

WAAS CH 42746 W16A	APP CRS 164°	Rwy Idg 12000 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% SM, increase LNAV Cats C/D visibility to 1% SM, and increase LNAV Cat E visibility to 2½ SM. Cat E restricted to USAF/USN aircraft.

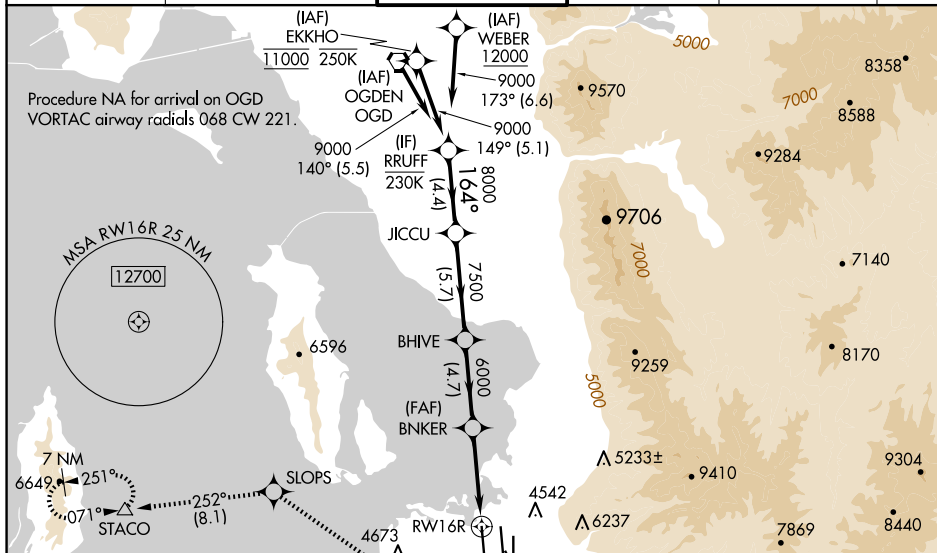
ALSF-2



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.

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). RRUFF JICCU BHIVE					4700 8900 SLOPS Ir 252° STACO	
9000 GP 3.00° TCH 54	164° 8000	7500	6000 6000	6000 BNKER	1.4 NM to RW16R 1.4	1.4 NM to RW16R
4.4 NM		5.7 NM		4.7 NM		4 NM
A		B		C		D
CATEGORY	E					
LPV DA*	NA					4426/18 200 (200-½)
LPV DA	4426/18 200 (200-½)					4489/20 263 (300-½)
LNNAV/ VNAV DA	4620/35 394 (400-½%)					
LNNAV MDA#	NA					4740/55 514 (600-1)
LNNAV MDA	4740/24 514 (600-½)	4740/55 514 (600-1)				5000-134 774 (800-1¼)

