

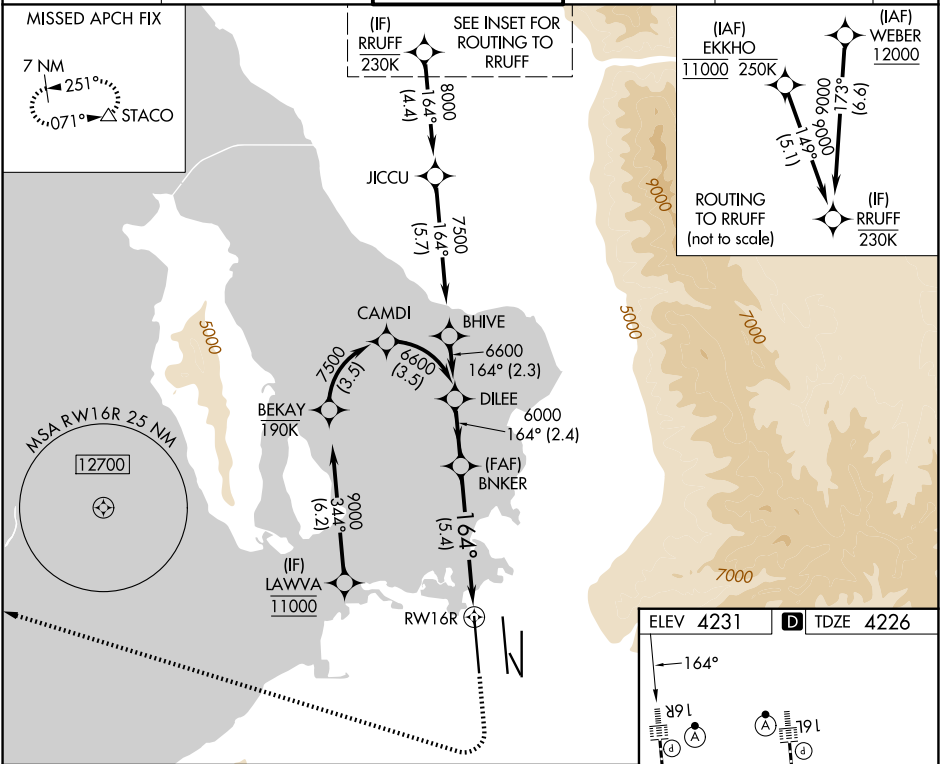
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/29/2026	APWS Task ID: A87822C01EEB4EC8AE3B6A6551D4DD2B	APWS Project ID: 559B2A29478A451187291ECBD60A80D0
Procedure: RNAV (RNP) Z RWY 16R AMDT 0A		Enroute: NO	Specialist: Gorman, Barbara		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: Processed IAW Technical Support Group (AJF-17) Memo dated 07/07/2021, Guidance for Procedural Changes Requiring Flight Inspection/Validation. ABBREVIATED AMENDMENT COMPLETED UTILIZING ACTIVE DATA FOR KSLC AND RWY 16R. KSLC_RNAV (RNP) Z RWY 16R_AMDT_ORIG_A_1 INCLUDES RNP 0.10 TRAP WITH MA PENETRATOR. KSLC_RNAV (RNP) Z RWY 16R_AMDT_ORIG_A_2 INCLUDES RNP 0.20 TRAP WITH MA PENETRATOR. KSLC_RNAV (RNP) Z RWY 16R_AMDT_ORIG_A_3 IS FINAL TRAP WITH CONTROLLING OBSTACLES.. CONTACT: CASIMIR TABAKA 405.954-7931. QUALITY 20 CHECKED QUALITY 9 CHECKED BEGUE					

RNAV (RNP) Z RWY 16R
SALT LAKE CITY INTL (SLC)

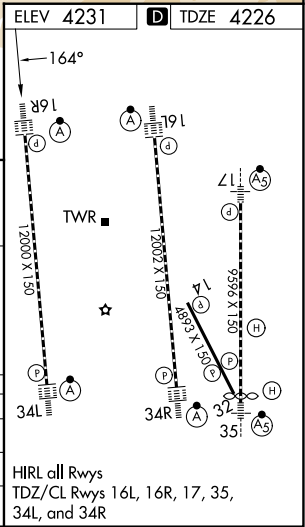
APP CRS	Rwy Ldg	12000
164°	TDZE	4226
	Apt Elev	4231

RNP AR APCH - GPS. Authorization required. From LAWVA: RF.	ALSF-2	MISSED APPROACH: Climb to 4800 then climbing right turn to 8100 direct STACO and hold.
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 5500.		*Missed approach requires minimum climb of 339 feet per NM to 4680.

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	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).				
See planview for multiple IF locations.				
DILEE 6600 164° 6000 6000 RWY 16R				
GP 3.00° TCH 34				
2.4 NM 5.4 NM				
CATEGORY	A	B	C	D
RNP 0.10 DA*	4481/24	255 (300-½)		
RNP 0.30 DA	4597/35	371 (400-¾)		
AUTHORIZATION REQUIRED				





Federal Aviation Administration

Memorandum

Date: 08/21/2024
To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group
From: Beverly L. Bordy, Manager, Team 3, AJV-A43
Subject: Approval Request: SALT LAKE CITY INTL (KSLC), RNAV (RNP) Z RWY 16R

RNAV (RNP) Z RWY 16R
SALT LAKE CITY INTL SALT LAKE CITY UT (KSLC)

8260.19J, paragraph 8-6-11n(1). Mandatory altitude in the intermediate segment.

Request approval to "Chart mandatory 11000 at LAWVA".

Salt Lake City TRACON (SF6) needs the 11000 crossing restriction at LAWVA due to the required separation needed to accommodate for SLC turn departures that depart underneath the arrivals from the west on the YUTES arrival.

Digitally signed by

ERIC N SUSKI

Nov 04, 2024

1. FLIGHT PROCEDURE IDENTIFICATION:

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

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.3F, paragraph 2-5-3d. To permit intermediate segment descent gradients in excess of 318 feet per NM. The segment from BHIVE to the PFAF (BNKER) have a descent gradient of 321.92 and 322.0 feet per NM.

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

Request to publish the RNAV (RNP) Z RWY 16R using a descent gradient of 321.40 and 322.0 feet per NM from BHIVE to the PFAF (BNKER) 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 7,500 FT MSL until 1.50 NM south. The intermediate segment is using the RNP AR RPCH - GPS (minimum RNP 1.0) throughout the intermediate segment to the PFAF.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. All initial and intermediate segments prior to BHIVE meets descent gradient criteria and provides 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 Fly By (FB) 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:

DATEOFFICE IDENTIFICATIONTITLESIGNATURE

8. AFS ACTIONS:

☐ APPROVED☐ DISAPPROVED☐ NOT REQUIRED

Digitally signed by
ERIC N SUSKI
Nov 04, 2024

COMMENTS:

DATEROUTING SYMBOLSIGNATURE