

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 09/25/2014	Task #: 2014092527302801002	Request #: 20140925273028
Procedure: RNAV (GPS) RWY 35 AMDT 1			Airport ID: KLAW	Airport: LAWTON-FORT SILL RGNL		Reimbursable #: NO
City: LAWTON	ST: OK	GPS #:	Estimated Chart Date: 08/17/2017		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: DIANE LAIR		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	03/24/2015	03/23/2017	HOWARD HAWKINS	<div>QUALITY</div> <div>10</div> <div>CHECKED</div>		
QA:	03/23/2017					
Liaison:						
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION CONTACT: PATRICK MULQUEEN 405-954-4073/DAVID TEFFETELLER 301-427-4767 FPT POINT OF CONTACT: RON SANDERS 817-321-7615 CONVERT GPS TO RNAV GPS REVISED CRC REMAINDER: OLD E55FE65D NEW 96D1499E <div style="text-align: right;">ARI SAVED 4/19/17</div>						

WAAS CH 77640 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	8599 1089 1110
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RNAV (GPS) RWY 35

LAWTON-FORT SILL RGNL (LAW)

⚠

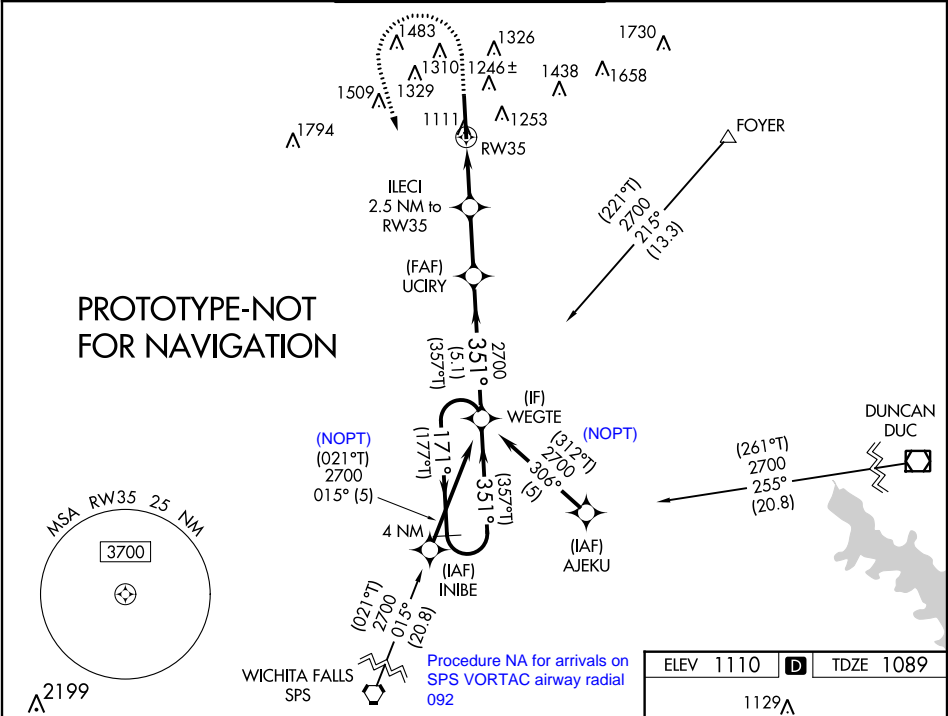
ASR

For uncompensated Baro-VNAV systems, **LNAV/VNAV** NA below -11°C (13°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.

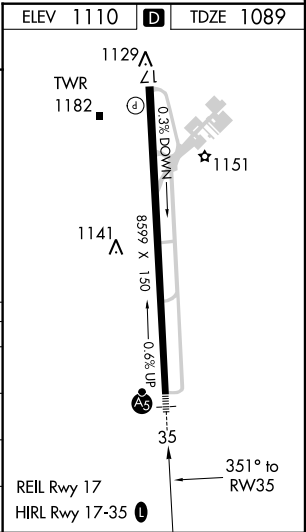
MAJLSR

MISSED APPROACH: Climb to 1520 then climbing left turn to 2700 direct WEGTE and hold.

ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER * 119.9 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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<div><div>1520</div><div>2700</div><div>WEGTE</div></div>	
<div>*LNNAV only</div> <div><div>ILECI</div><div>2.5 NM to RW35</div><div>*1.2 NM to RW35</div><div>*1780</div><div>UCIRY</div><div>2700</div><div>WEGTE</div><div>351°</div><div>171° (177°T)</div><div>2700</div><div>351° (357°T)</div><div>GP 3.00° TCH 55</div></div>	
CATEGORY	A B C D
LPV DA	1289-½ 200 (200-½)
LNNAV/VNAV DA	1339-½ 250 (300-½)
LNNAV MDA	1520-½ 431 (500-½) 1520-¾ 431 (500-¾)
CIRCLING	1560-1 450 (500-1) 1620-1 510 (600-1) 1820-2 710 (800-2) 1820-2¼ 710 (800-2¼)



LAWTON, OKLAHOMA

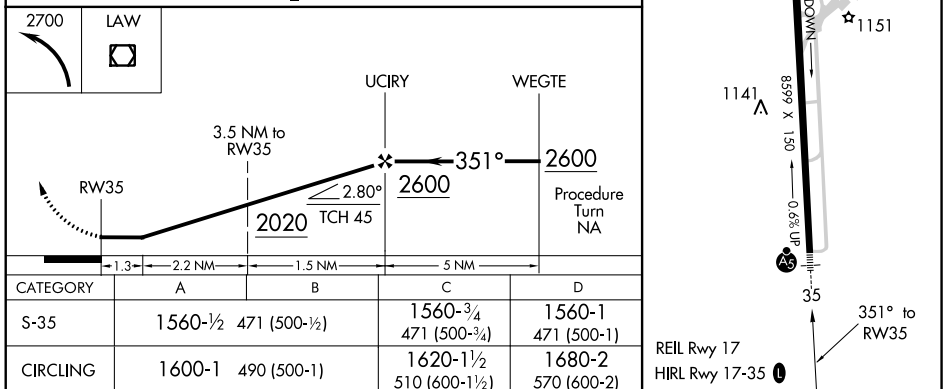
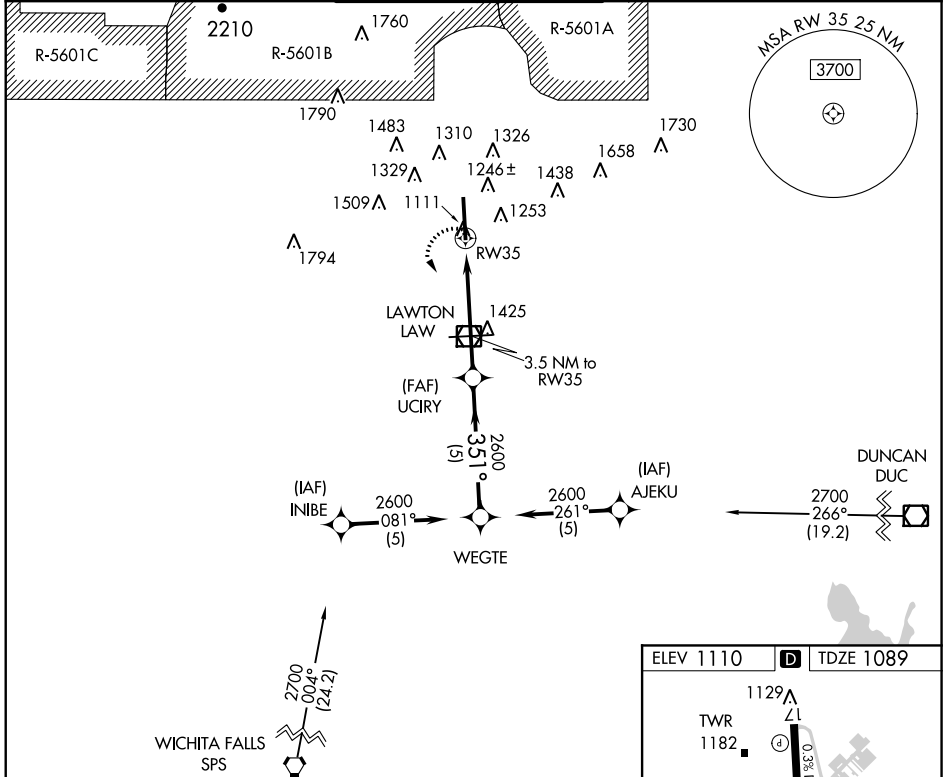
AL-924 (FAA)

17061

APP CRS 351°	Rwy Idg 8599 TDZE 1089 Apt Elev 1110	GPS RWY 35 LAWTON-FORT SILL RGNL (LAW)	
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<div> <div> <div></div> <div>NA</div> <div>ASR</div> </div> </div>	<div> <div></div> <div>MALSR</div> </div>	<div> <div></div> <div>MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME.</div> </div>
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ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER ★ 119.9 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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LAWTON, OKLAHOMA

Orig-B 05SEP02

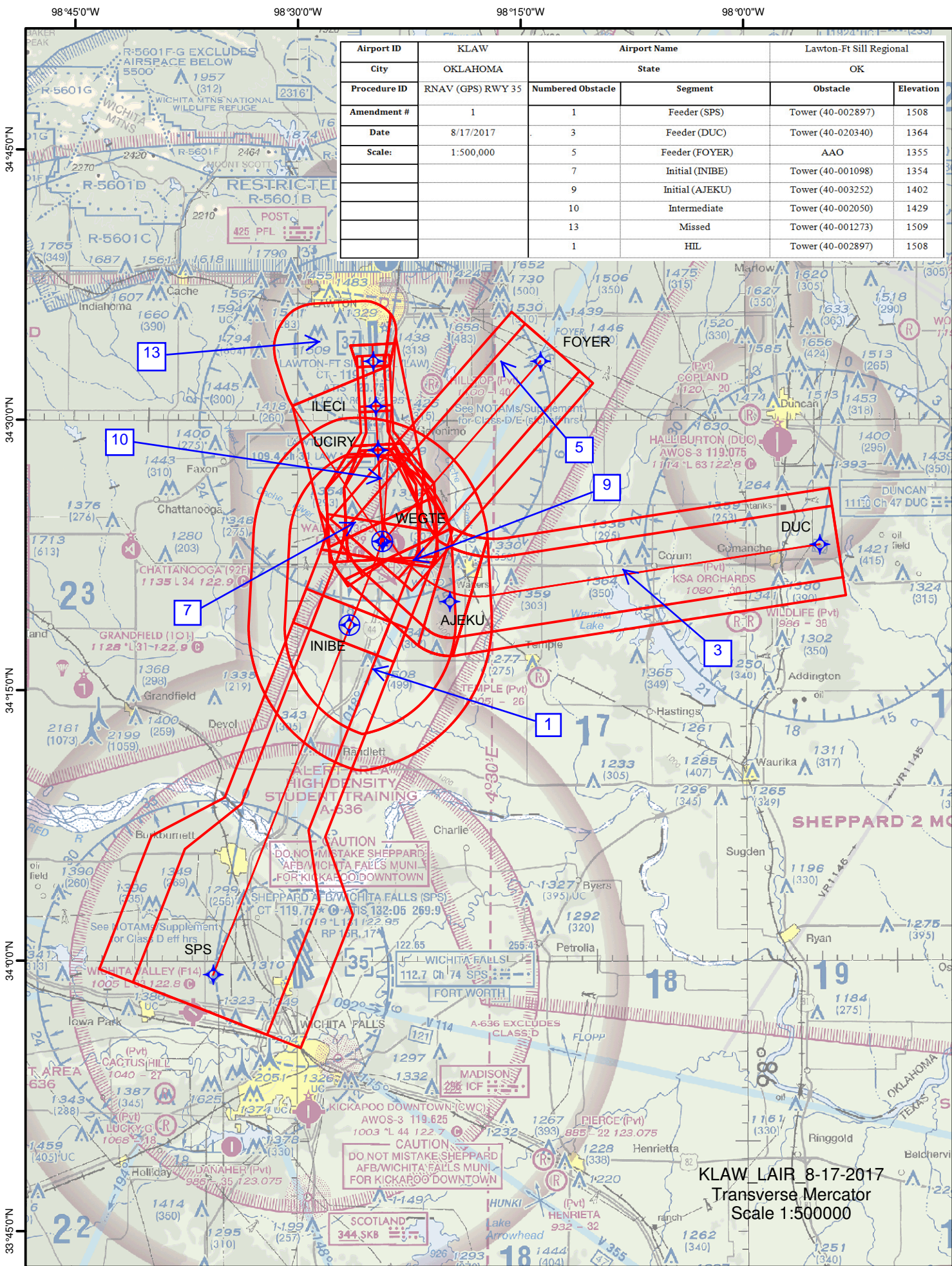
34°34'N-98°25'W

LAWTON-FORT SILL RGNL (LAW)

GPS RWY 35

SC-1, 02 MAR 2017 to 30 MAR 2017

SC-1, 02 MAR 2017 to 30 MAR 2017



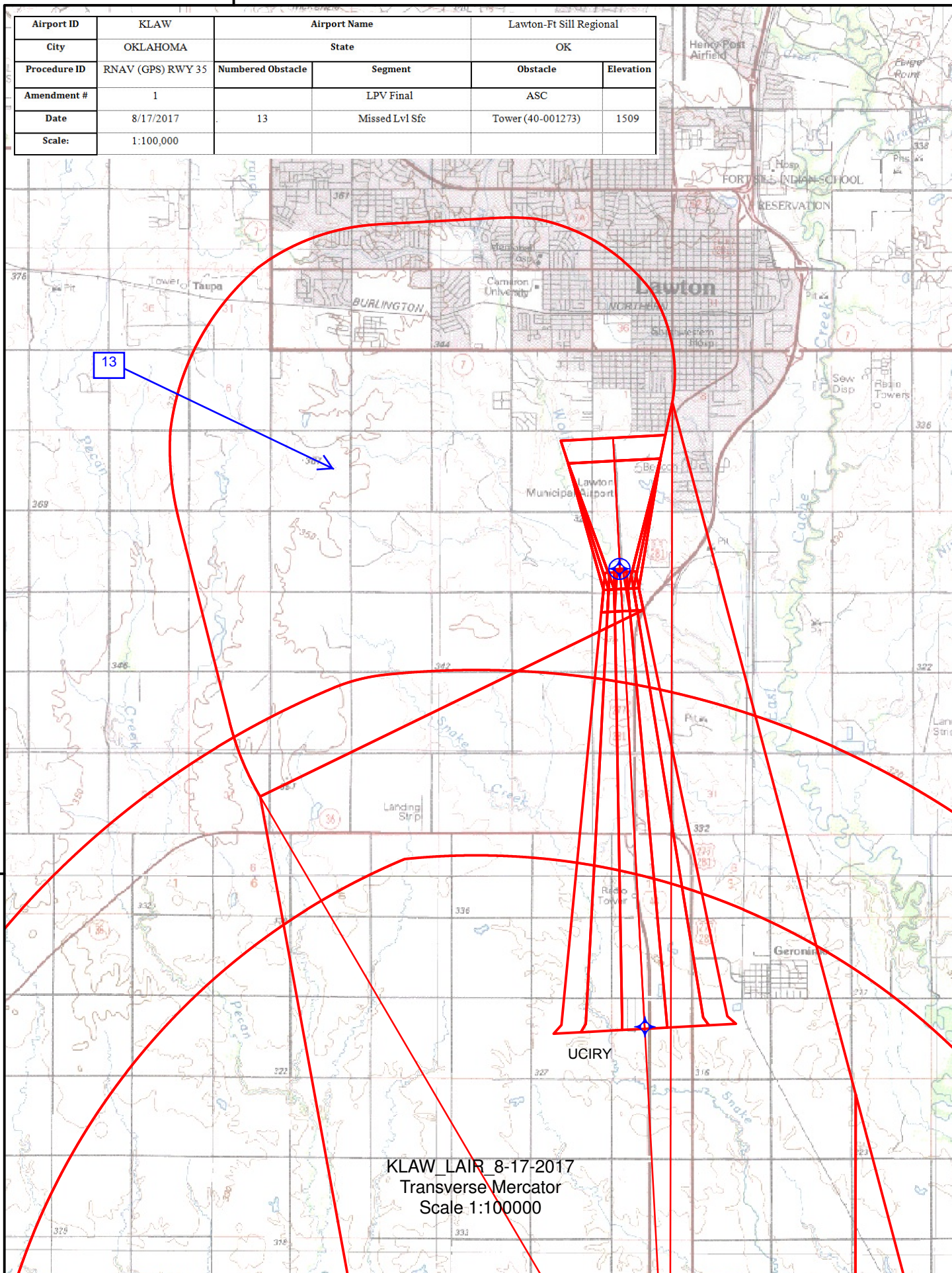
Airport ID	KLAW	Airport Name		Lawton-Ft Sill Regional	
City	OKLAHOMA	State		OK	
Procedure ID	RNAV (GPS) RWY 35	Numbered Obstacle	Segment	Obstacle	Elevation
Amendment #	1	1	Feeder (SPS)	Tower (40-002897)	1508
Date	8/17/2017	3	Feeder (DUC)	Tower (40-020340)	1364
Scale:	1:500,000	5	Feeder (FOYER)	AAO	1355
		7	Initial (INIBE)	Tower (40-001098)	1354
		9	Initial (AJEKU)	Tower (40-003252)	1402
		10	Intermediate	Tower (40-002050)	1429
		13	Missed	Tower (40-001273)	1509
		1	HIL	Tower (40-002897)	1508

KLAW LAIR 8-17-2017
Transverse Mercator
Scale 1:500000

98°30'0"W

Airport ID	KLAW	Airport Name		Lawton-Ft Sill Regional	
City	OKLAHOMA	State		OK	
Procedure ID	RNAV (GPS) RWY 35	Numbered Obstacle	Segment	Obstacle	Elevation
Amendment #	1		LPV Final	ASC	
Date	8/17/2017	13	Missed Lvl Sfc	Tower (40-001273)	1509
Scale:	1:100,000				

34°30'0"N

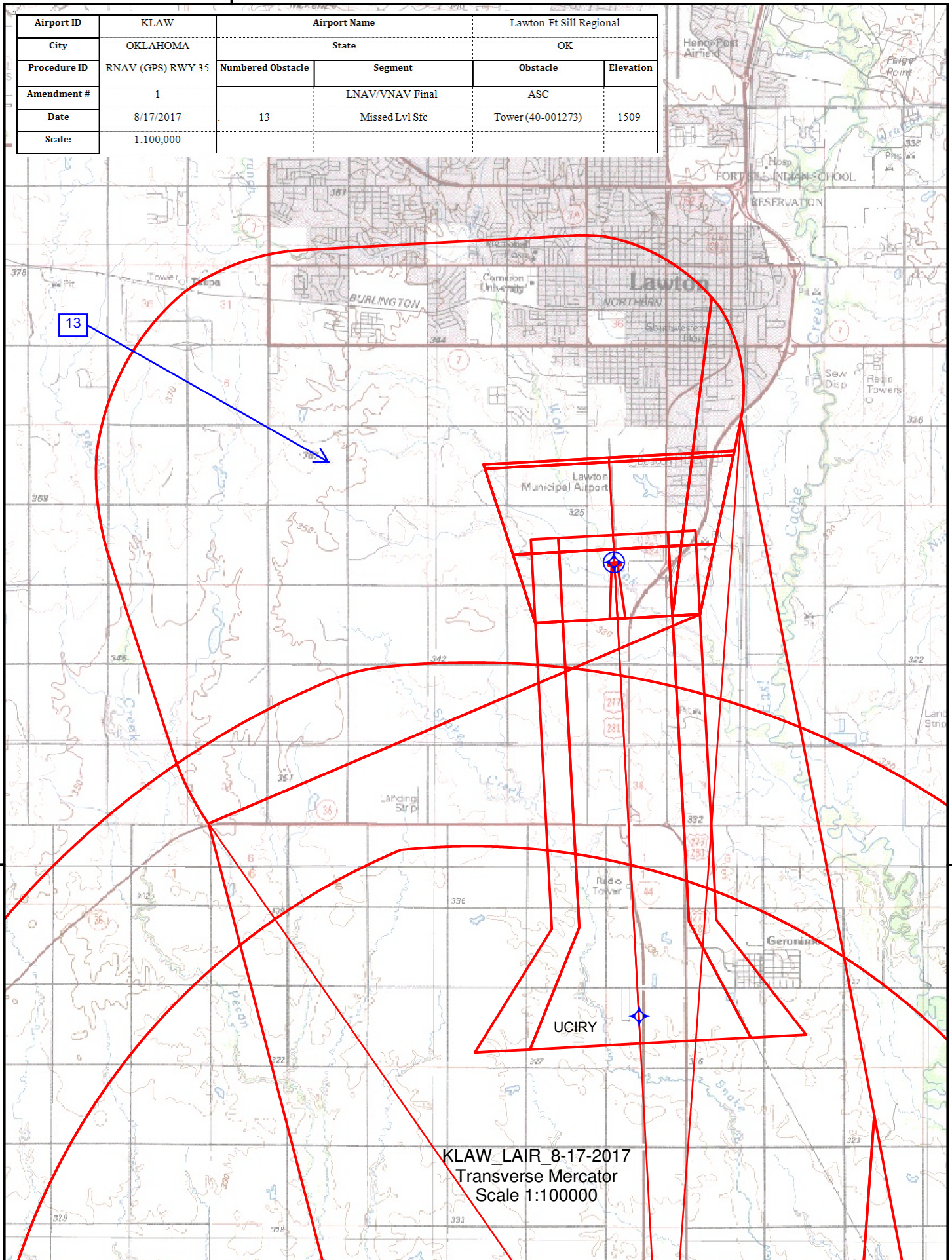


KLAW_LAIR 8-17-2017
Transverse Mercator
Scale 1:100000

98°30'0"W

Airport ID	KLAW	Airport Name		Lawton-Ft Sill Regional	
City	OKLAHOMA	State		OK	
Procedure ID	RNAV (GPS) RWY 35	Numbered Obstacle	Segment	Obstacle	Elevation
Amendment #	1		LNAV/VNAV Final	ASC	
Date	8/17/2017	13	Missed Lvl Sfc	Tower (40-001273)	1509
Scale:	1:100,000				

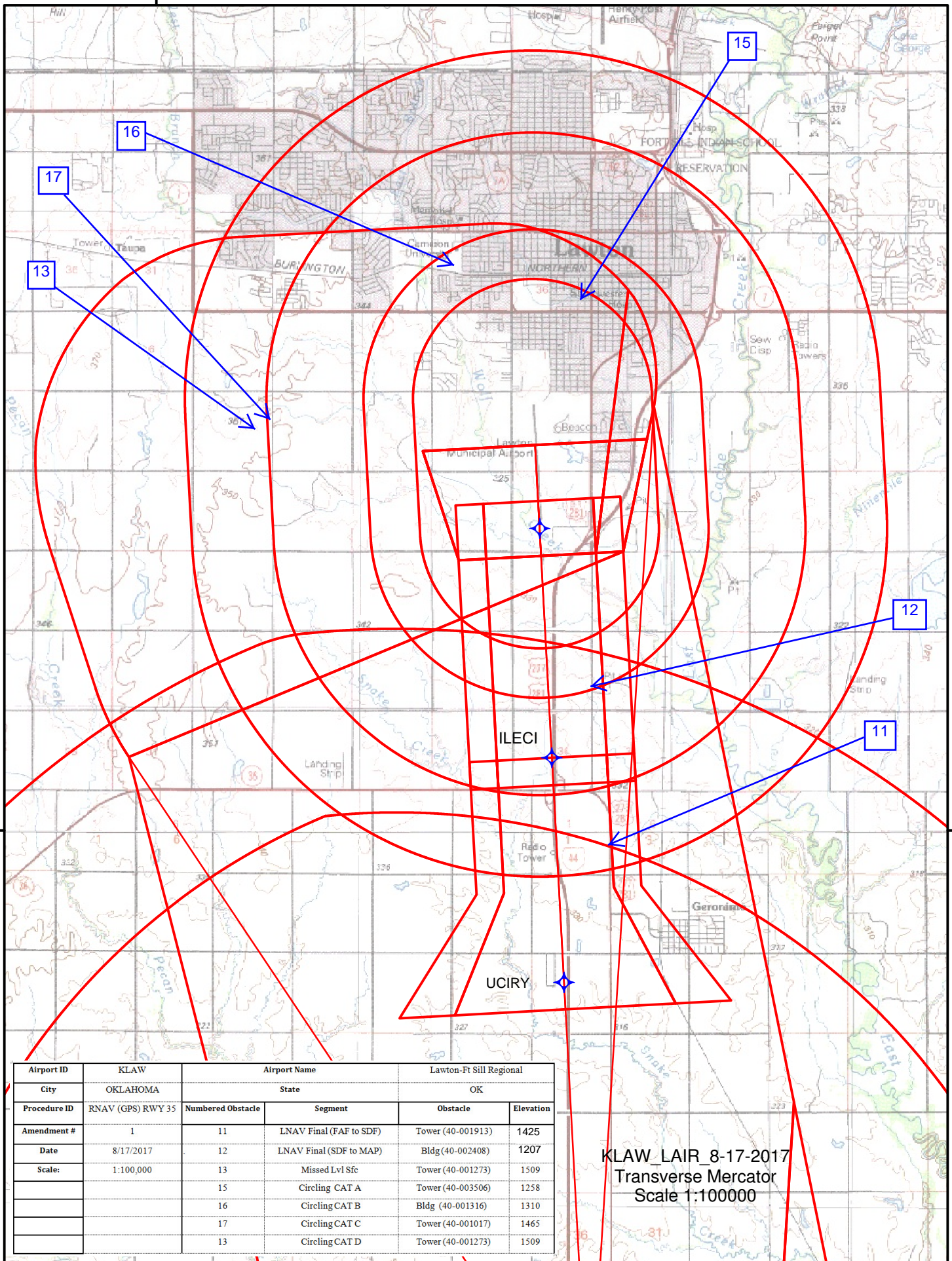
34°30'0"N



KLAW_LAIR_8-17-2017
Transverse Mercator
Scale 1:100000

98°30'0"W

34°30'0"N



TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **LAWTON**

STATE: **OK**

AIRPORT NAME: **LAWTON-FORT SILL REGIONAL**

ID: **KLAW**

PROCEDURE: **RNAV (GPS) RWY 35**

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>3.38</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>FINAL</u> | segment at 1000' point | <u>1.20</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>FINAL</u> | segment containing 1000' point | <u>356.92</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>1190</u> |
| 5. Distance from | <u>THLD</u> | to 1500' point | <u>4.94</u> |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | <u>FINAL</u> | segment at 1500' point | <u>2.13</u> |
| 7. True Course of | <u>FINAL</u> | segment containing 1500' point | <u>356.92</u> |
| 8. High Terrain in | <u>FINAL</u> | segment containing 1500' point | <u>1190</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>343317.85N / 0982456.23W</u> | | |
| 10. ARP Coordinates | <u>343403.77N / 0982459.89W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>35</u> | |
| | Distance | <u>0.76</u> | NM |
| 12. FAF Coordinates | <u>342821.09N / 0982436.94W</u> | | |

REMARKS: Approach/Drawing attached.



Federal Aviation Administration

Memorandum

Date: April 7, 2017

To: File

From: Patrick Mulqueen, Manager, Instrument Flight Procedures Team 3, AJV-543

Subject: **ACTION**: Documentation of a Categorical Exclusion Under Order 1050.1

- A. Proposed Action: Establish a standard instrument approach procedure (IAP) titled RNAV (GPS) RWY 35, Lawton/Fort Sill Regional (KLAW), Lawton, OK.
- B. This action qualifies for consideration as a categorically excluded action as it falls under the following specific categorical exclusion provision: Publishing of Instrument Procedures conducted over noise sensitive areas; modifications to currently approved instrument procedures conducted below 3,000 feet AGL that do not increase minimum altitudes and landing minima.
- C. Other supporting information:
 - ASO-220 Memorandum dated April 5, 1989
 - AFS-1 Memorandum dated September 21, 1994
 - AVN-100 Memorandum dated July 23, 1996
- D. Review and analysis by the FAA does not indicate that any extraordinary circumstances listed in Order 1050.1 or other reasons exist that would cause the undersigned to believe that the proposed action might have the potential for causing significant environmental impacts upon its implementation. The proposed action does not individually or cumulatively have a significant effect on the human environment and, therefore, is determined to be categorically excluded from further environmental documentation according to Order 1050.1.

Date: 3/23/2015

Digitally signed by
PATRICK J MULQUEEN
Apr 07, 2017

**CHECKLIST OF EXTRAORDINARY CIRCUMSTANCES IN SUPPORT OF A CATEGORICAL
EXCLUSION (CE) DETERMINATION:**

Airport: Lawton/Fort Sill Regional Project/Action: RNAV (GPS) RWY 35, Orig

Preparer: Barbara McNally

Signature: Barbara McNally

Date: Mar 23, 2015

Circumstance	Impact Potential		Comments / Follow-up See attached comment if needed.
	Yes	No	
Effect on Section 106 Historic Properties If no properties in, or eligible for inclusion in, the National Register of Historic Places have been identified within the area of proposed action, it may be considered that there is no impact potential.		✓	
Effect on DOT Act, Section (3)(f) Lands If no land is being taken, or used by the proposed action, it may be considered that there is no impact potential.		✓	
Controversy on Environmental Grounds If no controversy is known or expected based on the proposed action, it may be considered that there is no impact potential.		✓	
Effect on Natural Systems If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		✓	
Effect on Endangered Species If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		✓	
Effect on Wetlands If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		✓	
Effect on Floodplains If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		✓	
Effect on Coastal Zones If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		✓	
Effect on Prime/Unique Farmland If the overflight of aircraft as a result of this proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		✓	
Effect on Energy/Resources If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		✓	
Controversy Regarding Relocation Housing If no relocation housing would be required as a result of the proposed action, it may be considered that there is no impact potential.		✓	

Circumstance	Impact Potential		Comments/Follow-up See attached comments if needed.	3
	Yes	No		
Community Disruption If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.		✓		
Traffic Congestion If the proposed action would cause no significant increase, or create ground traffic congestion, it may be considered that there is no impact potential.		✓		
Effect on Noise Levels in Noise Sensitive Areas These would include residential/educational, health, and religious structures and sites, and parks, recreational areas to include those with wilderness characteristics. If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.		✓		
Effect on Air Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		✓		
Effect on Water Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		✓		
Contains/Affects Hazardous Materials If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		✓		
Land Use Conflicts If the proposed action would not result in conflicting land use (with the exception of airport property), it may be considered that there is no impact potential.		✓		
Induced Impacts If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.		✓		
Wild and Scenic Rivers If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.		✓		
Cumulative Impacts If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential.		✓		
Inconsistent with Other Environmental Laws If the proposed action is not inconsistent with other environmental laws, it may be considered that there is no impact potential.		✓		
Environmental Justice If the proposed action has not been designed to overfly or avoid specific areas based on underlying area economic considerations, it may be considered that there is no impact potential.		✓		
Helicopter Tracks Over Major Thoroughfares This is a VFR consideration. Helicopters flying Instrument Approaches will not be following major thoroughfares. This proposed action may be considered to have no impact potential.		✓		