

WAAS CH 42746 W16A	APP CRS 164°	Rwy Ldg TDZE 12000 4226 Apt Elev 4231
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RNAV (GPS) Y RWY 16R

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 50°C. For inop ALS, increase LPV* Cat E visibility to RVR 4000, increase LPV Cat E visibility to RVR 4500, increase LNAV/VNAV Cat E visibility to RVR 6000, increase LNAV# Cat E visibility to 1½ SM, increase LNAV Cats C/D visibility to 1½ SM, and increase LNAV Cat E visibility to 2½ SM. Cat E restricted to USAF/USN aircraft.

ALSIF-2

MISSED APPROACH: Climb to 4700 then climbing right turn to 8900 direct SLOPS and on track 252° to STACO and hold, continue climb-in-hold.
*Missed approach requires minimum climb of 225 feet per NM to 6400 for Cat E aircraft.
#Missed approach requires minimum climb of 210 feet per NM to 6200 for Cat E aircraft.

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	132.65 336.4	123.775 348.6	127.3 379.975	



ELEV 4231 TDZE 4226

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

RRUFF JICCU BHIVE BNKER RWY 16R

GP 3.00° TCH 54

4.4 NM 5.7 NM 4.7 NM 4 NM 1.4 NM

9000 8000 7500 6000 4700 8900 SLOPS tr 252° STACO

164° 1.4 NM to RWY 16R

CATEGORY	A	B	C	D	E
LPV DA*	NA				4426/18 200 (200-½)
LPV DA	4426/18 200 (200-½)				4489/20 263 (300-½)
LNAV/VNAV DA	4620/35 394 (400-¾)				
LNAV MDA#	NA				4740/55 514 (600-1)
LNAV MDA	4740/24 514 (600-½)	4740/55 514 (600-1)		5000-1¾ 774 (800-1¾)	

TWR

34L 34R 35L 35R

HIRL all Rwys TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R