

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 06/26/2014	<b>Task #:</b> 2014062628417301002	<b>Request #:</b> 20140626284173
<b>Procedure:</b> ILS OR LOC RWY 26L AMDT 1			<b>Airport ID:</b> KPUB	<b>Airport:</b> PUEBLO MEMORIAL		<b>Reimbursable #:</b> NO
<b>City:</b> PUEBLO	<b>ST:</b> CO	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 05/26/2016		<b>FICO #:</b>	
<b>Fac ID:</b> NOCHANGE		<b>Fac. Type:</b>			<b>Specialist:</b> COLTON CROWDER	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	10/29/2015					
<b>QA:</b>			J ZEDER 02/24/2016 16			
<b>Liaison:</b>						
<b>Procedure Comments:</b> ENROUTE-NON <b>Remark Type:</b> INFORMATION						
<p>WAIVER CANCELLATION: TCH IN EXCESS OF 60 FT WAIVER NO LONGER VALID.  WAIVER: NEW WAIVER TO USE 60 FT RDH IN LIEU OF TCH.</p> <p>ASSIGNED MAGVAR  PUB VORTAC OLD 13E - NEW 8E</p> <p>PENDING DATA USED FOR PUEBLO (PUB) VORTAC AND I-TFR LOCALIZER.</p> <p>CONTACT JOHNNIE BAKER/ALLAN WILL: 405.954.5148/6103</p>						



**1. FLIGHT PROCEDURE IDENTIFICATION:**

Pueblo, CO  
Pueblo Memorial (PUB)  
ILS or LOC Rwy 26L

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Threshold Crossing Height (TCH) of 62 ft exceeds the maximum of 60 ft.  
FAAO 8260.3B, Vol. 3 Para 2.6.1b. NOTE and Table 2-3.

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

The WSA Ops Engineering Support Center (Tech Ops) requested a Technical Review Board (TRB) to see if they can get some assurance that waivers for the excessive TCHs would be granted if the glide slope signal was adjusted and validated by Flight Inspection using Best Fit Straight Line (BFSL) method reported reference datum heights (RDH) within the 50-60 ft. requirement. The TRB endorsed the use of BFSL RDH (via waiver) in cases where it gives relief for high TCH values at approved locations. Due to cost of equipment relocation, WSA Tech Ops will be reconfiguring the glide slope antenna and electronically lowering TCH to 60 ft. The electronic adjustment will be validated by flight check and reported as RDH.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

WSA Tech Ops has modified and electronically adjusted the glide slope signal to lower the TCH. This adjustment will be validated by Flight Inspection using the BFSL method and submit the recorded RDH value for incorporation into the AIRNAV database. This lower RDH will increase the runway remaining distance for aircraft to decelerate. The previous FAAO 8240.47 guidance allowed Flight Inspection the ability to analyze glideslope (GS) performance based on actual achieved results, not theoretical values. Determining the RDH is still a viable and proven option which provides flexibility in reconfiguring GS facilities while preserving the critical aspects of assuring WCH at the threshold.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Relocation of the GS was evaluated by Western Service Area (WSA) Tech Ops. Due to relocation difficulties, the WSA Tech Ops will be reconfiguring the GS to achieve a lower RDH as opposed to relocation. The GS reconfiguration is scheduled to be accomplished for the effective publication date of 05/26/2016.

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

AJV-5430 *Digitally signed by*  
**JOHNNIE BAKER**  
Jan 27, 2016

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-5400	Manager, Instrument Flight Procedures Group	Steven L Szukala

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

*Digitally signed by*  
**JOHNNIE BAKER**  
Jan 27, 2016

**COMMENTS:**

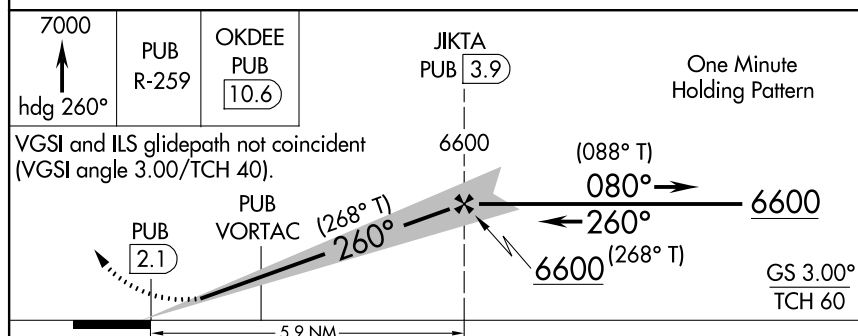
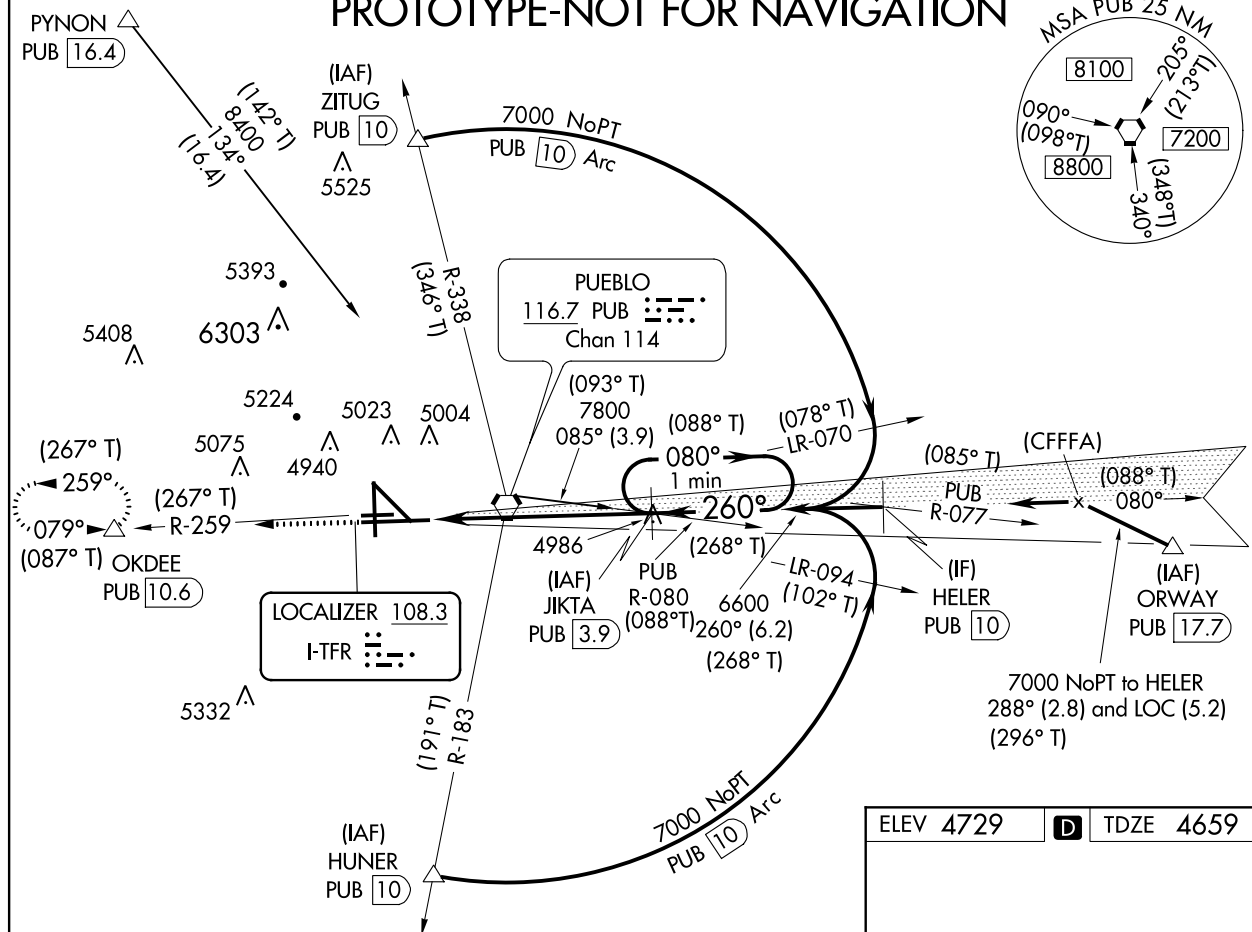
DATE	ROUTING SYMBOL	SIGNATURE
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ILS or LOC RWY 26L  
PUEBLO MEMORIAL (PUB)

MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R-259 to OKDEE/PUB 10.6 DME and hold.

RADAR REQUIRED

PROTOTYPE-NOT FOR NAVIGATION



MIRA Rwy 17-35 **L**  
 HIRA Rwy 8R-26L **L**  
 REIL Rwy 8L, 17, 26L, 26R and 35 **L**

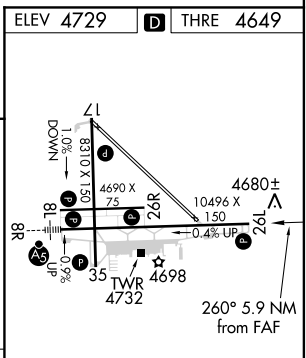
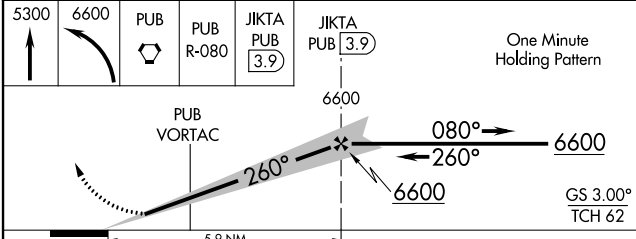
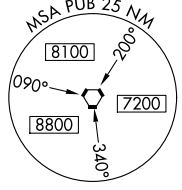
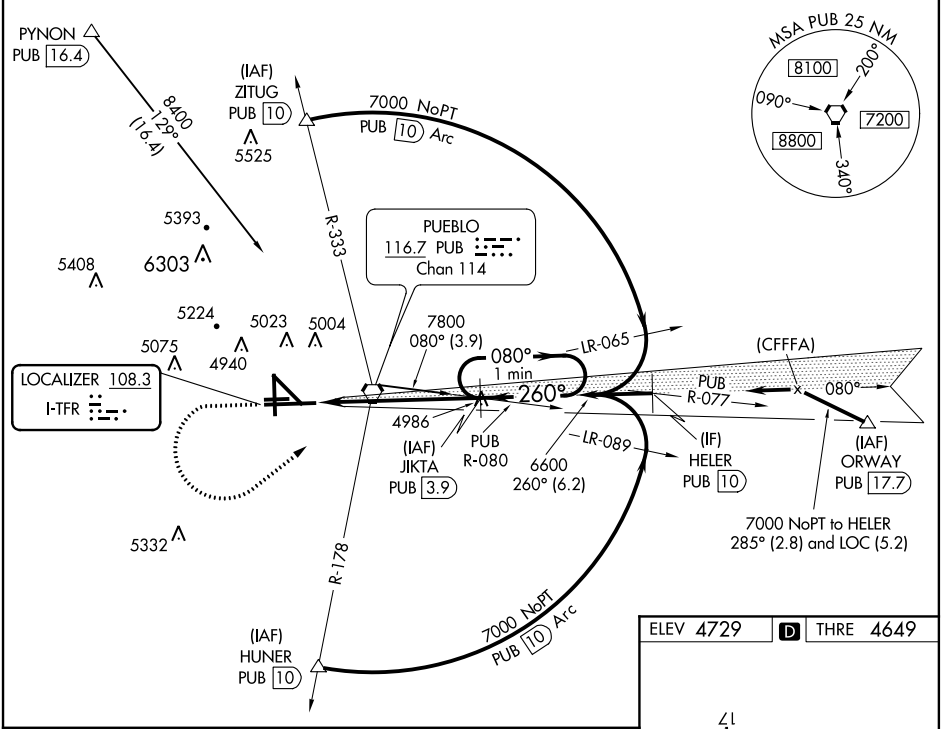
LOC I-TRF <b>108.3</b>	APP CRS <b>260°</b>	Rwy Idg THRE Apt Elev	<b>10496</b> <b>4649</b> <b>4729</b>
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ILS or LOC/DME RWY 26L  
PUEBLO MEMORIAL (PUB)

**⚠** When local altimeter setting not received, use La Junta altimeter setting and increase DA 183 feet and MDA 200 feet; increase S-ILS 26L all Cats and Circling Cat D visibility ½ mile, S-LOC 26L Cats C/D visibility ¾ mile and Circling Cat C visibility ¾ mile. DME from PUB VORTAC, simultaneous reception of I-TRF and PUB DME required.

**MISSED APPROACH:** Climb to 5300 then climbing left turn to 6600 direct PUB VORTAC and on PUB R-080 to JIKTA/PUB 3.9 DME and hold.

ATIS <b>125.25</b>	DENVER APP CON ★ <b>120.1 290.5</b>	PUEBLO TOWER ★ <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>120.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 26L	4849-¾ 200 (200-¾)			
S-LOC 26L	5160-1	511 (500-1)	5160-1¾	511 (500-1¾)
CIRCLING	5360-1 631 (700-1)	5380-1 651 (700-1)	5380-1¾ 651 (700-1¾)	5420-2¼ 691 (700-2¼)

SW-1, 04 FEB 2016 to 03 MAR 2016

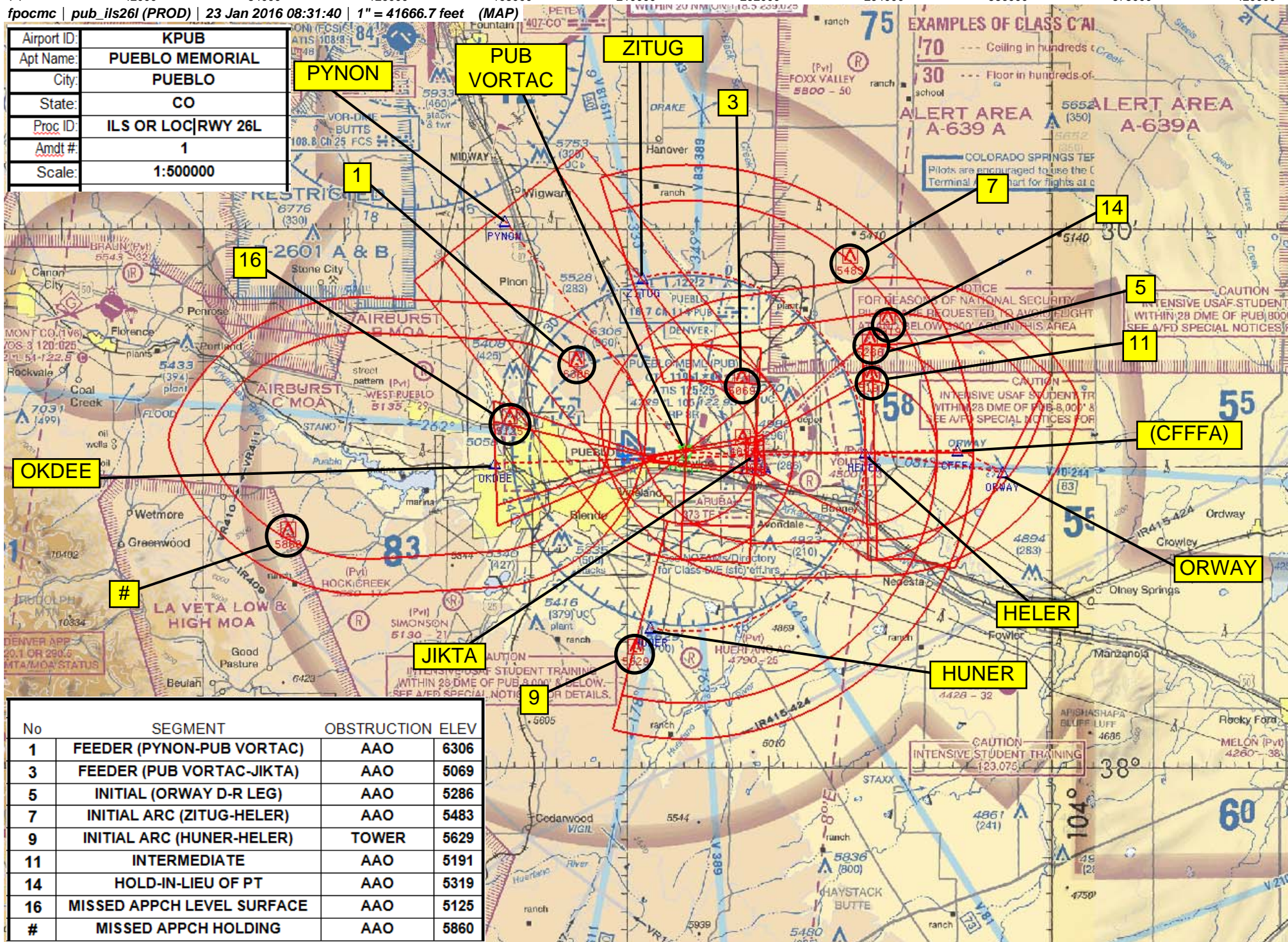
SW-1, 04 FEB 2016 to 03 MAR 2016



Genomic map of the 70 kb region on chromosome 10p12.3. The map shows the location of the NM\_001125622 gene (NM) and the FT gene (FT) relative to a scale from 42,000 to 420,000 bp. The NM gene is located between 42,000 and 49,000 bp, and the FT gene is located between 42,000 and 70,000 bp. The map also shows the location of the 10p12.3 deletion region, which is indicated by a red box from 42,000 to 70,000 bp.

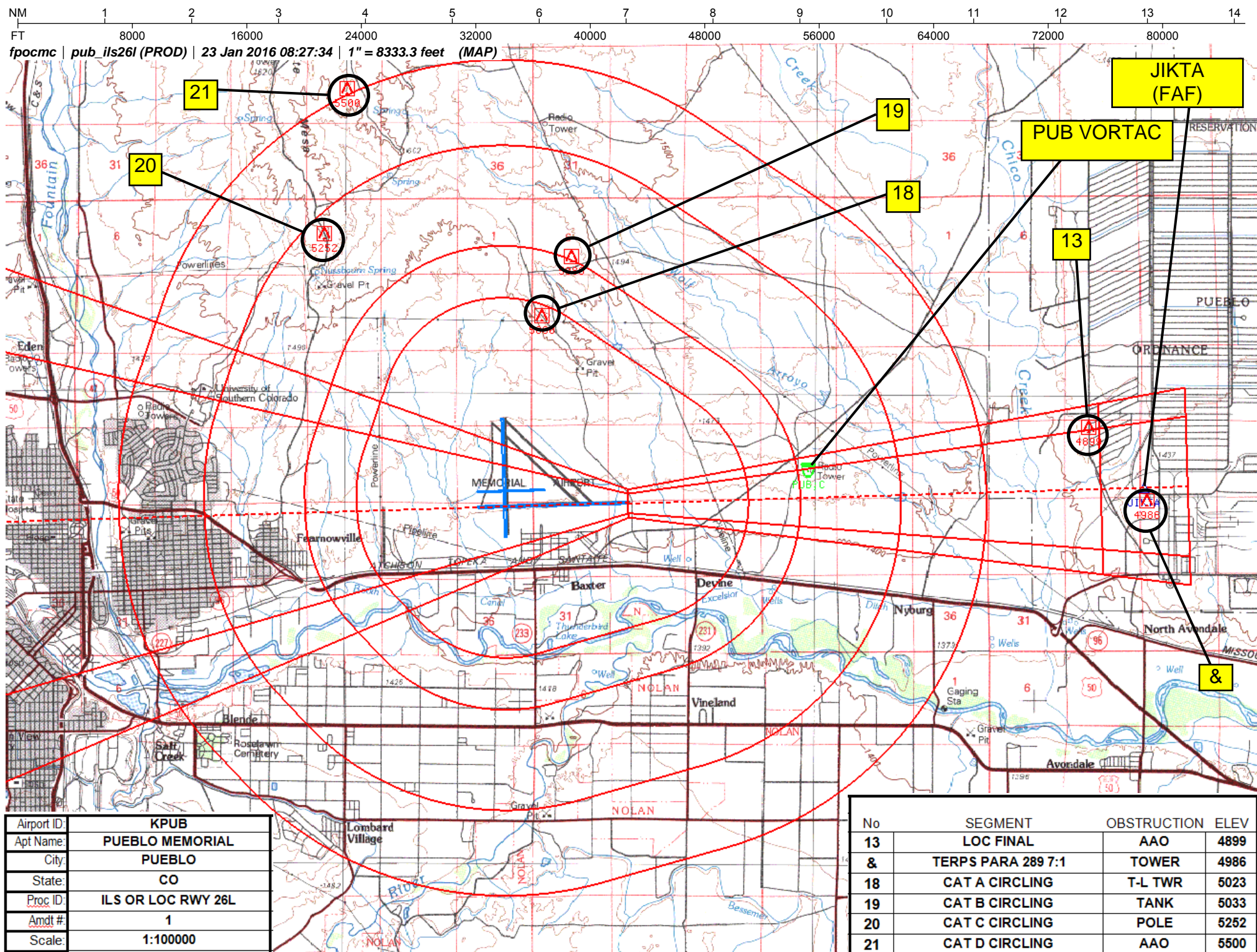
fpocmc | pub\_ils26l (PROD) | 23 Jan 2016 08:31:40 | 1" = 41666.7 feet (MAP)

Airport ID:	KPUB
Apt Name:	PUEBLO MEMORIAL
City:	PUEBLO
State:	CO
Proc ID:	ILS OR LOC RWY 26L
Amdt #:	1
Scale:	1:500000



No	SEGMENT	OBSTRUCTION	ELEV
1	FEEDER (PYNON-PUB VORTAC)	AAO	6306
3	FEEDER (PUB VORTAC-JIKTA)	AAO	5069
5	INITIAL (ORWAY D-R LEG)	AAO	5286
7	INITIAL ARC (ZITUG-HELER)	AAO	5483
9	INITIAL ARC (HUNER-HELER)	TOWER	5629
11	INTERMEDIATE	AAO	5191
14	HOLD-IN-LIEU OF PT	AAO	5319
16	MISSED APPCH LEVEL SURFACE	AAO	5125
#	MISSED APPCH HOLDING	AAO	5860







Airport ID:	KPUB	No	SEGMENT	OBSTRUCTION	ELEV
Apt Name:	PUEBLO MEMORIAL		ILS FINAL	ASC	
City:	PUEBLO				
State:	CO				
Proc ID:	ILS OR LOC RWY 26L				
Amdt #:	1				
Scale:	1:100000				

Airport ID:	KPUB				
Apt Name:	PUEBLO MEMORIAL	No	SEGMENT	OBSTRUCTION	ELEV
City:	PUEBLO		ILS FINAL	ASC	
State:	CO				
Proc ID:	ILS OR LOC RWY 26L				
Amdt #:	1				
Scale:	1:100000				

# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **PUEBLO**

STATE: **CO**

AIRPORT NAME: **PUEBLO MEMORIAL**

ID: **KPUB**

PROCEDURE: **ILS OR LOC RWY 26L**

AMDT: **1**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

- |   |                                 |                                |               |
|---|---------------------------------|--------------------------------|---------------|
| 1. Distance from  | <u>THLD</u>                     | to 1000' point                 | <u>3.43</u>   |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small>                           |                                 |                                |               |
| 2. Width of   | <u>FINAL</u>                    | segment at 1000' point         | <u>0.96</u>   |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small>                     |                                 |                                |               |
| 3. True Course of   | <u>FINAL</u>                    | segment containing 1000' point | <u>268.29</u> |
| 4. High Terrain in  | <u>FINAL</u>                    | segment containing 1000' point | <u>4761</u>   |
| 5. Distance from  | <u>THLD</u>                     | to 1500' point                 | <u>5.34</u>   |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> |                                 |                                |               |
| 6. Width of   | <u>FINAL</u>                    | segment at 1500' point         | <u>1.37</u>   |
| 7. True Course of   | <u>FINAL</u>                    | segment containing 1500' point | <u>268.29</u> |
| 8. High Terrain in  | <u>FINAL</u>                    | segment containing 1500' point | <u>4761</u>   |
| 9. Threshold Coordinates (if straight-in) ...   | <u>381716.77N / 1042824.67W</u> |                                |               |
| 10. ARP Coordinates .....   | <u>381723.80N / 1042952.90W</u> |                                |               |
| 11. Runway Approach End and distance furthest from ARP .....                              | RWY                             | <u>26L</u>                     |               |
|   | Distance                        | <u>1.16</u>                    | NM            |
| 12. FAF Coordinates .....   | <u>381727.17N / 1042052.36W</u> |                                |               |

**REMARKS: Approach/Drawing attached.**



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION CATEGORICAL EXCLUSION  
DECLARATION**

**Pueblo Memorial Airport (PUB), Pueblo, CO**

**Amendments to Instrument Landing Systems (ILS) or Localizer/Distance  
Measuring Equipment (LOC/DME), Area Navigation (RNAV) Global Positioning  
System (GPS) and VHF Omnidirectional Range (VOR)/DME  
For Runways (RWYs) 8R and 26L**

**Description of Action:**

**Amendments for RWY 8R, AMDT 1**

- a. ILS or LOC/DME – Lower Threshold Crossing Height (TCH) from 63 feet Mean Sea Level (MSL) to 60 feet MSL, move Precision Final Approach Fix (PFAF) (OKDEE) by 56.65 feet to West (no change in altitude), move LOC Simplified Directional Facility (SDF) (GOYEP) by 354.96 feet to West and raise altitude from 5,620 feet MSL to 5,640 feet MSL, replace dead reckoning segment from STANO by dead reckoning segment from ACZES and add new Missed Approach segment. Reason for amendment: ATC Air Traffic Safety Action Program (ATSAP) requirement.
- b. RNAV (GPS) – Lower TCH from 63 feet MSL to 60 feet MSL, move PFAF (OKDEE) by 56.65 feet to West (no change in altitude) and add LNAV SDF (move GOYEP, by 354.96 feet to West) at 5,640 feet MSL. Reason for amendment: Mirror the amended approach final for ILS or LOC/DME Rwy 8R.

**Amendments for RWY 26L AMDT 1**

- a. ILS or LOC/DME- Lower TCH from 62 feet MSL to 60 feet MSL, move PFAF (JIKTA) by 27.28 feet to East (no change in altitude) and add new Missed Approach. Reason for amendment: ATC ATSAP requirement.
- b. VOR/DME – Update PUB Magnetic Variation (MagVar), remove procedure turn and add Hold-in-Lieu of procedure turn at AYNES and new add Missed Approach. Reason for amendment: ATC ATSAP requirement.
- c. RNAV (GPS) – Lower TCH from 62 feet MSL to 60 feet MSL and move PFAF (JIKTA) by 27.28 feet to East. Reason for amendment: Mirror the amended approach final for ILS or LOC/DME Rwy 26L.

**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 Order 1050.1F, "Environmental Impacts: Policies and Procedures". The implementation of this action will not result in any extraordinary circumstances in accordance with Order 1050.1F.

**Basis for this Determination:**

An Aircraft Procedure Screening Filter was conducted, reviewed by the Western Service Area and is attached. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.


The applicable categorical exclusion is: 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)



**Facility Manager Review/Concurrence:**

Signature:  Date: 10-26-15  
Ed Morris  
Title: Air Traffic Manager, Pueblo ATCT  
Address: 31385 Bryan Circle, Pueblo, CO 81001  
Phone: 719-948-3374 Fax: 719-948-3313

**Service Area Environmental Specialist Review/Concurrence**

Signature:  Date: 10/27/15  
Augustin Moses, P.E.  
Title: Environmental Protection Specialist, AJV-W2  
Address: 1601 Lind Avenue SW, Renton, WA 98057-6715  
Phone: (425) 203-4536 Fax: (425) 203-4505

**Service Area Director Review/Concurrence, if necessary**

Signature:  Date: 10/27/15  
Kim Stover, AJTWN  
Title: Acting Director of Air Traffic Operations, North  
Address: 1601 Lind Ave. SW, Renton, WA 98057  
Phone: 425-203-4022 Fax: 425-203-4045

## Aircraft Procedure Environmental Pre-Screening Filter Form

**Form Instructions** - The following aircraft procedures are major federal actions under the National Environmental Policy Act (NEPA): new instrument approach, departure, and en route procedures, and updates to currently approved aircraft procedures. This requires the FAA to undertake an environmental review of the proposed new or updated procedures. In some circumstances, the FAA can determine that the proposed action is the type that qualifies for a Categorical Exclusion (CATEX) and thus does not require preparation of an environmental assessment (EA) or environmental impact statement (EIS). In order to assist the FAA in making that determination, please complete the following form. All items on the form must be addressed.

This form is designed to expand and ask additional questions based on your responses. **Once the form is complete, please save the file as a PDF and email it as well as any additional requested attachments (such as a FAA facility third party concurrence or an electronic satellite or land use map) to the FAA specialist who is coordinating your procedure request.** Adobe Reader's Auto Complete feature may interfere with easily filling out this form. Please hover your mouse [here](#) for instructions on how to turn it off.

### Proponent Information

Request ID	0000	Title	Mr.		
First Name	Augustin	Middle Initial	A	Last Name	Moses
Company/Facility	FAA				
Street Address	1601 SW Lind Ave.	City	Renton		
State/US Territory	Washington	Zip Code	98001		
Phone Number	(425) 203-4536	Email	augustin.moses@faa.gov		

### Procedure Location

☐ Procedure Location and Proponent Address are the same

Street Address	31201 Bryan Cir.	City	Peablo
State/US Territory	Colorado	Zip Code	81001
		Location ID	PUB

### Procedure Details

Please describe the requested procedure  
Amendments for RWY 8R, AMDT 1 a. ILS or LOC/DME – Lower Threshold Crossing Height (TCH) from 63 feet Mean Sea Level (MSL) to 60 feet MSL, move Precision Final Approach Fix (PFAF) (OKDEE) by 56.65 feet to West (no change in altitude), move LOC Simplified Directional Facility (SDF) (GOYEP) by 354.96 feet to West and raise altitude from 5,620 feet MSL to 5,640 feet MSL, replace dead reckoning segment from STANO by dead reckoning segment from ACZES and add new Missed Approach segment. Reason for amendment: ATC Air Traffic Safety Action Program (ATSAP) requirement. b. RNAV (GPS) – Lower TCH from 63 feet MSL to 60 feet MSL, move PFAF (OKDEE) by 56.65 feet to West (no change in altitude) and add LNAV SDF (move GOYEP, by 354.96 feet to West) at 5,640 feet MSL. Reason for amendment: Mirror the amended approach final for ILS or LOC/DME Rwy 8R.  
Amendments for RWY26L, AMDT 1 a. ILS or LOC/DME- Lower TCH from 62 feet MSL to 60 feet MSL, move PFAF (JIKTA) by 27.28 feet to East (no change in altitude) and add new Missed Approach. Reason for amendment: ATC ATSAP requirement. b. VOR/DME – Update PUB Magnetic Variation (MagVar), remove procedure turn and add Hold-in-Lieu of procedure turn at AYNES and new add Missed Approach. Reason for amendment: ATC ATSAP requirement. c. RNAV (GPS) – Lower TCH from 62 feet MSL to 60 feet MSL and move PFAF (JIKTA) by 27.28 feet to East. Reason for amendment: Mirror the amended approach final for ILS or LOC/DME Rwy 26L.

Was the procedure request developed by a third party?

☐ Yes ☒ No

Select procedure type

☐ New Procedure ☒ Change of an Existing Procedure



Is the change only the following and not combined with another procedure request?

☐ Name Change

☐ Additional Lines of Minimum

☒ Altitude Increase

☒ Adding Notes to the Procedure

☐ None of the Above

Continue

☒ The information provided is complete and up to date at the time of submission.

# Federal Aviation Administration Categorical Exclusion Declaration

Date 10/23/15

First Name Augustin Middle Initial A Last Name Moses

Title Mr. Company/Facility FAA

## Procedure Request Description:

ILS or LOC/DME Rwy 8R, Amdt 1 – TCH lowered from 63' to 60', PFAF (OKDEE) moves 56.65' W (no change in altitude), LOC SDF (GOYEP) moves 354.96' W and altitude raised from 5620 to 5640, dead reckoning segment from STANO replaced by dead reckoning segment from ACZES and new missed approach segment. Reason for amendment: ATC ATSAP requirement.  
ILS or LOC/DME Rwy 26L, Amdt 1 – TCH lowered from 62' to 60', PFAF (JIKTA) moves 27.28' E (no change in altitude and new missed approach. Reason for amendment: ATC ATSAP requirement.  
VOR/DME Rwy 26L, Amdt 1 – PUB MagVar update, removed procedure turn and added Hold-in-Lieu of procedure turn at AYNES and new missed approach. Reason for amendment: ATC ATSAP requirement.  
RNAV (GPS) Rwy 8R, Amdt 1 - TCH lowered from 63' to 60', PFAF (OKDEE) moves 56.65' W (no change in altitude) and added LNAV SDF (GOYEP, moves 354.96' W) at 5640. Reason for amendment: Mirror amended final for ILS or LOC/DME Rwy 8R.  
RNAV (GPS) Rwy 26L, Amdt 1 - TCH lowered from 62' to 60' and PFAF (JIKTA) moves 27.28' E. Reason for amendment: Mirror amended final for ILS or LOC/DME Rwy 26L.

**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 exclusions is/are:

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.

Concurrence/Reviewed By: Date

Title:

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

Concurrence/Reviewed By: Date

Title:

Approved By: Date

Title: