

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 08/18/2017	Task #: 2014090928737502001	Request #: 20140909287375
Procedure: RNAV (GPS) Y RWY 35 ORIG			Airport ID: KVEL	Airport: VERNAL RGNL		Reimbursable #: NO
City: VERNAL	ST: UT	GPS #:	Estimated Chart Date: 12/07/2017		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: COLTON CROWDER		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	08/19/2016	10/13/2017	TRACEY STILES	QUALITY		
QA:	10/13/2017	10/13/2017	TRACEY STILES	4	10/24CTabaka	
Liaison:	10/13/2017	10/16/2017	MARY MCDONALD	CHECKED		
Procedure Comments:			ENROUTE-NON			
			Remark Type: INFORMATION			
HARD DATE: AIRPORT MAGVAR CHANGED FROM 13E TO 10E AND RUNWAY NUMBERS CHANGED ACCORDINGLY.						
PENDING AIRPORT DATA USED.						
CONTACT PAT MULQUEEN: 405.954.4073						
10/13/17: THIS IS A CORRECTED COPY OF THE FORMS APPROVED ON 09/08/2017 CHANGED TERMINAL ROUTE VEL VOR/DME TO OHAPE FROM (FB) TO (FO). UPDATED ARINC CODE TO REFLECT CHANGE						
10/23/2017: THIS IS A CORRECTED COPY OF THE FORMS APPROVED ON 10/13/2017. 1. TERMINAL ROUTES, ZIKOS TO OHAPE: ADDED "(NOPT)" AFTER "OHAPE" IN ZIKOS TO OHAPE INITIAL SEGMENT.						

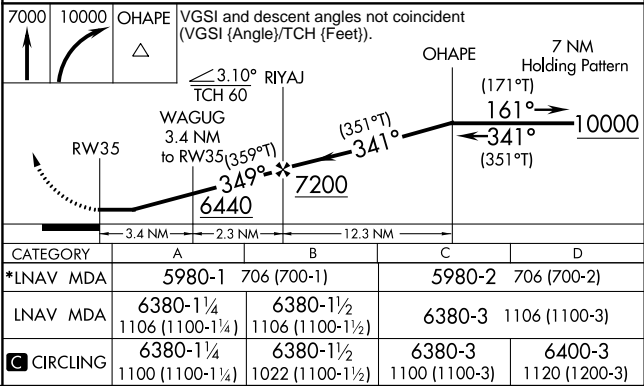
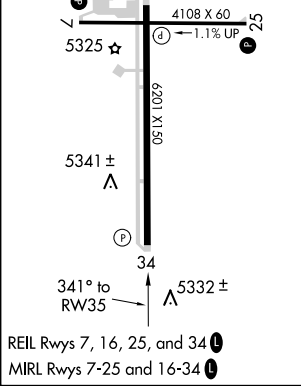
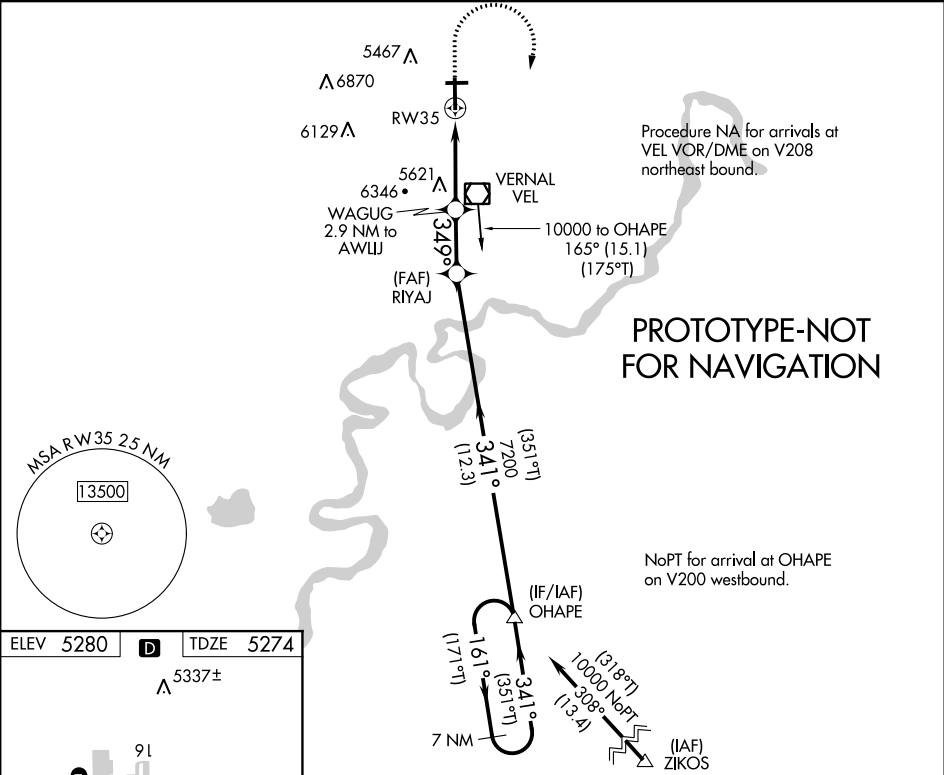
APP CRS	Rwy Idg	6201
349°	TDZE	5274
	Apt Elev	5280

RNAV (GPS) Y RWY 35
VERNAL RGNL (VEL)

⚠ Circling NA W of Rwy 17-35. DME/DME RNP-0.3 NA. Rwy 35 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 35 NA at night. Circling Rwy 35 NA at night. When local altimeter setting not received, use Roosevelt altimeter setting and increase MDA 80 feet and increase *LNAV Cat B visibility ¼ SM and Cat C/D visibility ½ SM.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct OHAPE and hold. *Missed approach requires minimum climb of 300 feet per NM to 7500.

ASOS 135.175	CEDAR CITY RADIO 122.35	UNICOM 122.7 (CTAF) 0
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VERNAL, UTAH

AL-77Z (TAA)

15204

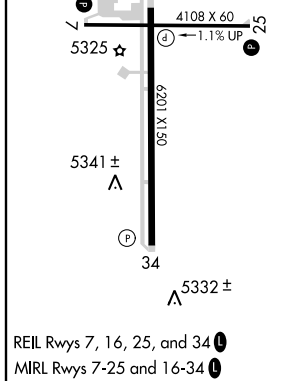
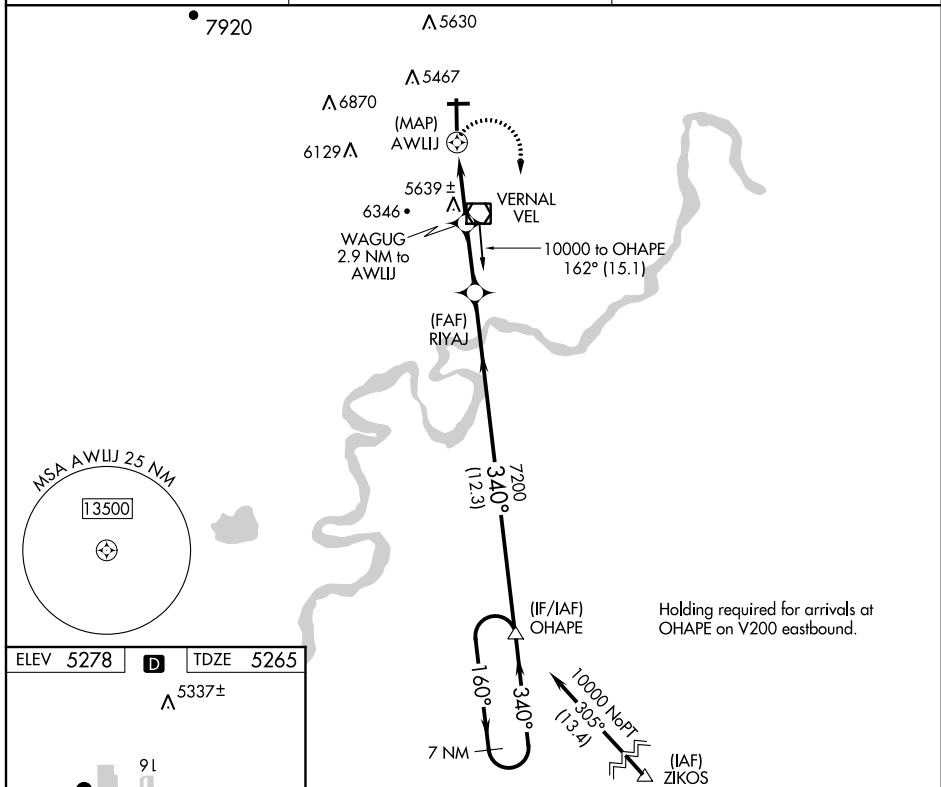
WAAS CH 50423 W34A	APP CRS 340°	Rwy Idg TDZE Apt Elev	6201 5265 5278
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RNAV (GPS) RWY 34

VERNAL RGNL (VEL)

<p>V DME/DME RNP-0.3 NA. Night landing: Rwy 7 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. *Missed approach requires a minimum climb of 420 feet per NM to 6800.</p> <p>NA</p>	<p>MISSED APPROACH: Climbing right turn to 10000 direct OHAPE and hold.</p>
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ASOS 135.175	CEDAR CITY RADIO 122.35	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	5980-1	715 (800-1)	5980-2	715 (800-2)
*LNAV MDA	5980-1	715 (800-1)	5980-2	715 (800-2)
LNAV MDA	6300-1 1/4 1035 (1100-1 1/4)	6300-1 1/2 1035 (1100-1 1/2)	6300-3	1035 (1100-3)
CIRCLING	6300-1 1/4 1022 (1100-1 1/4)	6300-1 1/2 1022 (1100-1 1/2)	6300-3	1022 (1100-3)

VERNAL, UTAH

Amdt 1C 23JUL15

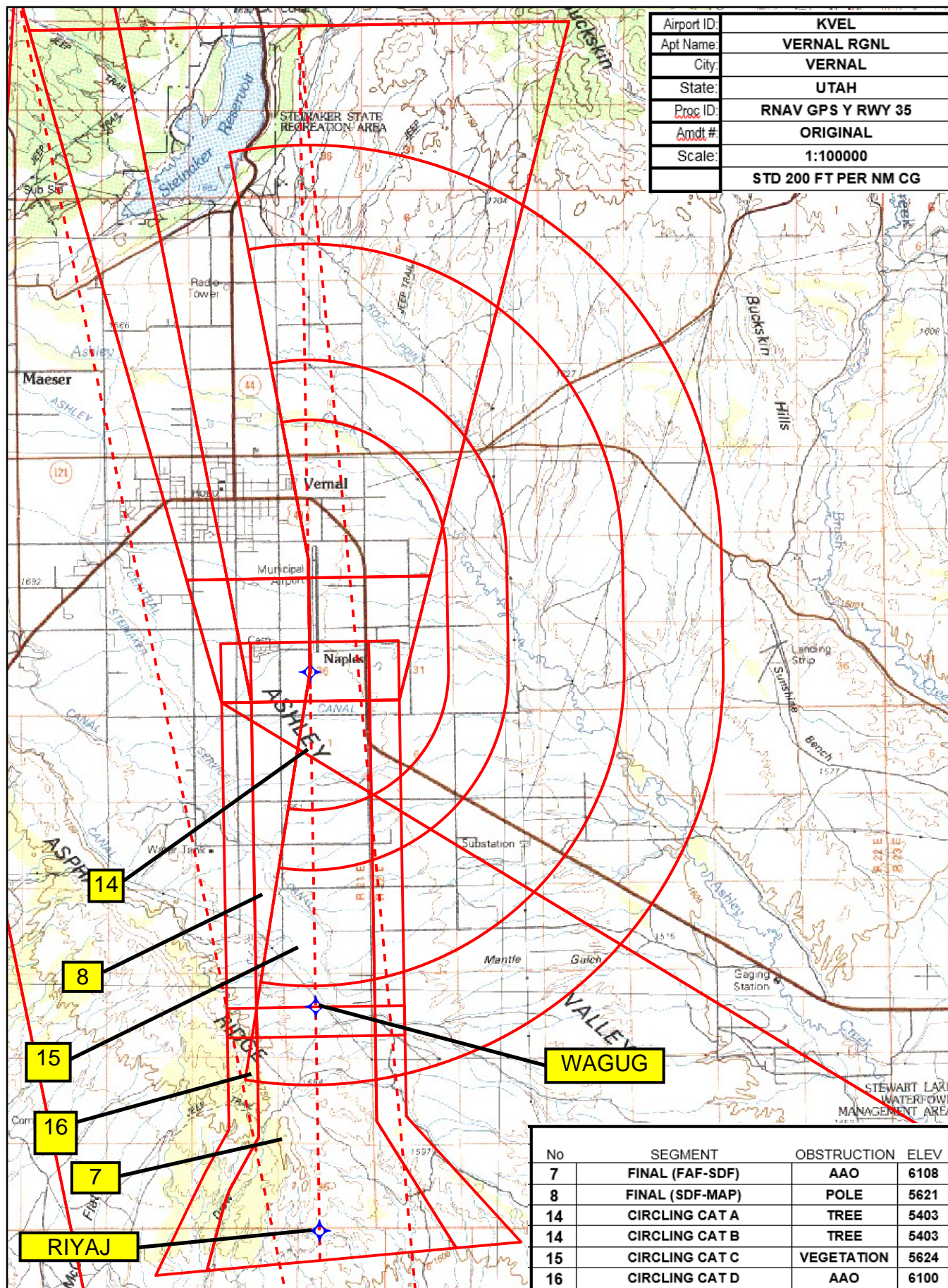
40° 26'N-109° 31'W

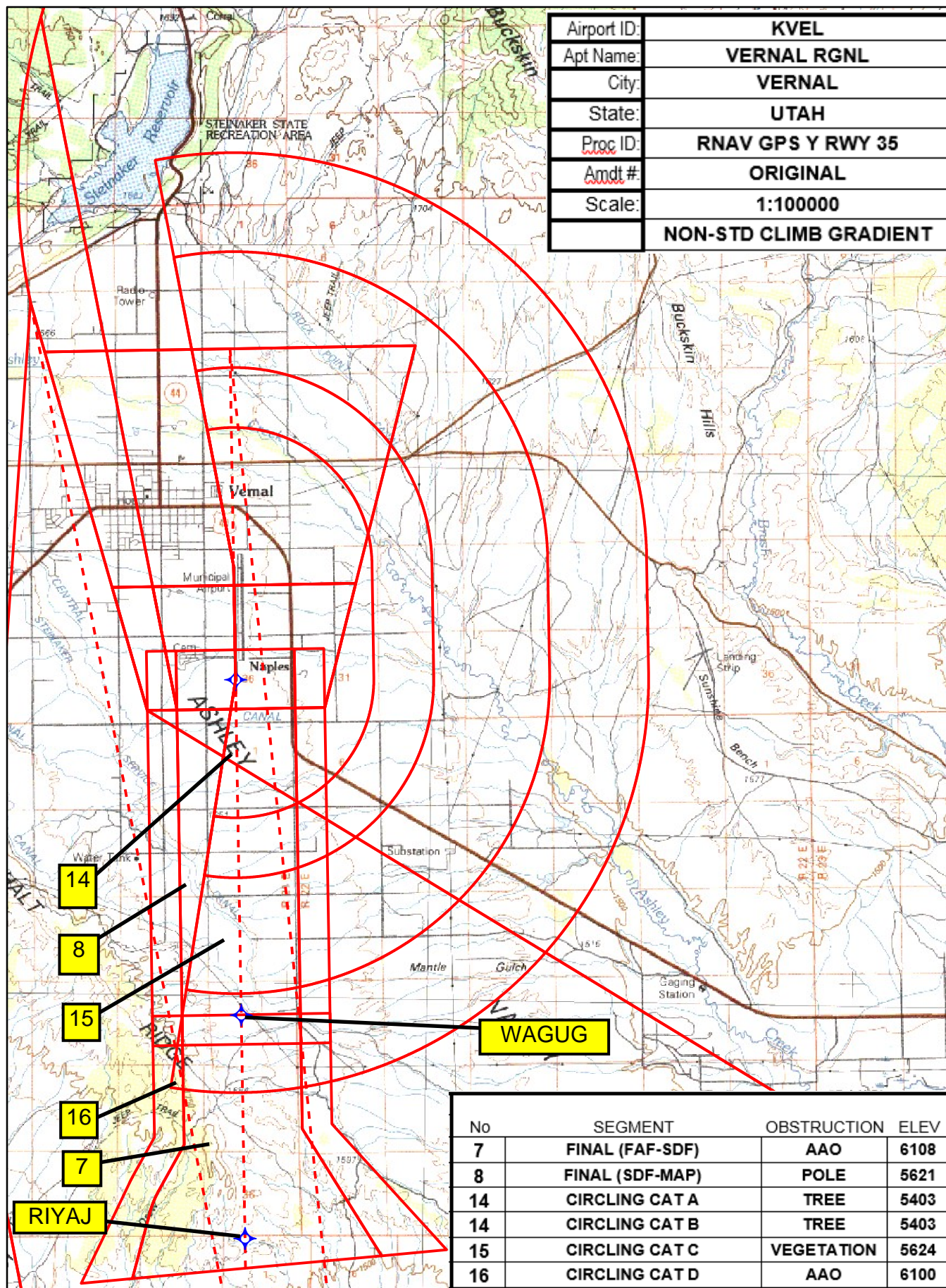
VERNAL RGNL (VEL)

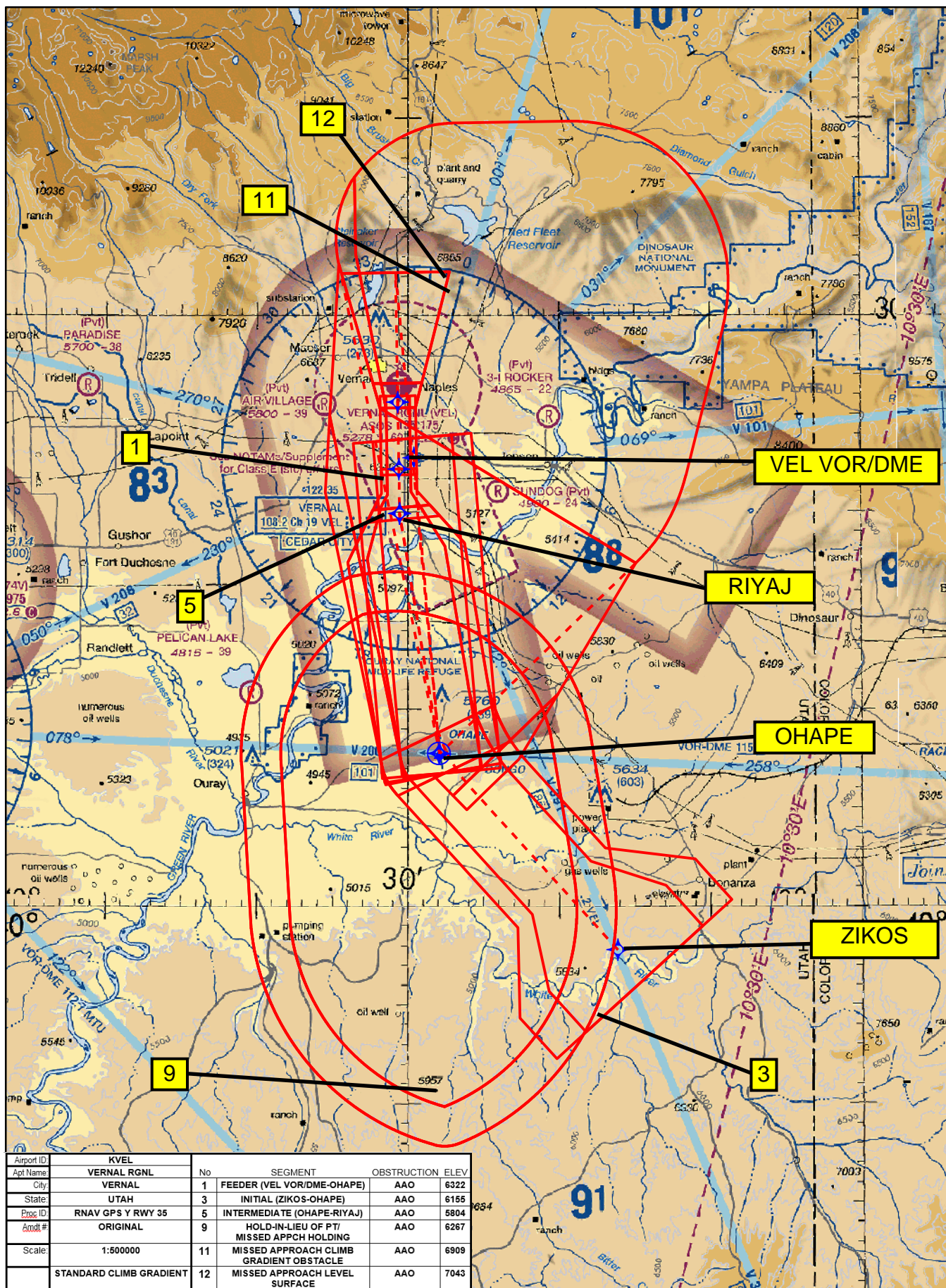
RNAV (GPS) RWY 34

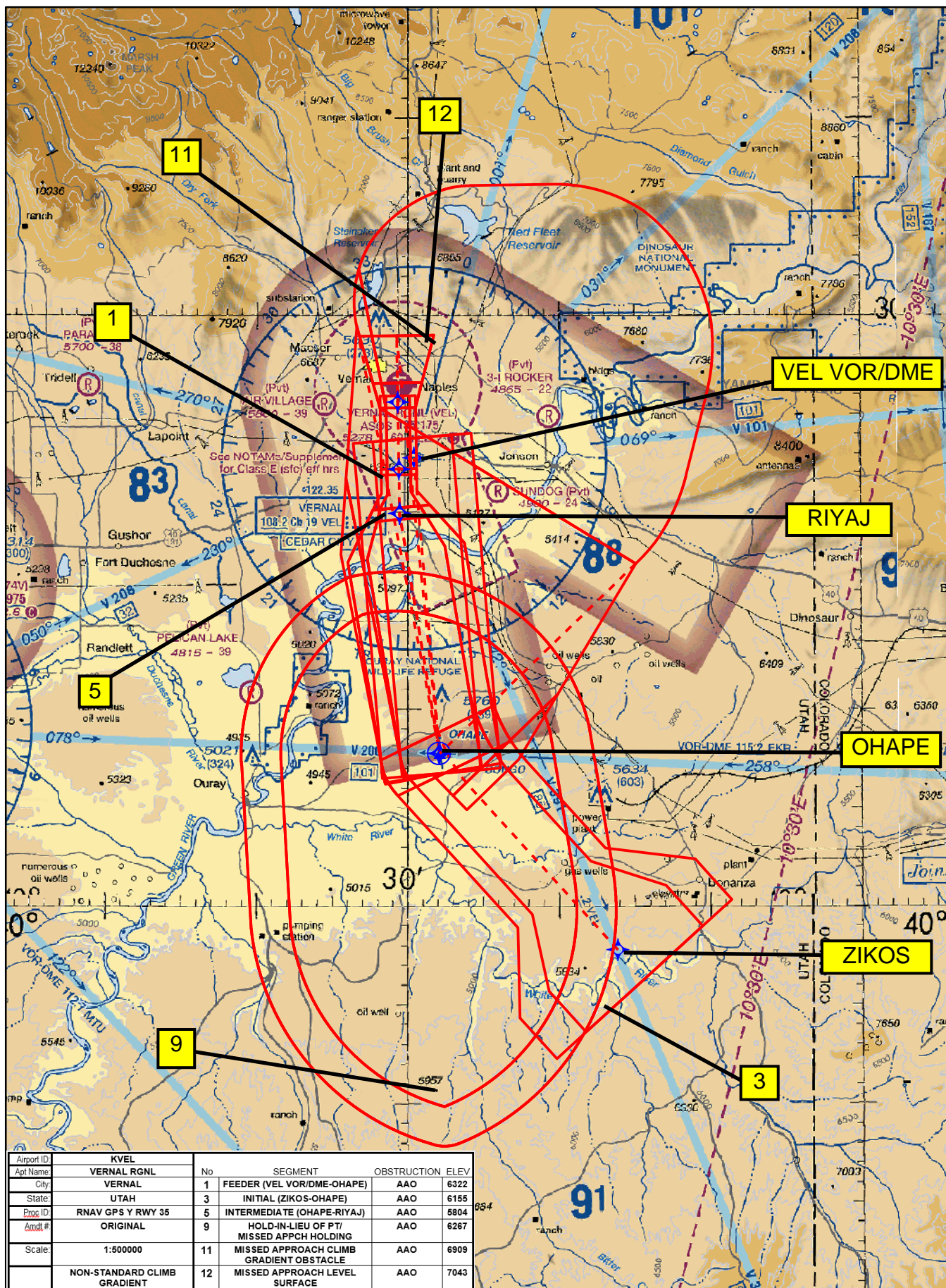
SW-4, 22 JUN 2017 to 20 JUL 2017

SW-4, 22 JUN 2017 to 20 JUL 2017









TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **VERNAL**

STATE: **UT**

AIRPORT NAME: **VERNAL RGNL**

ID: **KVEL**

PROCEDURE: **RNAV (GPS) Y RWY 35**

AMDT: **ORIGINAL**

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>4.67</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>FINAL</u> | segment at 1000' point | <u>1.28</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>FINAL</u> | segment containing 1000' point | <u>359.03</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>5908</u> |
| 5. Distance from | <u>THLD</u> | to 1500' point | <u>5.67</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>2.13</u> |
| 7. True Course of | <u>FINAL</u> | segment containing 1500' point | <u>359.03</u> |
| 8. High Terrain in | <u>FINAL</u> | segment containing 1500' point | <u>5908</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>402535.31N / 1093040.36W</u> | | |
| 10. ARP Coordinates | <u>402627.30N / 1093035.70W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>35</u> | |
| | Distance | <u>0.87</u> | NM |
| 12. FAF Coordinates | <u>401954.99N / 1093032.83W</u> | | |

REMARKS: Approach/Drawing attached.

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **VERNAL**

STATE: **UT**

AIRPORT NAME: **VERNAL RGNL**

ID: **KVEL**

PROCEDURE: **RNAV (GPS) Y RWY 35**

AMDT: **2**

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>5.37</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>FINAL</u> | segment at 1000' point | <u>1.85</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>FINAL</u> | segment containing 1000' point | <u>359.03</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>6102</u> |
| 5. Distance from | <u>THLD</u> | to 1500' point | <u>12.02</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>3.12</u> |
| 7. True Course of | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>000.54</u> |
| 8. High Terrain in | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>5506</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>402535.31N / 1093040.36W</u> | | |
| 10. ARP Coordinates | <u>402627.30N / 1093035.70W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>35</u> | |
| | Distance | <u>3.91</u> | NM |
| 12. FAF Coordinates | <u>401954.99N / 1093032.83W</u> | | |

REMARKS: Approach/Drawing attached.

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

Vernal Regional Airport

**RNAV (GPS) Y RUNWAY 35, AMDT 2
RNAV (GPS) Z RUNWAY 35, ORIG
VOR RUNWAY 35, AMDT 9
TEXTUAL DEPARTURE, AMDT 2**

Description of Action:

The FAA is proposing to amend the Area Navigation (RNAV) Global Positioning System (GPS) Y Runway (RWY) 35 and Very High Frequency Omnidirectional Range (VOR) RWY 35 approach procedures, and the Textual Departure Procedure for the Vernal Regional Airport (KVEL) in Vernal, Utah. The FAA is also proposing to implement a new RNAV (GPS) Z RWY 35 approach procedure.

RWY 16/34 will shift 300 feet to the west and 400 feet to the south and the runway will be extended 800 feet to the south. Criteria require that the Magnetic Variation (MagVar) for KVEL be updated, which will cause the runway numbering to change. The MagVar is an administrative update. RWY 16/34 will become RWY 17/35. RWY 07/25 will be permanently closed. Procedures need to be updated to reflect the runway shift and MagVar updates such as change in RWY numbering and amending the final approach courses.

The published RNAV (GPS) RWY 34 procedure will be amended and renamed to become RNAV (GPS) Y RWY 35 (AMDT 2) and will be a Localizer Performance without Vertical Guidance (LP) and Lateral Navigation (LNAV) approach procedure. The existing fix WAGUG will move southwest approximately 4,835.96 feet and the altitude will be increased from 6,380 feet above mean sea level (AMSL) to 6,500 feet AMSL. An additional stepdown will be added. Climb gradient lines of minima will be added for the Missed Approach (MA).

The RNAV (GPS) Z RWY 35, ORIG. will be a Localizer Performance with Vertical Guidance (LPV) approach procedure. A climb gradient will be added to the MA.

For both procedures, fix RIYAJ will move southwest approximately 5,049.22 feet.

The VOR RWY 35 (AMDT 9) approach procedure will be amended lowering the Final Approach Fix altitude from 6,500 feet AMSL to 6,300 feet AMSL. A terminal route from the Montrose (MTJ) VOR/Distance Measuring Equipment (DME) to fix ENSEN will be added. The MA will be modified.

The Textual Departure notes will be amended, including updates to refer to RWYs 17 and 35.

Aircraft have been routinely flying the procedures with the exception of the lengthened segments described above. The Aviation Environmental Screening Tool Lateral Movement Test (LAT) was used to conduct a noise prescreening evaluation. The results of the LAT test indicated that potential noise impacts are not expected due to the lateral movement of the fixes further noise screening is not required.

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

Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. 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.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.

Recommended by:

Facility Manager Review/Concurrence

Signature: _____

Name: _____



Todd E. Jacobson

Air Traffic Manager,

Salt Lake City Air Route Traffic Control Center, ZLC

Date: _____

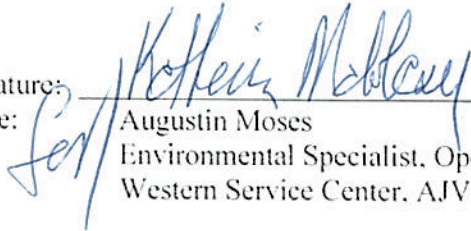
8/9/16

Concurrence by:

Western Service Area Environmental Specialist

Signature: _____

Name: _____



Augustin Moses

Environmental Specialist, Operations Support Group,

Western Service Center, AJV-W22

Date: _____

8/9/16

Approval by:

Western Service Area Director or Designee Approval

Signature: _____

Name: _____



Kim Stover

Director, Air Traffic Operations, North,

Western Service Area, AJTWN

Date: _____

8/10/16

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

Vernal Regional Airport

**RNAV (GPS) Y RUNWAY 35, AMDT 2
RNAV (GPS) Z RUNWAY 35, ORIG
VOR RUNWAY 35, AMDT 9
TEXTUAL DEPARTURE, AMDT 2**

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Recommended by:

Facility Manager Review/Concurrence

Signature: _____

Name: _____



Todd E. Jacobson

Air Traffic Manager,

Salt Lake City Air Route Traffic Control Center, ZLC

Date: _____

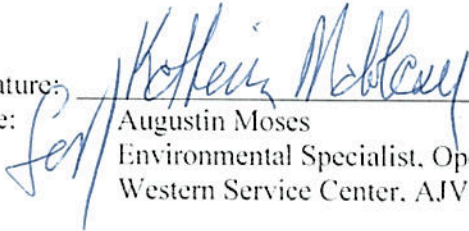
8/9/16

Concurrence by:

Western Service Area Environmental Specialist

Signature: _____

Name: _____



Augustin Moses

Environmental Specialist, Operations Support Group,

Western Service Center, AJV-W22

Date: _____

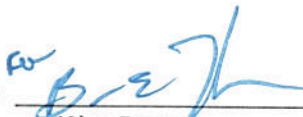
8/9/16

Approval by:

Western Service Area Director or Designee Approval

Signature: _____

Name: _____



Kim Stover

Director, Air Traffic Operations, North,

Western Service Area, AJTWN

Date: _____

8/10/16