

Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: IAP	Date Open: 05/10/2018	Task #: 201501220918140C001	Request #: 20150122091814
Procedure: VOR RWY 11 AMDT 13A			Airport ID: KISN	Airport: SLOULIN FLD INTL		Reimbursable #: NO
City: WILLISTON	ST: ND	GPS #:	Estimated Chart Date: 10/10/2019		FICO #:	
Fac ID: ISN		Fac. Type: VORTAC			Specialist: LEO PALMER	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	05/23/2019			<div style="color: green; font-size: 2em; transform: rotate(-45deg); display: inline-block;">QUALITY</div> <div style="color: green; font-size: 2em; transform: rotate(-45deg); display: inline-block;">CHECKED</div>		
QA:						
Liaison:						
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION MAGVAR UPDATE: ISN VOR/DME MAGVAR FROM 12E/1965 TO 8E/2020 - APPLIED T-NOTAM (9/9351). NEW FINAL CONTROLLER. 2419 MSL TRANSMISSION LINE (38-031538) S-11/CIRCLING MDA FROM 2620 TO 2720. PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED 7/22/19: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/15/19. 1. ADDED CITY "WILLISTON" ON ALL FORMS. CONTACT DAVE DANNER (405)954-5077						

VOR/DME ISN
116.3
Chan **110**

APP CRS
125°

Rwy Idg
TDZE **1982**
Apt Elev **1982**

OLD

VOR RWY 11
SLOULIN FIELD INTL (ISN)

⚠

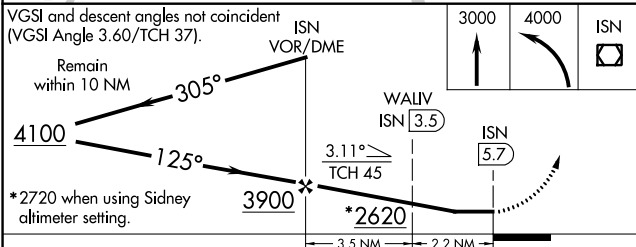
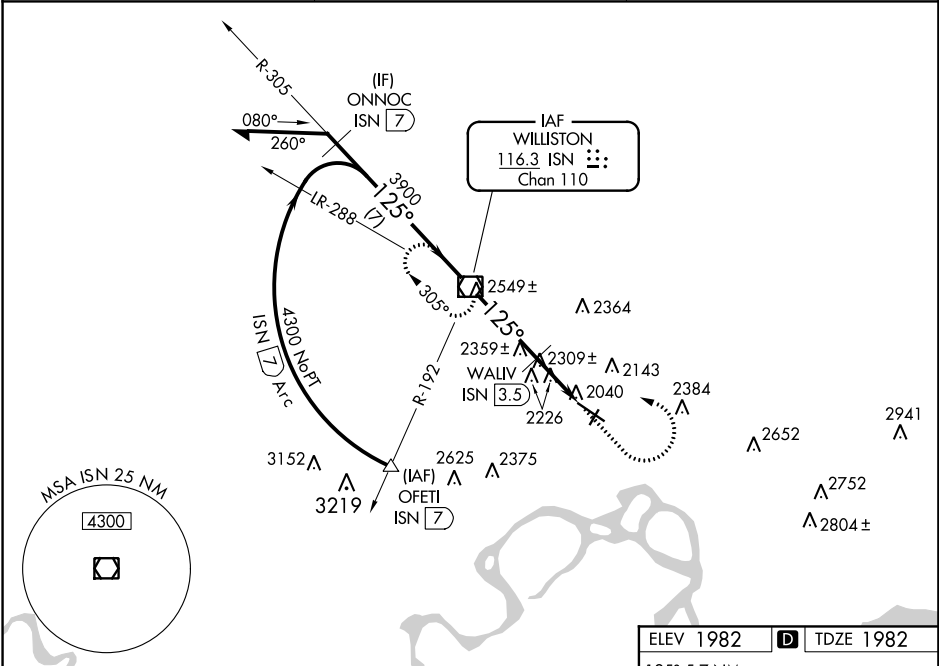
⚠

-36°C

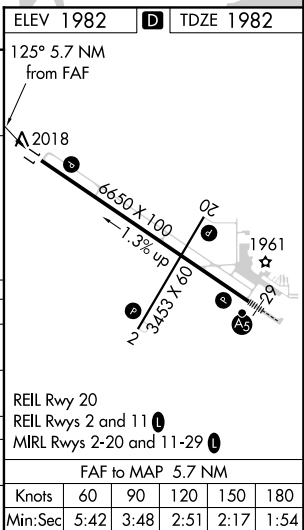
Visibility reduction by helicopters NA. When local altimeter setting not received, use Sidney altimeter setting and increase all MDA 100 feet, increase S-11 and Circling Cats C and D visibility ¼ mile, increase WALIV fix minimums S-11 Cats C and D visibility ½ mile and Circling Cats C and D visibility ¼ mile.

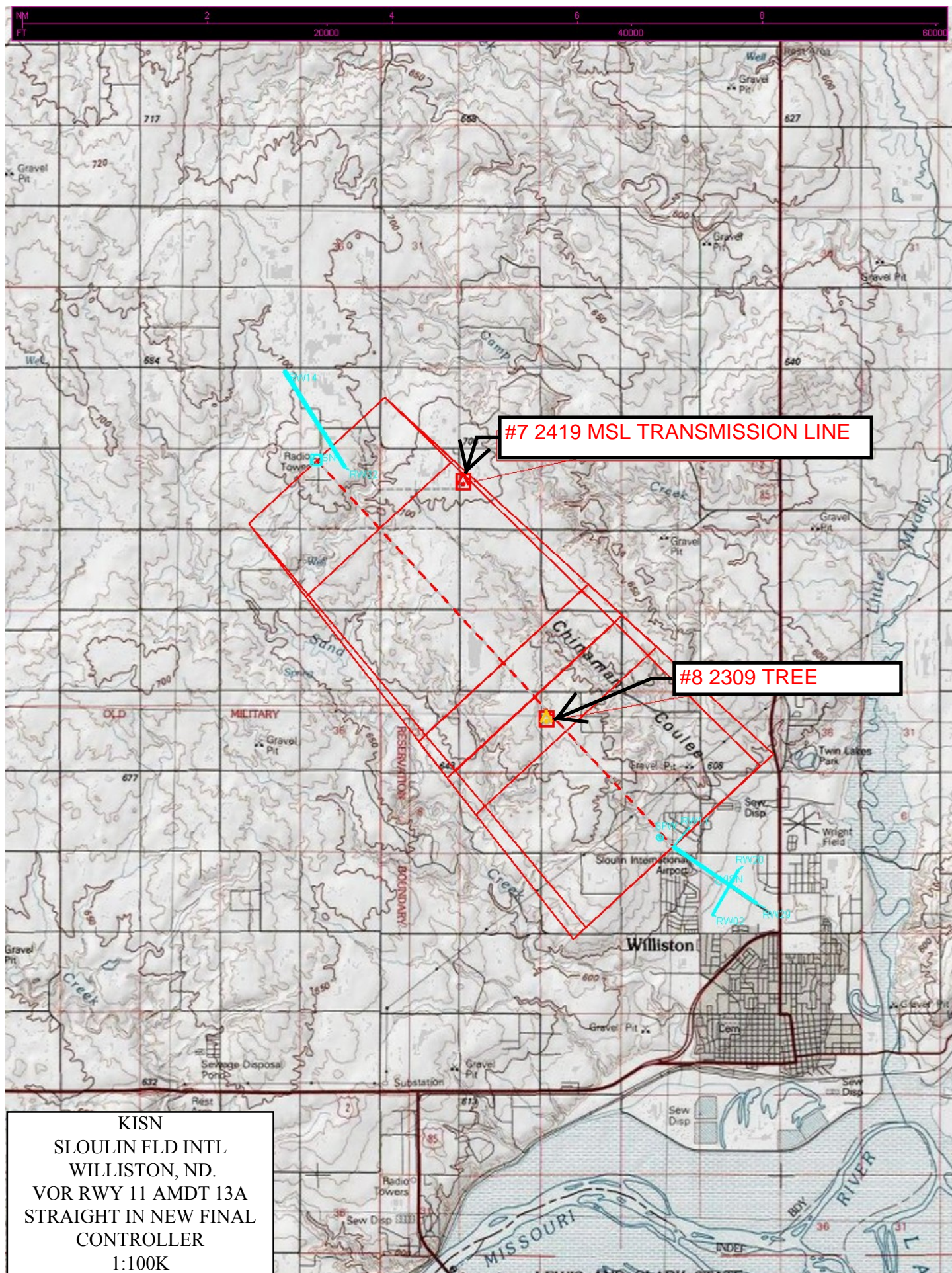
MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct ISN VOR/DME and hold.

ASOS 125.925	SALT LAKE CITY CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-11	2620-1	638 (700-1)	2620-1¾ 638 (700-1¾)	2620-2 638 (700-2)
CIRCLING	2620-1	638 (700-1)	2620-1¾ 638 (700-1¾)	2620-2 638 (700-2)
WALIV FIX MINIMUMS				
S-11	2560-1	578 (600-1)	2560-1½ 578 (600-1½)	2560-1¾ 578 (600-1¾)
CIRCLING	2560-1 578 (600-1)	2580-1 598 (600-1)	2600-1¾ 618 (700-1¾)	2620-2 638 (700-2)





**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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FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form
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 RWY 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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FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

☐ 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: Laura Ashley Dell'Olio Digitally signed by Laura Ashley Dell'Olio
Date: 2019.05.20 08:04:13 -07'00' Date: _____

Signed by: Laura Dell'Olio, NISC Contract Support

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

AGL RAPT Consensus Form

ISN

Sloulin Field Intl

Williston, ND

Airport ID

Airport Name

Airport Location (City, ST)

Project Request:

Project Request Approved: ☒

Disapproved: ☐ (see comments)

ILS or LOC Rwy 29, Amdt 4C
VOR Rwy 11, Amdt 13B

Status/Issues:

MagVar for ISN VOR/DME from 1985/E12 to 2020/E8.

Priority Assigned:

1

Project Tracking Number:

2015012209181406



Service Center Flight Procedures Team



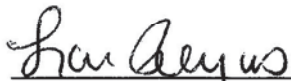
Service Center Air Traffic Operations
Support

MARK E FOX

Digitally signed by MARK E FOX
Date: 2018.08.21 06:39:31 -05'00'

Flight Standards Division NextGen
Branch

Airports Division



Service Center Planning and
Requirements Group

8/1/2018

Date: