

Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: IAP	Date Open: 12/29/2014	Task #: 2014122932326601002	Request #: 20141229323266
Procedure: RNAV (GPS) RWY 4 AMDT 2			Airport ID: KDIJ	Airport: DRIGGS-REED MEMORIAL		Reimbursable #: YES
City: DRIGGS	ST: ID	GPS #:	Estimated Chart Date: 09/15/2016		FICO #:	
Fac ID: NOCHANGE		Fac. Type:			Specialist: CHRIS O'BRIEN	
Procedure Review						
	Rec'd	Rel'd	Full Name		Comments	
Lead:	03/03/2016					
QA:			J ZEDER 07/19/2016 16			
Liaison:						
Procedure Comments:			Remark Type: INFORMATION			
DIGITAL PROCESS CONTACT: TONY LAWSON (MANAGER)/JACOB POWERS (LEAD) 405.954.2788/8702						



Federal Aviation Administration

Memorandum

Date:

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division
THRU: Danny E. Hamilton, Manager, Flight Procedure Implementation & Oversight Branch

From: Tony Lawson, Manager, AJV-5420

Subject: **ACTION:** Approval Request, Driggs-Reed Memorial, Driggs, ID (KDIJ)
RNAV (GPS) RWY 4 AMDT 2

Driggs-Reed Memorial, (KDIJ) Driggs, ID RNAV (GPS) RWY 4.

FAAO 8260.3C, Chapter 2,

2-6-2. Glidepath Angle (GPA) and Vertical Descent Angle (VDA).

a. Flight Standards approval is required to establish a GPA or a VDA (of a procedure where the FAC is straight-in aligned) that is more than 0.20 degrees greater than the glidepath angle of a visual glide slope indicator (VGSI) installed on the same runway.

Request Flight Standards approval to continue an established 3.50 degree GPA.

Runways 4/22 have PAPI-4Ls installed at 3.00 degrees for a threshold crossing height (TCH) of 40 feet.

The active procedure at Driggs-Reed Memorial, RNAV (GPS) RWY 3, AMDT 1A, has a flight inspected GPA of 3.50 degrees.

Driggs-Reed Memorial (KDIJ) has environment and terrain issues that require a 3.50 degree GPA.

FIG

RNAV (GPS) RWY 4
DRIGGS-REED MEMORIAL (DIJ)

MISSED APPROACH: Climb to 7000 then climbing left turn to 10300 direct LAMON and hold, continue climb-in-hold to 10300.

Procedure NA for arrivals at LAMON ON V298 eastbound.

MSA DIVVE 25 NM
15000

Procedure NA for arrival on IDA VOR/DME airway radials 015 CW 069.

EYITA
11100
12°
(16.9)

(IAF) IDAHO FALLS IDA
11100 NoPT
087°
(31.4)
(099°T)

VICUP
11100 NoPT
087°
(31.4)
(099°T)

(IF/IAF) RUDTO
11100 NoPT
087°
(31.4)
(099°T)

OLNUE
11100 NoPT
087°
(31.4)
(099°T)

LAMON
088°
(100°T)
268°
(280°T)

Final approach course offset 19.81°

JUSIR
1.5 NM to DIVVE

MAP DIVVE
016°
(3.3)
(028°T)

ELLEV 6231 TDZE 6179

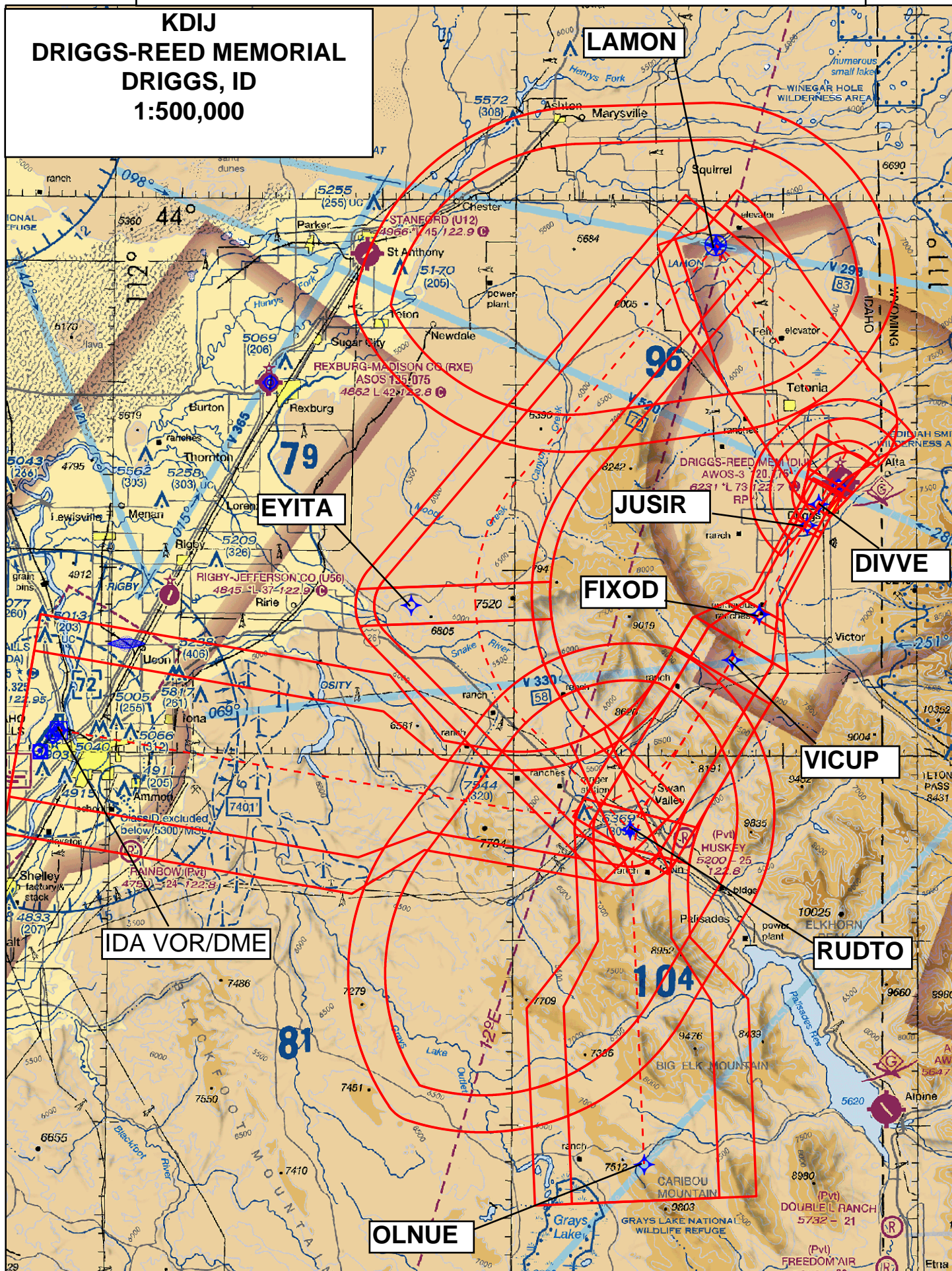
PROTOTYPE-NOT FOR NAVIGATION

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 40).				
CATEGORY	A	B	C	D
LP MDA		6500-1	321(300-1)	
LNAV MDA		6520-1	341(300-1)	
CIRCLING	6760-1 529 (600-1)	6820-1 589(600-1)	6880-1 3/4 649 (700-2)	7400-3 1169(1200-3)

DRIGGS-REED MEMORIAL (DIJ)
RNAV (GPS) RWY 4

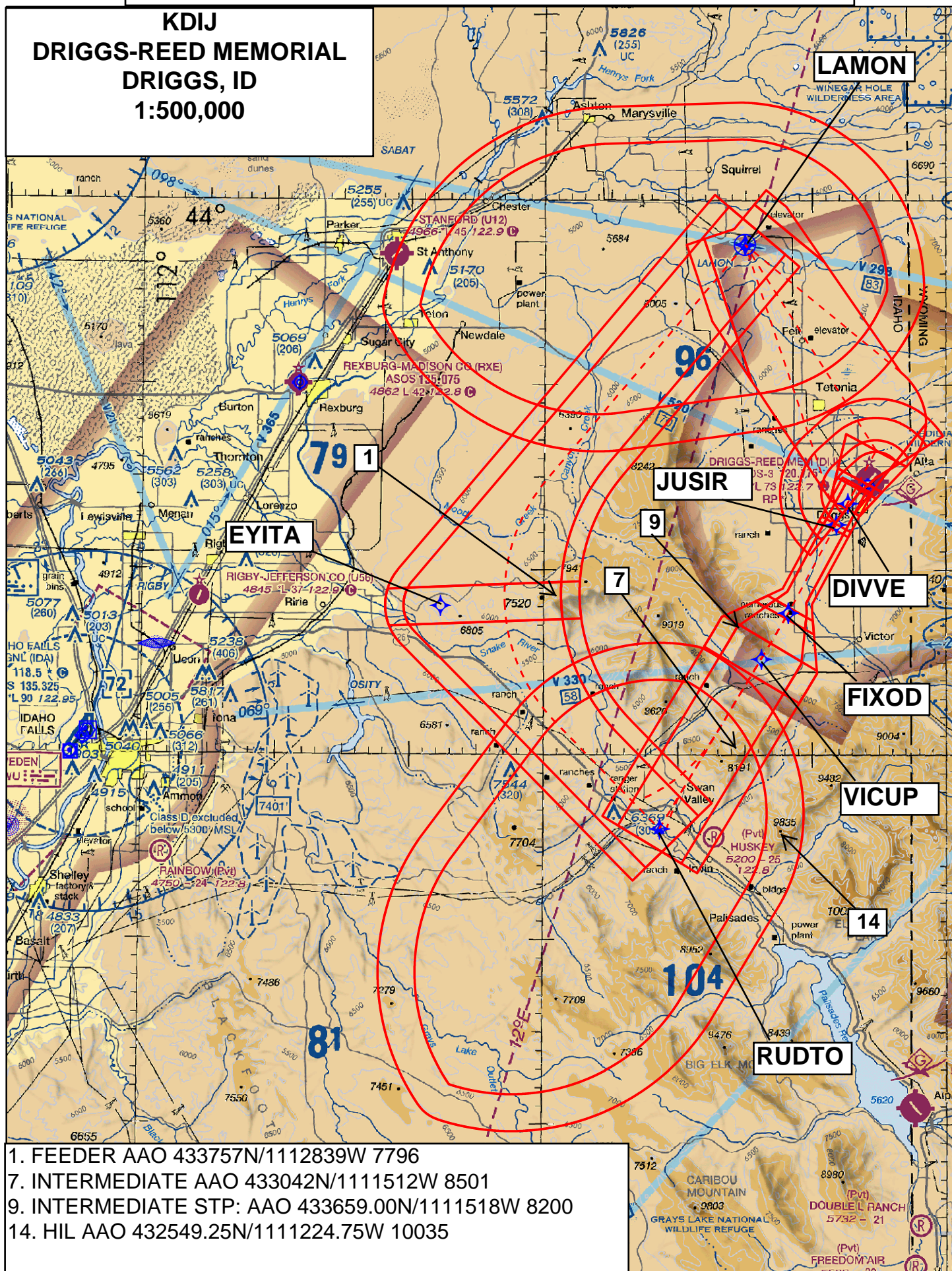
RNAV (GPS) RWY 4, AMDT 2 FLIGHT INSPECTION MAP

KDIJ
DRIGGS-REED MEMORIAL
DRIGGS, ID
1:500,000



RNAV (GPS) RWY 4, AMDT 2 FLIGHT INSPECTION MAP

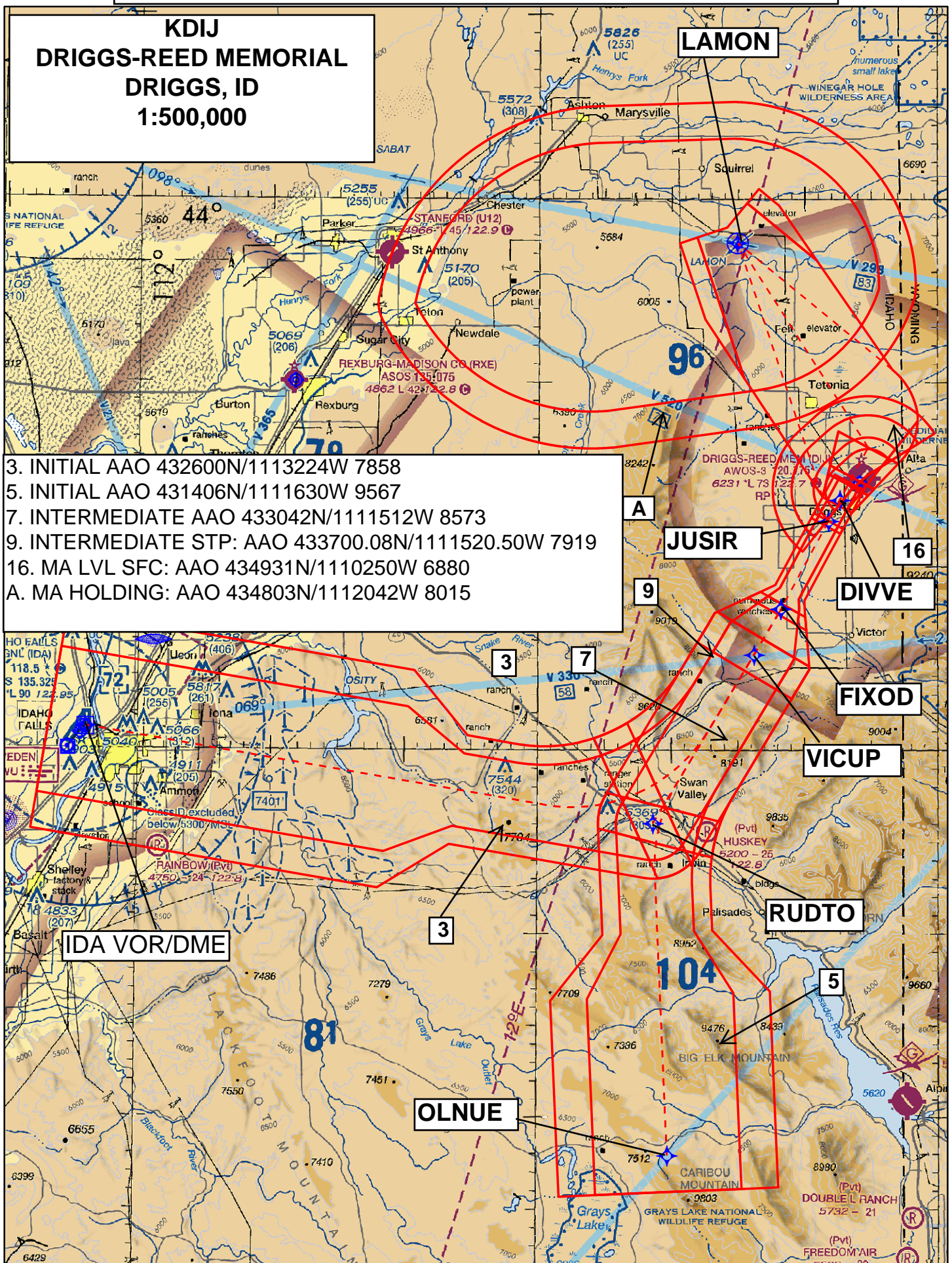
KDIJ
DRIGGS-REED MEMORIAL
DRIGGS, ID
1:500,000



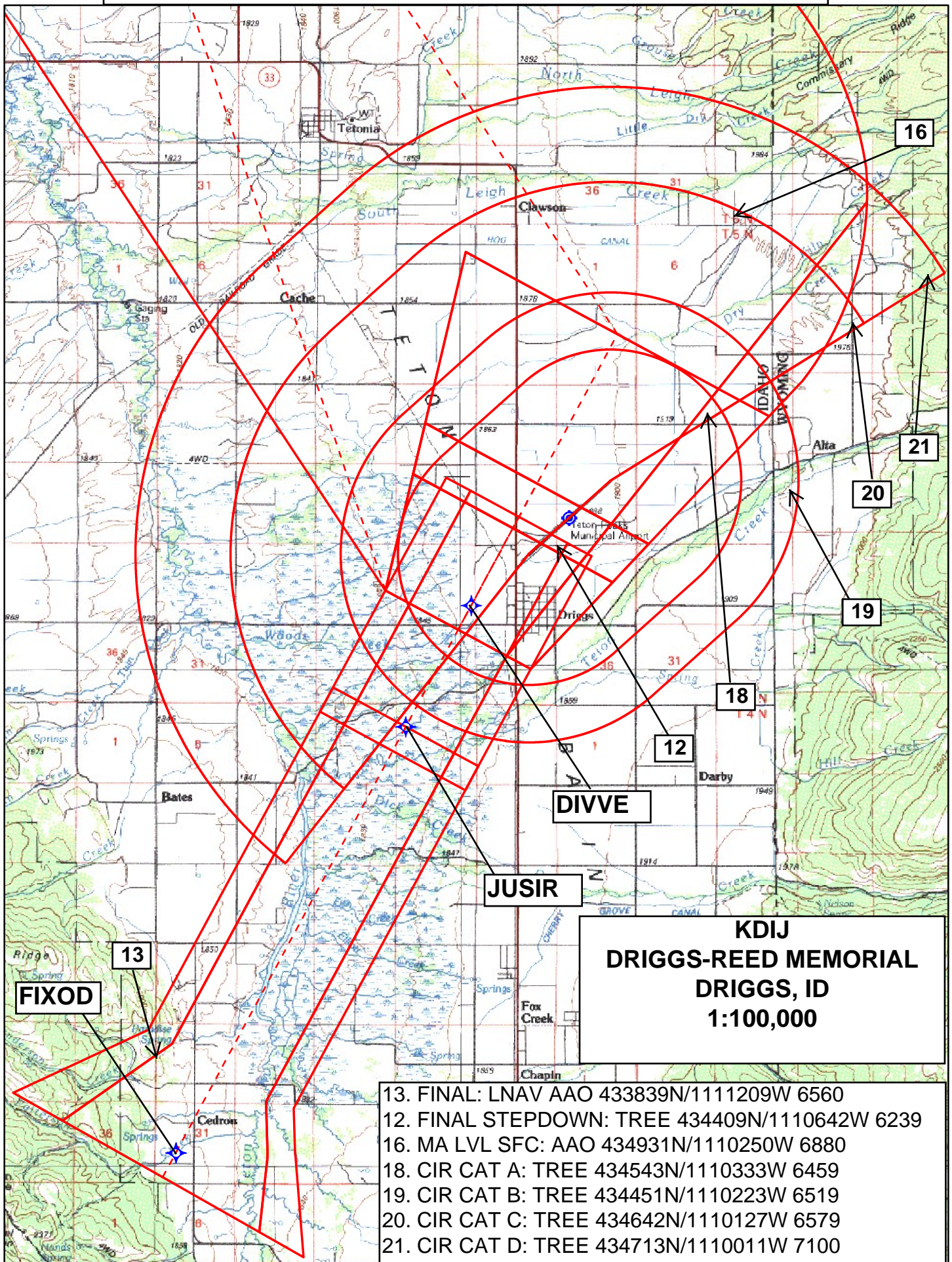
1. FEEDER AAO 433757N/1112839W 7796
7. INTERMEDIATE AAO 433042N/1111512W 8501
9. INTERMEDIATE STP: AAO 433659.00N/1111518W 8200
14. HIL AAO 432549.25N/1111224.75W 10035

RNAV (GPS) RWY 4, AMDT 2 FLIGHT INSPECTION MAP

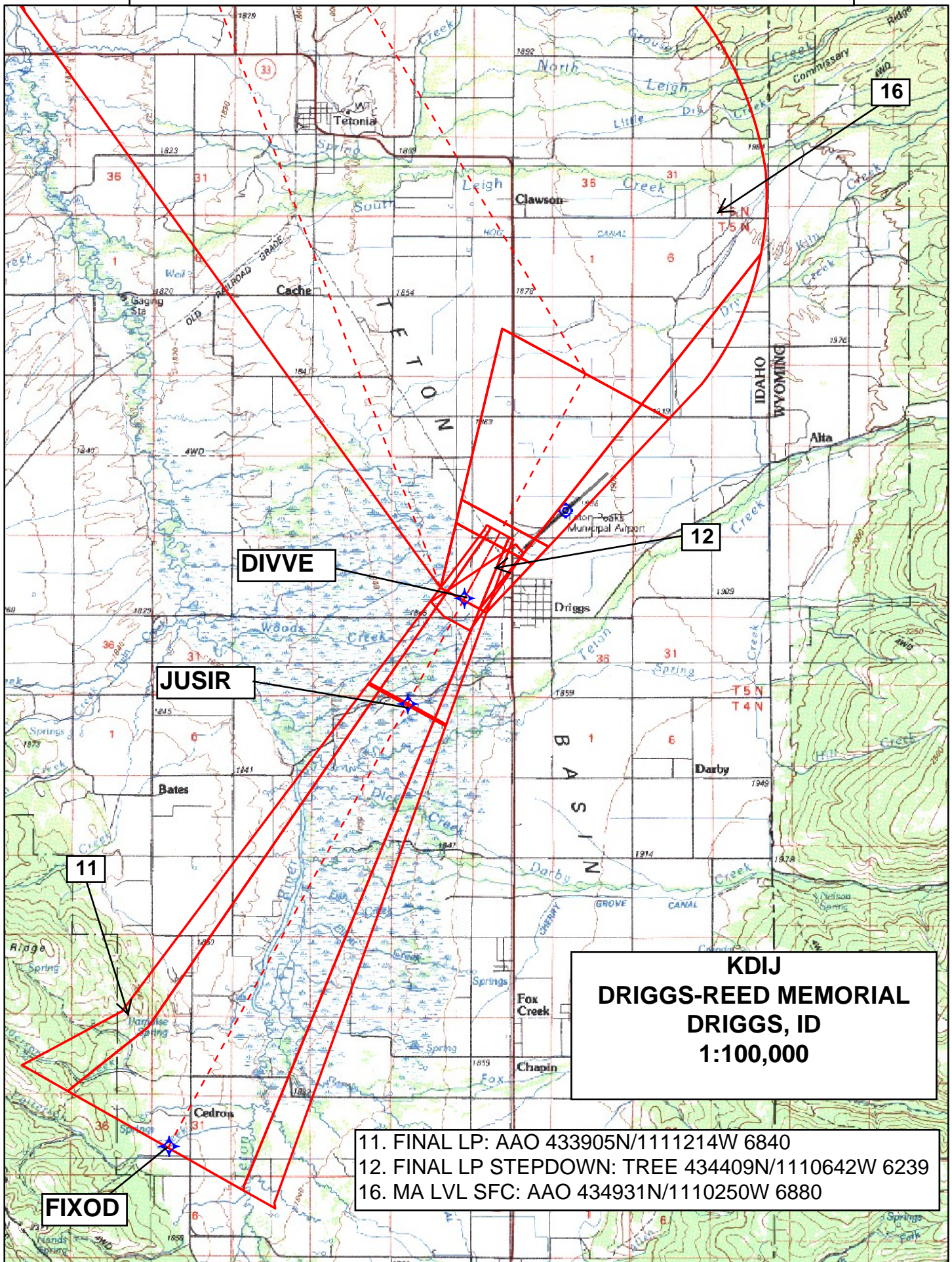
KDIJ
DRIGGS-REED MEMORIAL
DRIGGS, ID
1:500,000



RNAV (GPS) RWY 4, AMDT 2 FLIGHT INSPECTION MAP



RNAV (GPS) RWY 4, AMDT 2 FLIGHT INSPECTION MAP



TERMINAL AIRSPACE DATA REQUIREMENTS

CITY:

STATE:

AIRPORT NAME:

ID:

PROCEDURE:

AMDT:

DOCKET # :

(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 _____ to 1000' point _____

(Enter THLD, FAF, ARP, FACILITY, as appropriate)

2. Width of _____ segment at 1000' point _____

(Enter appropriate segment , final, intermediate, etc.)

3. True Course of _____ segment containing 1000' point _____

4. High Terrain in _____ segment containing 1000' point _____

5. Distance from _____ to 1500' point _____

(If 1500' point in PT maneuvering area or holding pattern note in remarks)

6. Width of _____ segment at 1500' point _____

7. True Course of _____ segment containing 1500' point _____

8. High Terrain in _____ segment containing 1500' point _____

9. Threshold Coordinates (if straight-in) ... _____ / _____

10. ARP Coordinates _____ / _____

11. Runway Approach End and distance furthest from ARP.....RWY _____

Distance _____ NM

12. FAF Coordinates _____ / _____

(Click to Select)

REMARKS:

****FAF (FIXOD)**

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

Driggs-Reed Memorial Airport

**MAGNETIC VARIATION UPDATE TO AIRPORT –
AMENDMENTS TO PROCEDURES**

Description of Action:

The FAA is proposing amendments to existing procedures at the Driggs-Reed Memorial Airport (KDIJ) in Driggs, Idaho, due to a Magnetic Variation (MagVar) update to the airport. MagVar updates necessitate amendments to procedures to meet current criteria.

1. Runway (RWY) renumbering: from 3/21 to 4/22.
2. RNAV (GPS)-A: Increase missed approach altitude from 10,000 feet mean sea level (MSL) to 10,700 feet MSL. No changes to existing tracks.
3. RNAV (GPS) RWY 04:
 - a. Relocate the IDAHO FALLS (IDA) Very-High-Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) Navigational Aid (NAVAID) Facility (the intermediate approach fix) and raise the altitude on the segment between IDA VOR/DME and fix RUDTO to 11,100 feet mean sea level (MSL)
 - b. Add a holding pattern at fix RUDTO at an altitude of 11,100 feet MSL for aircraft approaching from the north
 - c. Relocate the final approach fix, FIXOD, and raise the crossing altitude due to terrain
 - d. Add a Step Down fix on final approach to allow for lower minimums.
4. LAMON TWO DEPARTURE (Obstacle)(RNAV): Update for MagVar.

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 Initial Environmental Review was conducted, reviewed by the Western Service Area and is attached. 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 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. 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.*

Recommended by:

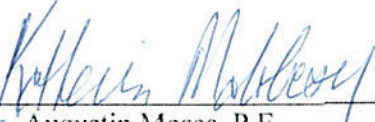
Facility Manager Review/Concurrence

Signature: 
Name: Todd E. Jacobson
Air Traffic Manager,
Salt Lake City ARTCC

Date: 2/18/16

Concurrence by:

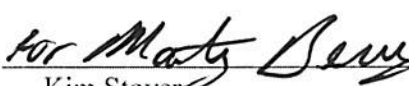
Western Service Area Environmental Specialist

Signature: 
Name: Augustin Moses, P.E.
Environmental Protection Specialist,
Western Service Area

Date: 2/23/16

Approval by:

Western Service Area Director or Designee Approval

Signature: 
Name: Kim Stover
Director, Air Traffic Operations, North,
Western Service Area, AJTWN

Date: 2/23/16