

FIG

RNAV (GPS) Y RWY 16R  
SALT LAKE CITY INTL (SLC)

**T** 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 2 1/2 SM.



**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 a minimum climb of 225 feet per NM to 6400 for Cat E aircraft. #Missed Approach requires a minimum climb of 210 feet per NM to 6200 for Cat E aircraft.

MSA RW16R 25 NM

12700

SEE INSET FOR ROUTING TO RRUFF

(IF) RRUFF

8000 (4.4)

164 (175° T)

JICCU

7500 (5.7)

BHIVE

6000 (4.7)

(FAF) BNRK

RW16R

4673

4382

5543

7 NM (262° T)

6649 (251°)

071° (082° T)

STACO

(263° T)

252° (8.1)

SLOPS

Procedure NA for arrival on OGD VORTAC airway radials 068 CW 221.

(IAF) EKKHO 11000 250K

(IAF) OGDEN OGD 9000 140° (5.5) (151° T)

(IAF) WEBER 12000 (184° T) 9000 173° (6.6)

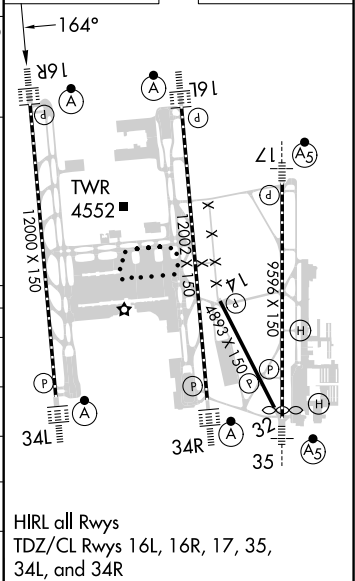
9000 149° (5.1) (160° T)

ROUTING TO RRUFF (not to scale)

(IF) RRUFF 230K

ELEV 4231

D TDZE 4226



CATEGORY	A	B	C	D	E
LPV DA*	NA				4426/18 200 (200-½)
LPV DA	4426/18 200 (200-½)				4489/20 263 (300-½)
LNAV/ VNAV DA	4620/35 394 (400-⅝)				
LNAV MDA #	NA				4740/55 514 (600-1)
LNAV MDA	4740/24 514 (600-½)	4740/55 514 (600-1)			5000-1¾ 774 (800-1¾)

SALT LAKE CITY INTL (SLC)  
RNAV (GPS) Y RWY 16R

AUTOMATED AL-365 RNAV (GPS) Y RWY 16R  
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