

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: 229466F9DFE748CBA231FB150813ED7E	APWS Project ID: 818802C42029477982DBE3D4E4112B78
Procedure: RNAV (RNP) Z RWY 16L ORIG		Enroute: NO	Specialist: Owens, Westley		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: PENDING DATA USED FOR SLC AIRPORT AND RWY. ORIGINAL PROCEDURE. WAIVER FOR 318.83 DESCENT GRADIENT BETWEEN LGOON AND PFAF (YYIPP) CONTACT: ERIC SUSKI (405) 954-7331</div>					



FIPC BASIC FORM						
PROCEDURE: RNAV (RNP) Z RWY 16L ORIG			AIRPORT NAME: SALT LAKE CITY INTL		AIRPORT ID: KSLC	SPECIAL CONTROL NO: SG-11-078-24
FAC ID: KSLC16LZ		CITY: SALT LAKE CITY			ST: UT	ORIG CHART DATE: 02/20/2025
DFL TYPE: PROC/P	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 229466F9DFE748CBA231FB150813ED7E		
PREFLIGHT NOTES						
REVIEWER: anthony d vallera					DATE: 01/08/2025	
COMMENTS:					CHECK ONE:	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 01/08/2025	CREW #: VN218	N #: N87	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: anthony d vallera @ 01/08/2025 20:27			PRINTED NAME: VALLERA, ANTHONY DOMINIC			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
RNAV (RNP) Z RWY 16L

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.3E, paragraph 2-5-3d. To permit intermediate segment descent gradients in excess of 318 feet per NM. The segment from LGOON to the PFAF (YYIPP) on the RNAV (RNP) Z RWY 16L have a descent gradient of 318.82 feet per NM.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the RNAV (RNP) Z RWY 16L using a descent gradient of 318.83 feet per NM from LGOON to the PFAF (YYIPP) which exceeds the maximum allowable descent gradient of 318.0 feet per NM. ATC has a requirement to ensure clearance of the 41st parallel due to separation of Hill AFB traffic and a need to remain at or above 7500 FT MSL until 1.50 NM south.

The intermediate segment is using the RNP AR APCH - GPS (minimum RNP 1.0) for the RNP procedure throughout the intermediate segment to the PFAF.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. All intermediate segments prior to LGOON meet descent gradient criteria and provide ample time for aircraft to configure for final approach.
2. This is compliant with FAAO 8260.58C, para 3-1-4.b. that the PFAF is a FO fix.
3. The intermediate segment descent gradient and final approach segment length contribute to a stabilized approach.
4. Five (5) years of National Climatic Data Center (NCDC) data indicates the historical high temperature for two (2) months of each year (July and August) does not exceed 92.6°F/33.7°C.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Extending the intermediate segment length to meet descent gradient will infringe upon adjacent ATC established procedural separation measures currently in place and will cause a ripple affect on various sector's airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZLC
Department of Defense

7: SUBMITTED BY:

DATE
02/20/2025

OFFICE IDENTIFICATION
AJV-A431

TITLE
MANAGER

SIGNATURE
Eric N Suski

Digitally signed by
ERIC N SUSKI
Oct 21, 2024

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE


ROUTING SYMBOL

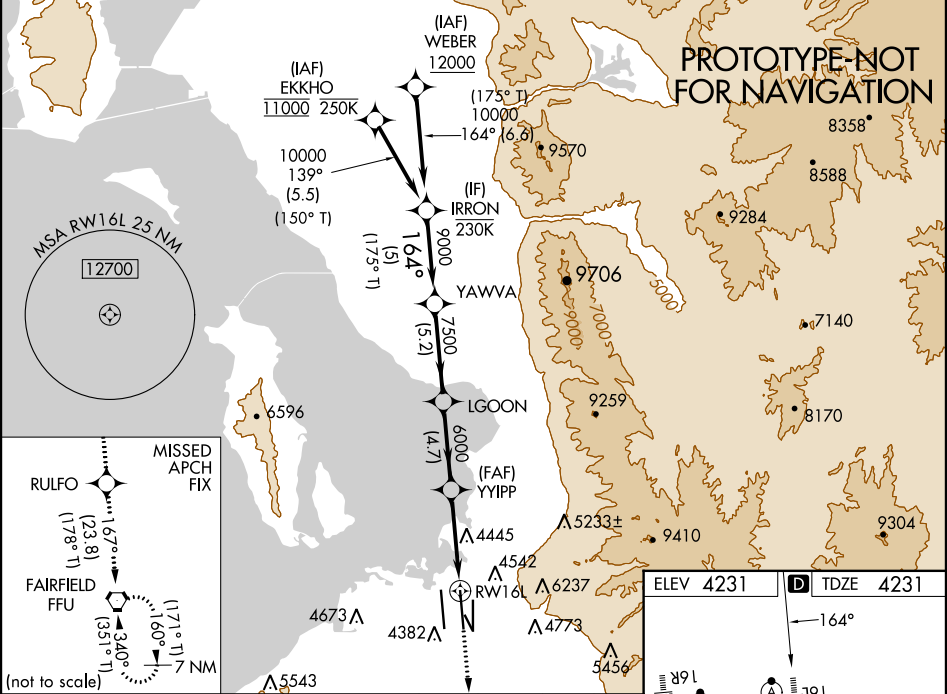
SIGNATURE

WAAS CH 45647	APP CRS 164°	Rwy Idg 12002 TDZE 4231 Apt Elev 4231
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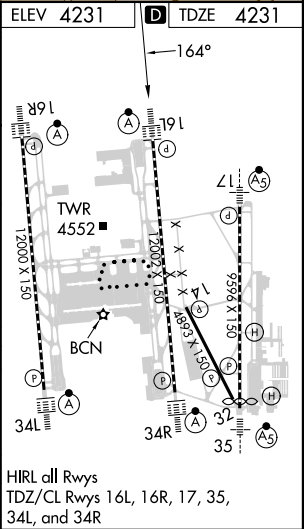
RNAV (RNP) Z RWY 16L

SALT LAKE CITY INTL (SLC)

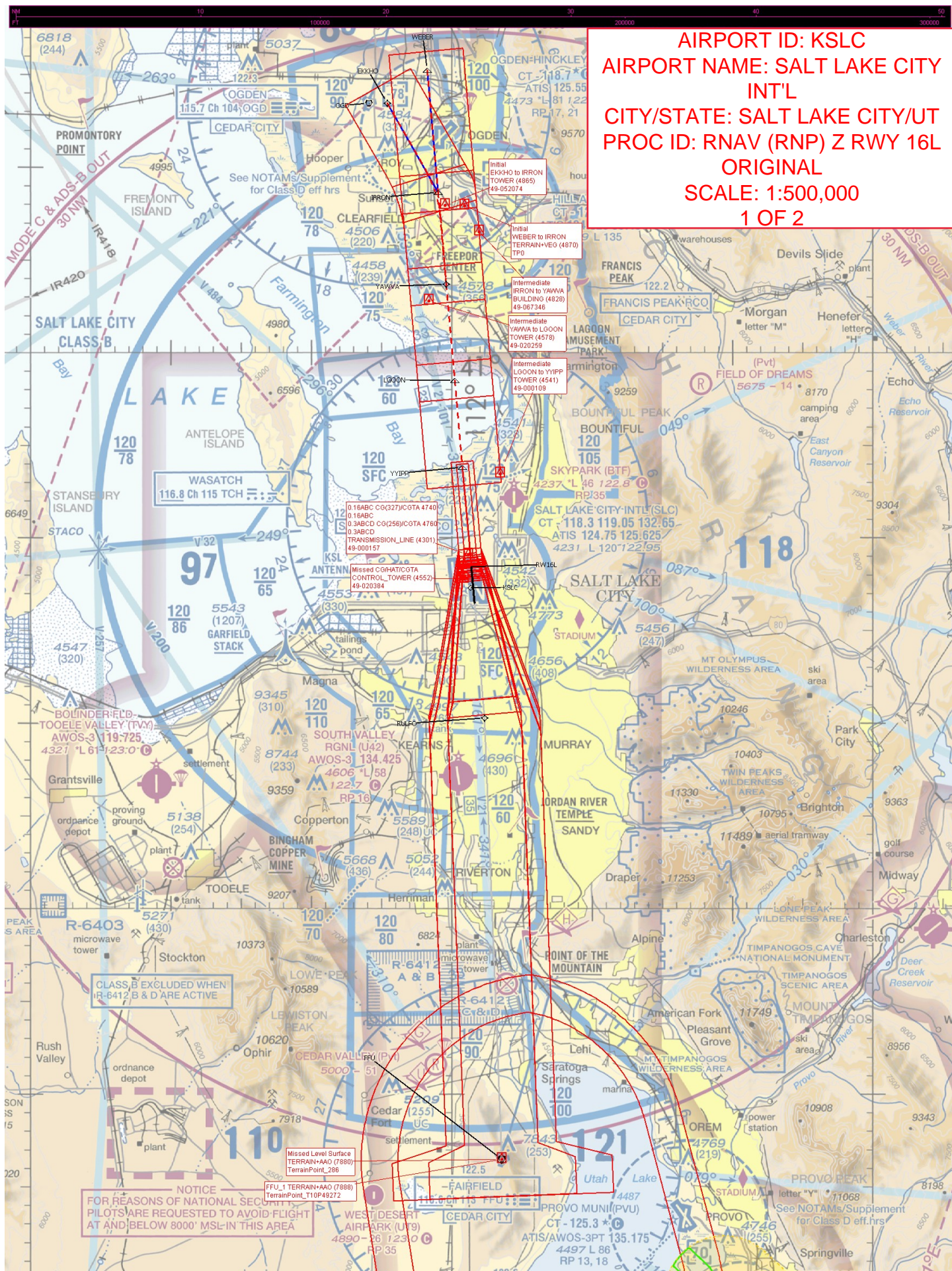
RNP AR APCH - GPS.			ALSF-2 	MISSED APPROACH: Climb to 10000 direct RULFO and on track 167° to FFU VORTAC and hold. * Missed approach requires minimum climb of 327 feet per NM to 4740. # Missed approach requires minimum climb of 256 feet per NM to 4760.		
▼ For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.16 all Cats visibility RVR to 5500, increase RNP 0.16 (327) all Cats visibility to RVR 4500 and increase RNP 0.30 all Cats visibility to RVR 5500.						
D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 119.05 257.8	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC	

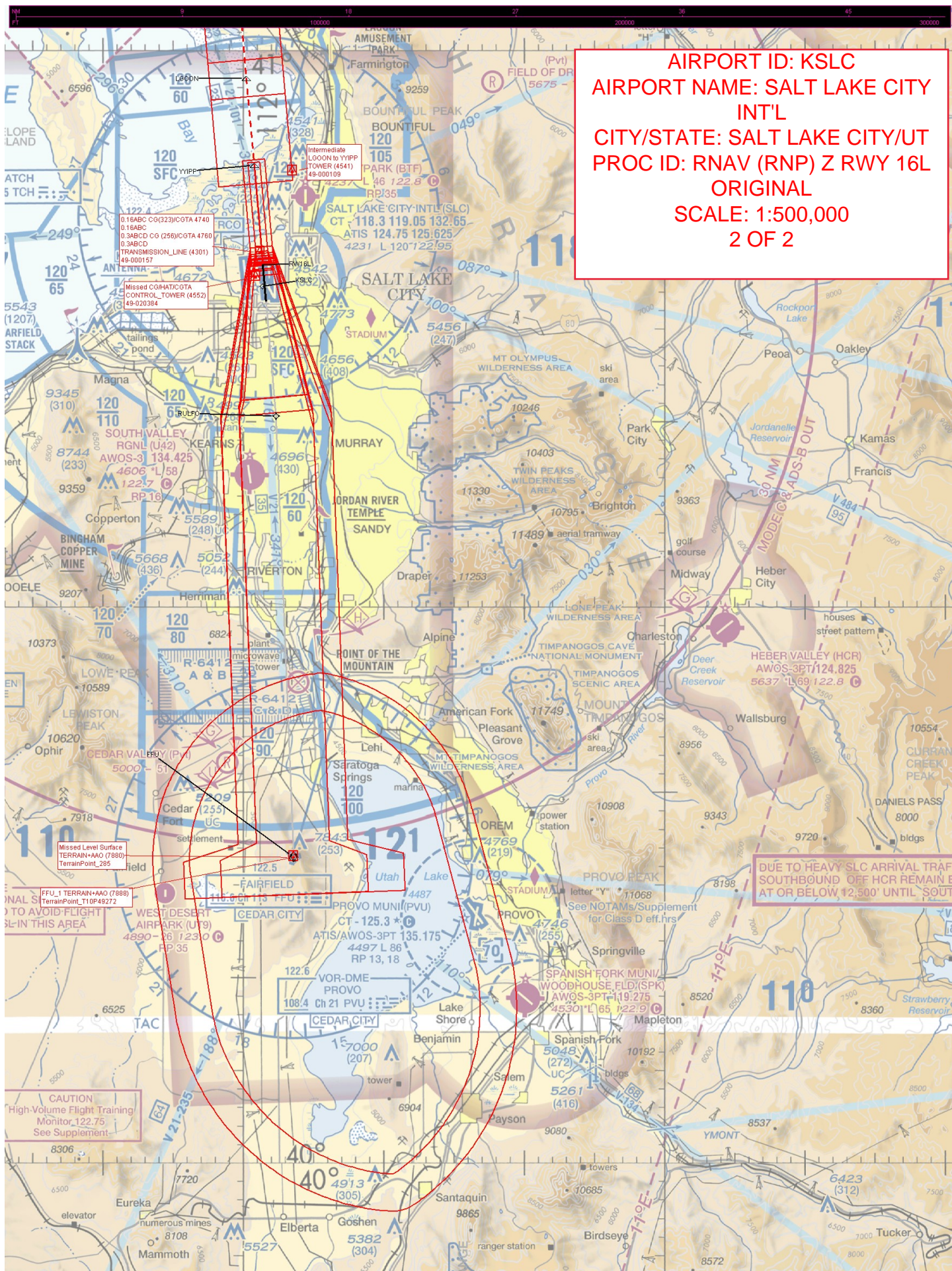


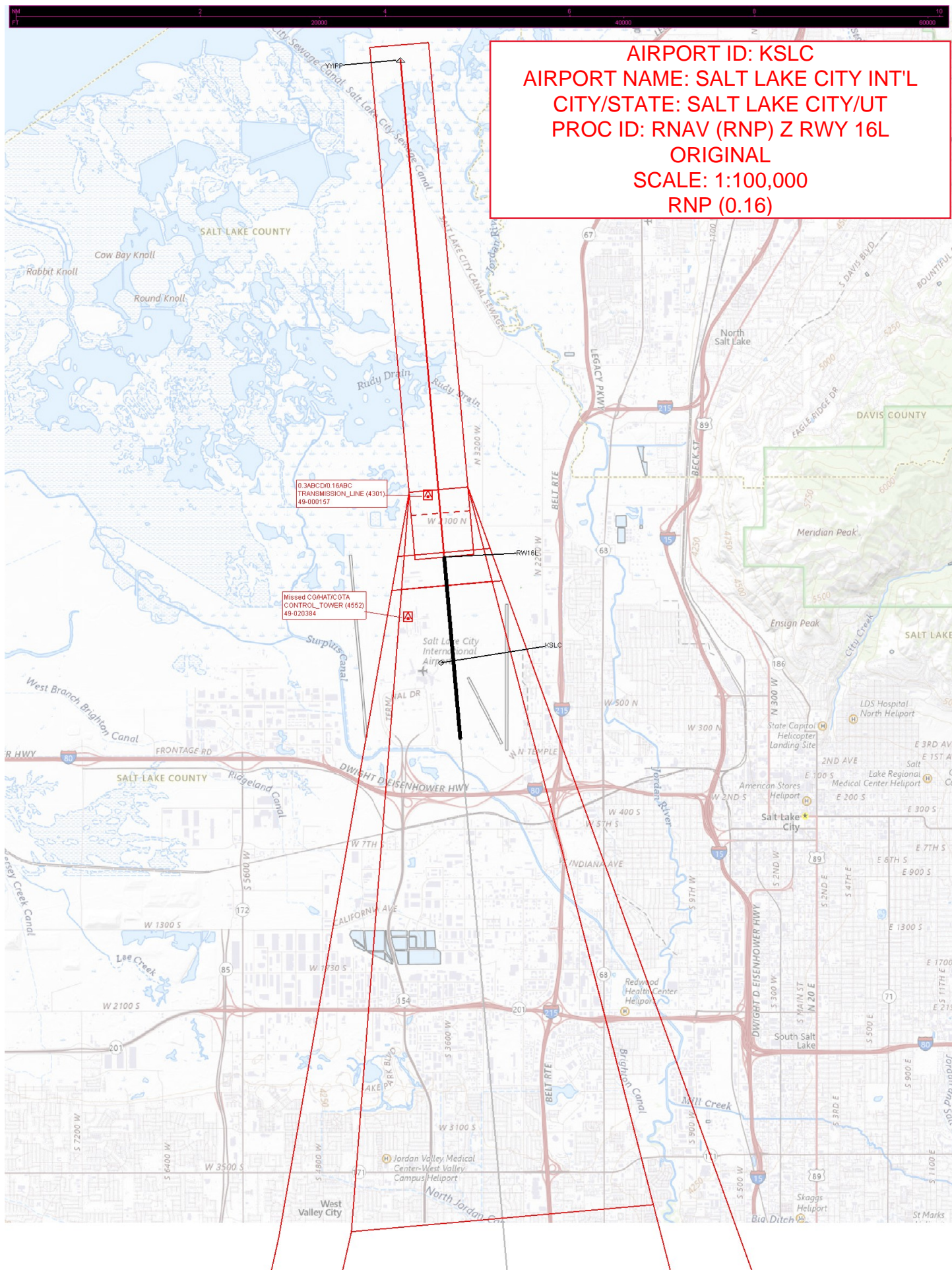
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).				
IRRON	YAWWA	LGOON	YYIPP	RW16L
10000	9000	7500	6000	
GP 3.00° TCH 55				
5 NM 5.2 NM 4.7 NM 5.4 NM				
CATEGORY	A	B	C	D
RNP 0.16 DA*	4516/24	285 (300-½)		NA
RNP 0.30 DA#	4566/26	335 (400-½)		
RNP 0.16 DA	4573/30	342 (400-¾)		NA
RNP 0.30 DA	4592/35	361 (400-¾)		



AUTHORIZATION REQUIRED







AIRPORT ID: KSLC
AIRPORT NAME: SALT LAKE CITY INT'L
CITY/STATE: SALT LAKE CITY/UT
PROC ID: RNAV (RNP) Z RWY 16L
ORIGINAL
SCALE: 1:100,000
RNP (0.30)

