

WAAS CH 42746 W16A	APP CRS 164°	Rwy Idg TDZE 4226 Apt Elev 4231
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RNAV (GPS) Y RWY 16R

SALT LAKE CITY INTL (SLC)

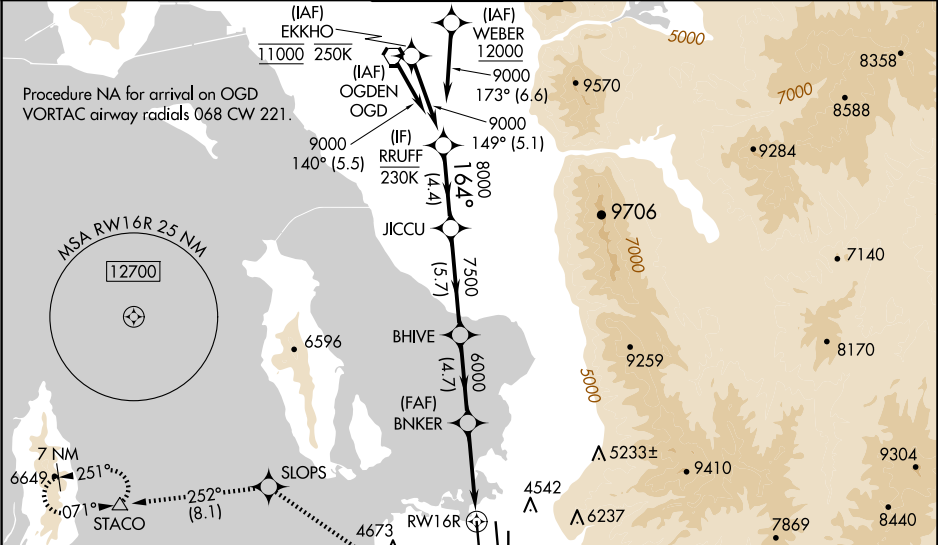
RNP APCH - GPS.

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 1½ SM, increase LNAV Cats C/D visibility to 1½ SM, and increase LNAV Cat E visibility to 2½ SM. Cat E restricted to USAF/USN aircraft.

ALSIF-2

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

D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 132.65 336.4	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

RRUFF

JICCU

BHIVE

BNKER

SLOPS

STACO

9000

8000

7500

6000

4700

8900

1.4 NM to RW16R

1.4 NM to RW16R

GP 3.00°

TCH 54

4.4 NM

5.7 NM

4.7 NM

4 NM

1.4

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 (400-¾)

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)

ELEV 4231

D

TDZE 4226

164°

89L

19L

TWR 4552

1200 X 150

996 X 150

685 X 150

34L

34R

35