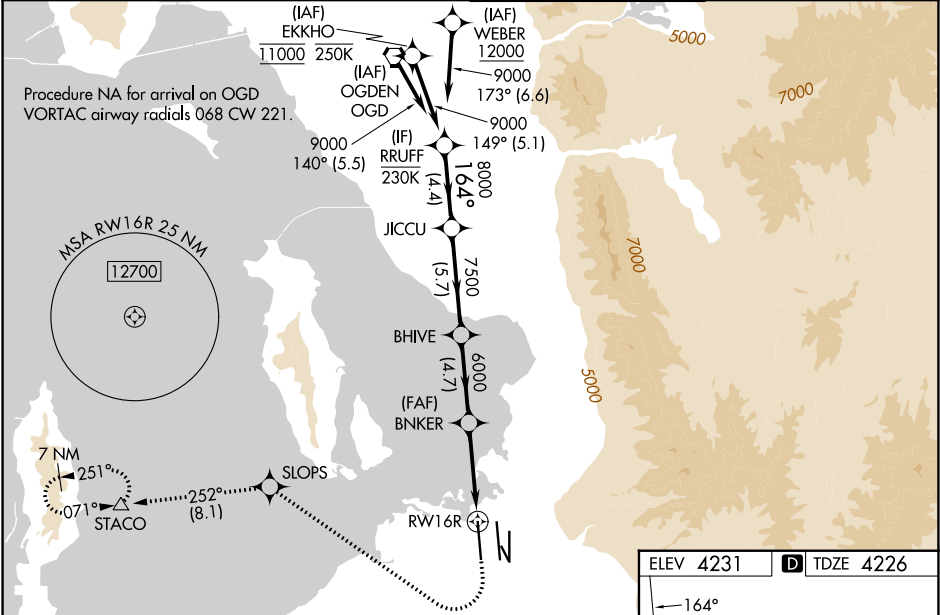


WAAS CH 42746 W16A	APP CRS 164°	Rwy Ldg TDZE 4226 Apt Elev 4231
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RNAV (GPS) Y RWY 16R
SALT LAKE CITY INTL (SLC)

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 1 3⁄8 SM, increase LNAV Cats C/D visibility to 1 3⁄8 SM, and increase LNAV Cat E visibility to 2 1⁄2 SM. Cat E restricted to USAF/USN aircraft.	ALSF-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.
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D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 132.65 336.4	GND CON 123.775 348.6
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		4700	8900	SLOPS	STACO
RRUFF				tr 252°	△
JICCU					
BHIVE					
BNKER					
GP 3.00°					
TCH 54					
4.4 NM		5.7 NM	4.7 NM	4 NM	1.4
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)

