


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 06/21/2018	Task #: 2014110513435101002	Request #: 20141105134351
Procedure: RNAV (GPS) RWY 11 AMDT 2			Airport ID: KSBP	Airport: SAN LUIS COUNTY RGNL		Reimbursable #: NO
City: SAN LUIS OBISPO	ST: CA	GPS #:	Estimated Chart Date: 12/05/2019		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: BRANDON MAULDIN	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	04/15/2019	07/11/2019	DAVID FRESELLA			
QA:	07/11/2019					
Liaison:						
Procedure Comments:			ENROUTE	Remark Type: INFORMATION		
CONTACT MARLON ROBINSON (405) 954-3636						

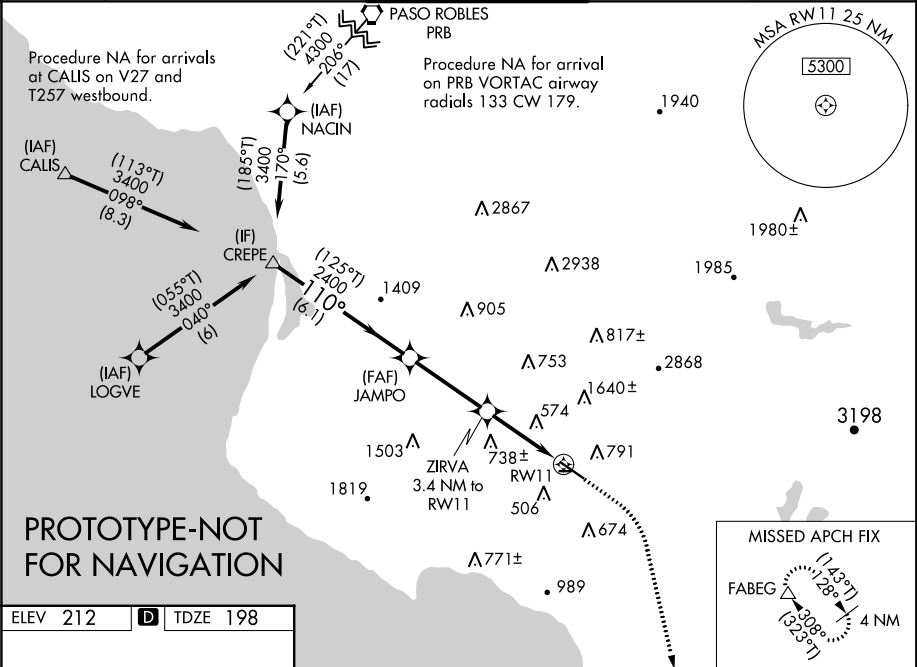
FIPC BASIC FORM										
PROCEDURE: RNAV (GPS) RWY 11 2			AIRPORT NAME: SAN LUIS COUNTY RGNL		AIRPORT ID: KSBP		SPECIAL CONTROL NO: SG-08-107-19			
FAC ID: KSBP11.02		CITY: SAN LUIS OBISPO			ST: CA		ORIG CHART DATE: 12/05/2019			
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0721		PTS TASK ID: 2014110513435101002					
PREFLIGHT NOTES										
REVIEWER:					DATE:					
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT					
									YES	NO
					CPV COMPLETE?				X	
PROCEDURE RESULTS										
INSPECTION DATE: 10/23/2019		CREW #: VN167	N #: N59	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input 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: scott a thompson @ 10/23/2019 22:13			PRINTED NAME: THOMPSON, SCOTT ANDREW					NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
FLIGHT INSPECTOR REMARKS:										
IN-FLIGHT OBSTACLE REPORT										
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:			

WAAS CH 50328 W11A	APP CRS 110°	Rwy Idg TDZE Apt Elev	5300 198 212
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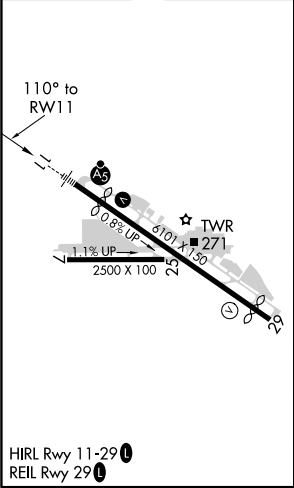
RNAV (GPS) RWY 11
SAN LUIS COUNTY RGNL (SBP)

RNP APCH ⚠ Circling NA north of Rwy 11-29. Circling to Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 2 SM.	MALSR ⚠	MISSED APPROACH: Climb to 1000 then climbing right turn to 4800 direct FABEG and hold, continue climb-in-hold to 4800.
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ATIS 120.6	SANTA BARBARA APP CON★ 127.725 244.575	SAN LUIS TOWER★ 124.0 (CTAF) 0 379.9	GND CON 121.6	UNICOM 122.95
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ELEV 212	D	TDZE 198
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CREPE					1000	4800	FABEG
3400					↑	↷	△
GP 3.00° TCH 49°					*1280		
JAMPO					*1.9 NM to RW11		
ZIRVA					*1.5 NM to RW11		
3.4 NM to RW11					RW11		
6.1 NM					*1.9 NM to RW11		
3.5 NM					RW11		
1.5 NM					RW11		
1.9 NM					RW11		
CATEGORY	A	B	C	D	*1280		
LPV DA	398-1/2		200 (200-1/2)		*1280		
LNAV/VNAV DA	946-1 3/4		748 (800-1 3/4)		*1280		
LNAV MDA	840-1/2 642 (700-1/2)		840-1 3/8 642 (700-1 3/8)		*1280		
CIRCLING	840-1 628 (700-1)	1220-1 1/2 1008 (1100-1 1/2)	1460-3 1248 (1300-3)	1560-3 1348 (1400-3)	*1280		

OLD

SAN LUIS OBISPO, CALIFORNIA

AL-989 (FAA)

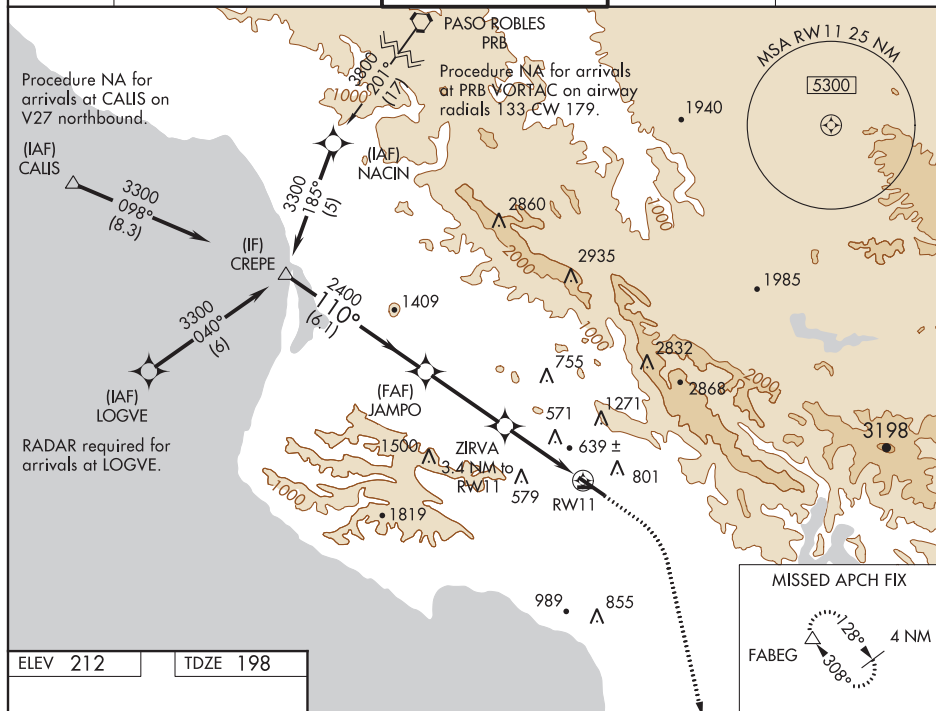
14149

WAAS CH 50328 W11A	APP CRS 110°	Rwy Idg TDZE Apt Elev	5300 198 212
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RNAV (GPS) RWY 11 SAN LUIS COUNTY RGNL (SBP)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct FABEG and hold.</p>
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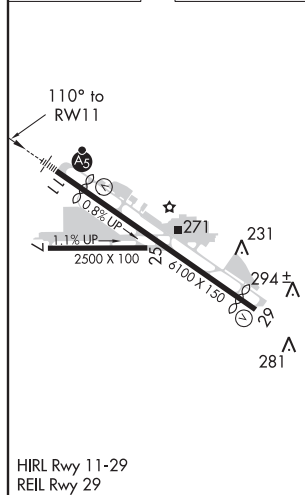
<p>ATIS 120.6</p>	<p>SANTA BARBARA APP CON★ 127.725 244.575</p>	<p>SAN LUIS TOWER★ 124.0 (CTAF) 0 379.9</p>	<p>GND CON 121.6</p>	<p>UNICOM 122.95</p>
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SW-3, 29 MAY 2014 to 26 JUN 2014

SW-3, 29 MAY 2014 to 26 JUN 2014

ELEV 212	TDZE 198
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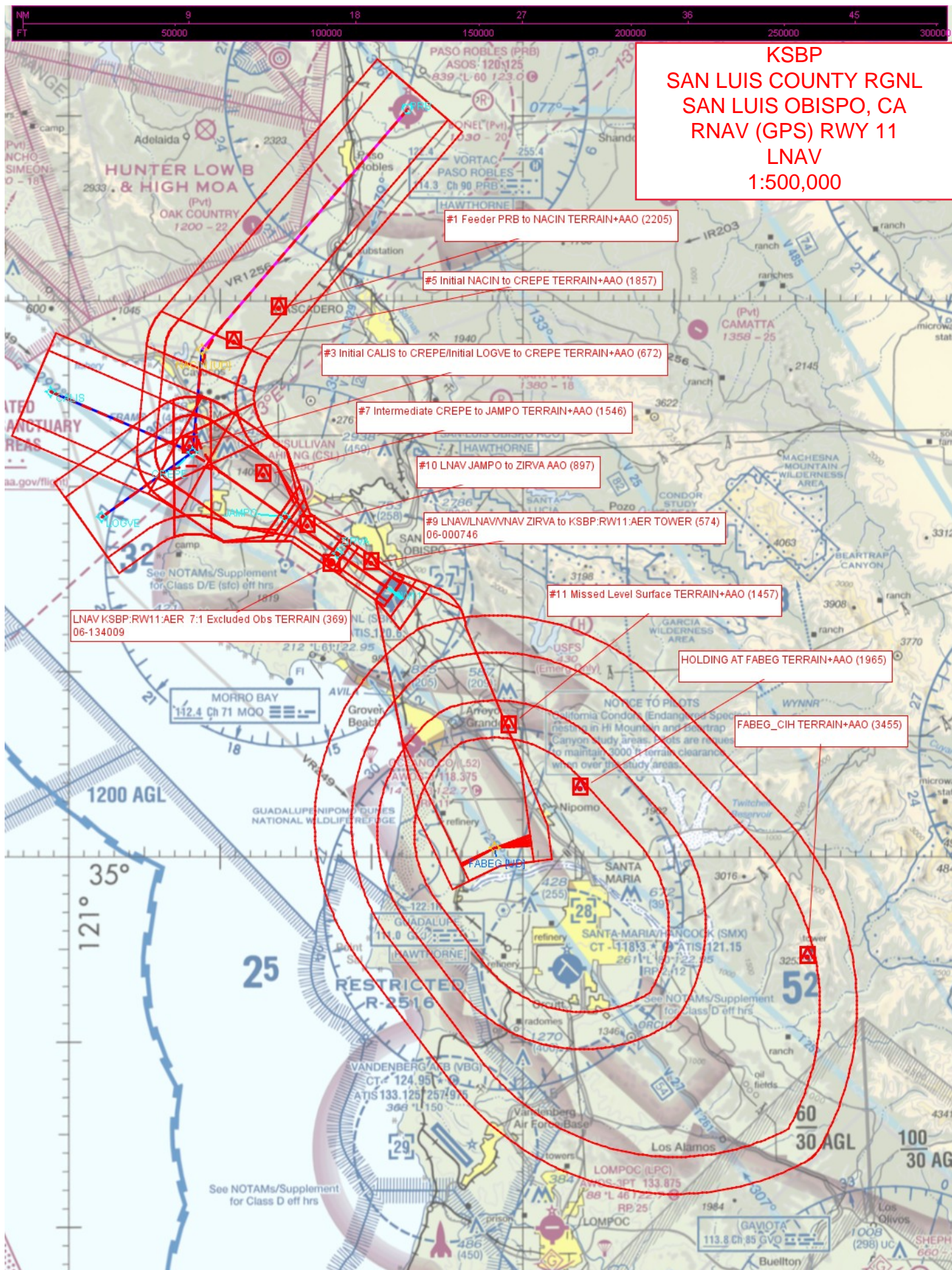


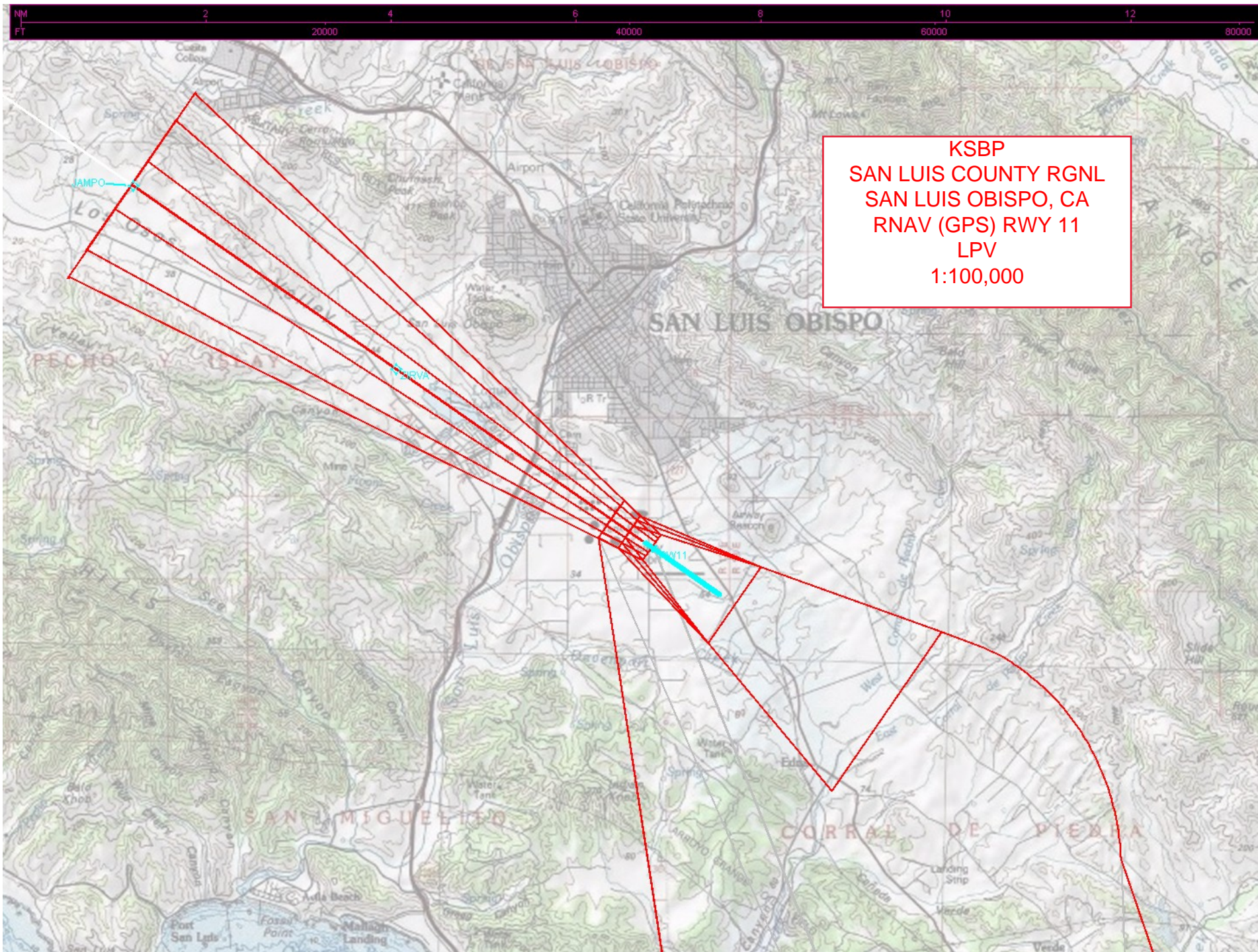
	CREPE	JAMPO	ZIRVA 3.4 NM to RW11	RW11
	3300	2400	1280*	
	GS 3.00° TCH 49			
	6.1 NM	3.5 NM	1.5 NM	2 NM
CATEGORY	A	B	C	D
LPV DA		398 ½	200 (200-½)	
LNAV/VNAV DA		988-2 ¼	790 (800-2 ¼)	
LNAV MDA	860-½	662 (700-½)	860-1 ½	662 (700-1 ½)
CIRCLING	860-1 648 (700-1)	960-1 748 (800-1)	1160-2 ¾ 948 (1000-2 ¾)	1240-3 1028 (1100-3)

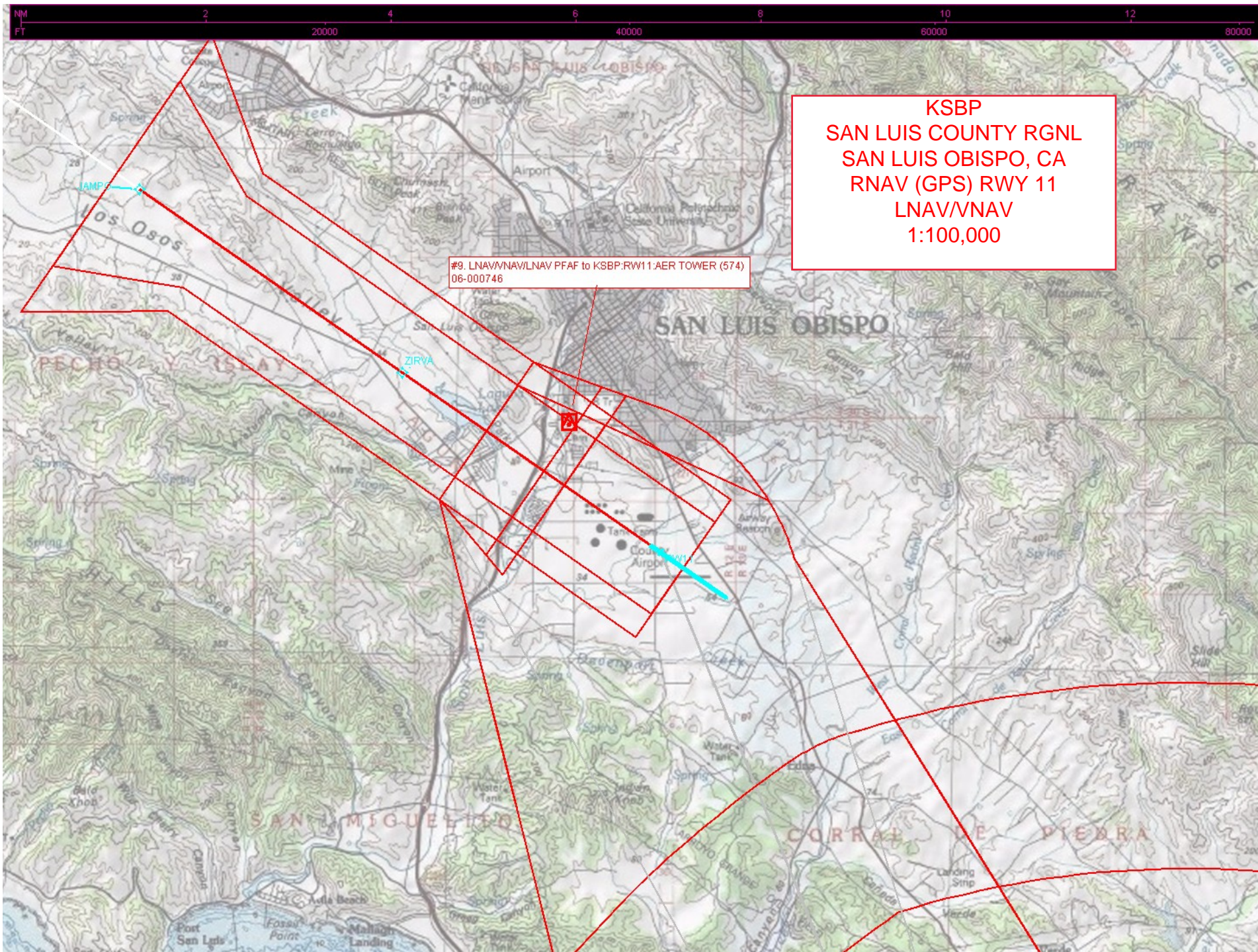
SAN LUIS OBISPO, CALIFORNIA
Amdt 1A 29MAY14

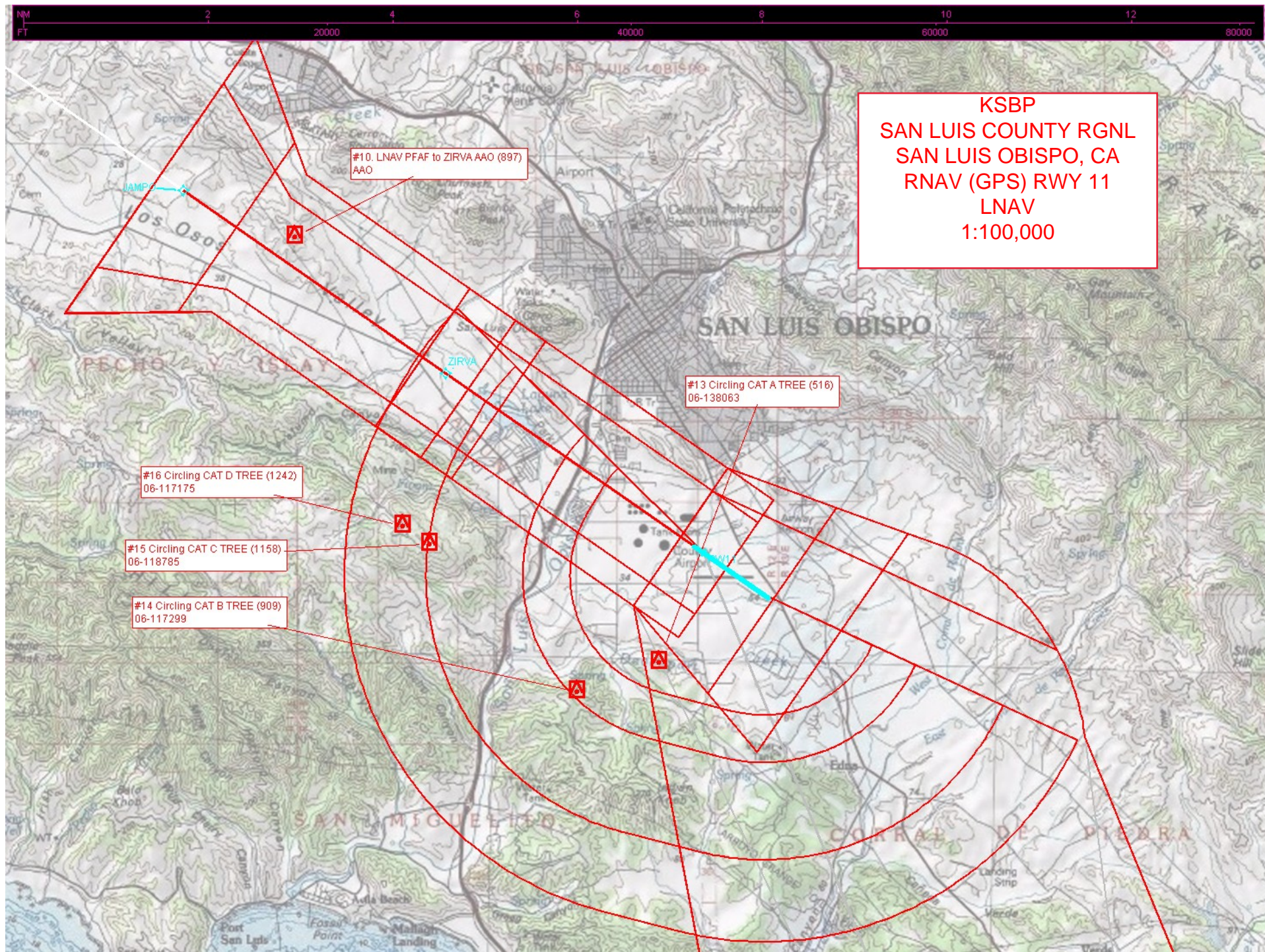
35°14'N-120°39'W

SAN LUIS COUNTY RGNL (SBP)
RNAV (GPS) RWY 11









**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN SERVICE AREA**

CATEGORICAL EXCLUSION DECLARATION

San Luis Obispo County Regional Airport

**RNAV (GPS) RUNWAY 11
RNAV (GPS) RUNWAY 29**

Description of Action:

The FAA is proposing to amend the Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 11 and RNAV (GPS) RWY 29 approach procedures to the San Luis Obispo County Regional Airport (KSBP) in San Luis Obispo, California.

The amendments proposed for the RNAV (GPS) RWY 11 approach are to update the procedure to meet current design criteria.

The amendments proposed for the RNAV (GPS) RWY 29 approach procedure are to:

- 1. Update procedure to meet current design criteria.**
- 2. Add Localizer Performance with Vertical Guidance line of minimum. Lower minimums support landings in inclement weather.**
- 3. Respond to the Airport request to update the procedure for Wide Area Augmentation System capability.**

The proposed amendments are described on the next page.

RNAV (GPS) RWY 11
Move the Initial Approach Fix (IAF) NACIN 8,802.5 feet northwest. Increase crossing altitude from 3,800 feet mean sea level (MSL)/3,532 feet above ground level (AGL) to 4,300 feet MSL/3,845 feet MSL. This is a lateral move.
Increase the altitude of the segment between the IAF NACIN and the Intermediate Fix (IF) CREPE from 3,300 feet MSL to 3,400 feet MSL. Altitudes above ground level will vary along the segment. No change to ground track.
Increase the crossing altitude at the IF CREPE from 3,300 feet MSL/3,300 feet AGL to 3,400 feet MSL/3,400 feet MSL. No change to ground track.
Increase the altitude of the segments between (1) the IAF LOGVE and the IF CREPE, and (2) the IAF CALIS and the IF CREPE from 3,300 feet MSL to 3,400 feet MSL.
RNAV (GPS) RWY 29
Move the IAF FABEG 2,575 feet southeast. Increase the crossing altitude from 3,300 feet MSL/3,031 feet AGL to 3,900 feet MSL/3,787 feet AGL. Lateral move. Altitude increase
Decrease the crossing altitude at the IAF WYNNR from 4,200 feet MSL/3,218 feet AGL to 3,900 feet MSL/2,918 feet AGL.
Move the IF/IAF CADAB 1490.5 feet east-northeast. Increase the crossing altitude from 3,300 feet MSL/2,304 feet AGL to 3,900 feet MSL/2,689 feet AGL. This is a lateral move. Altitude increase.
Move the HALDA fix 342 feet northeast. Crossing altitude remains the same at 2,900 feet MSL. The altitude above ground level increases from 2,272 feet AGL to 2,347 feet AGL. This is a lateral move. Crossing altitude does not change.
Move the Final Approach Fix (FAF) CAVLI 221.4 feet southeast along its existing track to become the new Precision FAF. Crossing altitude remains the same at 2,400 feet MSL. The altitude above ground level increases from 2,050 feet AGL to 2,058 feet AGL. Move is along the existing track. No lateral move.
Add a new Step Down Fix 1.8 nautical miles (NM) northwest of the PFAF; i.e., between the PFAF and the RWY
Amend the Missed Approach.
Add Localizer Performance with Vertical Guidance line of minimum.

The FAA Air Traffic Organization established a noise screening process to help determine the need for a detailed noise analysis of air traffic actions. The MITRE Corporation's Center for Advanced Aviation System Development prepared a guidance document, Guidance for Noise Screening of Air Traffic Actions (MITRE Guidance), to assist the FAA and others involved in proposed air traffic actions with a solid and repeatable approach to noise screening.

The Traffic (TRAF) Test is used to determine if the number of operations on a particular route or procedure is high enough to generate noise levels that exceed noise screening thresholds. The TRAF Test considers aircraft types and the altitudes flown. The TRAF Test was applied to the amended segments on each procedure. Based on the results of the TRAF Test, potential noise impacts are not expected based on the number of operations on the amended segments; therefore, further noise screening is not required.

Declaration of Exclusion:

FAA reviewed the above referenced proposed action, and the undersigned determined it to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures.” The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter 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 proposed procedure meets the following categorical exclusions contained in FAA Order 1050.1F:

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:

Name:

Todd A. Smith

Air Traffic Manager

Santa Barbara Terminal Radar Approach Control Facility (SBA)

Service Area Environmental Specialist Review/Concurrence

Signature:

Name:

Augustin Moses

Environmental Protection Specialist, Operations Support Group,

Western Service Center, AJV-W25

Service Area Director Review/Concurrence, if necessary

Signature:

Name:

Ed Donaldson

Acting Director, Air Traffic Operations

Western Service Area, AJTW

Community Involvement Determination

Airport: San Luis Obispo County Regional Airport
Location (City, State): San Luis Obispo, California
Submittal Number: KSBP_181113_59
Proposed Publication Date: 6/20/2019

Project Description : The FAA is proposing to amend the Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 11 and RNAV (GPS) RWY 29 approach procedures to the San Luis Obispo County Regional Airport (KSBP) in San Luis Obispo, California. The amendments proposed for the RNAV (GPS) RWY 11 approach are to update the procedure to meet current design criteria. The amendments proposed for the RNAV (GPS) RWY 29 approach procedure are to: 1.Update procedure to meet current design criteria.2.Add Localizer Performance with Vertical Guidance line of minimum. Lower minimums support landings in inclement weather.3.Respond to the Airport request to update the procedure for Wide Area Augmentation System capability.

Community Involvement Determination (Y/N): No

Explanation of Determination: The TRAF Test was applied to the amended segments on each procedure. Based on the results of the TRAF Test, potential noise impacts are not expected based on the number of operations on the amended segments; therefore, further noise screening is not required. Based on available information, community opposition is not expected.

E-mail dated 20 February 2019 from Todd Smith, Air Traffic Manager, Santa Barbara ATCT/TRACON: “ As the proposed changes are mainly to ensure the approaches are in compliance with design rules, Air Traffic has no objections. I saw in the narrative that some minimums will go down. This is advantageous to our users as well. I am not aware of potential community concerns. “