

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 01/05/2016	<b>Task #:</b> 2015010724811601022	<b>Request #:</b> 20150107248116
<b>Procedure:</b> RNAV (GPS) Y RWY 17R AMDT 3			<b>Airport ID:</b> KCOS	<b>Airport:</b> CITY OF COLORADO SPRINGS MUNI		<b>Reimbursable #:</b> NO
<b>City:</b> COLORADO SPRINGS	<b>ST:</b> CO	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 05/26/2016			<b>FICO #:</b>
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> SCOTT STEVENSON	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	12/04/2015			<div style="color: green; font-weight: bold; transform: rotate(45deg); display: inline-block;">QUALITY</div> <div style="color: green; font-weight: bold; transform: rotate(-45deg); display: inline-block;">10</div> <div style="color: green; font-weight: bold; transform: rotate(45deg); display: inline-block;">CHECKED</div>		
<b>QA:</b>						
<b>Liaison:</b>						
<b>Procedure Comments:</b> ENROUTE <b>Remark Type:</b> INFORMATION  ENROUTE  PENDING DATA USED FOR PUB VORTAC AND BRK VOR/DME.  ASSIGNED MAGVAR: PUB VTAC OLD 13E - NEW 8E; BRK VDME OLD 13E - NEW 8E.  CONTACT: ALLAN WILL/LONNIE EVERHART; AJV-5430 MGRS; 405-954-6103/4576.						

COLORADO SPRINGS, COLORADO

AL-87 (FAA)

FIG

WAAS CH <b>72800</b> <b>W17B</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>11022</b> <b>6177</b> <b>6187</b>
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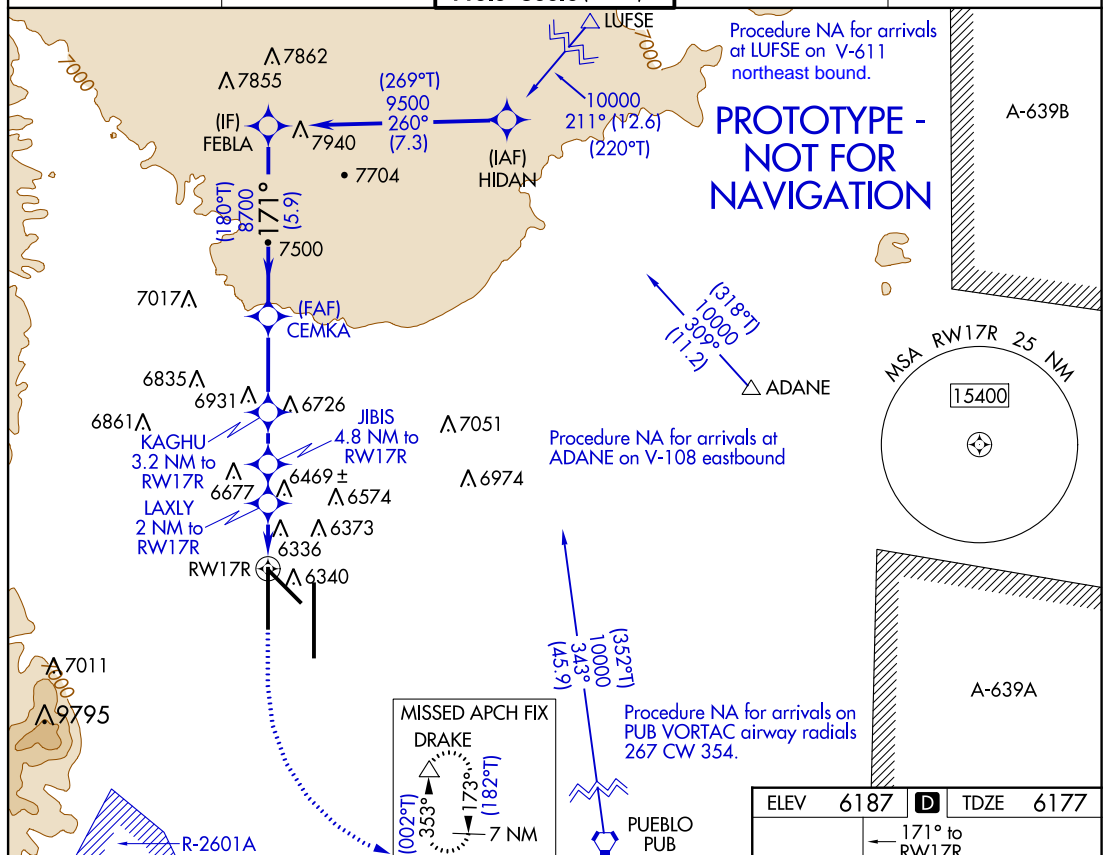
# RNAV (GPS) Y RWY 17R

CITY OF COLORADO SPRINGS MUNI (COS)

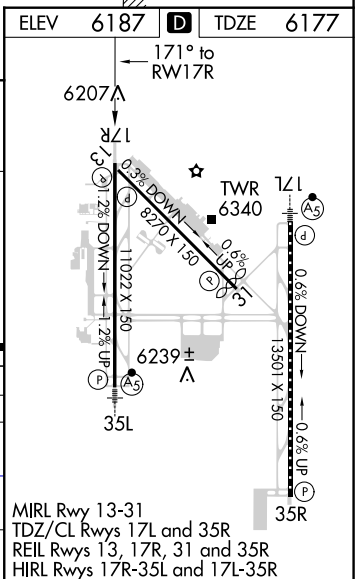
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC.  
 ▲ Rwy 17L and ILS Rwy 17L (SA CAT I). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 7000 then climbing left turn to 9000 direct DRAKE and hold.

ATIS <b>125.0 254.3</b>	SPRINGS APP CON <b>118.5 239.025</b>	SPRINGS TOWER <b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>134.45 363.125</b>
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	FEBLA	CEMKA	JIBIS	KAGHU	LAXLY	DRAKE
	9500	8700	4.8 NM to RWY17R	3.2 NM to RWY17R	2 NM to RWY17R	1.4 NM to RWY17R
	GP 3.00° TCH 55	8700	*7760	*7240	*6860	
	5.9 NM	3 NM	1.6 NM	1.2 NM	0.6 NM	1.4 NM
CATEGORY	A	B	C	D		
LPV DA		6377-3/4	200 (200-3/4)			
LNAV/VNAV MDA		6752-2	575 (600-2)			
LNAV MDA	6680-1	503 (500-1)	6680-1 3/8	503 (500-1 1/8)		
CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2 1/2 853 (900-2 1/2)	7260-3 1073 (1100-3)		



AUTOMATED AL-87 RNAV (GPS) Y RWY 17R  
AUTOMATED AL-87 RNAV (GPS) Y RWY 17R

SW-1  
02-02-16  
COMPILER:  
REVIEWER:  
DBL CHKR:  
EFF: FIG

COLORADO SPRINGS, COLORADO

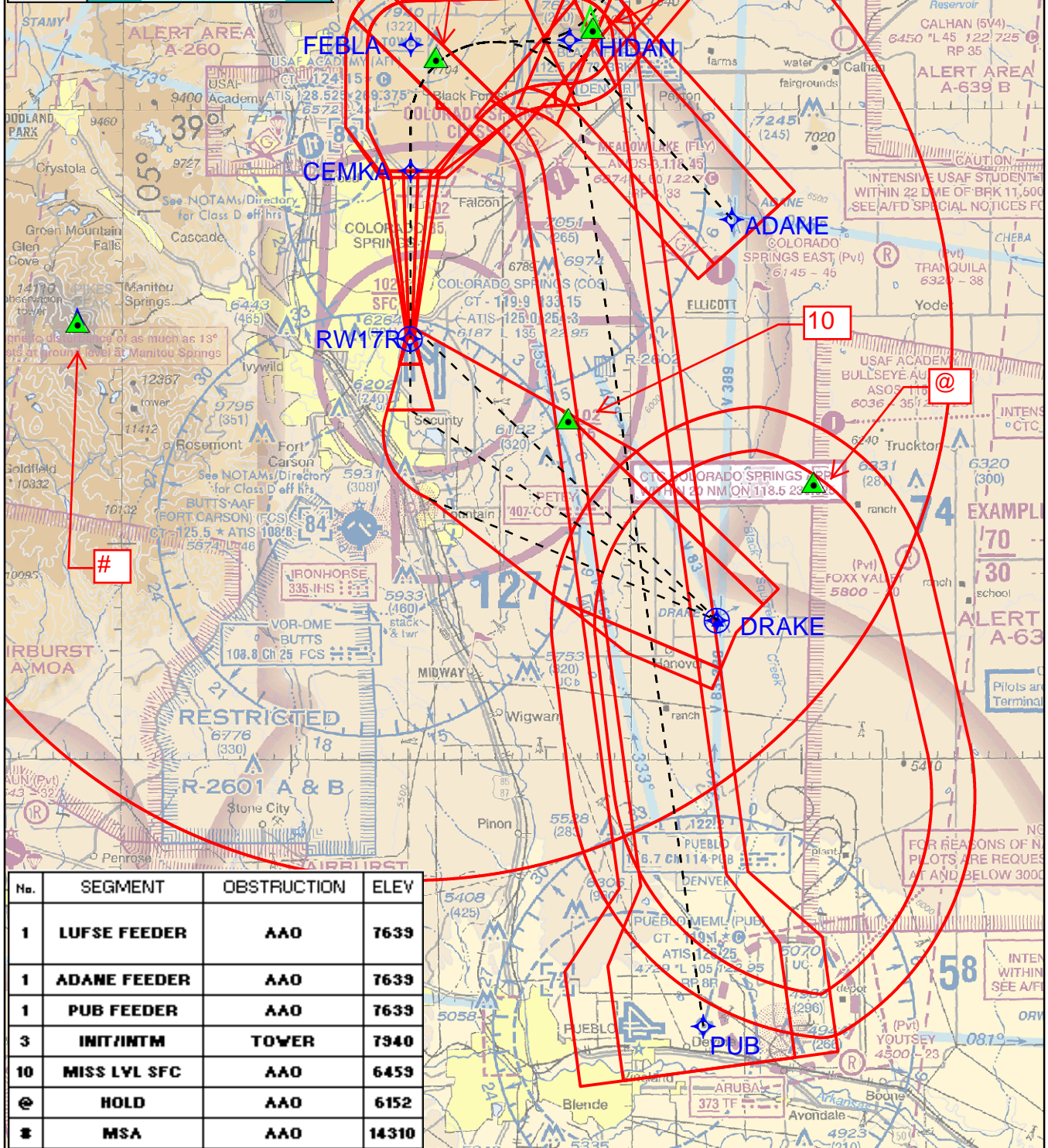
CITY OF COLORADO SPRINGS MUNI (COS)

Amdt 3 FIG

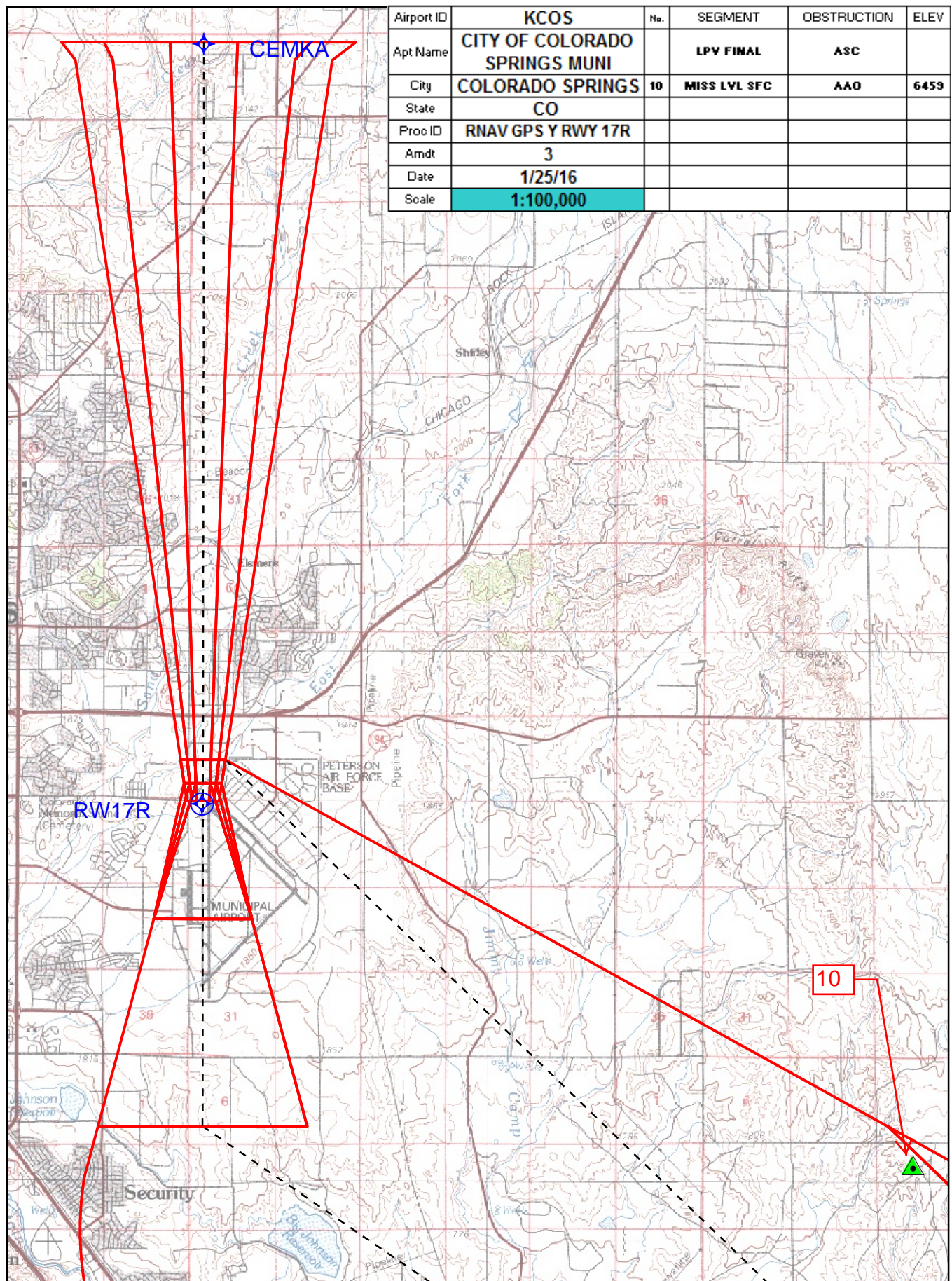
38°48'N-104°42'W

RNAV (GPS) Y RWY 17R

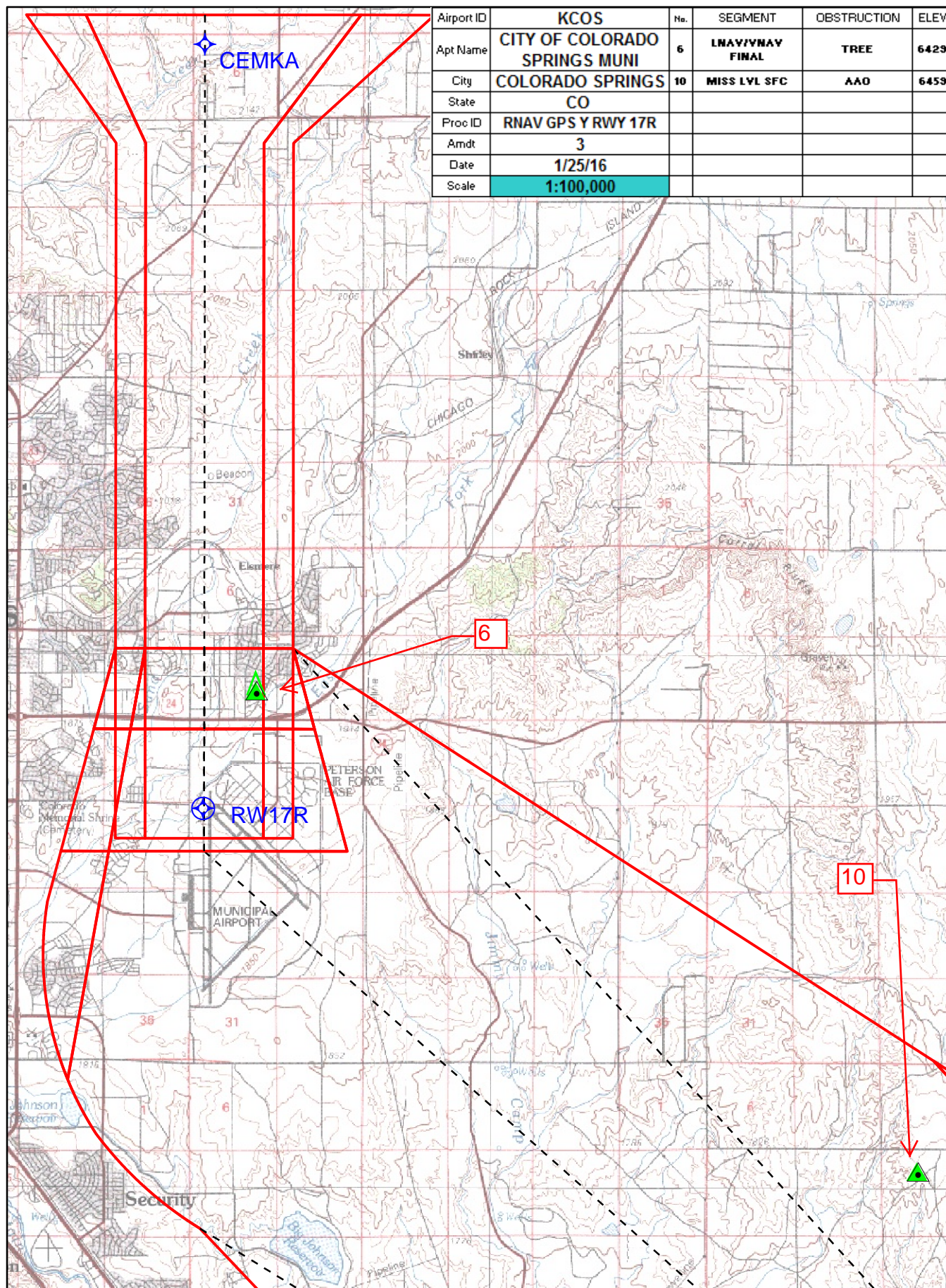
Airport ID	KCOS
Apt Name	CITY OF COLORADO SPRINGS MUNI
City	COLORADO SPRINGS
State	CO
Proc ID	RNAV GPS Y RWY 17R
Amtdt	3
Date	1/25/16
Scale	1:500,000









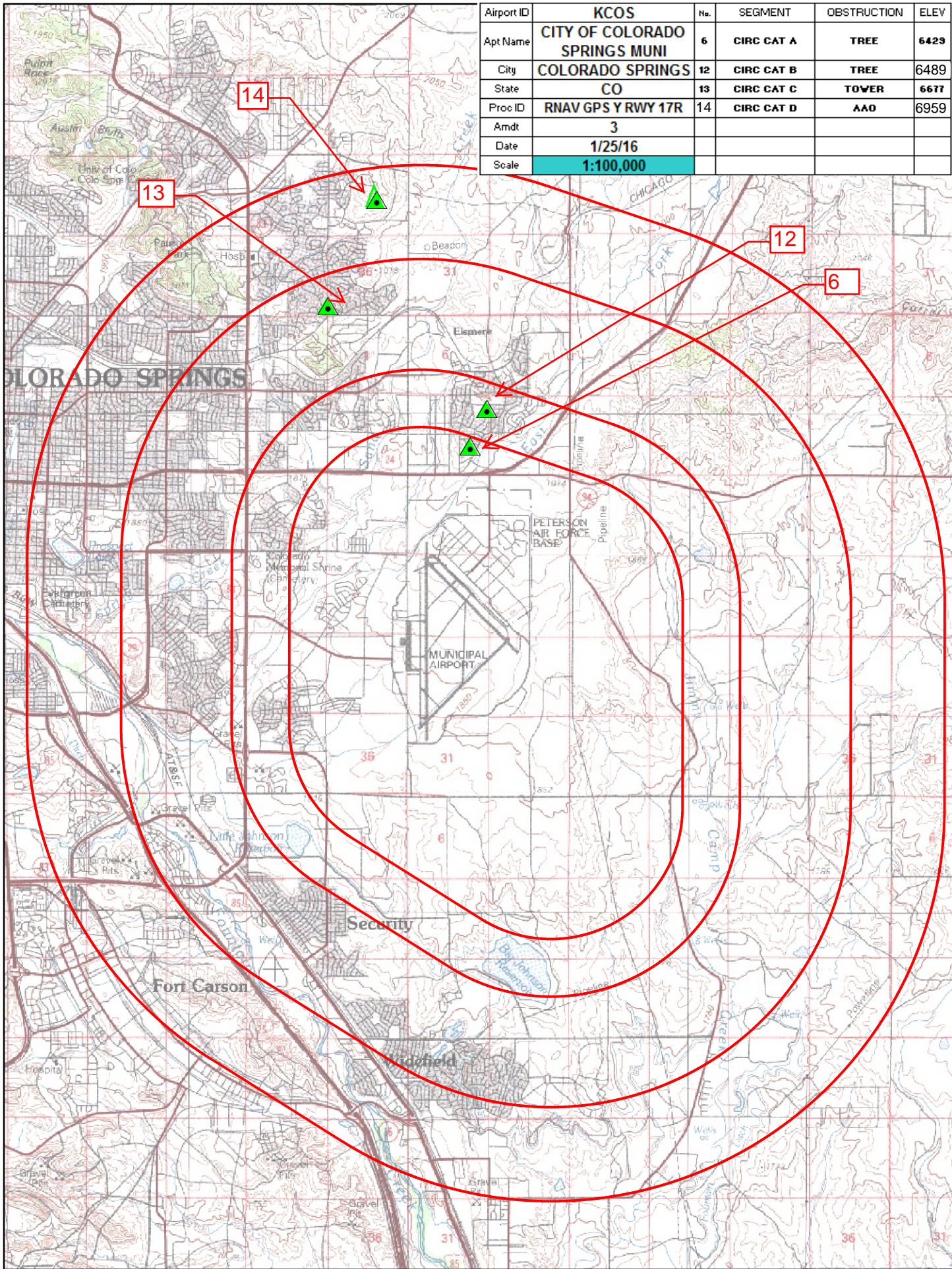








Airport ID	KCOS	No.	SEGMENT	OBSTRUCTION	ELEV
Apt Name	CITY OF COLORADO SPRINGS MUNI	6	CIRC CAT A	TREE	6429
City	COLORADO SPRINGS	12	CIRC CAT B	TREE	6489
State	CO	13	CIRC CAT C	TOWER	6677
Proc ID	RNAV GPS Y RWY 17R	14	CIRC CAT D	AAO	6959
Amdt	3				
Date	1/25/16				
Scale	1:100,000				





CITY OF COLORADO SPRINGS MUNI (COS)

[illegible]

SW-1, 12 NOV 2015 to 10 DEC 2015



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

**City of Colorado Springs Municipal Airport  
PROCEDURES AMENDMENTS**

**Description of Action:**

The FAA is proposing to amend the following procedures at the City of Colorado Springs Municipal Airport (KCOS) in Colorado Springs, Colorado:

1. **ILS or LOC Runway (RWY) 17L:** Magnetic Variation (MagVar) updates to the HGO VOR/DME, BRK VOR/DME, and PUB VORTAC Nav aids.
2. **ILS or LOC RWY 35L:** Add the KUSAC Final Approach Course Fix; no change in glideslope intercept altitude. Reason for amendment: MagVar updates to the HGO VOR/DME, BRK VOR/DME, and PUB VORTAC Nav aids.
3. **ILS or LOC (RWY) 35R:** The CEGIX Precision Final Approach Fix (PFAF) moves 593.86 feet south; no change in altitude. Reason for amendment: MagVar updates to the HGO VOR/DME, BRK VOR/DME, and PUB VORTAC Nav aids.
4. **RNAV (RNP) Z RWY 17L:** The ROCCK PFAF moves 7.96 feet west; no change in altitude. Reason for amendment: MagVar updates to the HGO VOR/DME, BRK VOR/DME, and PUB VORTAC Nav aids.
5. **RNAV (RNP) Z RWY 17R:** The CEMKA PFAF moves 958.15 feet north. The ZUNAK Intermediate Fix (IF) moves 104.57 feet west. Add a new IF Simplified Directional Facility (SDF) at 8,900 feet. The HOKOS IF SDF moves 976.31 feet south. The OKEFA IF SDF moves 957.09 feet northwest. No changes in altitude. Reason for amendment: MagVar updates to the HGO VOR/DME, BRK VOR/DME, and PUB VORTAC Nav aids.
6. **RNAV (RNP) Z RW Y 35L:** The KUSAC PFAF moves 564.57 feet south. The HUNSI IF SDF moves 581.47 feet west. No changes in altitude. Reason for amendment: Mirror Instrument Landing System (ILS) final.
7. **RNAV (RNP) Z RWY 35R:** The CEGIX PFAF moves 593.86 feet south. The ZIRKU IF SDF moves 606.56 feet west. No changes in altitude. Amend Missed Approach (MA). Reason for amendment: Mirror ILS final.
8. **RNAV (GPS) RWY 31:** The JATOL PFAF moves 4.39 feet southeast. The ZENER Intermediate Approach Fix (IAF) moves 23,779.50' northeast. The ONKIE IAF will be replaced by the PUB VORTAC. Amend MA. No changes in altitude. Reason for amendment: Update procedure to meet current criteria.

9. **RNAV (GPS) Y RWY 17L:** The ROCCK PFAF moves 7.96 feet west; no change in altitude. Reason for amendment: MagVar updates to the HGO VOR/DME, BRK VOR/DME, and PUB VORTAC Nav aids.
10. **RNAV (GPS) Y RWY 17R:** The CEMKA PFAF moves 958.15 feet north; no change in altitude. The JIBIS Lateral Navigation (LNAV) SDF moves 3,449.95 feet south, altitude lowered from 7,760 feet to 7,580 feet. The HIDAN IAF moves 22,722.31 feet east; no change in altitude. Reason for amendment: MagVar updates to the HGO VOR/DME, BRK VOR/DME, and PUB VORTAC Nav aids.
11. **RNAV (GPS) Y RWY 35L:** The KUSAC PFAF moves 564.57 feet south. The ASHLL IAF moves 15,190.10 feet east. No changes in altitude. Amend MA. Reason for amendment: Mirror ILS final.
12. **RNAV (GPS) Y RWY 35R:** The CEGIX PFAF moves 593.86 feet south. The HABUK IAF moves 15,190 feet east. Amend MA. No changes in altitude. Reason for amendment: Mirror ILS final.
13. **NDB RWY 35L:** MagVar updates to the HGO VOR/DME, BRK VOR/DME, and PUB VORTAC Nav aids.
14. **TAKEOFF MINIMUMS and (OBSTACLE) DEPARTURE PROCEDURES:** Amend holding pattern at BRK VOR/DME due to MagVar update of BRK VOR/DME. Reason for amendment: MagVar updates to the HGO VOR/DME, BRK VOR/DME, and PUB VORTAC Nav aids.

Procedures were analyzed using the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) Aviation Environmental Design Tool (AEDT) Environmental Plug-In tool. Comparison of the generated baseline and alternative noise exposures indicated that no noise impacts would occur due to the proposed amendments (see attached).

**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 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 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.*


**Recommended by:**

**Facility Manager Review/Concurrence**

Signature:  Date: 1/8/16  
Name: Scott Kelley  
Air Traffic Manager  
Salt Lake City Air Route Traffic Control Center

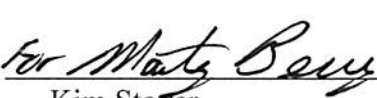
**Concurrence by:**

**Western Service Area Environmental Specialist**

Signature:  Date: 1/8/16  
Name: Augustin Moses, P.E.  
Environmental Specialist, Operations Support Group,  
Western Service Center, AJV-W22

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature:  Date: 1/15/16  
Name: Kim Stover  
Director, Air Traffic Operations, North  
Western Service Area, AJTWN