

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 09/15/2014	Task #: 2014091529180201001	Request #: 20140915291802
Procedure: RNAV (GPS) RWY 10 ORIG			Airport ID: K1U7	Airport: BEAR LAKE COUNTY		Reimbursable #: NO
City: PARIS	ST: ID	GPS #:	Estimated Chart Date: 09/13/2018		FICO #: 1214133	
Fac ID: N/A		Fac. Type:		Specialist: RALPH DUMAR		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	03/09/2018	06/19/2018	ANDI LAU	QUALITY Digitally signed by		
QA:	06/19/2018	06/19/2018	ANDI LAU	35 GEORGETTE P BARNETT		
Liaison:	06/19/2018	06/19/2018	MARY MCDONALD	CHECKED Jul 19, 2018		
Procedure Comments:			ENROUTE-NON	Remark Type: INFORMATION		
<p>PENDING AIRPORT DATA USED. REMARKS: VFR TO IFR AIRPORT CONVERSION. CONTACT ROBERT HAMILTON 405-954-4608.</p> <p>07/17/18: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/01/18.</p> <p>1. CONVERTED INITIAL SEGMENT MLD VOR/DME TO IF LEANT TO A FEEDER SEGMENT CONNECTED TO IAF LEANT - PER FLIGHT CHECK DUE TO INABILITY TO RECEIVE K1U7 ASOS AT MLD UP TO 14,500 FT.</p> <p>2. REMOVED NOPT FROM NEW FEEDER SEGMENT AND CHANGED LEANT FROM FB TO FO - FEEDER MUST CONNECT TO AN INITIAL SEGMENT OR HOLD-IN-LIEU OF PROCEDURE TURN.</p> <p>3. INCREASED FEEDER SEGMENT ALTITUDE FROM 11300 TO 11700 - REQUIRED OBSTACLE CLEARANCE INCREASED FROM 1000 TO 2000. UNABLE ROC REDUCTION DUE TO PRECIPITOUS TERRAIN_RD.</p>						

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 10 ORIG			AIRPORT NAME: BEAR LAKE COUNTY		AIRPORT ID: K1U7	SPECIAL CONTROL NO: SG-06-165-18	
FAC ID: K1U710		CITY: PARIS			ST: ID	ORIG CHART DATE: 09/13/2018	
DFL TYPE: PROC/W	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0598		PTS TASK ID: 2014091529180201001		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 07/13/2018		CREW #: VN323	N #: N90	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: greg baur @ 07/13/2018 14:21			PRINTED NAME: BAUR, GREGORY RAYMOND				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Unable to receive ASOS at the IAF of MLD up to 14,500 feet.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

PARIS, IDAHO

AL-10475 (FAA)

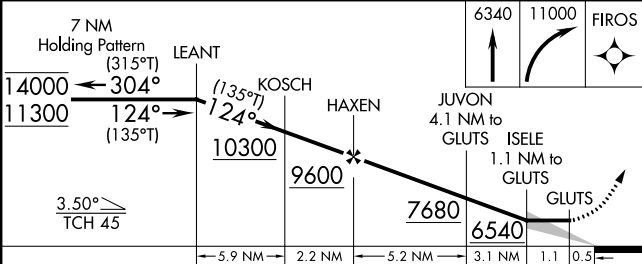
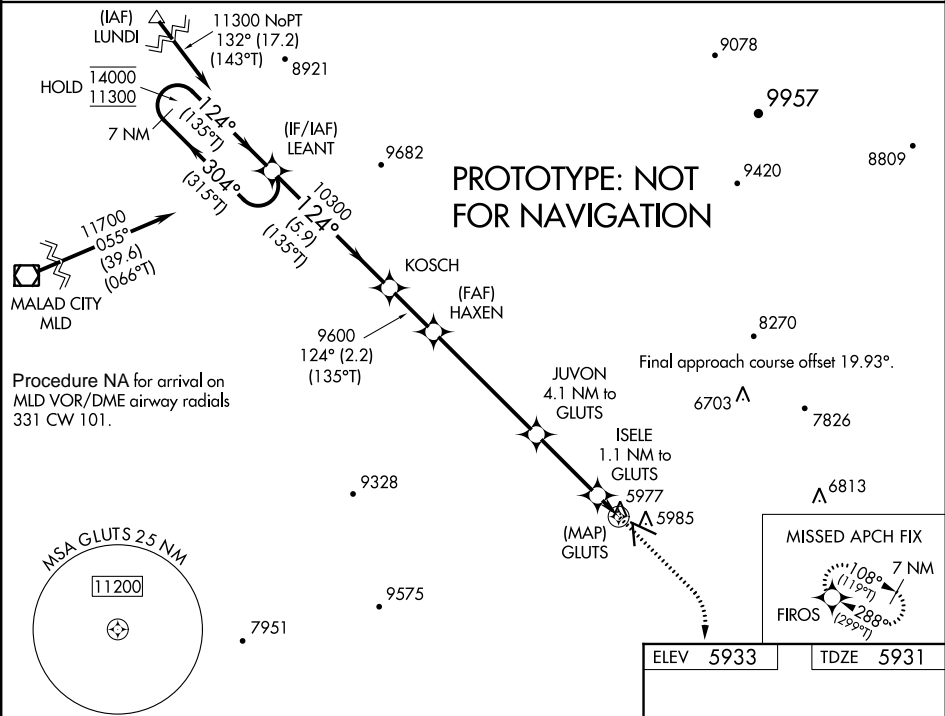
FIG

WAAS CH 65742 W10A	APP CRS 124°	Rwy Idg TDZE Apt Elev 5728 5931 5933
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RNAV (GPS) RWY 10
BEAR LAKE COUNTY (1U7)

RNP APCH	MISSED APPROACH: (Do not exceed 185K until FIROS) Climb to 6340 then climbing right turn to 11000 direct FIROS and hold.
NA When local altimeter setting not received, procedure NA.	

UNICOM
122.8 (CTAF)



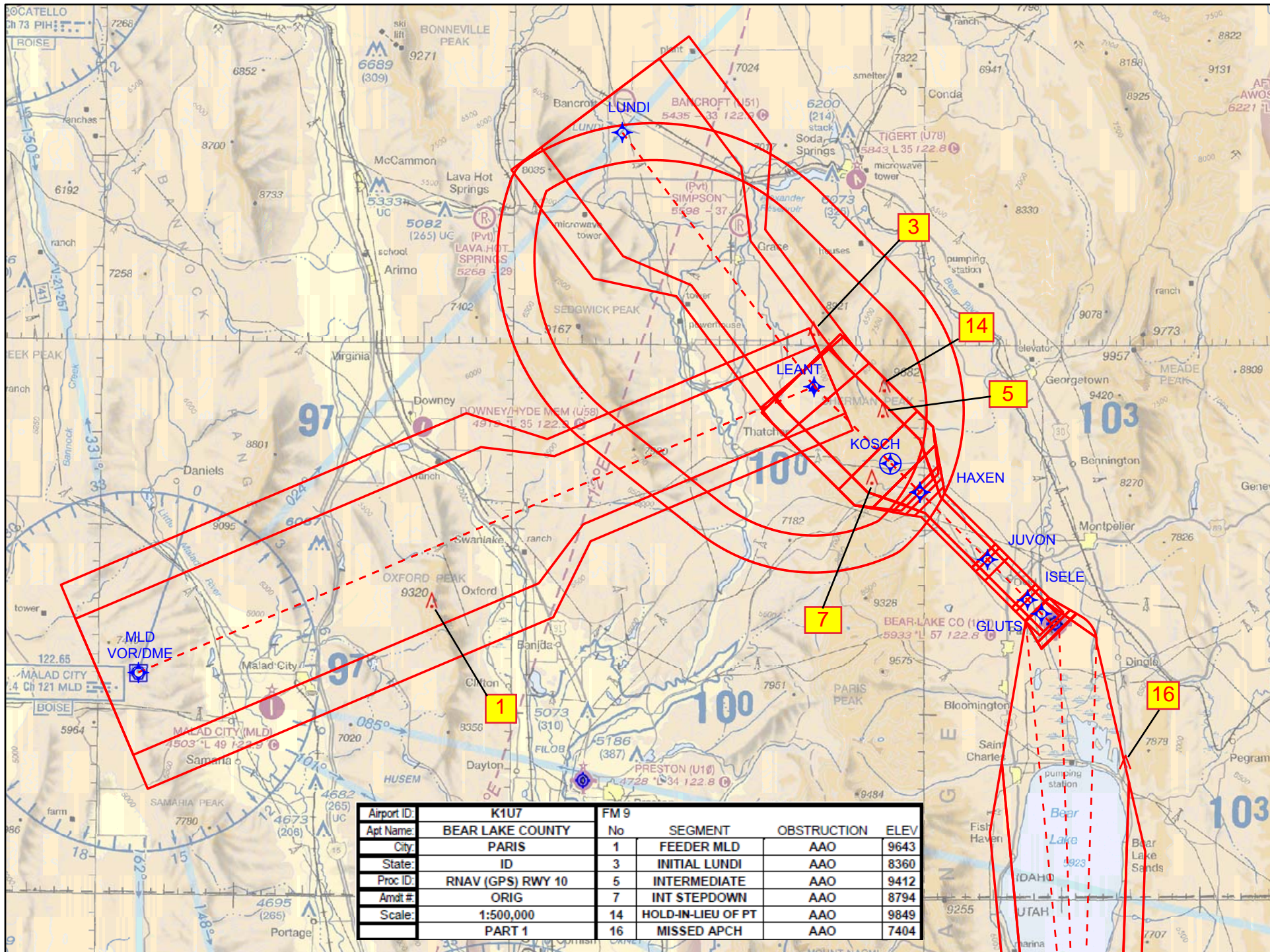
CATEGORY	A	B	C	D
LP MDA		6240-1	309 (400-1)	
LNAV MDA		6260-1	329 (400-1)	
CIRCLING	6320-1 387 (400-1)	6400-1 467 (500-1)	6720-2¼ 787 (800-2¼)	7140-3 1207 (1300-3)

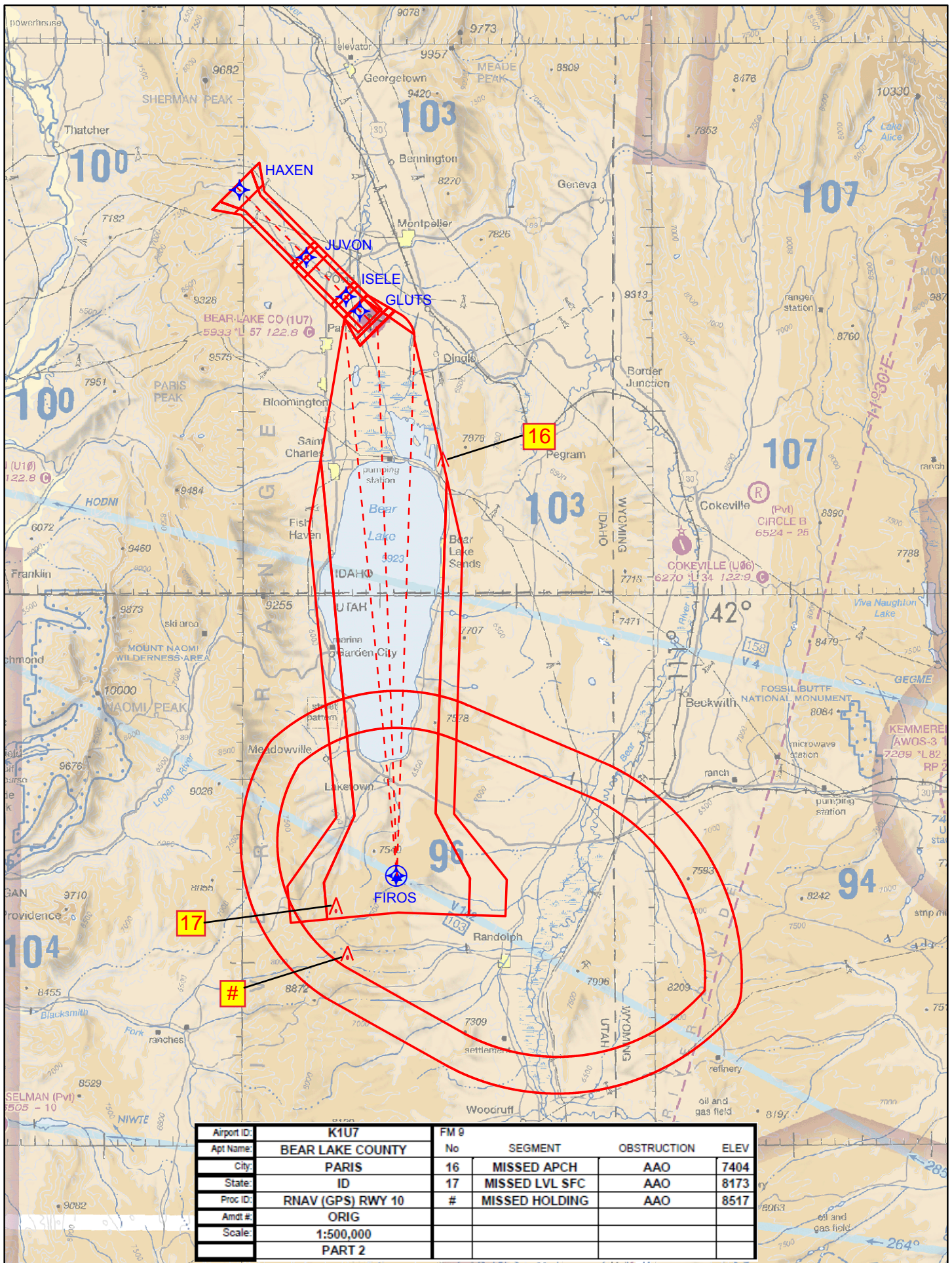
ELEV 5933	TDZE 5931
MIRL Rwy 10-28	

PARIS, IDAHO
Orig FIG

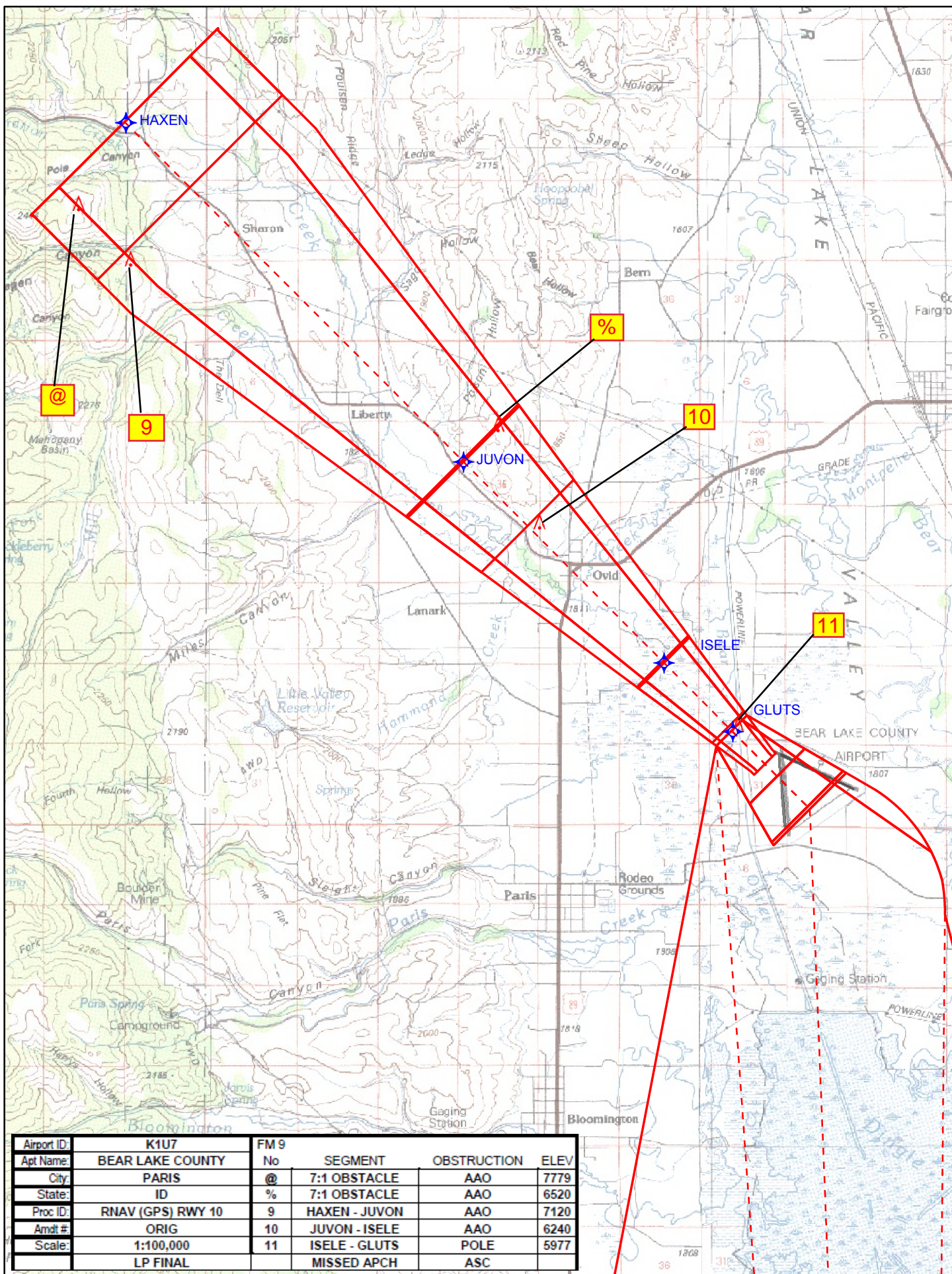
42°15'N-111°20'W

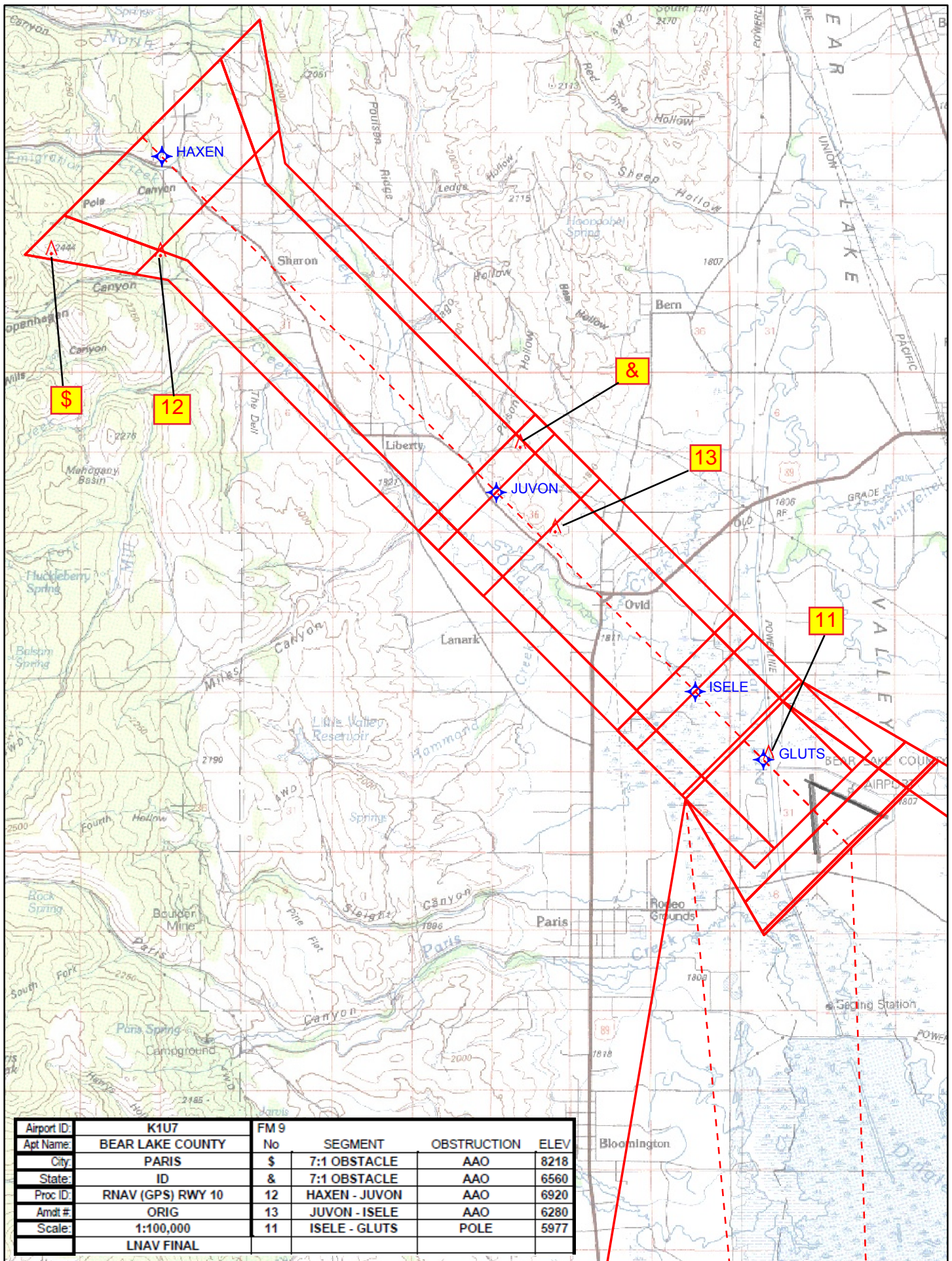
BEAR LAKE COUNTY (1U7)
RNAV (GPS) RWY 10



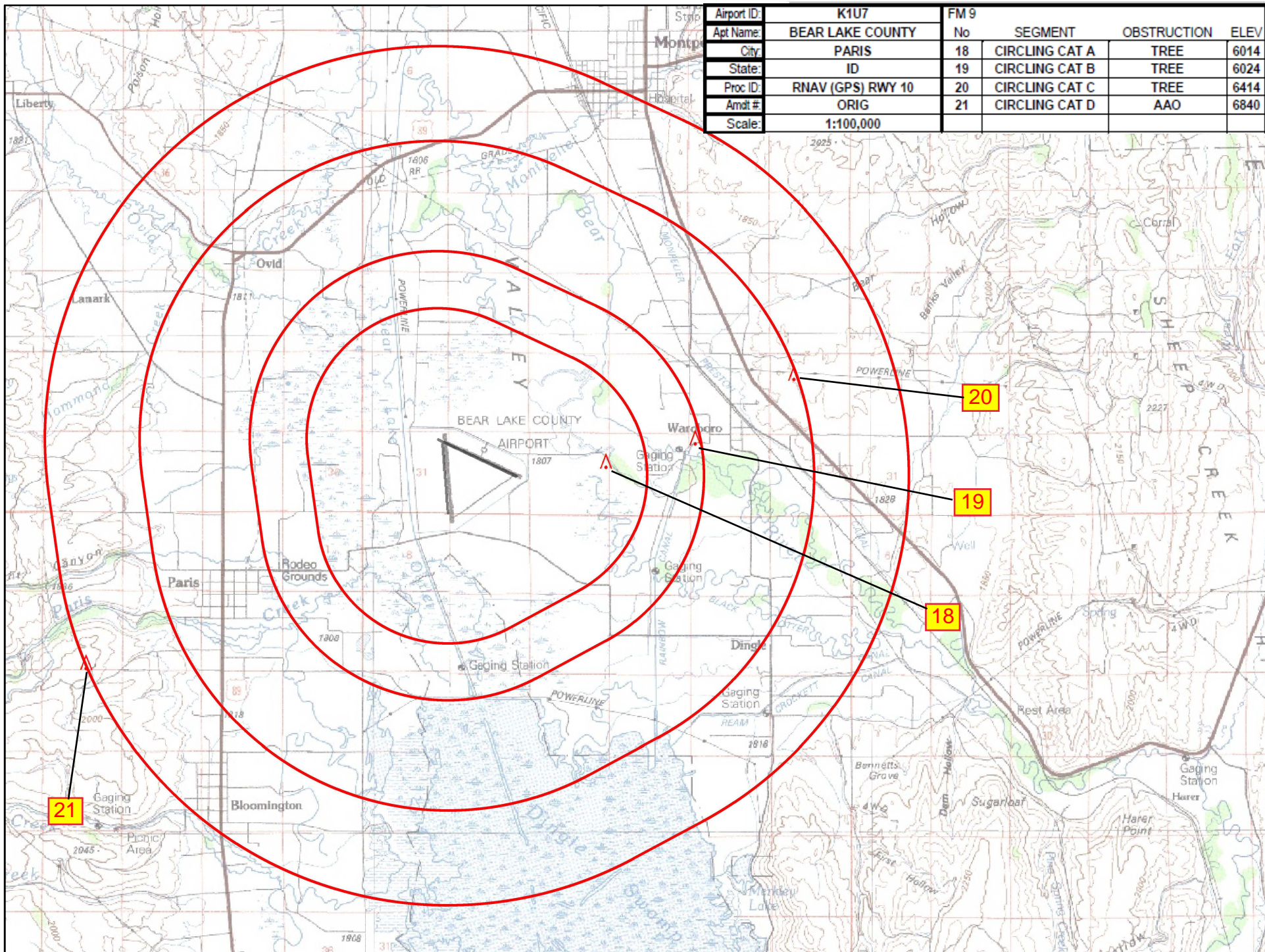


Airport ID:	K107	FM 9			
Apt Name:	BEAR LAKE COUNTY	No	SEGMENT	OBSTRUCTION	ELEV
City:	PARIS	16	MISSSED APCH	AAO	7404
State:	ID	17	MISSSED LVL SFC	AAO	8173
Proc ID:	RNAV (GPS) RWY 10	#	MISSSED HOLDING	AAO	8517
Amdt #:	ORIG				
Scale:	1:500,000				
	PART 2				





Airport ID:	K107	FM 9			
Apt Name:	BEAR LAKE COUNTY	No	SEGMENT	OBSTRUCTION	ELEV
City:	PARIS	\$	7:1 OBSTACLE	AAO	8218
State:	ID	&	7:1 OBSTACLE	AAO	6560
Proc ID:	RNAV (GPS) RWY 10	12	HAXEN - JUVON	AAO	6920
Amdt #:	ORIG	13	JUVON - ISELE	AAO	6280
Scale:	1:100,000	11	ISELE - GLUTS	POLE	5977
	LNAV FINAL				



Airport ID:	K1U7	FM 9			
Apt Name:	BEAR LAKE COUNTY	No	SEGMENT	OBSTRUCTION	ELEV
City:	PARIS	18	CIRCLING CAT A	TREE	6014
State:	ID	19	CIRCLING CAT B	TREE	6024
Proc ID:	RNAV (GPS) RWY 10	20	CIRCLING CAT C	TREE	6414
Amdt #:	ORIG	21	CIRCLING CAT D	AAO	6840
Scale:	1:100,000				

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CATEGORICAL EXCLUSION DECLARATION

Bear Lake County Airport

RNAV (GPS) RWY 10, ORIG.
RNAV (GPS) RWY 28, ORIG.
Textual (Obstacle) Departure

Description of Action:

The FAA is proposing to implement two new Area Navigation (RNAV) Global Positioning System (GPS) approach procedures at Bear Lake County Airport (K1U7), located near Paris, Idaho. K1U7 is currently a Visual Flight Rules (VFR) only airport with no charted visual procedures. The airport is requesting these new RNAV procedures to support life flight operations during inclement weather.

RNAV (GPS) Runway (RWY) 28: There are three approach legs for this procedure.

- The southeastern approach leg begins at Initial Airport Approach Fix (IAF) GEGME directing aircraft approximately 20 miles north to the Missed Approach Point (MAP).
- The northeastern approach leg begins at the Big Piney (BPI) VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) and directs aircraft south approximately 40 miles to a new IAF.
- The western approach leg begins at the Malad City (MLD)-VOR/DME directing aircraft northeast for approximately 63 miles to the same proposed IAF flying over the Bear Lake Wildlife Refuge approximately 4,500 feet Above Ground Level (AGL).

RNAV (GPS) RWY 10: This procedure has two approach legs.

- The western approach leg begins at the (MLD)-VOR/DME and directs aircraft approximately 40 miles east to a new IAF. The Oxford Slough Waterfowl Production Area is located approximately 4 miles south of the proposed western approach leg centerline where aircraft are flying at approximately 6,300 feet AGL.
- The northern approach leg begins at LUNDI IAF and heads to the same new initial fix as the western approach leg. Both of these legs transition into the final approach leg for an additional 17 miles before reaching the MAP.

Textual (Obstacle) Departure: FAA is proposing to implement new Textual (Obstacle) Departure procedures from RWYs 16, 28, and 34. RWY 10 does not support a Textual (Obstacle) Departure procedure due to terrain.

Limited flight track data is available for Bear Lake County Airport. The proposed RNAV flight tracks for both procedures would route aircraft over sparsely populated rural

agricultural communities or rugged undeveloped terrain. The Bear Lake National Wildlife Refuge is adjacent to the southern property line of the airport.

Operations do not exceed 90,000 annual propeller operations or 700 annual jet operations; therefore, according to FAA Order 1050.1F, Desk Reference, para 11.1.2, a noise analysis is not required for the proposed project.

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 Environmental Pre-Screening Filter Form was completed 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(s) 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.


Facility Manager Review/Concurrence

Signature:  Date: 7/2/17
Name: Todd Jacobson
Title: Air Traffic Manager,
Salt Lake City Air Route Traffic Control Center, ZLC

Service Area Environmental Specialist Review/Concurrence

Signature:  Date: July 10, 2017
Name: Marina Landis
Title:  Environmental Protection Specialist, Operations Support Group,
Western Service Center, AJV-W22

Service Area Director Review/Concurrence, if necessary

Signature:  Date: 7/12/17
Name:  Kimberly A. Stover
Director, Air Traffic Operations, North/Acting South
Western Service Area, AJTWN