

25219

RNAV (GPS) Y RWY 34R
SALT LAKE CITY INTL (SLC)

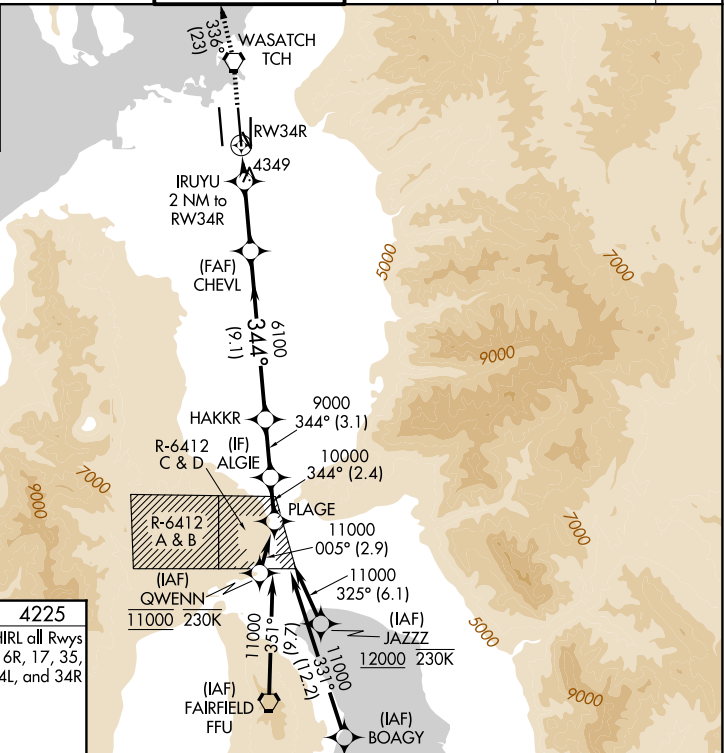
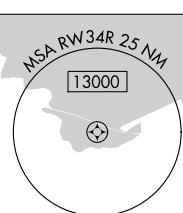
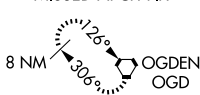
ALSF-2

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 49°C. Use of FD or AP providing RNP track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cats C/D visibility to RVR 5500, LNAV Cat E visibility to RVR 6000. Cat E restricted to USAF/USN aircraft.

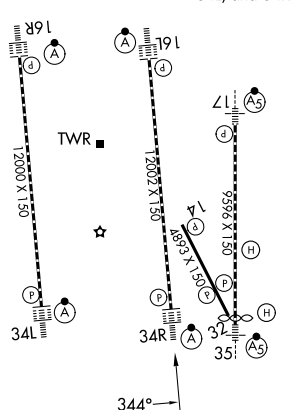
MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on track 336° to OGD VORTAC and hold.

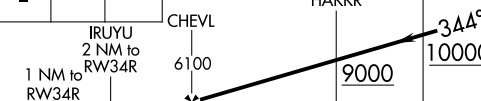
D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CINC DEL	CPDLC
124.75 125.625	125.7 284.6	119.05 257.8	123.775 348.6	127.3 379.975	

MISSED APCH FIX



ELEV 4231	D	TDZE 4225
HIRL all Rwys		
TDZ/CL Rwys 16L, 16R, 17, 35,		
34L, and 34R		



9000 ↑	TCH 	tr 336° 	OGD 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	PLAGE ALGIE
 The diagram illustrates a flight profile starting from RW34R, passing through CHEVL (6100), HAKKR, and ending at PLAGE ALGIE. A turn at 344° occurs between HAKKR and PLAGE. Distances are marked as follows: - From RW34R to CHEVL: 1 NM (dashed), 1 NM (solid), 3.8 NM (solid) - From CHEVL to HAKKR: 9.1 NM (solid) - From HAKKR to PLAGE: 3.1 NM (solid) - From PLAGE to end point: 2.4 NM (solid)					
CATEGORY	A	B	C	D	E
LPV DA	4425/18 200 (200-½)				
LNAV/VNAV DA	4557/26 332 (400-½)				
LNAV MDA	4600/24 375 (400-½)	4600/35 375 (400-¾)	4640/40 415 (500-¾)		

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