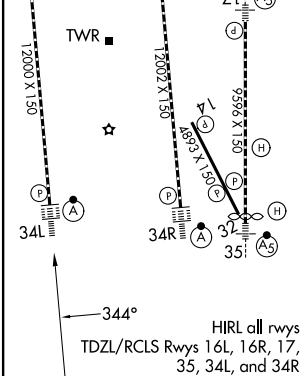
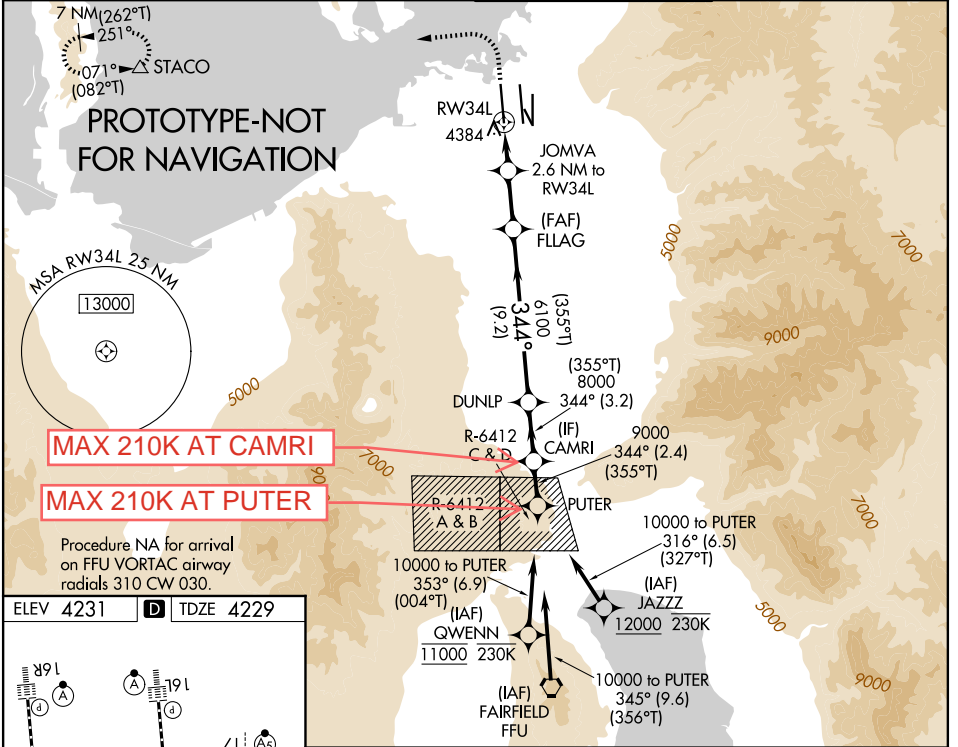


WAAS CH <b>70432</b> <b>W34B</b>	APP CRS <b>344°</b>	Rwy Ldg TDZE Apt Elev	<b>12000</b> <b>4229</b> <b>4231</b>
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# RNAV (GPS) Y RWY 34L

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.		ALSF-2 	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 direct STACO and hold.
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 49°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat E visibility to 1 1/4 SM. Cat E restricted to USAF/USN aircraft.			
D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>



ELEV 4231	D	TDZE 4229	VGSIs and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 73).				
4800	8100	STACO	PUTER				10000
			CAMRI 9000 344° (355°T)				
			DUNLP 8000				
			JOMVA 2.6 NM to RWY 34L 6100				
			RWY 34L 5100				
			1.1 NM 1.5 NM 3.1 NM 9.2 NM 3.2 NM 2.4 NM				
CATEGORY	A	B	C	D	E		
LPV DA	4429/18		200 (200-1/2)				
LNAV/VNAV DA	4640/40		411 (500-3/4)				
LNAV MDA	4660/24	431 (500-1/2)	4660/40		431 (500-3/4)		