

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: 5596DB465BDF4EED9B0733C2929C8C91	APWS Project ID: 9333D72E652C4A1E8788851CE3691745
Procedure: RNAV (GPS) Y RWY 16R AMDT 3		Enroute: NO	Specialist: Christensen, Richard		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>ACTIVE DATA USED FOR AIRPORT AND RUNWAY.</div> <div>REDESIGN OF PROCEDURE TO INCORPORATE NEW DESIGN TCH FOR RWY 16R AND ADDITION OF RNAV (RNP) Z RWY 16R AND ADDITIONAL IAF'S FOR NEW STARS FOR SLC.</div> <div>WAIVER: LEG LENGTH FROM IAF WEBER TO IF RRUFF AND IAF OGD VORTAC TO IF RRUFF TO SUPPORT ATC VECTORS.</div> <div>WAIVER: AIRSPEED RESTRICTION FOR CAT E AT OR BELOW 230 KIAS AT IF RRUFF AND AT OR BELOW 250 KIAS AT IF EKKHO TO SUPPORT NEW STAR DEVELOPED FOR SLC.</div> <div>WAIVER: DESCENT GRADIENT IN EXCESS OF 318 FT/NM IN INTERMEDIATE SEGMENT TO PFAF.</div> <div>CONTACTS: ERIC SUSKI (AJV-A431), 405.954.7331 BEVERLY L. BORDY (AJV-A430), 405.954.8293</div> <div><div>Digitally signed by</div><div>ERIC N SUSKI</div><div>Nov 04, 2024</div></div>					



FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) Y RWY 16R AMDT 3			AIRPORT NAME: SALT LAKE CITY INTL		AIRPORT ID: KSLC	SPECIAL CONTROL NO: SG-11-080-24	
FAC ID: KSLC16R.03Y		CITY: SALT LAKE CITY			ST: UT	ORIG CHART DATE: 02/20/2025	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: 5596DB465BDF4EED9B0733C2929C8C91		
PREFLIGHT NOTES							
REVIEWER: anthony d vallera					DATE: 01/08/2025		
COMMENTS:					CHECK ONE:		
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 01/08/2025		CREW #: VN218	N #: N87	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: anthony d vallera @ 01/08/2025 20:31			PRINTED NAME: VALLERA, ANTHONY DOMINIC			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

WAAS CH 42746 W16A	APP CRS 164°	Rwy Idg 12000 TDZE 4226 Apt Elev 4231
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RNAV (GPS) RWY 16R
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.

T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 46°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to RVR 6000, and increase LNAV Cat C/D/E visibility to 1 $\frac{1}{2}$ SM.

ALSF-2



MISSED APPROACH: Climb to 10000 direct BAURT and on track 164° to FFU VORTAC and hold.

D-ATIS
124.75 125.625

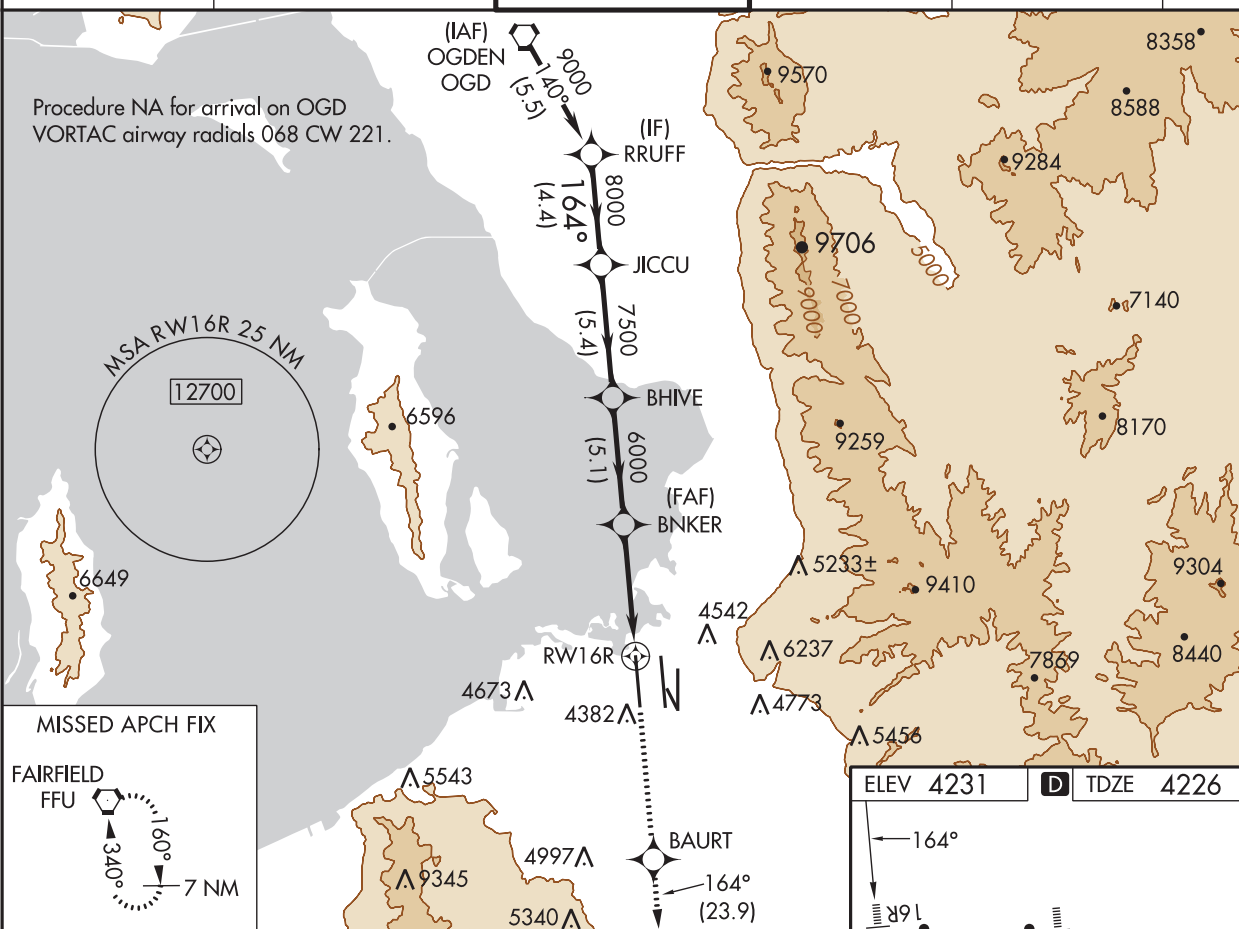
SALT LAKE CITY APP CON
125.7 284.6

SALT LAKE CITY TOWER
132.65 336.4

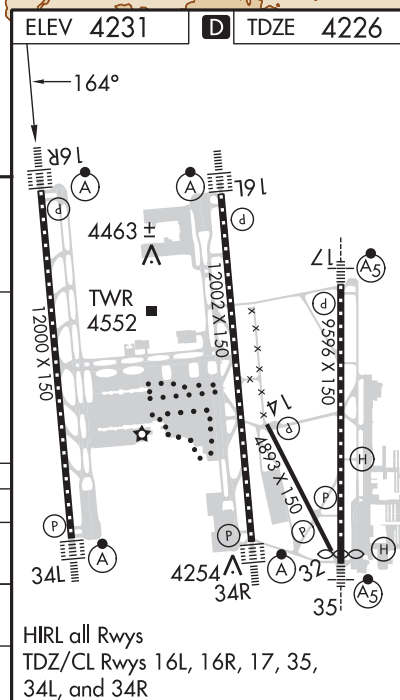
GND CON
123.775 348.6

CLNC DEL
127.3 379.975

CPDLC



<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).</p>					<p>10000</p> <p>BAURT</p> <p>tr 164°</p> <p>FFU</p>
<p>GP 3.04° TCH 52</p>					<p>BNKR</p> <p>6000</p> <p>1.4 NM to RW16R</p> <p>RW16R</p>
CATEGORY	A	B	C	D	E
LPV DA	4426/18 200 (200-½)				
RNAV/ VNAV DA	4620/35 394 (400-⅝)				
RNAV MDA	4740/24 514 (600-½)	4740/55 514 (600-1)			



SALT LAKE CITY, UTAH
Amdt 2 30NOV23

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)
RNAV (GPS) RWY 16R

SV-4, 16 MAY 2024 to 13 JUN 2024

SW-4, 16 MAY 2024 to 13 JUN 2024

SALT LAKE CITY, UTAH

AL-365 (FAA)

FIG

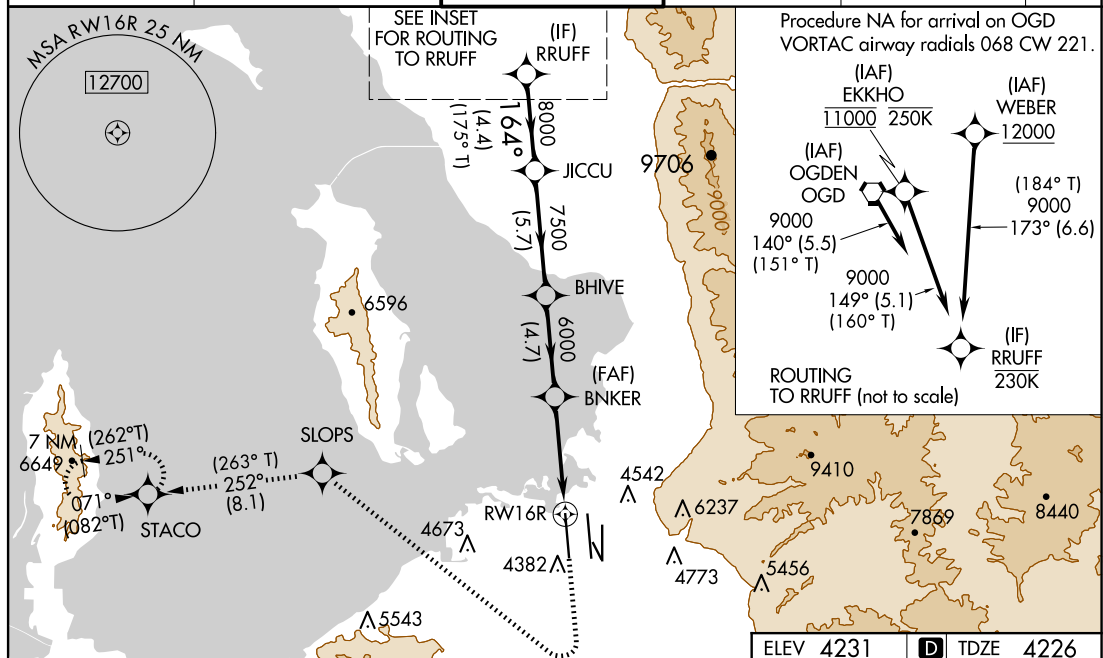
WAAS CH 42746 W16A	APP CRS 164°	Rwy Idg 12000 TDZE 4226 Apt Elev 4231
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RNAV (GPS) Y RWY 16R

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.	ALSIF-2	MISSED APPROACH: Climb to 4700 then climbing right turn to 8900 direct SLOPS and on track 252° to STACO and hold, continue climb-in hold. *Missed Approach requires a minimum climb of 225 feet per NM to 6400 for Cat E aircraft. #Missed Approach requires a minimum climb of 210 feet per NM to 6200 for Cat E aircraft.
<p>Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 50°C. For inop ALS, increase LPV* Cat E visibility to RVR 4000, increase LPV Cat E visibility to RVR 4500, increase LNAV/VNAV Cat E visibility to RVR 6000 increase LNAV# Cat E visibility to 1 3/8 SM, increase LNAV Cats C/D visibility to 1 3/8 SM and increase LNAV Cat E visibility to 2 1/2 SM.</p>		

D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 132.65 336.4	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).					
RRUFF	JICCU	BHIVE	BNKER	SLOPS	STACO
9000	8000	7500	6000	8900	4700
GP 3.00°	TCH 54	1.4 NM to RW16R	1.4 NM to RW16R	tr 252°	
4.4 NM	5.7 NM	4.7 NM	4 NM	1.4	
CATEGORY	A	B	C	D	E
LPV DA*	NA				
LPV DA	4426/18 200 (200-1/2)				
LNAV/VNAV DA	4620/35 394 (400-5/8)				
LNAV MDA #	NA				
LNAV MDA	4740/24 514 (600-1/2) 4740/55 514 (600-1) 5000-1 3/4 774 (800-1 3/4)				

SALT LAKE CITY, UTAH

Amdt 3 FIG

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

RNAV (GPS) Y RWY 16R

AUTOMATED AL-365 RNAV (GPS) Y RWY 16R
AUTOMATED AL-365 RNAV (GPS) Y RWY 16R

1:750000

15 OCT 2024

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
RNAV (GPS) Y RWY 16R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 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 16R using a leg length from WEBER to RRUFF of 6.60 NM versus the minimum leg length of 6.75 NM; a leg length from OGD VORTAC to RRUFF of 5.50 NM versus the minimum leg length of 7.97 NM to support ATC vectors.

4. EQUIVALENT LEVEL FOR 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 WEBER STAR between WEBER and RRUFF will be TF and require less than a 10 degree heading change when reaching the (IAF).
3. Aircraft going from OGD VORTAC to RRUFF are established on a VOR radial and require less than a 15 degree heading change when reaching the (IAF).
4. The prohibition against vectoring to RRUFF (IF) which is aligned on the straight-in final approach course where aircraft should be established on one of the two STARS or the initial segment due to parallel operations to RWY 16L and will be included in the next version of the facilities' Standard Operating Procedure (SOP).
5. 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 WEBER and RRUFF is not feasible as it would cause a possible airspace reconfiguration with the strategic terminus point location and the Hill AFB airport/airspace with their traffic patterns just north of KSLC.
2. Moving the RRUFF inbound to accommodate the leg length requirement would impact the established descent gradient and segment length criteria violations for other segments.
3. Relocating the OGD VORTAC.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
KSLC

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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Digitally signed by

8. AFS ACTIONS:

ERIC N SUSKI

Nov 04, 2024

<input type="checkbox"/> APPROVED	<input type="checkbox"/> DISAPPROVED	<input type="checkbox"/> NOT REQUIRED
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COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
RNAV (GPS) Y RWY 16R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.58C, table 1-2-2. 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 16R using an AT OR BELOW 230 KIAS at the RRUFF (IF) and AT OR BELOW 250 KIAS at the EKKHO (IF), which is less than the 310 KIAS required for CAT E operations. The 230 KIAS speed restriction is needed on the RNAV (GPS) Y RWY 16R procedure and 250 KIAS speed restriction is needed on the EKKHO Arrival to meet requirements of FAAO 8260.3F Para 2-2-9 (c) must be charted on the Instrument Approach Procedure.

4. EQUIVALENT LEVEL FOR 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 (IF).

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
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8. AFS ACTIONS:

<input type="checkbox"/> APPROVED	<input type="checkbox"/> DISAPPROVED	<input type="checkbox"/> NOT REQUIRED
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Digitally signed by

ERIC N SUSKI

Nov 04, 2024

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

SALT LAKE CITY, UT
SALT LAKE CITY INTL
RNAV (GPS) Y RWY 16R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.3F, paragraph 2-5-3d. To permit intermediate segment descent gradients in excess of 318 feet per NM. The segment from BHIVE to the PFAF (BNKER) have a descent gradient of 321.92 and 322.0 feet per NM.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the RNAV (GPS) Y RWY 16R using a descent gradient of 321.40 feet per NM from BHIVE to the PFAF (BNKER) which exceeds the maximum allowable descent gradient of 318.0 feet per NM. ATC has a requirement to ensure clearance of the 41st parallel due to separation of Hill AFB traffic and a need to remain at or above 7,500 FT MSL until 1.50 NM south.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. All initial and intermediate segments prior to BHIVE meets descent gradient criteria and provides ample time for aircraft to configure for final approach.
2. This is compliant with FAAO 8260.58C, para 3-1-4.b. that the PFAF is a Fly By (FB) fix.
3. The intermediate segment descent gradient and final approach segment length contribute to a stabilized approach.
4. Five (5) years of National Climatic Data Center (NCDC) data indicates the historical high temperature for two (2) months of each year (July and August) does not exceed 92.6°F/33.7°C.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Extending the intermediate segment length to meet descent gradient will infringe upon adjacent ATC established procedural separation measures currently in place and will cause a ripple affect on various sector's airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
ZLC
Department of Defense

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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8. AFS ACTIONS:

<input type="checkbox"/> APPROVED	<input type="checkbox"/> DISAPPROVED	<input type="checkbox"/> NOT REQUIRED
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Digitally signed by

ERIC N SUSKI

Nov 04, 2024

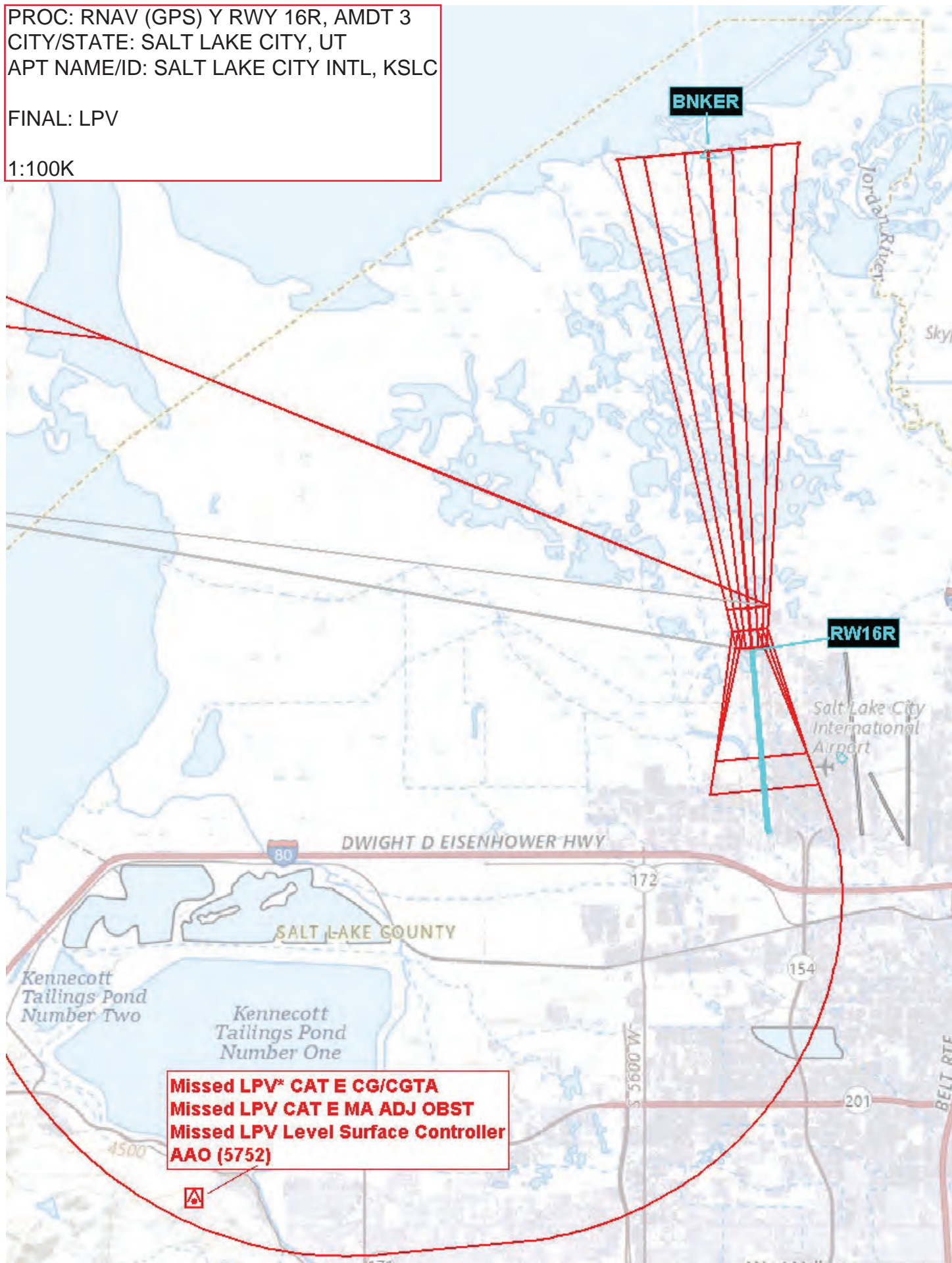
COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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PROC: RNAV (GPS) Y RWY 16R, AMDT 3
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC

FINAL: LPV

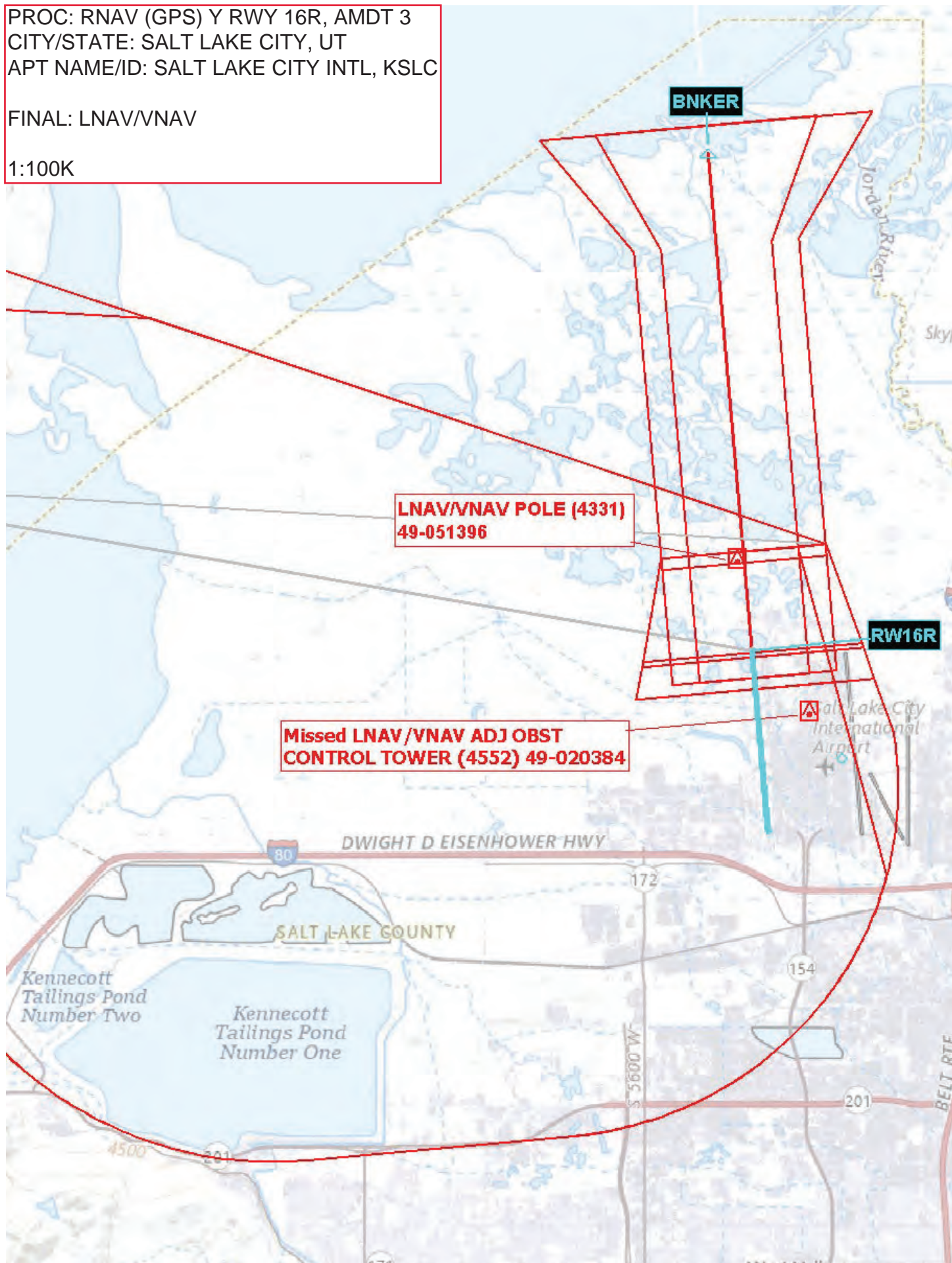
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PROC: RNAV (GPS) Y RWY 16R, AMDT 3
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC

FINAL: LNAV/VNAV

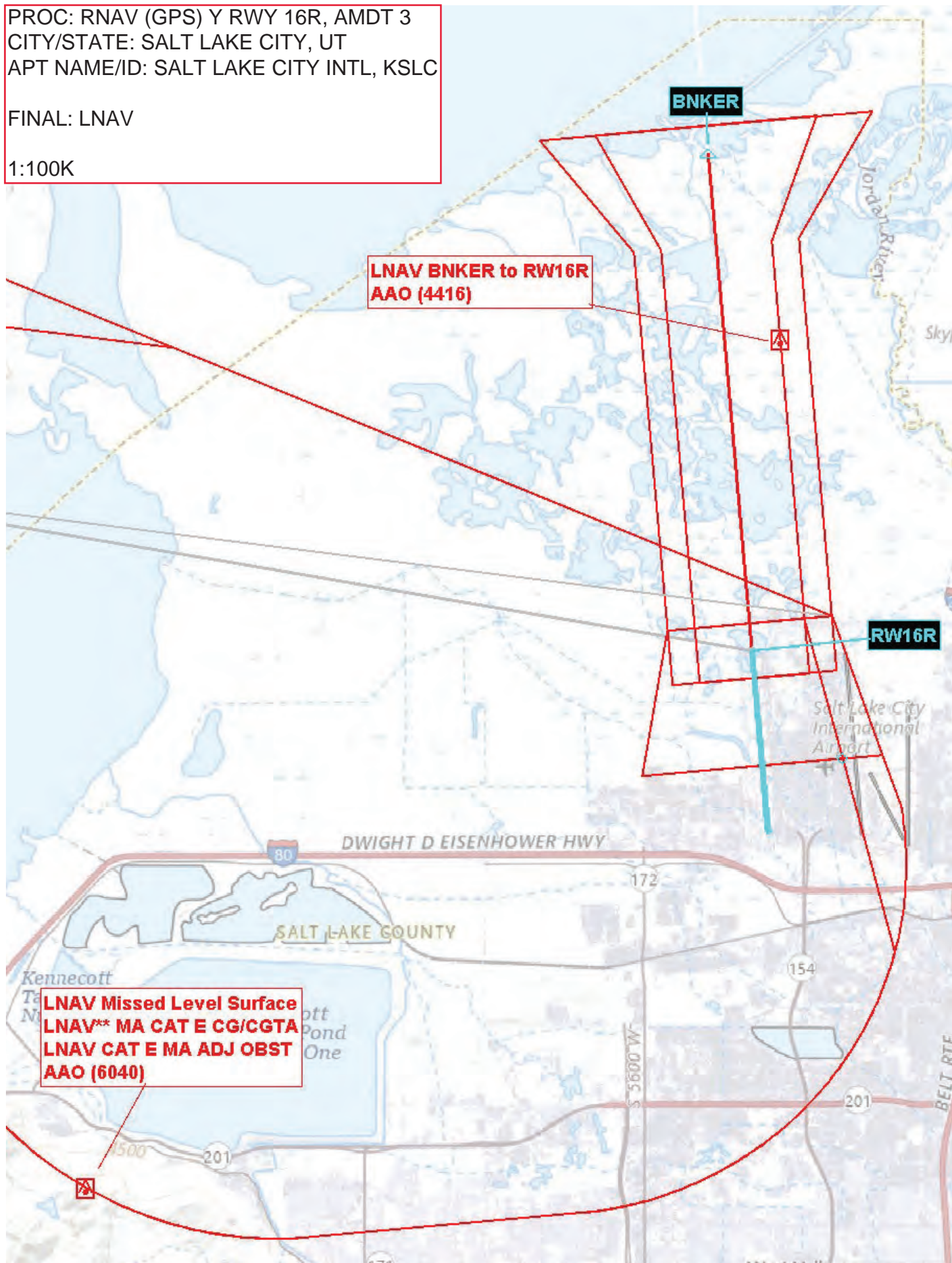
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PROC: RNAV (GPS) Y RWY 16R, AMDT 3
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC

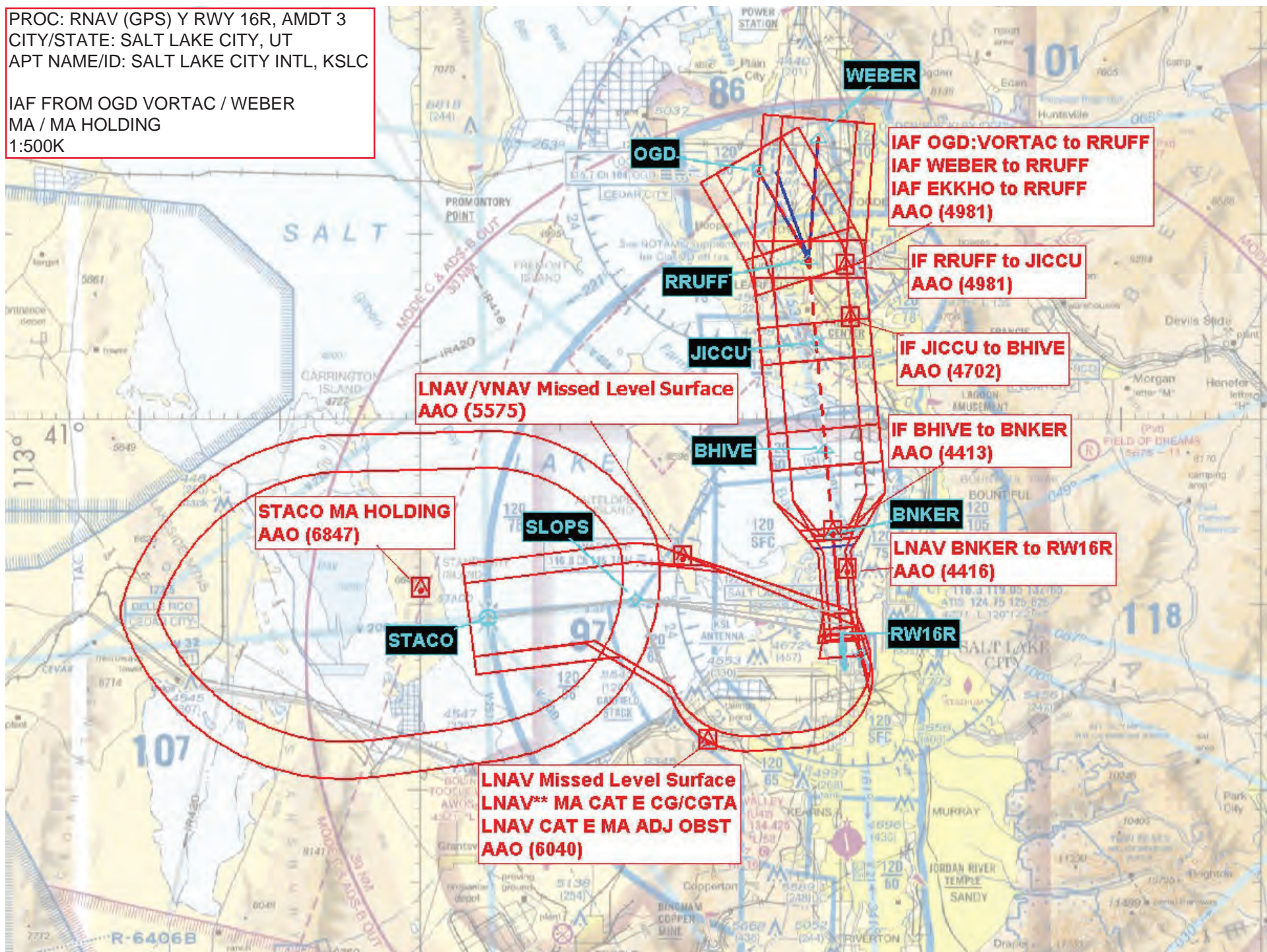
FINAL: LNAV

1:100K



PROC: RNAV (GPS) Y RWY 16R, AMDT 3
CITY/STATE: SALT LAKE CITY, UT
APT NAME/ID: SALT LAKE CITY INTL, KSLC

IAF FROM OGD VORTAC / WEBER
MA / MA HOLDING
1:500K



IAF FROM EKKHO
MA / MA CLIMB-IN-HOLD
1:500K

