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|--|---------------|--------------------------------|---|---|---------------------------------------|-------------------------------------|
| <b>Flight Procedure Tracking Form</b>  |               | <b>Action:</b><br>CANCELLATION | <b>Task Type:</b><br>IAP                | <b>Date Open:</b><br>07/11/2018                     | <b>Task #:</b><br>201501220918140A002 | <b>Request #:</b><br>20150122091814 |
| <b>Procedure:</b> APPROACH VOR RWY 11 AMDT 13B   |               |                                | <b>Airport ID:</b><br>KISN              | <b>Airport:</b><br>SLOULIN FLD INTL                 |                                       | <b>Reimbursable #:</b><br>NO        |
| <b>City:</b> WILLISTON   | <b>ST:</b> ND | <b>GPS #:</b>                  | <b>Estimated Chart Date:</b> 12/05/2019 |   | <b>FICO #:</b>                        |                                     |
| <b>Fac ID:</b> N/A   |               | <b>Fac. Type:</b>              |   |   | <b>Specialist:</b> APRIL SARMENTO     |                                     |
| <b>Procedure Review</b>  |               |                                |   |   |                                       |                                     |
|  | <b>Rec'd</b>  | <b>Rel'd</b>                   | <b>Full Name</b>                        | <b>Comments</b>                                     |                                       |                                     |
| <b>Lead:</b>   | 05/20/2019    |                                |   | <div>QUALITY</div> <div>13</div> <div>CHECKED</div> |                                       |                                     |
| <b>QA:</b>   |               |                                |   |   |                                       |                                     |
| <b>Liaison:</b>  |               |                                |   |   |                                       |                                     |
| <b>Procedure Comments:</b>   |               |                                | ENROUTE-NON                             | <b>Remark Type:</b> INFORMATION                     |                                       |                                     |
| <p>SLOULIN FIELD INTL (KISN) AIRPORT CLOSING.</p> <p>CANCEL NOTAM FDC 9/9351.</p> <p>CONTACT: DAVID DANNER (405) 954-5077.</p> |               |                                |   |   |                                       |                                     |

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for  
ONLY the Instrument Flight Procedure actions listed below**

- Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis
- Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

**Airport Name and State/ICAO: Sloulin Field International Airport, North Dakota/KISN**

**Instrument Flight Procedure(s):**  
**Departure Procedure, Amendment 5**  
**Williston Three Departure**  
**RNAV (GPS) RWY 11**  
**RNAV (GPS) Rwy 29**  
**VOR RWY 11, Amendment 13B**  
**ILS or LOC RWY 29, Amendment 4C**

**Requestor Name and Phone Number: FPT, WSC/OSG**

***Additional Procedures: (List additional IFPs below or insert list as an additional page in this file)***

**SECTION A – FOR REQUESTOR USE ONLY**

**Does the requested procedure include the following? (check all that apply):**

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- ☐ Diverse Vectoring Areas (DVA) without a prescribed heading
- ☐ Terminal Arrival Areas (excluding Initial Segments)

**If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.**

**New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)**

- ☐ Changes to and/or additional Lines of Minimum
- ☐ Altitude increases
- ☐ IFR Takeoff Minimums and (Obstacle) Departure Procedure:
  - Only close in obstacle notes
- ☐ Minimum Safe Altitudes

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Emergency Actions (Paragraph 5-6.5j)**

- ☐ Missed approaches and/or Missed approach holding patterns
- ☒ Changes to circling areas
- ☐ Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

**Publication Actions (Paragraph 5-6.5k)**

- ☐ Name changes (Airport, Fix, Procedure, etc.)
- ☐ Adding, amending, removing notes to procedures
- ☒ Magnetic Variation (MagVar) adjustments
- ☐ Visual Climb Over Airport (VCOA) without a route
- ☐ Coding changes with no track/altitude changes
- ☒ Cancellation of IFPs not currently being flown

**Note: Please include any airspace modeling output and charts, drawings, etc. that will help explain the actions being taken**  
The FAA is proposing to amend three procedures. In accordance with regulatory mandate, the Williston (ISN) Very High Frequency Omnidirectional Range (VOR)/ Distance Measuring Equipment (DME) MAGVAR would be updated from E12 (1985) to E8 (2020), which would require amendments to three procedures. Correctly aligning the airport with the magnetic variance of the area allows for more accurate course information and safer air traffic operations. Changes to circling minimums would also be included in the VOR RWY 11, Amendment 13B.

- Williston Two Departure would be up numbered to Williston Three Departure.
- VOR RWY 11, Amendment 13 would be up numbered to VOR RYW 11, Amendment 13B.
- ILS or LOC RWY 29, Amendment 4B would be up numbered to ILS or LOC RWY 29, Amendment 4C.

The FAA is proposing to cancel six procedures at KISN.  
Departure Procedure, Amendment 5  
Williston Three Departure  
RNAV (GPS) RWY 11  
RNAV (GPS) Rwy 29  
VOR RWY 11, Amendment 13B  
ILS or LOC RWY 29, Amendment 4C

**SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY**

**FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:**

- ☐ 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.

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☐ 5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.

☒ **5-6.5 k. Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks.**

**CATEGORICAL EXCLUSION DETERMINATION:**

The applicability of Categorical Exclusion **5-6.5.k.** for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).
2. The action is not a smaller subset of a larger action.
3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

**STATEMENT OF DETERMINATION:** The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

**BASIS OF 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.

Environmental Specialist Concurrence/Reviewed By:

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Signed by: Laura Dell'Olio, NISC Contract Support

Signed for: Marina Landis, Environmental Protection Specialist, WSC/OSG