Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: 8647C6BE70084633BD5FC14D13CAF155	APWS Project ID: 818802C42029477982DBE3D4E4112B78
Procedure: RNAV (GPS) Y RWY 16L AMDT 3		Enroute: NO	Specialist: Owens, Westley		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID:	Facility Type:	Flight Inspection Remar New FC Slot	к Туре:		

Procedure Comments:

ACTIVE DATA USED FOR SLC AIRPORT AND RWY.

WAIVER FOR 318.83 DESCENT GRADIENT BETWEEN LGOON AND PFAF (YYIPP) WAIVER FOR CAT E SPEED RESTRICITONS AT IAF (EKKHO) AND IF (IRRON). WAIVER FOR LEG LENGTH FROM IAF (OGD) TO IF (IRRON) AND IAF (WEBER) TO IF (IRRON).

CONTACT ERIC SUSKI (405) 954-7331



FIPC BASIC FORM														
PROCEDURE:			AIRPO	AIRPORT NAME:		AIRPO	RT ID:	SPECIAL CONTROL NO:						
RNAV (GPS) Y RWY 16L AMDT 3			SALT	LAKE CITY INT	Ľ		KSLC		SG-11-064-24					
FAC ID: KSLC16L.03Y CITY: SALT LAKE CITY			ГҮ	ST:		ST: UT	T: UT ORIG CHA		ART DATE: 02/20/2025					
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REVIEWER: ant	hony d valle	era								DATE:	01/08/2025	/08/2025		
COMMENTS:										CHECK C	CHECK ONE:			
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INSPECTION DA	TE:	CREV	V #: N	#:	INSTRU	MENT PROCE	DURE S	ΓATUS	:	ARINC	CODING	:		
01/08/2025		VN21	.8 N	87	X SAT	SAT W	//CHANG	GES	UNSAT	X SAT	г 🗌 9	SAT/GOLD		NSAT
FLIGHT INSPECT	TOR SIGN	ATURE	2:		PRINTI	INTED NAME: NOTAM INITIATED?								
anthony d vallera @	01/08/202	25 20:27			VALLE	VALLERA, ANTHONY DOMINIC				YES	XI	NO		
FLIGHT INSPECTOR REMARKS:														
IN-FLIGHT OBSTACLE REPORT														
OBSTRUCTION I	D #: CO	ORDIN	ATES OR LO	CATION:	GNSS AL	FITUDE (MSL):	BARO	METR	IC ALTITUE	E (MSL):	HEIGHT	ABOVE GRO	DUND LI	EVEL:

1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT SALT LAKE CITY INTL RNAV (GPS) Y RWY 16L

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 16L using an AT OR BELOW 230 KIAS at the IRRON (IF) and AT OR BELOW 250 KIAS at the EKKHO (IF), which is less than the 310 KIAS required for CAT E operations. The 230 KIAS speed restriction is needed on the RNAV (GPS) Y RWY 16L procedure and 250 KIAS speed restriction is needed on the EKKHO Arrival to meet requirements of FAAO 8260.3E Para 2-2-9 (c) must be charted on the Instrument Approach Procedure.

4. EQUIVALENT LEVEL FOR 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 (IF).

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Removing the speed restriction from the Instrument Approach Procedure, while still charting it on the STAR is not allowed by criteria.
ATC and Users of the SKEES and CARTR 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	Digitally signed by	
8. AFS ACTIONS:	DISAPPROVED	NOT REQUIR	Oct 21, 2024		
COMMENTS:					

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT SALT LAKE CITY INTL RNAV (GPS) Y RWY 16L

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.3I Para 2-5-3d (Descent Gradient)

To permit intermediate segment descent gradients in excess of 318 feet per NM. The segment from LGOON to the PFAF (YYIPP) on the RNAV (GPS) Y RWY 16L and RNAV (RNP) Z RWY 16L have a descent gradient of 318.83 feet per NM.

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

Request to publish the RNAV (GPS) Y RWY 16L using a descent gradient of 318.83 feet per NM from LGOON to the PFAF (YYIPP) which exceeds the maximum allowable descent gradient of 318.0 feet per NM. ATC has a requirement to ensure clearance of the 41st parallel due to separation of Hill AFB traffic and a need to remain at or above 7,500 FT MSL until 1.50 NM south.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. All initial and intermediate segments prior to LGOON meet descent gradient criteria and provide ample time for aircraft to configure for final approach.

2. This is compliant with FAAO 8260.58C, para 3-1-4.b. that the PFAF is a FB fix.

3. The intermediate segment descent gradient and final approach segment length contribute to a stabilized approach.

4. Five (5) years of National Climatic Data Center (NCDC) data indicates the historical high temperature for two (2) months of each year (July and August) does not exceed 92.6°F/33.7°C.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Extending the intermediate segment length to meet descent gradient will infringe upon adjacent ATC established procedural separation measures currently in place and will cause a ripple affect on various sector's airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS ZLC Department of Defense

7: SUBMITTED BY:

DATE 8. AFS ACTIONS:	OFFICE IDENTIFICATION AJV-A431	TITLE MANAGER	SIGNATURE Eric N Suski	Digitally signed by ERIC N SUSKI Oct 21, 2024
APPROVED	DISAPPROVED	NOT REQUIRI	ED	
COMMENTS:				
DATE	ROUTING SYMBOL	SIGNATURE		

1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT SALT LAKE CITY INTL RNAV (GPS) Y RWY 16L

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 16L using a leg length from WEBER to IRRON of 6.60 NM versus the minimum leg length of 6.75 NM; a leg length from OGD VORTAC to IRRON of 6.06 NM versus the minimum leg length of 8.07 NM to support ATC vectors.

4. EQUIVALENT LEVEL FOR 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 WEBER STAR between WEBER and IRRON will be TF and no heading change when reaching the (IAF).

3. Aircraft going from OGD VORTAC to IRRON are established on a TF/VOR radial and require a 24 degree heading change when reaching the (IAF).

4. The prohibition against vectoring to IRRON (IF) which is aligned on the straight-in final approach course where aircraft should be established on one of the two STARS or the two initial segments due to RWY 17 procedures east of the final approach course and parallel operations to RWY 16R will be included in the next version of the facilities' Standard Operating Procedure (SOP).

5. 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 WEBER and IRRON is not feasible as it would cause a possible airspace reconfiguration with the strategic terminus point location and the Hill AFB airports/airspaces with their traffic patterns just north of KSLC.

2. Moving the IRRON inbound to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.

3. Relocating the OGD VORTAC.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS

KSLC

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE MANAGER	SIGNATURE Eric N Suski	Digitally signed by ERIC N SUSKI
8. AFS ACTIONS:				Oct 21, 2024
APPROVED	DISAPPROVED	NOT REQUIRE	ED	
COMMENTS:				
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13 JUN 2024

9 SW-4, 16 MAY 2024



