



Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 09/10/2014	Task #: 2014091026487201002	Request #: 20140910264872
Procedure: LOC RWY 33 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: OBG		Fac. Type: LOC			Specialist: HEIDI SNIDER	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	08/12/2016			 Digitally signed by		
QA:				8 BRIAN M SHAFFER		
Liaison:				 Sep 28, 2017		
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION PENDING AIRPORT DATA USED PENDING NAVAID DATA USED; ITR NDB, I-OBG MAG VAR FROM 10E/1990 TO 6E/2020 CONTACT: LEAD, DION LANCIA 405-954-1267						

BURLINGTON, COLORADO

AL-6895 (FAA)

FIG

LOC/DME I-OBG 111.9 Chan 56	APP CRS 334°	Rwy Idg TDZE Apt Elev	5199 4205 4218
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LOC RWY 33

KIT CARSON COUNTY (ITR)

ADF required.

MISSED APPROACH: Climb to 7000 direct ITR NDB and hold, continue climb-in-hold to 7000.

ASOS
135.225

DENVER CENTER
132.7 226.675

UNICOM
122.8 (CTAF) 0

ALTERNATE
MISSED APCH FIX
GOODLAND
GLD
115.1
Chan 98

FLAGG
7000 NDB
(160°T)
(154°)
(18.7)

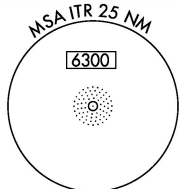
Procedure NA for arrivals
at FLAGG on V4 westbound.

KIT CARSON
209 ITR

LOCALIZER **111.9**
I-OBG Chan 56

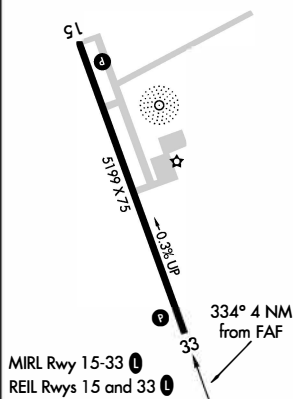
4931

PROTOTYPE-NOT
FOR NAVIGATION



ELEV 4218

TDZE 4205

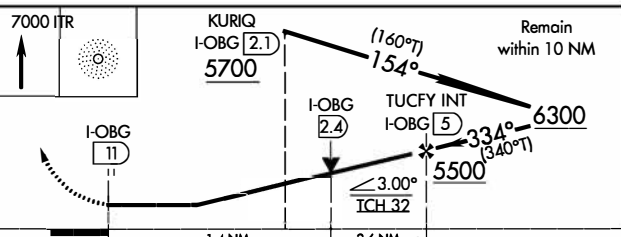


MRL Rwy 15-33
REIL Rwy 15 and 33

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ADF OR DME REQUIRED



CATEGORY	A	B	C	D
S-33	4680-1 475 (500-1)		4680-1½ 475 (500-1½)	
CIRCLING	4680-1 462 (500-1)		4860-1¼ 642 (700-1¼)	4860-2 642 (700-2)

BURLINGTON, COLORADO

AMDT 1 FIG

39°15'N-102°17'W

KIT CARSON COUNTY (ITR)

LOC RWY 33

old

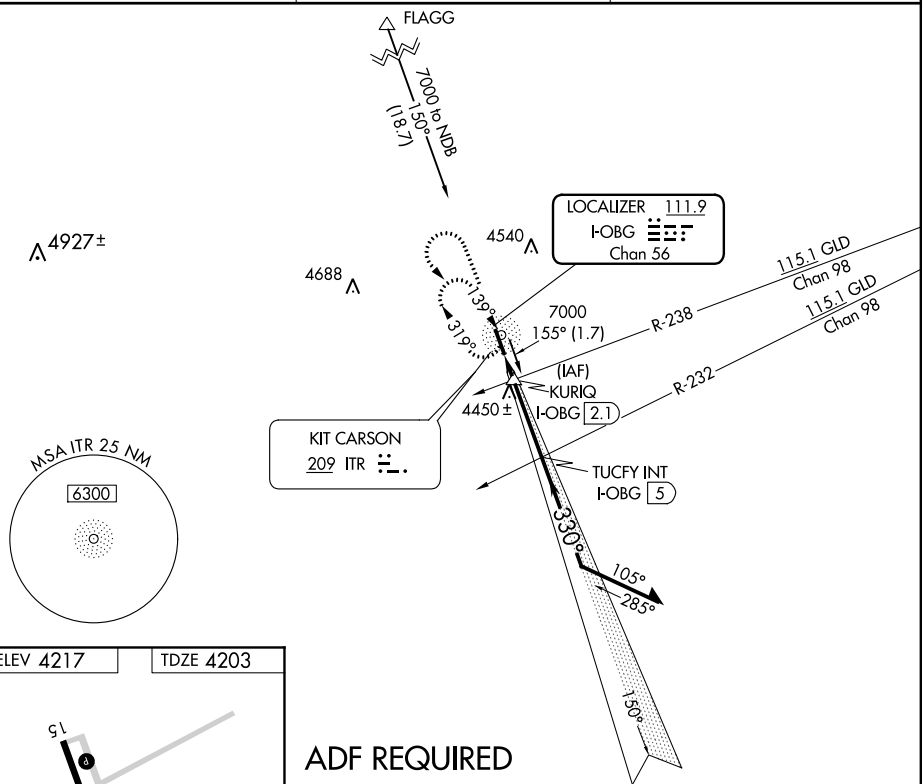
LOC RWY 33
KIT CARSON COUNTY (ITR)

LOC/DME I-OBG <u>111.9</u> Chan 56	APP CRS 330°	Rwy Idg 5201 TDZE 4203 Apt Elev 4217
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T Use of I-OBG DME required for procedure entry from
A_{NA} ITR NDB.

MISSED APPROACH: Climb to 5000, then climbing left turn to 7000 direct ITR NDB and hold.

ASOS 135.225	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0
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ELEV 4217

TDZE 4203

501 x 75

0.38 UP

330° 4 NM from FAF

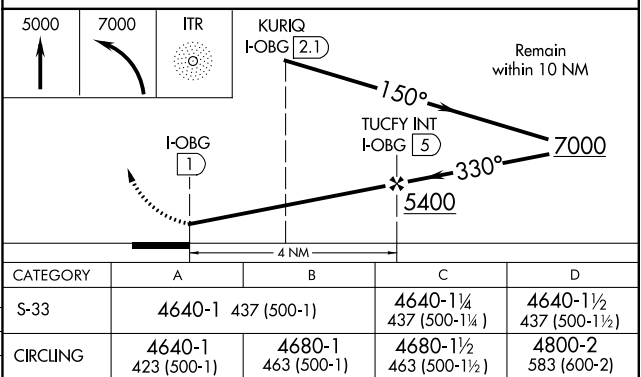
33

MIRL Rwy 15-33

REIL Rwys 15 and 33

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



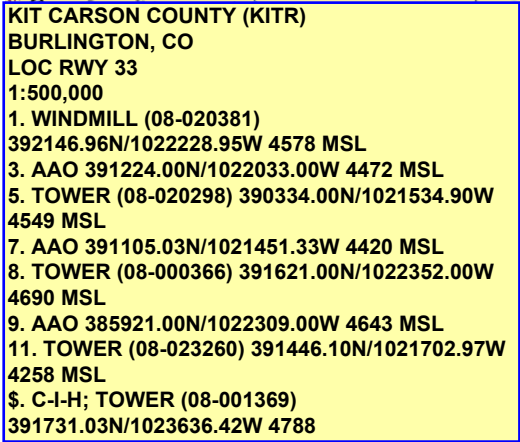
BURLINGTON, COLORADO
Orig-A 13NOV14

39°15'N-102°17'W

KIT CARSON COUNTY (ITR)
LOC RWY 33

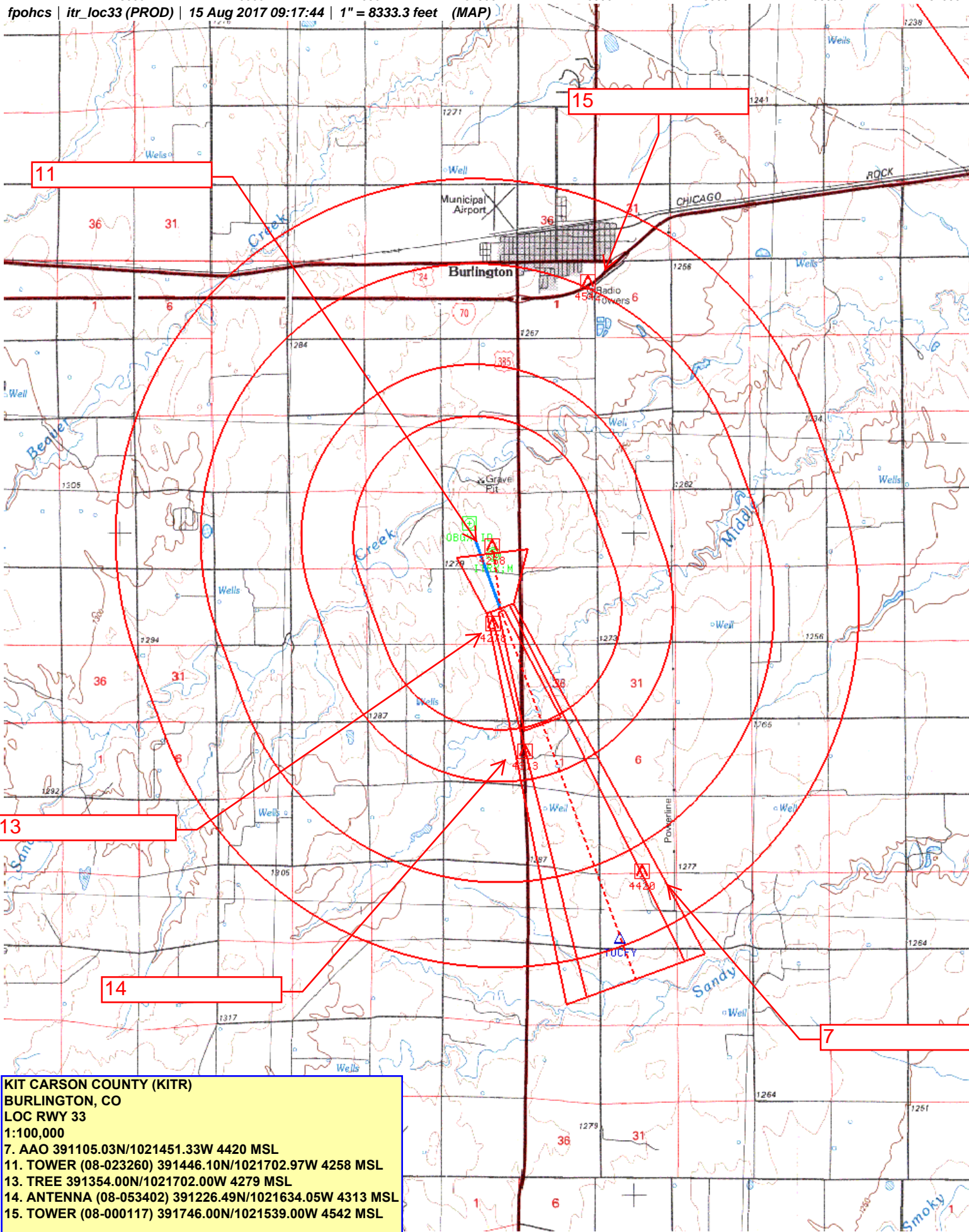
SW-1, 13 NOV 2014 to 11 DEC 2014

SW-1, 13 NOV 2014 to 11 DEC 2014



NM 1 2 3 4 5 6 7 8 9 10
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpohcs | itr_loc33 (PROD) | 15 Aug 2017 09:17:44 | 1" = 8333.3 feet (MAP)



KIT CARSON COUNTY (KITR)

BURLINGTON, CO

LOC RWY 33

1:100,000

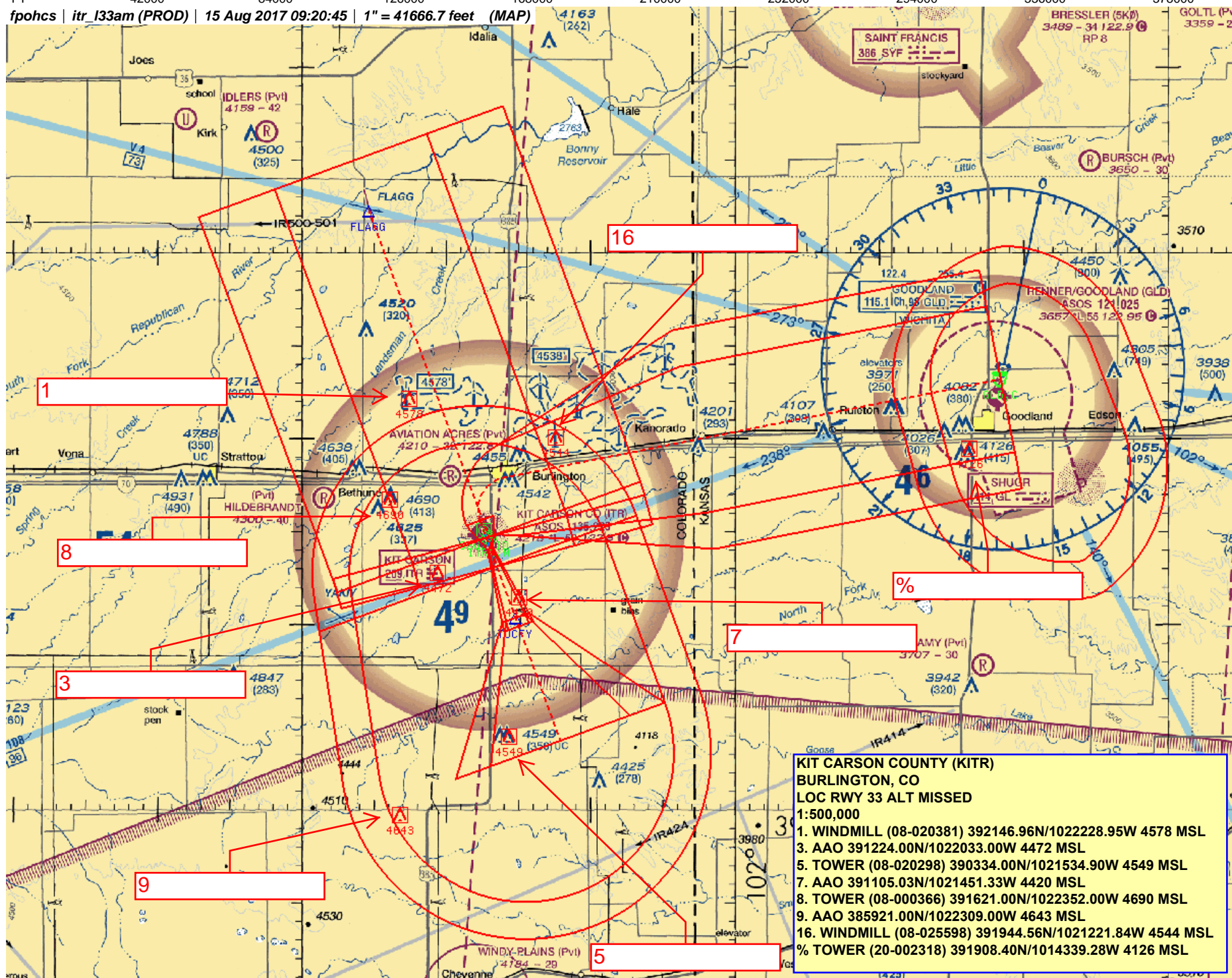
7. AAO 391105.03N/1021451.33W 4420 MSL

11. TOWER (08-023260) 391446.10N/1021702.97W 4258 MSL

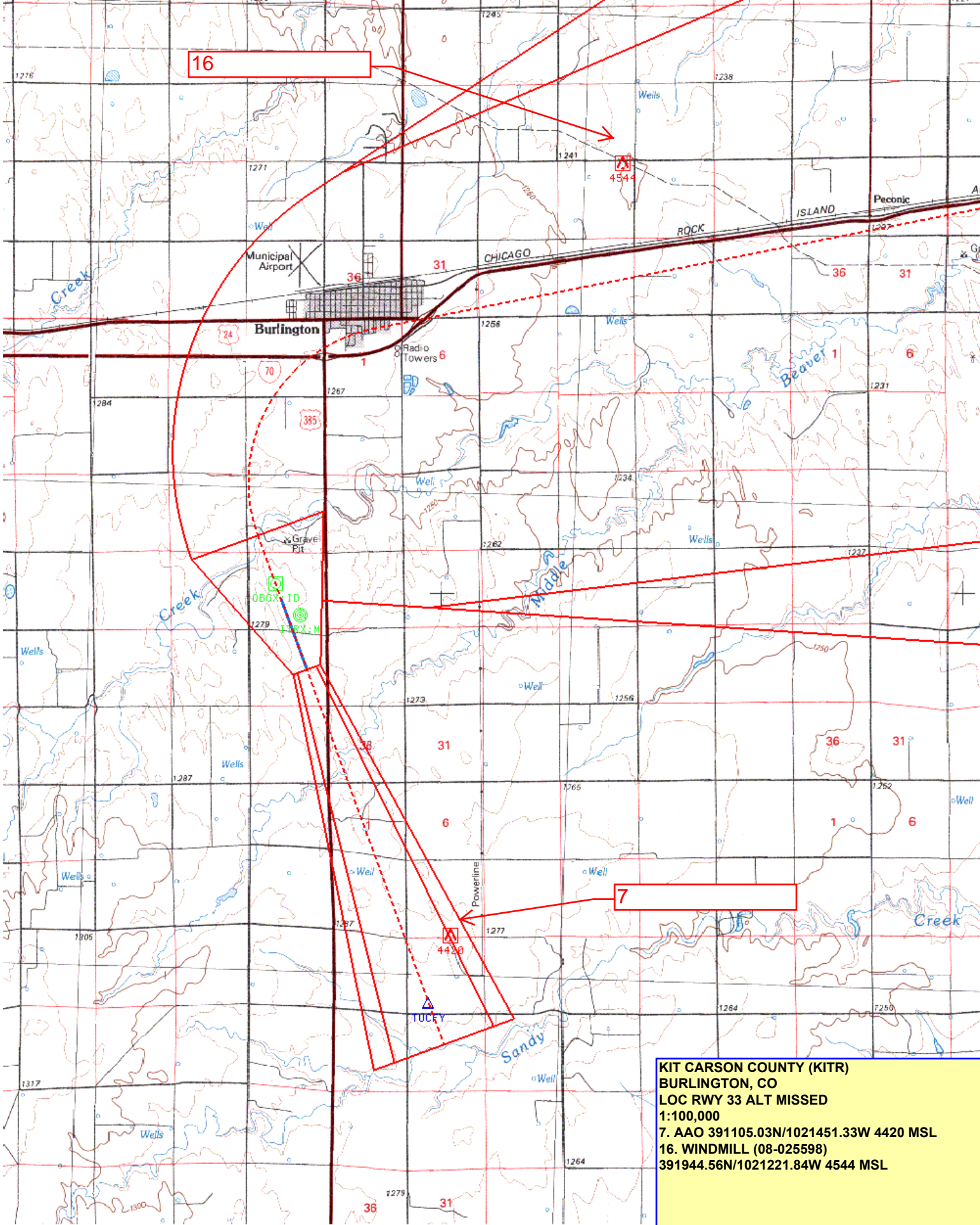
13. TREE 391354.00N/1021702.00W 4279 MSL

14. ANTENNA (08-053402) 391226.49N/1021634.05W 4313 MSL

15. TOWER (08-000117) 391746.00N/1021539.00W 4542 MSL



NM
FT
1 2 3 4 5 6 7 8 9 10
8000 16000 24000 32000 40000 48000 56000 64000
*fpo*hcs | *itr_l33am* (PROD) | 15 Aug 2017 09:19:15 | 1" = 8333.3 feet (MAP)



KIT CARSON COUNTY (KITR)
BURLINGTON, CO
LOC RWY 33 ALT MISSED
1:100,000
7. AAO 391105.03N/1021451.33W 4420 MSL
16. WINDMILL (08-025598)
391944.56N/1021221.84W 4544 MSL

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **BURLINGTON**

STATE: **CO**

AIRPORT NAME: **KIT CARSON COUNTY**

ID: **KITR**

PROCEDURE: **LOC RWY 33**

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>2.98</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>FINAL</u> | segment at 1000' point | <u>0.86</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>FINAL</u> | segment containing 1000' point | <u>339.90</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>4241</u> |
| 5. Distance from | <u>FAF</u> | to 1500' point | <u>4.06</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>5.08</u> |
| 7. True Course of | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>339.90</u> |
| 8. High Terrain in | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>4262</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>391408.92N / 1021656.00W</u> | | |
| 10. ARP Coordinates | <u>391433.00N / 1021707.40W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>15</u> | |
| | Distance | <u>0.43</u> | NM |
| 12. FAF Coordinates | <u>391024.69N / 1021510.60W</u> | | |

REMARKS: Approach/Drawing attached.

**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

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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