

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: ADFF1D12B20A439089E80DC7727A7D22	APWS Project ID: 33ECB9336BB540DCB55AC2663F56EAB0
Procedure: RNAV (GPS) Y RWY 34L AMDT 2		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:</div> <div>Waiver for leg length to support ATC vectors for segments CAMRI to DUNLP and QWENN to PUTER. Waiver for speed restrictions less than minimum speed at points JAZZZ, and QWENN. Waiver for minimum leg length segment PUTER to CAMRI.</div> <div>Contact Joe Zeder 405-954-9111.</div> <div>01/14/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/20/2025. ADDED 8260-2 FIXES: BLUPE, BOAGY, JOMVA</div> <div><div>QUALITY 38 CHECKED</div><div>QUALITY 34 CHECKED</div></div>					

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS) Y RWY 34L AMDT 2			<b>AIRPORT NAME:</b> SALT LAKE CITY INTL		<b>AIRPORT ID:</b> KSLC	<b>SPECIAL CONTROL NO:</b> SG-11-098-24
<b>FAC ID:</b> KSLC34L.02Y		<b>CITY:</b> SALT LAKE CITY			<b>ST:</b> UT	<b>ORIG CHART DATE:</b> 02/20/2025
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> ADFF1D12B20A439089E80DC7727A7D22		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b> anthony d vallera					<b>DATE:</b> 01/07/2025	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					<div style="display: flex; justify-content: space-between;"> <span></span> <span>YES</span> <span>NO</span> </div>	
					<b>CPV COMPLETE?</b> <input checked="" type="checkbox"/> X	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 01/07/2025	<b>CREW #:</b> VN218	<b>N #:</b> N87	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> anthony d vallera @ 01/07/2025 18:21			<b>PRINTED NAME:</b> VALLERA, ANTHONY DOMINIC			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b>						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

WAAS CH <b>70432</b> <b>W34B</b>	APP CRS <b>344°</b>	Rwy Idg <b>12000</b> TDZE <b>4229</b> Apt Elev <b>4231</b>
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## RNAV (GPS) Y RWY 34L

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.

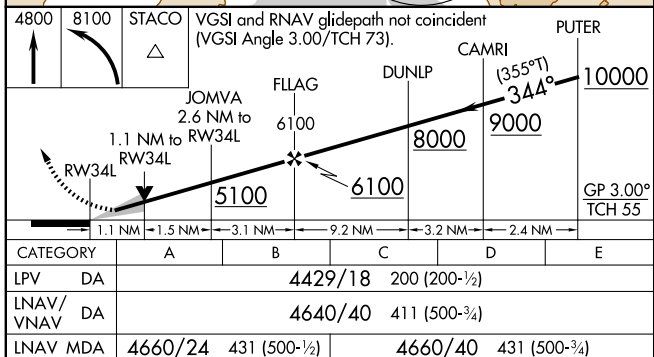
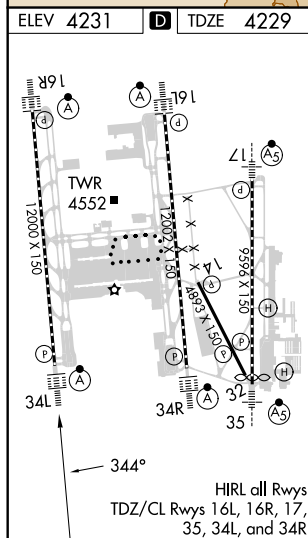
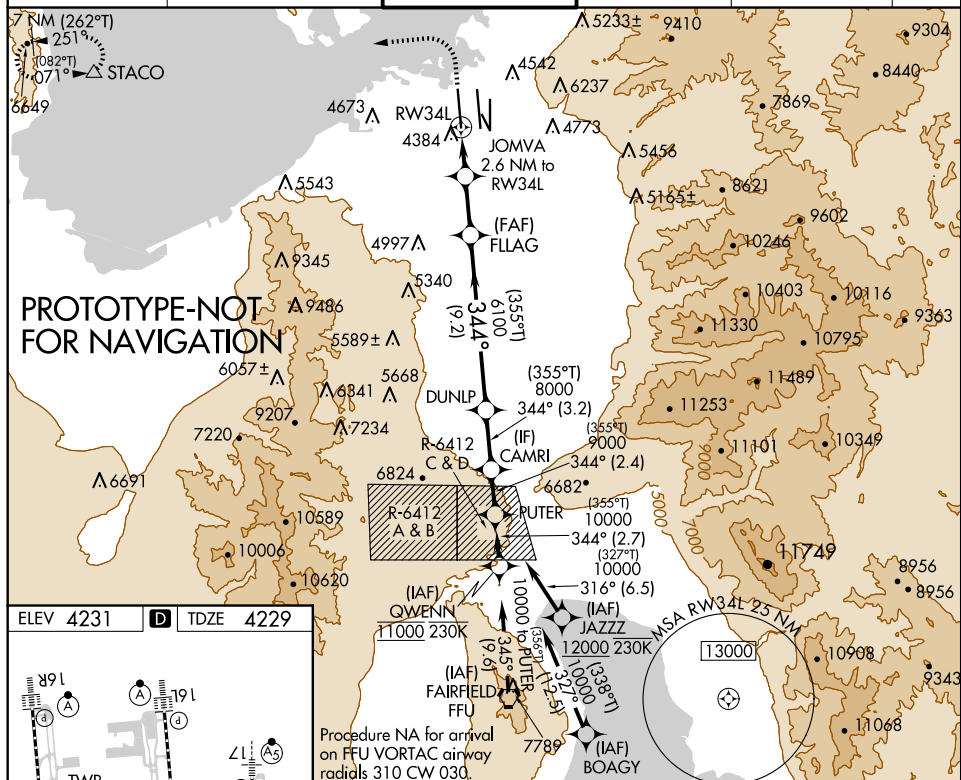
**T** Simultaneous approach authorized. RNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, RNAV/VNAV NA below -10°C or above 49°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, RNAV/VNAV all Cats visibility to RVR 6000. RNAV Cat E visibility to 1 1/2 SM. Cat E restricted to USAF/USN aircraft.

ALSF-2



**MISSED APPROACH:**  
Climb to 4800 then  
climbing left turn to  
8100 direct STACO  
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	132.65 336.4	123.775 348.6	127.3 379.975	



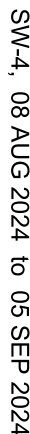
**OLD**

RNAV (GPS) RWY 34L  
SALT LAKE CITY INTL (SLC)

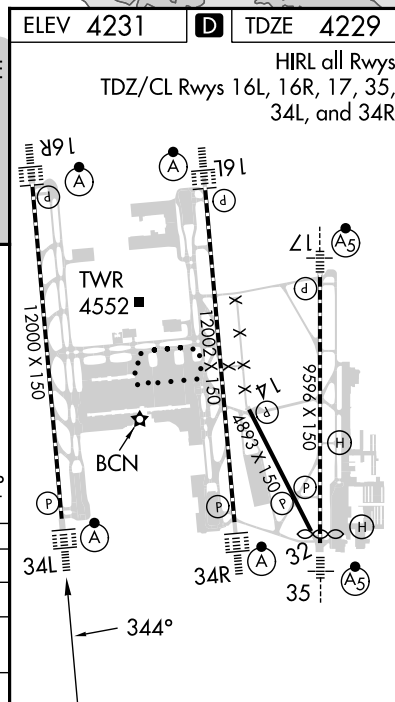
**T** Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 49°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000. LNAV Cat E visibility to 1 1/4 SM.

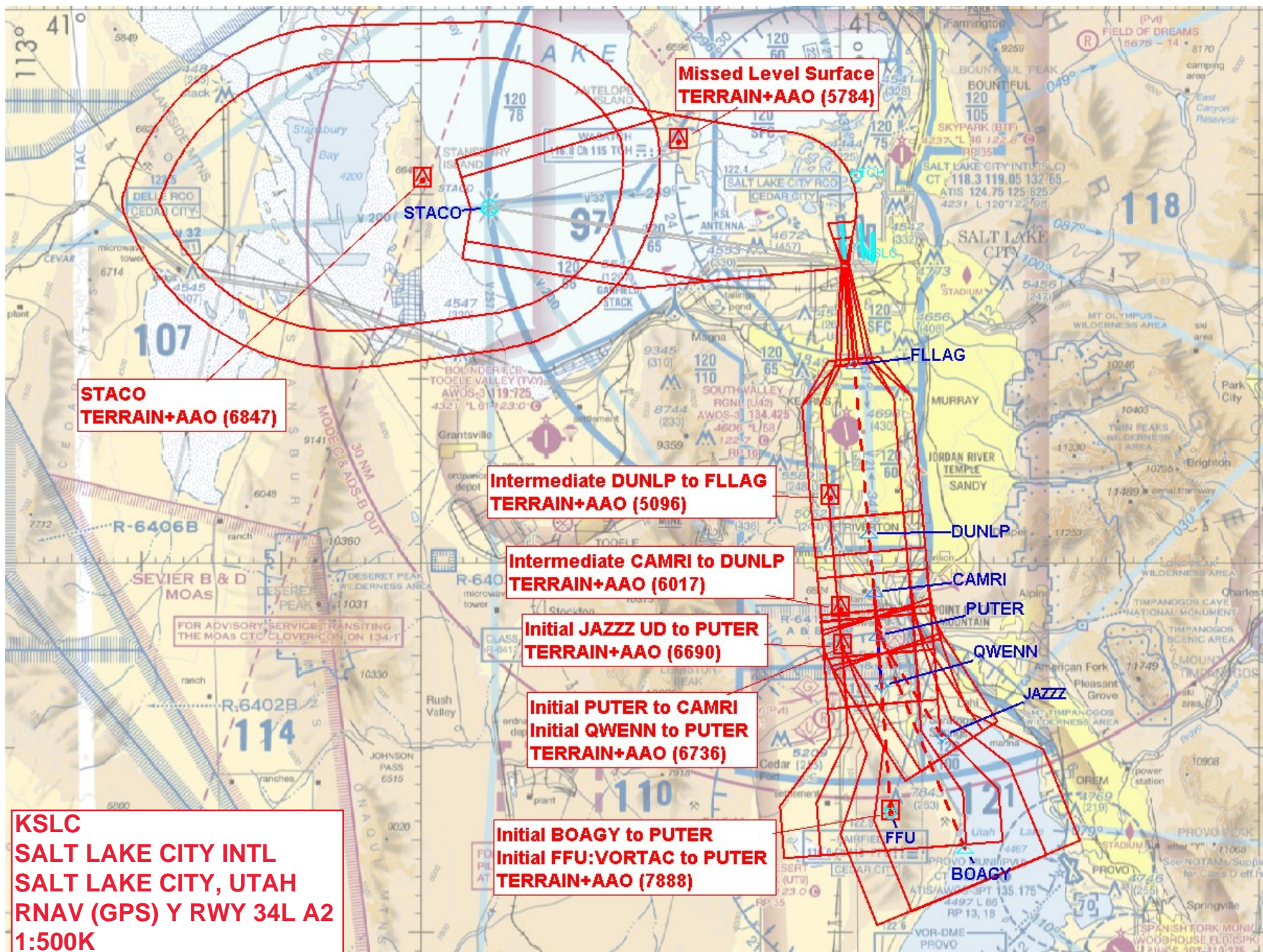
**MISSED APPROACH:**  
Climb to 4800 then  
climbing left turn to  
8100 direct STACO  
and hold.

CPD/C

SW-4, 08 AUG 2024 to 05 SEP 2024

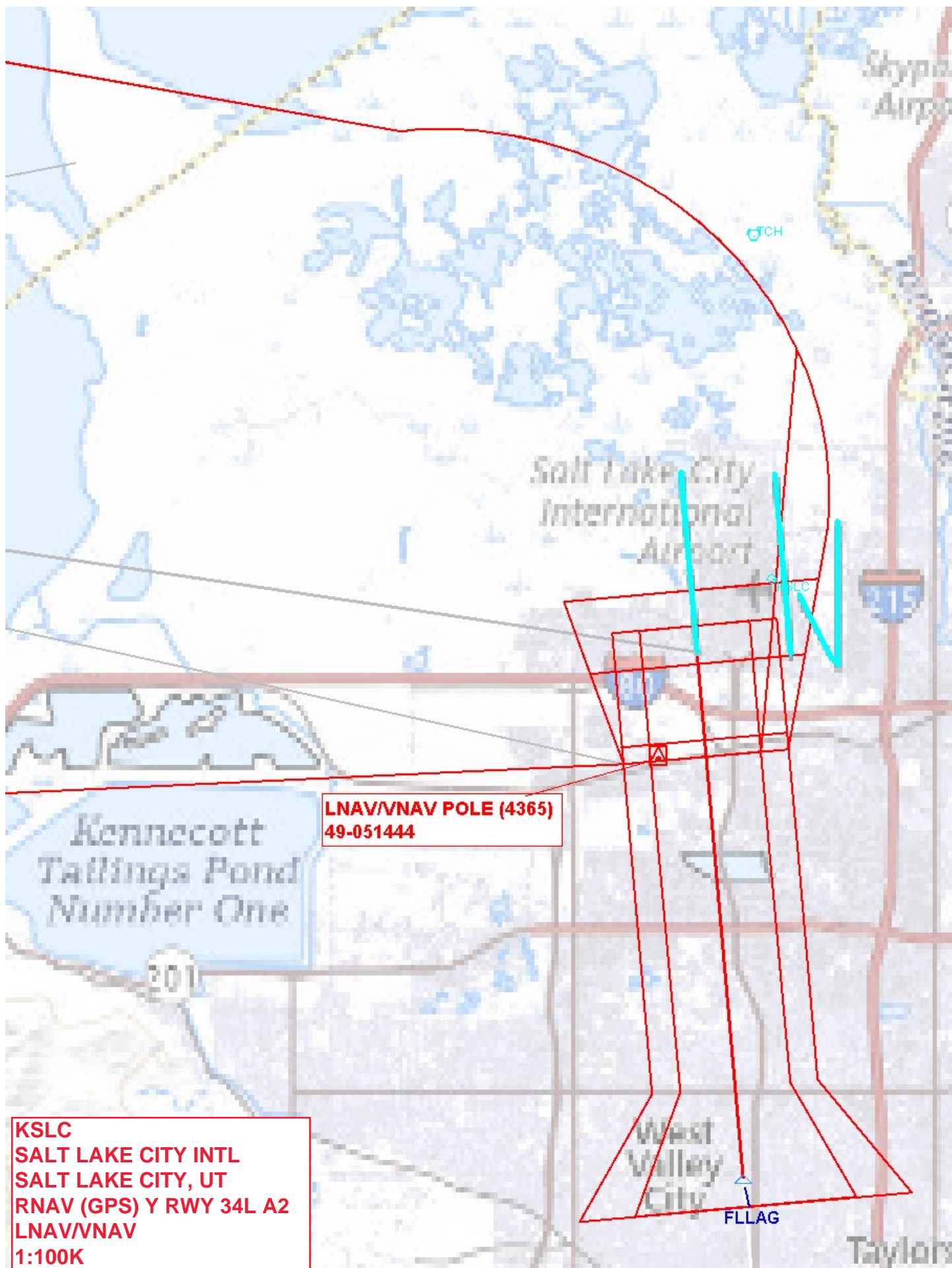








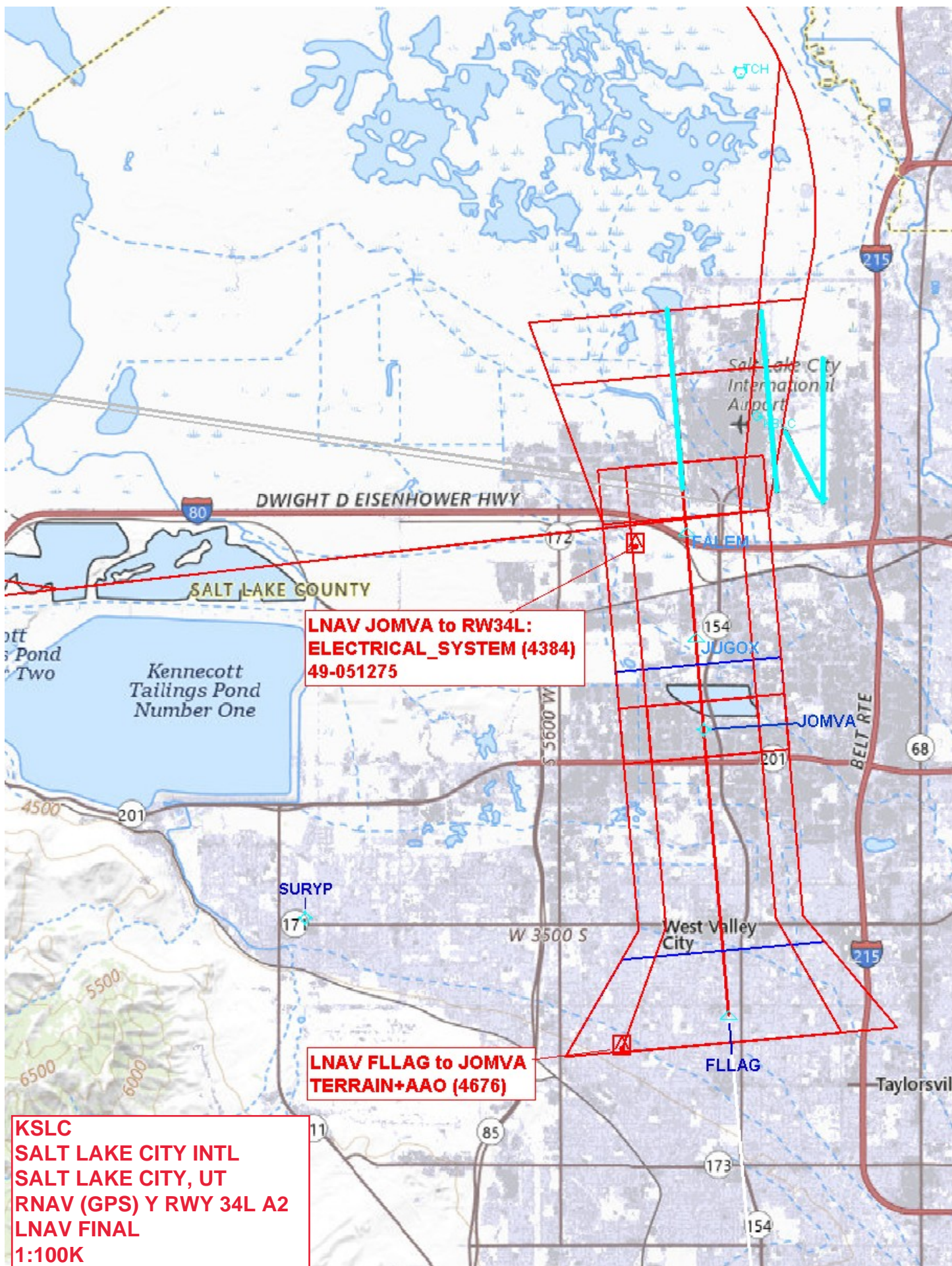




**LNAV/VNAV POLE (4365)**  
**49-051444**

**KSLC**  
**SALT LAKE CITY INTL**  
**SALT LAKE CITY, UT**  
**RNAV (GPS) Y RWY 34L A2**  
**LNAV/VNAV**  
**1:100K**





**LNAV JOMVA to RW34L:  
ELECTRICAL\_SYSTEM (4384)  
49-051275**

**LNAV FLLAG to JOMVA  
TERRAIN+AAO (4676)**

**KSLC  
SALT LAKE CITY INTL  
SALT LAKE CITY, UT  
RNAV (GPS) Y RWY 34L A2  
LNAV FINAL  
1:100K**



**1. FLIGHT PROCEDURE IDENTIFICATION:**

(Salt Lake City, UT)  
(Salt Lake City International, KSLC)  
[RNAV (GPS) Y 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 (GPS) Y RWY 34L using a leg length of 3.16 NM from CAMRI to DUNLP versus the minimum leg length of 4.97 NM; a leg length from QWENN to PUTER of 2.71 NM versus the minimum leg length of 3.09 NM 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 initial segment fixes.
2. Aircraft established on the QWENN STAR between QWENN and PUTER will be TF and require no heading change when reaching the (IAF).
3. The prohibition against vectoring to PUTER, 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 an 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. Extending the leg lengths between PUTER and QWENN is not feasible as it would cause a possible airspace reconfiguration with the strategic terminus point location, the restricted area and the airports/airspace with their traffic patterns just south of KSLC.
2. Moving PUTER, CAMRI or DUNLP to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.
3. Relocating R-6412 A - D.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AFS  
KSLC

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
09/25/24	AJV-A432	MANAGER	

**8. 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 34L]

**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  $2 \times \text{XTT}$  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 34L using the leg length from PUTER to CAMRI of 2.37 NM versus the minimum leg length of 2.99 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 are 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 PUTER 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.

2. Aircraft established on the STAR between QWENN/JAZZZ and will be TF and require turns of 0.3 and 27.0 degrees respectively to intercept PUTER.

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 outbound from PUTER and CAMRI to strategically established QWENN is not feasible as it would cause a possible airspace reconfiguration with numerous airports/airspaces with their traffic patterns just south of KSLC.

2. Moving PUTER and/or CAMRI inbound to accommodate the leg length requirement would impact the established descent gradient and segment length criteria as well as the ORIG RNP procedure being established.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AFS  
KSLC

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
09/25/24	AJV-A432	MANAGER	

**8. 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 34L

**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 34L using an AT OR BELOW 230 KIAS at the QWENN and JAZZZ (IAF), which is 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.

**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.
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 (IAF).

**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 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
09/25/24	AJV-A432	MANAGER	

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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