

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 02/20/2025	APWS Task ID: B705513BB14F49D6A06E289CD49ED830	APWS Project ID: D1DC2D919D594A129CF95DC560A72D7C
Procedure: STAR CARTR ONE (RNAV), SALT LAKE CITY UT KSLC		Enroute: YES	Specialist: Copeland, Guy		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: CONTACT: ROBERT HAMILTON 405-954-4608 GPS ONLY PROCEDURE QUALITY 9 CHECKED BEGUE 10/23/2024 QUALITY 14 CHECKED					

[illegible]

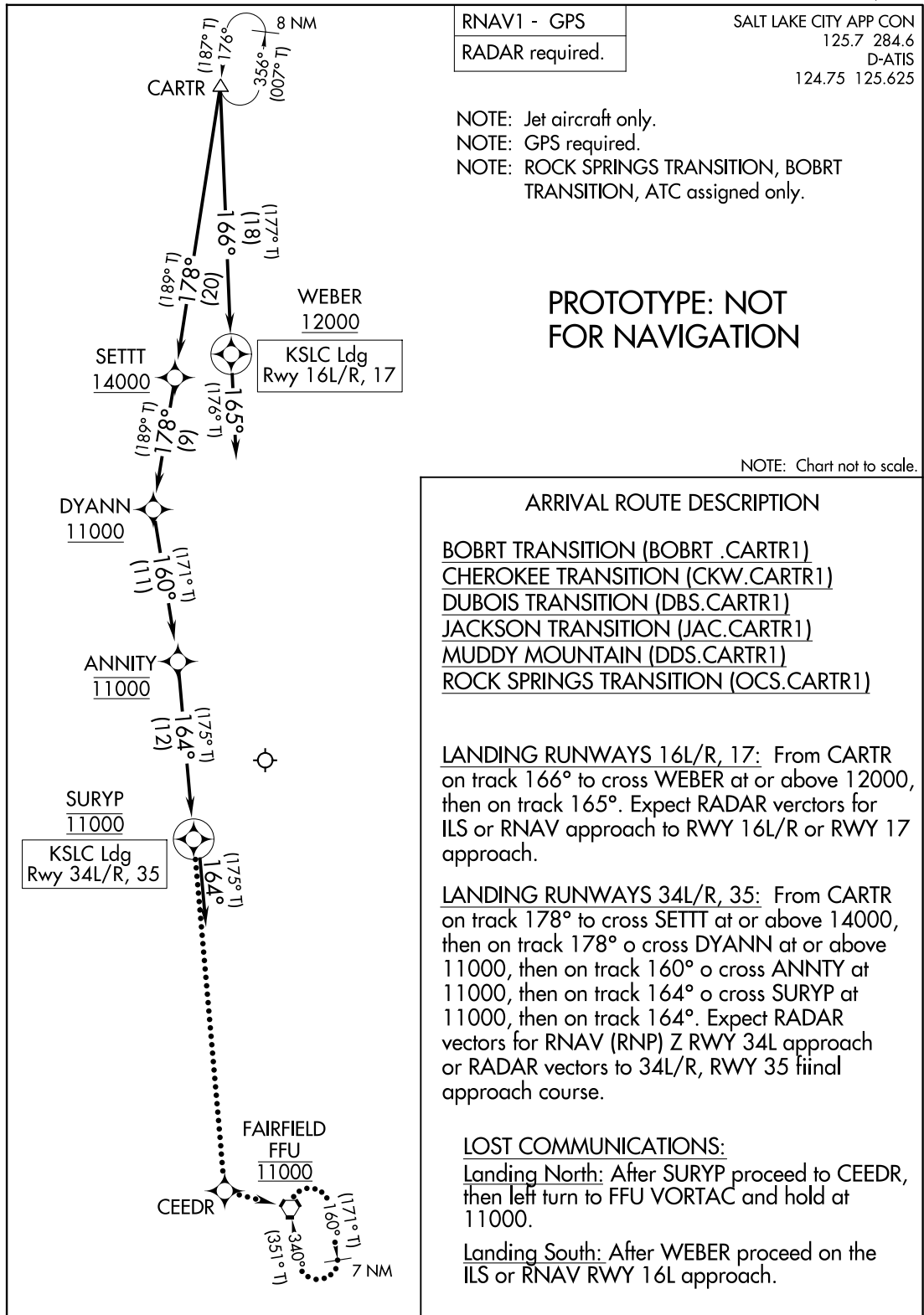
(CARTR.CARTR1)FIG

AL-365 (FAA)

SALT LAKE CITY INTL (SLC)

CARTR ONE ARRIVAL(RNAV) Arrival Routes

SALT LAKE CITY, UTAH



CARTR ONE ARRIVAL(RNAV) Arrival Routes

(CARTR.CARTR1)FIG

SALT LAKE CITY, UTAH
SALT LAKE CITY INTL (SLC)

AUTOMATED AL-365 CARTR ARRIVAL_C

SW-4

21 OCT 2024

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG



Federal Aviation Administration

Memorandum

Date: January 31, 2023

To: Instrument Flight Procedure Service Providers
Digitally signed by WADE
EK TERRELL
WADE EK TERRELL
Date: 2023.01.31 09:21:16
-06'00'

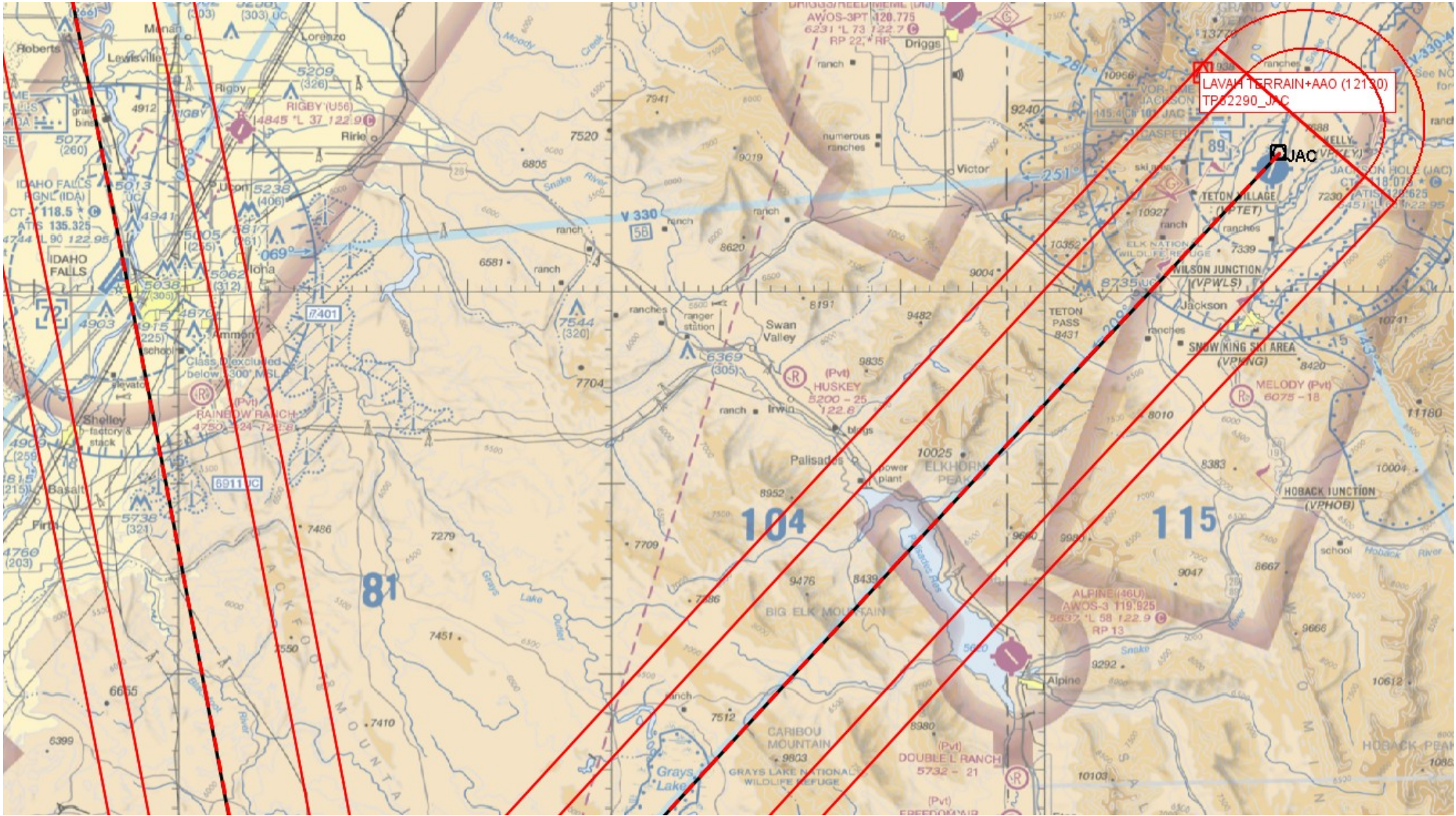
From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

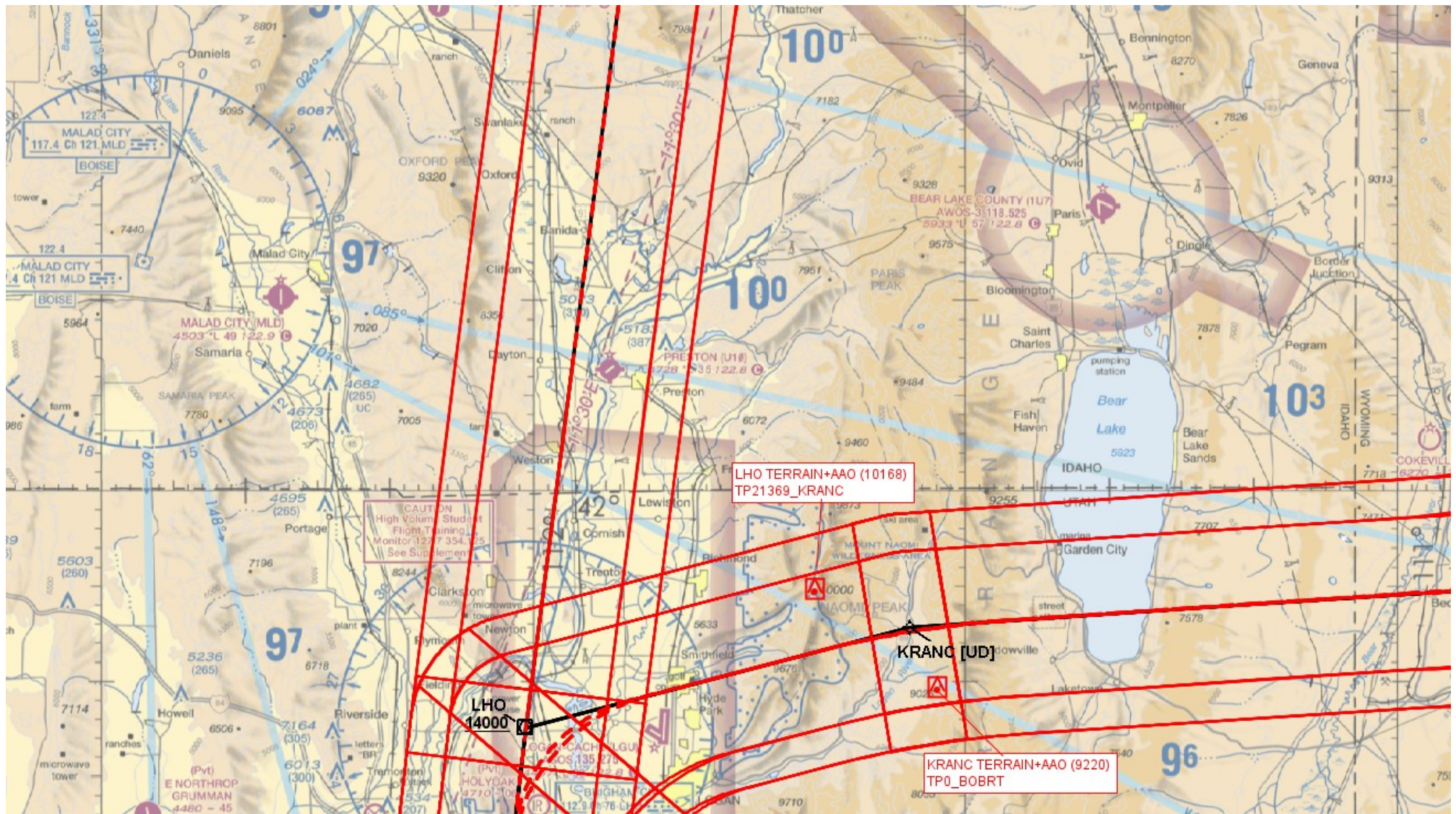
Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

Background: The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

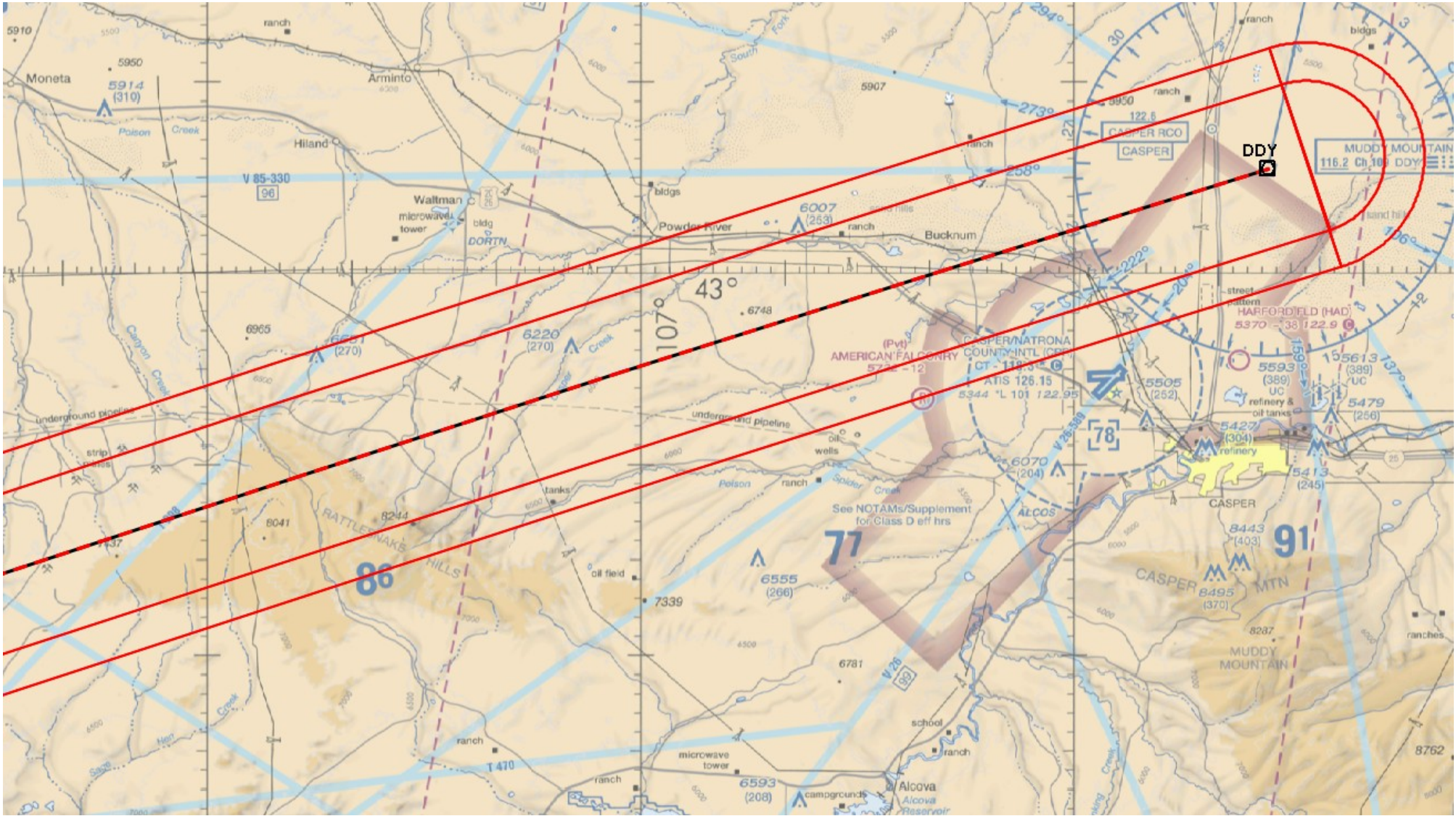
Purpose: This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

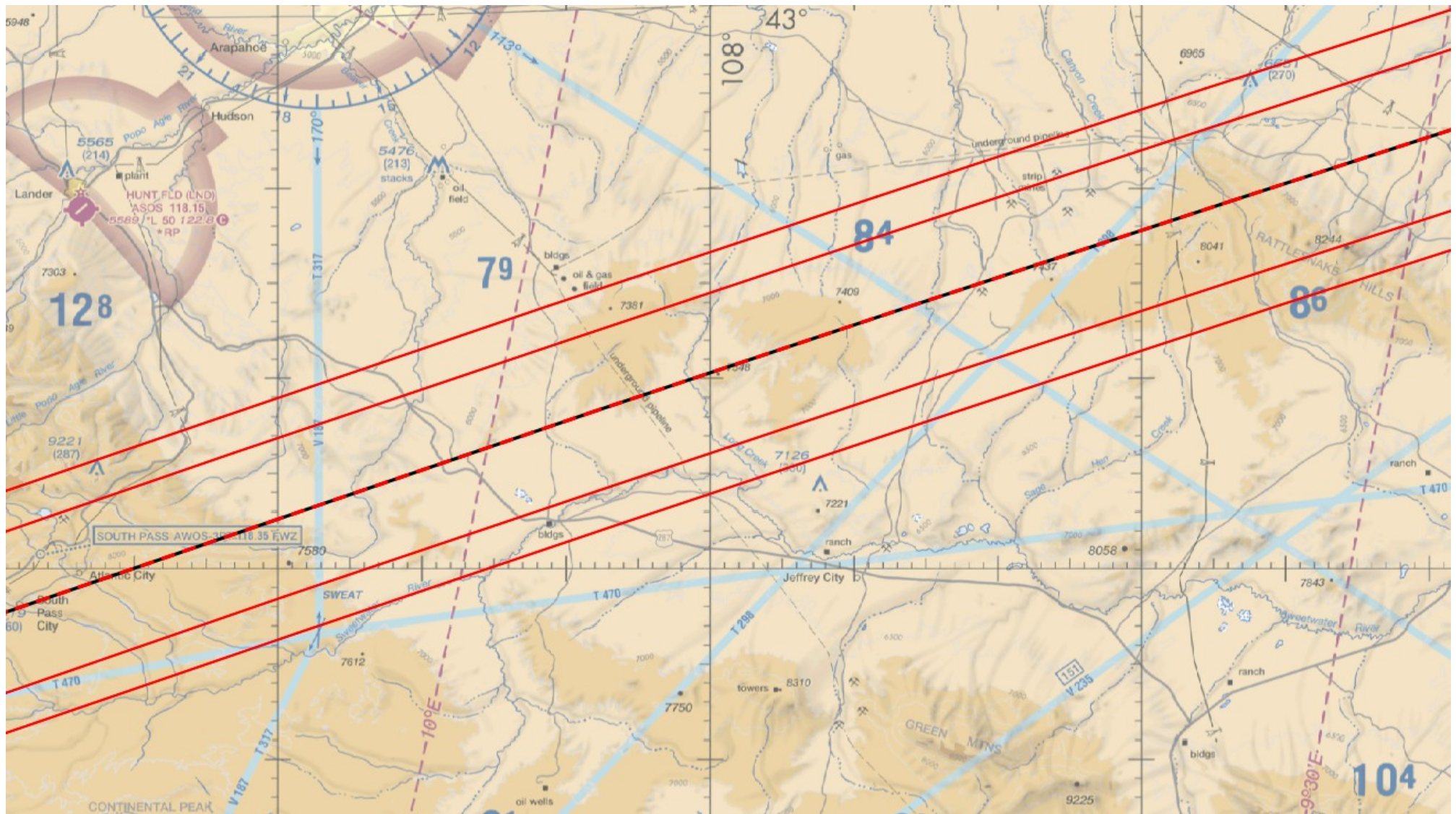
This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or thomas.j.nichols@faa.gov



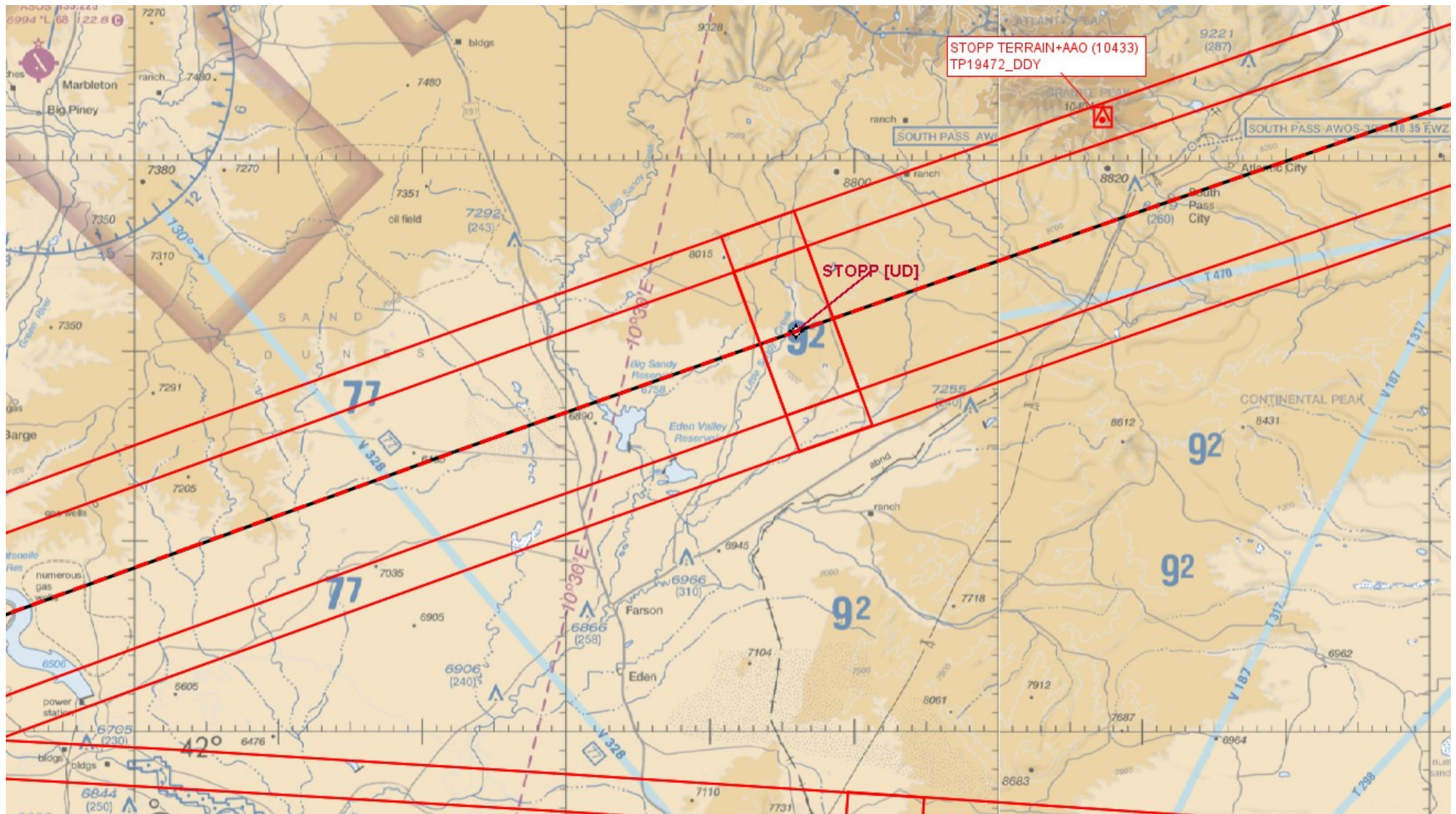


CARTR (RNAV)

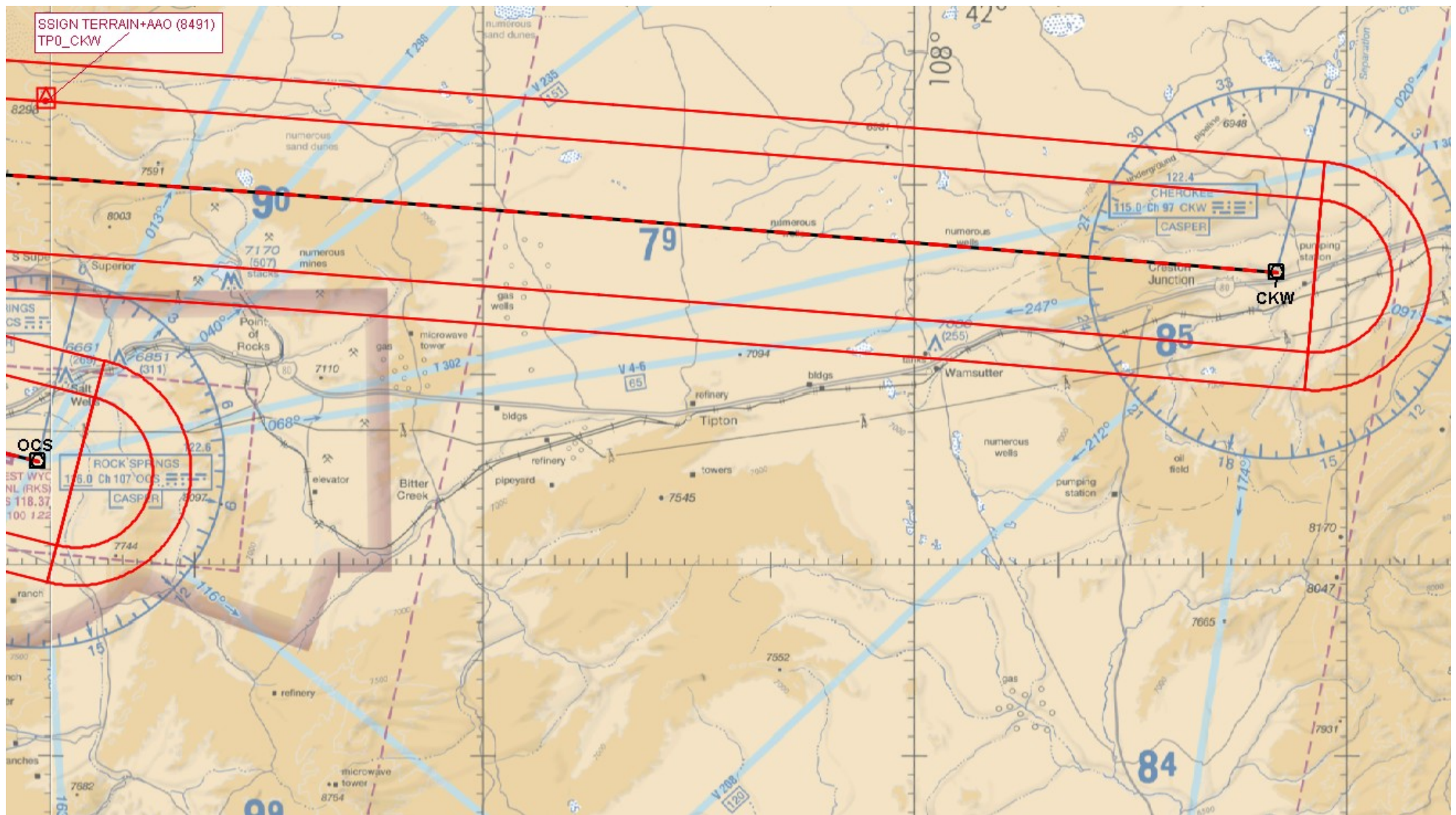




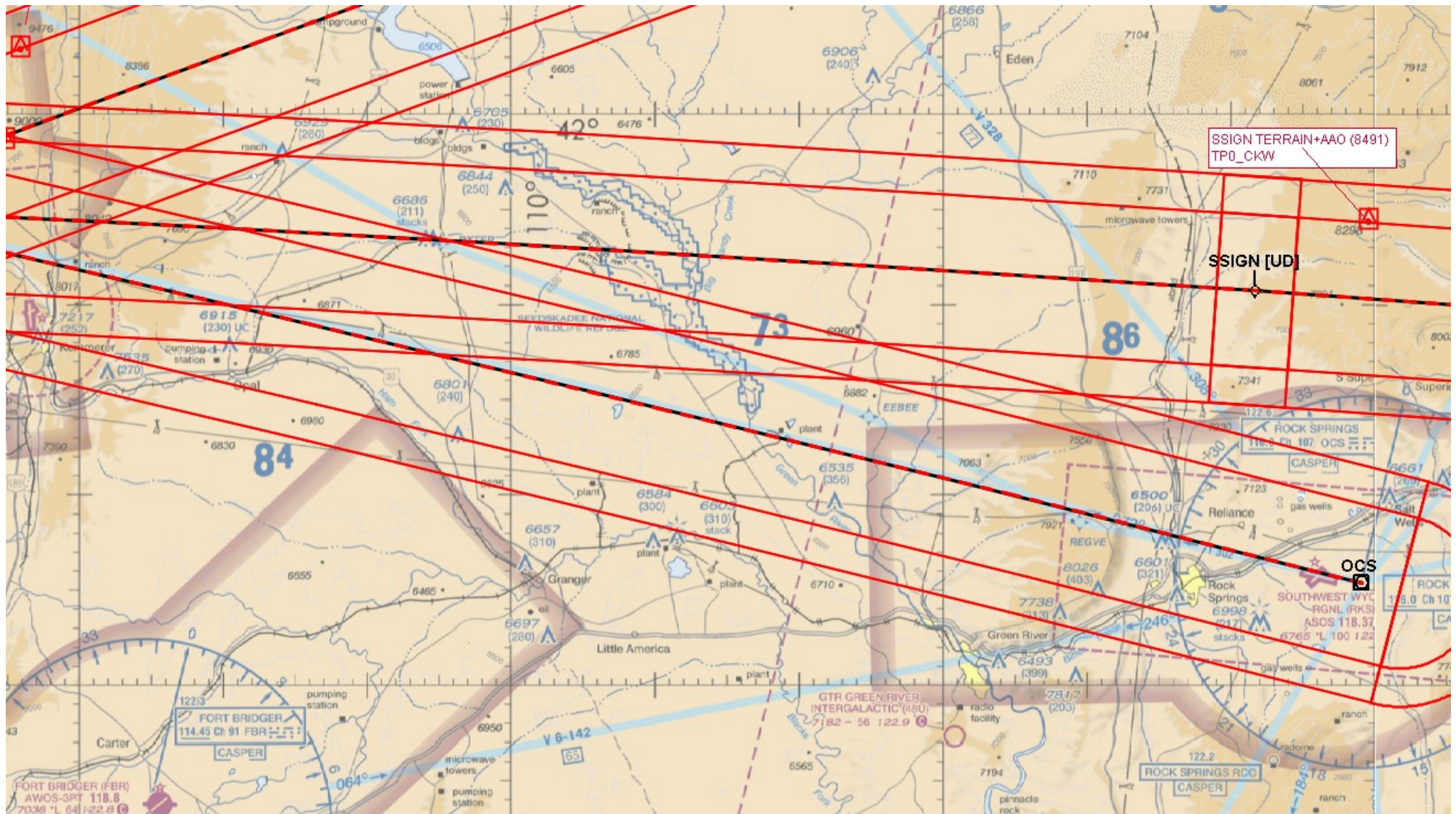
CARTR (RNAV)



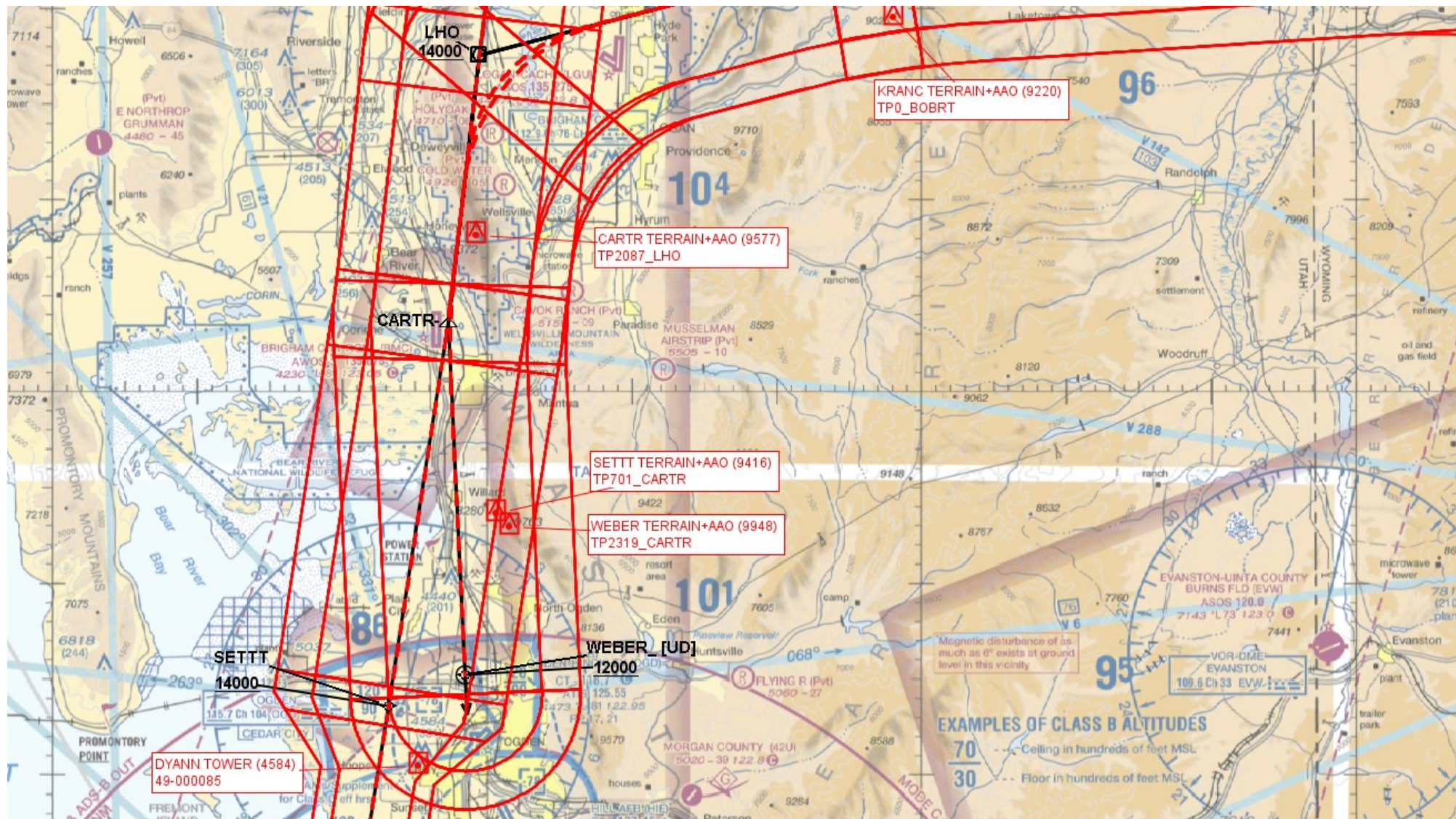
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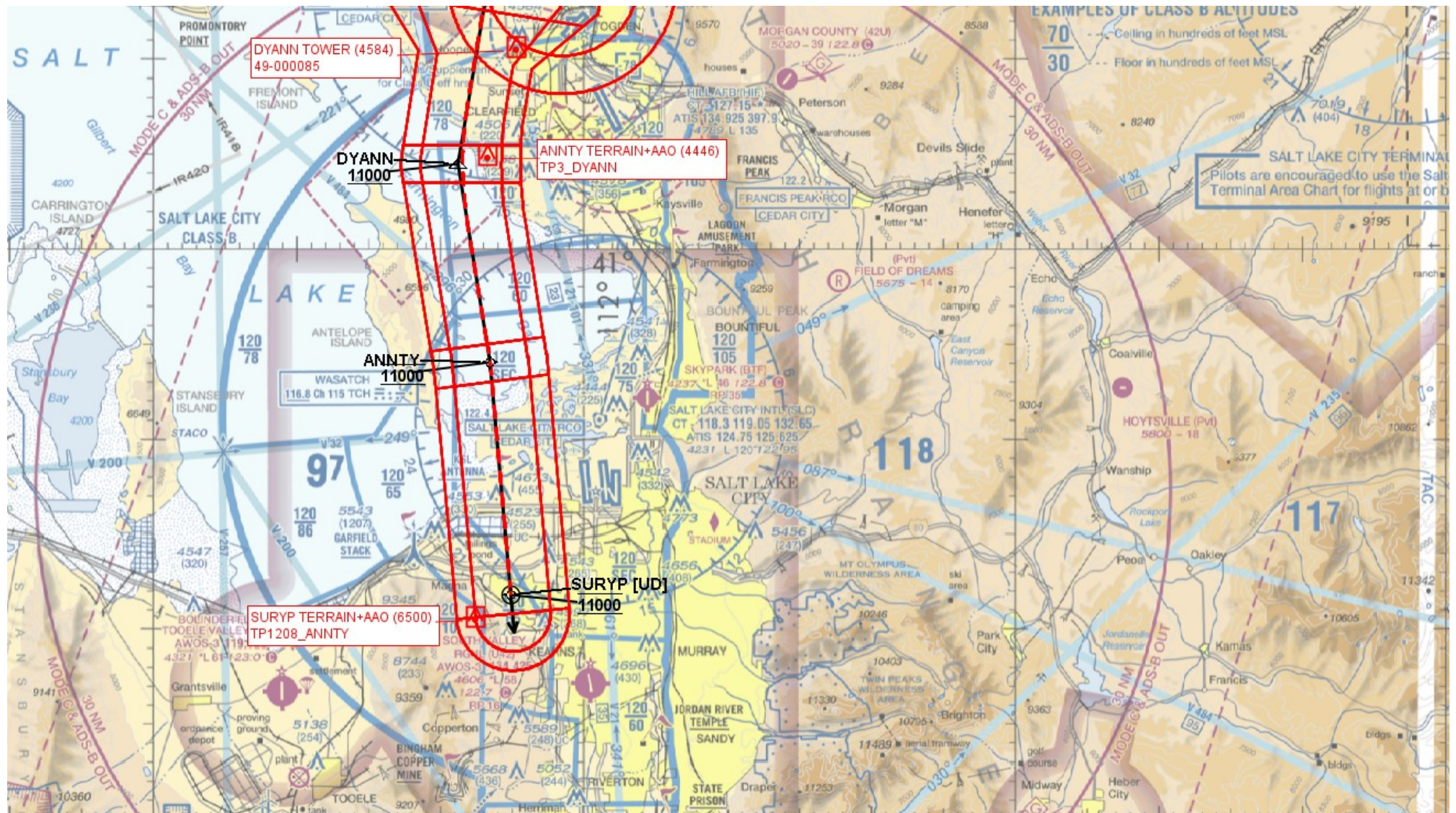
CARTR (RNAV)



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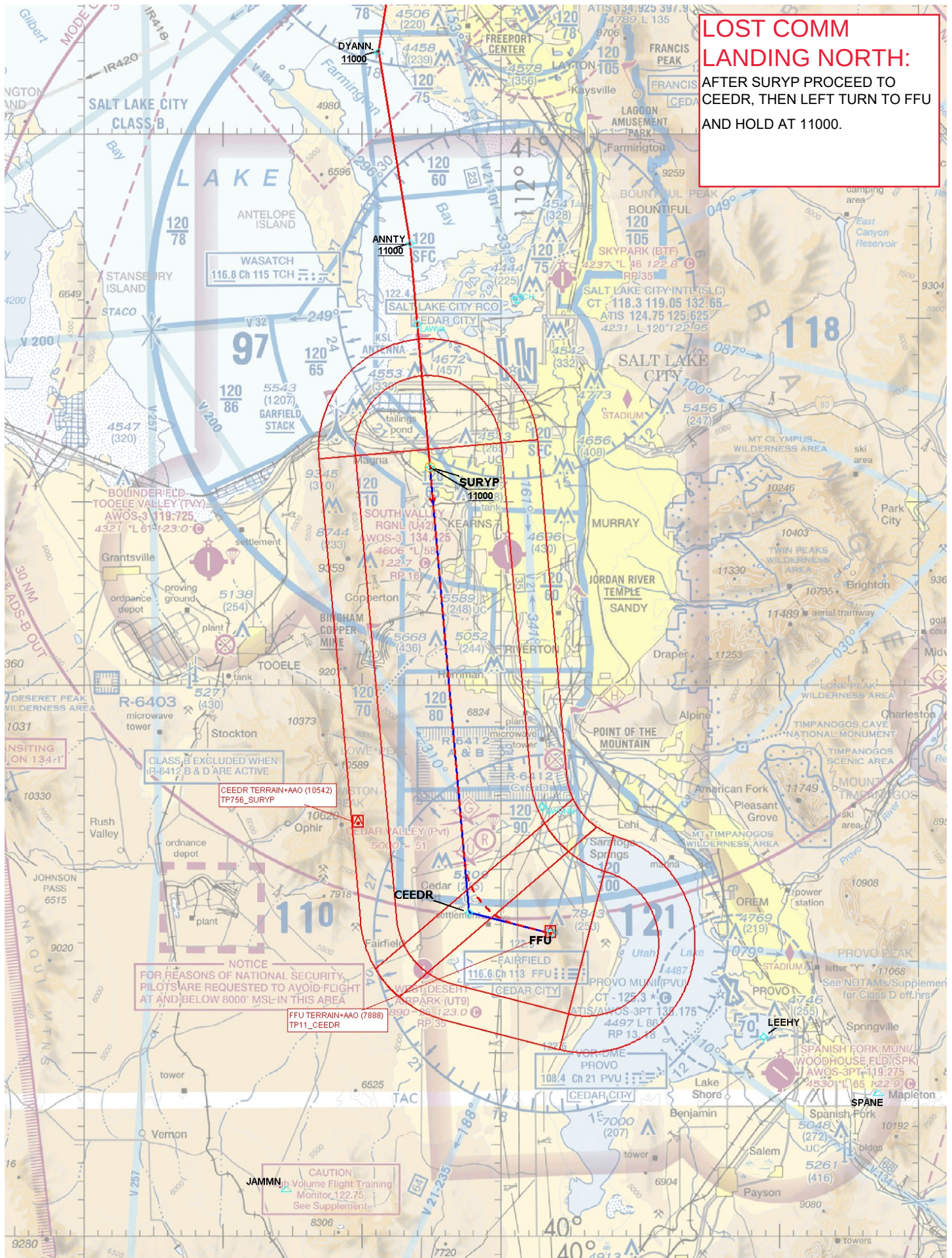


CARTR (RNAV)



CARTR (RNAV)

AFTER SURYP PROCEED TO
CEEDR, THEN LEFT TURN TO FFU
AND HOLD AT 11000.



LANDING SOUTH:
AFTER WEBER, PROCEED ON THE ILS
OR RNAV RWY 16L APPROACH.

WP11951 TERRAIN+AAO (9948)
TP6150_WEBER

