Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: 987F5ED84A744424BFD9F84D401D2DFE	APWS Project ID: C793750D6AE64C68B1E2A52EE20FE25E
Procedure: RNAV (GPS) Y RWY 17 AMDT 3		Enroute: NO	Specialist: Prassada, Parnell		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.

MEMO: AFS BLANKET WAIVER TO OMIT CAPTURE FIX REQUIRED ON PBN TO ILS APPROACHES.

WAIVERS (3):

WAIVER REQUESTED: FOR MAXIMUM ALLOWABLE DESCENT GRADIENT.

WAIVER REQUESTED: FOR LEG LENGTH WAIVER FOR INITIAL LEG SEGMENT.

WAIVER REQUESTED: FOR SPEED RESTRICTION OF "AT OR BELOW 250 KIAS" AT THE EKKHO.

CONTACT: ERIC SUSKI WK: (405) 954-7331.

Data as of: 10/15/2024 08:08:06 CDT

FIPC BASIC FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
RNAV (GPS) Y RWY 17 AMDT 3	SALT LAKE CITY INTL	KSLC	SG-11-096-24

FAC ID: KSLC17.03Y	CITY: SALT LAKE CITY	ST: UT	ORIG CHART DATE: 02/20/2025

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/S	☐ YES	0.4		987F5ED84A744424BFD9F84D401D2DFE

PREFLIGHT NOTES

REVIEWER: anthony d vallera	DATE: 01/08/2025
COMMENTS:	CHECK ONE: ☒ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
01/08/2025	VN218	N87	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☒ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
anthony d vallera @ 01/08/2025 20:27	VALLERA, ANTHONY DOMINIC	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

NEW

RNAV (GPS) Y RWY 17

SALT LAKE CITY INTL (SLC)

WAAS	APP CRS	Rwy Idg	9596
CH 82338	169°	TDZE	4222
W17A		Apt Elev	4231

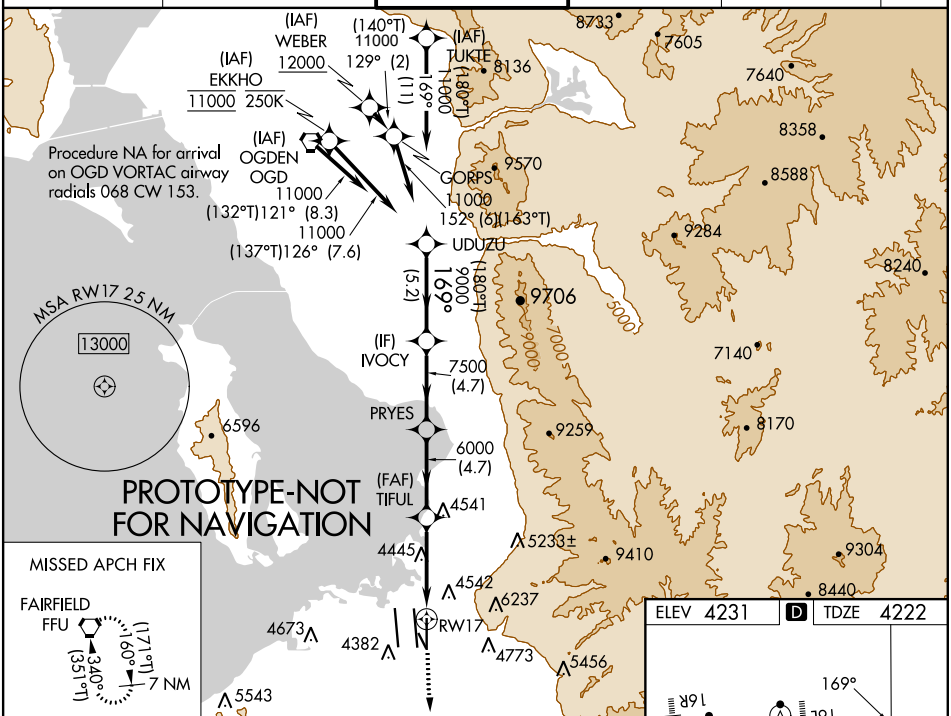
RNP APCH - GPS.

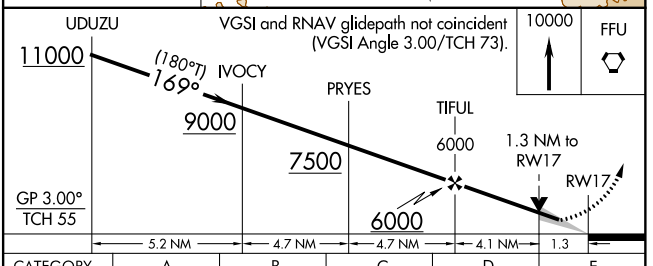
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 49°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5500, and LNAV Cat C/D/E visibility to 1⅜ SM.

MALSR

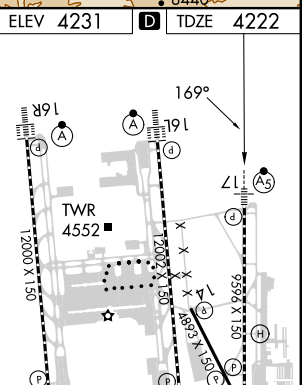
MISSED APPROACH: Climb to 4700 then climb to 10000 direct FFU VORTAC and HOLD.

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	118.3 257.8	121.9 348.6	127.3 379.975	





CATEGORY	A	B	C	D	E
LPV DA	4422/18 200 (200-½)				
LNAV/VNAV DA	4571/30 349 (400-⅝)				4574/30 352 (400-⅝)
LNAV MDA	4700/24 478 (500-½)		4700/50 478 (500-1)		



OLD

SALT LAKE CITY, UTAH | AL-365 (FAA) | 23054

RNAV (GPS) RWY 17

SALT LAKE CITY INTL (SLC)

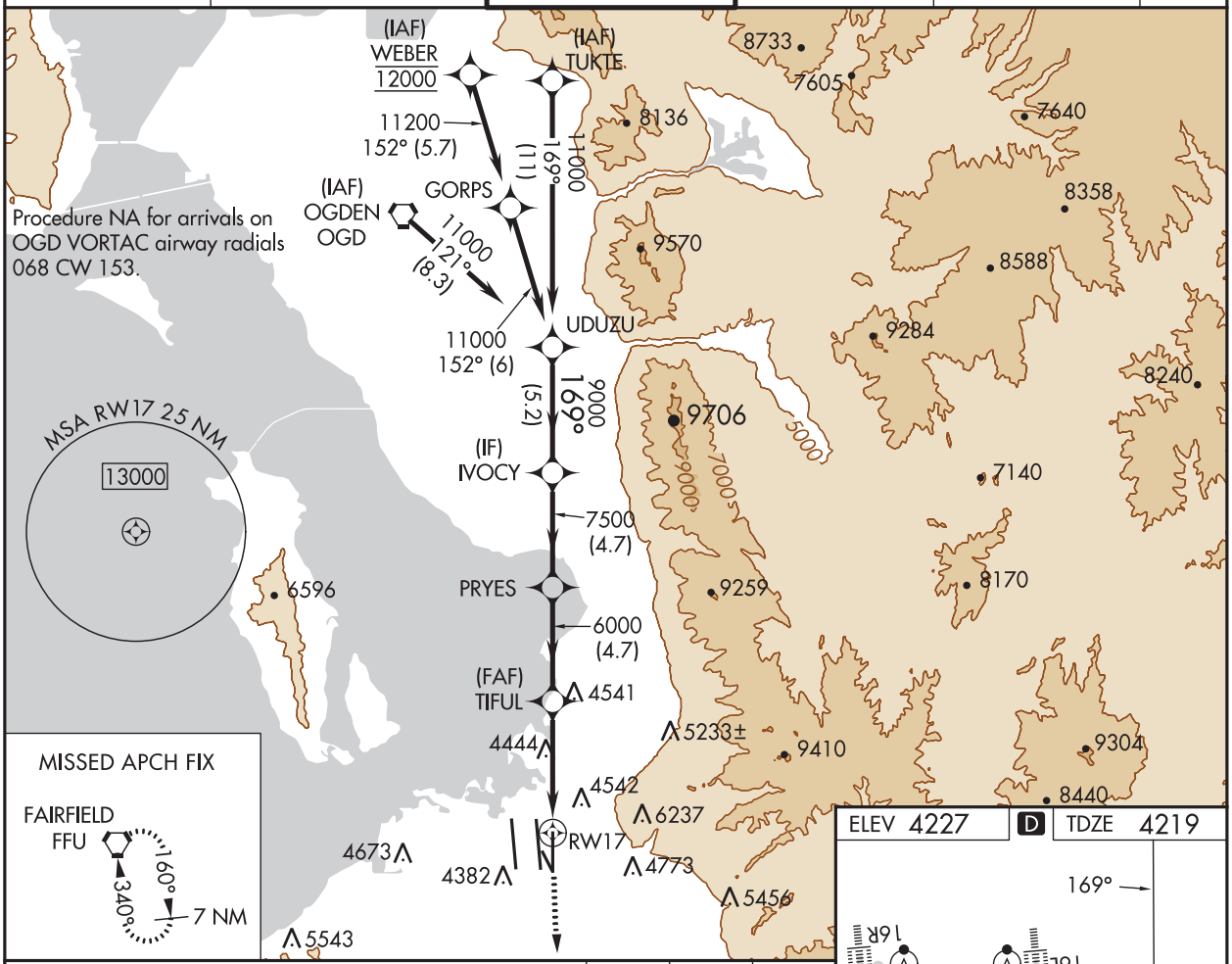
WAAS	APP CRS	Rwy Idg	9596
CH 82338	169°	TDZE	4219
W17A		Apt Elev	4227

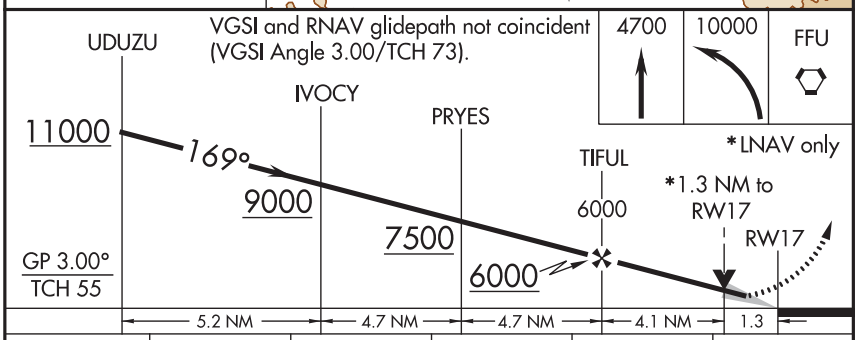
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 49°C (121°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat C/D/E visibility to 1⅜ SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR (A5)

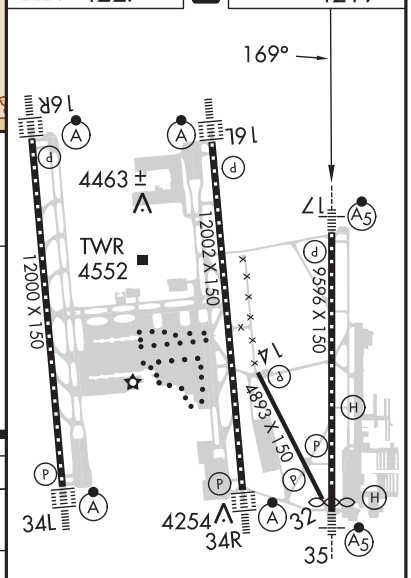
MISSED APPROACH: Climb to 4700 then climbing left turn to 10000 direct FFU VORTAC and hold.

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	118.3 257.8	121.9 348.6	127.3 379.975	





CATEGORY	A	B	C	D	E
LPV DA	4419/18 200 (200-½)				
LNAV/VNAV DA	4571/30 352 (400-⅝)				
LNAV MDA	4700/24 481 (500-½)		4700/50 481 (500-1)		



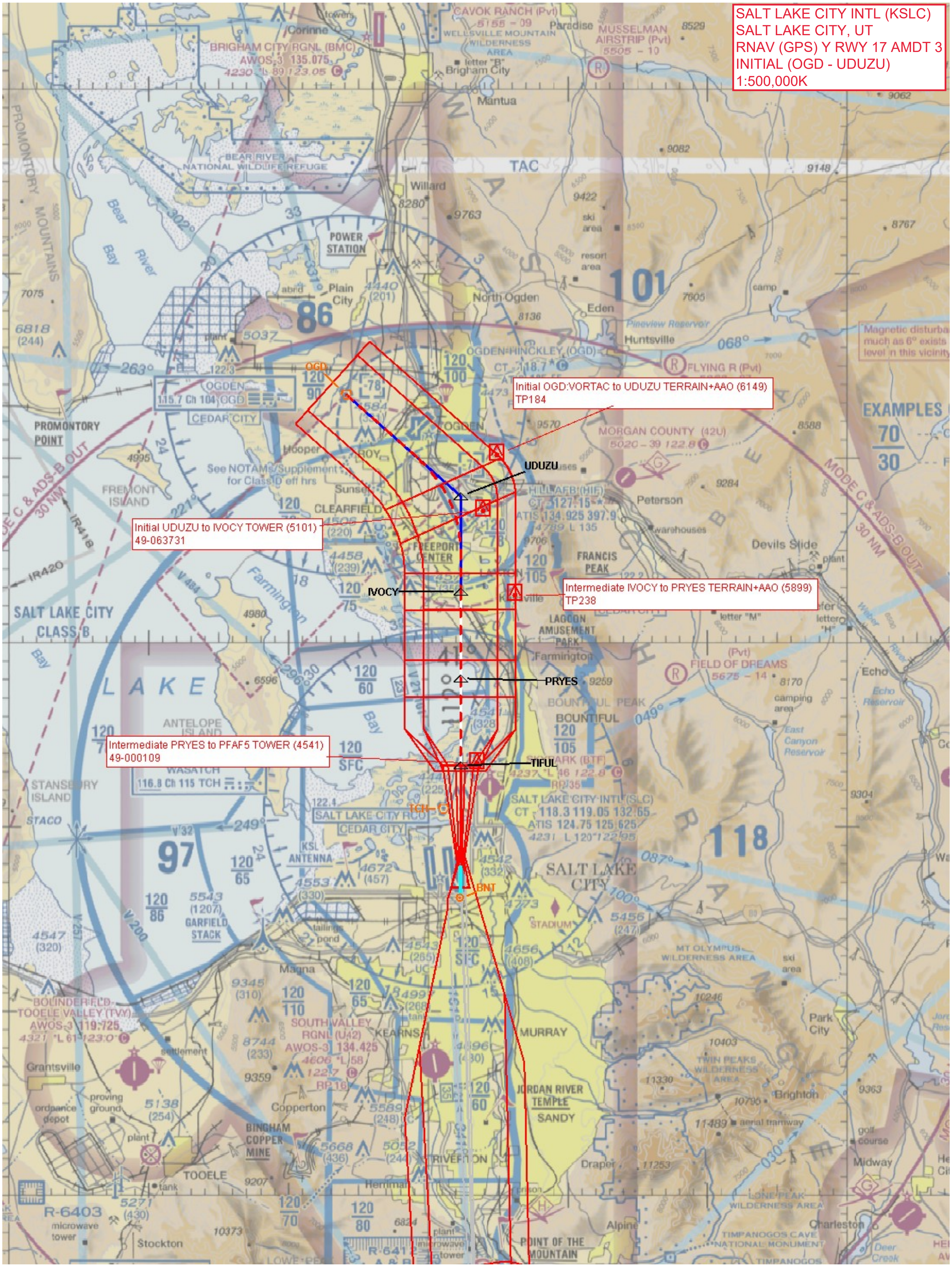
SALT LAKE CITY, UTAH
Amdt 2B 07DEC17

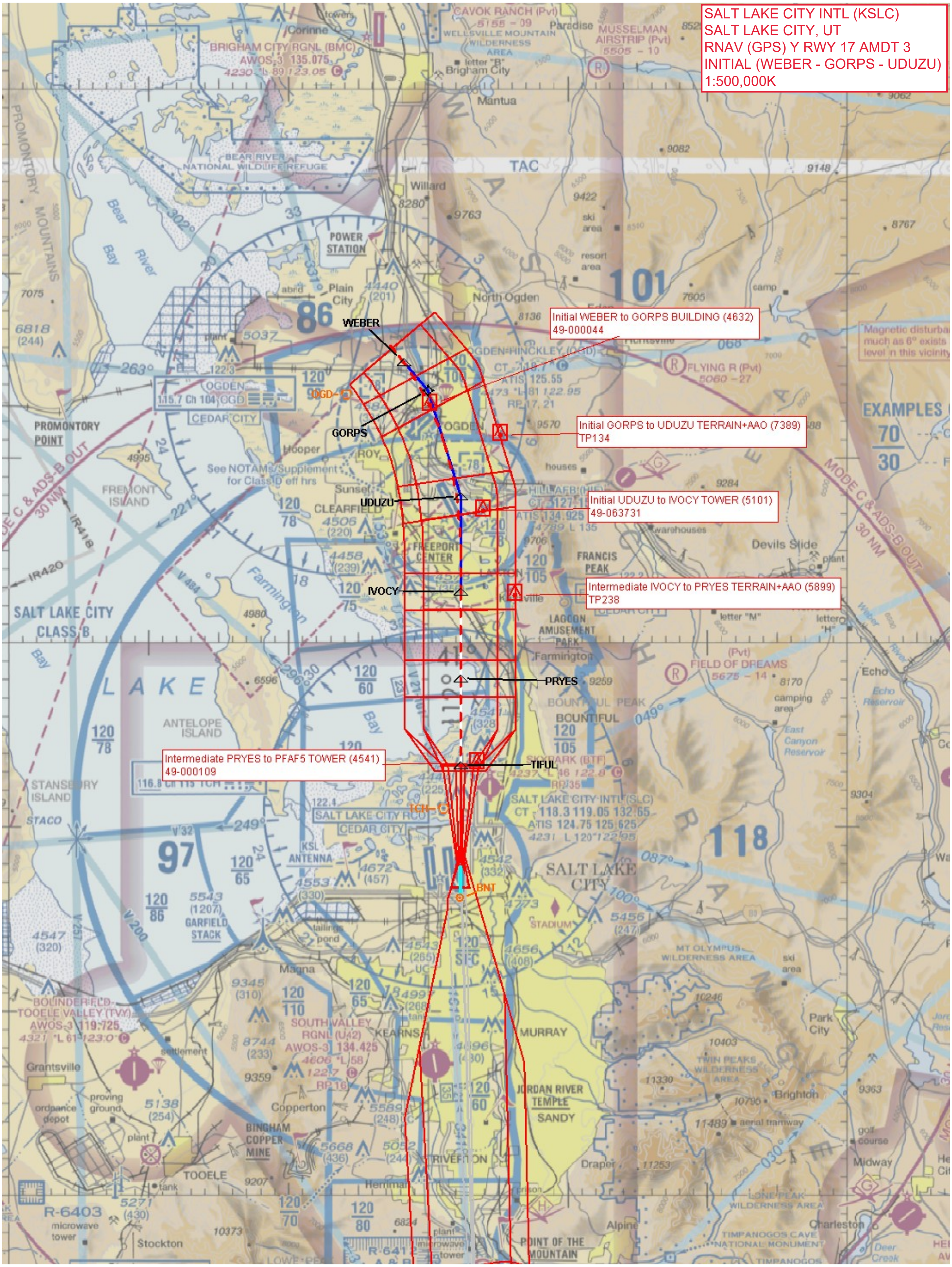
40°47'N-111°59'W

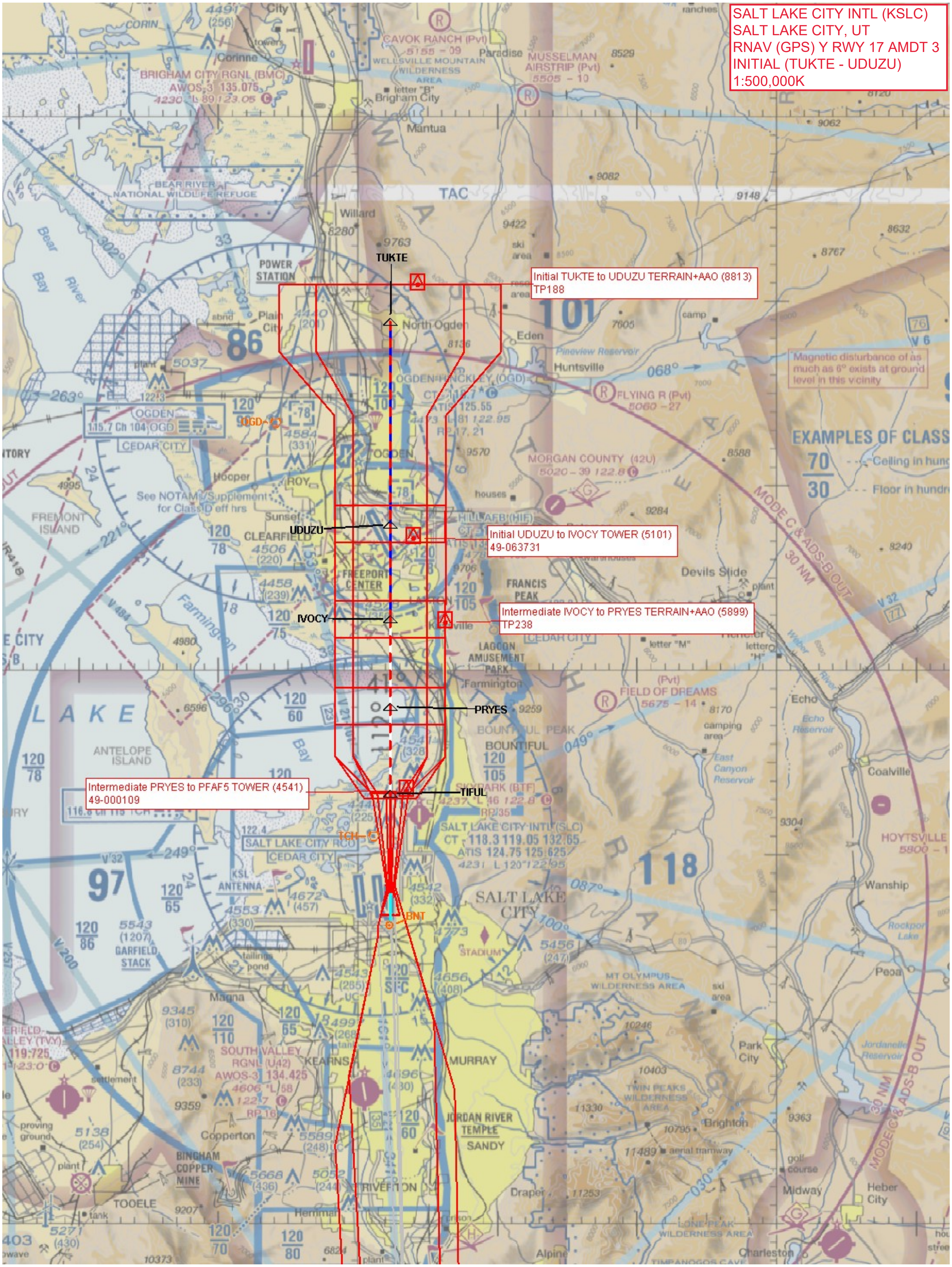
SALT LAKE CITY INTL (SLC)
RNAV (GPS) RWY 17

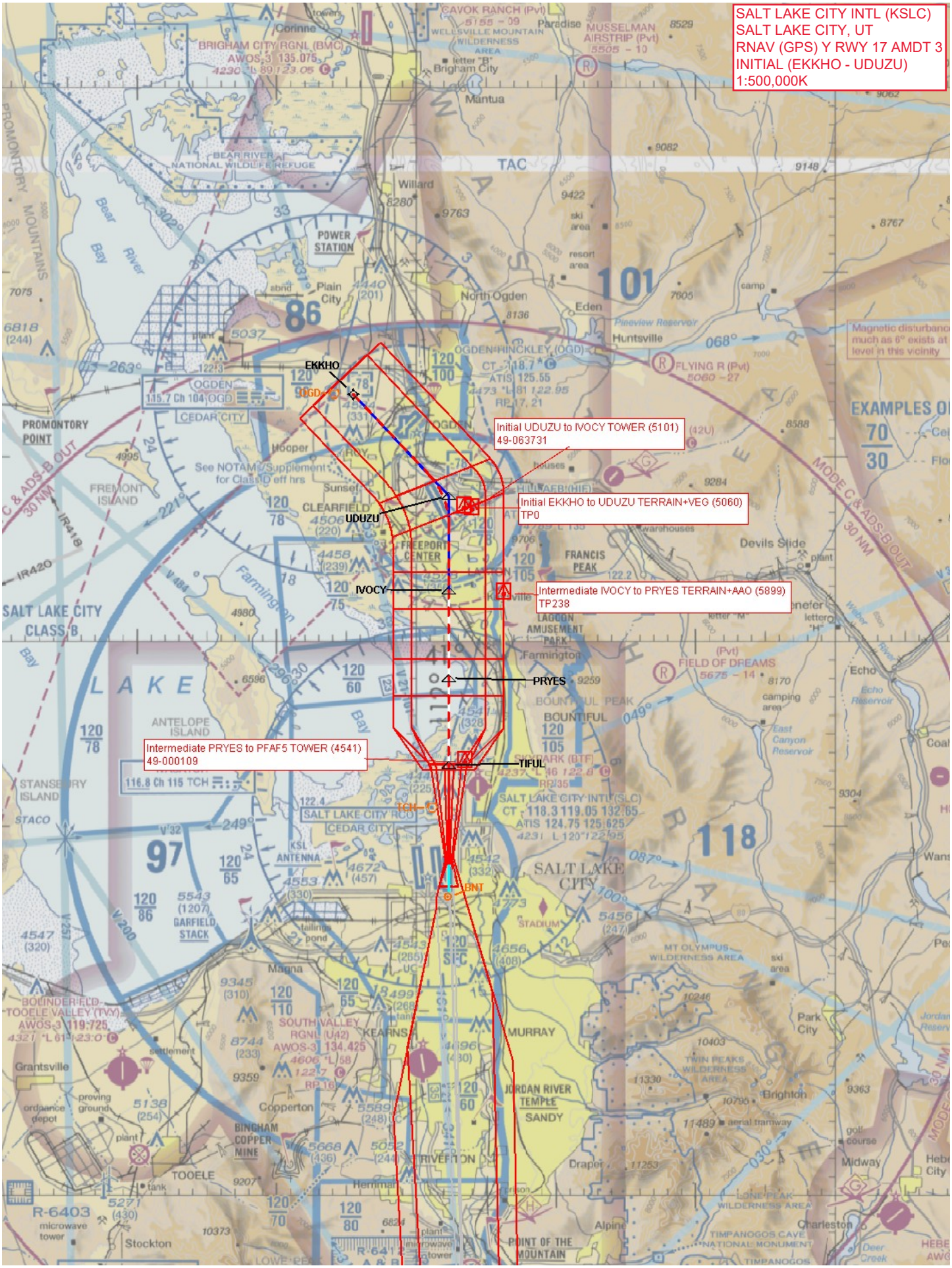
SW-4, 16 MAY 2024 to 13 JUN 2024

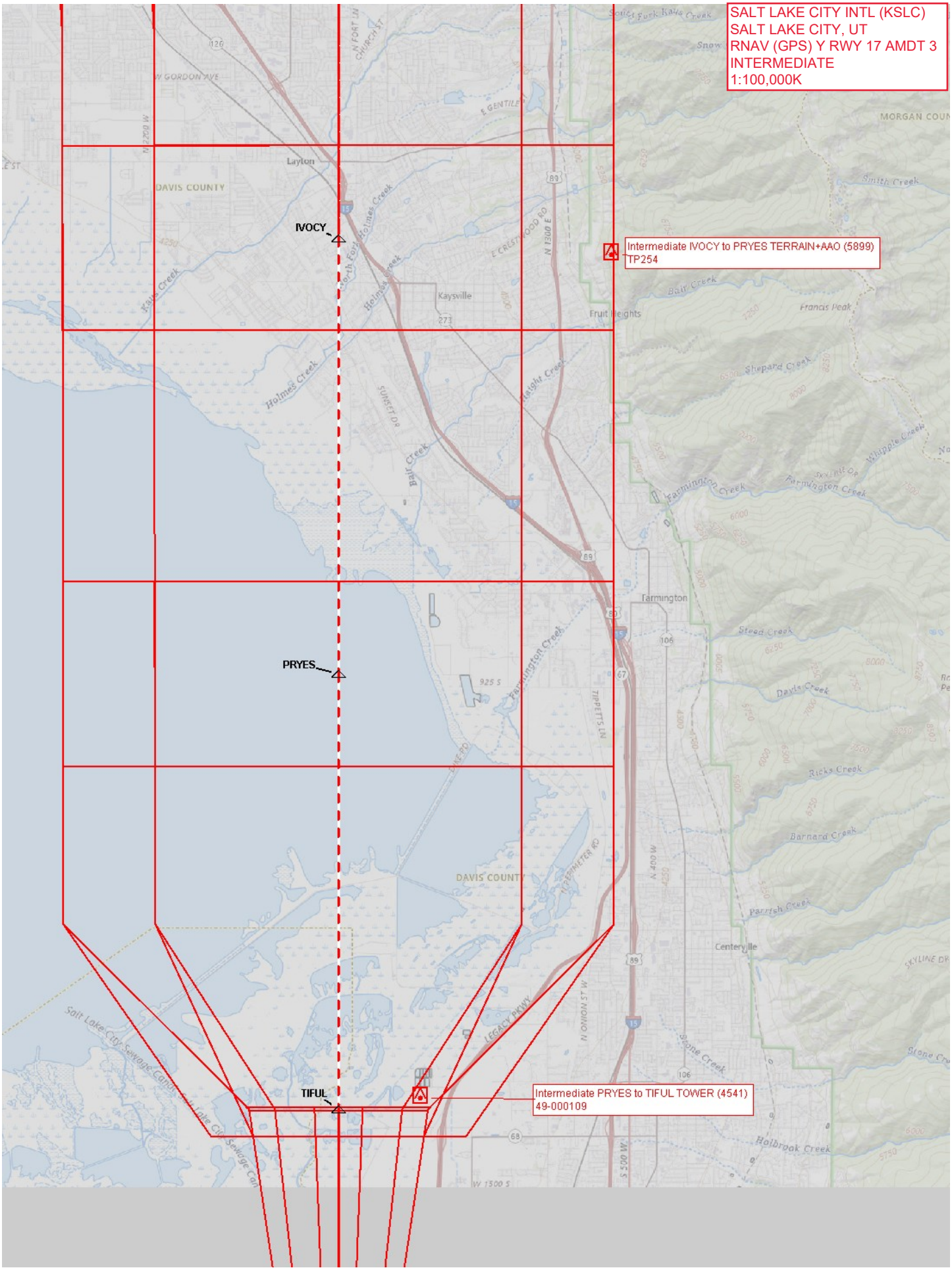
SW-4, 16 MAY 2024 to 13 JUN 2024

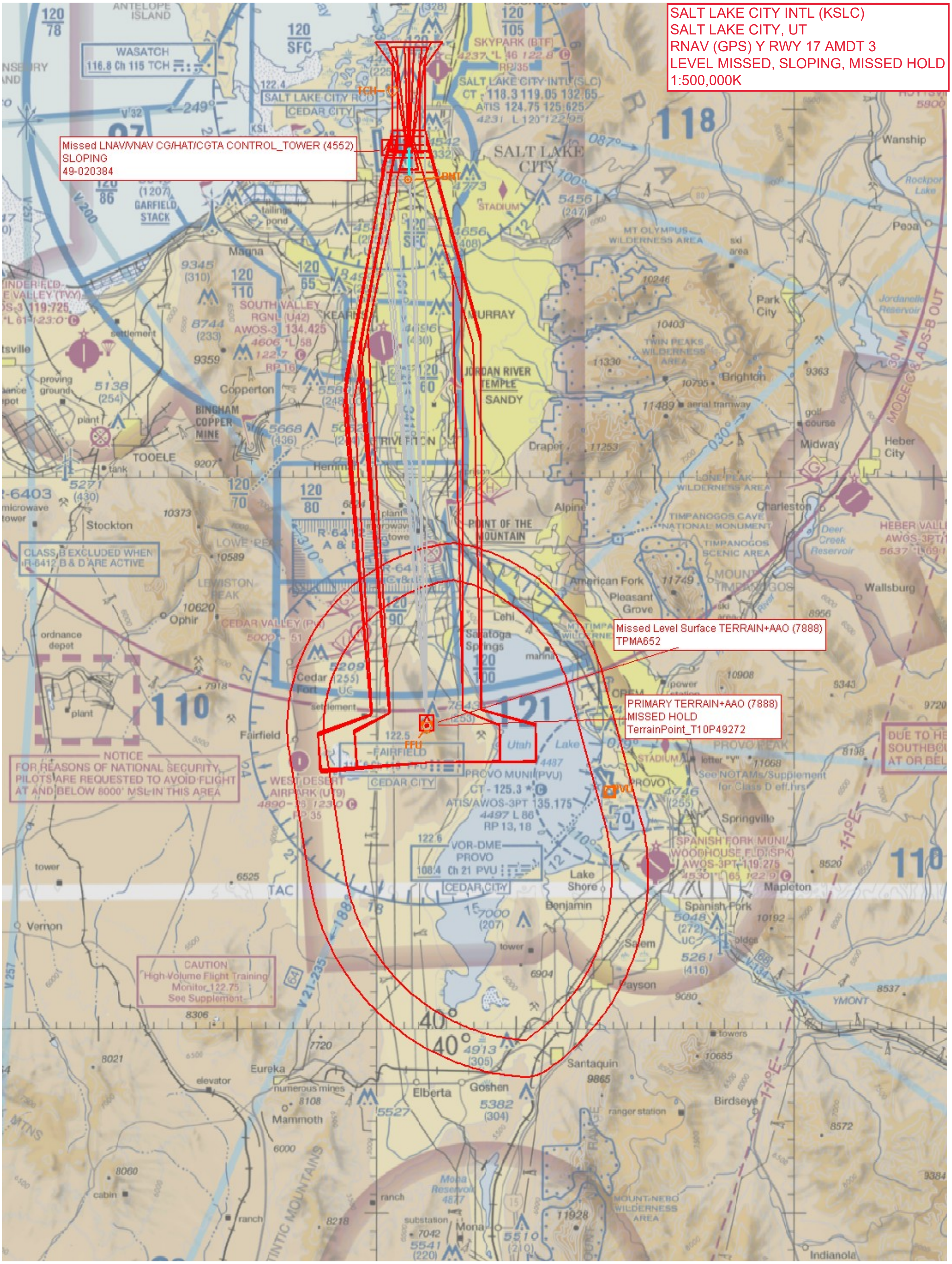

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
RNAV (GPS) Y RWY 17 AMDT 3
INITIAL (OGD - UDUZU)
1:500,000K
Initial OGD:VORTAC to UDUZU TERRAIN+AAO (6149)
TP184
UDUZU
Initial UDUZU to IVOCY TOWER (5101)
49-063731
IVOCY
Intermediate IVOCY to PRYES TERRAIN+AAO (5899)
TP238
PRYES
Intermediate PRYES to PFAF5 TOWER (4541)
49-000109
TIFUL
OGD
TCH
BNT

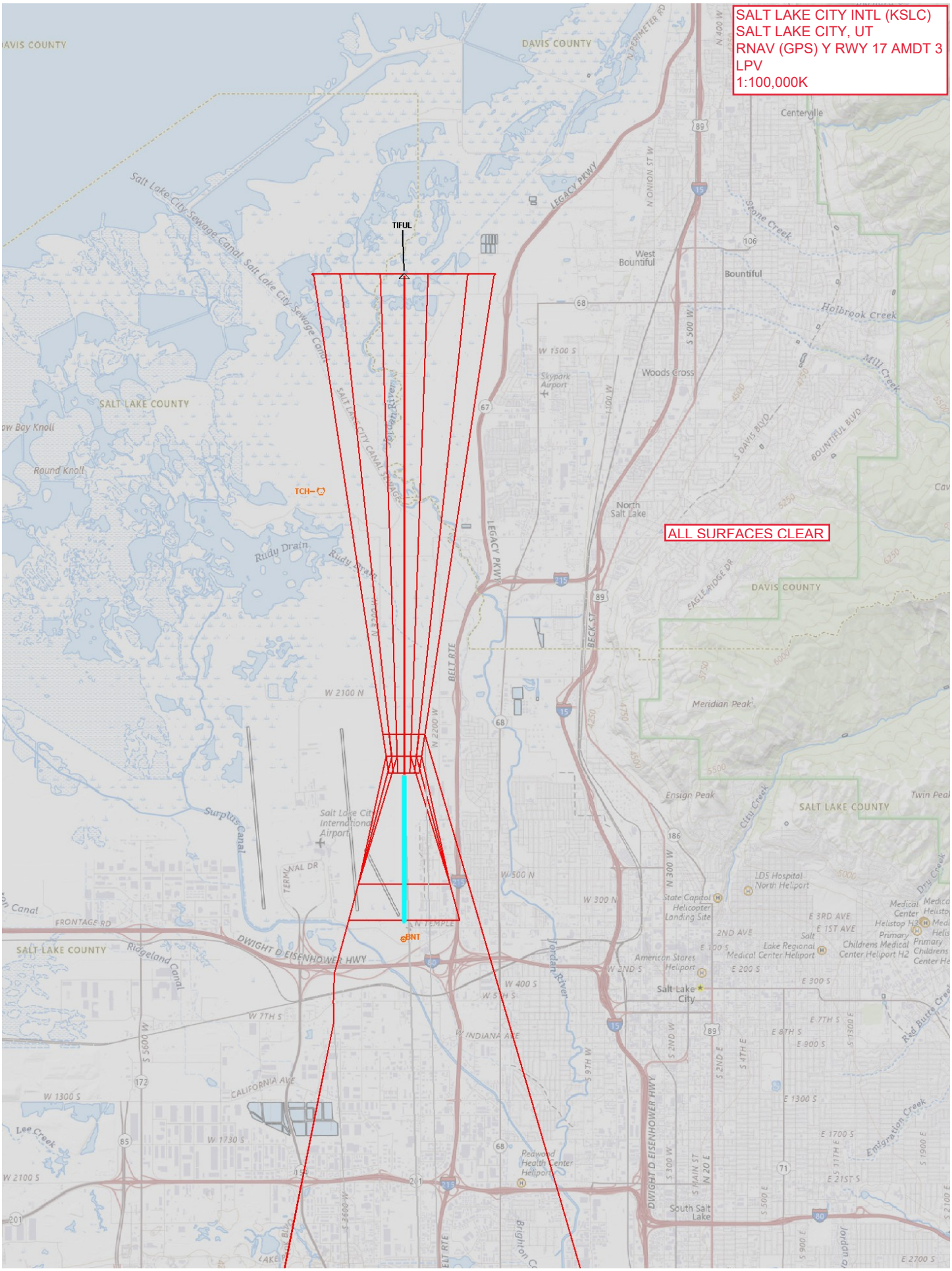

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
RNAV (GPS) Y RWY 17 AMDT 3
INITIAL (WEBER - GORPS - UDUZU)
1:500,000K
Initial WEBER to GORPS BUILDING (4632)
49-000044
Initial GORPS to UDUZU TERRAIN+AAO (7389)
TP134
Initial UDUZU to IVOCY TOWER (5101)
49-063731
Intermediate IVOCY to PRYES TERRAIN+AAO (5899)
TP238
Intermediate PRYES to PFAF5 TOWER (4541)
49-000109
WEBER
GORPS
UDUZU
IVOCY
PRYES
TIFUL
OGD
TCH
BNT

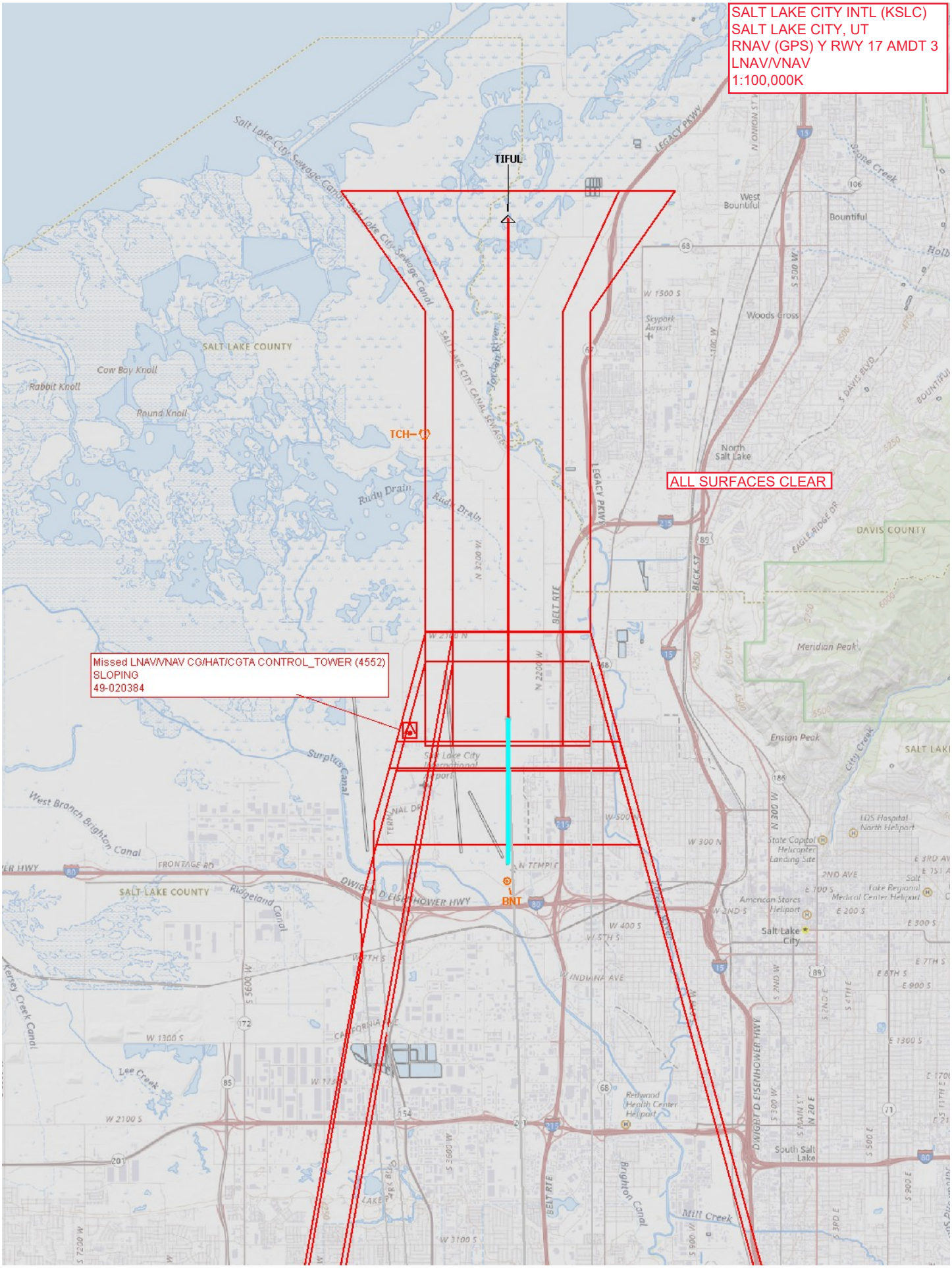

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
RNAV (GPS) Y RWY 17 AMDT 3
INITIAL (TUKTE - UDUZU)
1:500,000K
TUKTE
Initial TUKTE to UDUZU TERRAIN+AAO (8813)
TP188
UDUZU
Initial UDUZU to IVOCY TOWER (5101)
49-063731
IVOCY
Intermediate IVOCY to PRYES TERRAIN+AAO (5899)
TP238
PRYES
TIFUL
Intermediate PRYES to PFAF5 TOWER (4541)
49-000109

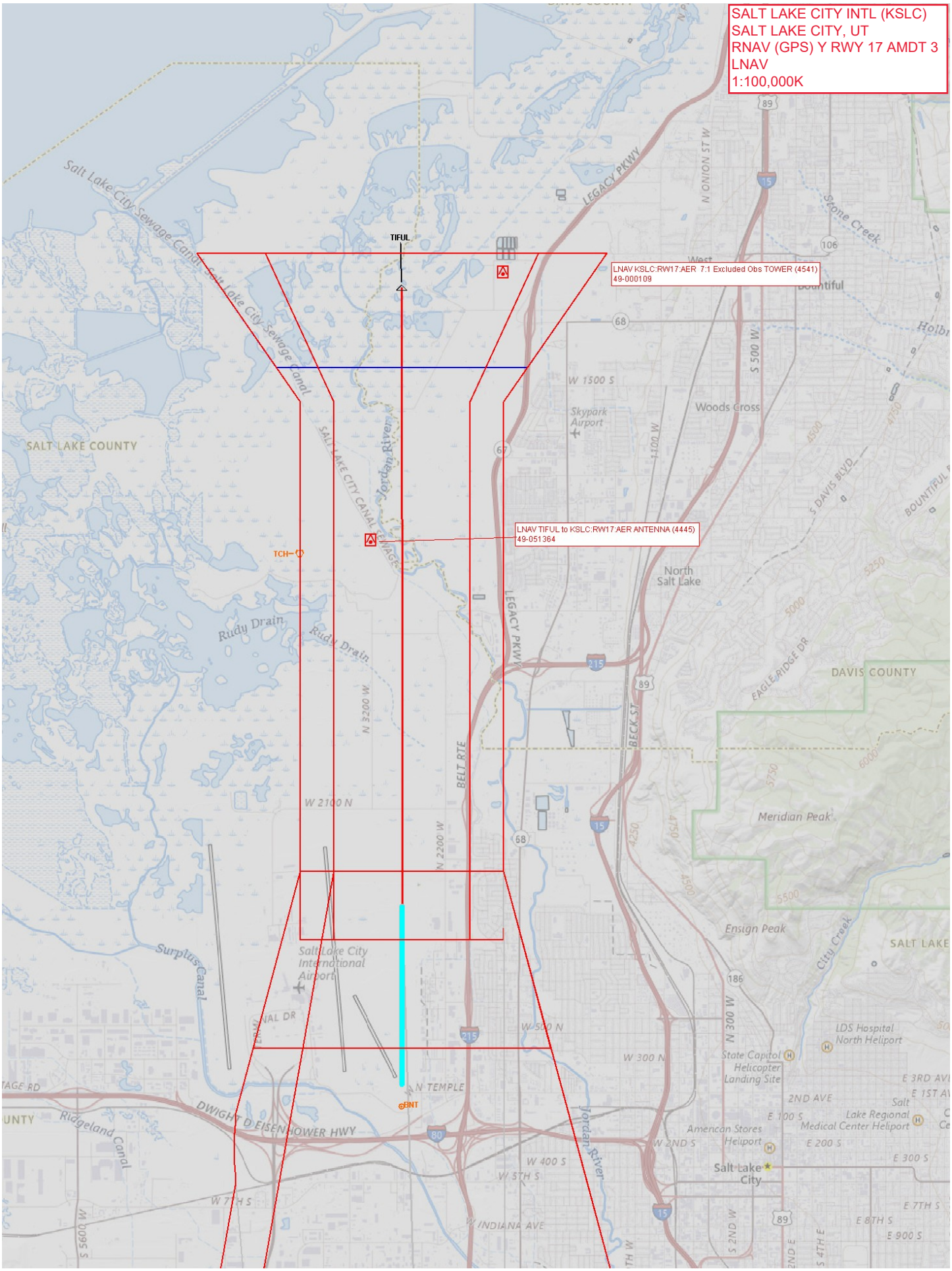

SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
RNAV (GPS) Y RWY 17 AMDT 3
INITIAL (EKKHO - UDUZU)
1:500,000K
EKKHO
UDUZU
IVOCY
PRYES
TIFUL
BNT
TCH
OGD
Initial UDUZU to IVOCY TOWER (5101)
49-063731
Initial EKKHO to UDUZU TERRAIN+VEG (5060)
TP0
Intermediate IVOCY to PRYES TERRAIN+AAO (5899)
TP238
Intermediate PRYES to PFAF5 TOWER (4541)
49-000109
SALT LAKE CITY CLASS B
SALT LAKE CITY INTL (SLC)
CT 118.3 119.05 132.65
ATIS 124.75 125.625
SALT LAKE CITY
OGDEN-HINCKLEY (OGD)
CT 118.7
ATIS 125.55
CLEARFIELD
FREEPORT CENTER
FRANCIS PEAK
BOUNTIFUL
SALT LAKE CITY RGO
CEDAR CITY
OGDEN
116.8 Ch 115 TCH
115.7 Ch 104 OGD
Magnetic disturbance much as 6° exists at level in this vicinity
See NOTAM Supplement for Class D eff hrs
MODE C & ADS-B OUT 30 NM
TAC
R-6403
R-6412 A&B


SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
RNAV (GPS) Y RWY 17 AMDT 3
INTERMEDIATE
1:100,000K
IVOCY
PRYES
TIFUL
Intermediate IVOCY to PRYES TERRAIN+AAO (5899)
TP254
Intermediate PRYES to TIFUL TOWER (4541)
49-000109
Layton
Kaysville
Fruit Heights
Farmington
Centerville
DAVIS COUNTY
MORGAN COUN
Holmes Creek
Kays Creek
Baer Creek
Farmington Creek
Steed Creek
Davis Creek
Ricks Creek
Barnard Creek
Parrish Creek
Holbrook Creek
Shepard Creek
Francis Peak
Smith Creek
Whipple Creek
Stone Creek
W GORDON AVE
E GENTILE ST
N FORT LN
CHURCH ST
N 2200 W
E CRESTWOOD RD
N 1300 E
SUNSET DR
HAIGHT CREEK
925 S
TIPPETTS LN
LAKE RD
UTTENMEYER RD
N 400 W
LEGACY PKWY
N 1075 W
S 1005 S
W 1500 S
SKYLINE DR
SKYLINE DR
Salt Lake City Sewage Canal
Salt Lake City Sewage Can


SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
RNAV (GPS) Y RWY 17 AMDT 3
LEVEL MISSED, SLOPING, MISSED HOLD
1:500,000K
Missed LNAV/VNAV CG/HAT/CGTA CONTROL_TOWER (4552)
SLOPING
49-020384
Missed Level Surface TERRAIN+AAO (7888)
TPMA652
PRIMARY TERRAIN+AAO (7888)
MISSED HOLD
TerrainPoint_T10P49272


SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
RNAV (GPS) Y RWY 17 AMDT 3
LPV
1:100,000K
ALL SURFACES CLEAR
TIFUL
BNT
TCH
DAVIS COUNTY
SALT LAKE COUNTY
Centerville
Bountiful
West Bountiful
Woods Cross
North Salt Lake
Salt Lake City
South Salt Lake
Skypark Airport
Salt Lake City International Airport
Meridian Peak
Ensign Peak
Twin Peak
Round Knoll
Rudy Drain
Surplus Canal
Ridgeland Canal
Jordan River
Stone Creek
Holbrook Creek
Mill Creek
City Creek
Red Butte Creek
Emigration Creek
Lee Creek
Dry Creek
LEGACY PKWY
BELT RTE
DWIGHT D EISENHOWER HWY
FRONTAGE RD
TERMINAL DR
N TEMPLE
W 2100 N
W 500 N
W 300 N
W 400 S
W 7TH S
W INDIANA AVE
CALIFORNIA AVE
W 1300 S
W 1730 S
W 2100 S
E 1300 S
E 1700 S
E 2700 S
2ND AVE
E 3RD AVE
E 1ST AVE
E 100 S
E 200 S
E 300 S
E 7TH S
E 8TH S
E 900 S
E 21ST S
S 5600 W
S 500 W
S 300 W
S 2ND W
S 9TH W
S 2ND E
S 4TH E
S 300 E
S 500 E
S 900 E
S 1300 E
S 1900 E
S 2100 E
BECK ST
EAGLE RIDGE DR
BOUNTIFUL BLVD
S DAVIS BLVD
N ONION ST W
N PERIMETER RD
N 400 W
N 300 W
N 200 W
S 500 W
1400 W
W 1500 S
W 2200 W
Salt Lake City Sewage Canal
SALT LAKE CITY CANAL SEWAGE
LDS Hospital North Heliport
State Capitol Helicopter Landing Site
Salt Lake Regional Medical Center Heliport
Childrens Medical Center Heliport H2
Primary Childrens Center Heliport
American Stores Heliport
Redwood Health Center Heliport
Medical Center Helistop H2
4500
4750
5000
5250
5500
5750
6000
6250


SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
RNAV (GPS) Y RWY 17 AMDT 3
LNAV/VNAV
1:100,000K
TIFUL
TCH
BNT
ALL SURFACES CLEAR
Missed LNAV/VNAV CG/HAT/CGTA CONTROL_TOWER (4552)
SLOPING
49-020384
SALT LAKE COUNTY
DAVIS COUNTY
Salt Lake City International Airport
Skypark Airport
West Bountiful
Bountiful
Woods Cross
North Salt Lake
Meridian Peak
Ensign Peak
Salt Lake City
South Salt Lake
Redwood Health Center Heliport
LDS Hospital North Heliport
State Capitol Helicopter Landing Site
American Stores Heliport
Salt Lake Regional Medical Center Heliport
Cow Boy Knoll
Rabbit Knoll
Round Knoll
Rudy Drain
Surplus Canal
West Branch Brighton Canal
Ridgeland Canal
Jordan River
Mill Creek
Lee Creek
Kersey Creek Canal
Brighton Canal
Salt Lake City Sewage Canal
LEGACY PKWY
BELT RTE
DWIGHT D EISENHOWER HWY
FRONTAGE RD
TERMINAL DR
N TEMPLE
W 2100 S
W 1300 S
W 3100 S
W 2100 N
W 1500 S
W 400 S
W 300 N
2ND AVE
INDIANA AVE
CALIFORNIA AVE
BECK ST
EAGLE RIDGE DR
S DAVIS BLVD
Stone Creek
City Creek


SALT LAKE CITY INTL (KSLC)
SALT LAKE CITY, UT
RNAV (GPS) Y RWY 17 AMDT 3
LNAV
1:100,000K
TIFUL
LNAV KSLC:RW17:AER 7:1 Excluded Obs TOWER (4541)
49-000109
LNAV TIFUL to KSLC:RW17:AER ANTENNA (4445)
49-051364
TCH
ENT
LEGACY PKWY
N ONION ST W
Stone Creek
Salt Lake City Sewage Canal
SALT LAKE CITY CANAL SEWAGE
Jordan River
SALT LAKE COUNTY
Skypark Airport
Woods Cross
W 1500 S
S 500 W
1100 W
S DAVIS BLVD
North Salt Lake
Rudy Drain
N 3200 W
BELT RTE
W 2100 N
N 2200 W
BECK ST
EAGLE RIDGE DR
DAVIS COUNTY
Meridian Peak
Ensign Peak
SALT LAKE
Surplus Canal
Salt Lake City International Airport
N TEMPLE
W 300 N
N 300 W
LDS Hospital North Heliport
State Capitol Helicopter Landing Site
2ND AVE
E 100 S
Salt Lake Regional Medical Center Heliport
American Stores Heliport
W 2ND S
E 200 S
E 300 S
Salt Lake City
DWIGHT D EISENHOWER HWY
Ridgeland Canal
W 400 S
W 5TH S
W INDIANA AVE
S 2ND W
E 7TH S
E 8TH S
E 900 S
S 5600 W
Jordan River
89
15
215
80
68
67
106
186

INFORMATION ONLY

Federal Aviation Administration

Memorandum

Date: August 22, 2023

To: Instrument Flight Procedures Service Providers

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures Division

Subject: Waiver to Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, on Appendix C PBN Transition to ILS/GLS/LPV Final.

This memorandum waives FAA Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, Appendix C, paragraph 2.a.(1), for procedures that meet all of the following guidelines:

1. The final approach segment length is no longer than 37,400 feet.
2. The glidepath angle is 3.00 degrees or more.
3. The Threshold Crossing Height is between 40 feet and 60 feet.
4. No PBN segment/s intersect the final approach course extended closer than 12,300 feet plus Distance to Turn Anticipation (DTA) from the PFAF.

This memorandum remains in effect until rescinded. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section at 405-954-1139 or 9-AWA-AVS-AFS420@faa.gov.

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO:

1. FLIGHT PROCEDURE IDENTIFICATION:
SALT LAKE CITY, UT
SALT LAKE CITY INTL
RNAV (GPS) Y RWY 17

2. WAIVER REQUIRED AND APPLICABLE STANDARD:
FAAO 8260.3E Paragraph 2-5-3 (D) (Descent Gradient)
To permit initial segment descent gradients in excess of 500 feet per NM. The leg from UDUZU to IVOCY has a descent gradient of 677.2.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):
Request to publish the RNAV (GPS) Y RWY 17 using a descent gradient of 677.21 FT/NM from UDUZU to IVOCY, which exceeds the maximum allowable descent gradient of 500 FT/NM.
ATC has a requirement to ensure that 41st parallel is clear 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. Aircraft will have ample time to configure for final approach.
2. This is compliant with FAAO 8260.58C, Paragraph 3-1-4 (B); PFAF is a Fly-By 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 initial segment length to meet descent gradient will infringe upon adjacent ATC established procedural separation measures currently in place. This will affect restricted area operations, create STAR connection issues, and cause a ripple effect on various sector's airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):
AFS
KSLC
Department of Defense

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A	MANAGER	*Digitally signed by* ***ERIC N SUSKI*** Nov 04, 2024

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO:

1. FLIGHT PROCEDURE IDENTIFICATION:
SALT LAKE CITY, UT
SALT LAKE CITY INTL
RNAV (GPS) Y RWY 17

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 ILS OR LOC RWY 17 and RNAV (GPS) Y RWY 17 using an AT OR BELOW 250 KIAS at the EKKHO (IAF), which is less than the 310 KIAS required for CAT E operations. The 250 KIAS speed restriction is needed on the EKKHO Arrival and to meet requirements of FAAO 8260.3E Paragraph 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 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:
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 have also requested the speed restriction be added to the arrival to allow for better transitioning to the approach.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):
AFS
KSLC
Department of Defense

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A	MANAGER	*Digitally signed by* ***ERIC N SUSKI*** Nov 04, 2024

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO:

1. FLIGHT PROCEDURE IDENTIFICATION:
SALT LAKE CITY, UT
SALT LAKE CITY INTL
RNAV (GPS) Y RWY 17

2. WAIVER REQUIRED AND APPLICABLE STANDARD:
IAW 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 RNAV (GPS) RWY 17:
1. Using a leg length from IVOCY to PRYES of 4.72 NM versus the minimum leg length of 4.76 NM.
2. Using a leg length from OGD to UDUZU of 8.26 NM versus the minimum leg length of 10.07 NM.
3. Using a leg length from WEBER to GORPS of 2.01 NM versus the minimum leg length of 3.19 NM; 2.01 NM versus the minimum leg length of 10.23 NM to support ATC vectors.
4. Using a leg length from GORPS to UDUZU of 6.00 NM versus the minimum leg length of 6.18 NM.
ATC is requesting that procedures be connected to newly developed/proposed EKKHO and WEBER Standard Terminal Arrival Routes (STARs) for arrivals from the north. The terminus points EKKHO and WEBER are strategically located to avoid the Hill AFB traffic patterns as much as feasible while providing a continuous descent to meet established descent gradient for all ORIG and amended procedures.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:
1. Aircraft will not be vectored 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 WEBER terminus point to GORPS/UDUZU initial segment.
2. Aircraft established on the STAR between WEBER and GORPS will be TF and require no turns until the FB waypoint UDUZU which is 6.33 NM away from GORPS.
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 between waypoints 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 north of KSLC.
2. Moving waypoints inbound to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):
AFS
KSLC

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A	MANAGER	*Digitally signed by* ***ERIC N SUSKI*** Nov 04, 2024

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