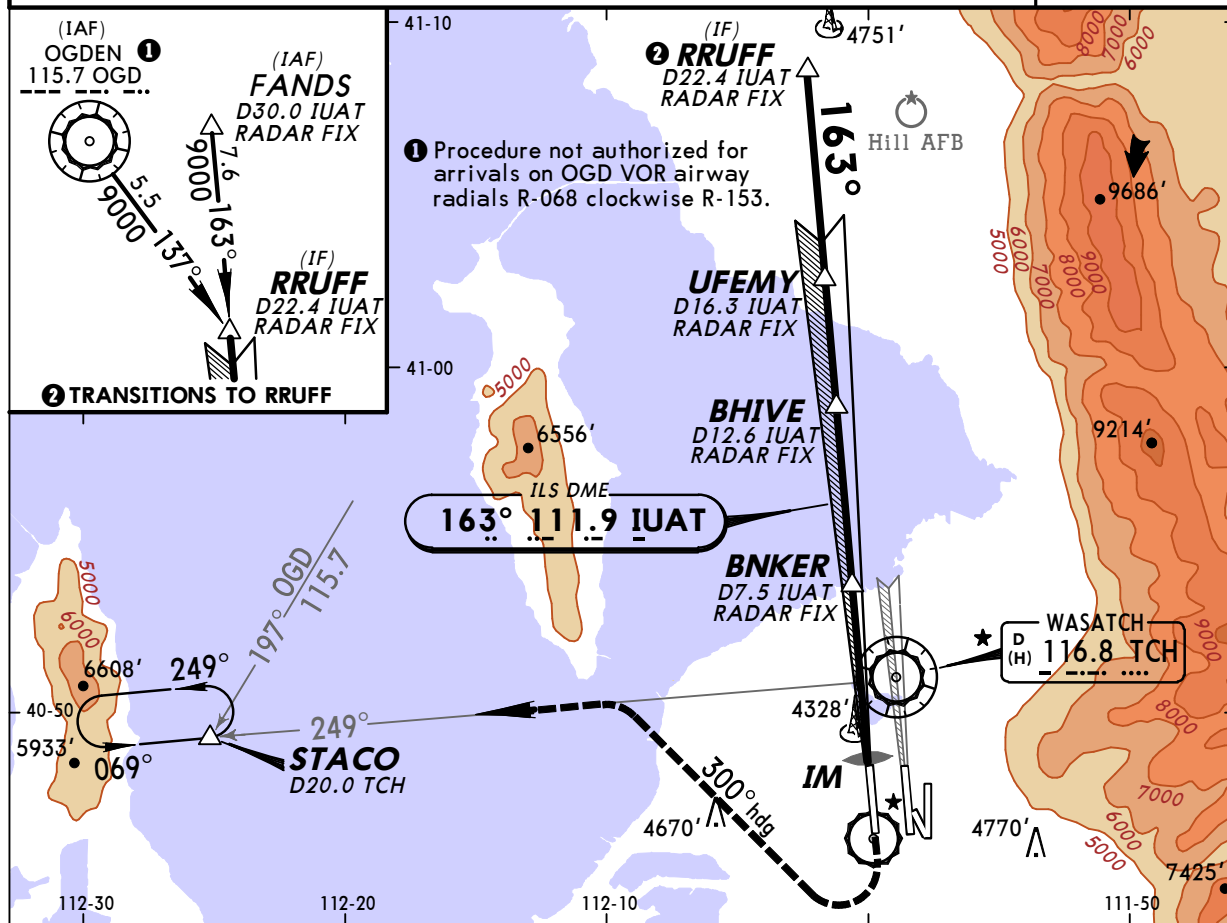
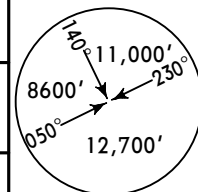
KSLC/SLC
SALT LAKE CITY INTL

JEPPesen
11 OCT 13 **(11-2B)**

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

BRIEFING STRIP™

| | | | | |
|---|----------------------------------|--|--|--|
| D-ATIS 124.75 | | 125.62 | SALT LAKE CITY Tower 124.3 | |
| Rwy 16R/34L 132.65 | Rwy 16L/34R 119.05 | Rwys 14/32, 17/35 118.3 | Rwys 16L/34R, 16R/34L 123.77 | Rwys 14/32, 17/35 121.9 |
| LOC IUAT 111.9 | Final Apch Crs 163° | GS BNKER 6000' (1777') | SA CAT I ILS RA 157' DA(H)4373'(150') | Apt Elev 4227' TDZE 4223' |
| MISSED APCH: Climb to 4800' then climbing RIGHT turn to 8100' via 300° hdg and outbound via TCH VOR R-249 to STACO INT/D20.0 TCH and hold, or as directed by ATC. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification required. 2. DME or Radar required. 3. Simultaneous approach authorized with ILS or LOC Rwy 16L, ILS Rwy 16L CAT II & III and Rwy 17. 4. VGSI and ILS glidepath not coincident. | | | | |



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

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

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

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

CHANGES: Notes.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

TERPS AMEND 3B 17 OCT 2013

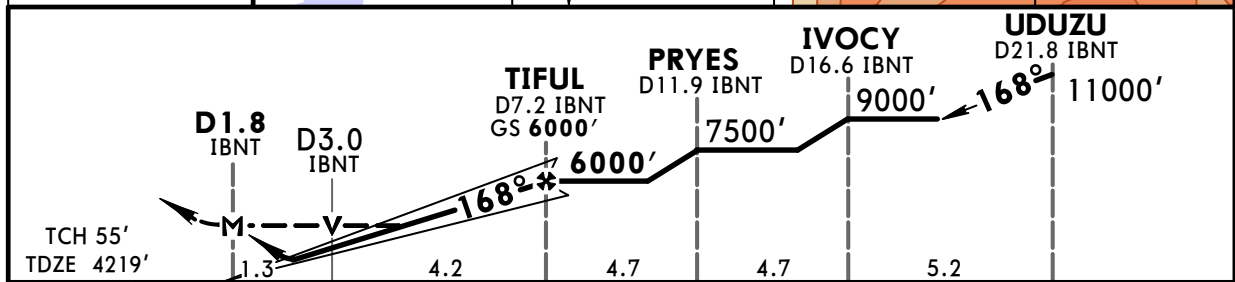
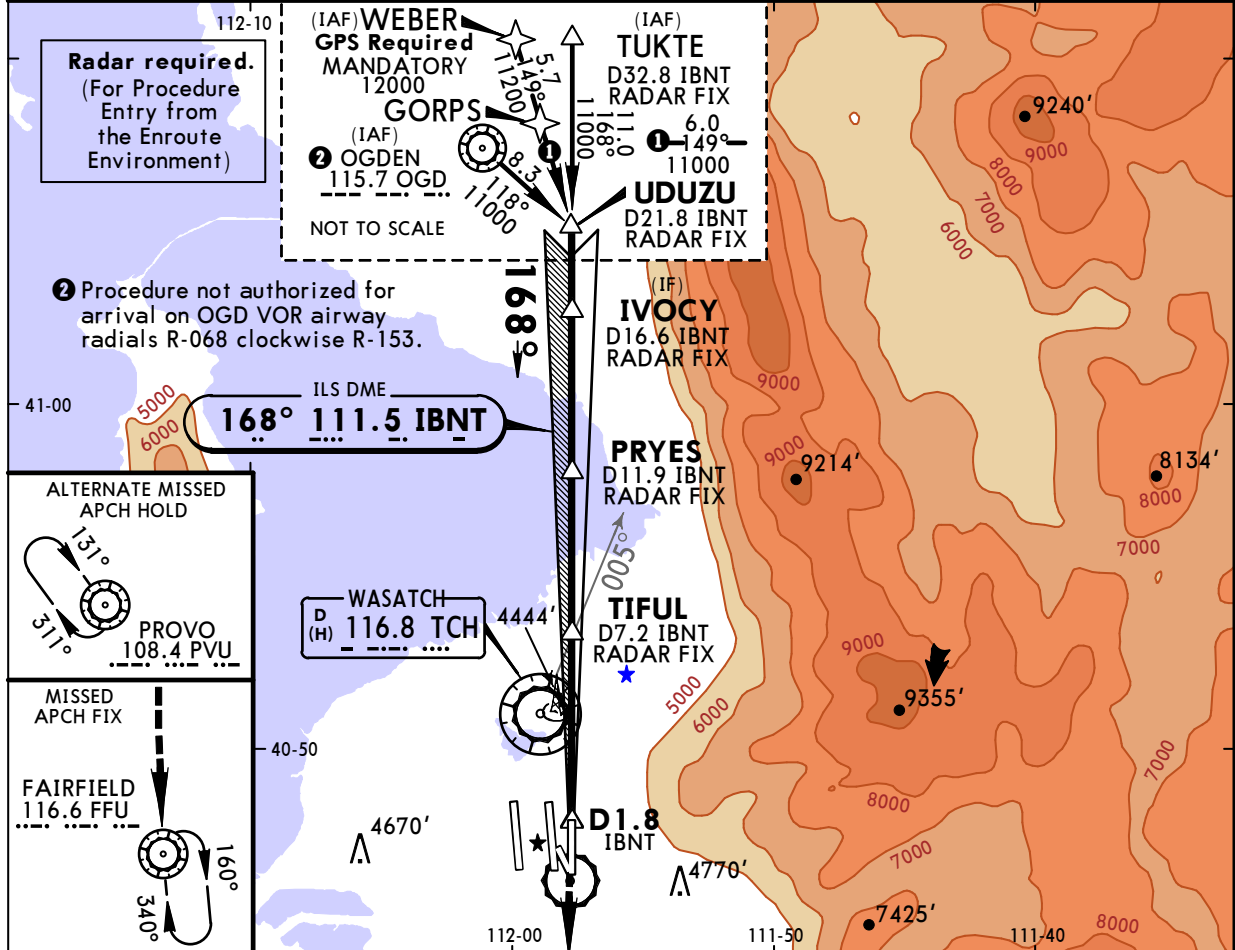
KSLC/SLC
SALT LAKE CITY INTL

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 Approach (R) | | | |
| 124.75 | | 125.62 | | 124.3 | | |
| Rwys 14/32, 17/35 | | SALT LAKE CITY Tower Rwy 16L/34R | | Ground Rwys 16L/34R, 16R/34L | | |
| 118.3 | | 119.05 | | 123.77 | | |
| 132.65 | | 121.9 | | | | |
| LOC IBNT 111.5 | Final Apch Crs 168° | GS TIFUL 6000' (1781') | ILS DA(H) 4419' (200') | Apt Elev 4227' TDZE 4219' | | |
| MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' direct FFU VOR and hold, or as directed by ATC. | | | | | | |
| Alt Set: INCHES | | | Trans level: FL 180 | | | Trans alt: 18000' |
| 1. 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 | MALS | 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 | 2:02 | | | |

| 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 | | | | | |
| B | | | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 |
| C | RVR 18 or 3/8 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 60 or 1/8 | 1 3/8 |
| D | | | RVR 50 or 1 | | |

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

CHANGES: Procedure.

© JEPPESEN, 1998, 2015. ALL RIGHTS RESERVED.

TERPS AMEND 14 10 DEC 2015

KSLC/SLC

SALT LAKE CITY INTL

4 DEC 15

11-3A

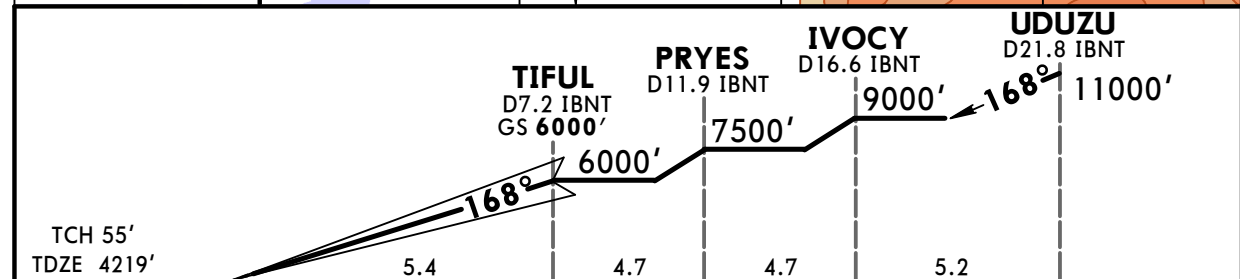
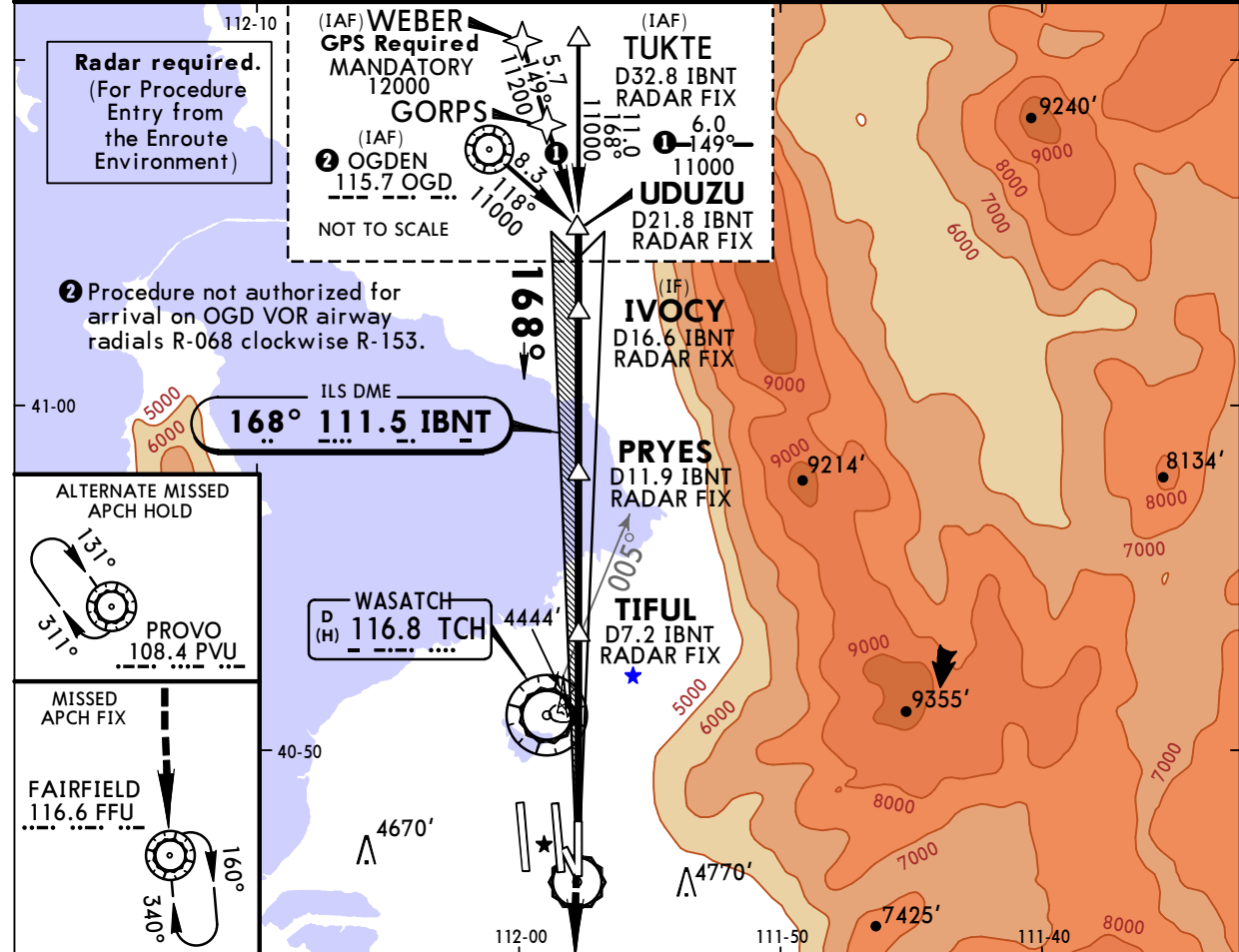
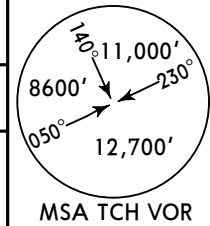
Eff 10 Dec

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') | | |
| MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' direct FFU VOR and hold, or as directed by ATC. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification required. 2. 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' | FFU |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | LT | 116.6 |

TERPS AMEND 14 10 DEC 2015

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

KSLC/SLC

SALT LAKE CITY INTL

4 DEC 15

11-3B

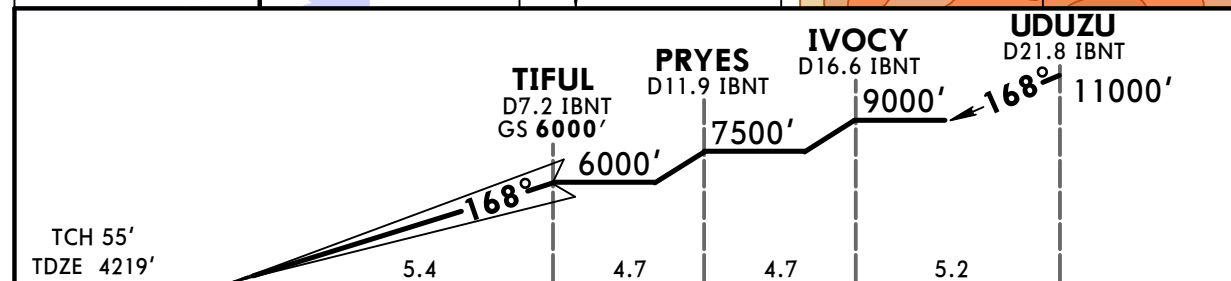
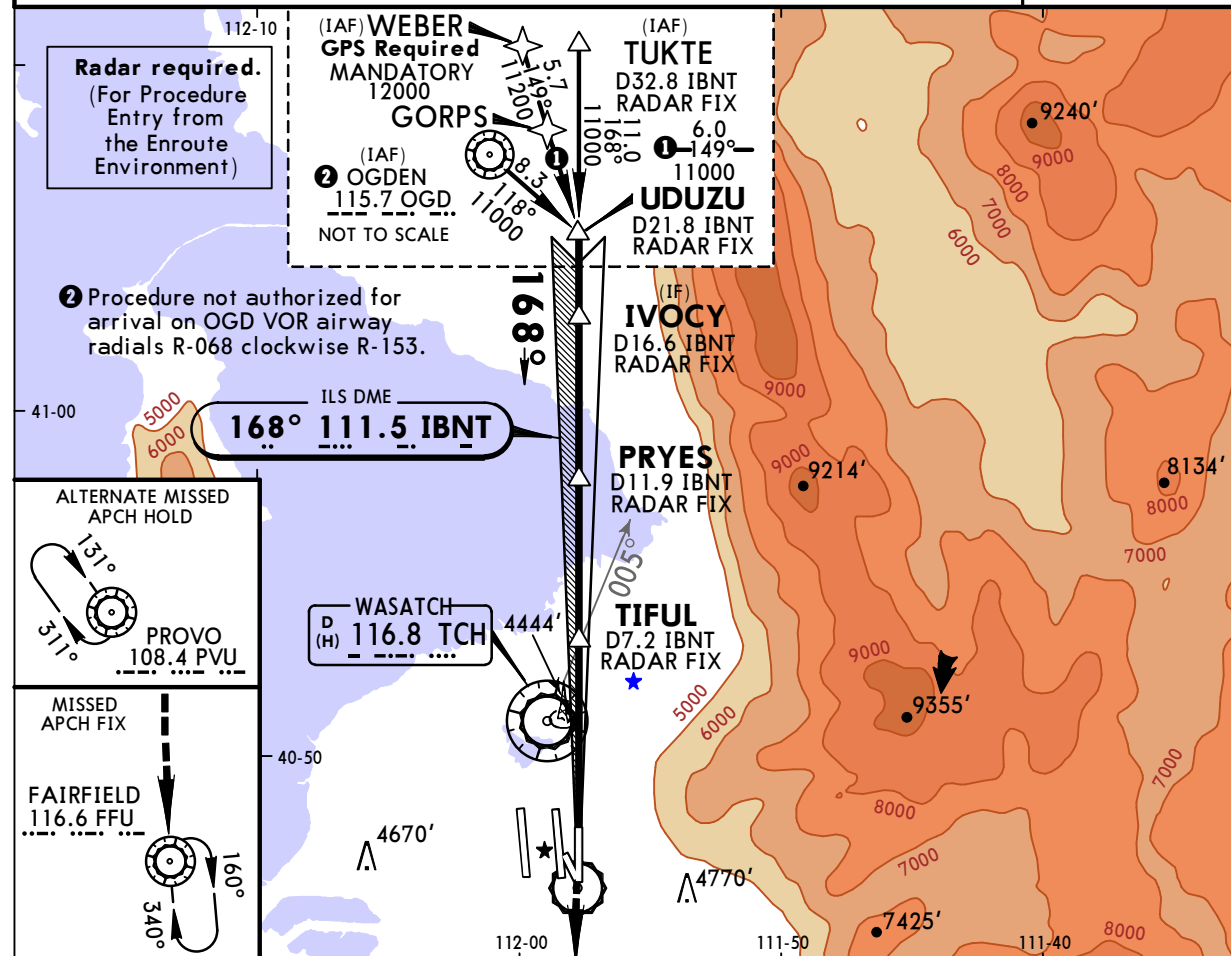
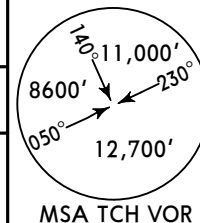
Eff 10 Dec

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') | | |
| MISSED APCH: Climb to 5800' then climbing LEFT turn to 10000' direct FFU VOR and hold, or as directed by ATC. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification required. 2. 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

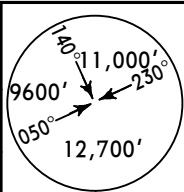
| | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
| TERPS | | | | | | | | | | | | |
| STRAIGHT-IN LANDING RWY 17 | | | | | | | | | | | | |
| 1 SA CAT II ILS RA 99' DA(H) 4319' (100') | | | | | | | | | | | | |
| RVR 12 | | | | | | | | | | | | |
| 1 Reduced lighting: Requires specific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

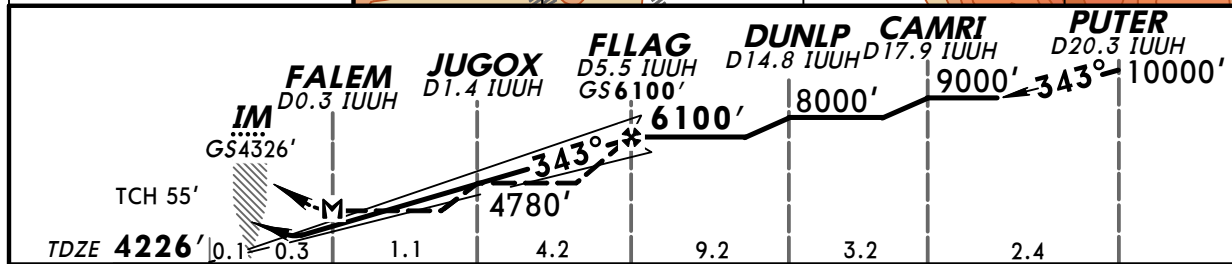
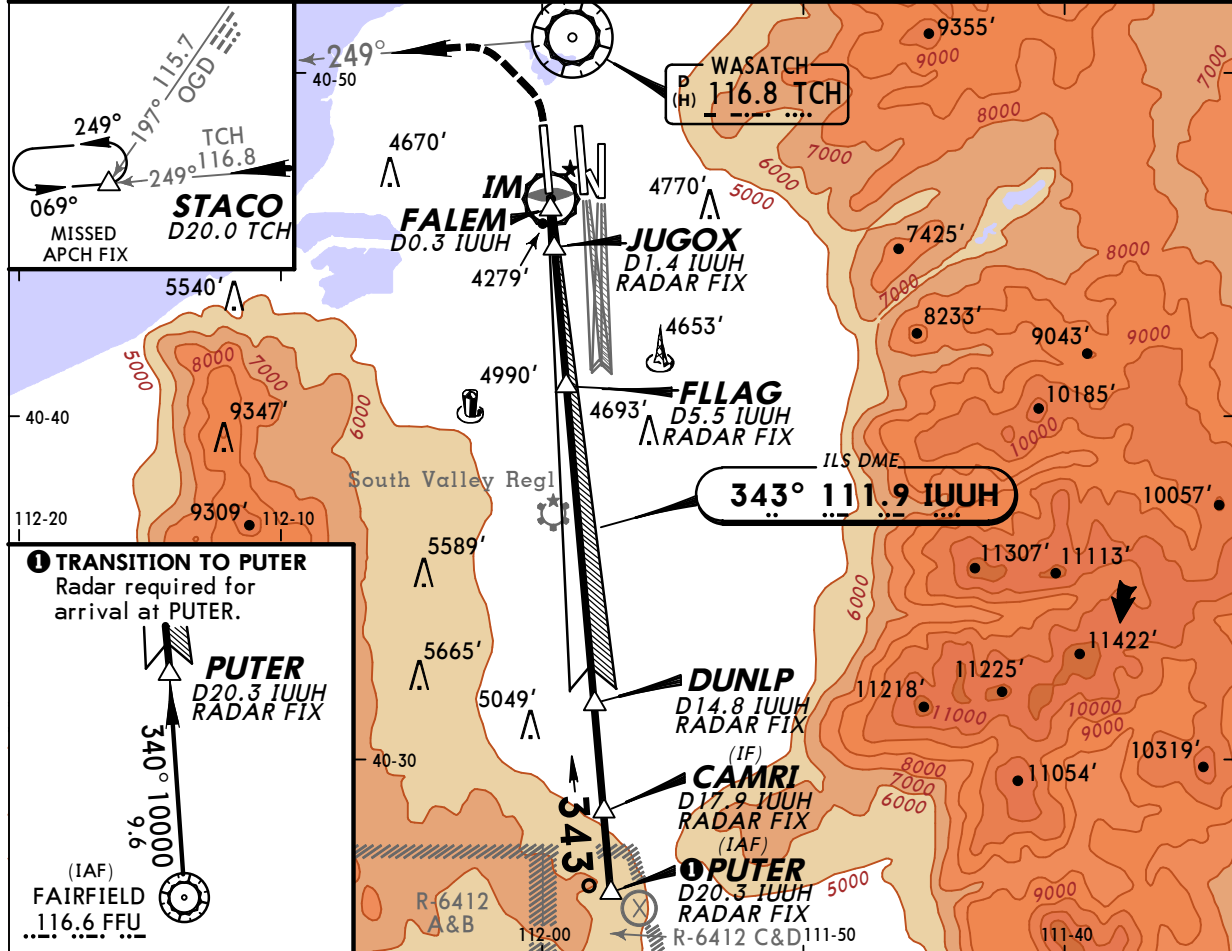
KSLC/SLC
SALT LAKE CITY INTL

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 | ALSFI-II | 4800' | 8100' | TCH |
|-----------------|-------|------|------|------|------|------|----------|-------|-------|----------|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | on 116.8 |
| MAP at FALEM or | | | | | | | | | | R-249 |
| FLAG to MAP | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | 2:03 | | | |

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

CHANGES: THRE to TDZE.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 3A 24 JUL 2014

KSLC/SLC
SALT LAKE CITY INTL

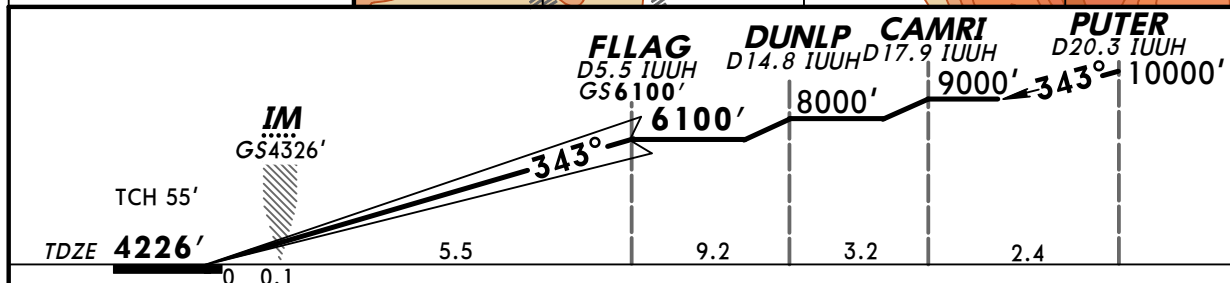
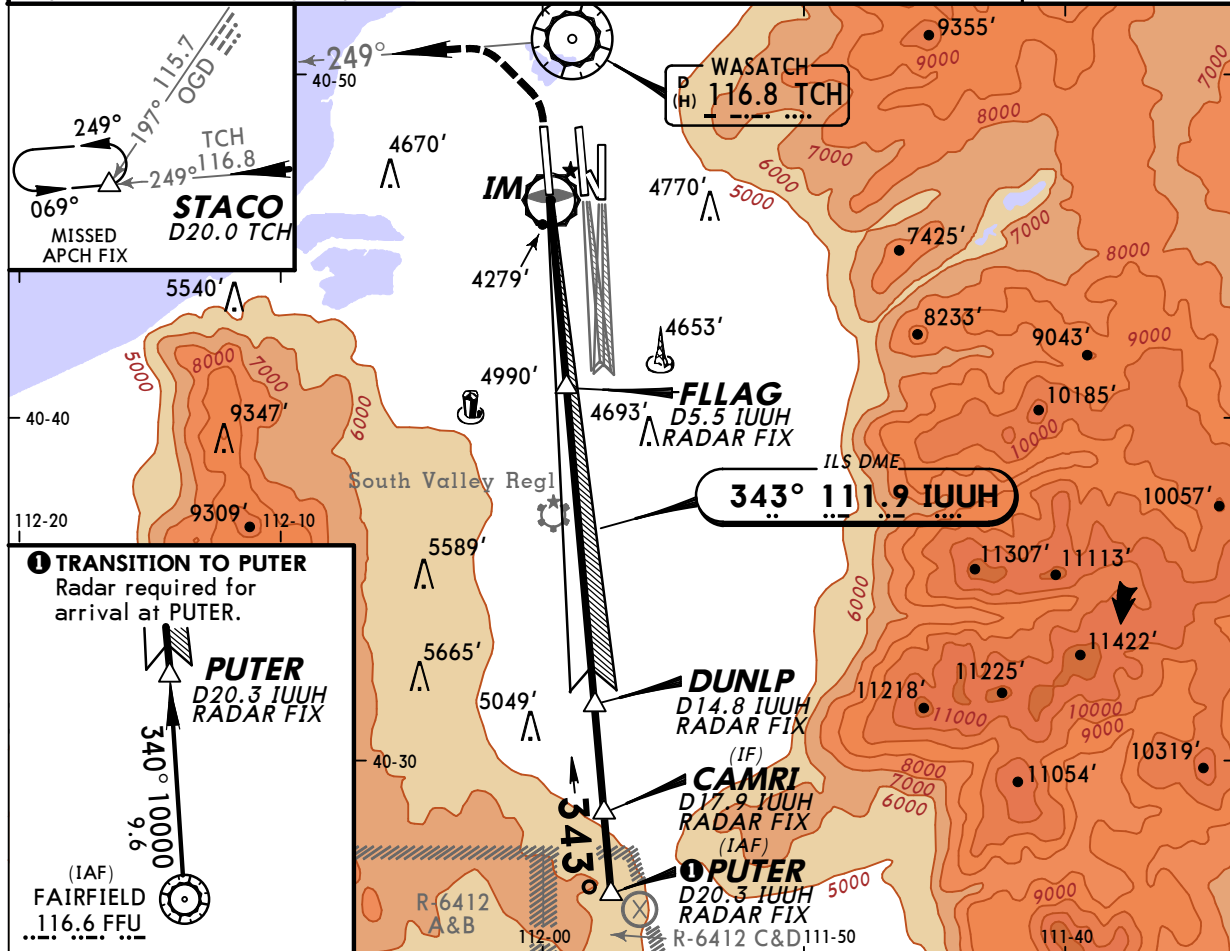
JEPPesen
18 JUL 14 **(11-4A)**

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 | |
| Rwys 14/32, 17/35 | | | | | | 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 | ALSF-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.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 3A 24 JUL 2014

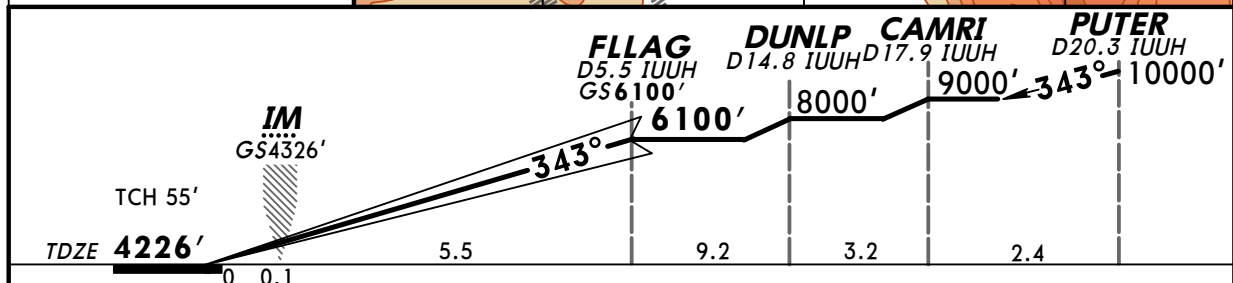
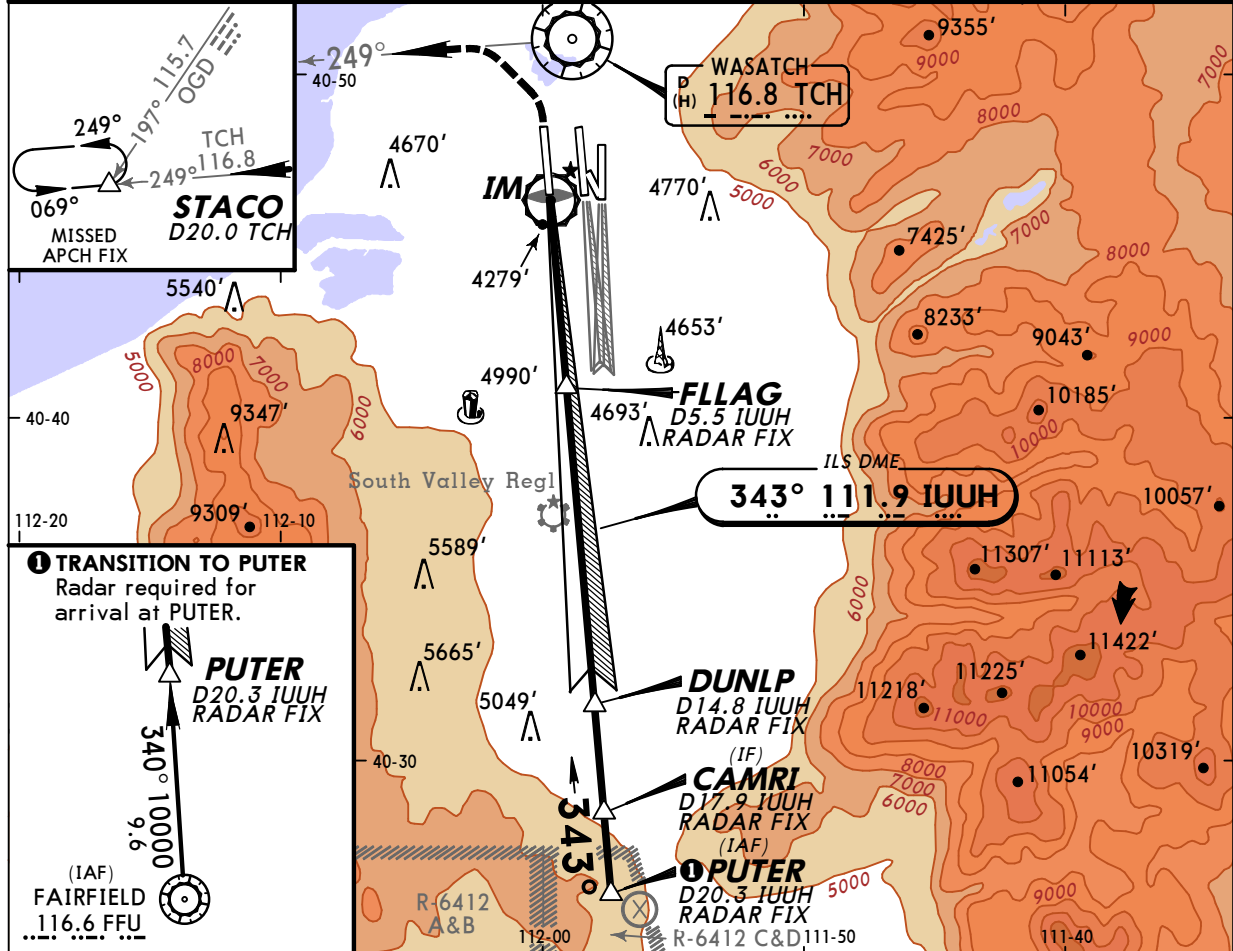
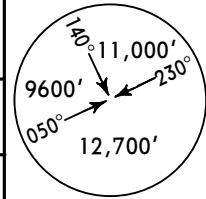
KSLC/SLC
SALT LAKE CITY INTL

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 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 |
| LOC IUUH 111.9 | Final Apch Crs 343° | GS FLAG 6100' (1874') | SA CAT I ILS RA 158' DA(H)4376'(150') |
| | | Apt Elev4227' 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 | |
| 1. Special Aircrew & Acft Certification Required. | | Trans alt: 18000' | |
| 2. DME or Radar required. | | 3. Simultaneous approach authorized with Rwy 34R and Rwy 35. | |
| 4. VGSI and ILS glidepath not coincident. | | MSA TCH VOR | |



| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------|--|-------|-------|----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | | 4800' | 8100' | TCH |
| GS | 3.00° | 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
RVR 14
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).

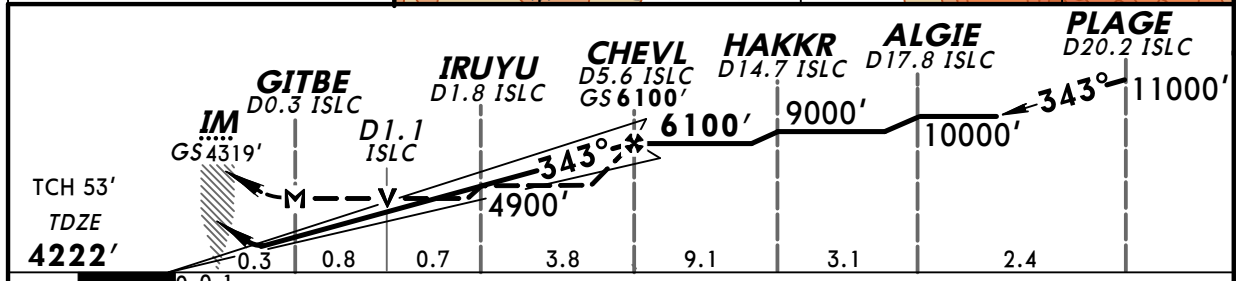
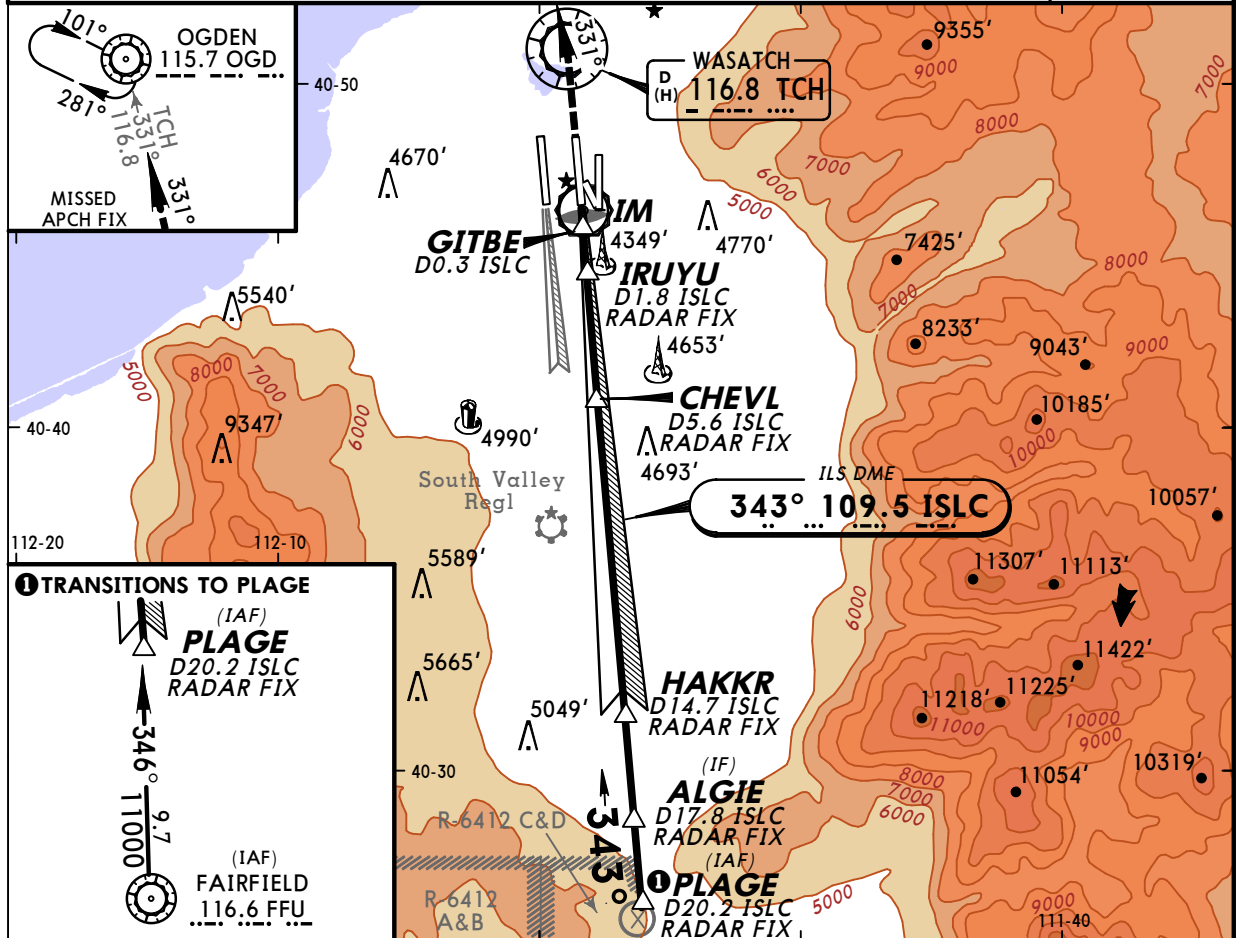
KSLC/SLC
SALT LAKE CITY INTL

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' | |
| MISSED APCH: Climb to 9000' direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 34L, ILS Rwy 34L (SA CAT I), (CAT II), (CAT III), RNAV (GPS) Rwy 34L, and LDA Rwy 35. 3. VGSI and ILS glidepath not coincident. | | | | | |



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

| TERPS | | | | |
|-----------------------------|---------------------------------------|--|---------------------------------------|---------------------------------------|
| STRAIGHT-IN LANDING RWY 34R | | | LOC (GS out) | |
| ILS | | | MDA(H) 4700' (478') | |
| DA(H) 4422' (200') | | | | |
| 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.

© JEPPesen, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 4A 24 JUL 2014

KSLC/SLC
SALT LAKE CITY INTL

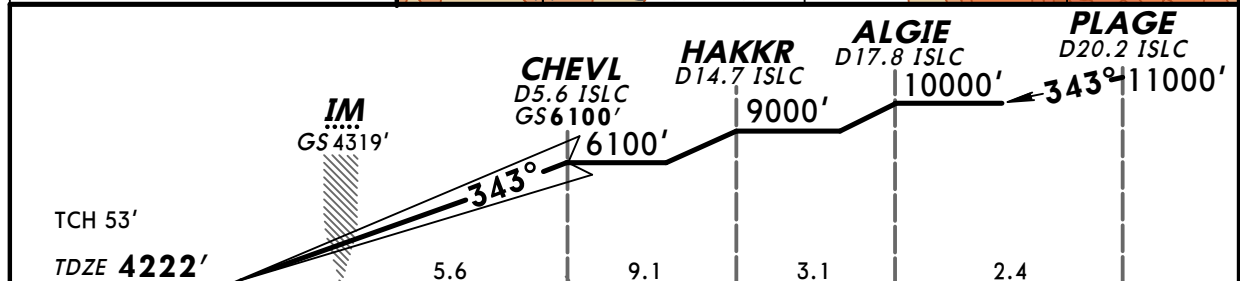
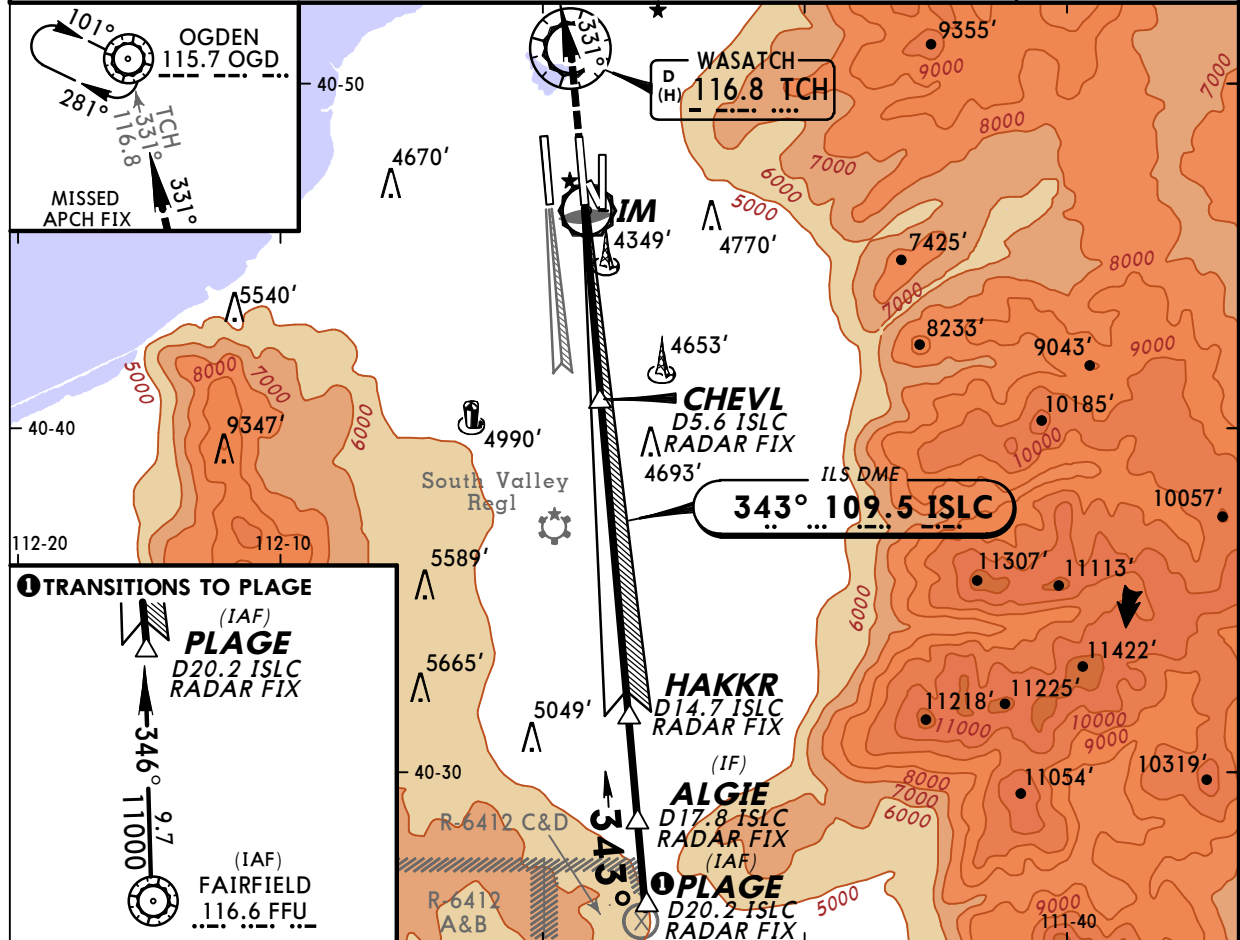
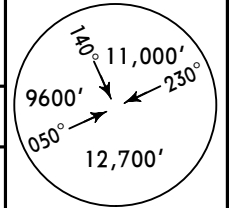
18 JUL 14

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' |
| MISSED APCH: Climb to 9000' direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & 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 | | | |
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS RA 100' DA(H) 4322'(100') |
| NA | RVR 3 | RVR 7 | 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.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 4A 24 JUL 2014

KSLC/SLC
SALT LAKE CITY INTL

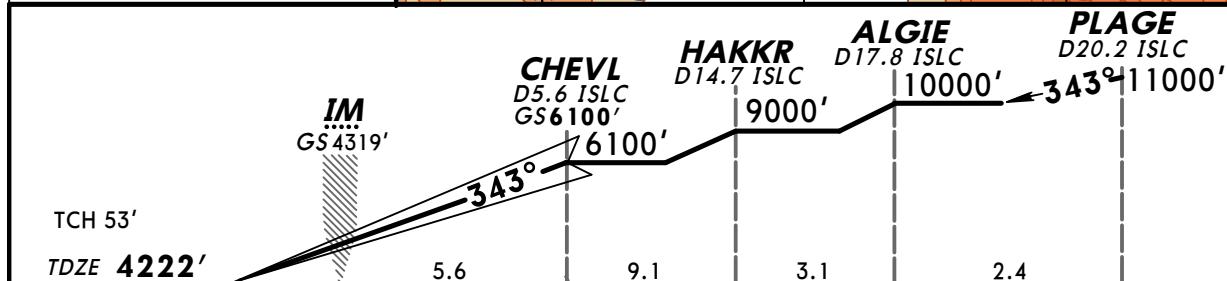
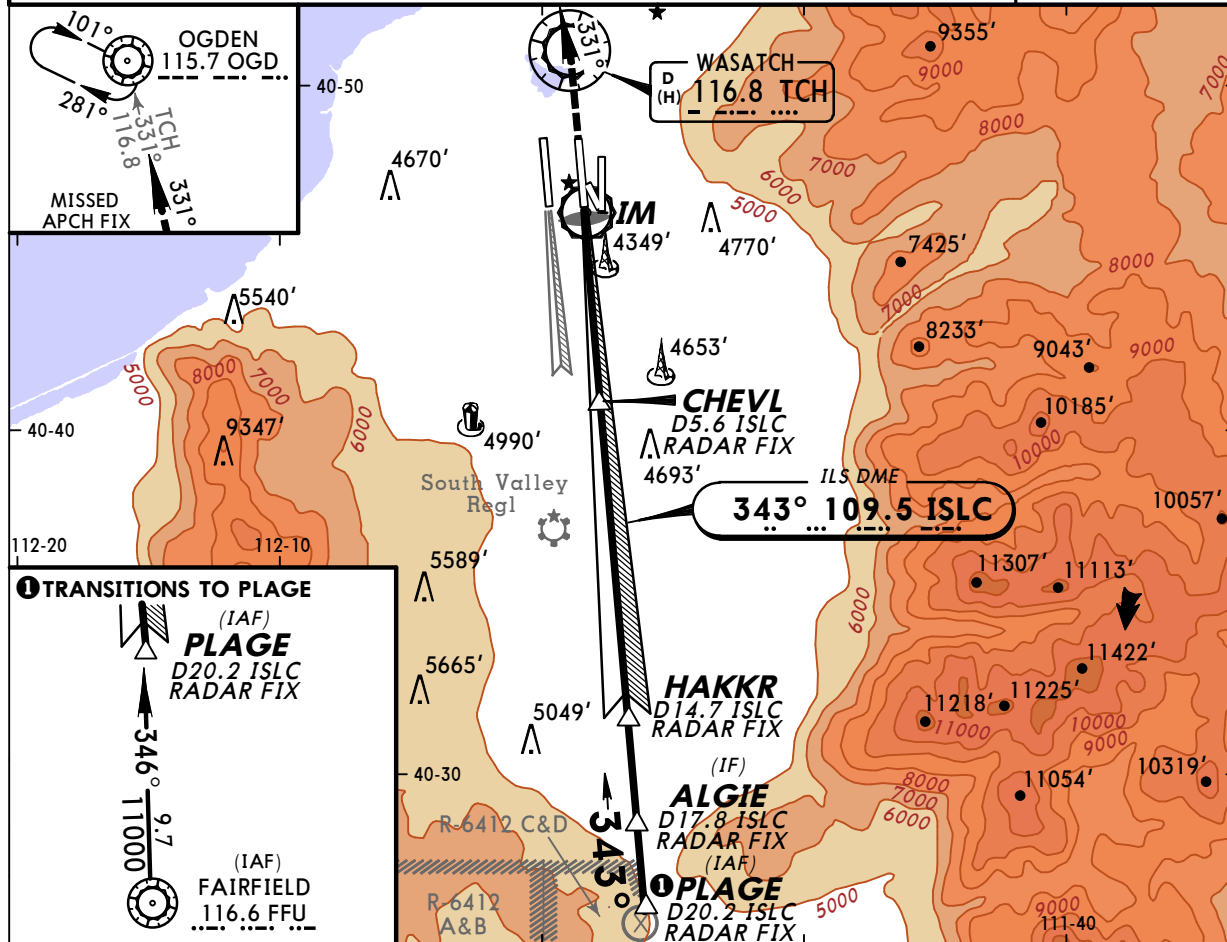
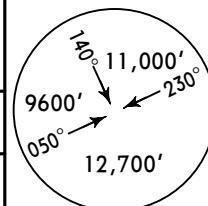
18 JUL 14

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' |
| MISSED APCH: Climb to 9000' direct TCH VOR then outbound via TCH VOR R-331 to OGD VOR and hold, or as directed by ATC. | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & 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' | D→ | 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.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

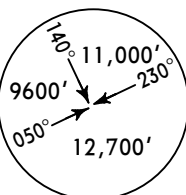
TERPS AMEND 4A 24 JUL 2014

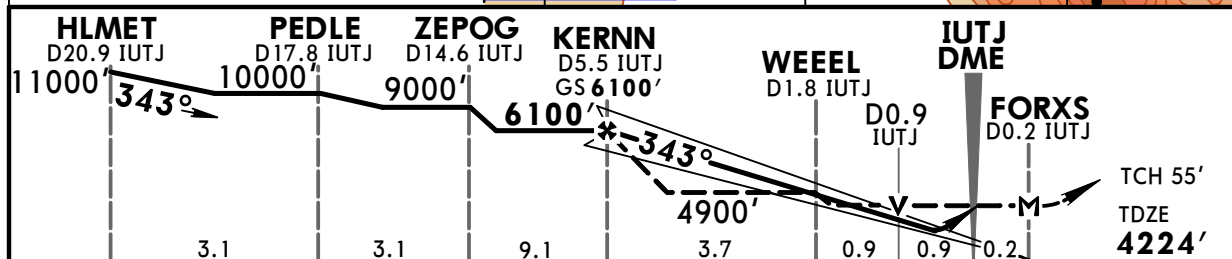
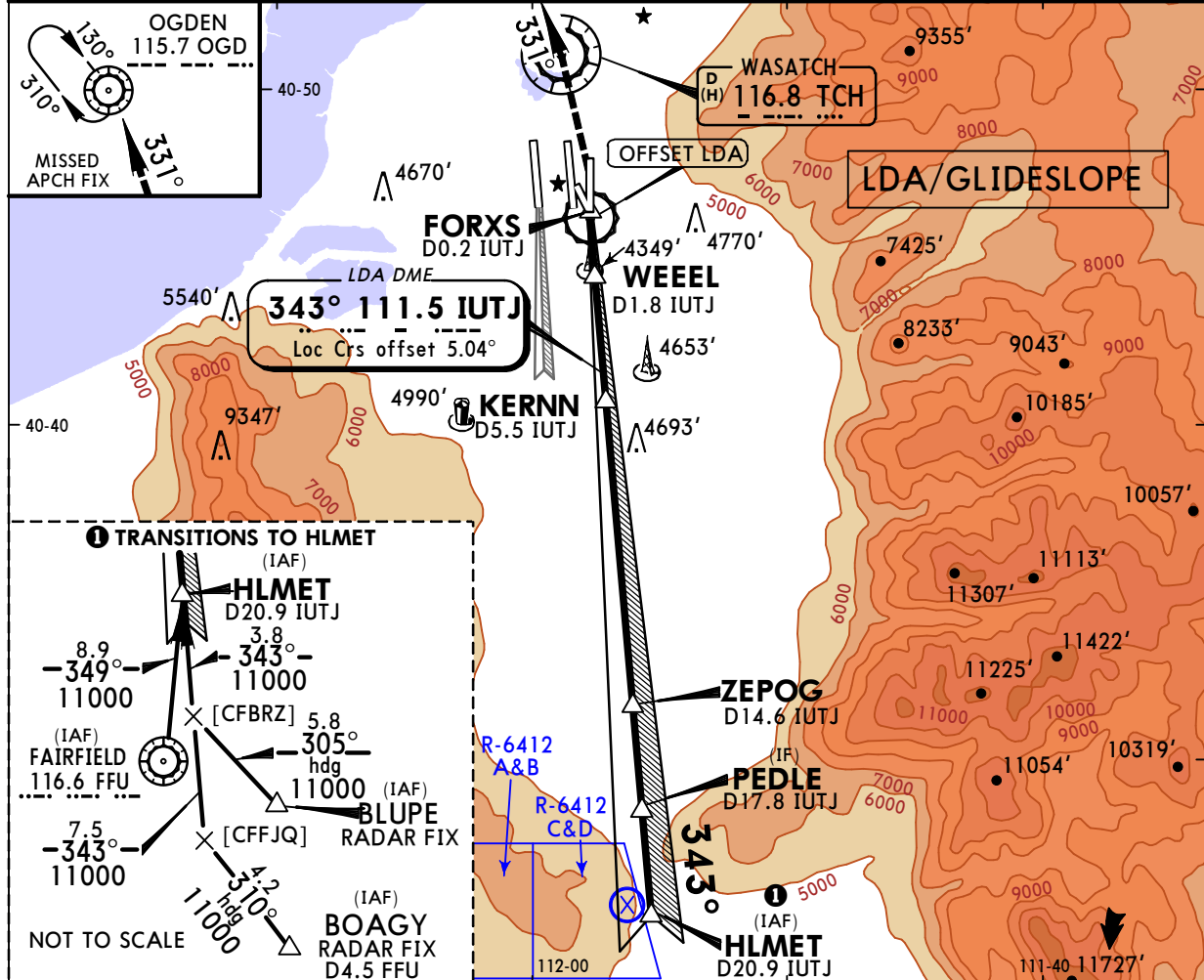
KSLC/SLC
SALT LAKE CITY INTL

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 | | | Trans alt: 18000' |
| 1. Simultaneous approach authorized with Rwy 34L. 2. VGSI and LDA glidepath not coincident. | | | | | | |



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

CHANGES: Inset modified.

© JEPPesen, 2013, 2016. ALL RIGHTS RESERVED.

TERPS AMEND 08 24 JUL 2014

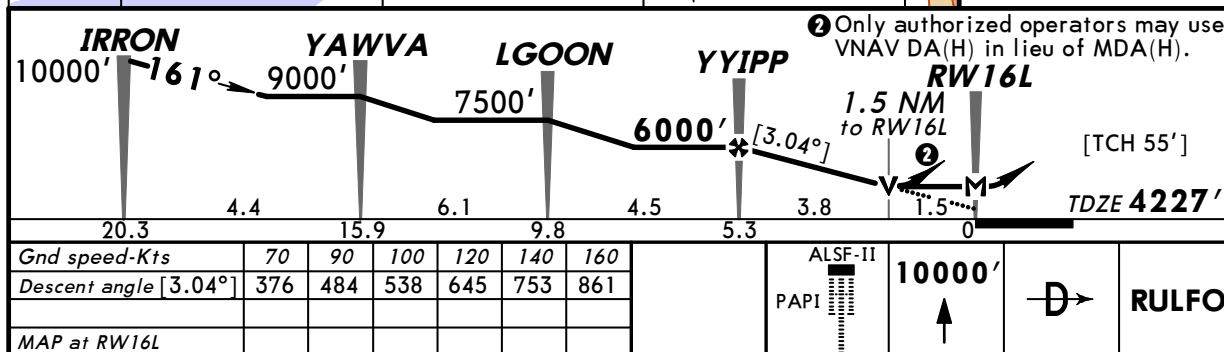
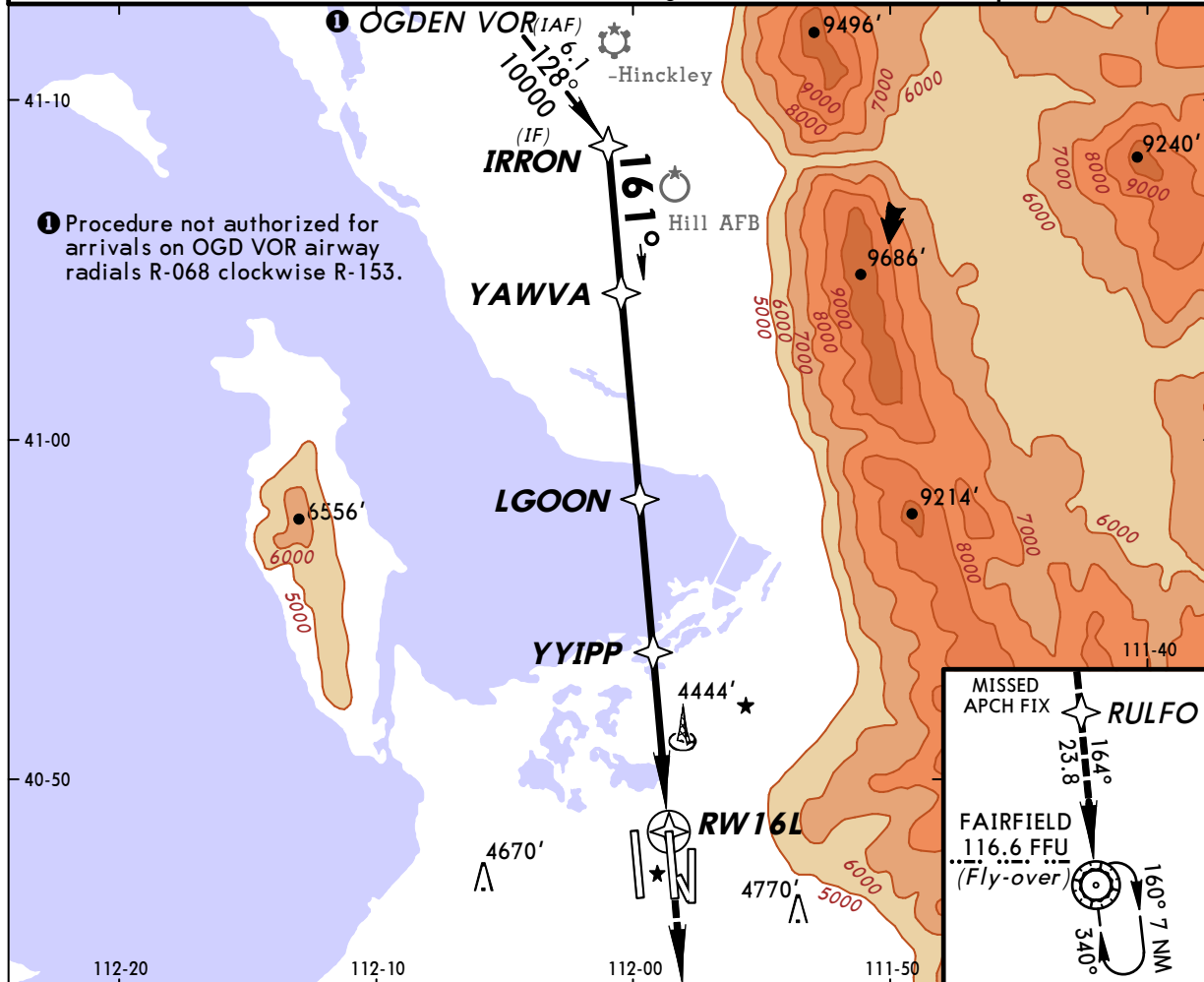
KSLC/SLC
SALT LAKE CITY INTL

JEPPesen
12 OCT 12 (12-1)

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

BRIEFING STRIP™

| | | | | | |
|--|---------------------------|---------------------------------------|--------------------------------|------------------------------|---|
| D-ATIS | | | SALT LAKE CITY Approach (R) | | |
| 124.75 | | 125.62 | 124.3 | | |
| 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 | | | | | |
| Trans alt: 18000' | | | | | |
| 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. | | | | | |



TERPS AMEND 1 13 JAN 2011

| STRAIGHT-IN LANDING RWY 16L | | ALS out | |
|-----------------------------|---------------|-------------|--|
| LNAV | | ALS out | |
| 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 1/4 | 1 3/4 | |

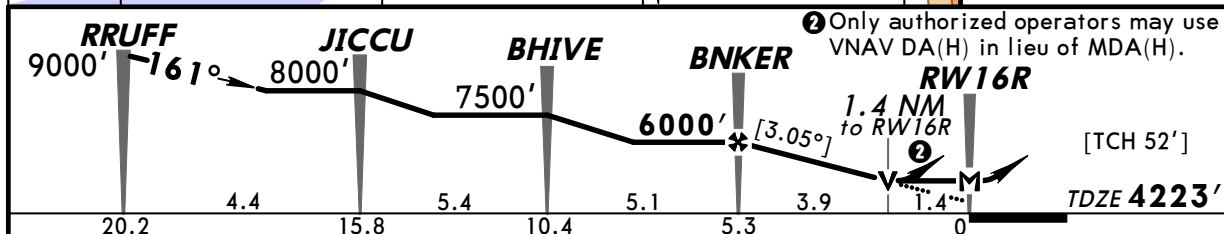
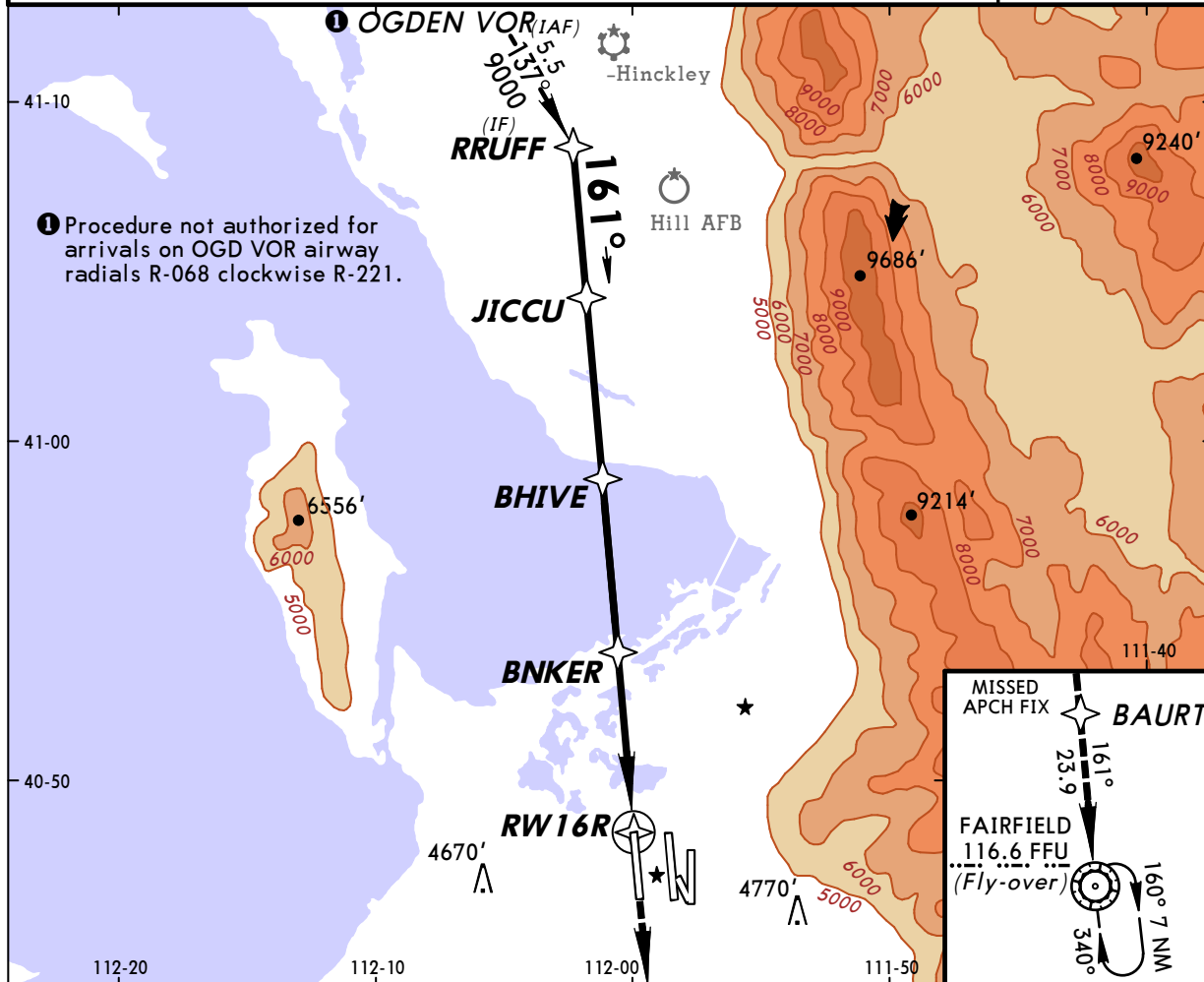
KSLC/SLC
SALT LAKE CITY INTL

JEPPesen
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 | | | RVR 50 or 1 | | |
| MDA(H) 4740' (517') | | | 1 1/2 | | |
| A | | | 1 3/4 | | |
| B | | | | | |
| C | | | | | |
| D | | | | | |

TERPS AMEND 1 13 JAN 2011

KSLC/SLC
SALT LAKE CITY INTL

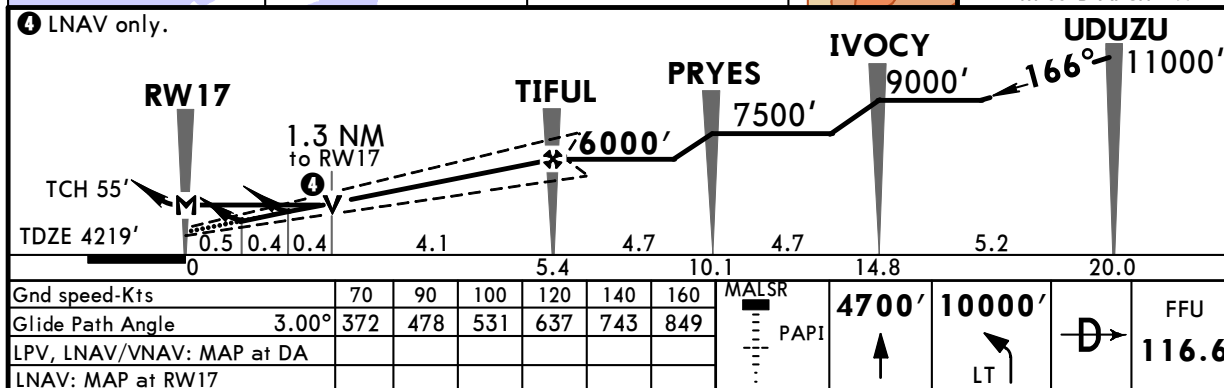
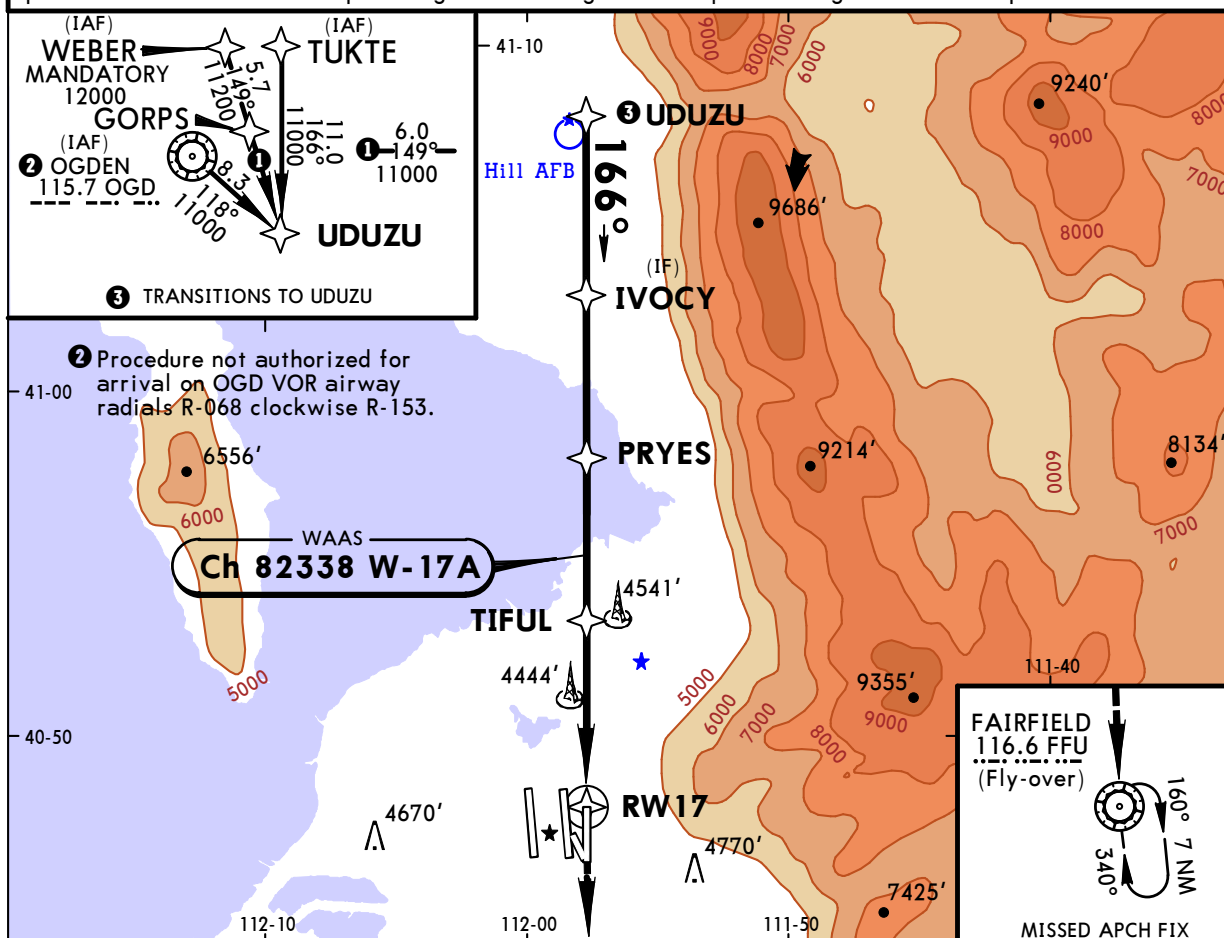
JEPPesen
4 DEC 15 **(12-3)** **Eff 10 Dec**

SALT LAKE CITY, UTAH
RNAV (GPS) Rwy 17

BRIEFING STRIP™

| | | | | | |
|--|----------------------------------|---|--|------------------------------|---|
| D-ATIS 124.75 125.62 | | | SALT LAKE CITY Approach (R) 124.3 | | |
| SALT LAKE CITY Tower Rwys 14/32, 17/35 118.3 Rwy 16L/34R 119.05 Rwy 16R/34L 132.65 | | | Ground Rwys 14/32, 17/35 121.9 Rwys 16L/34R, 16R/34L 123.77 | | |
| WAAS Ch 82338 W-17A | Final Apch Crs 166° | Minimum Alt TIFUL 6000' (1781') | LPV DA(H) 4419' (200') | Apt Elev 4227' TDZE 4219' | <div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">13,000'</div> |
| MISSED APCH: Climb to 4700' then climbing LEFT turn to 10000' direct FFU VOR and hold. | | | | | 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 AMEND 2 10 DEC 2015

| TERPS | | | | | | |
|----------------------------------|---------------|--|---------------|---------------|------------------------------------|---------------|
| STRAIGHT-IN LANDING RWY 17 | | | | | | |
| LPV DA(H) 4419' (200') | | LNAV/VNAV DA(H) 4571' (352') | | | LNAV 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.

© JEPPESEN, 2001, 2015. ALL RIGHTS RESERVED.

KSLC/SLC
SALT LAKE CITY INTL

JEPPESEN
4 DEC 15 (12-4) Eff

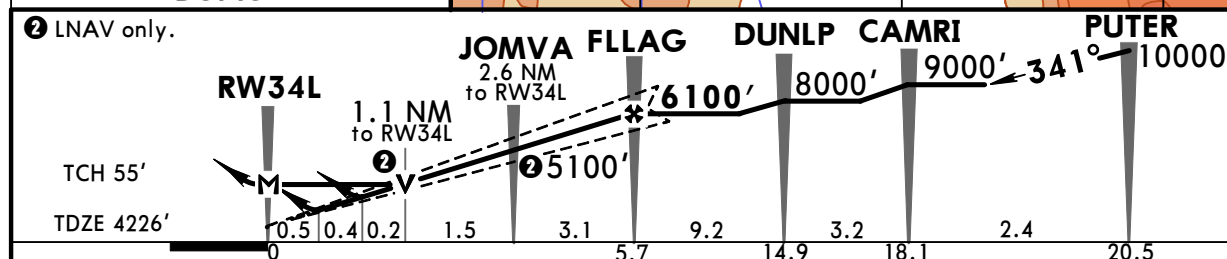
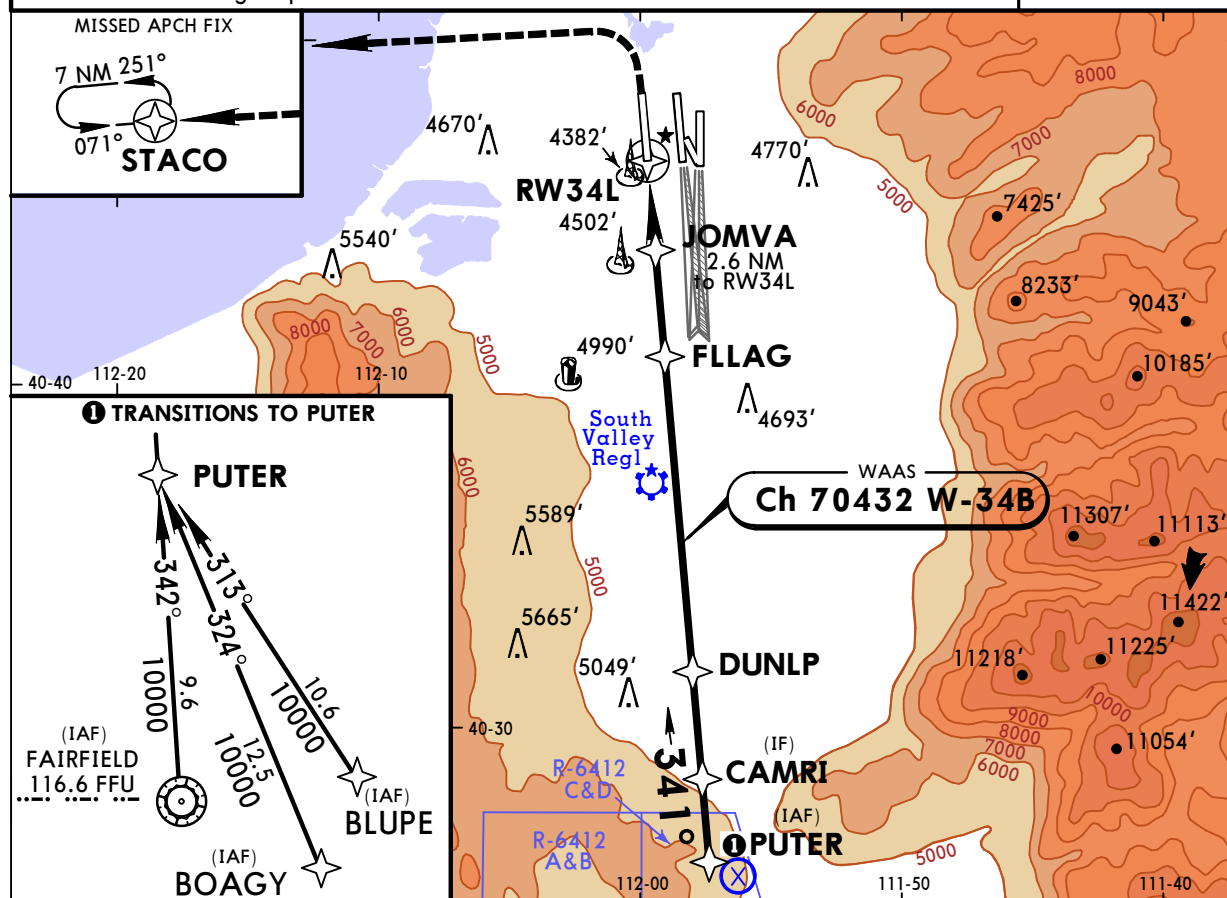
SALT LAKE CITY, UTAH
ec RNAV (GPS) Rwy 34L

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 14/32, 17/35 |
| 132.65 | 119.05 | 118.3 | 121.9 |
| WAAS Ch 70432 | Final Apch Crs | Minimum Alt FLLAG | LPV DA(H) |
| W-34B | 341° | 6100' (1874') | 4426' (200') |
| Apt Elev 4227' | | | TDZE 4226' |
| MISSED APCH: Climb to 4800' then climbing LEFT turn to 8100' direct STACO and hold. | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | |
| 1. For uncompensated Baro-VNAV, LNAV/VNAV not authorized below -17°C (2°F) or above 49°C (121°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approaches authorized with Rwy 34R and Rwy 35. 4. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident. | | | |

13,000'

MSA RW34L



| | | | | | | | |
|---------------------------|-----|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> PAPI <div style="width: 10px; height: 10px; background-color: black; margin: 0 auto;"></div> <div style="width: 1px; height: 100px; background-color: black; margin: 0 auto;"></div> </div> <div style="margin-right: 10px;"> ALSF-II </div> <div style="margin-right: 10px;"> 4800' <div style="width: 10px; height: 10px; background-color: black; margin: 0 auto;"></div> </div> <div style="margin-right: 10px;"> 8100' <div style="width: 10px; height: 10px; background-color: black; margin: 0 auto;"></div> </div> <div style="margin-right: 10px;"> </div> <div> STACCATO </div> </div> |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | |
| LNAV: MAP at RW34L | | | | | | | |

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

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: None.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 1A 24 JUL 2014

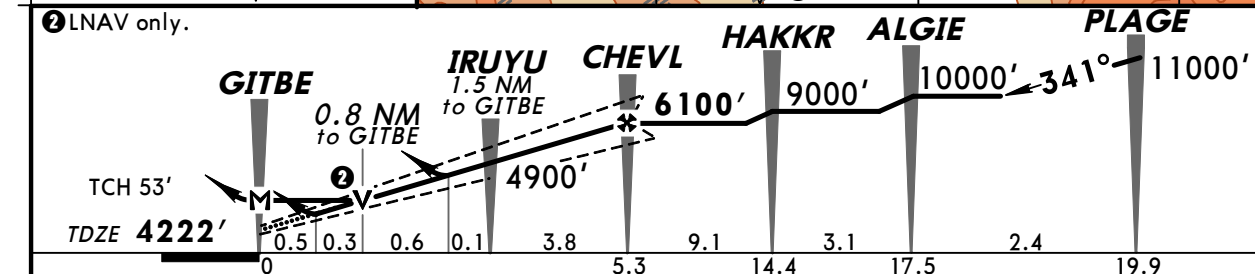
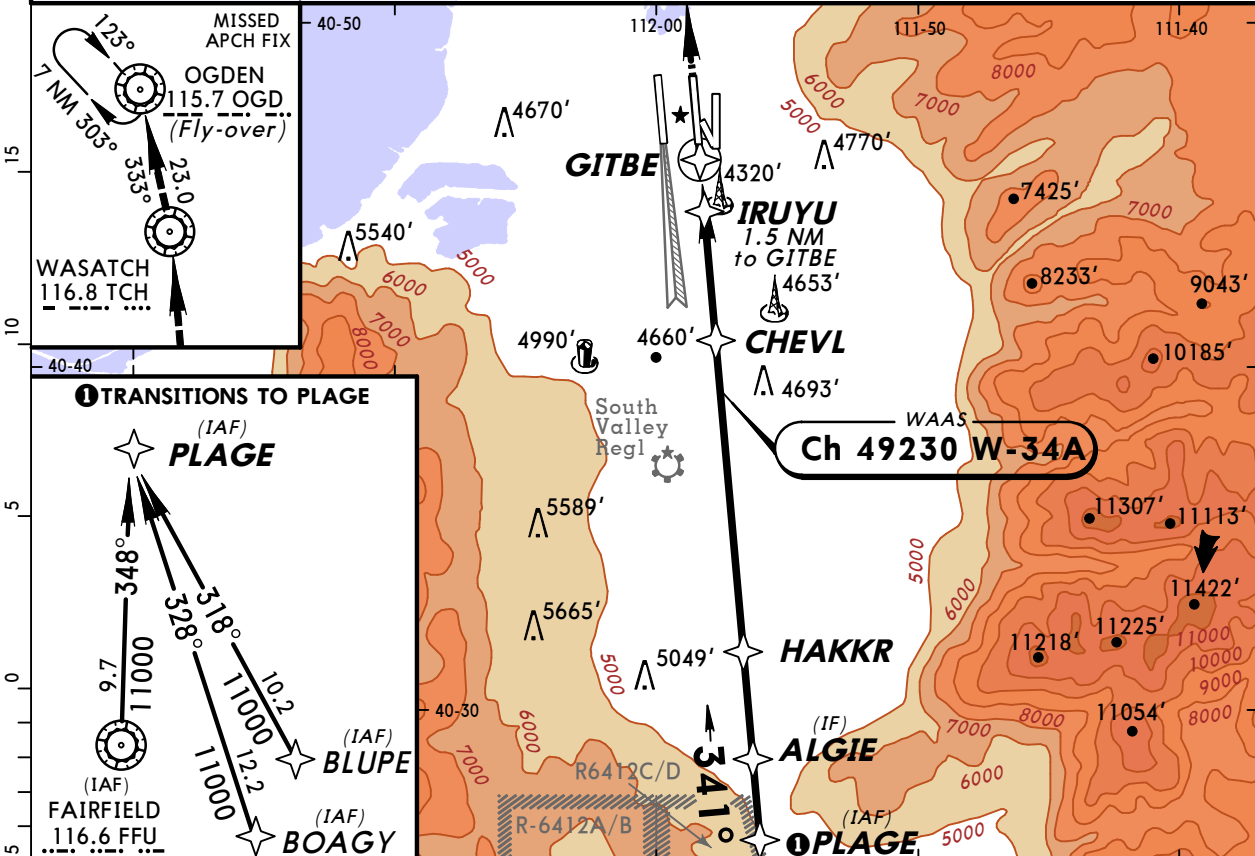
KSLC/SLC
SALT LAKE CITY INTL

JEPPesen
18 JUL 14 (12-5)

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

BRIEFING STRIP™

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



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

| TERPS | | | | | |
|--------------------|---------------|--------------------|---------------|---------------------|-------------|
| LPV | | LNAV/VNAV | | LNAV | |
| DA(H) 4422' (200') | | DA(H) 4735' (513') | | MDA(H) 4700' (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 |

1 LNAV procedure not authorized during simultaneous operations.

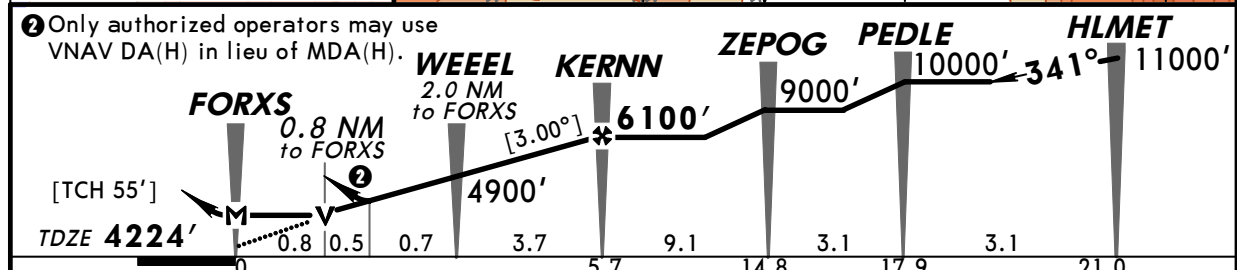
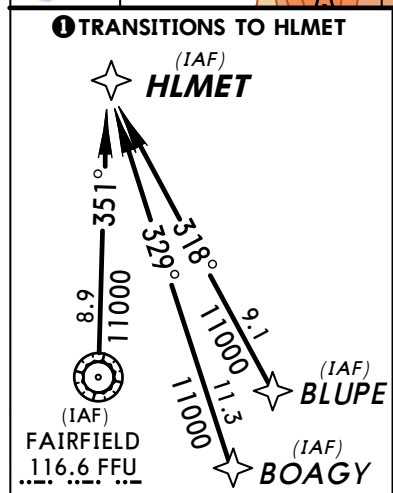
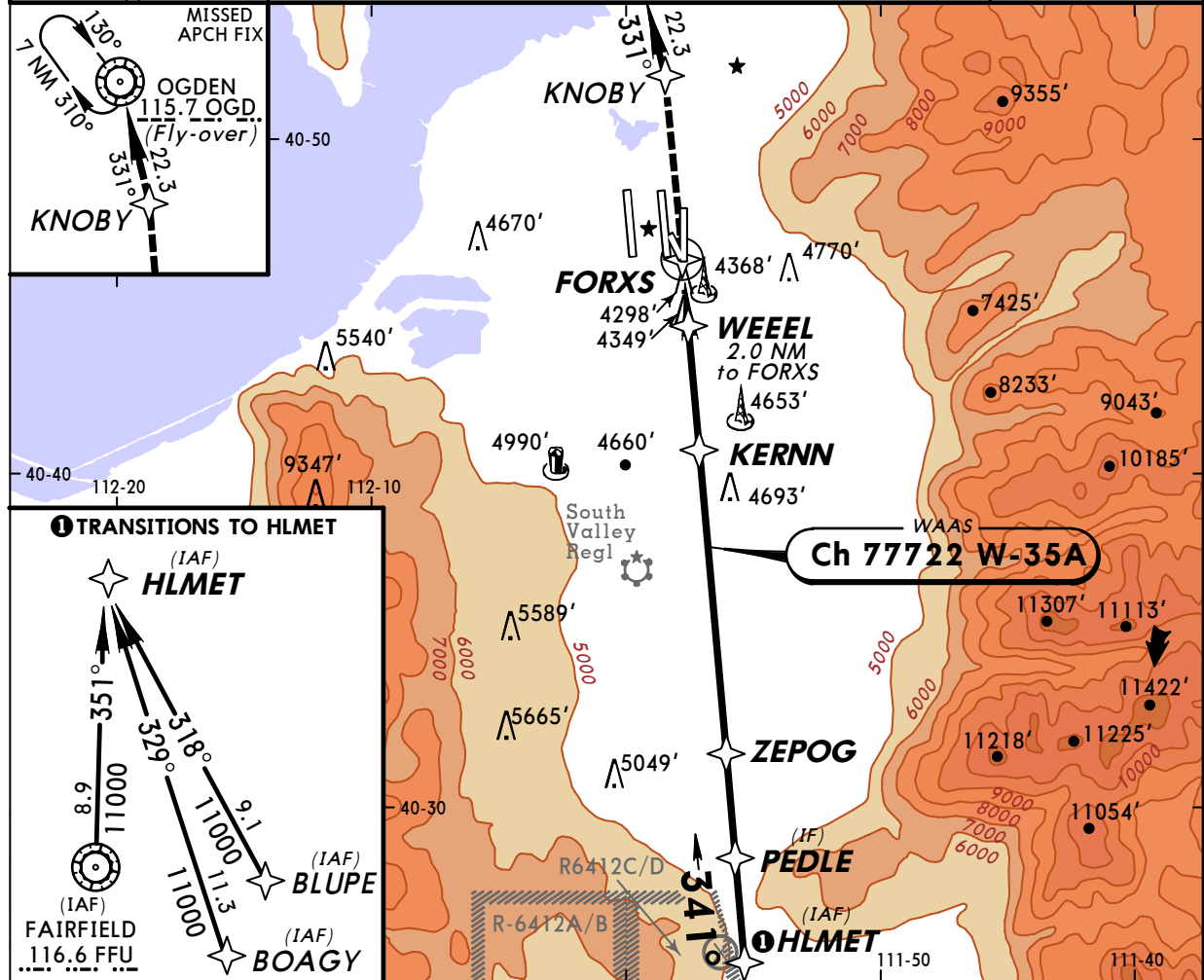
KSLC/SLC
SALT LAKE CITY INTL

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. VGS1 and descent angles not coincident. 3. Final approach course offset 5.03°. | | | | | |



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

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

CHANGES: TDZE.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 2A 24 JUL 2014