



Allegiant Air RNAV visual Runway 31 PVU

- It should be expected that this procedure will be used when Runway 31 is in use AND Visibility is 8SM and Ceilings are 4500ft

Benefits:

- This approach will give Allegiant a standardized and efficient predictable path when arriving on Runway 31.
- TCAS Mitigation- Allegiant Efforts to reduce events with Spanish Fork traffic which can adjust track and altitude to avoid arriving Allegiant aircraft.
- Terrain Avoidance and eliminate possible GPWS events.
- The procedure will minimize workload for ATC and decrease the amount of radio calls

This RNAV Visual procedure will offer enhanced level of safety to the aircraft that fly in the greater area of the Provo and Spanish Fork airports.

- In recent years, PVU has seen a large increase in part 121 air carrier operations. Although PVU utilizes precision instrument approaches to runway 13, proximity to Spanish Fork Municipal Airport and mountainous terrain in the vicinity of the airport does not allow for an instrument approach procedure being available to runway 31. Additionally, mountainous terrain surrounding the airport concentrates general aviation traffic into the same vicinity as the visual approach paths used by aircraft arriving on PVU RWY31.
- The RNAV Visual RWY 31 flight procedure (RVFP) was developed by Allegiant Air in coordination with Salt Lake City TRACON to emulate and standardize existing approach paths for aircraft arriving on PVU RWY31. Only approved operators will be cleared for this RVFP. The RVFP is intended to deconflict the departing Spanish Fork traffic with arriving aircraft to PVU RWY31.
- In addition to the above benefits, the approved RVFP offers the following enhancements:
 - Consistent and defined lateral and vertical guidance for approved operators .
 - Spanish Fork departing aircraft can use these predictable track and altitudes to avoid transgressing into the flight path.
 - Terrain Avoidance
 - Reduction in ATC workload by making it easier to provide better spacing and reduction in read back errors .
 - The RVFP is not restricted when the tower is closed.
- With the implementation of the PVU RNAV Visual Runway 31, shall provide for a safe, orderly, consistent, and expeditious entry to the runway. Any questions or comments please contact Allegiant Air at flight.Operations@allegiantair.com

