



<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 08/28/2014	<b>Task #:</b> 2014082834467801001	<b>Request #:</b> 20140828344678
<b>Procedure:</b> RNAV (GPS) RWY 16 AMDT 2				<b>Airport ID:</b> KCLS	<b>Airport:</b> CHEHALIS-CENTRALIA	<b>Reimbursable #:</b> NO
<b>City:</b> CHEHALIS	<b>ST:</b> WA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 09/15/2016		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> SYLVAN DRAKES	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	08/28/2015					
<b>QA:</b>		5/31/16  LB 6/6//16 6/17/16  14				
<b>Liaison:</b>						
<b>Procedure Comments:</b>			<b>Remark Type:</b> INFORMATION			
MAJOR AMENDMENT TO CHANGE MISSED APPROACH SEGMENT.  CONTACT: BEVERLY BORDY AJV-543 LEADS, 405-954-8293.						

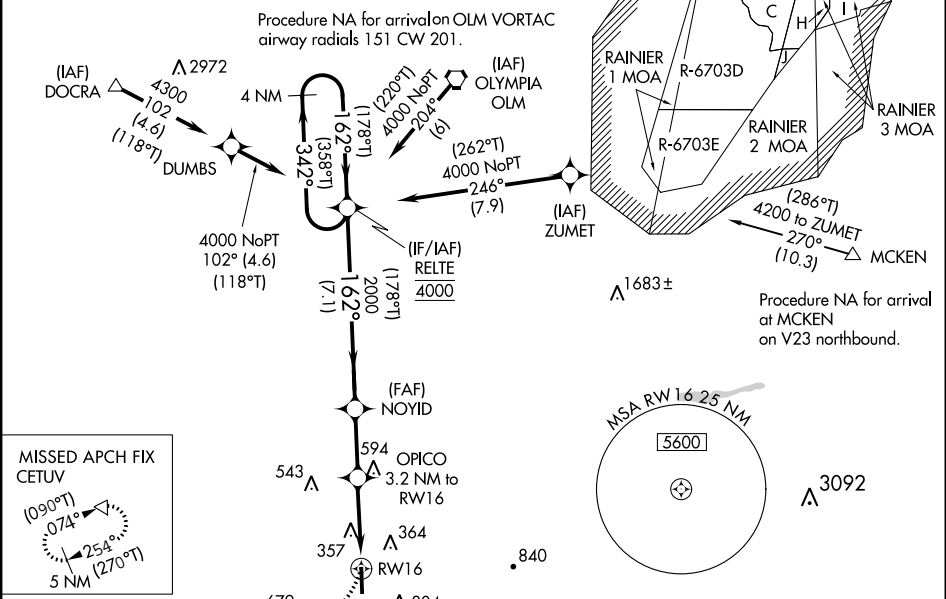
WAAS CH <b>82129</b> <b>W16A</b>	APP CRS <b>162°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>176</b> <b>177</b>
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RNAV (GPS) RWY 16  
CHEHALIS-CENTRALIA (CLS)

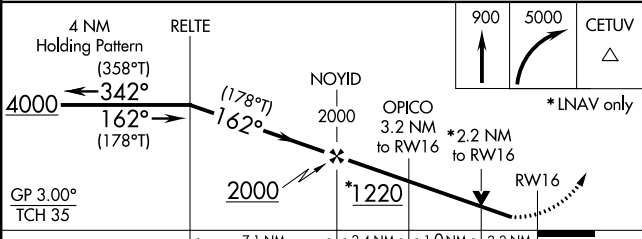
Baro-VNAV and VDP NA when using Olympia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA northeast of Rwy 16-34. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Olympia altimeter setting: increase LPV DA to 522 feet, LNAV/VNAV DA to 878 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ SM, LNAV Cat B ¼ SM, LNAV Cats C/D ½ SM and Circling Cat B ¼ SM. RWY 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climbing to 900 then  
Climbing right turn to 5000  
direct CETUV and hold,  
continue climb-in-hold to  
5000.

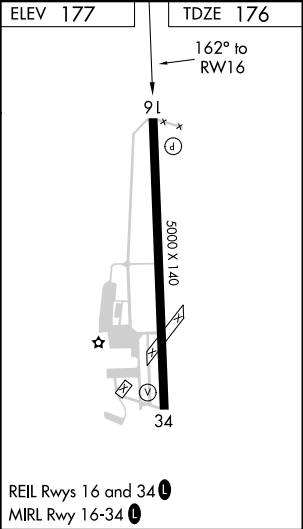
AWOS-3 <b>118.025</b>	SEATTLE APP CON <b>121.1 377.15</b>	UNICOM <b>122.8 (CTAF)</b>
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PROTOTYPE: NOT FOR NAVIGATION



CATEGORY	A	B	C	D
LPV DA		476-1	300 (300-1)	
LNAV/ VNAV DA		832-2½	656 (700-2½)	
LNAV MDA	900-1	724 (800-1)	900-2	724 (800-2)
CIRCLING	900-1 723 (800-1)	1080-1¼ 903 (900-1¼)	1200-3 1023 (1100-3)	1300-3 1123 (1200-3)



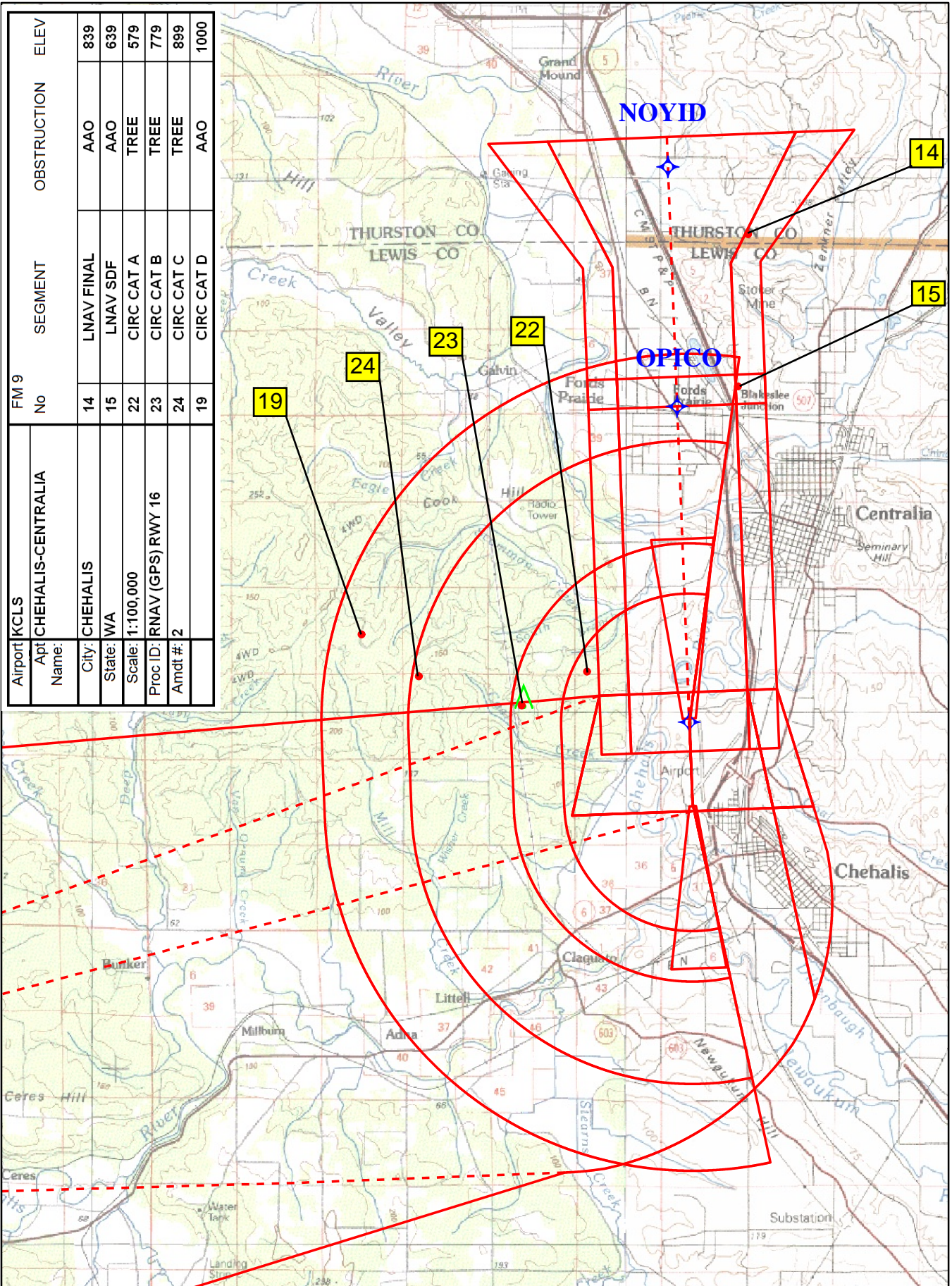




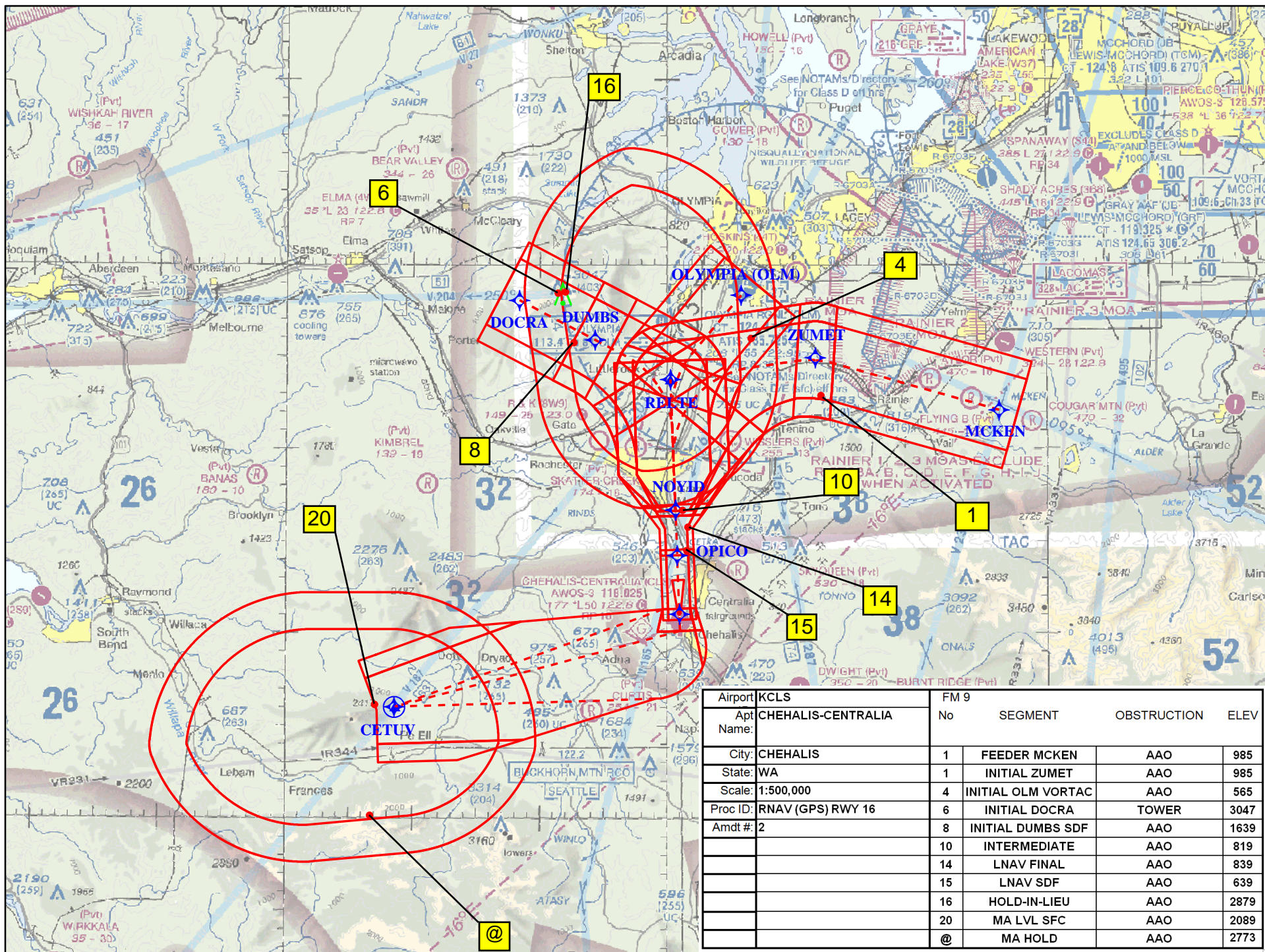




Airport	KCLS	FM 9	SEGMENT	OBSTRUCTION	ELEV
Apt Name:	CHEHALIS-CENTRALIA	No			
City:	CHEHALIS	14	LNAV FINAL	AAO	839
State:	WA	15	LNAV SDF	AAO	639
Scale:	1:100,000	22	CIRC CAT A	TREE	579
Proc ID:	RNAV (GPS) RWY 16	23	CIRC CAT B	TREE	779
Amdt #:	2	24	CIRC CAT C	TREE	899
		19	CIRC CAT D	AAO	1000









# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY:

STATE:

AIRPORT NAME:

ID:

PROCEDURE:

AMDT:

DOCKET # :

(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 \_\_\_\_\_ to 1000' point \_\_\_\_\_

(Enter THLD, FAF, ARP, FACILITY, as appropriate)

2. Width of \_\_\_\_\_ segment at 1000' point \_\_\_\_\_

(Enter appropriate segment , final, intermediate, etc.)

3. True Course of \_\_\_\_\_ segment containing 1000' point \_\_\_\_\_

4. High Terrain in \_\_\_\_\_ segment containing 1000' point \_\_\_\_\_

5. Distance from \_\_\_\_\_ to 1500' point \_\_\_\_\_

(If 1500' point in PT maneuvering area or holding pattern note in remarks)

6. Width of \_\_\_\_\_ segment at 1500' point \_\_\_\_\_

7. True Course of \_\_\_\_\_ segment containing 1500' point \_\_\_\_\_

8. High Terrain in \_\_\_\_\_ segment containing 1500' point \_\_\_\_\_

9. Threshold Coordinates (if straight-in) ... \_\_\_\_\_ / \_\_\_\_\_

10. ARP Coordinates ..... \_\_\_\_\_ / \_\_\_\_\_

11. Runway Approach End and distance furthest from ARP.....RWY \_\_\_\_\_

Distance \_\_\_\_\_ NM

12. FAF Coordinates ..... \_\_\_\_\_ / \_\_\_\_\_

(Click to Select)

**REMARKS:**



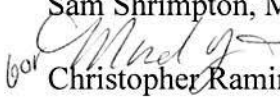
# Federal Aviation Administration

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## Memorandum

Date: JUL 28 2015

To: Sam Shrimpton, Manager, Flight Procedures Team, Operations Support Group

From: *for*  Christopher Ramirez, Manager, Operations Support Group

Subject: Provisional Handling of Environmental Reviews for Procedural Changes

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This Memorandum addresses provisional handling of procedural changes that do not typically require environmental analysis. According to FAA Order 1050.1F and JO 7400.2K, Change 1, Chapter 32, the actions that are not subject to National Environmental Policy Act (NEPA) review or require no further environmental action need to be documented by including the basis for the determination. The Western Service Center (WSC) Operations Support Group (OSG) Environmental Specialists have identified and determined that certain procedural changes are not subject to either NEPA review or require no further environmental action. Secondary actions that result from the listed procedural changes need to be reviewed to determine the proper level of NEPA review.

The WSC OSG defines procedural changes not requiring additional environmental analysis as:

1. Diverse Vectoring Areas (DVA)
  - Only for DVAs
  - All other secondary procedural changes/actions need to be reviewed independently
2. Terminal Arrival Areas (excluding Initial Segments)
3. Name changes
4. Adding, amending, removing notes to procedures
5. Magnetic Variation (MagVar) adjustments
  - Only for MagVar adjustments
  - All secondary procedural changes/actions need to be reviewed independently
6. Changes to and/or additional Lines of Minimum



7. Altitude increases
8. Minimum Safe Altitudes
9. IFR Takeoff Minimums and (Obstacle) Departure Procedure
  - Only close in obstacle notes
10. Missed Approaches and/or Missed Approach Holding Patterns
11. Arrival Holding Patterns
  - Not including Hold In Lieu (HIL)
12. Changes to Circling Areas

With the exception of items 10, 11 the procedural changes identified above cannot result in any lateral flight track modifications and/or adjustments. If so, the procedural change would require additional environmental analysis.

The WSC OSG Flight Procedures Team (FPT) will process the procedural changes, identified above, by including the document (Appendix 1) in the package sent to Aeronautical Information Services (AIS).

Any other procedural changes that are not defined in the list above or result in any flight track changes should be sent to the following WSC OSG Airspace and Procedures Environmental Specialists for appropriate level of environmental analysis:

<b>Environmental Specialist</b>	<b>Email Address</b>
Marina Landis	marina.landis@faa.gov
Augustin Moses	augustin.moses@faa.gov
Ryan Weller	ryan.weller@faa.gov

If you have any questions, please contact Mindy Wright, Manager, WSC OSG South Airspace and Procedures Team at (425) 203-4530.

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Western Service Area, Operations Support Group  
Flight Procedures Team**

On July 28, 2015, a memorandum was issued by the manager of the Western Service Center (WSC) Operations Support Group that identified and determined certain procedural changes are not subject to either NEPA review or require no further environmental action. A copy of the memo is enclosed with this document.

**Airport Name and State/ICAO:** \_\_\_\_\_

**Instrument Flight Procedure(s):** \_\_\_\_\_

Select the procedural changes made not subject to National Environmental Policy Act (NEPA) review from the below list:

- ☐ **Diverse Vectoring Areas (DVA)**
- ☐ **Terminal Arrival Areas (excluding Initial Segments)**
- ☐ **Name changes**
- ☐ **Adding, amending, removing notes to procedures**
- ☐ **Magnetic Variation (MagVar) adjustments**
- ☐ **Changes to and/or additional Lines of Minimum**
- ☐ **Altitude increases**
- ☐ **Minimum Safe Altitudes**
- ☐ **IFR Takeoff Minimums and (Obstacle) Departure Procedure:**
  - Only close in obstacle notes
- ☐ **Missed Approaches and/or Missed Approach Holding Patterns**
- ☐ **Arrival Holding Patterns:**
  - Not including Hold In Lieu (HIL)
- ☐ **Changes to Circling Areas**

**Additional Procedures:** (List additional IFPs below or insert list as an additional page in this file)

FPT Specialist Signature:

Phone: (425) 917-6720

*“The above signature affirms that as of the date signed, the procedure package(s) contain(s) only the changes stated in this form. The signatory is not an environmental specialist and relies on the guidance of the Western Service Center, Operations Support Group, Environmental Specialists to make the environmental determination.”*



# RAPT CONSENSUS FORM

**Date:** 4/18/2013

**Airport Name / ID (If Applicable):** Chehalis-Centralia (KCLS)

**Project Request:** Request to amend procedure.

**Remarks:** Request from Seattle Center Airspace and Procedures to amend the missed approach on the RNAV (GPS) RWY 16. The missed approach on the procedure conflict with traffic on V23-287 and V165 creating congestion. An amended missed approach will eliminate this congestion.

*Design of MA requires specific  
Seattle Center approval.*

**Project Tracking Number:**

**RAPT Priority Code:**

*7*

\_\_\_\_\_  
Western Service Area Airspace Branch

\_\_\_\_\_  
Western Service Area Operations Branch

\_\_\_\_\_  
Flight Standards Division

\_\_\_\_\_  
Airports Division

\_\_\_\_\_  
Flight Procedures Office

\_\_\_\_\_  
Date to the Development Branch