

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 10/07/2021	APWS Task ID: 0D7877E79D0C4009B4C3F78A74461472	APWS Project ID: 0E161220A1594E809C4CA1D3588F4CB4
Procedure: LOC RWY 20 AMDT 3A		Enroute: NO	Specialist: Fulks, Matthew		Agreement Number:
Airport ID: KMSY			Airport City: NEW ORLEANS		State: LA
Facility ID: ONW	Facility Type: LOC	Flight Inspection Remark Type:			
<div>Procedure Comments: PROJECT TO RAISE OUTBOUND PT ALTITUDE TO KEEP TRAFFIC IN CLASS B AIRSPACE. ACTIVE AIRPORT DATA AND ACTIVE NAVAID DATA USED. PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-10) MEMO, APRIL 29, 2020, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED. CONTACT DONALD LANIER (AJV-A431) 405-954-8242.</div> <div><div>QUALITY 25 CHECKED</div><div>QUALITY 38 CHECKED</div></div>					

Federal Aviation Administration Categorical Exclusion Declaration

Date: 09/01/20

IFP: Sheffield, Susan (susan.sheffield@faa.gov)

Airport Contact: -

Request ID: KMSY_20813

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV (GPS) Y RWY 20, AMDT 4 LOC RWY 20, AMDT 4 RNAV (RNP) Z RWY 20, AMDT 2

Procedure Request Description:

The altitude being raised at RAYOP to at or above 4000 MSL. This will allow the controllers to not have to give transmissions of "Departing Class Bravo airspace" and "Entering Class Bravo airspace". The altitude would be raised to at or above 4000 MSL at the approach fix (IAF) "SNAKI" and "RAYOP" to ensure aircraft stay within the class B airspace.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion are:

- 5-6.5.i:** Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)
- 5-6.5.k:** Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: DAISY MATHER Digitally signed by DAISY MATHER
Date: 2020.09.03 09:06:18 -05'00'

Title: Daisy Mather, Environmental Protection Specialist
ATO Central Service Center Operations Support Group, AJV-C25

Approved By: CHRISTOPHER L SOUTHERLAND Digitally signed by CHRISTOPHER L SOUTHERLAND
Date: 2020.09.03 08:57:53 -05'00' Date: _____

Title: Christopher L. Southerland, Manager
ATO Central Service Center Operations Support Group, AJV-C25

LOC/DME I-ONW 111.7 Chan 54	APP CRS 196°	Rwy Idg 7001 TDZE Apt Elev 4
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OLD**LOC RWY 20**

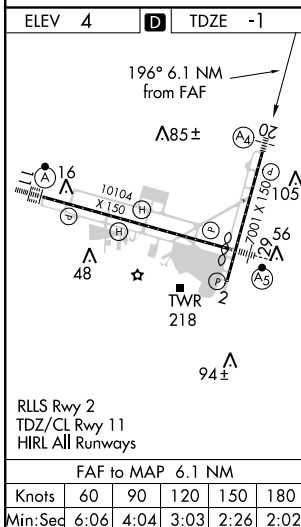
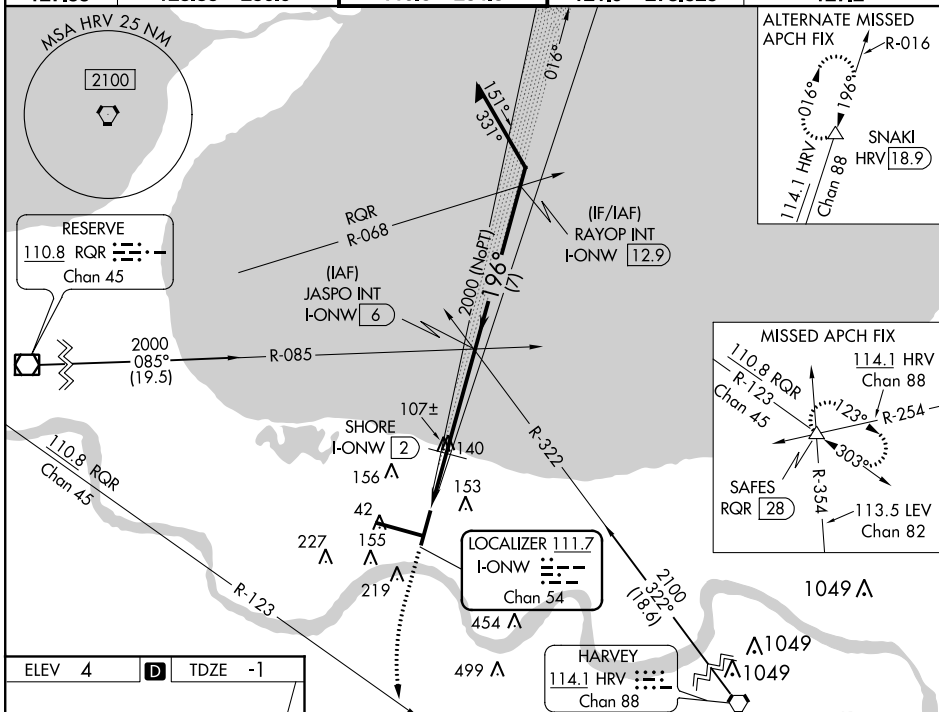
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

▼ For inop MALS when using SHORE fix minimums, increase S-20 Cat D visibility to RVR 5500. Helicopter visibility reduction below RVR 4000 NA. For inop MALS, increase S-20 Cat D visibility to 2 miles.

MALS
(A4)

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 on heading 180° and RQR VOR/DME R-123 to SAFES INT/RQR 28 DME and hold.

ATIS 127.55	NEW ORLEANS APP CON 123.85 256.9	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2
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1300 ↑	2000 ↖	hdg 180°	RQR R-123	SAFES △	JASPO INT I-ONW 6	Remain within 10 NM	
CATEGORY		A		B		C	D
S-20		700/40		701 (700-¾)		700-1¾	701 (700-1¾)
CIRCLING		700-1		696 (700-1)		700-2	700-2¼
						696 (700-2)	696 (700-2¼)
SHORE FIX MINIMUMS							
S-20		360/40		361 (400-¾)			
CIRCLING		520-1		516 (600-1)		580-1½	600-2
						576 (600-1½)	596 (600-2)

