

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 09/10/2014	Task #: 2014091026487201001	Request #: 20140910264872
Procedure: RNAV (GPS) RWY 15 AMDT 1			Airport ID: KITR	Airport: KIT CARSON COUNTY		Reimbursable #: NO
City: BURLINGTON	ST: CO	GPS #:	Estimated Chart Date: 02/01/2018		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: HEIDI SNIDER	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	08/12/2016			<div style="display: flex; align-items: center;"> <div style="border: 1px solid green; padding: 2px; transform: rotate(-15deg); font-weight: bold; color: green;">QUALITY</div> <div>Digitally signed by</div> </div>		
QA:				<div style="display: flex; align-items: center;"> <div style="border: 1px solid green; padding: 2px; transform: rotate(-15deg); font-weight: bold; color: green;">8</div> <div>BRIAN M SHAFFER</div> </div>		
Liaison:				<div style="display: flex; align-items: center;"> <div style="border: 1px solid green; padding: 2px; transform: rotate(-15deg); font-weight: bold; color: green;">CHECKED</div> <div>Sep 28, 2017</div> </div>		
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION PENDING AIRPORT DATA USED MAG VAR FROM 10E/1990 TO 6E/2020 CONTACT: LEAD, DION LANCIA 405-954-1267						

WAAS CH 72999 W15A	APP CRS 154°	Rwy Idg 5199 TDZE 4218 Apt Elev 4218
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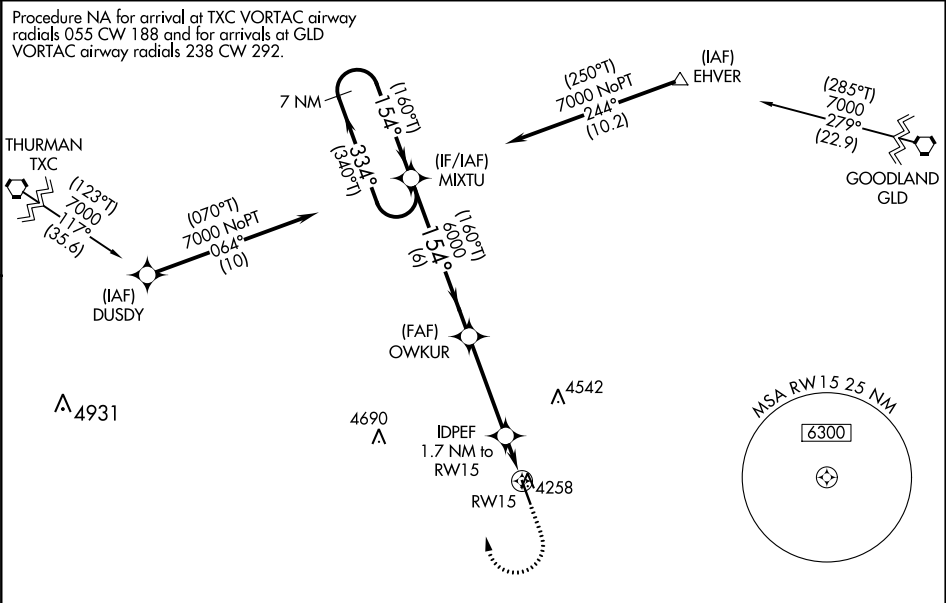
RNAV (GPS) RWY 15

KIT CARSON COUNTY (ITR)

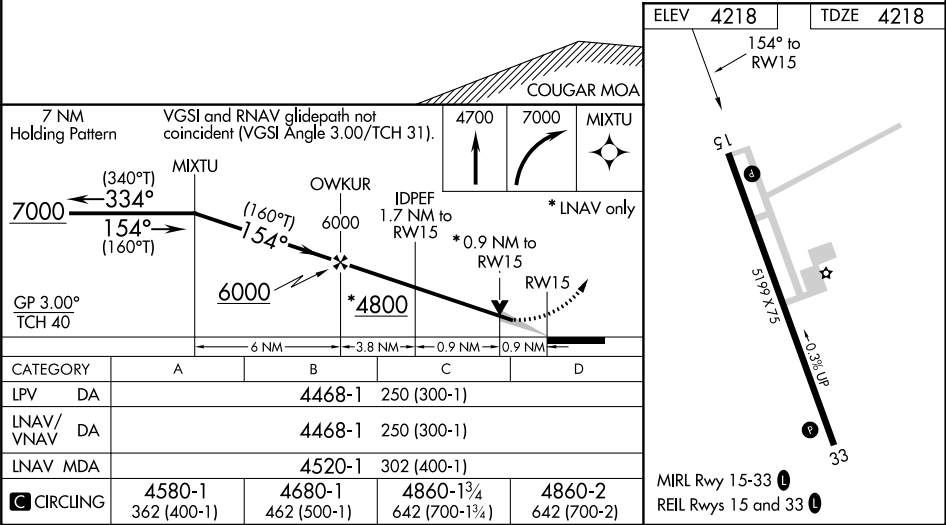
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (127°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4700 then climbing right turn to 7000 direct MIXTU and hold.

ASOS 135.225	DENVER CENTER 132.7 226.675	UNICOM 122.8 (CTAF) 0
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PROTOTYPE-NOT FOR NAVIGATION

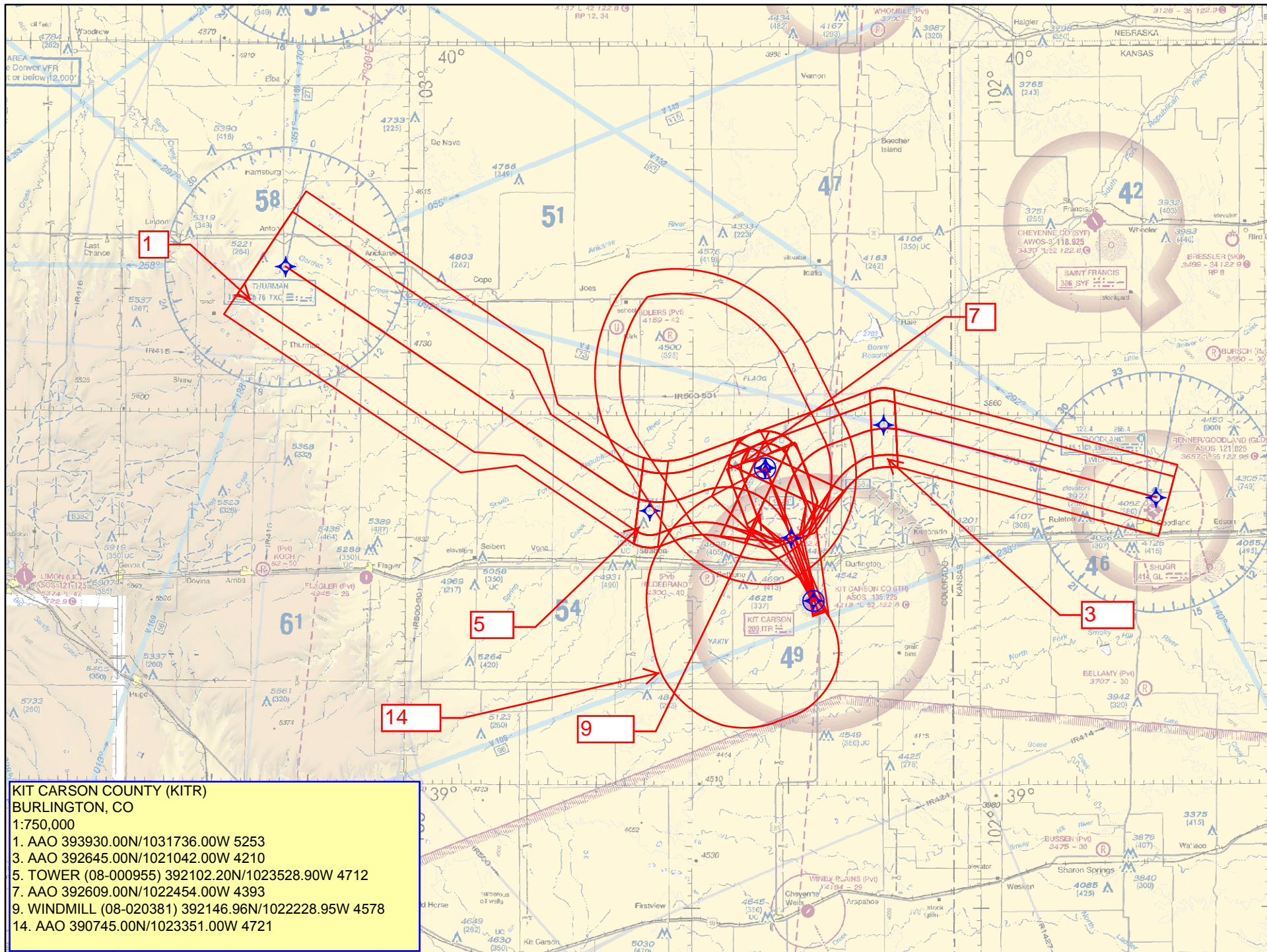


KIT CARSON COUNTY (KTR)
BURLINGTON, CO
 1:500,000

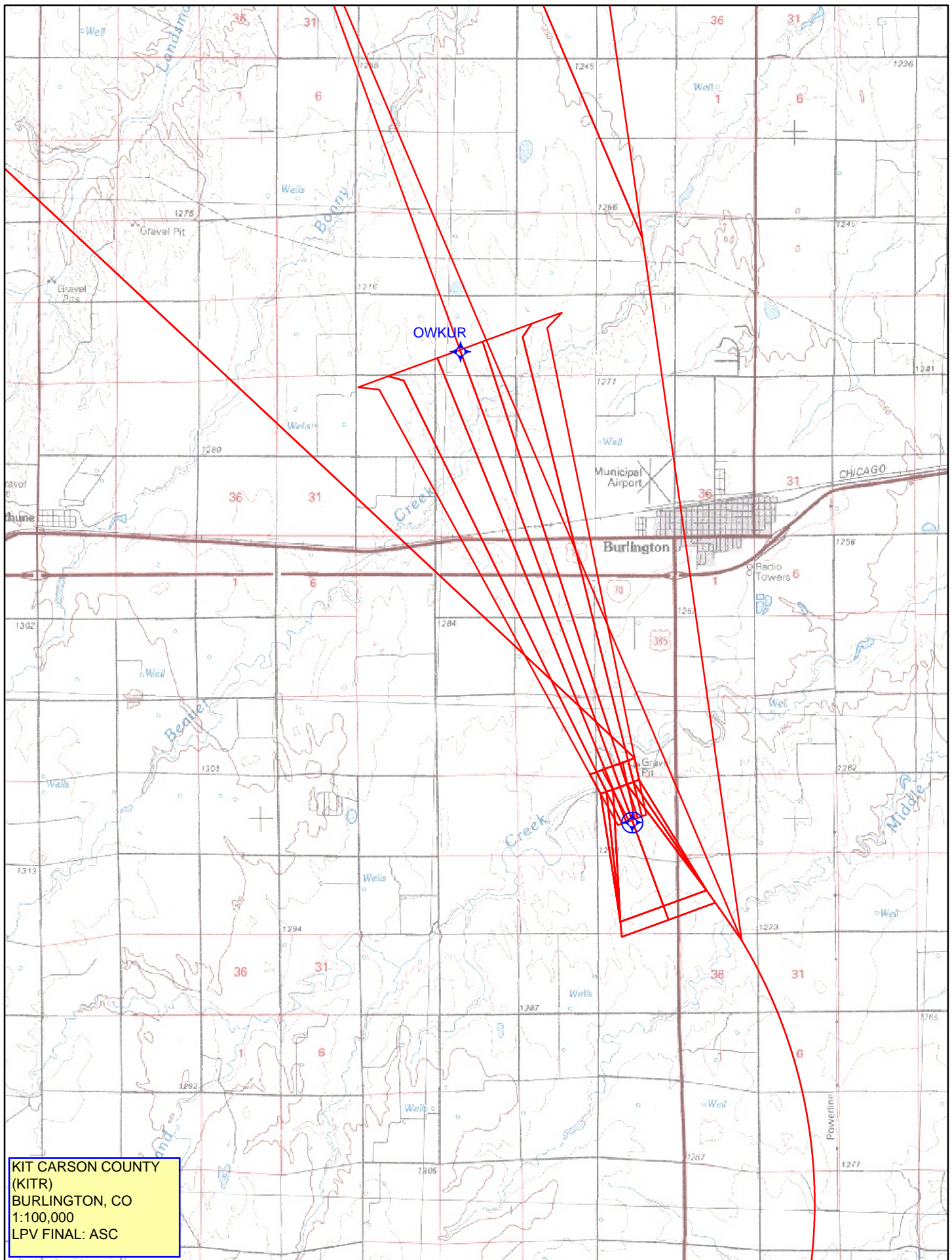
3. AAO 392645.00N/1021042.00W 4210
 5. TOWER (08-000955) 392102.20N/1023528.90W 4712
 7. AAO 392609.00N/1022454.00W 4393
 9. WINDMILL (08-020381) 392146.96N/1022228.95W 4578
 14. AAO 390745.00N/1023351.00W 4721

KIT CARSON COUNTY (KITR)
BURLINGTON, CO
1:500,000
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4578
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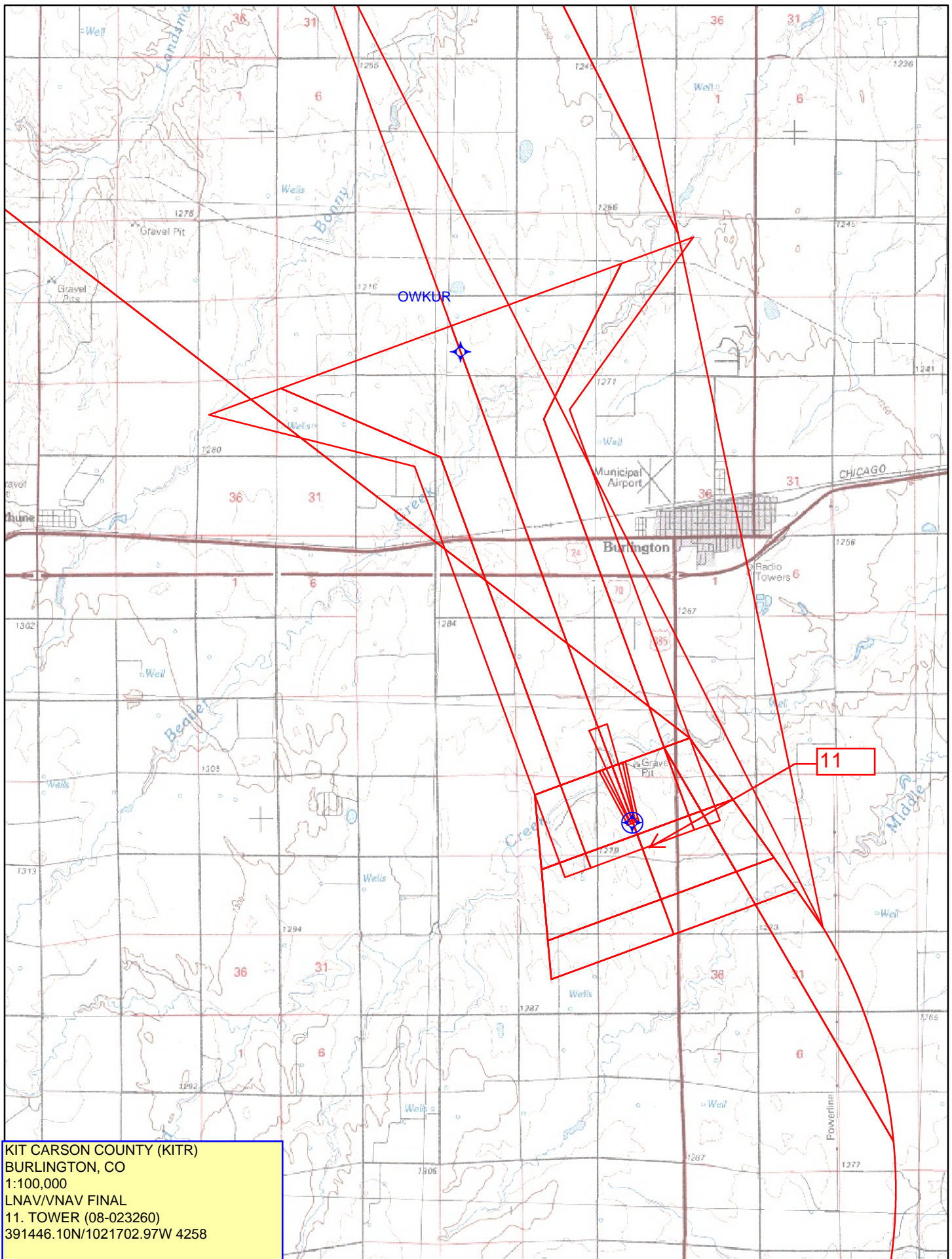
RNAV (GPS) RWY 15 Flight Inspection Map



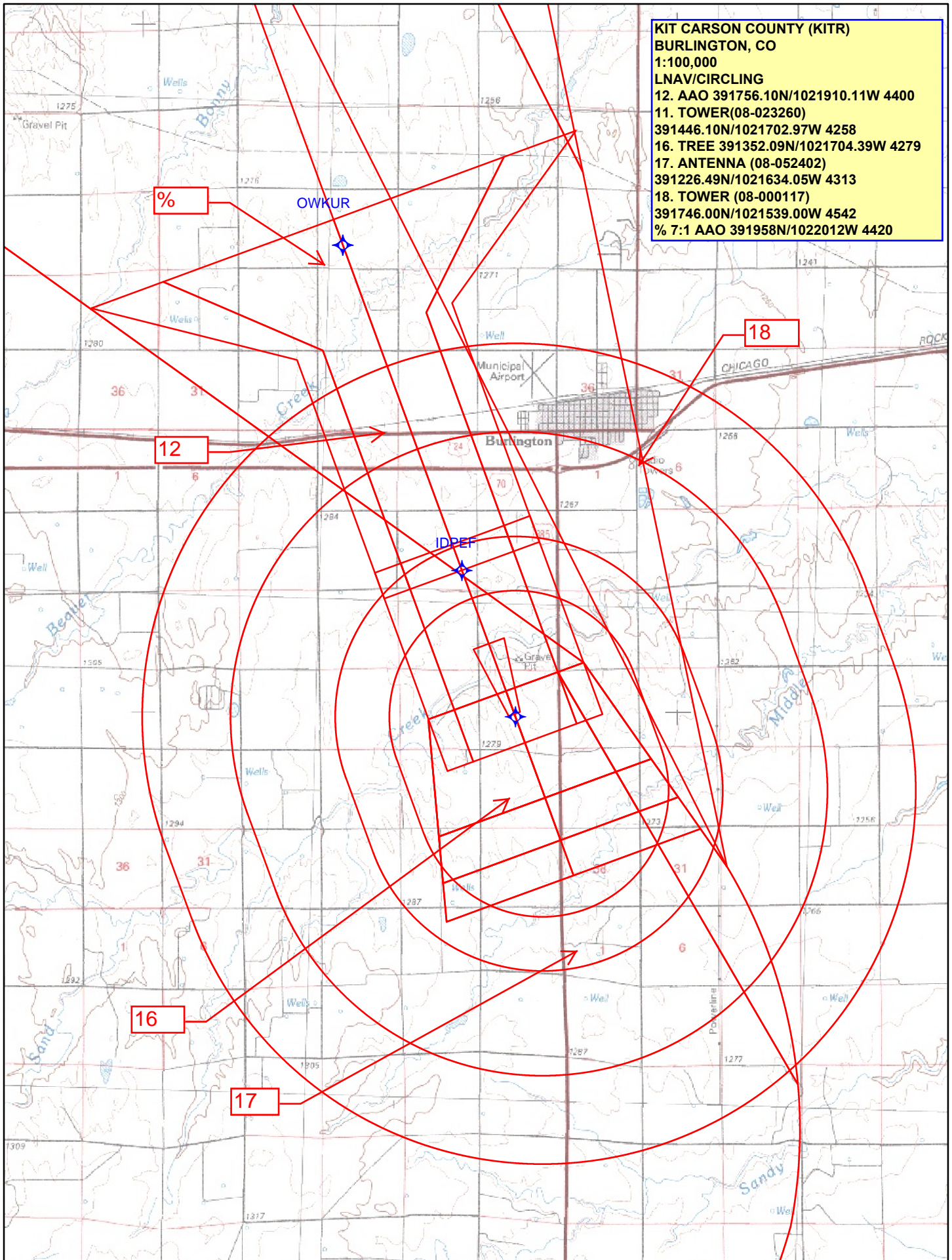
RNAV (GPS) RWY 15 Flight Inspection Map



RNAV (GPS) RWY 15 Flight Inspection Map



RNAV (GPS) RWY 15 Flight Inspection Map



TERMINAL AIRSPACE DATA REQUIREMENTS

City: BURLINGTON Airport Name: KIT CARSON COUNTY Procedure: RNAV (GPS) RWY 15 Docket #:	State: CO ID: KITR Amendment: 1
ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.	
1. Distance from 2. Width of 3. True Course of 4. High Terrain in 5. Distance from 6. Width of 7. True Course of 8. High Terrain in 9. Threshold Coordinates (if straight-in) 10. ARP Coordinates 11. Runway Approach End and distance furthest from ARP: Runway 12. FAF Coordinates	THLD FINAL FINAL FINAL FAF FINAL FINAL FINAL 39 14 57.16 N / 102 17 18.72 W 39 14 33.00 N / 102 17 07.40 W 15 Distance 0.43 NM 392002.37N/1021942.63W
Remarks:	

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for
ONLY the Instrument Flight Procedure actions listed below**

- Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis
- Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

Airport Name and State/ICAO: Kit Carson County Airport, Burlington, CO/ KITR

Instrument Flight Procedure(s): RNAV (GPS) RWY 15; LOC RWY 33; NDB RWY 15 and DP

Requestor Name and Phone Number: Fred Mitchell 425-917-6722

Tracker# 16-800

SECTION A – FOR REQUESTOR USE ONLY

Does the requested procedure include the following? (check all that apply):

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- ☐ Diverse Vectoring Areas (DVA) without a prescribed heading
- ☐ Terminal Arrival Areas (excluding Initial Segments)

If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.

New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)

- ☐ Changes to and/or additional Lines of Minimum
- ☐ Altitude increases
- ☐ IFR Takeoff Minimums and (Obstacle) Departure Procedure:
 - Only close in obstacle notes
- ☐ Minimum Safe Altitudes

Emergency Actions (Paragraph 5-6.5j)

- ☒ Missed approaches and/or Missed approach holding patterns
- ☐ Changes to circling areas

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Instrument Flight Procedures Environmental Processing Form

☐ Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

Publication Actions (Paragraph 5-6.5k)

- ☐ Name changes (Airport, Fix, Procedure, etc.)
- ☒ Adding, amending, removing notes to procedures
- ☒ Magnetic Variation (MagVar) adjustments
- ☐ Visual Climb Over Airport (VCOA) without a route
- ☐ Coding changes with no track/altitude changes
- ☐ Cancellation of IFPs not currently being flown and removal of NDB

Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken
Reason for amendment: Airport MagVar goes from 10E (1990) to 6E (2020), I-OBG MagVar goes from 10E (1990) to 6E (2020) and Kit Carson (ITR) NDB MagVar goes from 10E (1990) to 6E (2020).

RNAV (GPS) Rwy 15 – PFAF (OWKUR) moves to 392004.763N/1021943.756W, no change in altitude or track. TCH raised from 31feet above Mean Sea Level (MSL) to 44.18 feet above MSL. Missed approach changed to: “Climb to 4700, then climbing right turn to 7000 direct MIXTU and hold.”

LOC Rwy 33 – MagVar update only

NDB Rwy 15 – MagVar update only

DP – MagVar update only

SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY

FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:

☐ 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.

☒ 5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.

☒ 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.

CATEGORICAL EXCLUSION DETERMINATION:

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Instrument Flight Procedures Environmental Processing Form

The applicability of Categorical Exclusion 5-6.5 j and k for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).
2. The action is not a smaller subset of a larger action.
3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

STATEMENT OF DETERMINATION: The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

BASIS OF 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.

Environmental Specialist Concurrence/Reviewed By:

Signed: Augustin Moses Date: 08/03/2016