

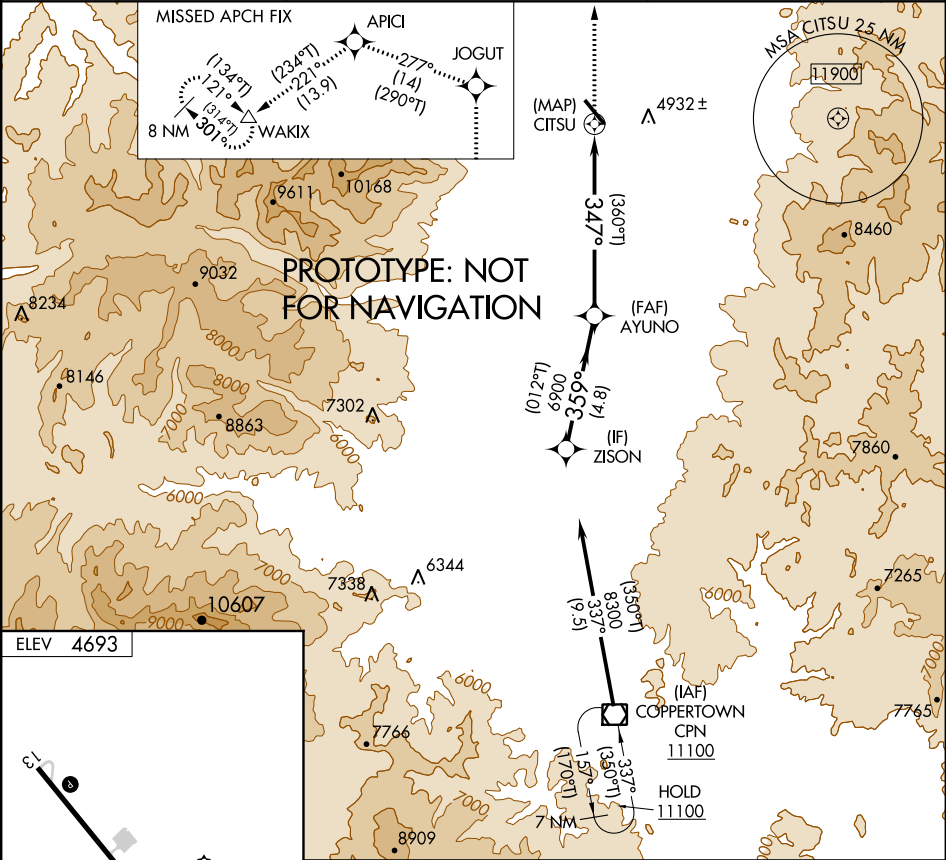
<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 09/18/2014	<b>Task #:</b> 2014091831255201001	<b>Request #:</b> 20140918312552
<b>Procedure:</b> RNAV (GPS)-A AMDT 1			<b>Airport ID:</b> K38S	<b>Airport:</b> DEER LODGE-CITY-COUNTY		<b>Reimbursable #:</b> NO
<b>City:</b> DEER LODGE	<b>ST:</b> MT	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 09/15/2016			<b>FICO #:</b>
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> JIMMY HUGHES	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	03/04/2016			QUALITY		
<b>QA:</b>				10		
<b>Liaison:</b>				CHECKED		
<b>Procedure Comments:</b>			ENROUTE-NON			
			<b>Remark Type:</b> INFORMATION			
CONTACT: JOHNNIE BAKER, TEAM 3 PRODUCTION LEAD, 405.954.6622						

APP CRS	Rwy Idg	N/A
347°	TDZE	N/A
	Apt Elev	4693

RNAV (GPS)-A  
DEER LODGE-CITY-COUNTY (38S)

<p>⚠ NA</p> <p>Circling to Rwy 13 NA at night. DME/DME RNP-0.3 NA. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Anaconda altimeter setting and increase all MDA 100 feet; increase Cat B visibility ¼ SM</p>	<p>MISSED APPROACH: Climb to 13000 direct JOGUT and on track 277° to APICI and on track 221° to WAKIX and hold, continue climb-in-hold to 13000.</p>
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AWOS-AV 120.025	SALT LAKE CENTER 133.4 285.4	CTAF 122.9
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ELEV 4693	13000	JOGUT	tr 277°	APICI	tr 221°	WAKIX	ZISON
347° to CITSU	3800 (175)	13	13	13	13	13	13
MIRL Rwy 13-31	13000	13000	13000	13000	13000	13000	13000
CIRCLING	A	B	C	D			
5440-1	5460-1	5720-3	6300-3				
747 (800-1)	767 (800-1)	1027 (1100-3)	1607 (1700-3)				



**DEER LODGE-CITY-COUNTY  
DEER LODGE, MT  
RNAV (GPS) – A, AMDT 1  
1:500,000**

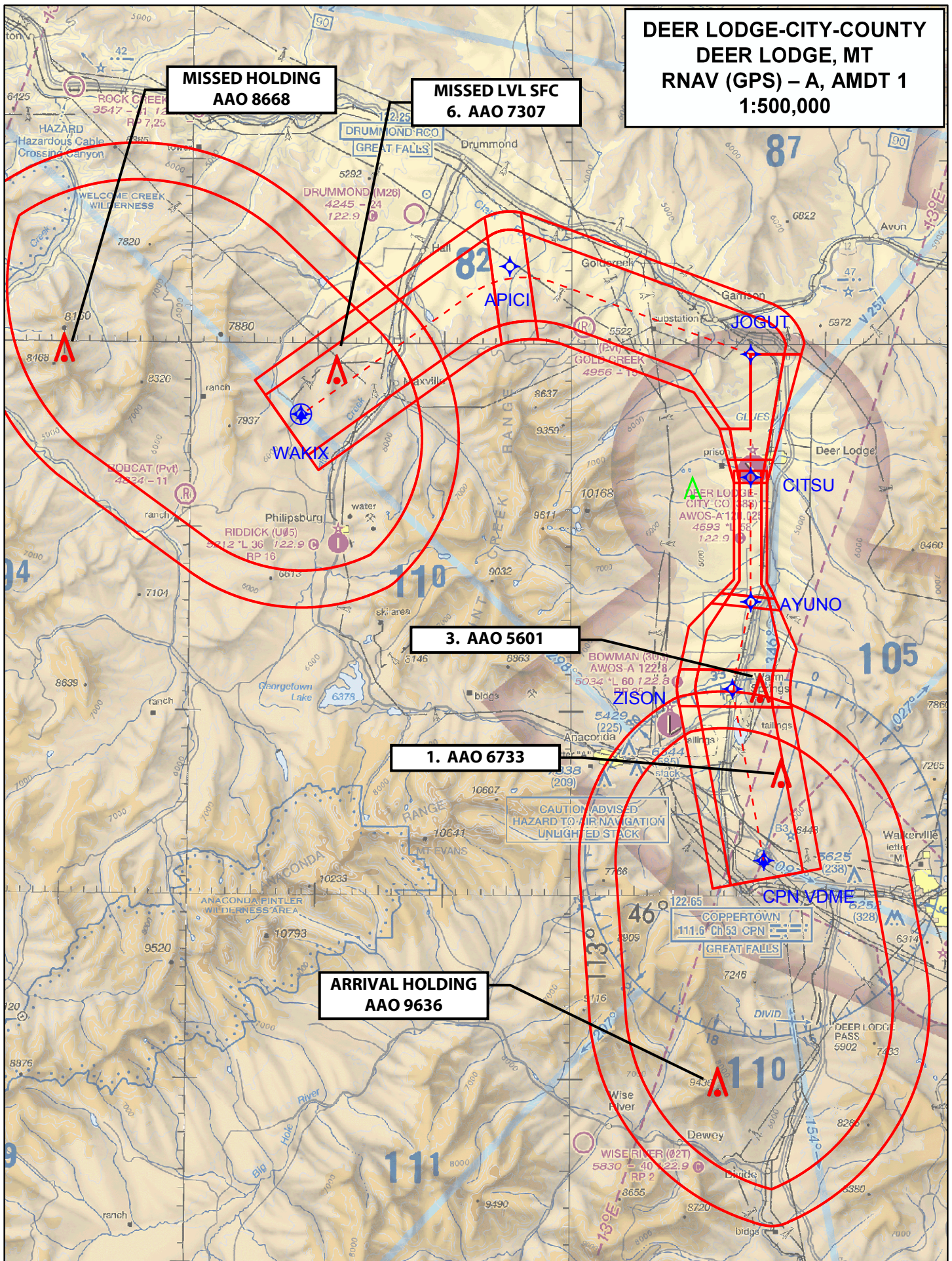
**MISSED HOLDING  
AAO 8668**

**MISSED LVL SFC  
6. AAO 7307**

**3. AAO 5601**

**1. AAO 6733**

**ARRIVAL HOLDING  
AAO 9636**





**CLIMB IN HOLD**

**DEER LODGE-CITY-COUNTY**  
**DEER LODGE, MT**  
**RNAV (GPS) – A, AMDT 1**  
**1:500,000**

**AAO 9267**

**CAUTION ADVISED**  
**HAZARD TO AIR NAVIGATION**  
**UNLIGHTED STACK**

**CLIMB IN HOLD**

**DEER LODGE-CITY-COUNTY**  
**DEER LODGE, MT**  
**RNAV (GPS) – A, AMDT 1**  
**1:500,000**

**AAO 9267**

**CAUTION ADVISED**  
**HAZARD TO AIR NAVIGATION**  
**UNLIGHTED STACK**

**CLIMB IN HOLD**

**DEER LODGE-CITY-COUNTY  
DEER LODGE, MT  
RNAV (GPS) - A, AMDT 1  
1:500,000**

**AAO 9267**

**CAUTION ADVISED  
HAZARD TO AIR NAVIGATION  
UNLIGHTED STACK**

**CLIMB IN HOLD**

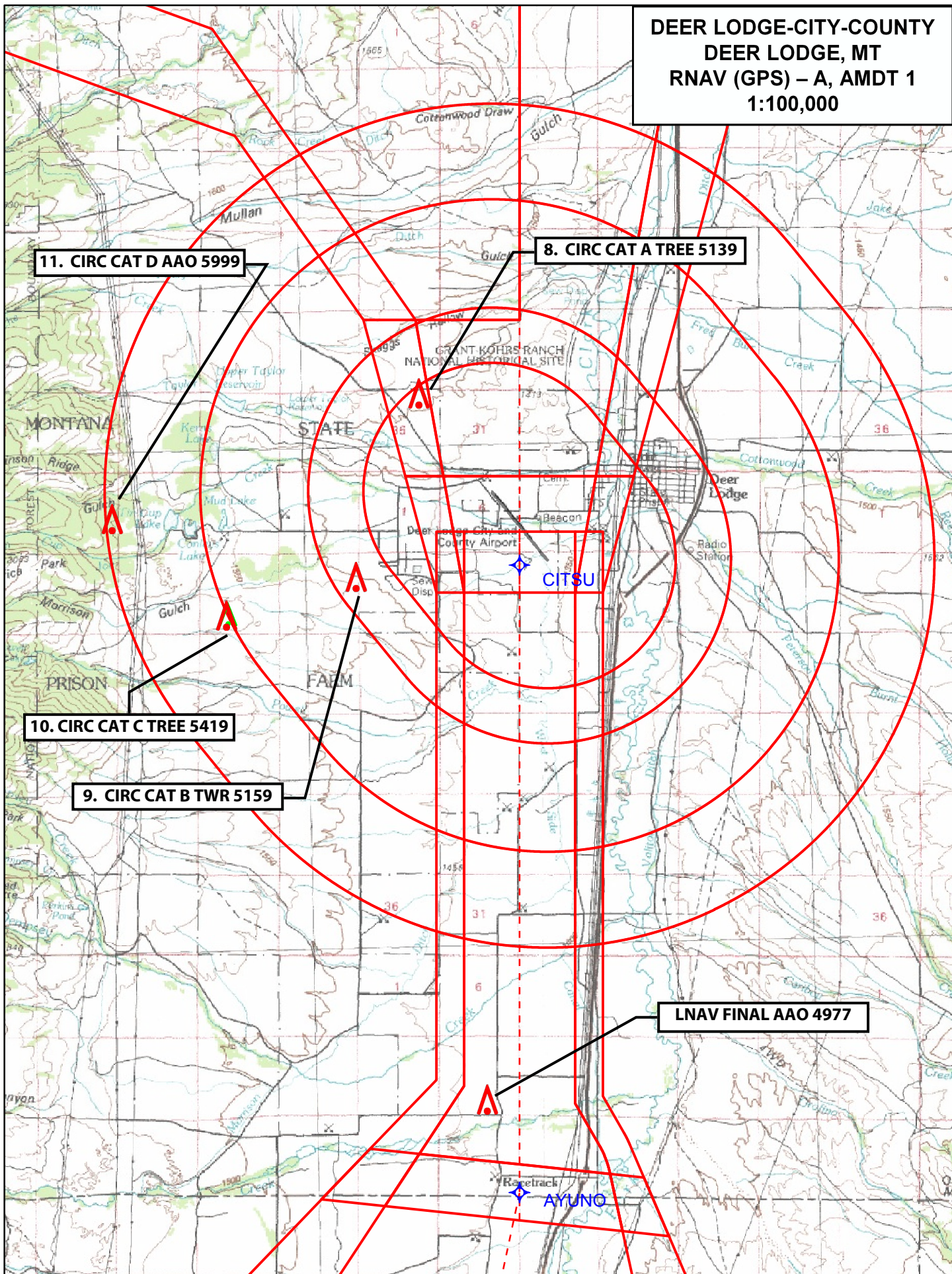
**DEER LODGE-CITY-COUNTY  
DEER LODGE, MT  
RNAV (GPS) - A, AMDT 1  
1:500,000**

**AAO 9267**

**CAUTION ADVISED  
HAZARD TO AIR NAVIGATION  
UNLIGHTED STACK**



**DEER LODGE-CITY-COUNTY  
DEER LODGE, MT  
RNAV (GPS) – A, AMDT 1  
1:100,000**





**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:** Deer Lodge-City-County Airport, Montana 38S

**Instrument Flight Procedure(s):** RNAV GPS-A

**Requestor Name and Phone Number:** Brandon Sutton – 425-917-6777

*Additional Procedures: (List additional IFPs below or insert list as an additional page in this file)*

**FAA is proposing amendments to RNAV GPS-A of only lowering minimums, adding Cat D mins, and changing a note.**

**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



DEPARTMENT OF TRANSPORTATION  
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Instrument Flight Procedures Environmental Processing Form

- ☐ Changes to circling areas
- ☐ 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

Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken

**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:**

The applicability of Categorical Exclusion 5-6.5 1 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.



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

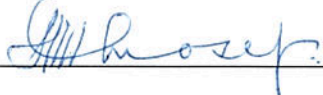
**Instrument Flight Procedures Environmental Processing Form**

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:  Date: 2/17/2016