

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
SLC	RNAV (GPS) Y RWY 17	3	SALT LAKE CITY	UT
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>
4231	4222	RNAV (GPS) RWY 17	12/07/2017	11E
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>
RNAV			ROUTINE	

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
WEBER	IAF	GORPS		TF	FB	1.00	128.62	2.01	11000
GORPS		UDUZU		TF	FB	1.00	152.21	6.00	11000
OGD VORTAC	IAF	UDUZU		TF	FB	1.00	120.63	8.26	11000
EKKHO	IAF	UDUZU		TF	FB	1.00	125.64	7.56	11000
TUKTE	IAF	UDUZU		TF	FB	1.00	168.99	10.99	11000
UDUZU		IVOCY		TF	FB	1.00	168.99	5.17	9000
IVOCY	IF	PRYES		TF	FB	1.00	168.99	4.72	7500
PRYES		TIFUL		TF	FB	1.00	168.98	4.71	6000
TIFUL	FAF	RW17	MAP	TF	FO	0.30	169.00	5.41	
RW17	MAP	4700 MSL		CA			169.00		4700
4700 MSL		FFU VORTAC		DF	FO	1.00			10000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4700 THEN CLIMB TO 10000 DIRECT FFU VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT UDUZU														
3.	FAC:	169.00	FAF:	TIFUL	DIST FAF TO MAP:	5.41	DIST FAF TO THLD:	5.41							
4.	MIN ALT: UDUZU 11000, IVOCY 9000, PRYES 7500, TIFUL 6000														
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:		200 HAT:	0.46	GS ANT:						
6.	MIN GP INCPT:	6000	GP ALT AT PFAF:	TIFUL 6000			OM:		MM:					IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	55.1							
8.	MSA FROM: RW17 13000														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 49°C.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON OGD VORTAC AIRWAY RADIALS 068 CW 153.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LPV CAT E VISIBILITY TO RVR 4000, LNAV/VNAV ALL CATS VISIBILITY TO RVR 5500, AND LNAV CAT C/D/E VISIBILITY TO 1 3/8 SM.
CHART SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 11000 AT EKKHO.
CHART AT OR ABOVE 12000 AT WEBER.
HOLD S, RT, 340.00 INBOUND.
CHART FAS OBST: 4445 ANTENNA (49-051364) 405107N/1115805W.
CHART 4541 TOWER (49-000109) 405328N/1115633W.
CHART VDP AT 1.27 NM TO RW17.
WAAS CHANNEL # 82338
REFERENCE PATH ID: W17A
LTP HAE: 1269.8 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	4422	1800	200	4422	1800	200	4422	1800	200	4422	1800	200	4422	1800	200
LNAV/VNAV DA	4571	3000	349	4571	3000	349	4571	3000	349	4571	3000	349	4574	3000	352
LNAV MDA	4700	2400	478	4700	2400	478	4700	5000	478	4700	5000	478	4700	5000	478



CHANGES - REASONS

1. ADDED ALPHABETICAL IDENTIFIER Y TO RNAV (GPS) RWY 17 - PER FPT REQUEST.
2. AIRPORT ELEVATION AND TDZE CHANGED FROM 4227/4219 TO 4231/4222 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
3. TERMINAL ROUTES: CHANGED WEBER TO GORPS COURSE/DISTANCE FROM 152.19/5.74 TO 128.62/2.01 - WEBER FIX MOVED 3.98 NM SOUTH.
4. TERMINAL ROUTES: LOWERED CHANGED WEBER TO GORPS MINIMUM ALTITUDE FROM 11200 TO 11000 - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
5. TERMINAL ROUTES: ADDED EKKHO TO UDUZU LEG IN INITIAL SEGMENT - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
6. TERMINAL ROUTES: UPDATED PRYES TO TIFUL COURSE FROM 168.99 TO 168.98 - FAF (TIFUL) MOVED 4.05 FT ENE.
7. TERMINAL ROUTES: TIFUL TO RW17 COURSE CHANGED FROM 168.98 TO 169.00 - FAF (TIFUL) MOVED 4.05 FT ENE.
8. TERMINAL ROUTES: REMOVED MAP 4700 CLIMB-TO-ALTITUDE - MISSED APPROACH MODIFIED TO MATCH ILS OR LOC RWY 17 MISSED APPROACH.
9. TERMINAL ROUTES: RW17 TO MAP COURSE CHANGED FROM 168.99 TO 169.00 - FAF (TIFUL) MOVED 4.05 FT ENE.
10. MISSED APPROACH: CHANGED MISSED APPROACH FROM "CLIMB TO 4700 THEN CLIMBING LEFT TURN TO 10000 DIRECT FFU VORTAC AND HOLD" TO "CLIMB TO 4700 THEN CLIMB TO 10000 DIRECT FFU VORTAC AND HOLD" - IAW 8260.58C, PARA 3-7-1 (B) (2).
11. PROFILE LINE 3: FAC CHANGED FROM 168.99 TO 169.00 - FAF (TIFUL) MOVED 4.05 FT ENE.
12. PROFILE LINE 5: CHANGED 200HAT FROM 0.45 TO 0.46 - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION.
13. PROFILE LINE 7: ADDED "20:1: IS CLEAR" - IAW 8260.19J, 8-6-7 (G) (3); NO OBSTACLE PENETRATION ON 20:1 OBSTACLE IDENTIFICATION SURFACE.
14. PBN REQUIREMENTS NOTES: DELETED "CHART NOTE: DME/DME RNP-0.3 NA" FROM NOTES AND ADDED "RNP APCH - GPS" - IAW 8260.19J PARA 8-6-8 (B) (2).
15. NOTES: CHANGED "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -14°C (7°F) OR ABOVE 49°C (121°F)" TO "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 49°C" - IAW 8260.19J, 8-6-10 (R).
16. NOTES: ADDED "SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS" - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
17. NOTES: CHANGED FROM "CHART NOTE: FOR INOPERATIVE ALS, INCREASE LPV CAT E VISIBILITY TO RVR 4000, LNAV/VNAV CAT E VISIBILITY TO RVR 6000, AND LNAV CAT C/D/E VISIBILITY TO 1 3/8 SM" TO "CHART NOTE: FOR INOPERATIVE ALS, INCREASE LPV CAT E VISIBILITY TO RVR 4000, LNAV/VNAV ALL CATS VISIBILITY TO RVR 5500, AND LNAV CAT C/D/E VISIBILITY TO 1 3/8 SM" - IAW 8260.3 VISIBILITY TABLE.
18. ADDITIONAL FIGHT DATA: ADDED "CHART MANDATORY 11000 AT EKKHO" - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
19. ADDITIONAL FIGHT DATA: CHANGED "MANDATORY 12000 AT WEBER" TO "CHART AT OR ABOVE 12000 AT WEBER" - PER ATC REQUEST FOR TRAFFIC FLOW MANAGEMENT.
20. ADDITIONAL FIGHT DATA: DELETED "LNAV ONLY" - IAW 8260.19J 8-6-11, NOT REQUIRED.
21. ADDITIONAL FIGHT DATA: UPDATED NON-PRECISION CONTROLLING OBSTACLE FROM "CHART FAS OBST: 4444 TOWER (49-000352)" TO "CHART FAS OBST: 4445 ANTENNA (49-051364)" - DUE TO UPDATED OBSTACLE HEIGHT.
22. ADDITIONAL FIGHT DATA: CHANGED DISTANCE VDP TO THLD FROM "1.26 NM" TO "1.27 NM" - FAF (TIFUL) MOVED 4.05 FT ENE.
23. MINIMUMS: RAISED LPV ALL CATS DA FROM 4419 TO 4422 - TDZE CHANGED FROM 4219 TO 4222.
24. MINIMUMS: RAISED LNAV/VNAV CAT E DA FROM 4571 TO 4574 - DUE TO REVISED TARGETS EVALUATION AND TDZE CHANGED FROM 4219 TO 4222.
25. MINIMUMS: LOWERED LNAV ALL CATS HAT FROM 481 TO 478 - TDZE CHANGED FROM 4219 TO 4222.
26. FAS DATA: ADDED "Y" TO ROUTE INDICATOR.
27. FAS DATA: LTP/FTP LATITUDE CHANGED FROM 404756.0980N TO 404756.1040N - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION; TDZE CHANGED FROM 4219 TO 4222.
28. FAS DATA: FPAP LATITUDE/LONGITUDE CHANGED FROM "404621.2940N/ "115743.4410W" TO ""404621.2865N/115743.4495W" - FAF (TIFUL) MOVED 4.05 FT ENE.
29. FAS DATA: CRC REMAINDER CHANGED FROM 42F176A0 TO 1FED430B - LOCAL SURVEY ADJUSTED AIRPORT ELEVATION BY FACTOR OF +3.2 FT PER THRESHOLD ELEVATION; TDZE CHANGED FROM 4219 TO 4222.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZLC, SLC ATCT, UT AERO, AMGR, ATA

FLIGHT CHECKED BY

ANTHONY D VALLERA

Digitally signed by

ROBERT G HAMILTON

Jan 13, 2025

OFFICE

AJF

DATE

01/08/2025

DEVELOPED BY

PARNELL PRASSADA

Digitally signed by

PARNELL R PRASSADA

Oct 30, 2024

OFFICE

AJV-A431

DATE

07/02/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by

ROBERT G HAMILTON

Jan 13, 2025

OFFICE

AJV-A431

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KSLC
RUNWAY	RW17
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W17A
LTP/FTP LATITUDE	404756.1040N
LTP/FTP LONGITUDE	1115743.4550W
LTP/FTP ELLIPSOIDAL HEIGHT	+12698
FPAP LATITUDE	404621.2865N
FPAP LONGITUDE	1115743.4495W
THRESHOLD CROSSING HEIGHT (TCH)	00055.1
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	1FED430B

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+12868
FPAP ORTHOMETRIC HEIGHT	+12868



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SLC	RNAV (GPS) Y RWY 17	3	SALT LAKE CITY	UT	4231	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM WEBER **TO** GORPS

RNP 1.00 **DISTANCE** 2.01 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
BUILDING (49-000044)	411254.05N/1115954.18W	4632	20	3	1A	1000				PR310 AT5058	11000
TERRAIN	411518.00N/1115830.00W	4379 (4400)								AS1500	5900

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM GORPS **TO** UDUZU

RNP 1.00 **DISTANCE** 6.00 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	411115.00N/1115454.00W	7389	215	8	4B	1000				PR380 SA-1376 AT3607	11000
TERRAIN	411048.00N/1115606.00W	5088 (5100)								AS1500	6600

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



INITIAL

FROM

OGD VORTAC

TO

UDUZU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	8.26										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	411012.00N/1115506.00W	6149	215	8	4B	1000				PR360 SA-895 AT4386	11000
TERRAIN	410951.00N/1115657.00W	4881 (4900)								AS1500	6400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

EKKHO

TO

UDUZU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	7.56										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	410718.00N/1115639.00W	5060	215	8	4B	1000				PR380 AT4560	11000
TERRAIN	410948.00N/1115624.00W	4917 (4900)								AS1500	6400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

TUKTE

TO

UDUZU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	10.99										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	412057.00N/1115545.00W	8813	215	8	4B	1000				PR380 AT807	11000
TERRAIN	411712.00N/1115342.00W	8146 (8100)								AS1500	9600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

UDUZU

TO

IVOCY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.17										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (49-063731)	410710.10N/1115604.70W	5101	250	50	4D	1000				PR380 AT2519	9000
TERRAIN	410718.00N/1115639.00W	5009 (5000)								AS1500	6500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

IVOCY

TO

PRYES

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	4.72										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	410236.00N/1115348.00W	5899	215	8	4B	500				SA-796 PR320 AT1577	7500
TERRAIN	410245.00N/1115509.00W	4619 (4600)								AS1500	6100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

PRYES

TO

TIFUL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	4.71										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (49-000109)	405328.00N/1115633.00W	4541	500	125	5E	500				AC125 PR160 AT674	6000
TERRAIN	405727.00N/1115545.00W	4232 (4200)								AS1500	5700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

TIFUL

TO

RW17

<u>RNP</u> 0.30	<u>DISTANCE</u> 5.41	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4422

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

TIFUL

TO

RW17

<u>RNP</u> 0.30	<u>DISTANCE</u> 5.41	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 349(ABCD), 352(E)					<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CAT A - D							ASC			XP99	4571
CAT E							ASC			MA102	4574

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP: PER MANAGEMENT, MINIMUMS ARE NOT TO BE LOWERED BELOW WHAT IS CURRENTLY PUBLISHED.



FINAL: LNAV

FROM

TIFUL

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.41		RW17	478	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
ANTENNA (49-051364)	405107.08N/1115805.30W	4445	20	3	1A	250					4700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

FFU VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30-1.00					4254

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				10000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR220	9200
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

FFU VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										4410	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CONTROL_TOWER (49-020384)	404746.76N/1115907.95W	4552	20	3	1A		ASC			SA-139	10000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR220	9200
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MA ADJUSTMENT/SLOPING SURFACE PENETRATOR IS FOR CAT E ONLY.

MISSED APPROACH: LNAV

FROM

RW17

TO

FFU VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										4600	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				10000
AAO	401630.00N/1115627.00W	7888	215	8	4B	1000				PR220	9200
TERRAIN	401630.00N/1115627.00W	7687 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MSA

CENTER

RW17

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	402327.00N/1113845.00W	138	28.4	11929	215	8	4B	1000			13000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZLC ARTCC, SLC TOWER, SLC APP CON

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	SLC	24	SLC	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS

WX REMARKS:

AIRPORT HAS REDUNDANT WEATHER SOURCES, BACKUP ALTIMETER NOT REQUIRED.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
	SLC TOWER	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW14 - HIRL, PAPI-4L	BSC-G	
RW32 - HIRL, PAPI-4L	BSC-G	
01H	H-F	
02H	H-F	
RW16L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW16R - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17 - MALSR, C/LINE, HIRL, TDZ, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW34L - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34R - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35 - MALSR, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	4221.7	55.1			3.00	72.9

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-10C	+49C	-10C	+6.62C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2019-2023).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1509 HIGH TEMP 1762.



"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

50 FT VEGETATION USED PER FPT REQUEST.

PT NOT DEVELOPED DUE TO DESCENT GRADIENT REQUIRED FROM HIGH TERRAIN.

CIRCLING NOT AUTHORIZED PER ATC.

TAA NOT DEVELOPED PER ATC REQUEST.

ATC PROVIDES SEPARATION BETWEEN AIRCRAFT EXECUTING MISSED APPROACH SEGMENT AND R-6412.

WAIVER REQUESTED: FOR MAXIMUM ALLOWABLE DESCENT GRADIENT.

WAIVER REQUESTED: FOR LEG LENGTH WAIVER FOR INITIAL LEG SEGMENT.

WAIVER REQUESTED: FOR SPEED RESTRICTION OF "AT OR BELOW 250 KIAS" AT THE EKKHO.

ORDER 8260.3 CHAPTER 2 APPLIED TO 4541 TOWER (49-000109) 405328.00N/1115633.00W.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	4200
DISTANCE FROM	THLD	TO 1500FT POINT	4.81
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.57
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	4200

THRESHOLD COORDINATES (IF STR-IN) 404756.10N/1115743.46W

ARP COORDINATES 404718.22N/1115839.98W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 16R DISTANCE 1.52 NM

FAF COORDINATES 405320.91N/1115743.48W

FIX NAME COORDINATES

REMARKS



<u>AIRPORT ID</u> SLC	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 17	<u>AMDT NO.</u> 3	<u>CITY</u> SALT LAKE CITY	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 4231	<u>FACILITY</u> RNAV
PART E: PREPARED BY						
<u>NAME</u> PARNELL PRASSADA			<u>OFFICE</u> AJV-A431	<u>DATE</u> 07/02/2024	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST	

