

8/23/23    Returned - No Action

MEMO SIGNED 8/22/23 NEGATING NEED TO REQUEST TEMPORARY WAIVER TO NOT DEVELOP A CAPTURE FIX. APPLICABLE STANDARD IS FAAO 8260.58C, APPENDIX C.PARA 2A(1).

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/30/2023	APWS Task ID: A46E4EAF45094AA3A9A4C74C473EAD6C	APWS Project ID: 4C47A86374974D789C67F514441119FE
Procedure: RNAV (GPS) RWY 16R AMDT 2		Enroute: NO	Specialist: Sarmiento, April		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>USED ACTIVE DATA FOR AIRPORT KSLC</div> <div>WAIVER SUBMITTED FOR LACK OF CAPTURE FIX (ADDED LPV)</div> <div>ADDED LPV AND LNAV/VNAV LINES OF MINIMA - CRC IS 5CDC9EC8</div> <div>CONTACT CASIMIR TABAKA (405)954-7931</div> <div>10/24/2023: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/3/2023.</div> <div>1. REMOVED CHART NOTE: CHART LOC RWY 16L FROM THE 8260-3.</div> <div>QUALITY 31 CHECKED</div>					

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS) RWY 16R AMDT 2			<b>AIRPORT NAME:</b> SALT LAKE CITY INTL		<b>AIRPORT ID:</b> KSLC	<b>SPECIAL CONTROL NO:</b> SG-08-221-23
<b>FAC ID:</b> KSLC16R.02		<b>CITY:</b> SALT LAKE CITY			<b>ST:</b> UT	<b>ORIG CHART DATE:</b> 11/30/2023
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b> AC0598	<b>PTS TASK ID:</b> A46E4EAF45094AA3A9A4C74C473EAD6C		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b> troy e devine					<b>DATE:</b> 09/15/2023	
<b>COMMENTS:</b>					<b>CHECK ONE:</b>	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						<b>YES</b>
					<b>CPV COMPLETE?</b>	
					<b>X</b>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 09/13/2023	<b>CREW #:</b> VN502	<b>N #:</b> N83	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> troy e devine @ 09/15/2023 15:09			<b>PRINTED NAME:</b> DEVINE, TROY ELLEN			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> SG-08-221-23: SALT LAKE CITY INTL (SLC) SALT LAKE CITY, UT, RNAV (GPS) RWY 16R AMDT 2. New LPV, LNAV/VNAV minima new controlling obstacle: SAT Verified satisfactory in accordance with FAA Order 8200.1 Chapter 6.						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

**1. FLIGHT PROCEDURE IDENTIFICATION:**

(Salt Lake City, UT)  
(Salt Lake City Int'l, KSLC)  
[RNAV (GPS) RWY 16R]

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Request temporary waiver to not develop a capture fix. Applicable Standard is FAAO 8260.58B, Appendix C.para 2a(1): Establish a capture fix. Construct a TF leg aligned with the FAC that is common to all intermediate segments. The start fix of the leg is designated the capture fix. Alternatively where operationally necessary, the capture fix may be placed on or at the start of an RF leg. The preliminary location of the capture fix may be less than 2 NM but no closer than 1 NM prior to the PFAF.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

The intent of a capture fix is to ensure aircraft can capture the glide slope when turning on to the final course prior to the PFAF. Flight Standards has stated criteria for development of a capture fix for intermediate segments aligned with the final approach course is currently under review. This temporary waiver will be in place until the change to capture fix language is reflected in criteria.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

The intermediate segment for this procedure is 14.91 NM and aligned with the final approach course. There is a slight turn (from 163.93 to 163.94) between the intermediate fix (IF) RRUFF and the final approach fix (FAF) BNKER. The turn at the IF have a DTA that is no closer than 2NM prior to the PFAF. The altitudes provided at the IF and FAF allow for continuous descent through the intermediate and final segments.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

NA

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
06/28/2023	AJV-A430	MGR

*Digitally signed by*  
**CASIMIR L TABAKA**  
Jun 28, 2023

**SIGNATURE**

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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SALT LAKE CITY, UTAH

AL-365 (FAA)

FIG

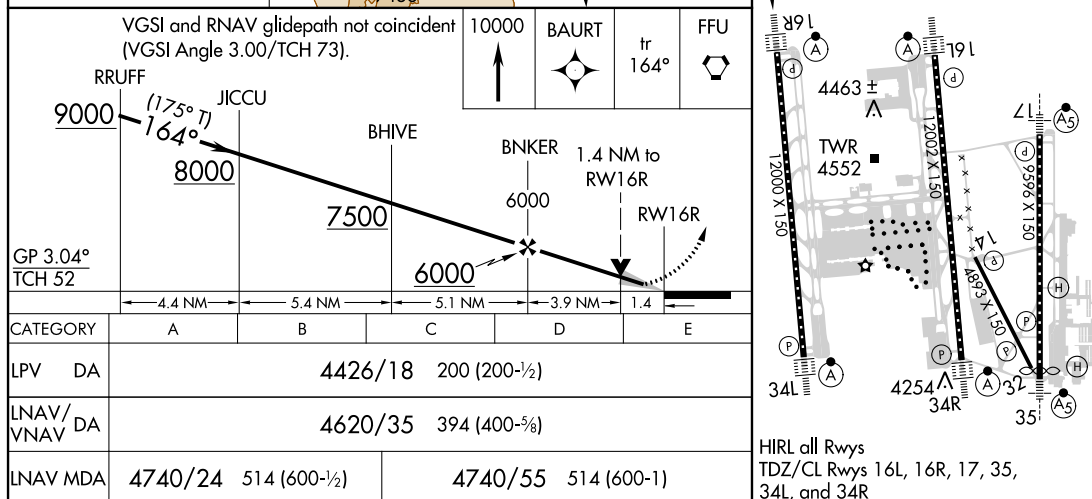
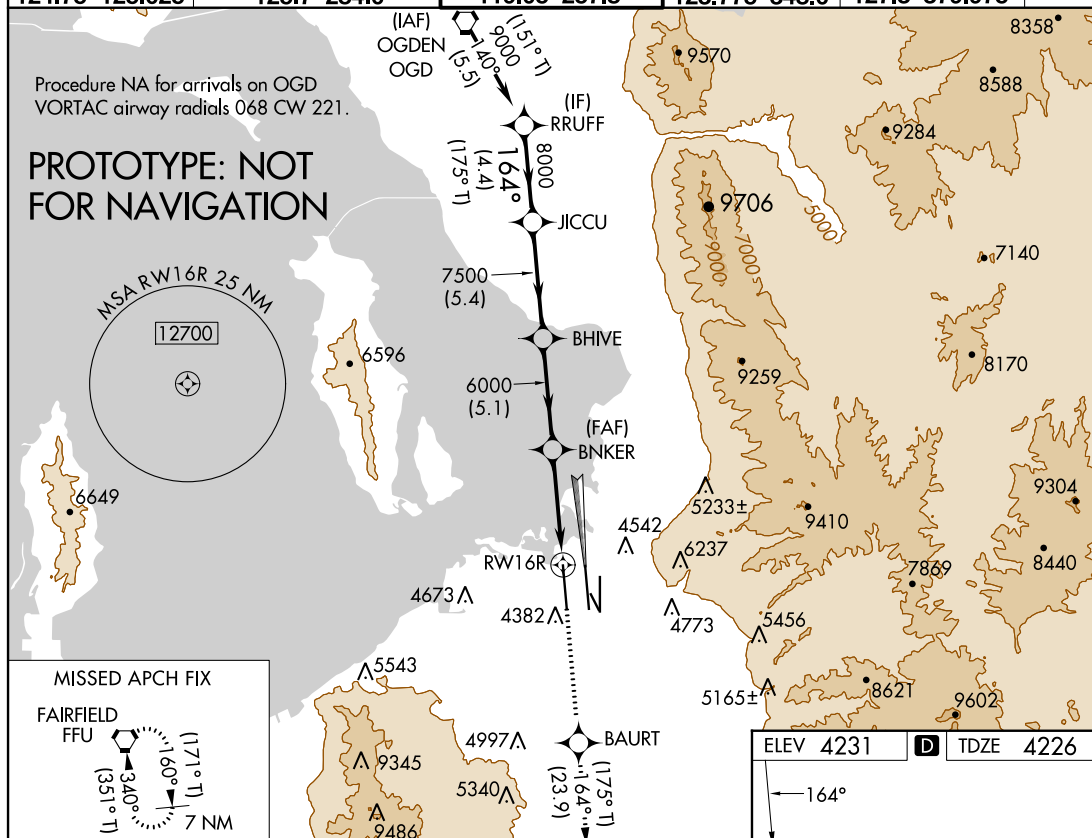
WAAS CH <b>42746</b> <b>W16A</b>	APP CRS <b>164°</b>	Rwy Idg <b>12000</b> TDZE <b>4226</b> Apt Elev <b>4231</b>
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# RNAV (GPS) RWY 16R

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.			ALSIF-2		MISSED APPROACH: Climb to 10000 direct BAURT and on track 164° to FFU VORTAC and hold.
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 46°C. For inop 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 $\frac{1}{2}$ SM.					

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>119.05 257.8</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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**AUTOMATED AL-365 RNAV (GPS) RWY 16R**  
**AUTOMATED AL-365 RNAV (GPS) RWY 16R**

1:750000

SW-4

14 JUL 2023

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

SALT LAKE CITY, UTAH

Amdt 2 FIG

40°47'N-111°59'W

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

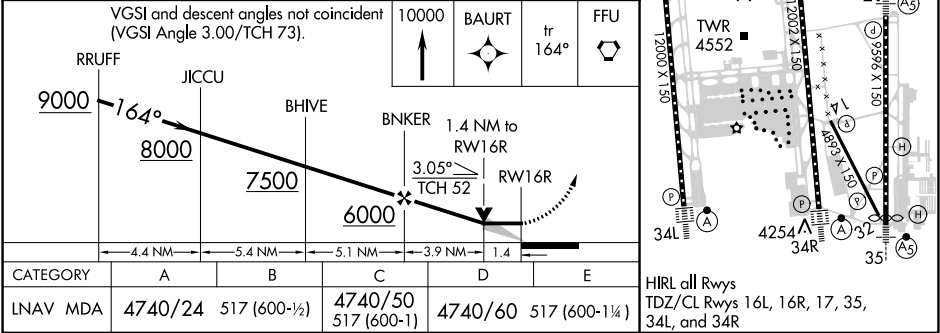
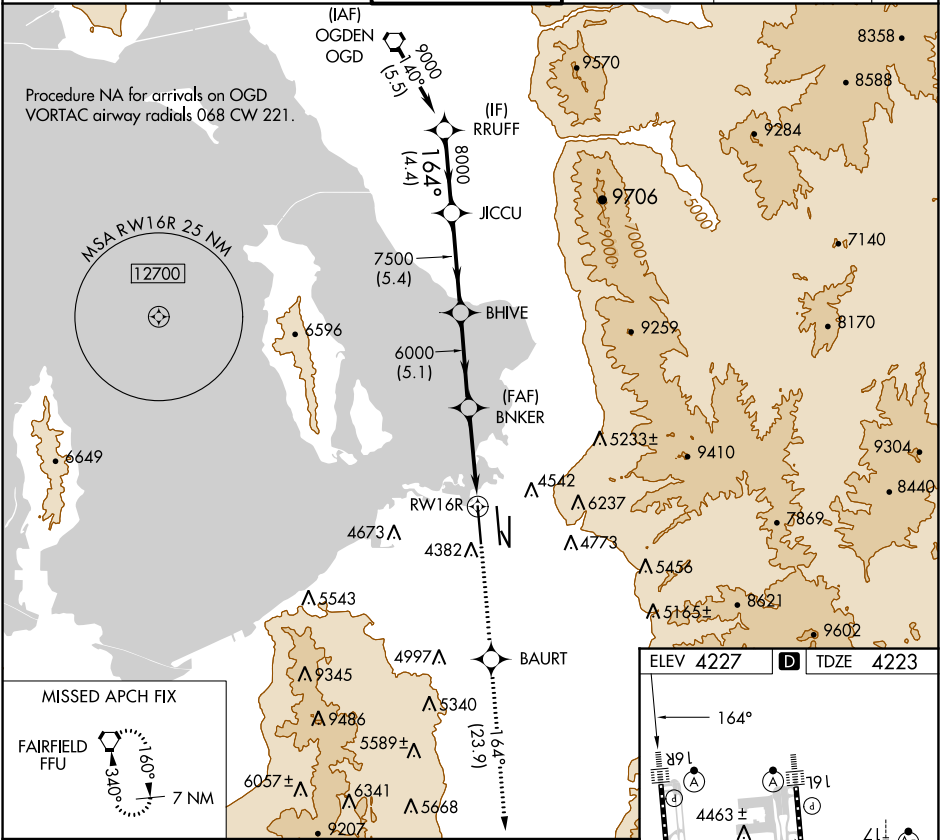


APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>4223</b> <b>4227</b>
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**RNAV (GPS) RWY 16R**  
SALT LAKE CITY INTL (SLC)

<b>▼</b> DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cat E visibility to 1¼ SM.	ALS-2 	MISSED APPROACH: Climb to 10000 direct BAURT and on track 164° to FFU VORTAC and hold.
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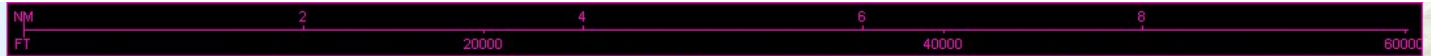
D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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SW-4, 18 MAY 2023 to 15 JUN 2023

SW-4, 18 MAY 2023 to 15 JUN 2023

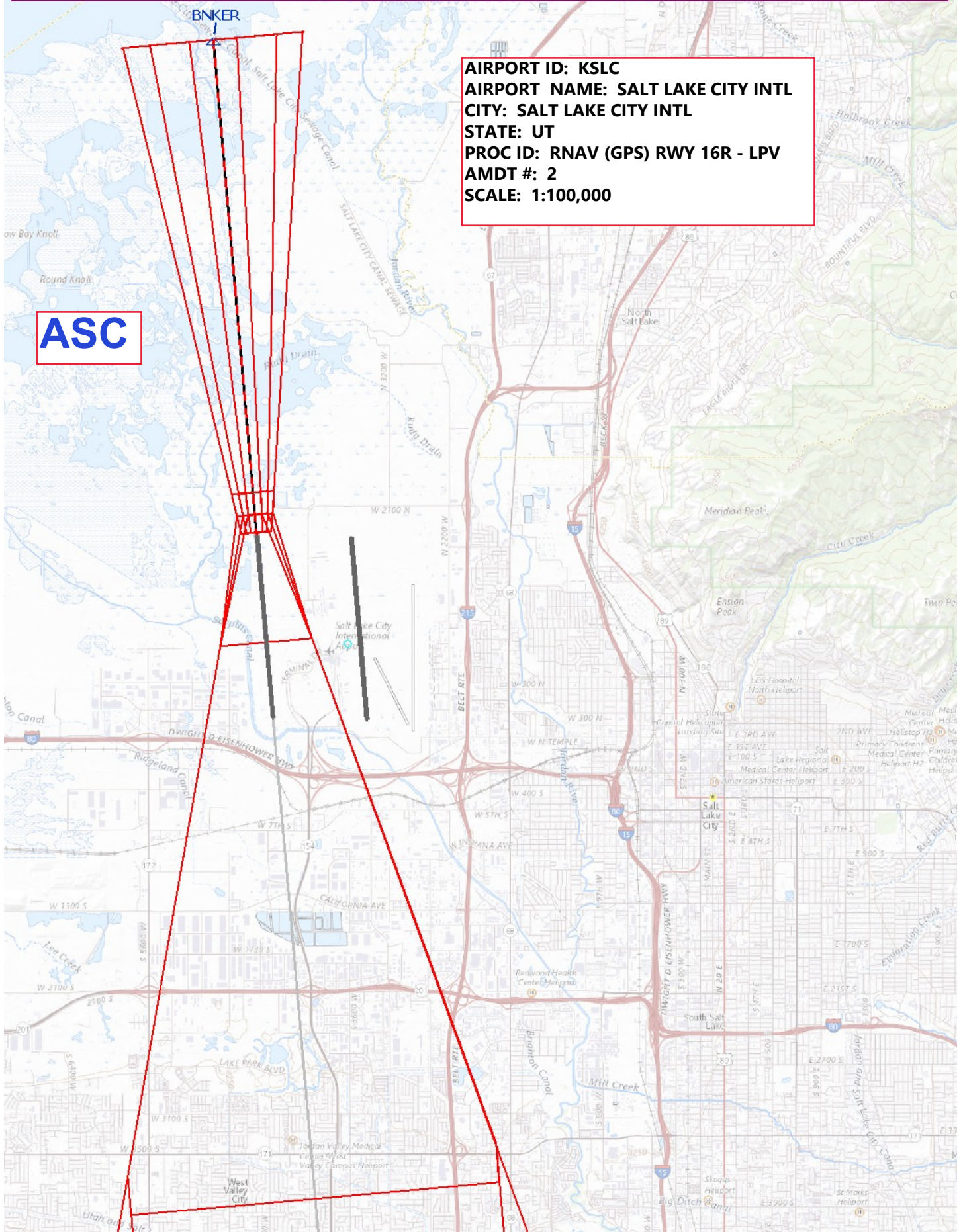




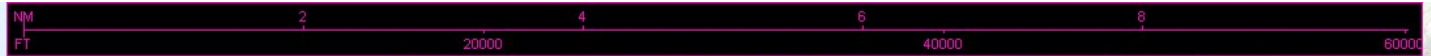
BNKER

**AIRPORT ID: KSLC**  
**AIRPORT NAME: SALT LAKE CITY INTL**  
**CITY: SALT LAKE CITY INTL**  
**STATE: UT**  
**PROC ID: RNAV (GPS) RWY 16R - LPV**  
**AMDT #: 2**  
**SCALE: 1:100,000**

**ASC**



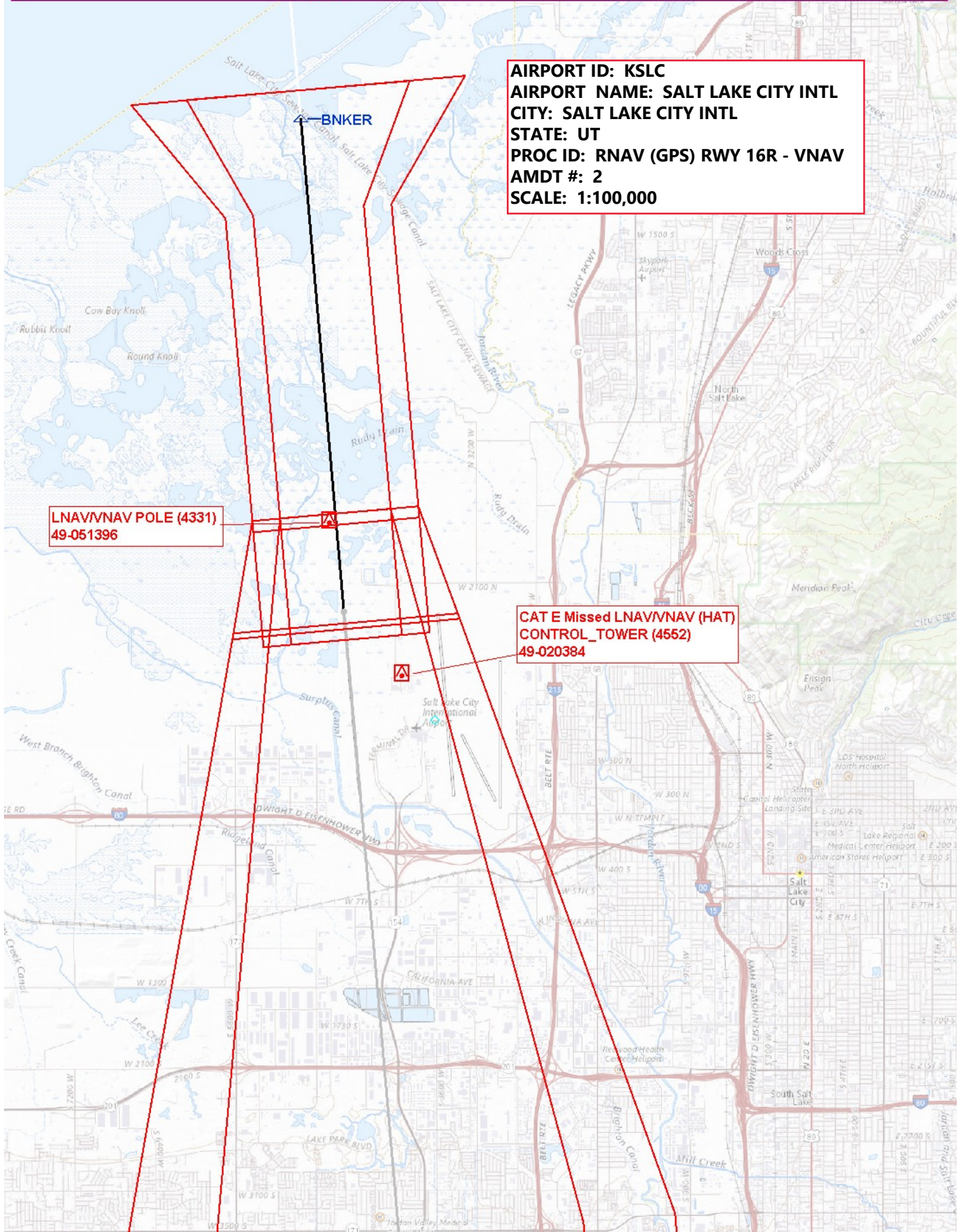




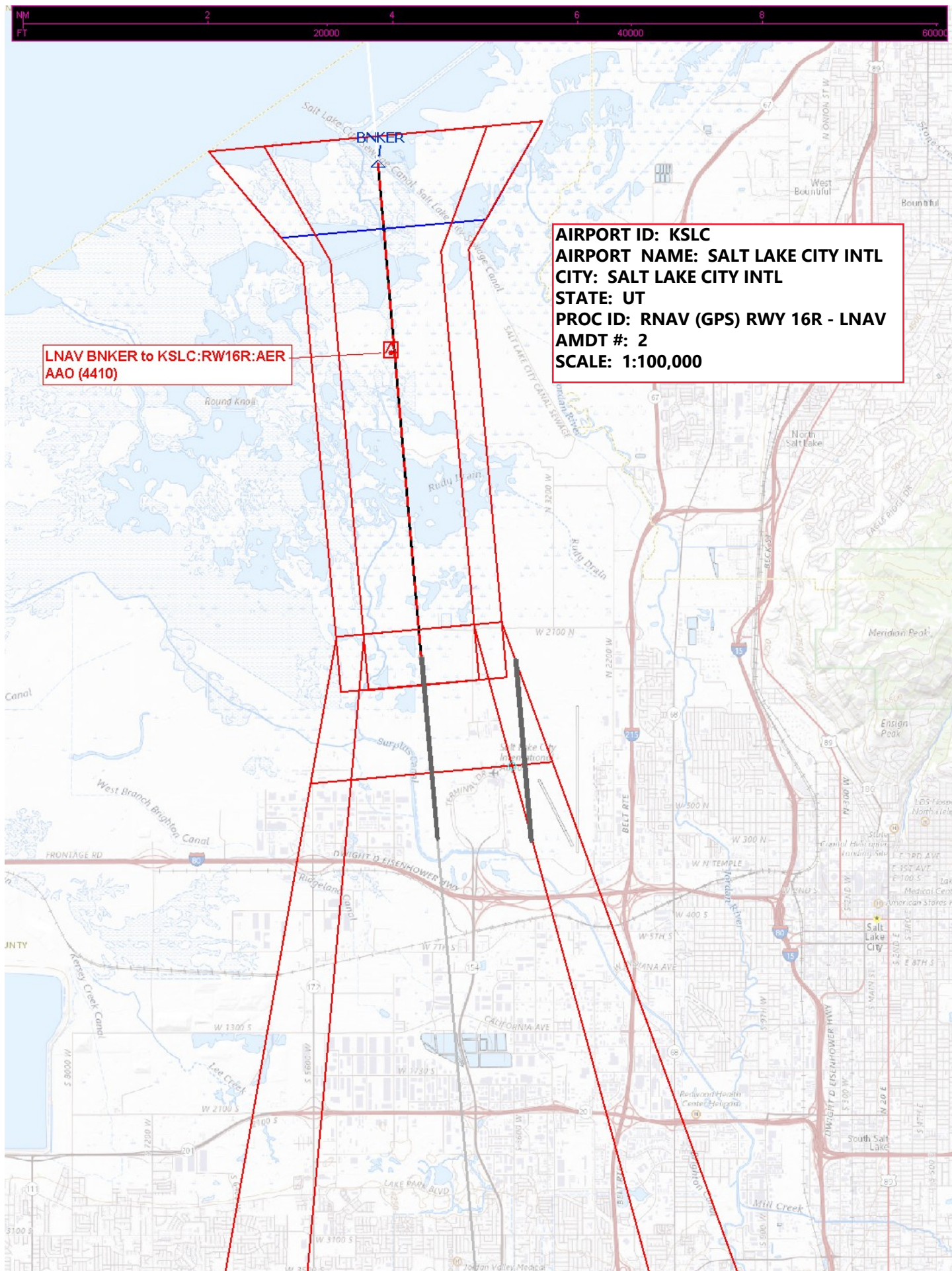
**AIRPORT ID: KSLC**  
**AIRPORT NAME: SALT LAKE CITY INTL**  
**CITY: SALT LAKE CITY INTL**  
**STATE: UT**  
**PROC ID: RNAV (GPS) RWY 16R - VNAV**  
**AMDT #: 2**  
**SCALE: 1:100,000**

**LNAV/VNAV POLE (4331)**  
**49-051396**

**CAT E Missed LNAV/VNAV (HAT)**  
**CONTROL\_TOWER (4552)**  
**49-020384**









1 OF 2

Initial OGD:VORTAC to RRUFF  
TERRAIN+VEG (4785)

Intermediate RRUFF to JICCU  
TOWER (4865)  
49-052074

Intermediate JICCU to BHIVE  
TOWER (4603)  
49-022021

Intermediate BHIVE to BNKER  
TERRAIN+AAO (4384)

LNAV BNKER to KSLC:RW16R:AER  
AAO (4410)

AIRPORT ID: KSLC  
AIRPORT NAME: SALT LAKE CITY INTL  
CITY: SALT LAKE CITY INTL  
STATE: UT  
PROC ID: RNAV (GPS) RWY 16R  
AMDT #: 2  
SCALE: 1:500,000

CLASS B AIRSPACE EXCLUDED  
WHEN R-6412B AND R-6412D  
ARE ACTIVE



