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|--|---------------|-----------------------------|---|---|---------------------------------------|-------------------------------------|
| Flight Procedure Tracking Form | | Action: AMENDMENT | Task Type: IAP | Date Open: 09/24/2015 | Task #: 2014122929673402001 | Request #: 20141229296734 |
| Procedure: APPROACH RNAV (RNP) Z RWY 21 ORIG-D | | | Airport ID: KGTF | Airport: GREAT FALLS INTL | | Reimbursable #: NO |
| City: GREAT FALLS | ST: MT | GPS #: | Estimated Chart Date: 08/17/2017 | | FICO #: | |
| Fac ID: N/A | | Fac. Type: | | | Specialist: DEANNA FIELDS | |
| Procedure Review | | | | | | |
| | Rec'd | Rel'd | Full Name | Comments | | |
| Lead: | 01/17/2017 | | |  | | |
| QA: | | | | | | |
| Liaison: | | | | | | |
| Procedure Comments: | | ENROUTE-NON | Remark Type: INFORMATION | | | |
| <p>REQUEST FC TABLE TOP. ASSIGNED MAG VAR, KGTF OLD 16E-NEW 13E.</p> <p>CONTACT: JACOB POWERS, SUB-TEAM MANAGER, IFP TEAM 3, 405.954.8702 (OR) PATRICK MULQUEEN, MANAGER, AJV-543, INSTRUMENT FLIGHT PROCEDURES TEAM 3, 405.954.4073</p> | | | | | | |

QUALITY
28
CHECKED

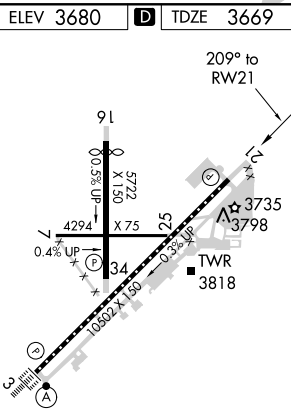
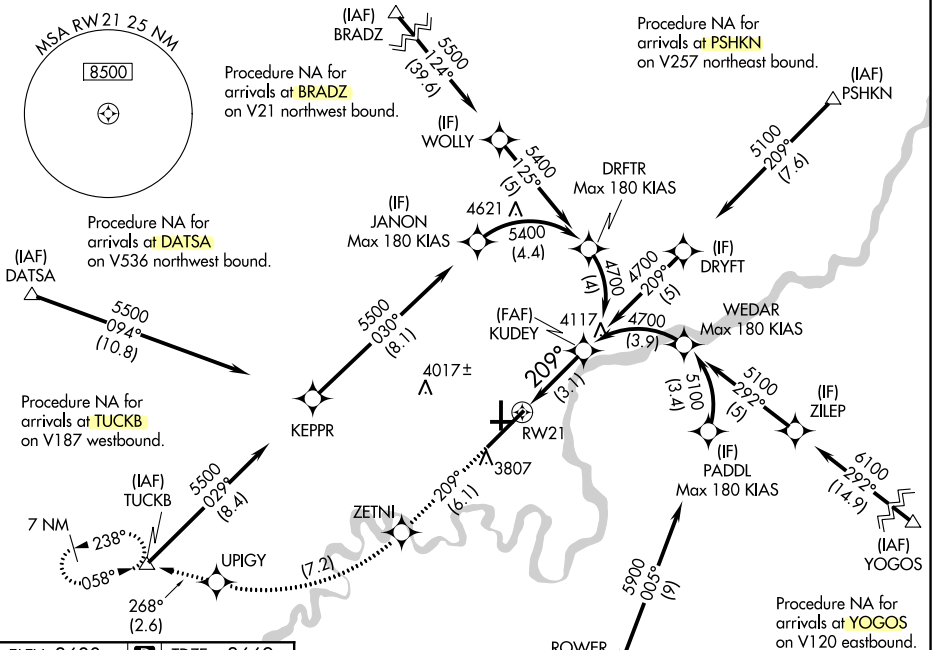
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 10502 |
| 209° | TDZE | 3669 |
| | Apt Elev | 3680 |

RNAV (RNP) Z RWY 21
GREAT FALLS INTL (GTF)

 -33°C/-27°F

MISSED APPROACH: Climb to 8000 on track 209° to ZETNI, right turn to UPIGY and on track 268° to TUCKB and hold, continue climb-in-hold to 8000.

| | | | | |
|---------------------|-------------------------------------|----------------------------------|------------------------|-------------------------|
| ATIS 126.6 269.0 | GREAT FALLS APP CON 128.6 379.17 | GREAT FALLS TOWER 118.7 282.2 | GND CON 121.7 348.6 | CLNC DEL 121.7 348.6 |
|---------------------|-------------------------------------|----------------------------------|------------------------|-------------------------|



TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwy 3-21 and 16-34

8000
↑
tr 209°

ZETNI

UPIGY

tr 268°

TUCKB

KUDEY
4700

VGS and RNAV glidepath not coincident
(VGS Angle 3.00/TCH 75).

RW21

209°

4700

GP 3.00°
TCH 59

See planview for multiple IF locations.

3.1 NM

| CATEGORY | A | B | C | D |
|-------------|----------------------|---|---|---|
| RNP 0.10 DA | 3942/45 273 (300-7%) | | | |
| RNP 0.30 DA | 3992/50 323 (400-1) | | | |

AUTHORIZATION REQUIRED

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

Great Falls International Airport

**RNAV (GPS) RUNWAY 17
RNAV (GPS) RUNWAY 35
AMENDMENTS TO PUBLISHED PROCEDURES**

Description of Action:

The FAA is proposing to develop Wide Area Augmentation System (WAAS) capable Area Navigation (RNAV) procedures to the newly reconstructed Runway (RWY) 17 and RWY 35 at Great Falls International Airport (KGTF), Great Falls, Montana. As a result, all procedures, listed below, require updates for Airport Magnetic Variation (MagVar) and for circling criteria:

- High Altitude (HI)-Instrument Landing System (ILS) or Localizer (LOC)/Distance Measuring Equipment (DME) RWY 03 ILS or LOC/DME RWY 03
- ILS RWY 03 (SA Category [CAT] I)
- ILS RWY 03 (CAT II – III)
- RNAV (Required Navigation Performance [RNP]) Z RWY 03
- RNAV (RNP) Z RWY 21
- RNAV (Global Positioning System [GPS]) Y RWY 03
- RNAV (GPS) Y RWY 21
- Very High Frequency Omnidirectional Range (VOR)/DME RWY 03
- HI-VOR/DME or Tactical Air Navigation Aid (TACAN) RWY 03
- HI-VOR/DME or TACAN RWY 21
- VOR RWY 21
- Textual (Obstacle) Departure Procedures

Implementation of the proposed new procedures to RWY 17/35 (crosswind runway) will allow users to use the crosswind runways in instrument meteorological conditions or favorable wind conditions.

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

CATEX MEMO – KGTF – Original RNAV (GPS) RUNWAY 17 and RNAV (GPS) RUNWAY 35; Amendments to Published Procedures

20161206

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.

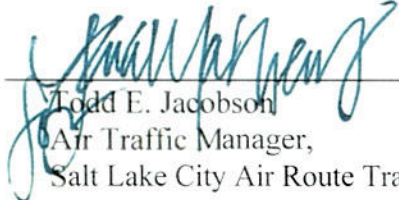
Basis for this Determination:

The Aircraft Procedure request Environmental Pre-Screening Filter was processed 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 original procedures meet the following categorical exclusion contained in FAA Order 1050.1F:

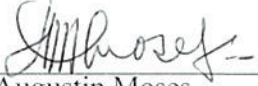
5-6.5.p. - Establishment of new procedures that routinely route aircraft over non-noise sensitive areas.

Facility Manager Review/Concurrence

Signature:  Date: 12/12/16
Name: Todd E. Jacobson
Air Traffic Manager,
Salt Lake City Air Route Traffic Control Center

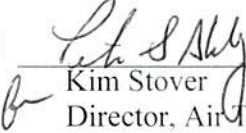
Concurrence by:

Western Service Area Environmental Specialist

Signature:  Date: 12/12/2016
Name: Augustin Moses
Environmental Specialist, Operations Support Group
Western Service Area, AJV-W22

Approval by:

Western Service Area Director or Designee Approval

Signature:  Date: 12/13/16
Name: Kim Stover
Director, Air Traffic Operations, North,
Western Service Area, AJTWN

Aircraft Procedure Environmental Pre-Screening Filter Form

Form Instructions - The following aircraft procedures are major federal actions under the National Environmental Policy Act (NEPA): new instrument approach, departure, and en route procedures, and updates to currently approved aircraft procedures. This requires the FAA to undertake an environmental review of the proposed new or updated procedures. In some circumstances, the FAA can determine that the proposed action is the type that qualifies for a Categorical Exclusion (CATEX) and thus does not require preparation of an environmental assessment (EA) or environmental impact statement (EIS). In order to assist the FAA in making that determination, please complete the following form. All items on the form must be addressed.

This form is designed to expand and ask additional questions based on your responses. **Once the form is complete, please save the file as a PDF and email it as well as any additional requested attachments (such as a FAA facility third party concurrence or an electronic satellite or land use map) to the FAA specialist who is coordinating your procedure request.** Adobe Reader's Auto Complete feature may interfere with easily filling out this form. Please hover your mouse [here](#) for instructions on how to turn it off.

Proponent Information

| | | | |
|--------------------|-------------------|----------------|------------------------|
| Request ID | 17-009 | Title | Mr. |
| First Name | Augustin | Middle Initial | A |
| | | Last Name | Moses |
| Company/Facility | FAA | | |
| Street Address | 1601 Lind Ave. SW | City | Renton |
| State/US Territory | Washington | Zip Code | 98057 |
| Phone Number | (425) 203-4536 | Email | augustin.moses@faa.gov |

Procedure Location

☐ Procedure Location and Proponent Address are the same

| | | | |
|--------------------|---------------------|-------------|-------------|
| Street Address | 2800 Terminal Drive | City | Great Falls |
| State/US Territory | Montana | Zip Code | 59404-5599 |
| | | Location ID | KGTF |

Procedure Details

Please describe the requested procedure

The FAA is proposing Wide Area Augmentation System capable Area Navigation (RNAV) procedures to the newly reconstructed Runway (RWY) 17 and RWY 35 in Great Falls International Airport (KGTF), Great Falls, Montana:

Update Magnetic Variation (MAGVAR) and update circling to current criteria for all procedures. Operationally, the new procedures to RWY 17/35 will allow users to use the crosswind runways in instrument meteorological conditions or favorable wind conditions.

Textual Procedures

High (HI)-Instrument Landing System (ILS) or Localizer (LOC)/Distance Measuring Equipment (DME) RWY 03

ILS or LOC/DME RWY 03

ILS RWY 03 (SA CAT I)

ILS RWY 03 (SA CAT II/III)

RNAV (RNP) Z RWY 03

RNAV (GPS) Y RWY 03

RNAV (RNP) Z RWY 21

RNAV (GPS) Y RWY 21

Very High Frequency Omni directional Range (VOR)/DME RWY 03

HI-VOR/DME or TACAN RWY 03

VOR RWY 21

HI-VOR/DME or TACAN RWY 21

Was the procedure request developed by a third party?

☐ Yes

☒ No

Select procedure type

☒ New Procedure

☐ Change of an Existing Procedure

Reserved for existing procedure request information

Minimum Altitude of Procedure Request

Enter Number of Procedures

Approaches/Arrivals Enroute Departures

Is This a Helicopter Only Request? ☐ Yes ☒ No

Does the Procedure Request Direct Aircraft Over One or More of the Following Areas:

| | | | |
|-------------------------------|-------------|-------------------------------|-------------------------------|
| Residential | Educational | Health | Religious Structures or Sites |
| Recreational | Cultural | Historic Sites | Parks, Not National |
| Wilderness Area, Not National | | Wildlife Refuge, Not National | |

Note: Electronic Satellite (such as Google) or Land Use Map must be attached as a part of this submission.

☐ Yes ☒ No

Does the Procedure Request Direct Aircraft Over One or More of the Following Areas:

| | | |
|----------------|--------------------------|--------------------------|
| National Parks | National Wilderness Area | National Wildlife Refuge |
|----------------|--------------------------|--------------------------|

Note: Electronic Satellite (such as Google) or Land Use Map must be attached as a part of this submission.

☐ Yes ☒ No

☒ The information provided is complete and up to date at the time of submission.

Federal Aviation Administration Categorical Exclusion Declaration

Date 12/6/16

First Name Middle Initial Last Name
Title Company/Facility

Procedure Request Description:

The FAA is proposing Wide Area Augmentation System capable Area Navigation (RNAV) procedures to the newly reconstructed Runway (RWY) 17 and RWY 35 in Great Falls International Airport (KGTF), Great Falls, Montana:

Update Magnetic Variation (MAGVAR) and update circling to current criteria for all procedures. Operationally, the new procedures to RWY 17/35 will allow users to use the crosswind runways in instrument meteorological conditions or favorable wind conditions.

Textual Procedures
High (HI)-Instrument Landing System (ILS) or Localizer (LOC)/Distance Measuring Equipment (DME) RWY 03
ILS or LOC/DME RWY 03
ILS RWY 03 (SA CAT I)
ILS RWY 03 (SA CAT II/III)

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 FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this 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.

The applicable categorical exclusions is/are:

5-6.5 p - Establishment of new procedures that routinely route aircraft over non-noise sensitive areas.

Concurrence/Reviewed By: Date

Title:

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: Date

Title:

Approved By:

Date

Title:

Save Form