# FEDERAL AVIATION ADMINISTRATION
# FLIGHT STANDARDS SERVICE
# RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
# TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

| AIRPORT ID | PROCEDURE NAME | ORIGINAL/AMENDMENT | CITY | STATE |
|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT |

| AIRPORT ELEVATION | TDZE | SUPERSEDED | ORIGINAL/AMENDMENT | DATED | MAG VAR | EPOCH YEAR |
|---|---|---|---|---|---|---|
| 4231 | 4229 | RNAV (GPS) RWY 34L | 1D | 04/22/2021 | 11E | 2020 |

| FACILITY | COORDINATES OF FACILITIES | ACTUAL EFFECTIVE DATE | REQUIRED EFFECTIVE DATE | CANCEL/SUSPEND |
|---|---|---|---|---|
| RNAV | | | ROUTINE | |

**TERMINAL ROUTES**

| FROM | FIX TYPE | TO | FIX TYPE | LEG TYPE | FO/FB | RNP | COURSE | DISTANCE | ALTITUDE |
|---|---|---|---|---|---|---|---|---|---|
| JAZZZ | IAF | PUTER | | TF | FB | 1.00 | 316.10 | 6.46 | 10000 |
| QWENN | IAF | PUTER | | TF | FB | 1.00 | 344.30 | 2.71 | 10000 |
| FFU VORTAC | IAF | PUTER | | TF | FB | 1.00 | 344.74 | 9.64 | 10000 |
| BOAGY | IAF | PUTER | | TF | FB | 1.00 | 326.59 | 12.50 | 10000 |
| PUTER | | CAMRI | | TF | FB | 1.00 | 343.98 | 2.37 | 9000 |
| CAMRI | IF | DUNLP | | TF | FB | 1.00 | 343.97 | 3.16 | 8000 |
| DUNLP | | FLLAG | | TF | FB | 1.00 | 343.97 | 9.22 | 6100 |
| FLLAG | FAF | JOMVA/2.60 NM TO RW34L | | TF | FB | 0.30 | 343.96 | 3.10 | |
| JOMVA/2.60 NM TO RW34L | | RW34L | MAP | TF | FO | 0.30 | 343.96 | 2.60 | |
| RW34L | MAP | 4800 MSL | | CA | | | 343.96 | | 4800 |
| 4800 MSL | | STACO | | DF | FO | 1.00 | | | 8100 |

**MISSED APPROACH**

**MAP:**

LPV: DA
LNAV/VNAV: DA
LNAV: RW34L

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 4800 THEN CLIMBING LEFT TURN TO 8100 DIRECT STACO AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

| AIRPORT ID | PROCEDURE NAME | ORIGINAL/AMENDMENT | CITY | STATE |
|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT |

**PROFILE:**

**1.** **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
**2.** PROFILE STARTS AT PUTER
**3.** **FAC:** 343.96 **FAF:** FLLAG **DIST FAF TO MAP:** 5.70 **DIST FAF TO THLD:** 5.70
**4.** **MIN ALT:** PUTER 10000, CAMRI 9000, DUNLP 8000, FLLAG 6100, JOMVA/2.60 NM TO RW34L 5100
**5.** **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **200 HAT:** 0.46 **GS ANT:**
**6.** **MIN GP INCPT:** 6100 **GP ALT AT PFAF:** FLLAG 6100 **OM:** **MM:** **IM:**
**7.** **GP ANGLE:** 3.00 **34:1:** IS CLEAR **20:1:** IS CLEAR **TCH:** 55.0
**8.** **MSA FROM:** RW34L 13000

**PBN REQUIREMENTS NOTE:**

RNP APCH - GPS.

**NOTES:**

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 49°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON FFU VORTAC AIRWAY RADIALS 310 CW 030.
CHART NOTE: FOR INOPERATIVE 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.
CHART NOTE: CAT E RESTRICTED TO USAF/USN AIRCRAFT.
CHART SPEED ICON IN PLANVIEW AT JAZZZ: MAX 230 KIAS.
CHART SPEED ICON IN PLANVIEW AT QWENN: MAX 230 KIAS.

**ADDITIONAL FLIGHT DATA:**

CHART MANDATORY 11000 AT QWENN.
CHART AT OR ABOVE 12000 AT JAZZZ
HOLD W, LT, 071.32 INBOUND.
CHART FAS OBST: 4384 ELECTRICAL_SYSTEM (49-051275) 404553N/1120024W.
CHART R-6412 A/B/C/D.
CHART VDP AT 1.12 NM TO RW34L.
WAAS CHANNEL # 70432
REFERENCE PATH ID: W34B
LTP HAE: 1271.8 M

**MINIMUMS:**

**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT**

**ALTERNATE:** NA ☐ STANDARD

| CATEGORY: | A | | | B | | | C | | | D | | | E | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FINAL TYPE | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA |
| LPV DA | 4429 | 1800 | 200 | 4429 | 1800 | 200 | 4429 | 1800 | 200 | 4429 | 1800 | 200 | 4429 | 1800 | 200 |
| LNAV/VNAV DA | 4640 | 4000 | 411 | 4640 | 4000 | 411 | 4640 | 4000 | 411 | 4640 | 4000 | 411 | 4640 | 4000 | 411 |
| LNAV MDA | 4660 | 2400 | 431 | 4660 | 2400 | 431 | 4660 | 4000 | 431 | 4660 | 4000 | 431 | 4660 | 4000 | 431 |

| AIRPORT ID | PROCEDURE NAME | ORIGINAL/AMENDMENT | CITY | STATE |
|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT |

**CHANGES - REASONS**

1. APPROACH NAME CHANGED FROM RNAV (GPS) RWY 34L TO RNAV (GPS) Y RWY 34L. - 8260.19J COMPLIANCE, NEW RNP APPROACH DEVELOPED TO RWY 34L.
2. ADDED TERMINAL ROUTE INITIAL JAZZZ TO PUTER – ATC REQUEST.
3. ADDED TERMINAL ROUTE INITIAL QWENN TO PUTER – ATC REQUEST.
4. TERMINAL ROUTE: REMOVED PUTER AS AN IAF . - USED AS A SDF PER THE FPT.
5. REMOVED TERMINAL ROUTE INITIAL BLUPE. – ATC REQUEST.
6. TERMINAL ROUTE INTERMEDIATE DUNLP TO FLLAG DISTANCE CHANGED FROM 9.21 TO 9.22 – FAF FLLAG MOVED TO ALIGN WITH NEW DESIGN TCH.
7. TERMINAL ROUTE FINAL FLLAG TO JANVO CHANGED FROM 3.11 TO 3.10. - FAF FLLAG MOVED TO ALIGN WITH NEW DESIGN TCH.
8. PROFILE LINE THREE CHANGED DIST FAF TO MAP: 5.71 AND DIST FAF TO THLD: 5.71 TO DIST FAF TO MAP: 5.70 AND DIST FAF TO THLD: 5.70. – FAF FLLAG MOVED TO ALIGN WITH NEW DESIGN TCH.
9. PROFILE LINE FOUR CHANGED FROM PUTER 10000, CAMRI 9000, DUNLP 8000, FLLAG 6100, JOMVA/2.60 NM TO RW34L 5100* TO PUTER 10000, CAMRI 9000, DUNLP 8000, FLLAG 6100, JOMVA/2.60 NM TO RW34L 5100. – ASTERISK NO LONGER REQUIRED PER 9260.19J.
10. PROFILE LINE SIX ADDED MIN GP INCPT: 6100. – 8260.19J COMPLIANCE.
11. PROFILE LINE SEVEN TCH CHANGED FROM 54.6 TO 55. – NEW DESIGN TCH.
12. CHANGED PBN REQUIREMENTS NOTE FROM RNP APCH TO RNP APCH - GPS. - 8260.19J COMPLIANCE.
13. NOTE CHANGED FROM FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 49°C. TO FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 49°C. – NEW HISTORICAL DATA REVIEW.
14. NOTES: ADDED CHART SPEED ICON IN PLANVIEW AT JAZZZ: MAX 230 KIAS. - FPT REQUEST.
15. NOTES: ADDED CHART SPEED ICON IN PLANVIEW AT QWENN: MAX 230 KIAS. - FPT REQUEST.
16. ADDITIONAL FLIGHT DATA: REMOVED 7:1 OBSTACLE 4660 AAO 404026N/1120022W. – 7:1 ENTRY NO LONGER REQUIRED FOR AAOS.
17. ADDITIONAL FLIGHT DATE: UPDATED CHART FAS OBST: 4384 ELECTRICAL_SYSTEM 404553N/1120024W TO CHART FAS OBST: 4384 ELECTRICAL_SYSTEM (49-051275) 404553N/1120024W. – 8260.19J COMPLIANCE.
18. ADDITIONAL FLIGHT DATA: REMOVED *LNAV ONLY. – 8260.19J COMPLIANCE.
19. ADDITIONAL FLIGHT DATA: ADDED CHART MANDATORY 11000 AT QWENN. - PER FPT.
20. FAS DATA: CHANGED CRC REMAINDER FROM C5F741E2 TO 121B9670. – TCH CHANGED FROM 54.6 TO 55.0.
21. FAS DATA: CHANGED TCH FROM 54.6 TO 55.0. – FAF MOVED TO ALIGN WITH NEW DESIGN TCH.
22. PLANVIEW NOTE: ADDED PROCEDURE NA FOR ARRIVAL ON FFU VORTAC AIRWAY RADIALS 310 CW 030. - 8260.3F (2-3-1A3) COMPLIANCE (TURNS GREATER THAN 90 DEGREES).
23. ADDED CHART NOTE CHART NOTE: CAT E RESTRICTED TO USAF/USN AIRCRAFT. - PER SPEED RESTRICTION WAIVER.
24. ADDED CHART AT OR ABOVE 12000 AT JAZZZ TO ADDITIONAL FLIGHT DATE. - JAZZZ STAR TERMINATION IS AT OR ABOVE 12000.

**COORDINATED WITH:**

**A4A** [X] **ALPA** [X] **AOPA** [X] **APA** [X] **HAI** [ ] **NBAA** [X] **OTHER:** ZLC, SLC ATCT, UT AERO, AMGR

| | | | | |
|---|---|---|---|---|
| **FLIGHT CHECKED BY** | *Digitally signed by* | **OFFICE** | **DATE** | |
| ANTHONY D VALLERA | ***ROBERT G HAMILTON*** | AJF | 01/07/2025 | |
| | Jan 13, 2025 | | | |
| **DEVELOPED BY** | *Digitally signed by* | **OFFICE** | **DATE** | |
| JOHN KEEFER | ***JOHN A KEEFER*** | AJV-A432 | 08/27/2024 | |
| | Oct 07, 2024 | | | |
| **APPROVED BY** | *Digitally signed by* | **OFFICE** | **DATE** | **TITLE** |
| JOSEPH L. ZEDER | ***ROBERT G HAMILTON*** | AJV-A432 | | MANAGER |
| | Jan 13, 2025 | | | |

QUALITY 34 CHECKED

**FAS DATA BLOCK INFORMATION**

| DATA FIELD | DATA |
|---|---|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | KSLC |
| RUNWAY | RW34L |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | Y |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W34B |
| LTP/FTP LATITUDE | 404629.9170N |
| LTP/FTP LONGITUDE | 1115943.6910W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +12718 |
| FPAP LATITUDE | 404828.0280N |
| FPAP LONGITUDE | 1115957.4310W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00055.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0000 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 35.0 |
| CRC REMAINDER | 121B9670 |

**ADDITIONAL PATH POINT RECORD INFORMATION**

| | |
|---|---|
| ICAO CODE | K2 |
| LTP ORTHOMETRIC HEIGHT | +12889 |
| FPAP ORTHOMETRIC HEIGHT | +12889 |

# FEDERAL AVIATION ADMINISTRATION
# FLIGHT STANDARDS SERVICE
# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT | 4231 | RNAV |

**PART A: OBSTRUCTION DATA SEGMENTS**

**INITIAL**

| FROM | TO |
|---|---|
| JAZZZ | PUTER |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 6.46 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 402530.00N/1115951.00W | 6690 | 215 | 8 | 4B | 1000 | | | | PR240 AT2070 | 10000 |
| TERRAIN | 402451.00N/1115857.00W | 6430 (6400) | | | | | | | | AS1500 | 7900 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**INITIAL**

| FROM | TO |
|---|---|
| QWENN | PUTER |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 2.71 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 402530.00N/1115954.00W | 6736 | 215 | 8 | 4B | 1000 | | | | AT2094 PR170 | 10000 |
| TERRAIN | 402530.00N/1115954.00W | 6535 (6500) | | | | | | | | AS1500 | 8000 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT | 4231 | RNAV |

**INITIAL**

| FROM | TO |
|---|---|
| FFU VORTAC | PUTER |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 9.64 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 401630.00N/1115627.00W | 7888 | 215 | 8 | 4B | 1000 | | | | PR290 AT822 | 10000 |
| TERRAIN | 401630.00N/1115627.00W | 7687 (7700) | | | | | | | | AS1500 | 9200 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**INITIAL**

| FROM | TO |
|---|---|
| BOAGY | PUTER |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 12.50 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 401630.00N/1115627.00W | 7888 | 215 | 8 | 4B | 1000 | | | | PR250 AT862 | 10000 |
| TERRAIN | 401630.00N/1115627.00W | 7687 (7700) | | | | | | | | AS1500 | 9200 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT | 4231 | RNAV |

**INITIAL: STEPDOWN**

| FROM | TO |
|---|---|
| PUTER | CAMRI |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 2.37 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 402530.00N/1115954.00W | 6736 | 215 | 8 | 4B | 1000 | | | | PR210 AT1054 | 9000 |
| TERRAIN | 402530.00N/1115951.00W | 6489 (6500) | | | | | | | | AS1500 | 8000 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**INTERMEDIATE**

| FROM | TO |
|---|---|
| CAMRI | DUNLP |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 3.16 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 402730.00N/1120003.00W | 6017 | 215 | 8 | 4B | 500 | | | | PR150 AT1333 | 8000 |
| TERRAIN | 402821.00N/1120015.00W | 5429 (5400) | | | | | | | | AS1500 | 6900 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT | 4231 | RNAV |

**INTERMEDIATE: STEPDOWN**

| FROM | TO |
|---|---|
| DUNLP | FLLAG |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 9.22 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 403336.00N/1120048.00W | 5096 | 215 | 8 | 4B | 500 | | | | AT504 | 6100 |
| TERRAIN | 403333.00N/1120051.00W | 4895 (4900) | | | | | | | | AS1000 | 5900 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**FINAL: LPV**

| FROM | TO |
|---|---|
| FLLAG | RW34L |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 0.30 | 5.70 | | DA | 200 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 4429 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT | 4231 | RNAV |

**FINAL: LNAV/VNAV**

| FROM | TO |
|---|---|
| FLLAG | RW34L |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 0.30 | 5.70 | | DA | 411 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POLE (49-051444) | 404521.65N/1120016.39W | 4365 | 20 | 3 | 1A | | 22.06:1 | | | XP3 | 4640 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

PER SUBTEAM MANAGER "DO NOT LOWER MINIMUMS UNLESS SPECIFICALLY STATED BY FPT". (50 FT REDUCTION IN MINIMUMS NOT ACHIEVABLE).

**FINAL: LNAV**

| FROM | TO |
|---|---|
| FLLAG | JOMVA/2.60 NM TO RW34L |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 0.30 | 3.10 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 404027.00N/1120036.00W | 4676 | 215 | 8 | 4B | 250 | | | | DG174 | 5100 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT | 4231 | RNAV |

**FINAL: LNAV STEPDOWN**

| FROM | TO |
|---|---|
| JOMVA/2.60 NM TO RW34L | RW34L |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 0.30 | 2.60 | | RW34L | 431 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ELECTRICAL_SYSTEM (49-051275) | 404553.14N/1120024.37W | 4384 | 20 | 3 | 1A | 250 | | | | XP26 | 4660 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

PER SUBTEAM MANAGER "DO NOT LOWER MINIMUMS UNLESS SPECIFICALLY ASKED BY FPT". (50 FT REDUCTION IN MINIMUMS NOT ACHIEVABLE.)

**MISSED APPROACH: LPV**

| FROM | TO |
|---|---|
| DA | STACO |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 0.30-1.00 | | | | | 4261 |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 8100 |
| AAO | 405254.00N/1121136.00W | 5784 | 215 | 8 | 4B | 1000 | | | | | 6800 |
| TERRAIN | 405254.00N/1121136.00W | 5583 (5600) | | | | | | | | AS1500 | 7100 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT | 4231 | RNAV |

**MISSED APPROACH: LNAV/VNAV**

| FROM | TO |
|---|---|
| DA | STACO |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 0.30-1.00 | | | | | 4479 |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 8100 |
| AAO | 405254.00N/1121136.00W | 5784 | 215 | 8 | 4B | 1000 | | | | | 6800 |
| TERRAIN | 405254.00N/1121136.00W | 5583 (5600) | | | | | | | | AS1500 | 7100 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**MISSED APPROACH: LNAV**

| FROM | TO |
|---|---|
| RW34L | STACO |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 0.30-1.00 | | | | | 4560 |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 8100 |
| AAO | 405254.00N/1121136.00W | 5784 | 215 | 8 | 4B | 1000 | | | | | 6800 |
| TERRAIN | 405254.00N/1121136.00W | 5583 (5600) | | | | | | | | AS1500 | 7100 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT | 4231 | RNAV |

**MSA**

| CENTER | RADIUS |
|---|---|
| RW34L | 25 |

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 360-360 | AAO | 402327.00N/1113845.00W | 134 | 28.0 | 11929 | 215 | 8 | 4B | 1000 | | | 13000 |

**MSA REMARKS:**

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

INTERMEDIATE STEPDOWN DOES NOT PROTECT FROM R-6412 COORDINATED WITH SLC ATCT, CONTROLLING AGENCY.

INITIAL, INTERMEDIATE, INTERMEDIATE STEPDOWN, FAF, LNAV STEPDOWN AND MISSED APPROACH POINT FIXES, LOCATIONS AND ALTITUDES PER ATC/WESTERN FPT REQUEST FOR SIMULTANEOUS OPERATIONS WITH ILS OR LOC RWY 34R, RNAV (GPS) RWY 34R AND LDA RWY 35.

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| SLC | RNAV (GPS) Y RWY 34L | 2 | SALT LAKE CITY | UT | 4231 | RNAV |

**PART B: SUPPLEMENTAL DATA**

**COMMUNICATIONS WITH**

ZLC ARTCC, SLC TOWER, SLC APP CON

| WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | SERVICE-A | ADJUSTMENTS |
|---|---|---|---|---|---|---|
| ASOS | SLC | 24 | SLC | 0 | Y | 0 |

| BACK-UP WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | SERVICE-A | ADJUSTMENTS |
|---|---|---|---|---|---|---|

**WX REMARKS:**

BACKUP ALTIMETER NOT REQUIRED. REDUNDANT WEATHER SERVICES ON AIRFIELD.

| PRIMARY NAVAID | MONITOR POINT | HRS OPERATION | CAT |
|---|---|---|---|

| APPROACH AND RUNWAY LIGHTING SYSTEM | RUNWAY MARKINGS | RUNWAY VISUAL RANGE |
|---|---|---|
| RW14 - HIRL, PAPI-4L | BSC-G | |
| RW32 - HIRL, PAPI-4L | BSC-G | |
| 01H | H-F | |
| 02H | H-F | |
| RW16L - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW16R - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW17 - MALSR, C/LINE, HIRL, TDZ, PAPI-4R | PIR-G | APPROACH, ROLL OUT |
| RW34L - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW34R - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW35 - MALSR, C/LINE, HIRL, TDZ, PAPI-4L | PIR-G | APPROACH, ROLL OUT |

| GLIDESLOPE ANGLE | ELEV RWY THRESHOLD | TCH | ELEV GS ANTENNA | DISTANCE FROM RWY | VGSI ANGLE | TCH |
|---|---|---|---|---|---|---|
| 3.00 | 4228.8 | 55.0 | | | 3.00 | 73.0 |

**FINAL APPROACH COURSE AIMING**

| | | | |
|---|---|---|---|
| RUNWAY THRESHOLD | [X] | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE | [X] | FT FROM CENTERLINE | |

**CRITICAL TEMPERATURES**

| CRITICAL LOW | CRITICAL HIGH | ACT | APT ISA |
|---|---|---|---|
| -10C | +49C | -10C | +6.62C |

**CRITICAL TEMPERATURE REMARKS:**

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2019-2023).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1509 HIGH TEMP 1762.

**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

50 FT VEGETATION HEIGHT USED PER WESTERN FPT

TAA NOT DEVELOPED PER ATC/WESTERN FPT REQUEST.
WAIVER: QWENN-PUTER AND CAMRI-DUNLP SEGMENT LEG LENGTHS TOO SHORT TO SUPPORT ATC VECTORS; 8260.58 1-3-1.C.
WAIVER: PUTER-CAMRI SEGMENT LEG LENGTH TOO SHORT; 8260.58 1-2-5.B.
WAIVER: SPEED RESTRICTIONS IN USE BELOW 310 KIAS WITH CAT E; 8260.58 TABLE 1-2-2.

**PART D: AIRSPACE**

**DOCKET #**

**ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE**

| | | | |
|---|---|---|---|
| **DISTANCE FROM** | THLD | **TO 1000FT POINT** | 3.51 |
| **WIDTH OF** | FINAL | **SEGMENT AT 1000FT POINT** | 1.20 |
| **TRUE COURSE OF** | FINAL | **SEGMENT CONTAINING 1000FT POINT** | 354.96 |
| **HIGH TERRAIN IN** | FINAL | **SEGMENT CONTAINING 1000FT POINT** | 4400 |
| **DISTANCE FROM** | THLD | **TO 1500FT POINT** | 11.72 |
| **WIDTH OF** | INTERMEDIATE | **SEGMENT AT 1500FT POINT** | 4.00 |
| **TRUE COURSE OF** | INTERMEDIATE | **SEGMENT CONTAINING 1500FT POINT** | 354.97 |
| **HIGH TERRAIN IN** | INTERMEDIATE | **SEGMENT CONTAINING 1500FT POINT** | 4900 |

| | |
|---|---|
| **THRESHOLD COORDINATES (IF STR-IN)** | 404629.92N/1115943.69W |
| **ARP COORDINATES** | 404718.22N/1115839.98W |
| **RUNWAY APCH END AND DIST FURTHEST FROM ARP** | RUNWAY 16R DISTANCE 1.52 NM |
| **FAF COORDINATES** | 404048.90N/1115904.10W |
| **FIX NAME COORDINATES** | |

**REMARKS**

NO ADDITIONAL AIRSPACE REQUIRED.

**PART E: PREPARED BY**

| NAME | OFFICE | DATE | TITLE |
|---|---|---|---|
| JOHN KEEFER | AJV-A432 | 08/27/2024 | AERONAUTICAL INFORMATION SPECIALIST |

QUALITY 34 CHECKED