

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
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<u>Arrival Name</u>	<u>Number</u>	<u>STAR Computer Code</u>	<u>Superseded Number</u>	<u>Dated</u>	<u>Effective Date</u>
SPANE	EIGHT	SPANE.SPANE8	SEVEN	8/17/2017	5/16/2024

TRANSITION ROUTES:

Transition Name	Transition Computer Code	From FIX/NAVAID	To FIX/NAVAID	Course	Distance	MEA	MOCA	MAA	Crossing Altitude/Fixes
MEEKER	EKR.SPANE8	EKR VOR/DME	EKR VOR/DME						
			RACER	264.47 (EKR R-264)	44.18	15000	13000	FL450	
			MTU VOR/DME	264.47 & 258.06 (EKR R-264 & MTU R-078)	57.31	15000	13000	FL450	
			THISL	255.48 (MTU R-255)	50.03	15000	13000		
			SPANE	255.48 (MTU R-255)	15.38	15000	13000		
HELPR	HELPR.SPANE8	HELPR	HELPR						
			GOSHU	279.53 (FFU R-100)	36.40	17000	15000	FL450	
			SPANE	279.53 (FFU R-100)	15.00	15000	12400		

ARRIVAL ROUTE DESCRIPTION:

LANDING NORTH: ...FROM SPANE ON FFU R-100 TO BOAGY (MOCA 12200), THEN TO FFU VORTAC. EXPECT ILS RWY 34R APPROACH.

LANDING SOUTH: ...FROM SPANE ON FFU R-100 TO BOAGY (MOCA 12200), THEN TO FFU VORTAC, THEN ON FFU R-314 TO DRYVE, THEN ON OGD R-163 TO CHHIP. AFTER CHHIP, FLY HEADING 345 FOR VECTORS TO ILS OR VISUAL RWY 16R APPROACH.

PROCEDURAL DATA NOTES:

NOTE: DME REQUIRED.

VERTICAL NAVIGATION PLANNING INFORMATION AT SPANE:

PROP/TURBOPROP: LANDING NORTH: EXPECT 16000, LANDING SOUTH: EXPECT 17000.

JET: LANDING NORTH: EXPECT 16000, LANDING SOUTH: EXPECT FL190.

FIXES AND/OR HOLDING PATTERNS:

CHART HOLDING AT GOSHU: HOLD E, RT, 279.53 INBOUND, 12 NM LEGS.

CHART HOLDING AT RACER: HOLD E, LT, 264.47 INBOUND.

CHART HOLDING AT SPANE: HOLD E, RT, 279.53 INBOUND, 12 NM LEGS.

CHART HOLDING AT THISL: HOLD E, LT, 255.48 INBOUND, 11 NM LEGS.



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SPANE	EIGHT	SPANE.SPANE8	SEVEN	8/17/2017	5/16/2024

COMMUNICATIONS:

CHART: SLC APP CON.

AIRPORTS SERVED:

AIRPORT ID	CITY	STATE
KSLC	SALT LAKE CITY	UT

LOST COMMUNICATIONS PREFERENCES:

LANDING SOUTH: IN THE EVENT OF LOST COMMUNICATIONS, AT CHHIP PROCEED DIRECT OGD VORTAC. MAINTAIN 12000 UNTIL OGD VORTAC.

REMARKS:

13000 FEET MOCA VALUES: MTU VOR/DME UNUSABLE 245° - 267° BYD 40.0NM BLO 13000.
15000 FEET MOCA VALUE: FFU VORTAC UNUSABLE 090° - 105° BYD 20.0NM BLO 15000.
HOLDING AT THISL ABOVE 36000 FEET ENTERS NO COURSE SIGNAL ZONE.
HOLDING AT RACER ABOVE 32000 FEET ENTERS NO COURSE SIGNAL ZONE.
ABBREVIATED AMDT; DOES NOT SATISFY PERIODIC REVIEW REQUIREMENTS.

ADDITIONAL FLIGHT DATA:

CHART R-6412A TO 9000, R-6412B 9000 TO 10000 BY NOTAM SALT LAKE CITY TOWER.
CHART R-6412 C & D.

FLIGHT INSPECTED BY:*Digitally signed by***ERIC N SUSKI**

Feb 14, 2024

ORGANIZATION:**DATE:**

PENDING

Flight Inspected Signature:

DEVELOPED BY:

PARNELL PRASSADA

AJV-A431

11/01/2023

Developed By Signature:

*Digitally signed by***PARNELL R PRASSADA**

Dec 12, 2023

APPROVED BY:

BEV BORDY

*Digitally signed by***ERIC N SUSKI**

Jan 08, 2024

AJV-A430

Approved By Signature:

CHANGES:

1. ADDED MOCA TO ENROUTE SEGMENTS.
2. UPDATED ALL TRANSITION ROUTES COURSE VALUES FROM MEEKER (EKR) VOR/DME.
3. ADDED "VERTICAL NAVIGATION PLANNING INFORMATION AT SPANE" TO PROCEDURE DATA NOTES.



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4. CHANGED HOLD INBOUND COURSE AT RACER FROM 258.47 TO 264.47.
5. ADDED EXISTING DME VALUES (LEG LENGTHS) FROM 8260-2 TO HOLDING AT THISL, GOSHU, AND SPANE.
6. ADDED MOCA VALUE CLARIFICATIONS AND NO COURSE SIGNAL ZONE INFORMATION TO REMARKS.
7. REPLACED "VIA" WITH "ON" IN ARRIVAL DESCRIPTION.
8. CHANGED "TURBOJET" TO "JET" IN PROCEDURAL DATA NOTES.
9. DELETED ATIS FREQUENCIES FROM COMMUNICATIONS.
10. UPDATED AIRPORTS SERVED INFORMATION: REMOVED AIRPORT NAME.
11. REMOVED "INT" FROM LOST COMMUNICATIONS INSTRUCTION.

REASONS:

1. IAW 8260.19I, 4-5-12 (B)(8).
- 2,4. MEEKER (EKR) VOR/DME MAGVAR CHANGED FROM E15°/1969 TO E9°/2020.
3. TO CLARIFY PILOT INSTRUCTIONS.
5. IAW 8260.19I, 4-5-12 (B)(4).
6. REFERENCE FOR ATC.
7. NOT REQUIRED IAW 8260.19I, 4-5-12 (C).
- 8,10. IAW 8260.19I, 4-5-12 DOCUMENTATION STANDARDS.
9. AUTO CHARTED.
11. IAW 8260.19I, 4-5-2 (O).

