

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 16R	3	SALT LAKE CITY	UT	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
4231	4226	RNAV (GPS) RWY 16R	11/30/2023	11E	2020
<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>
OGD VORTAC	IAF	RRUFF		TF	FB	1.00	139.55	5.50	9000
EKKHO	IAF	RRUFF		TF	FB	1.00	149.28	5.09	9000
WEBER	IAF	RRUFF		TF	FB	1.00	172.75	6.59	9000
RRUFF	IF	JICCU		TF	FB	1.00	163.92	4.44	8000
JICCU		BHIVE		TF	FB	1.00	163.93	5.74	7500
BHIVE		BNKER		TF	FB	1.00	163.93	4.67	6000
BNKER	FAF	RW16R	MAP	TF	FO	0.30	163.94	5.41	
RW16R	MAP	4700 MSL		CA			163.94		4700
4700 MSL		SLOPS		DF	FB	1.00			
SLOPS		STACO		TF	FO	1.00	251.95	8.06	8900

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW16R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4700 THEN CLIMBING RIGHT TURN TO 8900 DIRECT SLOPS AND ON TRACK 251.95 TO STACO AND HOLD, CONTINUE CLIMB-IN-HOLD.

**MISSED APPROACH REQUIRES MINIMUM CLIMB OF 225 FEET PER NM TO 6400 FOR CATEGORY E AIRCRAFT.

*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 210 FEET PER NM TO 6200 FOR CATEGORY E AIRCRAFT.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT RRUFF														
3.	FAC:	163.94	FAF:	BNKER	DIST FAF TO MAP:	5.41	DIST FAF TO THLD:	5.41							
4.	MIN ALT:	RRUFF 9000, JICCU 8000, BHIVE 7500, BNKER 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:	BNKER 6000					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	54.4							
8.	MSA FROM:	RW16R 12700													

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 50°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON OGD VORTAC AIRWAY RADIALS 068 CW 221.
CHART NOTE: FOR INOPERATIVE 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 3/8 SM, INCREASE LNAV CATS C/D VISIBILITY TO 1 3/8 SM, AND INCREASE LNAV CAT E VISIBILITY TO 2 1/2 SM.
CHART NOTE: CAT E RESTRICTED TO USAF/USN AIRCRAFT.
CHART SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS.
CHART SPEED ICON IN PLANVIEW AT RRUFF: MAX 230 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD W, LT, 071.32 INBOUND.
FAS OBST: 4416 AAO 405148N/1115933W.
CHART R-6412 A/B/C/D.
CHART VDP AT 1.39 NM TO RW16R.
WAAS CHANNEL # 42746
REFERENCE PATH ID: W16A
CHART MANDATORY 11000 AT EKKHO.
CHART AT OR ABOVE 12000 AT WEBER.
LTP HAE: 1270.3 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*		NA			NA			NA			NA		4426	1800	200
LPV DA	4426	1800	200	4426	1800	200	4426	1800	200	4426	1800	200	4489	2000	263
LNAV/VNAV DA	4620	3500	394	4620	3500	394	4620	3500	394	4620	3500	394	4620	3500	394
LNAV MDA**		NA			NA			NA			NA		4740	5500	514
LNAV MDA	4740	2400	514	4740	2400	514	4740	5500	514	4740	5500	514	5000	1 3/4	774

CHANGES - REASONS

1. PROCEDURE NAME: CHANGED FROM RNAV (GPS) RWY 16R TO RNAV (GPS) Y RWY 16R - RNAV (RNP) Z DEVELOPED AT KSLC, NAMING IAW 8260.3E 1-6-2D(4).
2. TERMINAL ROUTES: ADDED INITIAL SEGMENTS EKKHO AND WEBER TO INTERMEDIATE RRUFF - TO ACCOMODATE TERMINUS POINTS ON NEWLY DEVELOPED STARS AT KSLC.
3. TERMINAL ROUTES: JICCU TO BHIVE DISTANCE CHANGED FROM 5.36 TO 5.74, BHIVE TO BNKER CHANGED FROM 5.11 TO 4.67, BNKER TO RW16R CHANGED FROM 5.34 TO 5.41 - NEW PLACEMENT OF PFAF BNKER TO ALIGN WITH ILS PROCEDURE UPDATED DESIGN TCH OF 54.4 AND TO UPDATE TO 3.00 GLIDESLOPE, FIX BHIVE TO ACCOMODATE FOR PFAF MOVEMENT.
4. TERMINAL ROUTES: CA ALTITUDE CHANGED FROM 4426 TO 4700 - REQUIRED FOR NEWLY DESIGNED MISSED APPROACH TURNING GREATER THAN 15 DEGREES TO FIRST FIX AFTER CODED MAP IAW 8260.58C 3-5-2A(2) AND MEMO/FLOWCHART.
5. TERMINAL ROUTES: MISSED APPROACH DF LEG CHANGED FROM FIX BAURT TO FIX SLOPS AND MISSED APPROACH TF LEG CHANGED FROM FFU VORTAC TO FIX STACO - NEW MISSED APPROACH PER ATC REQUEST TO MITIGATE SIMULTANEOUS OPERATIONS WITH PROCEDURE REDESIGN AT KSLC.
6. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 10000 DIRECT BAURT AND ON TRACK 164.26 TO FFU VORTAC AND HOLD" TO "CLIMB TO 4700 THEN CLIMBING RIGHT TURN TO 8900 DIRECT SLOPS AND ON TRACK 251.95 TO STACO AND HOLD, CONTINUE CLIMB-IN-HOLD", AND ADDED "***MISSED APPROACH REQUIRES MINIMUM CLIMB OF 225 FEET PER NM TO 6400 FOR CATEGORY E AIRCRAFT" AND "**MISSED APPROACH REQUIRES MINIMUM CLIMB OF 210 FEET PER NM TO 6200 FOR CATEGORY E AIRCRAFT" - NEW MISSED APPROACH, AND LPV AND LNAV CAT E AIRCRAFT CG/CGTA ADDED PER ATC/FPT.
7. PROFILE LINE 3: DIST FAF TO MAP AND DIST FAF TO THLD CHANGED FROM 5.34 TO 5.41 - FAF MOVED 430 FT NORTH FOR ALIGNMENT TO MATCH RWY 16R NEW DESIGN TCH.
8. PROFILE LINE 5: 200 HAT CHANGED FROM 0.47 TO 0.46 - DISTANCE ROUNDING UPDATED FROM 0.47 TO 0.46 (0.4647) 200 HAT TO THLD.
9. PROFILE LINE 7: GP ANGLE CHANGED FROM 3.04 TO 3.00 AND TCH CHANGED FROM 52.0 TO 54.4 - TCH UPDATED TO MATCH DESIGN TCH FOR RWY 16R AND GLIDEPATH ANGLE UPDATED TO STANDARD GPA IAW 8260.3E 2-6-3.
10. NOTES: BARO-VNAV CHART NOTE ABOVE DEGREES CHANGED FROM 46C TO 50C - 5 YEAR HISTORICAL WEATHER UPDATED TO 2019-2023 UTILIZED IN EVALUATION.
11. NOTES: INOPERATIVE ALS NOTE CHANGED FROM "FOR INOPERATIVE ALS, INCREASE LPV CAT E VISIBILITY TO RVR 4000, INCREASE LNAV/VNAV CAT E VISIBILITY TO RVR 6000, AND INCREASE LNAV CATS C/D/E VISIBILITY TO 1 3/8 SM" TO "FOR INOPERATIVE 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 3/8 SM, INCREASE LNAV CATS C/D VISIBILITY TO 1 3/8 SM, AND INCREASE LNAV CAT E VISIBILITY TO 2 1/2 SM" - IAW 8260.3E TABLES 3-3-1, 3-3-3, AND 3-3-4, DOCUMENTED IAW 8260.19J 8-6-12O(3)(D).
12. NOTES: ADDED "CHART NOTE: CAT E RESTRICTED TO USAF/USN AIRCRAFT" - EQUIVALENT LEVEL OF SAFETY TO MITIGATE WAIVING SPEED RESTRICTIONS COMING OFF OF NEWLY DEVELOPED STARS FOR CAT E AIRCRAFT PER ATC/FPT.
13. NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT EKKHO: MAX 250 KIAS" AND "CHART SPEED ICON IN PLANVIEW AT RRUFF: MAX 230 KIAS" - REQUIRED FOR CAT E AIRCRAFT COMING OFF OF NEWLY DEVELOPED STARS INBOUND FROM FIXES WEBER AND EKKHO.
14. ADDITIONAL FLIGHT DATA: HOLDING DATA CHANGED FROM "HOLD S, RT, 340.00 INBOUND" TO "HOLD W, LT, 071.32 INBOUND" - NEW MISSED APPROACH PER ATC/FPT AT FIX STACO WITH LEFT HAND TURNS TO AVOID TERRAIN TO THE SOUTH.
15. ADDITIONAL FLIGHT DATA: FAS OBST CHANGED FROM "4410 AAO 405145N/1120024W" TO "4416 AAO 405148N/1115933W" - UPDATED OBSTACLE EVALUATION RESULTS WITH 3ARCSEC TERRAIN DATA.
16. ADDITIONAL FLIGHT DATA: ADDED "CHART MANDATORY 11000 AT EKKHO" AND "CHART AT OR ABOVE 12000 AT WEBER" - REQUIRED FOR TERMINOUS POINTS COMING OFF OF NEWLY DESIGNED STARS FOR KSLC.
17. MINIMUMS: ADDED LPV DA* AND LNAV MDA* LINES OF MINIMA WITH CG/CGTA REQUIREMENTS - PER ATC/FPT REQUEST FOR LOWEST ACHIEVABLE MINIMUMS FOR USAF/USN CAT E AIRCRAFT.
18. FAS DATA BLOCK INFORMATION: TCH CHANGED FROM 00052.0 TO 00054.4, GPA CHANGED FROM 03.04 TO 03.00, CRC REMAINDER CHANGED FROM 5CDC9EC8 TO A1AC3C77 - TCH AND GPA UPDATED TO MATCH DESIGN TCH FOR RWY 16R AND GPA TO STANDARD.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZLC, SLC ATCT, UT AERO, AMGR

FLIGHT CHECKED BY

ANTHONY D VALLERA

Digitally signed by
ROBERT G HAMILTON
Jan 13, 2025

OFFICE

AJF

DATE

01/08/2025

DEVELOPED BY

RICHARD CHRISTENSEN

Digitally signed by
RICHARD E. CHRISTENSEN
Sep 30, 2024

OFFICE

AJV-A431

DATE

09/05/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by
ROBERT G HAMILTON
Jan 13, 2025

OFFICE

AJV-A431

DATE

TITLE
MANAGER



AIRPORT ID
SLC

PROCEDURE NAME
RNAV (GPS) Y RWY 16R

ORIGINAL/AMENDMENT
3

CITY
SALT LAKE CITY

STATE
UT

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE

SBAS SERVICE PROVIDER IDENTIFIER

AIRPORT IDENTIFIER

RUNWAY

APPROACH PERFORMANCE DESIGNATOR

ROUTE INDICATOR

REFERENCE PATH DATA SELECTOR

REFERENCE PATH IDENTIFIER (APPROACH ID)

LTP/FTP LATITUDE

LTP/FTP LONGITUDE

LTP/FTP ELLIPSOIDAL HEIGHT

FPAP LATITUDE

FPAP LONGITUDE

THRESHOLD CROSSING HEIGHT (TCH)

TCH UNITS SELECTOR (METERS OR FEET USED)

GLIDEPATH ANGLE (GPA)

COURSE WIDTH AT THRESHOLD

LENGTH OFFSET

HORIZONTAL ALERT LIMIT (HAL)

VERTICAL ALERT LIMIT (VAL)

DATA

0

0

KSLC

RW16R

0

Y

0

W16A

404828.0035N

1115957.4280W

+12703

404629.8925N

1115943.6885W

00054.4

F

03.00

106.75

0000

40.0

35.0

CRC REMAINDER

A1AC3C77

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE

LTP ORTHOMETRIC HEIGHT

FPAP ORTHOMETRIC HEIGHT

K2

+12873

+12873

QUALITY
20
CHECKED

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 16R	3	SALT LAKE CITY	UT	4231	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM OGD VORTAC **TO** RRUFF

RNP 1.00 DISTANCE 5.50 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	410815.00N/1115942.00W	4981	215	8	4B	1000				AT3019	9000
TERRAIN	410903.00N/1120039.00W	4662 (4700)								AS1500	6200

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM EKKHO **TO** RRUFF

RNP 1.00 DISTANCE 5.09 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	410815.00N/1115942.00W	4981	215	8	4B	1000				AT3019	9000
TERRAIN	410900.00N/1120018.00W	4668 (4700)								AS1500	6200

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

WEBER

TO

RRUFF

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.59										
<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	410815.00N/1115942.00W	4981	215	8	4B	1000				PR150 AT2869	9000
TERRAIN	410842.00N/1120009.00W	4750 (4800)								AS1500	6300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

RRUFF

TO

JICCU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	4.44										
<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	410812.00N/1115942.00W	4981	215	8	4B	500				AT2519	8000
TERRAIN	410812.00N/1115942.00W	4780 (4800)								AS1500	6300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

JICCU

TO

BHIVE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.74										
<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	410524.00N/1115918.00W	4702	215	8	4B	500				AT2298	7500
TERRAIN	410424.00N/1115912.00W	4389 (4400)								AS1500	5900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

BHIVE

TO

BNKER

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	4.67										
<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	405351.00N/1120036.00W	4413	215	8	4B	500				AT1087	6000
TERRAIN	405354.00N/1120039.00W	4212 (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

BNKER

TO

RW16R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.41		DA				200				
<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 E:							ASC				4426

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

BNKER

TO

RW16R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
0.30	5.41		DA	200(ABCD), 263(E)							
<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:							ASC				4426
CAT B:							ASC				4426
CAT C:							ASC				4426
CAT D:							ASC				4426
CAT E:							ASC			MA63	4489

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

BNKER

TO

RW16R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.41		DA				394				
<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: POLE (49-051396)	404925.82N/1120010.17W	4331	20	3	1A		22.06:1			XP19	4620
CAT B: POLE (49-051396)	404925.82N/1120010.17W	4331	20	3	1A		22.06:1			XP19	4620
CAT C: POLE (49-051396)	404925.82N/1120010.17W	4331	20	3	1A		22.06:1			XP19	4620
CAT D: POLE (49-051396)	404925.82N/1120010.17W	4331	20	3	1A		22.06:1			XP19	4620
CAT E: POLE (49-051396)	404925.82N/1120010.17W	4331	20	3	1A		22.06:1			MA18 XP1	4620

COMPUTATIONS

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

SEGMENT REMARKS:

XP19: MAINTAIN CURRENT PUBLISHED MINIMA PER FPT. XP1: MAINTAIN CURRENT PUBLISHED MINIMA PER FPT.

FINAL: LNAV

FROM

BNKER

TO

RW16R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.41		RW16R				514				
<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 E: AAO	405148.00N/1115933.00W	4416	215	8	4B	250				XP74	4740

COMPUTATIONS

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

SEGMENT REMARKS:

XP74: MAINTAIN CURRENT PUBLISHED MINIMA PER FPT.



FINAL: LNAV

FROM

BNKER

TO

RW16R

RNP

0.30

DISTANCE

5.41

PAT

MAP

RW16R

HAT

514(ABCD), 774(E)

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
CAT A: AAO	405148.00N/1115933.00W	4416	215	8	4B	250				XP74	4740
CAT B: AAO	405148.00N/1115933.00W	4416	215	8	4B	250				XP74	4740
CAT C: AAO	405148.00N/1115933.00W	4416	215	8	4B	250				XP74	4740
CAT D: AAO	405148.00N/1115933.00W	4416	215	8	4B	250				XP74	4740
CAT E: AAO	405148.00N/1115933.00W	4416	215	8	4B	250				XP74 MA260	5000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP74: MAINTAIN CURRENT PUBLISHED MINIMA PER FPT.

MISSED APPROACH: LPV

FROM

DA

TO

STACO

RNP

0.30

DISTANCE

PAT

MAP

HAT

HMAS

4257

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC	210	6200		8900
AAO	404230.00N/1120757.00W	5752	215	8	4B	1000					6800
TERRAIN	404236.00N/1120930.00W	5839 (5800)								AS1500	7300

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

STACO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30							4257				
<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	404230.00N/1120757.00W	5752	215	8	4B		ASC				8900
AAO	404230.00N/1120757.00W	5752	215	8	4B	1000					6800
TERRAIN	404236.00N/1120930.00W	5839 (5800)								AS1500	7300

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

STACO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30							4459				
<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				8900
AAO	405230.00N/1121118.00W	5575	215	8	4B	1000					6600
TERRAIN	404236.00N/1120930.00W	5839 (5800)								AS1500	7300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV

FROM

RW16R

TO

STACO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										4640	
<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	225	6400		8900
AAO	404236.00N/1120930.00W	6040	215	8	4B	1000					7100
TERRAIN	404236.00N/1120930.00W	5839 (5800)								AS1500	7300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW16R

TO

STACO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											4640
<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	404236.00N/1120930.00W	6040	215	8	4B		ASC				8900
AAO	404236.00N/1120930.00W	6040	215	8	4B	1000					7100
TERRAIN	404236.00N/1120930.00W	5839 (5800)								AS1500	7300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MSA

CENTER

RW16R

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	403306.00N/1113924.00W	123	21.9	11667	215	8	4B	1000			12700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZLC ARTCC, SLC APP CON, SLC TOWER

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:

BACK-UP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES (TWR).

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
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, C/LINE, TDZ, HIRL, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW16R - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17 - MALSR, TDZ, C/LINE, HIRL, 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, C/LINE, HIRL, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35 - MALSR, C/LINE, HIRL, TDZ, PAPI-4L		PIR-G	APPROACH, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	4223.4	54.4			3.00	73.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-10C	+50C	-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 HEIGHT USED PER FPT.
TAA NOT DEVELOPED PER FPT.
NO CIRCLING MINIMUMS PUBLISHED PER FPT.
INTERMEDIATE STEPDOWN FIXES USED TO PROTECT HILL AFB TRAFFIC.
MANDATORY ALTITUDE AT EKKHO AND AT OR ABOVE ALTITUDE AT WEBER FOR RNAV STARS.

WAIVER: LEG LENGTH FROM OGD VORTAC (IAF) TO RRUFF (IF), AND LEG LENGTH FROM WEBER (IAF) TO RRUFF (IF) FOR ATC VECTORS.
WAIVER: AIRSPEED RESTRICTION OF 250 KIAS AT EKKHO (IAF) WHICH IS THE TERMINUS POINT OFF OF NEWLY DEVELOPED RNAV STAR, AND AIRSPEED RESTRICTION OF 230 KIAS AT RRUFF (IF) FOR RESTRICTION COMING OFF OF RNAV STAR.
WAIVER: DESCENT GRADIENT FROM BHIVE TO BNKER (PFAF) EXCEEDING MAX ALLOWABLE DESCENT GRADIENT OF 318.

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	174.94
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	174.94
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	4200

THRESHOLD COORDINATES (IF STR-IN) 404828.00N/1115957.43W
ARP COORDINATES 404718.22N/1115839.98W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 16R DISTANCE 1.52 NM
FAF COORDINATES 405351.36N/1120035.12W
FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME

RICHARD CHRISTENSEN

OFFICE

AJV-A431

DATE

09/05/2024

TITLE

AERONAUTICAL INFORMATION SPECIALIST

