

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 06/26/2014	Task #: 2014062628417301003	Request #: 20140626284173
Procedure: VOR RWY 26L AMDT 1			Airport ID: KPUB	Airport: PUEBLO MEMORIAL		Reimbursable #: NO
City: PUEBLO	ST: CO	GPS #:	Estimated Chart Date: 05/26/2016		FICO #:	
Fac ID: NOCHANGE		Fac. Type:		Specialist: COLTON CROWDER		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	10/29/2015					
QA:			J ZEDER 02/24/2016 16			
Liaison:						
Procedure Comments:			Remark Type: INFORMATION			
ASSIGNED MAGVAR KPUB OLD 13E - NEW 8E PUB VORTAC OLD 13E - NEW 8E PENDING DATA USED FOR PUEBLO (PUB) VORTAC CONTACT JOHNNIE BAKER/ALLAN WILL: 405.954.5148/6103						

coding ckd sat
ari moved/3/1/16

QUALITY
12
CHECKED

VOR 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

ELEV 4729 D TDZE 4659

ZL
1.0% DOWN
8310 X 150
4690 X 75
10496 X 150
4680±
0.4% UP
26L
252° 2.1 NM from FAF
26R
35
TWR 4732
4698
8R
8L

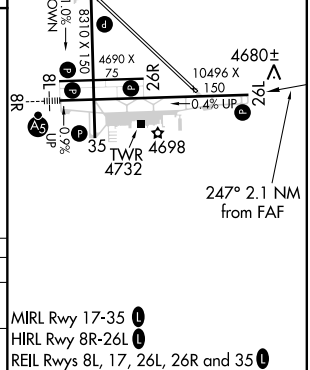
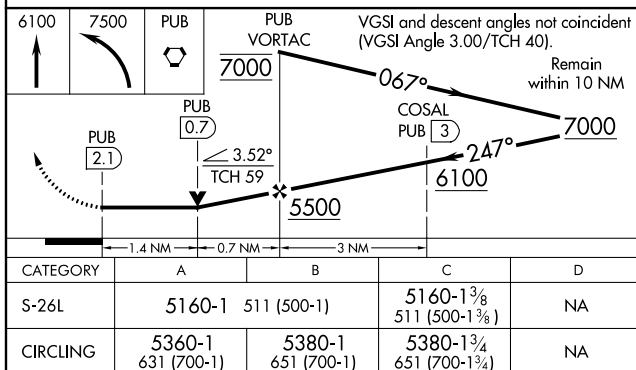
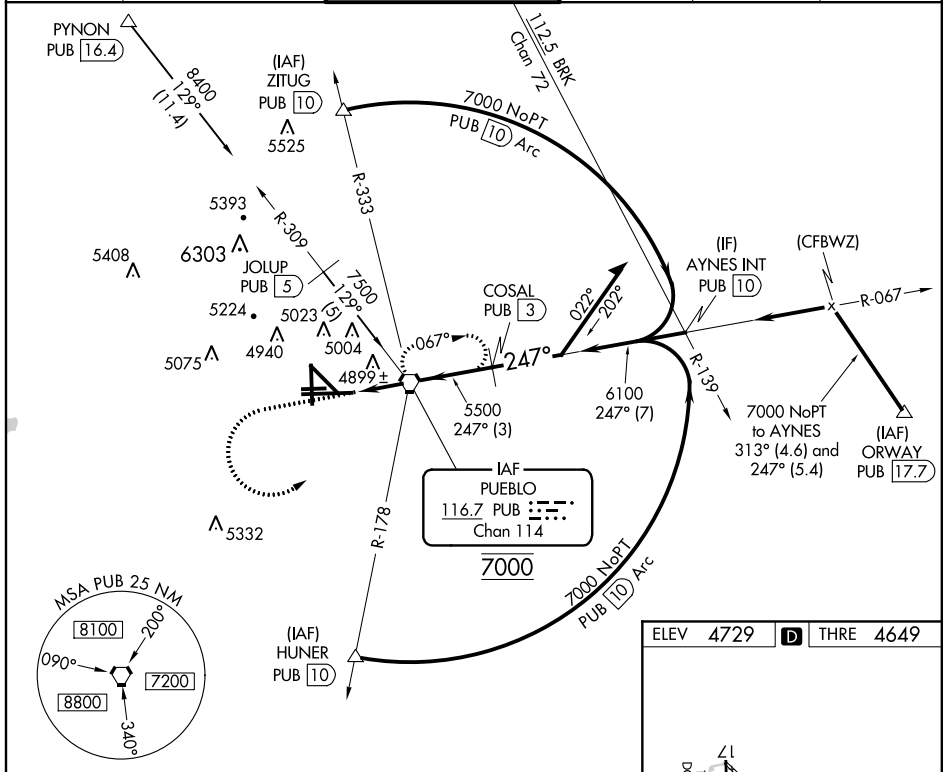
VORTAC PUB <u>116.7</u> Chan 114	APP CRS 247°	Rwy Idg 10496 THRE 4649 Apt Elev 4729
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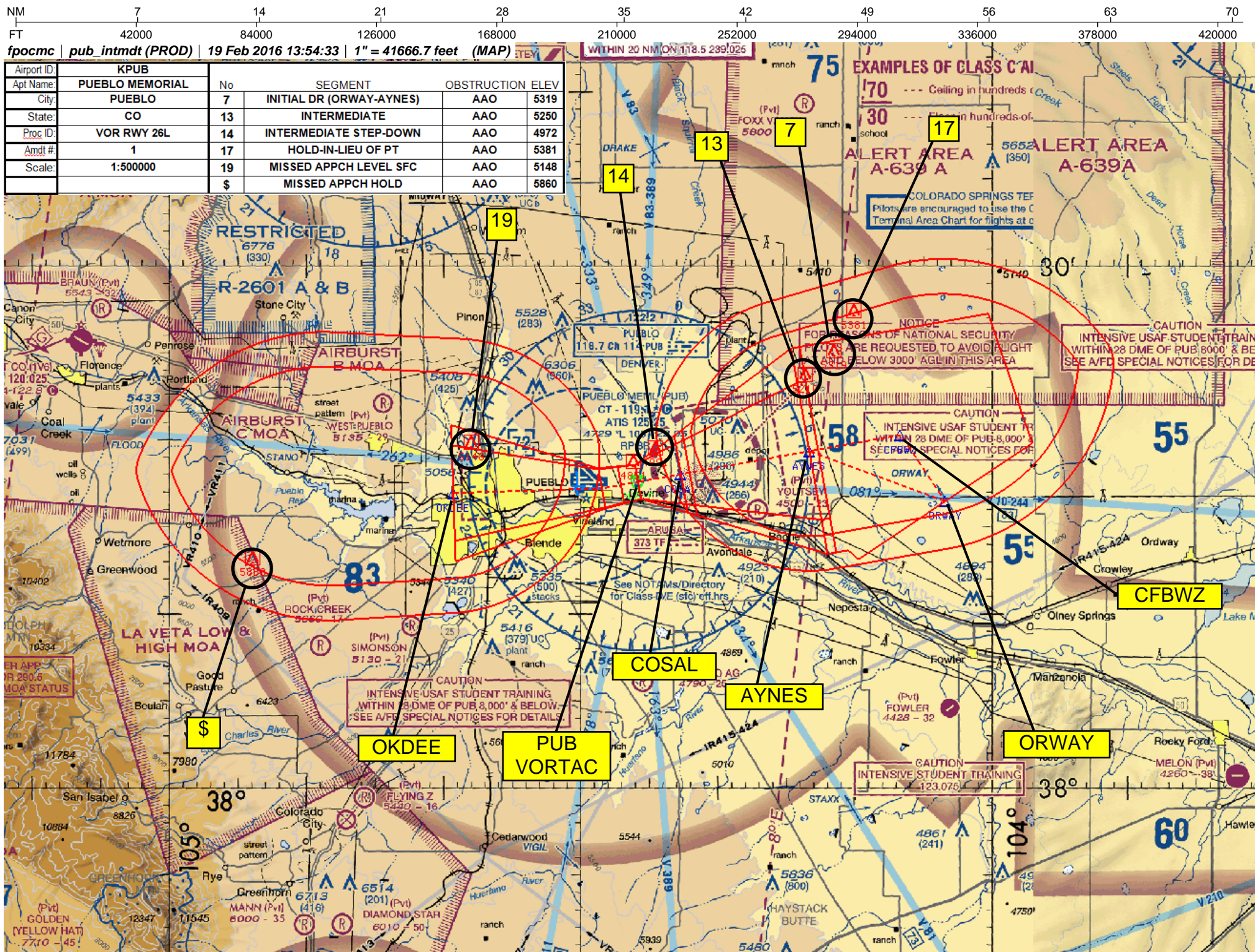
VOR/DME RWY 26L
PUEBLO MEMORIAL (PUB)

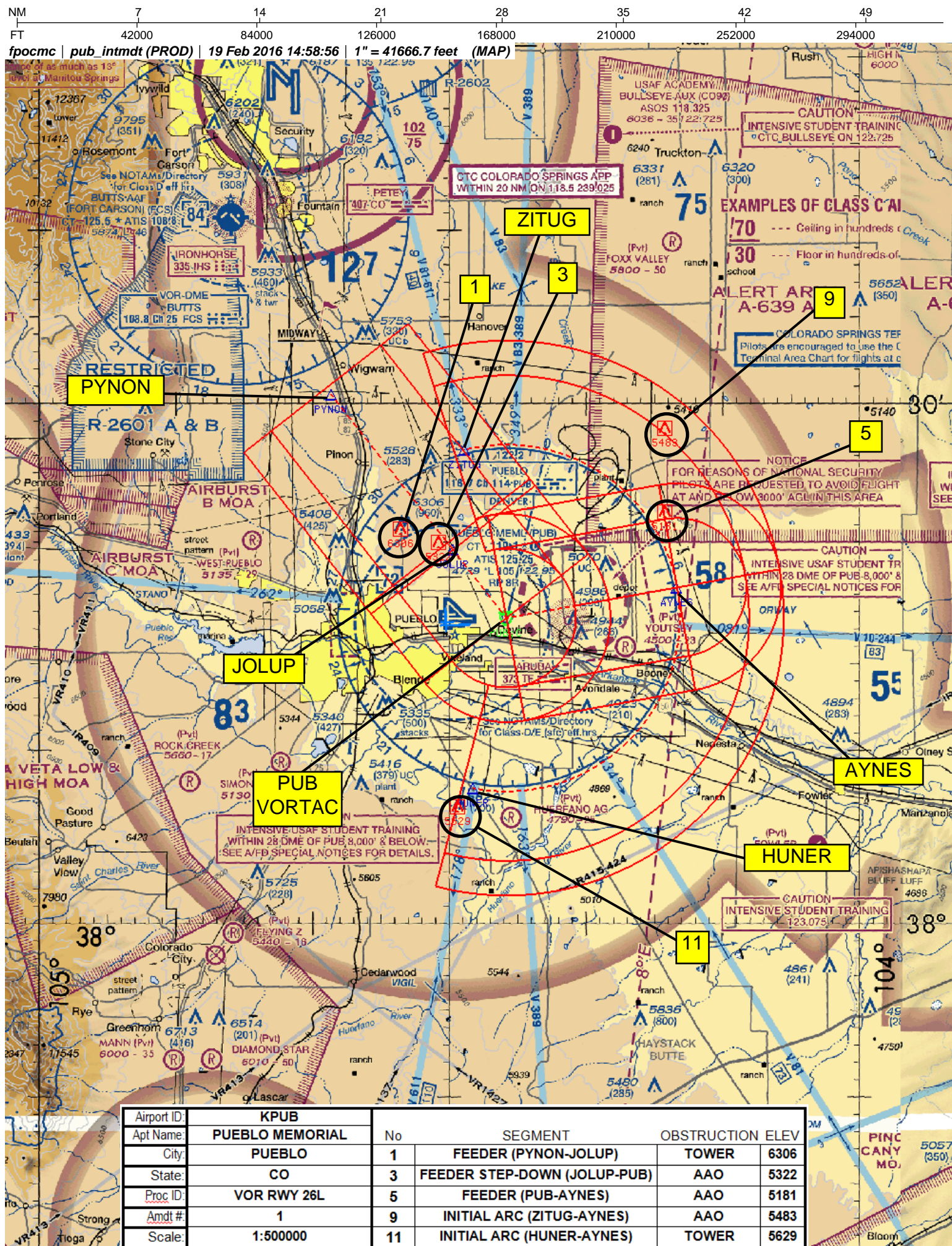
T VDP NA with La Junta altimeter setting. When local altimeter setting not
A received, use La Junta altimeter setting and increase all MDA 200 feet;
 increase S-26L Cat C visibility $\frac{5}{8}$ mile, Circling Cat A/B visibility $\frac{1}{4}$ mile and
 Circling Cat C visibility $\frac{3}{4}$ mile.

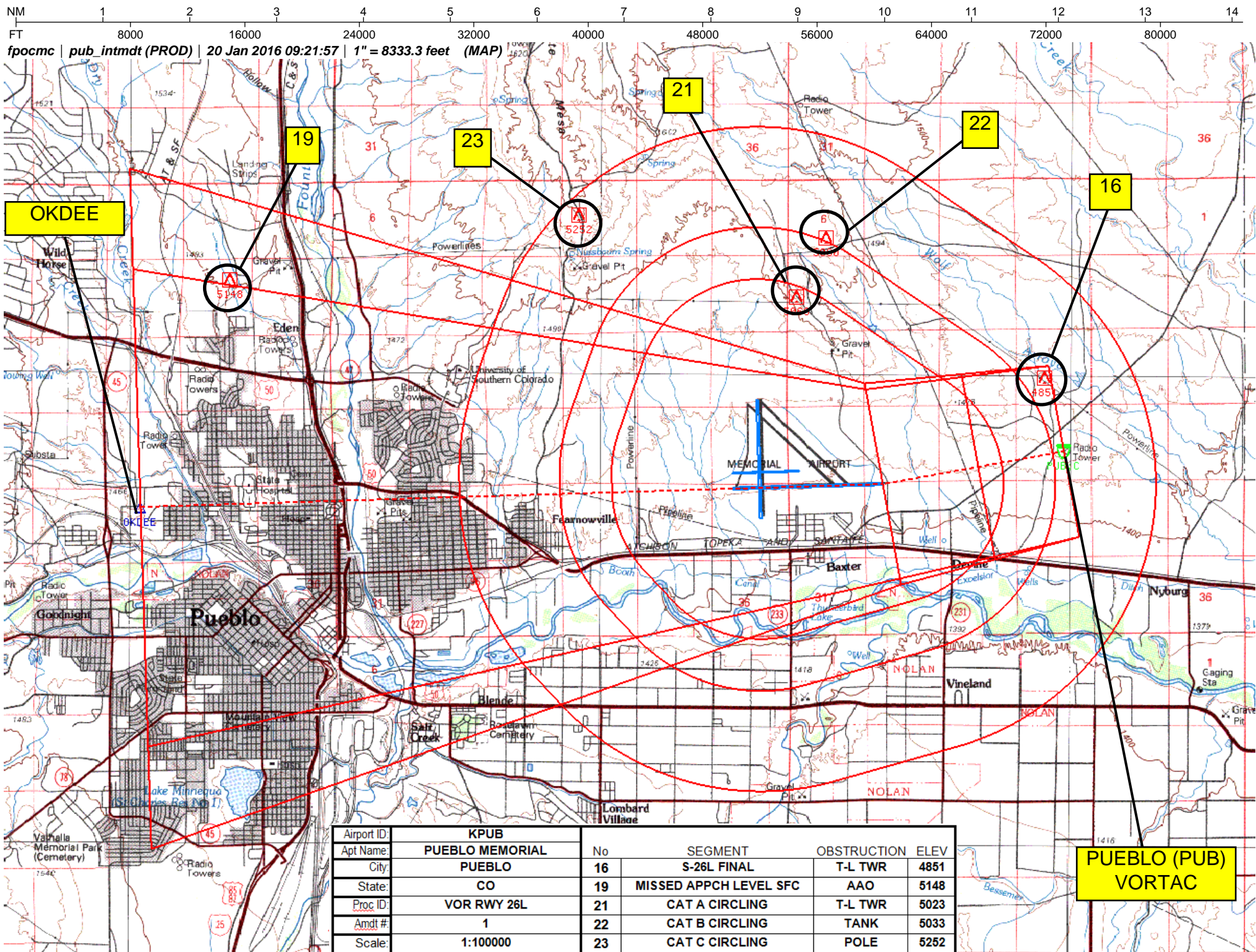
MISSED APPROACH: Climb to 6100 then climbing left turn to 7500 direct PUB VORTAC and hold, continue climb-in-hold to 7500.

ATIS 125.25	DENVER APP CON ★ 120.1 290.5	PUEBLO TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 120.9	UNICOM 122.95
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TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **PUEBLO**

STATE: **CO**

AIRPORT NAME: **PUEBLO MEMORIAL**

ID: **KPUB**

PROCEDURE: **VOR 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>10.12</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>INTERMEDIATE</u> | segment at 1000' point | <u>6.90</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>INTERMEDIATE</u> | segment containing 1000' point | <u>259.79</u> |
| 4. High Terrain in | <u>INTERMEDIATE</u> | segment containing 1000' point | <u>4981</u> |
| 5. Distance from | <u>THLD</u> | to 1500' point | <u>11.12</u> |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | <u>INTERMEDIATE</u> | segment at 1500' point | <u>7.45</u> |
| 7. True Course of | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>259.79</u> |
| 8. High Terrain in | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>4981</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>381739.32N / 1042546.01W</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: _____