

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: A8700485170441F38FA484E608E8D702	APWS Project ID: 350E094835364D459F47758C3F0238EC
Procedure: RNAV (GPS) Y RWY 34R AMDT 3		Enroute: NO	Specialist: Armentrout, Britney		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:
DELETED BOAGY TO PLAGE SEGMENT.

ACTIVE AIRNAV DATA USED.

KMZ FILE 1 - ADJUSTED BUILD.

KMZ FILE 2 - MISSED APPROACH BUILD.

AMEND WAIVER ON FILE TO USE 230 KTS AT QWENN and JAZZZ AND 210 KTS AND PLAGE AND ALGIE.

CANCEL WAIVER FOR leg length from ALGIE to HAKKR 3.14 to support ATC vectors.

CANCEL WAIVER FOR LEG LENGTH ISSUES BETWEEN PLAGE AND ALGIE.

CONTACT RAKE MCGRAW AJV-A422 405-954-8711.



FIPC BASIC FORM

PROCEDURE: RNAV (GPS) Y RWY 34R AMDT 3		AIRPORT NAME: SALT LAKE CITY INTL		AIRPORT ID: KSLC	SPECIAL CONTROL NO: SG-01-175-26
FAC ID: KSLC34R.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: A8700485170441F38FA484E608E8D702	

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 <input type="checkbox"/>

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 18:04		PRINTED NAME: JONES, JAMES ROBERT		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
RNAV (GPS) Y RWY 34R, 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)
(Salt Lake City International, KSLC)
RNAV (GSP) Y RWY 34R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58D 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 34R using a leg length from ALGIE (IF) to HAKKR of 3.14 NM versus the minimum leg length of 6.46 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. The prohibition against vectoring to PLAGE, ALGIE, or HAKKR 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 34L will be included in the next version of the facilities Standard Operating Procedure (SOP).
3. 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.

4. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Moving PLAGE, ALGIE, or HAKKR 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.

5. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
KSLC

6. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
10/15/25	AJV-A432	MANAGER

SIGNATURE

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-A4

7. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

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

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 × 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 34R using the leg length from PLAGE to ALGIE of 2.37 NM versus the minimum leg length of 3.13 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 is 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 PLAGE 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 to PLAGE and the initial segment from PLAGE to ALGIE.
- 2. Aircraft established on the STAR between QWENN/JAZZZ and PLAGE will be TF and require turns of 21° and 19° to intercept PLAGE.
- 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 from out from ALGIE and PLAGE to 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 the PLAGE or ALGIE inbound to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
KSLC

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A	MANAGER	

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-A4

DATE	ROUTING SYMBOL	SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

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

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 34R using an AT OR BELOW (AOB) 230 KIAS at QWENN and JAZZZ (IAFs) and AOB 210 KIAS at PLAGÉ (INITIAL SDF) and ALGIE (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 8260.3F Para 2-2-9 (c) must be charted on the Instrument Approach Procedure. The 210 KIAS speed restriction is needed at ALGIE to eliminate the requirement to lengthen the ALGIE to HAKKR intermediate segment from 3.14 NM to 4.89 NM to support ATC vectors. The 210 KIAS Speed restriction is needed at PLAGÉ per ATC request to have all RW34L, RW34R, and RW35 procedures have matching speed restrictions in order to support efficiency and sequencing efforts. 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
09/25/24	AJV-A432	MANAGER

SIGNATURE
Digitally signed by
RAKE MCGRAW
Feb 12, 2026

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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