

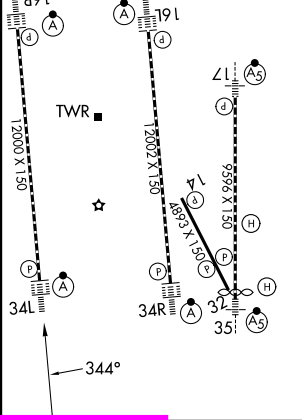
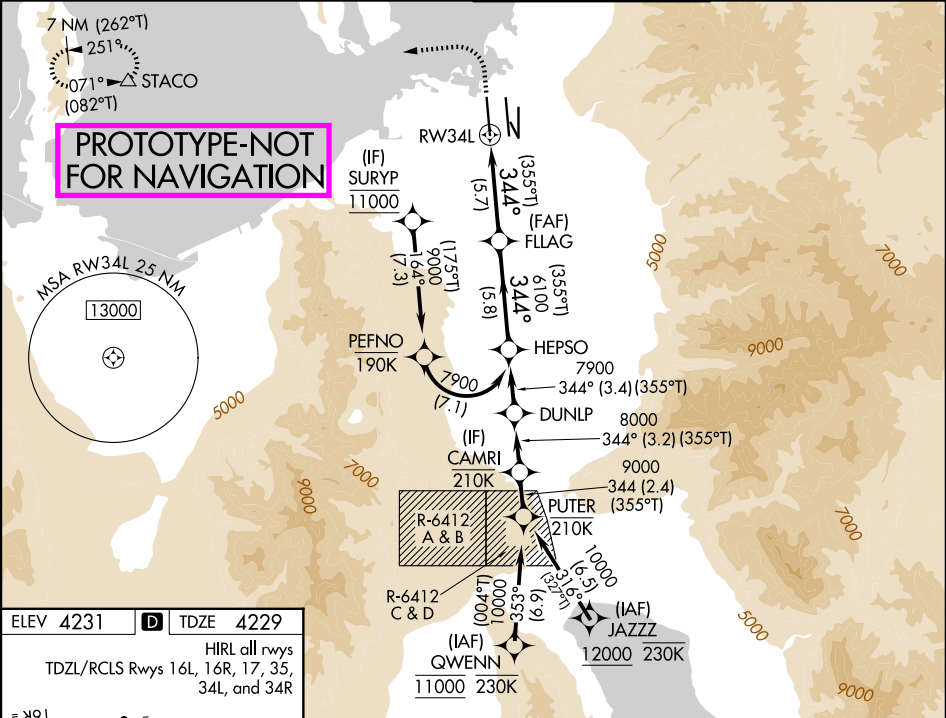
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/29/2026	APWS Task ID: 0CD5669AA86C494A99401A9C16FBAD47	APWS Project ID: 559B2A29478A451187291ECBD60A80D0
Procedure: RNAV (RNP) Z RWY 34L AMDT 1A		Enroute: NO	Specialist: Gorman, Barbara		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: Processed IAW Technical Support Group (AJF-17) Memo dated 07/07/2021, Guidance for Procedural Changes Requiring Flight Inspection/Validation. ABBREVIATED AMENDMENT COMPLETED UTILIZING ACTIVE DATA FOR KSLC AND RWY 34L. KSLC_RNAV (RNP) Z RWY 34L_AMDT_A1A_1 INCLUDES RNP 0.10 TRAP WITH MA PENETRATOR. KSLC_RNAV (RNP) Z RWY 34L_AMDT_A1A_2 INCLUDES RNP 0.20 TRAP WITH MA PENETRATOR. KSLC_RNAV (RNP) Z RWY 34L_AMDT_A1A_3 IS FINAL TRAP WITH CONTROLLING OBSTACLES. CONTACT: CASIMIR TABAKA 405.954.7931 QUALITY 20 CHECKED QUALITY 9 CHECKED BEGUE					

APP CRS	Rwy Ldg	12000
344°	TDZE	4229
	Apt Elev	4231

RNAV (RNP) Z RWY 34L
SALT LAKE CITY INTL (SLC)

RNP AR APCH - GPS. Authorization required. From PEFNO: RF.	ALSF-2	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 direct STACO and hold.
For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.10, RNP 0.20 visibility all Cats to RVR 4500, RNP 0.30 visibility all Cats to RVR 6000.		*Missed approach requires minimum climb of 250 feet per NM to 4700.

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
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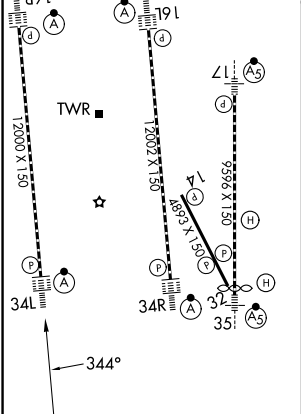
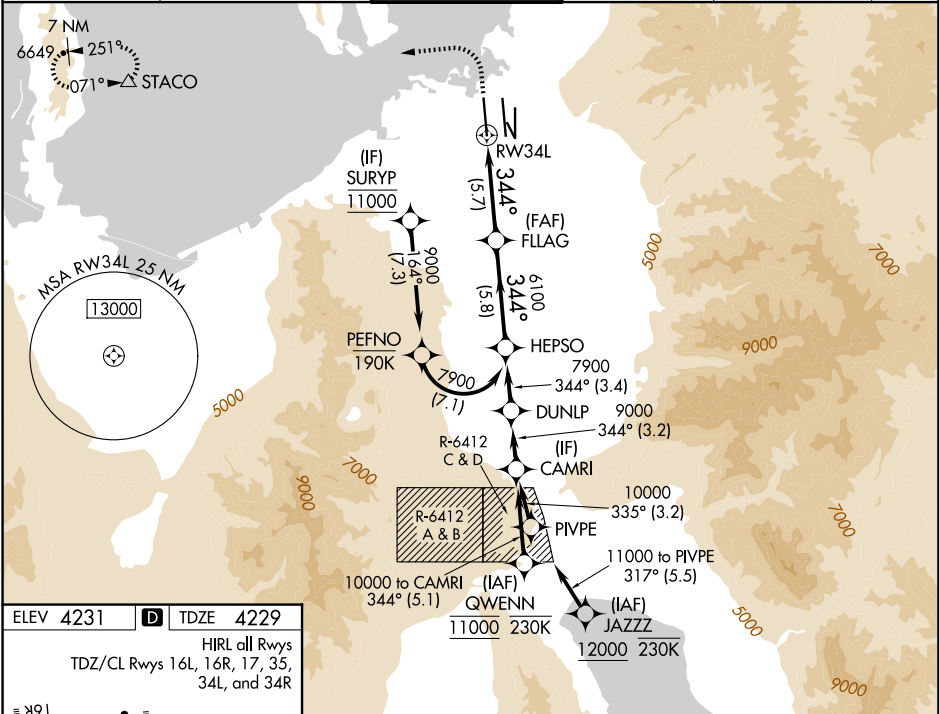
4800	8100	STACO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	HEPSON
See planview for multiple IF locations.				
CATEGORY	A	B	C	D
RNP 0.10 DA*	4490/24 261 (300-1/2)			
RNP 0.20 DA	4530/24 301 (300-1/2)			
RNP 0.30 DA	4643/40 414 (500-3/4)			
AUTHORIZATION REQUIRED				

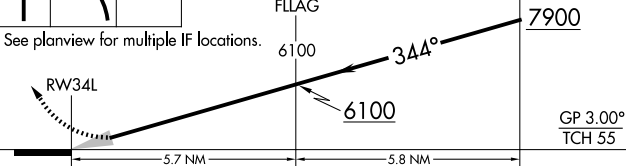
APP CRS	Rwy Ldg	12000
344°	TDZE	4229
	Apt Elev	4231

RNAV (RNP) Z RWY 34L
SALT LAKE CITY INTL (SLC)

RNP AR APCH - GPS. Authorization required. From PEFNO: RF.	ALSF-2	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 direct STACO and hold.
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.10, RNP 0.20 visibility all Cats to RVR 4500, RNP 0.30 visibility all Cats to RVR 6000.		*Missed approach requires minimum climb of 250 feet per NM to 4700.

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	132.65 336.4	123.775 348.6	127.3 379.975	



4800	8100	STACO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	
				
See planview for multiple IF locations.				
			GP 3.00° TCH 55	
CATEGORY	A	B	C	D
RNP 0.10 DA*	4490/24 261 (300-½)			
RNP 0.20 DA	4530/24 301 (300-½)			
RNP 0.30 DA	4643/40 414 (500-¾)			
AUTHORIZATION REQUIRED				

INFO ONLY

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1. FLIGHT PROCEDURE IDENTIFICATION:

(Salt Lake City, UT)
(Salt Lake City International, KSLC)
RNAV (RNP) Z RWY 34L

Waiver 1 of 1

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58C Paragraph 1-3-1C:

The first leg of an initial and the first leg of an intermediate segment must be a TF that accommodates a 90-degree intercept angle.

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

Request to publish the RNAV (RNP) Z RWY 34L using a leg length from CAMRI to DUNLP of 3.16 NM versus the minimum leg length of 4.80 to support ATC vectors.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. When aircraft are vectored to the procedure, they are only vectored to intercept the straight intermediate segment and not the initial segment fixes.
2. Aircraft established on the QWENN STAR between QWENN and CAMRI will be TF and require no heading change when reaching the (IAF).
3. The prohibition against vectoring to CAMRI (IF) or DUNLP which are aligned on the straight-in final approach course where aircraft should be established on one of the two STARS or on the initial segment due to R-6412 C & D located directly on the final approach course and with parallel operations to RWY 34R will be included in the next version of the facilities' Standard Operating Procedure (SOP).
4. Pilots/ATC workload will be streamlined to reduce communications by issuing approach clearance instructions well in advance and by not trying to vector in the congested terminal area.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Moving CAMRI or DUNLP to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.
2. Relocating R-6412 A - D.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
KSLC

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
09/25/24	AJV-A432	MANAGER

SIGNATURE
Digitally signed by
ROBERT G HAMILTON
Nov 06, 2024

8. AFS ACTIONS:

☒ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Jim Rose Signed By: Jim Rose Mon Nov 25 2024 14:32:59 GMT- 06:00:00 (Central Standard Time)

This waiver is canceled effective May 14, 2026.
Approach is being amended per FPT request.

Rake McGraw, Manager
Instrument Flight Procedures Group, AJV-A422



INFO ONLY

U.S. Department of Transportation
Federal Aviation Administration

Memorandum

Date: 11/22/2024
To: Manager, Instrument Flight Procedures Coordination Team
From: Manager, Flight Technologies and Procedures Division
Subject: Approval Request; Memorandum Dated 11/06/2024

Jim Rose
Signed By: Jim Rose Mon
Nov 25 2024 14:32:59 GMT-
06:00:00 (Central Standard
Time)

Your request to chart a mandatory 11000 feet altitude restriction at SURYP on the “RNAV (RNP) Z RWY 34L, ORIG” at Salt Lake City Intl, Salt Lake City, UT was discussed at the Flight Standards Procedure Review Board on 11/21/2024 and is approved.

Please direct all inquiries to Sherri Hubbard, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-6618.

Attachments