

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> SLC	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 16R	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> SALT LAKE CITY	<u>STATE</u> UT
<u>AIRPORT ELEVATION</u> 4231	<u>TDZE</u> 4226	<u>SUPERSEDED</u> RNAV (GPS) RWY 16R	<u>DATED</u> 08/17/2017	<u>MAG VAR</u> 11E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2020
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
OGD VORTAC	IAF	RRUFF		TF	FB	1.00	139.55	5.50	9000
RRUFF	IF	JICCU		TF	FB	1.00	163.92	4.44	8000
JICCU		BHIVE		TF	FB	1.00	163.93	5.36	7500
BHIVE		BNKER		TF	FB	1.00	163.93	5.11	6000
BNKER	FAF	RW16R	MAP	TF	FO	0.30	163.94	5.34	
RW16R	MAP	4426 MSL		CA			163.94		
4426 MSL		BAURT		DF	FB	1.00			
BAURT		FFU VORTAC		TF	FO	1.00	164.26	23.89	10000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW16R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 10000 DIRECT BAURT AND ON TRACK 164.26 TO FFU VORTAC AND HOLD.

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:** 5.34 **DIST FAF TO THLD:** 5.34
4. **MIN ALT:** RRUFF 9000, JICCU 8000, BHIVE 7500, BNKER 6000
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **200 HAT:** 0.47 **GS ANT:**
6. **MIN GP INCPT:** 6000 **GP ALT AT FAF:** BNKER 6000 **OM:** **MM:** **IM:**
7. **GP ANGLE:** 3.04 **34:1:** IS CLEAR **20:1:** IS CLEAR **TCH:** 52.0
8. **MSA FROM:** RW16R 12700

QUALITY
31
CHECKED

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 46°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON OGD VORTAC AIRWAY RADIALS 068 CW 221.

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.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 340.00 INBOUND.
FAS OBST: 4410 AAO 405145N/1120024W.
CHART R-6412 A/B/C/D.
CHART VDP AT 1.39 NM TO RW16R.
WAAS CHANNEL # 42746
REFERENCE PATH ID: W16A
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	4426	1800	200	4426	1800	200	4426	1800	200	4426	1800	200	4426	1800	200
LNAV/VNAV DA	4620	3500	394	4620	3500	394	4620	3500	394	4620	3500	394	4620	3500	394
LNAV MDA	4740	2400	514	4740	2400	514	4740	5500	514	4740	5500	514	4740	5500	514

CHANGES - REASONS

1. AIRPORT ELEVATION CHANGED FROM “4227” TO “4231” – UPDATED SURVEY.
2. TOUCHDOWN ZONE ELEVATION CHANGED FROM “4223” TO “4226” - UPDATED SURVEY.
3. TERMINAL ROUTES: SEGMENT RW16R TO 4627 MSL CHANGED TO “RW16R TO 4426 MSL” - ADDED LPV LINES OF MINIMA.
4. TERMINAL ROUTES: SEGMENT 4627 MSL TO BAURT CHANGED TO “4426 MSL TO BAURT” - LPV DA.
5. MISSED APPROACH: ADDED MAPS “LPV: DA” AND “LNAV/VNAV: DA” - ADDED VERTICALLY GUIDED LINES OF MINIMA.
6. PROFILE LINE 5: ADDED “200 HAT: 0.47” - NEW LPV LINE OF MINIMA.
7. PROFILE LINE 6: ADDED “MIN GP INCPT: 6000” AND “GP ALT AT PFAF: BNKER 6000” - ADDED VERTICALLY GUIDED LINES OF MINIMA.
8. PROFILE LINE 7: ADDED “GP ANGLE: 3.04”, “20:1 IS CLEAR” AND “TCH: 52” - ADDED VERTICALLY GUIDED LINES OF MINIMA.
9. PBN REQUIREMENTS: CHANGED “DME/DME RNP-0.3 NA” TO “RNP APCH – GPS” - PBN FORMAT CHANGED.
10. NOTES: CHANGED FROM “FOR INOPERATIVE ALS, INCREASE LNAV CAT E VISIBILITY TO 1 3/4 SM” TO “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” - ADDED LPV LNAV/VNAV MINIMUMS AND NEW VISIBILITY TABLE FOR LNAV.
11. NOTES: ADDED “CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED” AND “CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS” - ADDED LPV LNAV/VNAV AND ATC REQUESTS SIMULTANEOUS OPERATIONS DURING ABSENCE OF ILS EQUIPMENT.
12. NOTES: CHANGED FROM “CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON OGD VORTAC AIRWAY RADIALS 068 CW 221” TO “PROCEDURE NA FOR ARRIVAL ON OGD VORTAC AIRWAY RADIALS 068 CW 221” – IAF OVER FACILITY FORMAT.
13. NOTES: ADDED “CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS” - ATC REQUEST.
14. ADDITIONAL FLIGHT DATA: CHANGED FAS OBSTACLE FROM “4414 AAO 405145N/1120119W” TO “: 4410 AAO 405145N/1120024W” - NEW CONTROLLING OBSTACLE.
15. ADDITIONAL FLIGHT DATA: REMOVED “BNKER TO RW16R: 3.05/52” - ADDED VERTICALLY GUIDED LINES OF MINIMA.
16. ADDITIONAL FLIGHT DATA: CHANGED FROM “CHART VDP AT 1.40 NM TO RW16R” TO “CHART VDP AT 1.39 NM TO RW16R” - NEW TARGETS EVALUATION VS IPDS.
17. ADDITIONAL FLIGHT DATA: ADDED “WAAS CHANNEL # 70445,” “REFERENCE PATH ID: W16A,” AND “LTP HAE: 1270.3 M” - ADDED VERTICALLY GUIDED LINES OF MINIMA.
18. MINIMUMS: ADDED LPV DA LINE OF MINIMA: ALL CATS DA 4426, VISIBILITY RVR 1800, HAT 200 - ATC REQUEST TO ADD.
19. MINIMUMS: ADDED LNAV/VNAV LINE OF MINIMA: ALL CATS DA 4620, VISIBILITY 3500, HAT 394 - ATC REQUEST TO ADD.
20. MINIMUMS: LNAV CHANGED HAT FROM “517” TO “514” - TO MAINTAIN CURRENT MDA/AIRPORT ELEVATION/TDZE CHANGED.
21. MINIMUMS: LNAV CAT C VISIBILITY CHANGED FROM RVR 5000 TO RVR 5500, CAT D/E VISIBILITIES CHANGED FROM RVR 6000 TO RVR 5500 - NEW HAT/NEW VISIBILITY TABLES.
22. CRC: ADDED - 5CDC9EC8 - ADDED VERTICALLY GUIDED LINES OF MINIMA.
23. NOTES: ADDED “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10C OR ABOVE 46C” – ADDED LNAV/VNAV MINIMA.
24. NOTES: CHANGED FROM “CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).” TO “CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).” – ADDED PRECISION MINIMUMS.

10/24/2023: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/3/2023.
1. REMOVED CHART NOTE: CHART LOC RWY 16L.

COORDINATED WITH:

A4A ☒ ALPA ☐ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZLC, SLC ATCT, UT AERO, AMGR

FLIGHT CHECKED BY
TROY ELLEN DEVINE

Digitally signed by
CASIMIR L TABAKA
Oct 24, 2023

OFFICE
FIOG
DATE
09/13/2023

DEVELOPED BY
APRIL SARMENTO
Digitally signed by
APRIL T SARMENTO
Oct 24, 2023

OFFICE
AJV-A432
DATE
06/01/2023

APPROVED BY
CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Oct 24, 2023

OFFICE
AJV-A431
DATE
TITLE
MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KSLC
RUNWAY	RW16R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W16A
LTP/FTP LATITUDE	404828.0035N
LTP/FTP LONGITUDE	1115957.4280W
LTP/FTP ELLIPSOIDAL HEIGHT	+12703
FPAP LATITUDE	404629.8925N
FPAP LONGITUDE	1115943.6885W
THRESHOLD CROSSING HEIGHT (TCH)	00052.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.04
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	5CDC9EC8

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+12873
FPAP ORTHOMETRIC HEIGHT	+12873

**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) RWY 16R	2	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	410812.00N/1120000.00W	4785	164	98	4E	1000				AT3215	9000
TERRAIN	410927.00N/1120039.00W	4632 (4600)								AS1500	6100

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

RNP 1.00 **DISTANCE** 4.44 **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>
TOWER (49-052074)	410756.35N/1120028.71W	4865	20	3	1A	500				AT2635	8000
TERRAIN	410724.00N/1115939.00W	4753 (4800)								AS1500	6300

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
31
CHECKED

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	5.36				

<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>
TOWER (49-022021)	410452.12N/1115918.11W	4603	20	3	1A	500				AT2397	7500
TERRAIN	410424.00N/1115912.00W	4353 (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	5.11				

<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	405418.00N/1120039.00W	4384	164	98	4E	500				AC98 AT1018	6000
TERRAIN	405348.00N/1120203.00W	4183 (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	5.34		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>
							ASC				4426

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	5.34		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>
POLE (49-051396)	404925.82N/1120010.17W	4331	20	3	1A		21.77:1			MA18	4620

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



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	5.34		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>
AAO	405145.17N/1120023.80W	4410	50	20	2C	250				XP80	4740

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP TO MAINTAIN CURRENT MINIMUMS

MISSED APPROACH: LPV

FROM

DA

TO

FFU VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30							4258				
<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				10000
AAO	401630.00N/1115627.00W	7878	164	98	4E	1000				PR210	9100
TERRAIN	401630.00N/1115627.00W	7677 (7700)								AS1500	9200

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

FFU VORTAC

<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				10000
AAO	401630.00N/1115627.00W	7878	164	98	4E	1000				PR210	9100
TERRAIN	401630.00N/1115627.00W	7677 (7700)								AS1500	9200

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

FFU VORTAC

<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				10000
AAO	401630.00N/1115627.00W	7878	164	98	4E	1000				PR210	9100
TERRAIN	401630.00N/1115627.00W	7677 (7700)								AS1500	9200

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/1113921.00W	123	21.9	11640	164	98	4E	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:

BACKUP ALTIMETER NOT REQUIRED. REDUNDANT WEATHER SOURCES ON AIRFIELD.

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	
RW16L - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW16R - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17 - MALSR, C/LINE, TDZ, HIRL, PAPI-4R		PIR-G	APPROACH, ROLL OUT
RW34L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW34R - ALSF-2, TDZ, C/LINE, HIRL, 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
3.04	4223.4	52.0			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	+46C	-10C	+6.62C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2018-2022).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1529 HIGH TEMP 1763.



"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:

TAA NOT DEVELOPED PER FPT.

NO CIRCLING MINIMUMS PUBLISHED PER FPT.

INTERMEDIATE STEPDOWN FIXES USED TO PROTECT HILL AFB TRAFFIC.

WAIVER SUBMITTED FOR CAPTURE FIX OMISSION.

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	2.85
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	4.74
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
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	405347.58N/1120034.64W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
APRIL SARMENTO	AJV-A432	06/01/2023	AERONAUTICAL INFORMATION SPECIALIST

