

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: 8ECB5EB4D67A4A3BA3C02D84A51CD8AB	APWS Project ID: 33ECB9336BB540DCB55AC2663F56EAB0
Procedure: RNAV (RNP) Z RWY 34L ORIG		Enroute: NO	Specialist: Keefer, John		Agreement Number:
Airport ID: KSLC			Airport City: SALT LAKE CITY		State: UT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: Original Procedure. Waiver letter to support ATC vectors from CAMRI to DUNLP. Approval letter for charting mandatory altitude at Intermediate FIX SURYP. Contact Joseph Zeder 405-954-9111.</div>					

QUALITY
38
CHECKED

QUALITY
34
CHECKED

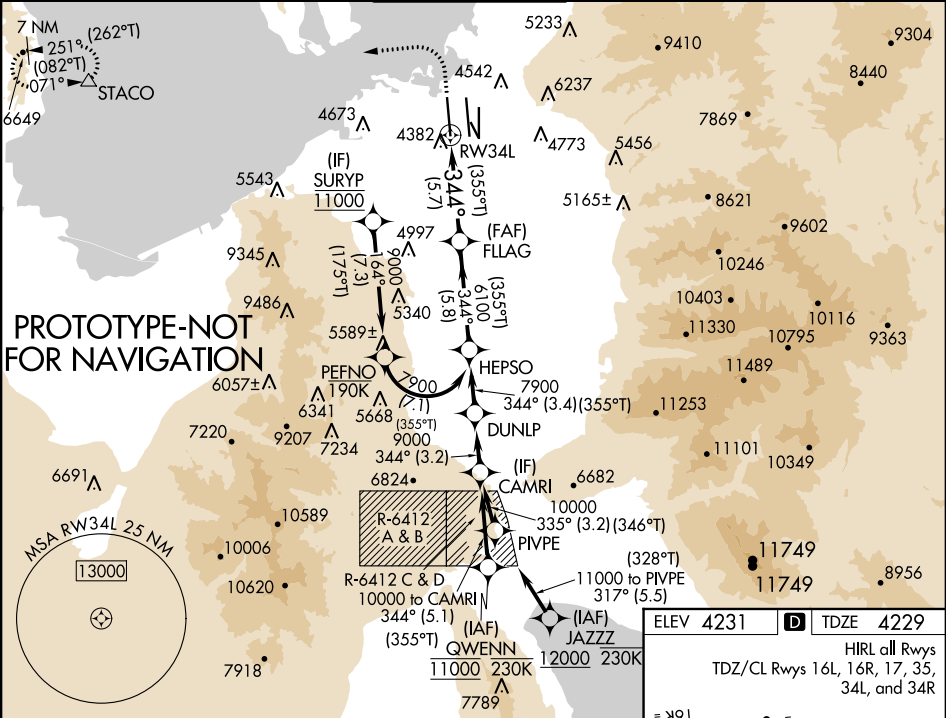
FIPC BASIC FORM						
PROCEDURE: RNAV (RNP) Z RWY 34L ORIG			AIRPORT NAME: SALT LAKE CITY INTL		AIRPORT ID: KSLC	SPECIAL CONTROL NO: SG-11-082-24
FAC ID: KSLC34LZ		CITY: SALT LAKE CITY			ST: UT	ORIG CHART DATE: 02/20/2025
DFL TYPE: PROC/P	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 8ECB5EB4D67A4A3BA3C02D84A51CD8AB		
PREFLIGHT NOTES						
REVIEWER: anthony d vallera					DATE: 01/07/2025	
COMMENTS:					CHECK ONE: <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					<div style="display: flex; justify-content: space-between;"> YES NO </div>	
					CPV COMPLETE? <div style="display: flex; justify-content: space-between;"> X </div>	
PROCEDURE RESULTS						
INSPECTION DATE: 01/07/2025	CREW #: VN218	N #: N87	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: anthony d vallera @ 01/07/2025 18:22			PRINTED NAME: VALLERA, ANTHONY DOMINIC			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

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

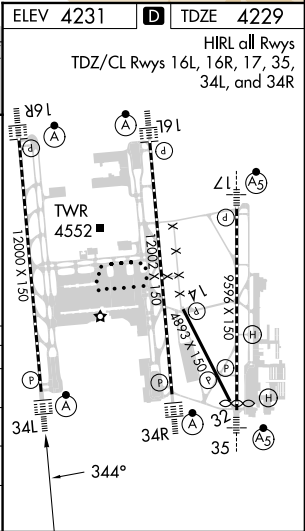
RNAV (RNP) Z RWY 34L
SALT LAKE CITY INTL (SLC)

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. *Missed approach requires minimum climb of 250 feet per NM to 4700.
▼ 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.		

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).	HEPPO
See planview for multiple IF locations.				
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				



Missed Approach
Climb Gradient
49-020384
Control Tower (4552)

Salt Lake City
International
Airport

KSLC

Missed HAT ANTENNA (4329)
49-050965

Kennecott
Tailings Pond
Number One

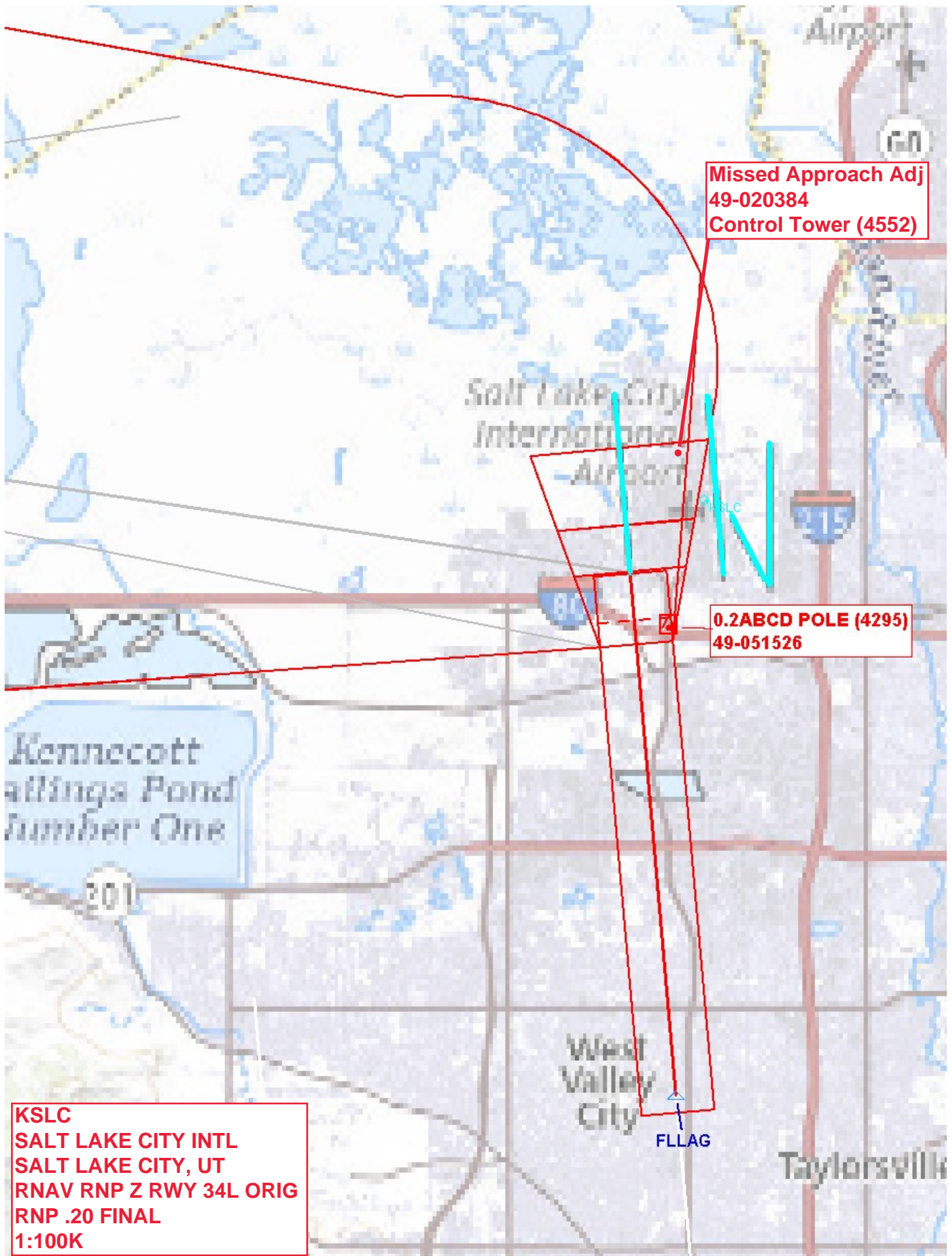
201

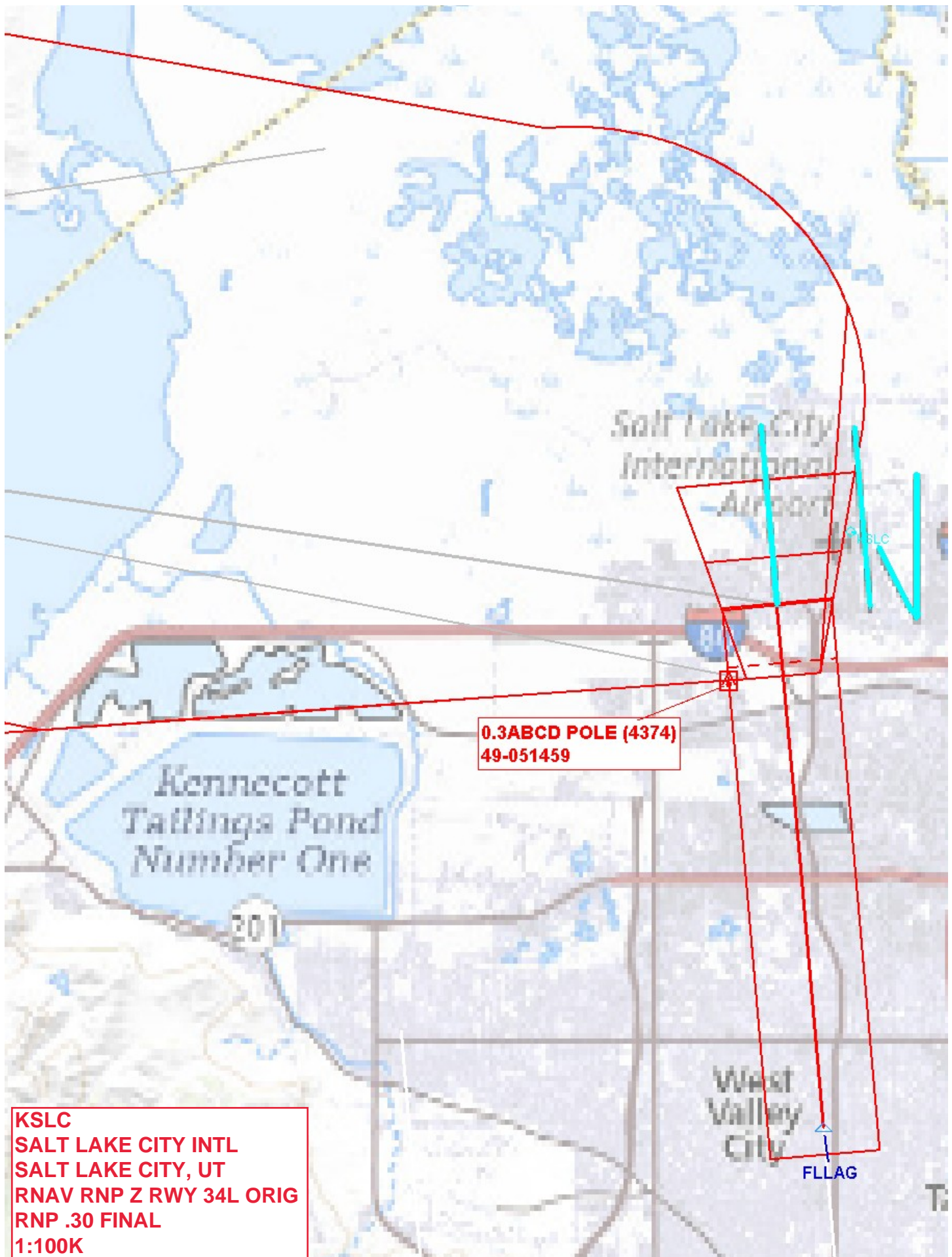
80

West
Valley
City

FLLAG

KSLC
SALT LAKE CITY INTL
SALT LAKE CITY, UT
RNAV RNP Z RWY 34L ORIG
RNP .10 FINAL
1:100K





Salt Lake City
International
Airport

KSLC

Kennecott
Tailings Pond
Number One

201

0.3ABCD POLE (4374)
49-051459

West
Valley
City

FLLAG

KSLC
SALT LAKE CITY INTL
SALT LAKE CITY, UT
RNAV RNP Z RWY 34L ORIG
RNP .30 FINAL
1:100K

1. FLIGHT PROCEDURE IDENTIFICATION:

(Salt Lake City, UT)
(Salt Lake City International, KSLC)
RNAV (RNP) Z 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 (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:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

Date: 08/13/2024

To: Manager, Flight Procedure Standards

From: Beverly L. Bordy
Manager, Instrument Flight Procedures Team 3 (AJV-A430)

Subject: **ACTION:** Approval Request

RNAV (RNP) Z RWY 34L ORIG, SALT LAKE CITY INTL, SALT LAKE CITY, UT (KSLC)

Mandatory altitude in the intermediate segment, 8260.19J, paragraph 8-6-11n(1).

Request approval to "Chart mandatory 11000 at SURYP".

Salt Lake City TRACON (SF6) needs the 11000 crossing restriction at SURYP due to the required separation needed to accommodate for SLC turn departures that depart underneath the arrivals from the west on the YUTES arrival.