

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: 277AF042C0904033AD8D3BFA2428A4EC	APWS Project ID: 5277DE6E952348A794F8DE4DC7D2D7CC
Procedure: RNAV (GPS) Y RWY 34L AMDT 3		Enroute: NO	Specialist: Taylor, Jantzen		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:
ACTIVE DATA USED FOR AIRPORT AND RUNWAY

WAIVER:
NEW: SPEED RESTRICTION WAIVER FOR SPEEDS LESS THAN 310 KIAS WITH CAT E.
CANCEL: SPEED RESTRICTION WAIVER FOR SPEEDS LESS THAN 310 KIAS WITH CAT E.
CANCEL: SEGMENT LENGTH TO ACCOMODATE A 90-DEGREE INTERCEPT ANGLE.
CANCEL: MINIMUM LEG LENGTH PUTER TO CAMRI.

ACTIVE DATA USED FOR AIRPORT AND RUNWAY
CONTACT RAKE MCGRAW: AJV-A422, 405.954.8711.

QUALITY
20
CHECKED

QUALITY
41
CHECKED

FIPC BASIC FORM

PROCEDURE: RNAV (GPS) Y RWY 34L AMDT 3		AIRPORT NAME: SALT LAKE CITY INTL		AIRPORT ID: KSLC	SPECIAL CONTROL NO: SG-01-157-26
FAC ID: KSLC34L.03Y		CITY: SALT LAKE CITY		ST: UT	ORIG CHART DATE: 05/14/2026
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 277AF042C0904033AD8D3BFA2428A4EC	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X

PROCEDURE RESULTS

INSPECTION DATE: 02/25/2026	CREW #: VN588	N #: N69	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: james r jones @ 02/25/2026 18:09		PRINTED NAME: JONES, JAMES ROBERT		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
RNAV (GPS) Y RWY 34L, AMDT 3, Salt Lake City International, Salt Lake City, UT. SAT

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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1. FLIGHT PROCEDURE IDENTIFICATION:

(Salt Lake City, UT)
(SLC)
RNAV (GPS) Y RWY 34L

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58D Table 1-2-2. Indicated Airspeeds (KIAS)
Minimum Airspeed Restriction STAR/Feeder/TAA, Initial, Departure CAT E 310 KIAS

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

Request to publish the RNAV (GPS) Y RWY 34L using an AT OR BELOW (AOB) 230 KIAS at QWENN and JAZZZ (IAFs) and AOB 210 KIAS at PUTER (INITIAL SDF) and CAMRI (IF), which are less than the 310 KIAS required for CAT E operations. The 230 KIAS Speed restriction is needed on the QWENN and JAZZZ Arrival, and to meet requirements of FAAO 8260.3G Para 2-2-9 (c) must be charted on the Instrument Approach Procedure. The 210 KIAS speed restriction is needed at CAMRI to eliminate the requirement to lengthen the CAMRI to DUNLP intermediate segment from 3.16 NM to 3.43 NM to support ATC vectors. The 210 KIAS Speed restriction is needed at PUTER per ATC request to have all RW34L, RW34R, and RW35 procedures have matching speed restrictions in order to support efficiency and sequencing efforts. The RNAV (GPS) RWY 35 requires 210 KIAS speed restriction at HLMET and PEDLE to allow for ATC vectoring without extending those initial segments (This waiver is included in the Project package.). This will ensure all arriving aircraft are maintaining the same speeds once established on final.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. This speed restriction is not needed for obstacle clearance. The arrival and approach still provide the required obstruction clearance.
2. Air Traffic still has the ability to vector CAT E aircraft inside the IF to the FAF.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Removing the speed restriction from the Instrument Approach Procedure, while still charting it on the STAR is not allowed by criteria.
2. ATC, Airlines, and Industry users of the QWENN and JAZZZ Arrivals requested the speed restriction be added to the Arrival to allow for better transitioning to the approach.
3. ATC stated it is standard procedure to slow aircraft to 210 KIAS to allow for better arriving sequence and separation.
4. Extending the initial and intermediate segments to allow ATC vectoring without speed reductions to 210 KIAS is not feasible as all STARs and procedures in SLC are connected and the WPS/fixes have extensive dependencies with other procedures.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZLC
Delta/SWA
Department of Defense

7. SUBMITTED BY:

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

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

(Salt Lake City, UT)
(Salt Lake City International, KSLC)
[RNAV (GPS) Y RWY 34L]

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 (GPS) Y RWY 34L using a leg length of 3.16 NM from CAMRI to DUNLP versus the minimum leg length of 4.97 NM; a leg length from QWENN to PUTER of 2.71 NM versus the minimum leg length of 3.09 NM 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 initial segment fixes.
2. Aircraft established on the QWENN STAR between QWENN and PUTER will be TF and require no heading change when reaching the (IAF).
3. The prohibition against vectoring to PUTER, 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 an 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. Extending the leg lengths between PUTER and QWENN is not feasible as it would cause a possible airspace reconfiguration with the strategic terminus point location, the restricted area and the airports/airspace with their traffic patterns just south of KSLC.
2. Moving PUTER, CAMRI or DUNLP to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.
3. Relocating R-6412 A - D.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
KSLC

7. SUBMITTED BY:

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

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

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

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

Digitally signed by
RAKE MCGRAW
Lonnie Everhart, Feb 12, 2026
Manager
Instrument Flight Procedures Group, AJV-A4

DATE	ROUTING SYMBOL	SIGNATURE
		Jim Rose Signed By: Jim Rose Wed Nov 13 2024 16:31:19 GMT- 06:00:00 (Central Standard Time)

1. FLIGHT PROCEDURE IDENTIFICATION:

(Salt Lake City, UT)
(Salt Lake City International, KSLC)
[RNAV (GPS) Y RWY 34L]

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58C Paragraph 1-2-5(b)(1)
(a) Minimum length (fix-to-fix). Generally, minimum leg length is the lesser of 2 x XTT or 1 Nautical Mile (NM), but where applicable may also be no less than;
1. The sum of the Distance of Turn Anticipation (DTA) for each Fly-by (FB) turn (see Formula 1-2-1).
Note: Not applicable for FB turns of 10 degrees or less.

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

Request to publish the RNAV (GPS) Y RWY 34L using the leg length from PUTER to CAMRI of 2.37 NM versus the minimum leg length of 2.99 NM. ATC is requesting that procedures be connected to newly developed/ proposed QWENN/JAZZZ Standard Terminal Arrival Routes (STARs) for arrivals from the south. The terminus points QWENN/JAZZZ are strategically located to avoid the R-4612 C/D as much as feasible while providing a continuous descent to meet established descent gradient for all procedures.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. Aircraft will not be vectored to PUTER by ATC and will be established on the STAR which will ensure any established speed restrictions and or descent gradient are met for all aircraft to safely intercept the initial segment from QWENN/JAZZZ terminus point.
2. Aircraft established on the STAR between QWENN/JAZZZ and will be TF and require turns of 0.3 and 27.0 degrees respectively to intercept PUTER.
3. Pilots/ATC workload will be streamlined to reduce communications by issuing approach clearance instructions well in advance of the congested terminal area.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Extending the leg lengths outbound from PUTER and CAMRI to strategically established QWENN is not feasible as it would cause a possible airspace reconfiguration with numerous airports/airspace with their traffic patterns just south of KSLC.
2. Moving PUTER and/or CAMRI inbound to accommodate the leg length requirement would impact the established descent gradient and segment length criteria as well as the ORIG RNP procedure being established.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
KSLC

7. SUBMITTED BY:

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

This waiver is canceled effective May 14, 2026.

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

Digitally signed by
Lonnie Everhart,
RAKE MCGRAW
Feb 12, 2026

Manager
Instrument Flight Procedures Group, AJV-A422

COMMENTS:

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

DATE	ROUTING SYMBOL	SIGNATURE
		Jim Rose Signed By: Jim Rose Wed Nov 13 2024 16:31:19 GMT- 06:00:00 (Central Standard Time)

1. FLIGHT PROCEDURE IDENTIFICATION:

(Salt Lake City, UT)
(Salt Lake City International, KSLC)
RNAV (GPS) Y RWY 34L

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58C Table 1-2-2. Indicated Airspeeds (KIAS)
Minimum Airspeed Restriction STAR/Feeder/TAA, Initial, Departure CAT E 310 KIAS

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

Request to publish the RNAV (GPS) Y RWY 34L using an AT OR BELOW 230 KIAS at the QWENN and JAZZZ (IAF), which is less than the 310 KIAS required for CAT E operations. The 230 KIAS Speed restriction is needed on the QWENN and JAZZZ Arrival, and to meet requirements of FAAO 8260.3F Para 2-2-9 (c) must be charted on the Instrument Approach Procedure.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- 1. This speed restriction is not needed for obstacle clearance. The arrival and approach still provide the required obstruction clearance.
- 2. Air Traffic still has the ability to vector CAT E aircraft inside the IF to the FAF.
- 3. A note of "CAT E Restricted to USAF/USN Aircraft" will be added to the approach.
- 4. The procedure will maintain at least one or two currently published initial segments in addition to the STARS (IAF).

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

- 1. Removing the speed restriction from the Instrument Approach Procedure, while still charting it on the STAR is not allowed by criteria.
- 2. ATC and Users of the QWENN and JAZZZ Arrivals requested the speed restriction be added to the Arrival to allow for better transitioning to the approach.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZLC
Department of Defense

7. SUBMITTED BY:

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

SIGNATURE

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

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

Digitally signed by

Lonnie Everhart, **RAKE MCGRAW**
Manager

Feb 12, 2026

Instrument Flight Procedures Group, AJV-A422

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

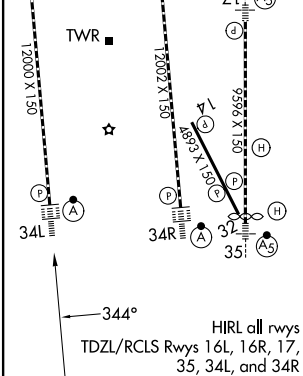
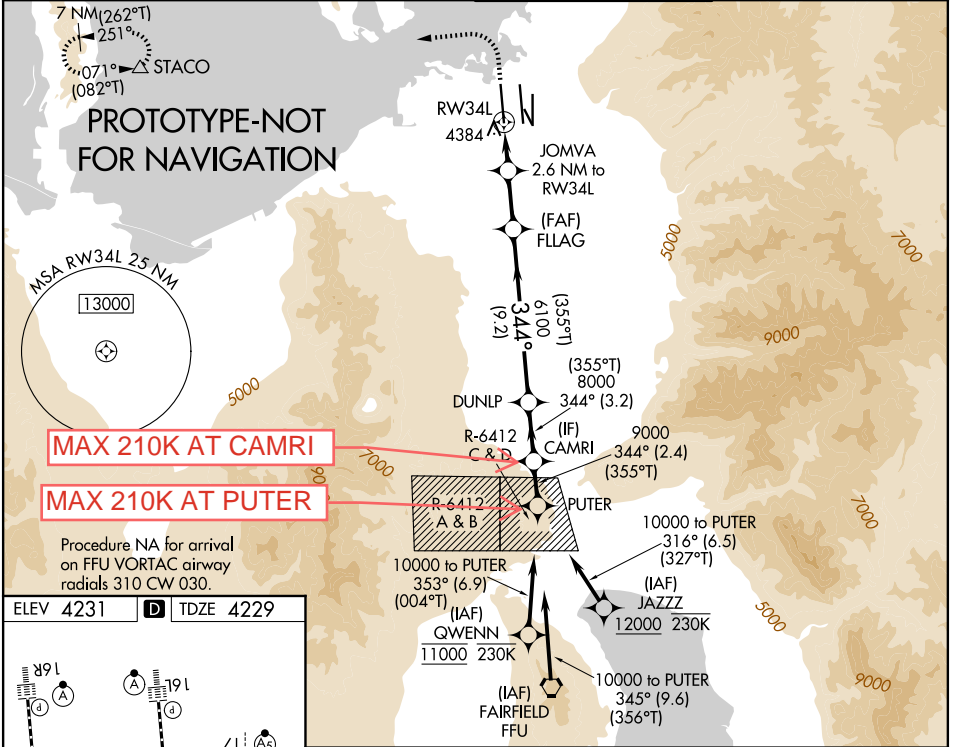
DATE	ROUTING SYMBOL	SIGNATURE
		Jim Rose Signed By: Jim Rose Wed Nov 13 2024 16:31:19 GMT- 06:00:00 (Central Standard Time)

WAAS CH 70432 W34B	APP CRS 344°	Rwy Ldg TDZE Apt Elev	12000 4229 4231
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RNAV (GPS) Y RWY 34L

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.		ALSF-2 	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 direct STACO and hold.
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 49°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat E visibility to 1 1/4 SM. Cat E restricted to USAF/USN 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



ELEV 4231	TDZE 4229	STACO VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 73).		PUTER	
4800	8100	5100	6100	10000	
RW34L 1.1 NM RW34L 1.5 NM JOMVA 2.6 NM to RW34L 3.1 NM FLLAG 6100 344° CAMRI 9000 DUNLP 8000 PUTER 10000 GP 3.00° TCH 55					
CATEGORY	A	B	C	D	E
LPV DA	4429/18 200 (200-1/2)				
LNAV/VNAV DA	4640/40 411 (500-3/4)				
LNAV MDA	4660/24	431 (500-1/2)	4660/40	431 (500-3/4)	

WAAS CH 70432 W34B	APP CRS 344°	Rwy Ldg 12000 TDZE 4229 Apt Elev 4231
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OLD

RNAV (GPS) Y RWY 34L

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.

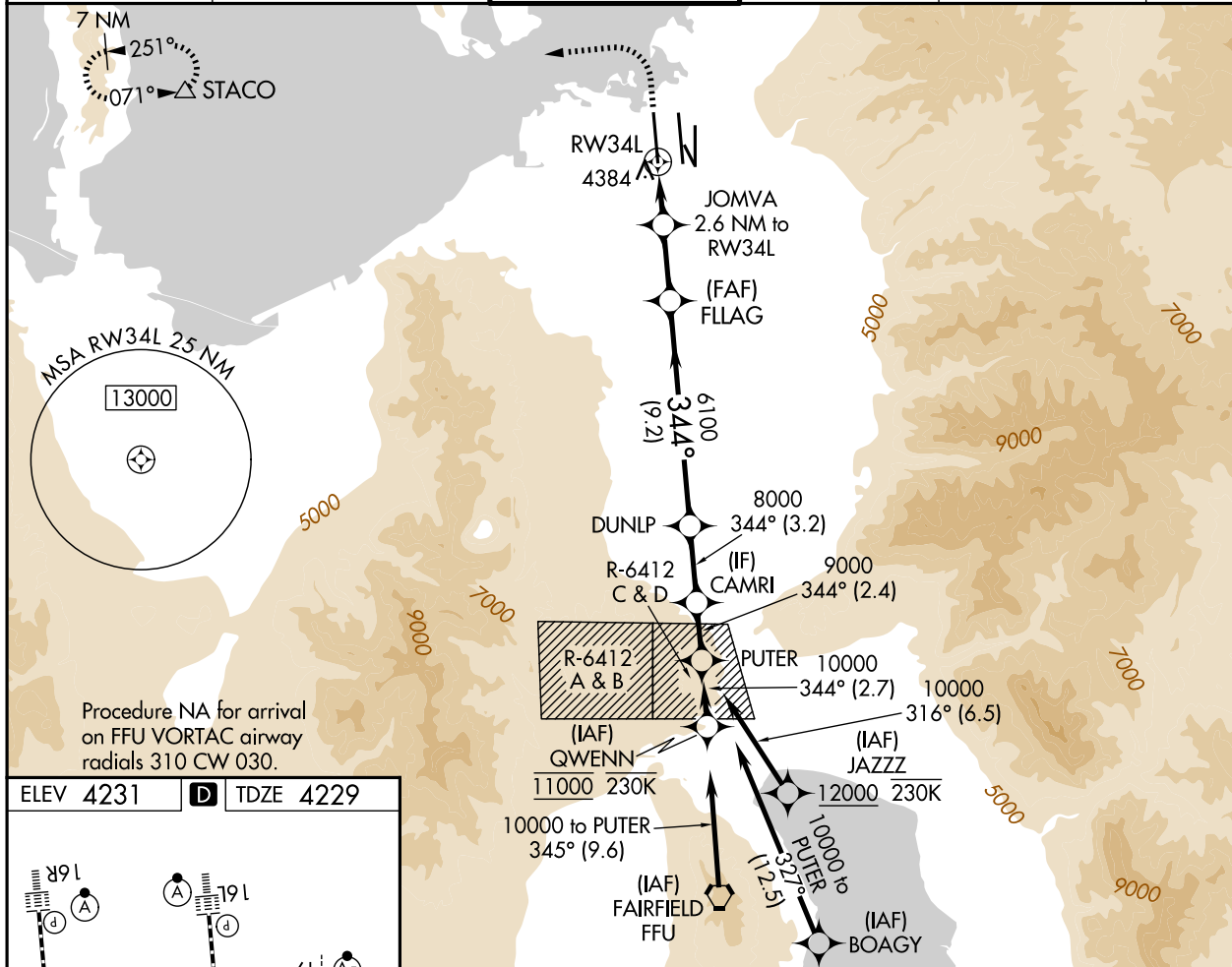
▼ Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 49°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat E visibility to 1¼ SM. Cat E restricted to USAF/USN aircraft.

ALSF-2

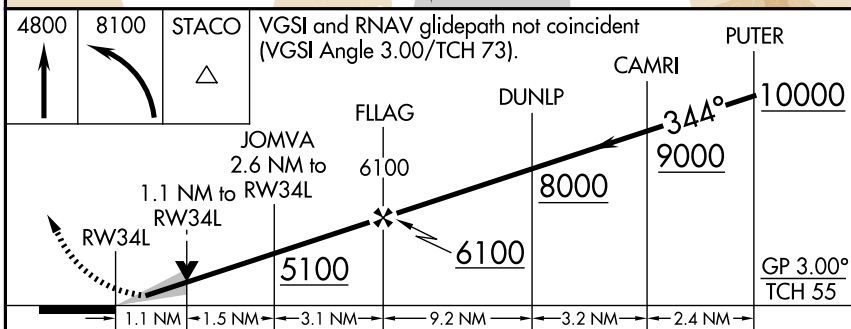
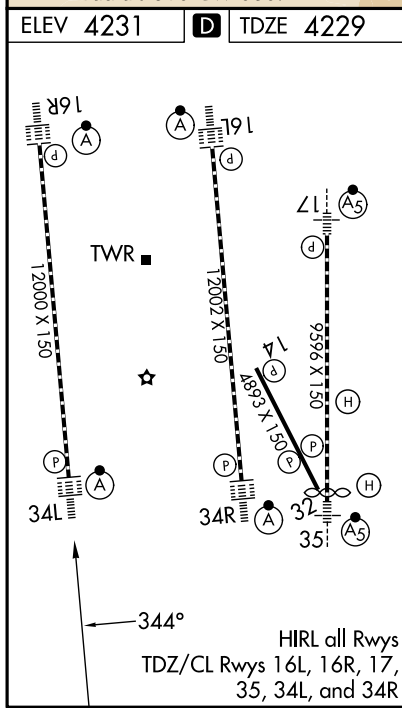


MISSED APPROACH:
Climb to 4800 then climbing left turn to 8100 direct STACO and hold.

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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Procedure NA for arrival on FFU VORTAC airway radials 310 CW 030.



CATEGORY	A	B	C	D	E
LPV DA		4429/18	200 (200-½)		
LNAV/VNAV DA		4640/40	411 (500-¾)		
LNAV MDA	4660/24	431 (500-½)		4660/40	431 (500-¾)

SW-4, 02 OCT 2025 to 30 OCT 2025

SW-4, 02 OCT 2025 to 30 OCT 2025