

NORDK TWO ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL
SALT LAKE CITY, UTAH

SALT LAKE CITY APP CON
124.9 290.3
ATIS
124.75 127.625

NOTE: DDB and OCS Transitions:
For non-GPS equipped aircraft
BPI must be operational.

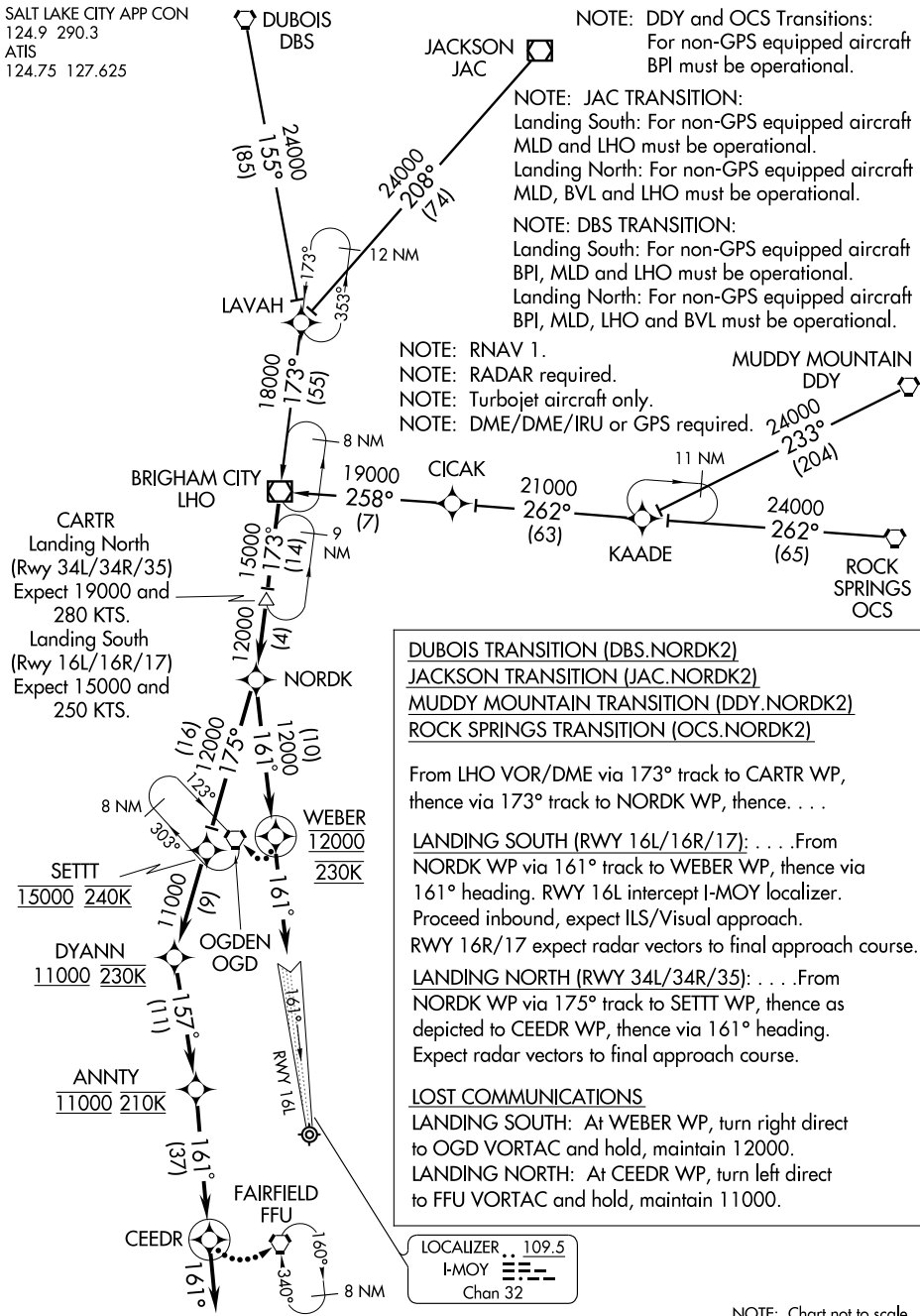
NOTE: JAC TRANSITION:
Landing South: For non-GPS equipped aircraft
MLD and LHO must be operational.
Landing North: For non-GPS equipped aircraft
MLD, BVL and LHO must be operational.

NOTE: DBS TRANSITION:
Landing South: For non-GPS equipped aircraft
BPI, MLD and LHO must be operational.
Landing North: For non-GPS equipped aircraft
BPI, MLD, LHO and BVL must be operational.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.

SW-4, 31 JUL 2008 to 28 AUG 2008

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- DUBOIS TRANSITION (DBS.NORDK2)
- JACKSON TRANSITION (JAC.NORDK2)
- MUDDY MOUNTAIN TRANSITION (DDY.NORDK2)
- ROCK SPRINGS TRANSITION (OCS.NORDK2)

From LHO VOR/DME via 173° track to CARTR WP, thence via 173° track to NORDK WP, thence . . .

LANDING SOUTH (RWY 16L/16R/17): . . . From NORDK WP via 161° track to WEBER WP, thence via 161° heading. RWY 16L intercept I-MOY localizer. Proceed inbound, expect ILS/Visual approach. RWY 16R/17 expect radar vectors to final approach course.

LANDING NORTH (RWY 34L/34R/35): . . . From NORDK WP via 175° track to SETTT WP, thence as depicted to CEEDR WP, thence via 161° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS
LANDING SOUTH: At WEBER WP, turn right direct to OGD VORTAC and hold, maintain 12000.
LANDING NORTH: At CEEDR WP, turn left direct to FFU VORTAC and hold, maintain 11000.

LOCALIZER .. 109.5
 I-MOY
 Chan 32

NOTE: Chart not to scale.

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