
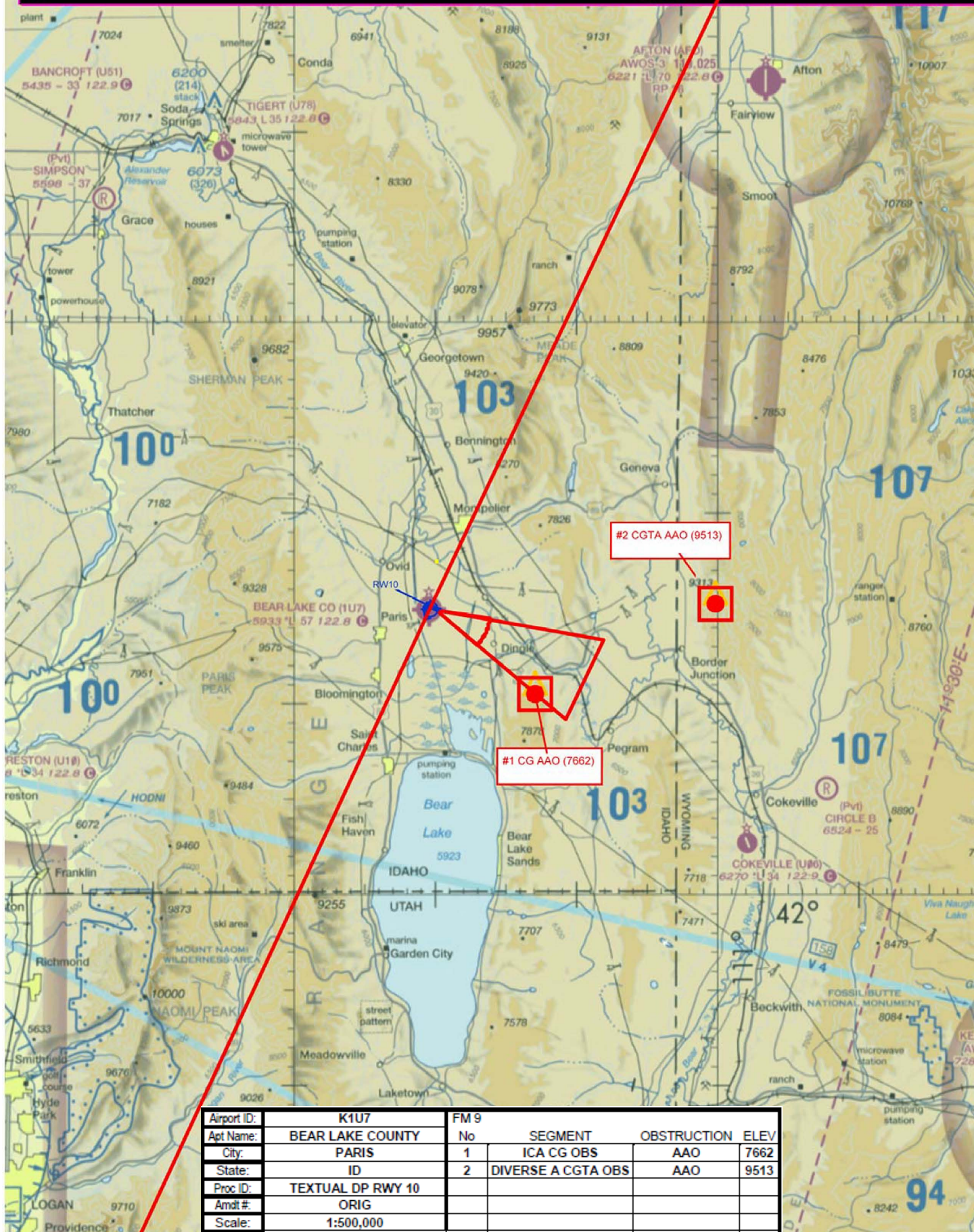
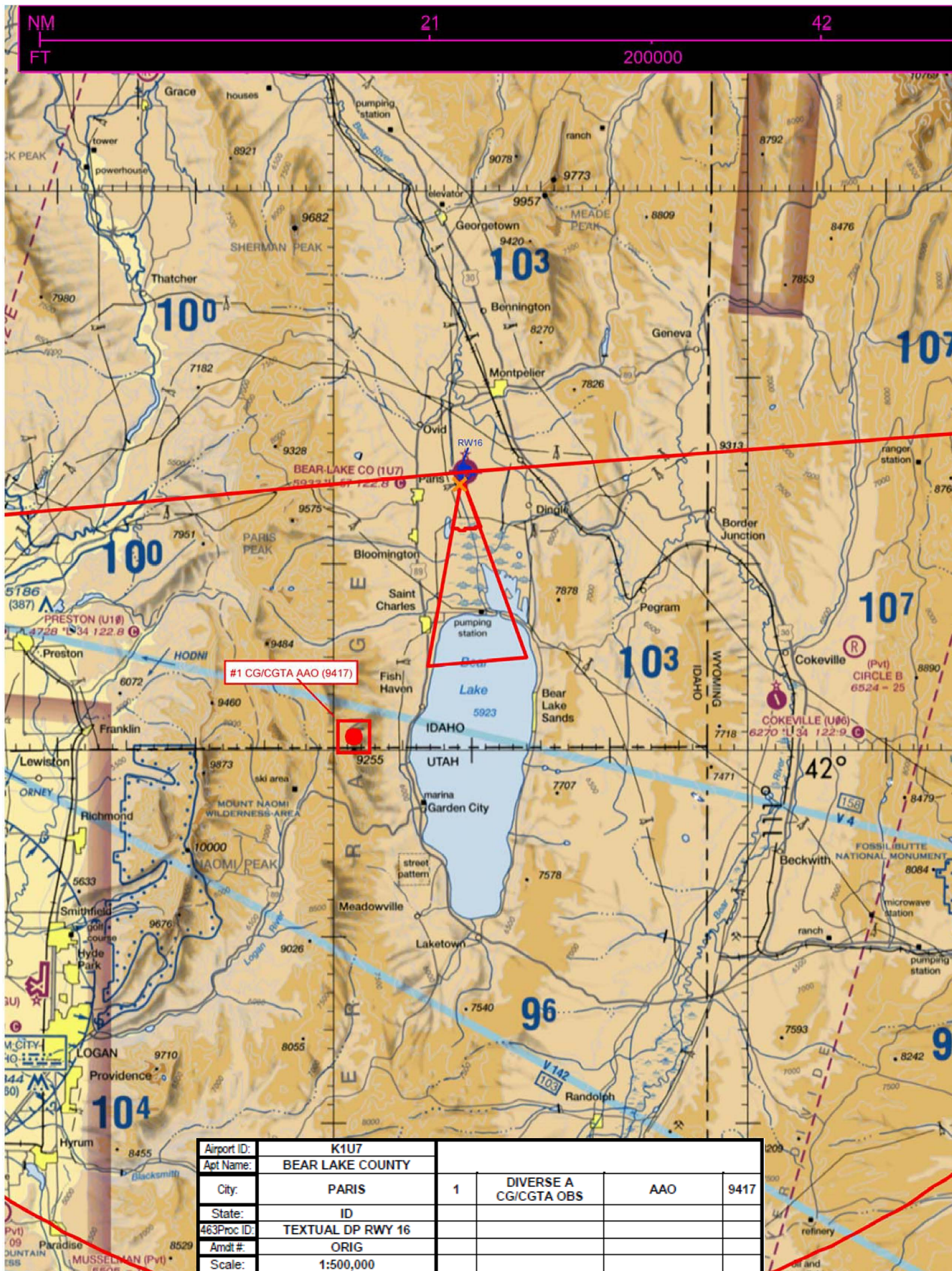
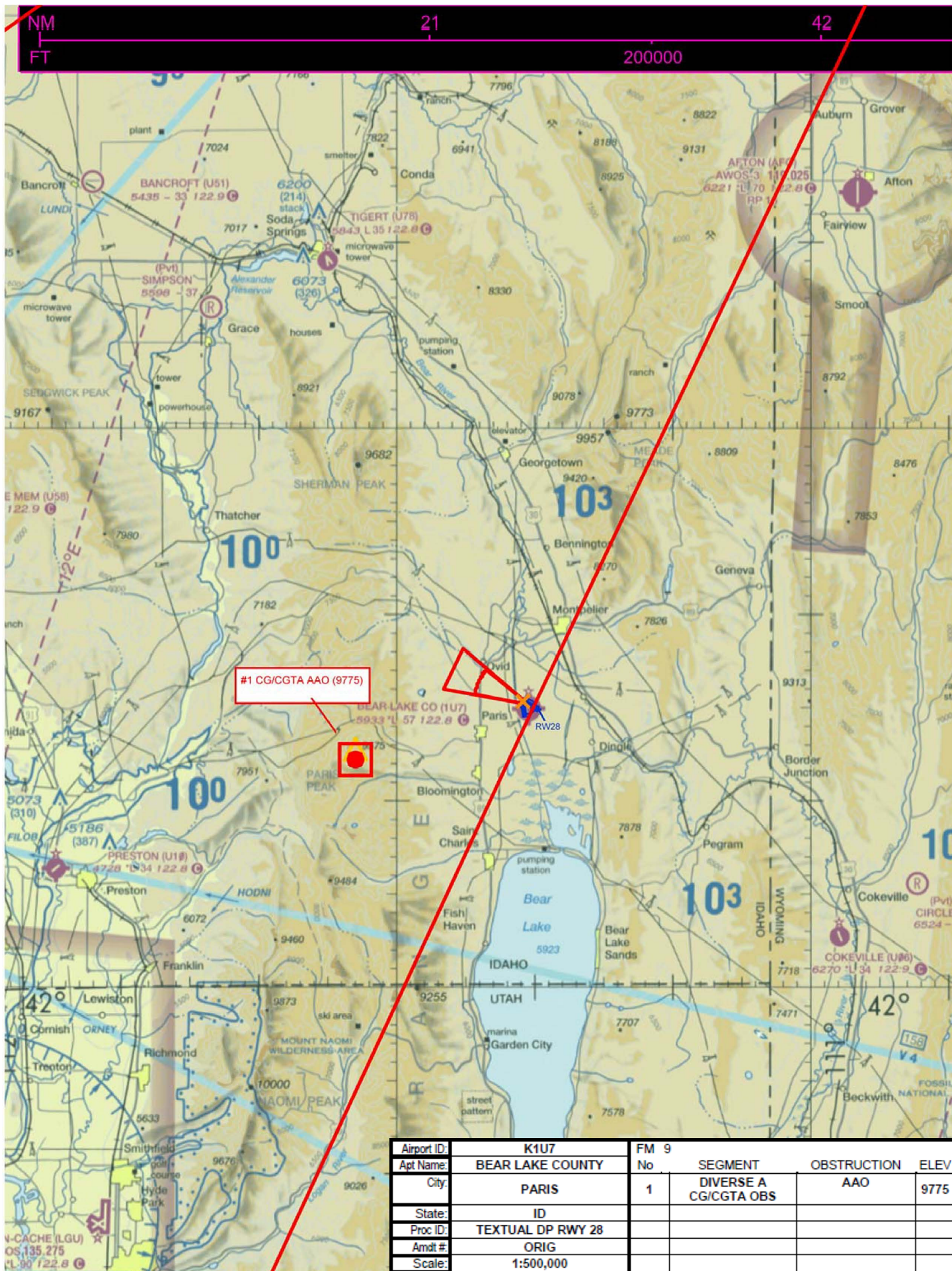


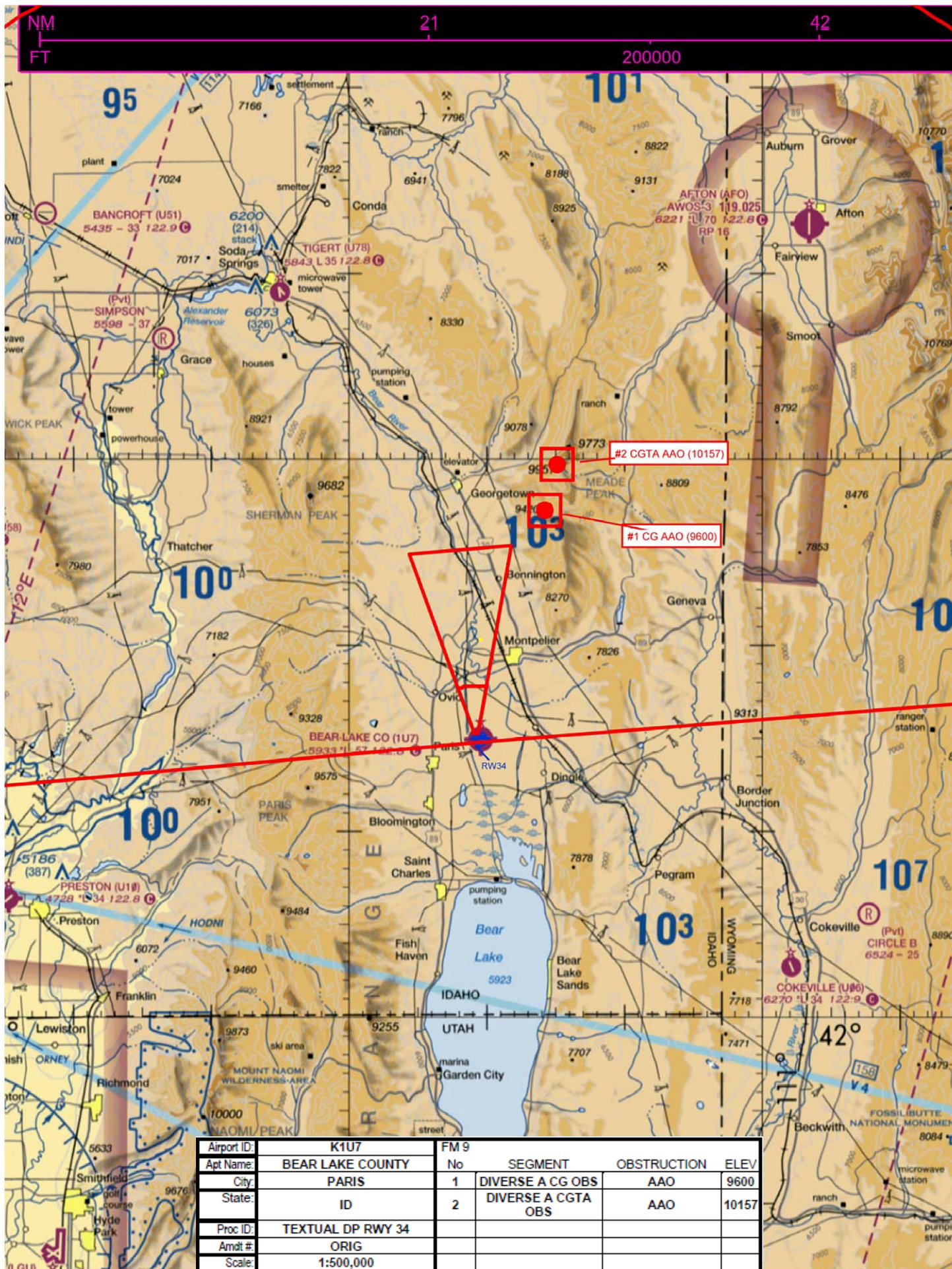
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City: PARIS	ST: ID	GPS #:	Estimated Chart Date: 09/13/2018		FICO #:		
Fac ID: N/A		Fac. Type:		Specialist: RALPH DUMAR			
Procedure Review							
	Rec'd	Rel'd	Full Name	Comments			
Lead:	03/09/2018						
QA:							CWS 6/15/18
Liaison:							
Procedure Comments:			ENROUTE-NON	Remark Type: INFORMATION			
PENDING AIRPORT DATA USED. REMARKS: VFR TO IFR AIRPORT CONVERSION. CONTACT ROBERT HAMILTON 405-954-4608.							

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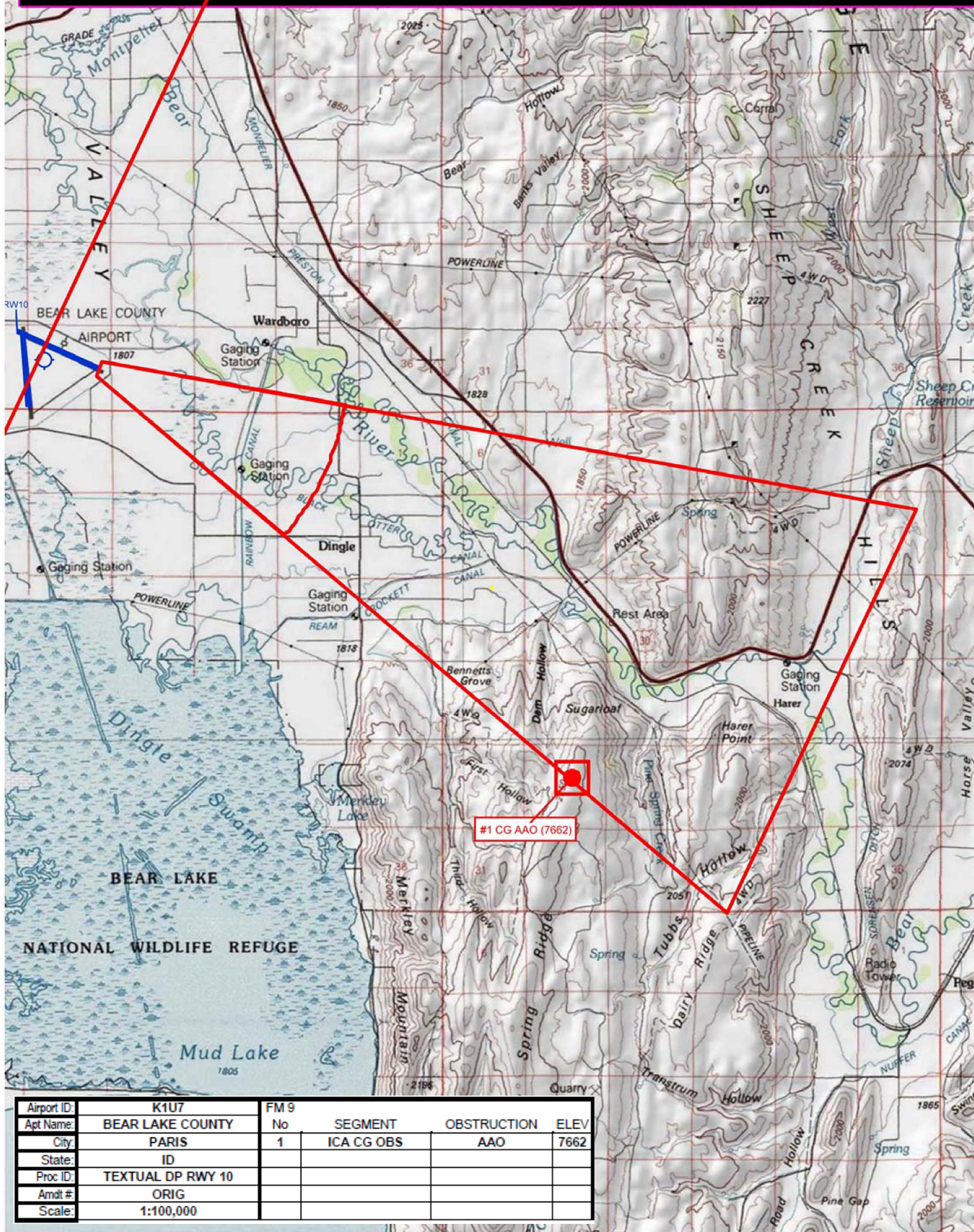


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Airport ID:	K1U7	FM 9			
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City:	PARIS	1	ICA CG OBS	AAO	7662
State:	ID				
Proc ID:	TEXTUAL DP RWY 10				
Amdt #:	ORIG				
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NM
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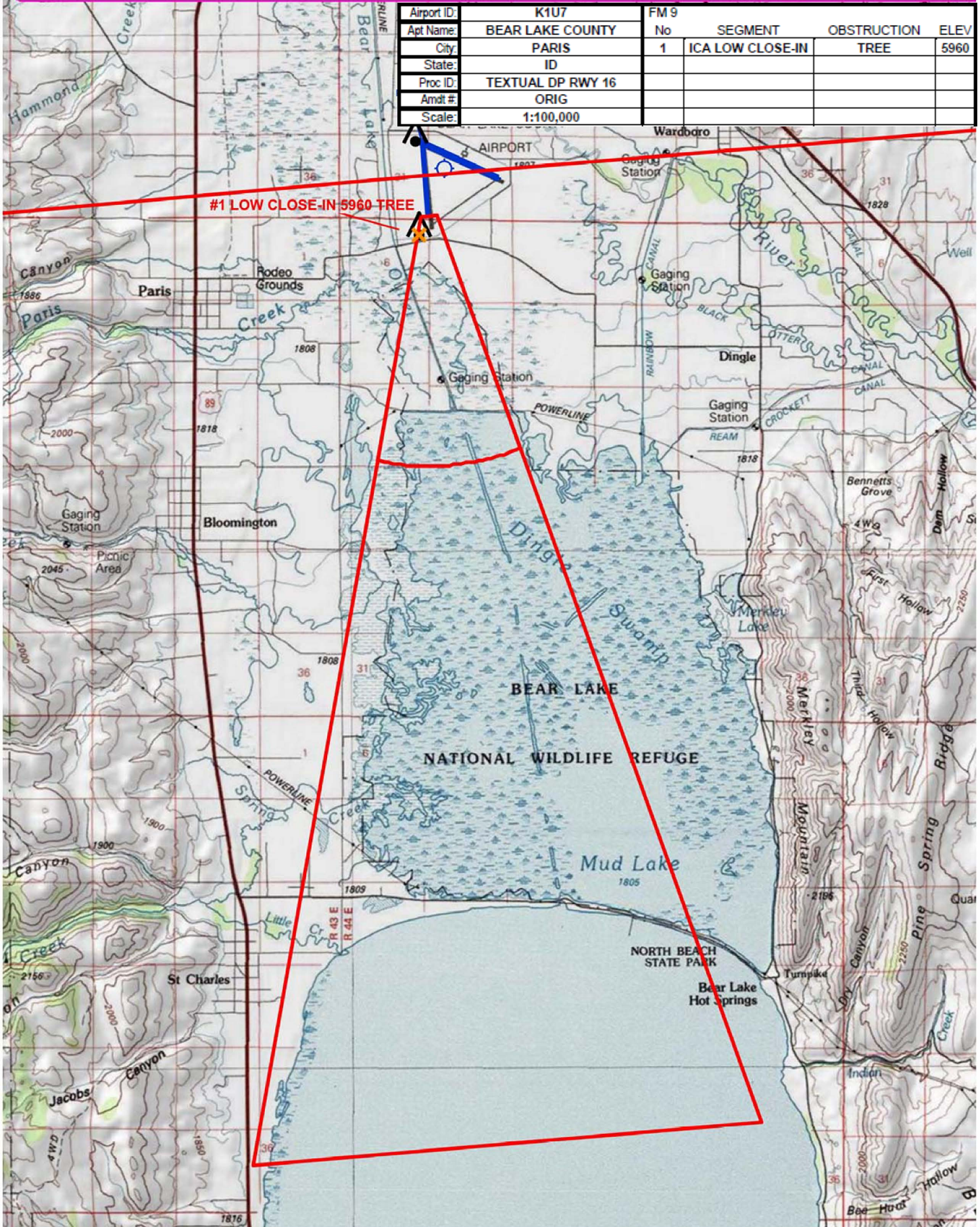
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Airport ID:	K1U7	FM 9			
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City:	PARIS	1	ICA LOW CLOSE-IN	TREE	5960
State:	ID				
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Amdt #	ORIG				
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#1 LOW CLOSE-IN 5960 TREE



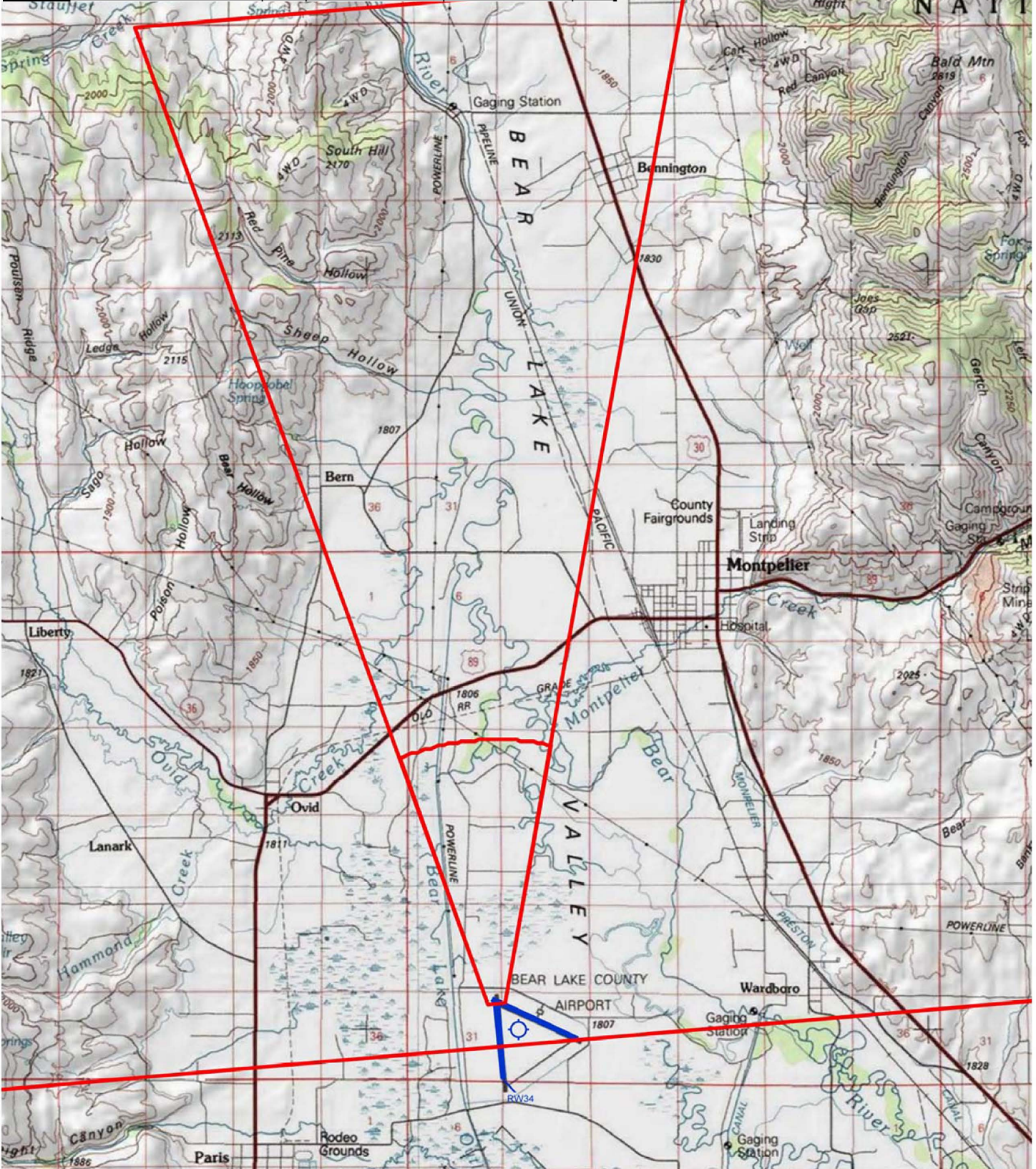
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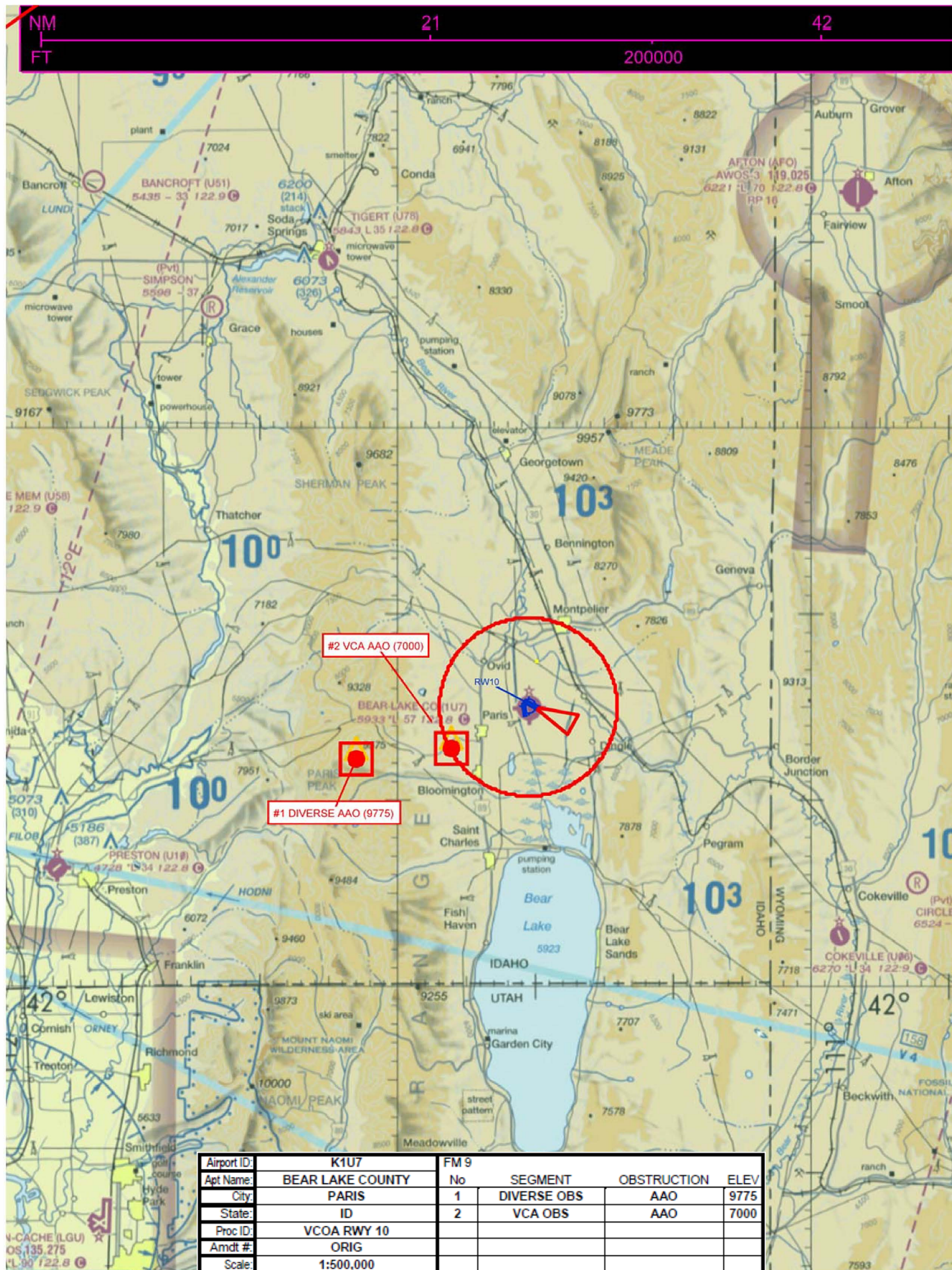
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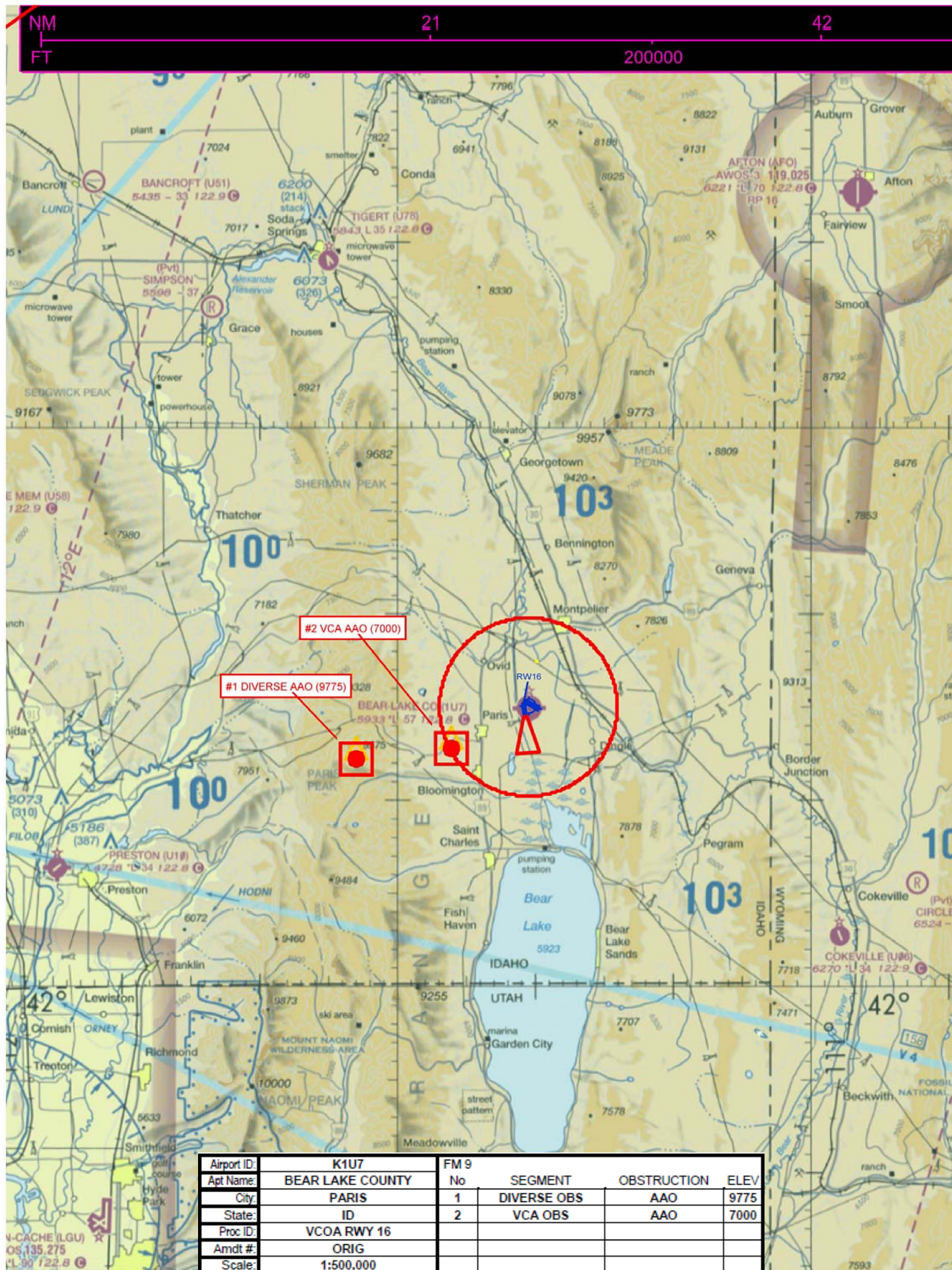
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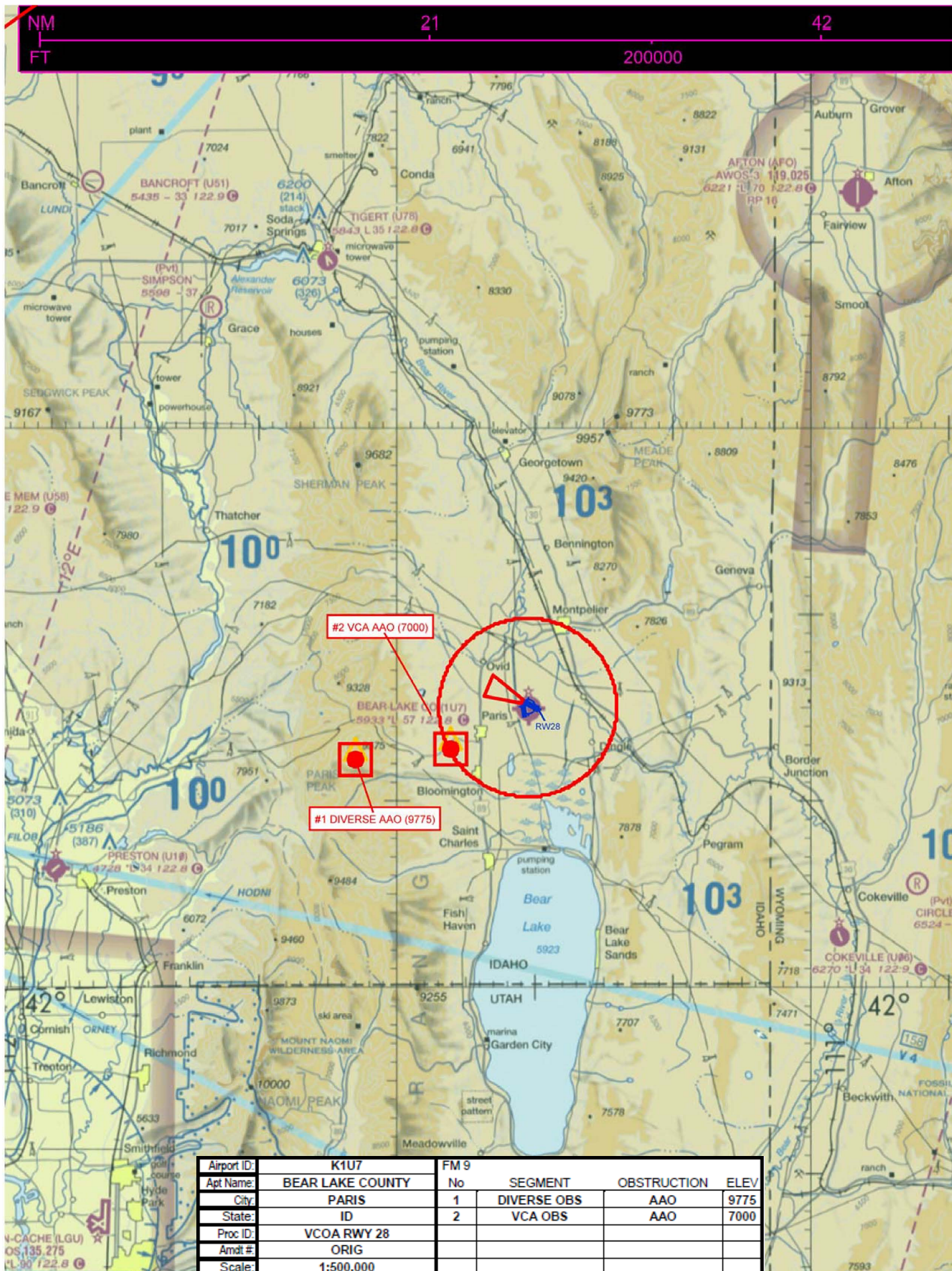
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State:	ID				
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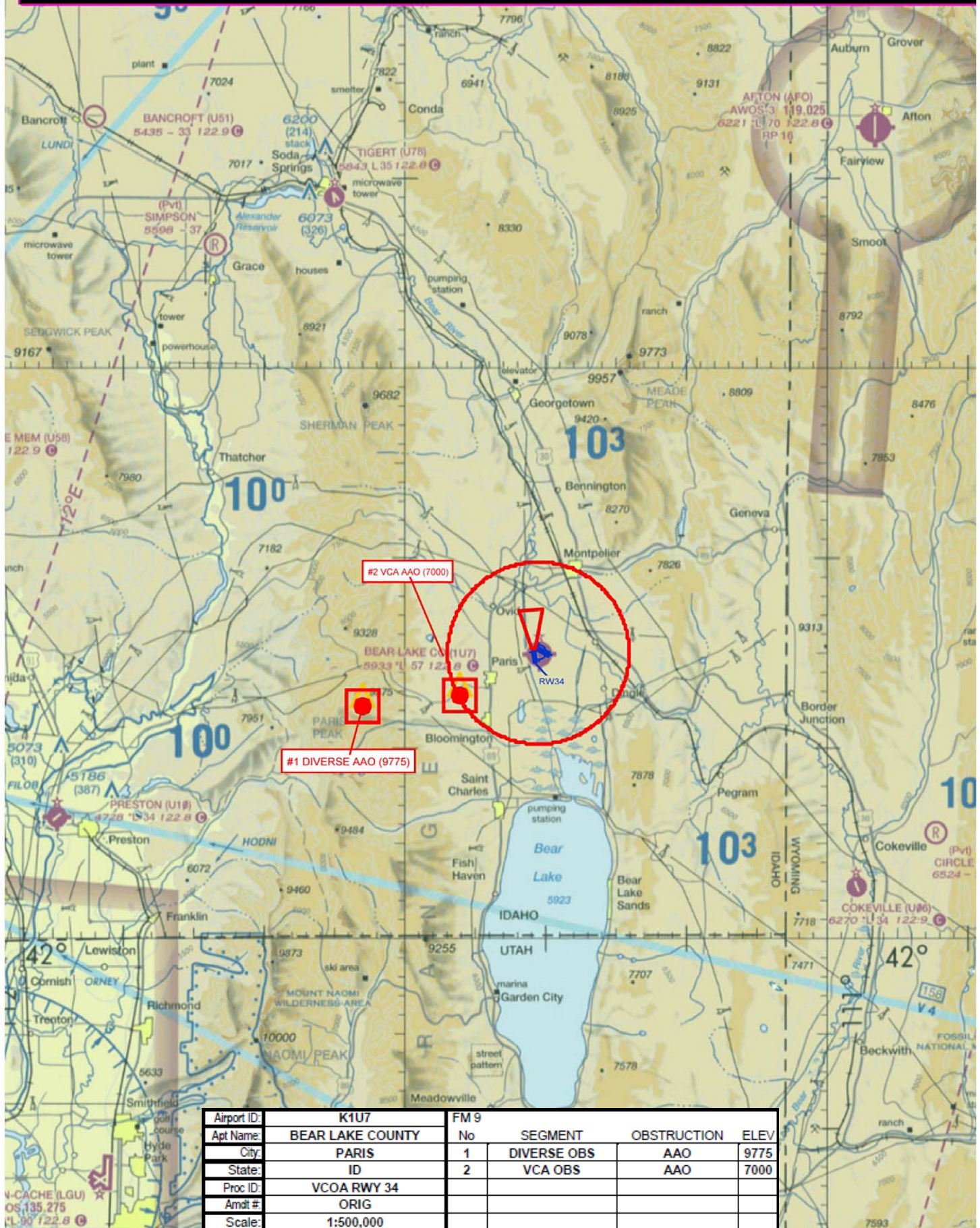


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**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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