

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 03/26/2015	Task #: 2015020233433602001	Request #: 20150202334336
Procedure: RNAV (GPS) RWY 8 AMDT 2			Airport ID: KLWT	Airport: LEWISTOWN MUNI		Reimbursable #: NO
City: LEWISTOWN	ST: MT	GPS #:	Estimated Chart Date: 11/10/2016		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: SYLVAN DRAKES		
Procedure Review						
	Rec'd	Rel'd	Full Name		Comments	
Lead:	04/19/2016					
QA:			jJ ZEDER 09/01/2016 16			
Liaison:						
Procedure Comments:			Remark Type: INFORMATION			
<p>MAJOR AMENDMENT DUE TO MAGVAR UPDATE AND CANCELLING ASSOCIATED NOTAMS.</p> <p>CONTACT: BEVERLY BORDY AJV-543 LEADS, 405-954-8293.</p>						

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 8 2			AIRPORT NAME: LEWISTOWN MUNI		AIRPORT ID: KLWT	SPECIAL CONTROL NO: SG-09-112-16
FAC ID: KLWT08.02		CITY: LEWISTOWN			ST: MT	ORIG CHART DATE: 11/10/2016
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 2015020233433602001		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="border-top: 1px solid black; display: flex; justify-content: flex-end; width: 100px;"> YES NO </div>	
					CPV COMPLETE? X 	
PROCEDURE RESULTS						
INSPECTION DATE: 10/06/2016	CREW #: VN310	N #: N56	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: carl oesterle @ 10/06/2016 15:01			PRINTED NAME: OESTERLE, ALBERT CARL			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: MagVar change. New circling criteria and obstacles. New missed approach. Complete sat. No electronic data required.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

LEWISTOWN, MONTANA

AL-231 [FAA]

FIG

WAAS CH 86700 WDBA	APP CRS 079°	Rwy Idg 6100 TDZE 4128 Apt Elev 4170
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RNAV (GPS) RWY 8

LEWISTOWN MUNI (LWT)

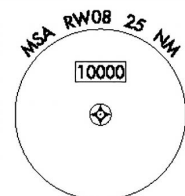
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
A -26°C (-14°F) or above 50°C (123°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4600, then climbing right turn to 7700 direct CMWXU and hold, continue climb-in-hold to 7700.

ASOS
118,375

GREAT FALLS RADIO
122.2

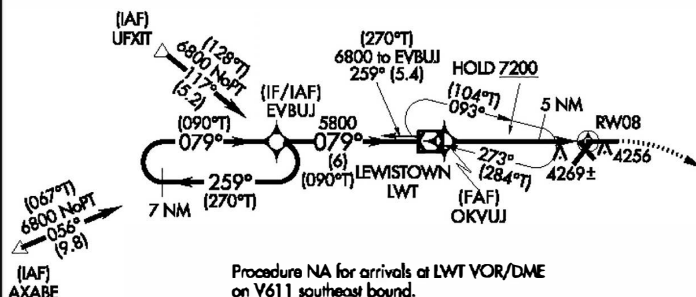
UNICOM
123.0 (CTAF) **L**



A5852

6440

6127

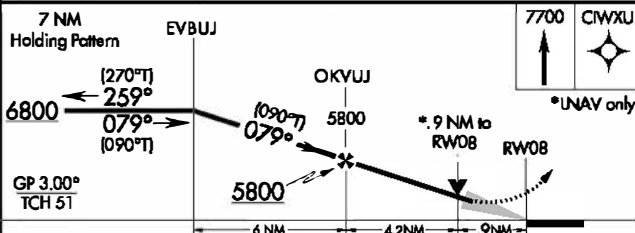


Procedure NA for arrivals at LWT VOR/DME
on V611 southeast bound.

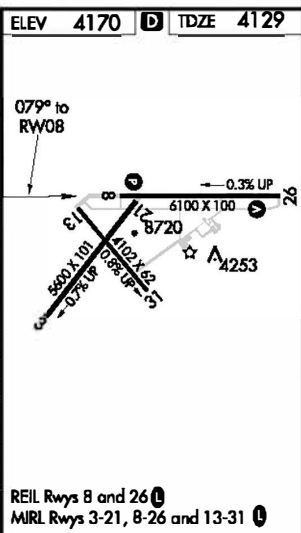
A circular diagram with a dashed line indicating a path. The path starts at 193° and ends at 284°. The text "4°T) 7 NM" is written above the path, and "273°" is written below the path.

5680

PROTOTYPE-NOT FOR NAVIGATION



CATEGORY	A	B	C	D
LPV DA		4379- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/ VNAV	DA	4419 - $\frac{7}{8}$	290(300- $\frac{7}{8}$)	
LNAV MDA		4460-1 331	400(-1)	
CIRCLING	4680-1 510 (600-1)	4820-1 650 (700-1)	4980-2 $\frac{1}{4}$ 810 (800-2 $\frac{1}{4}$)	5240-3 1070 (1100-3)



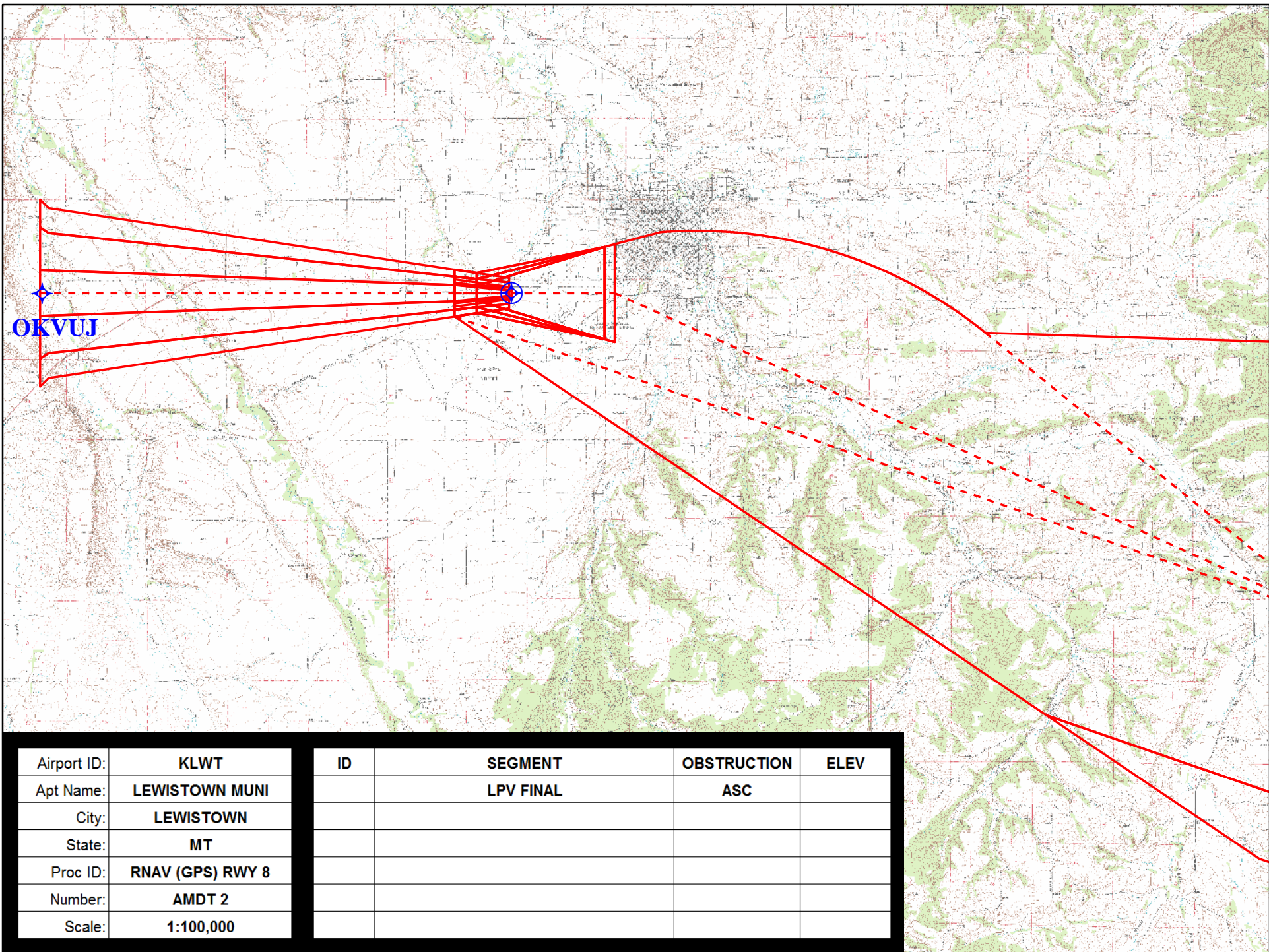
LEWISTOWN, MONTANA

Amdt 2 FIG

47°03'N-109°28'W

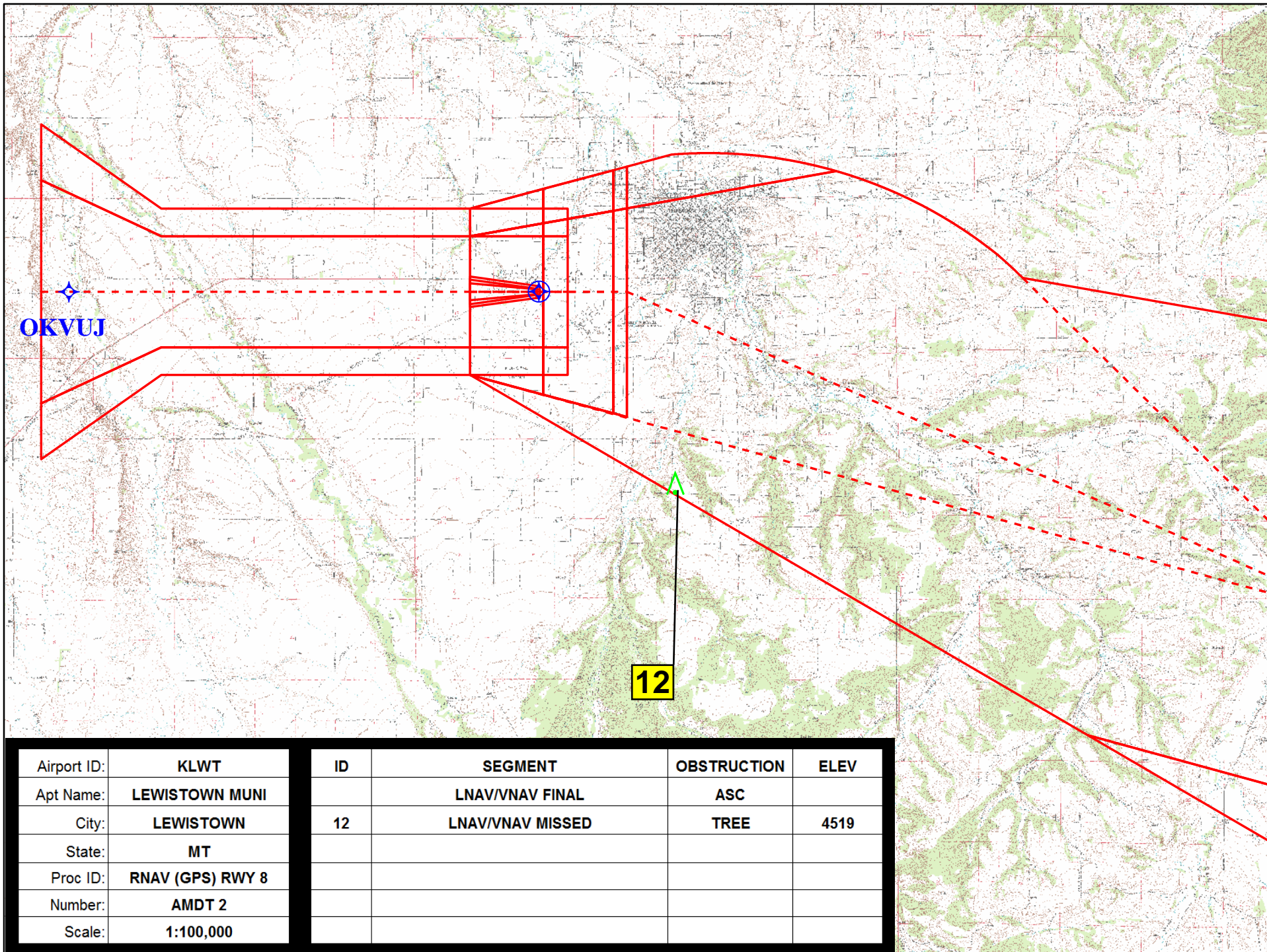
LEWISTOWN MUNI (LWT)

RNAV (GPS) RWY 8



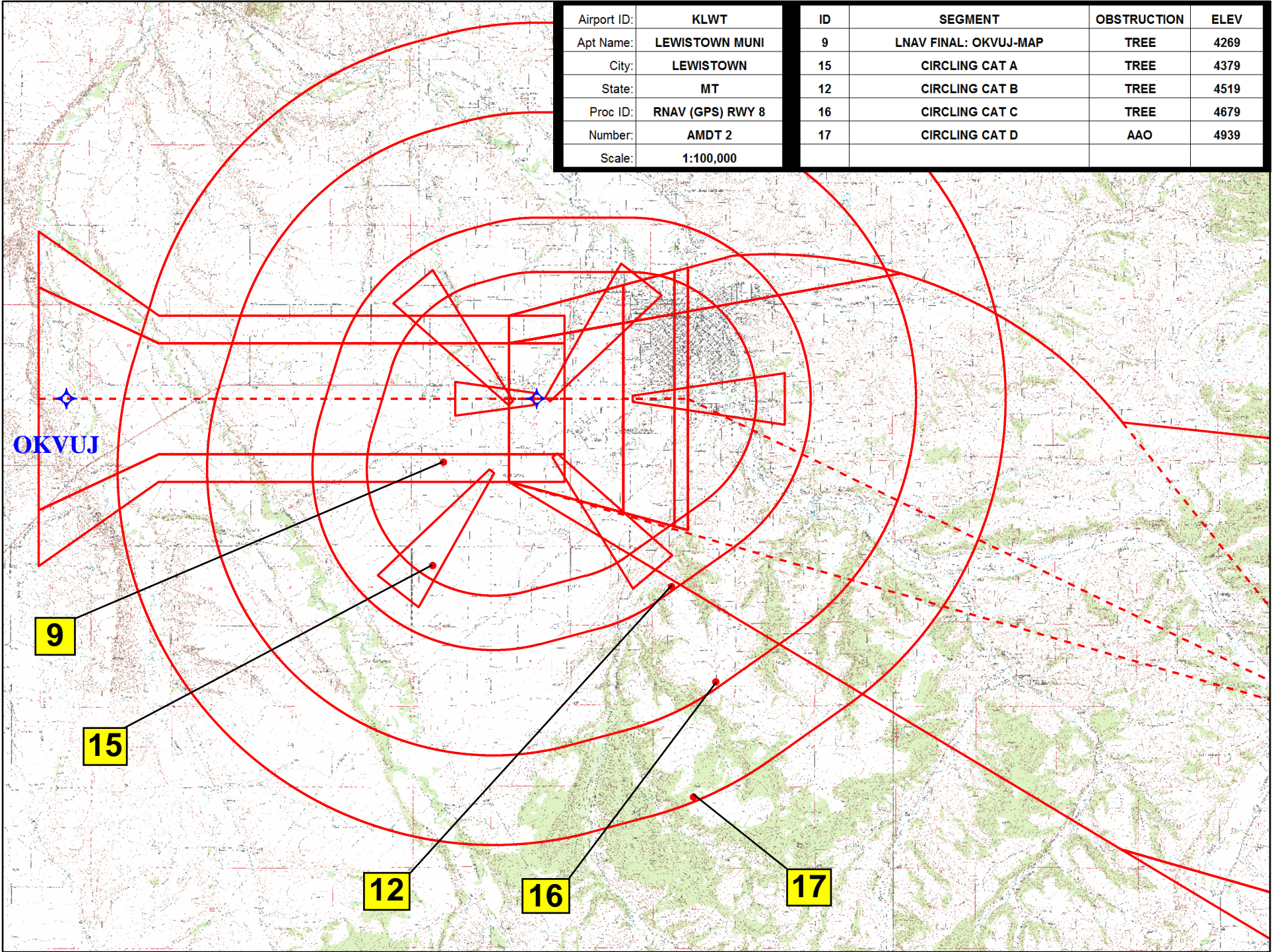
Airport ID:	KLWT
Apt Name:	LEWISTOWN MUNI
City:	LEWISTOWN
State:	MT
Proc ID:	RNAV (GPS) RWY 8
Number:	AMDT 2
Scale:	1:100,000

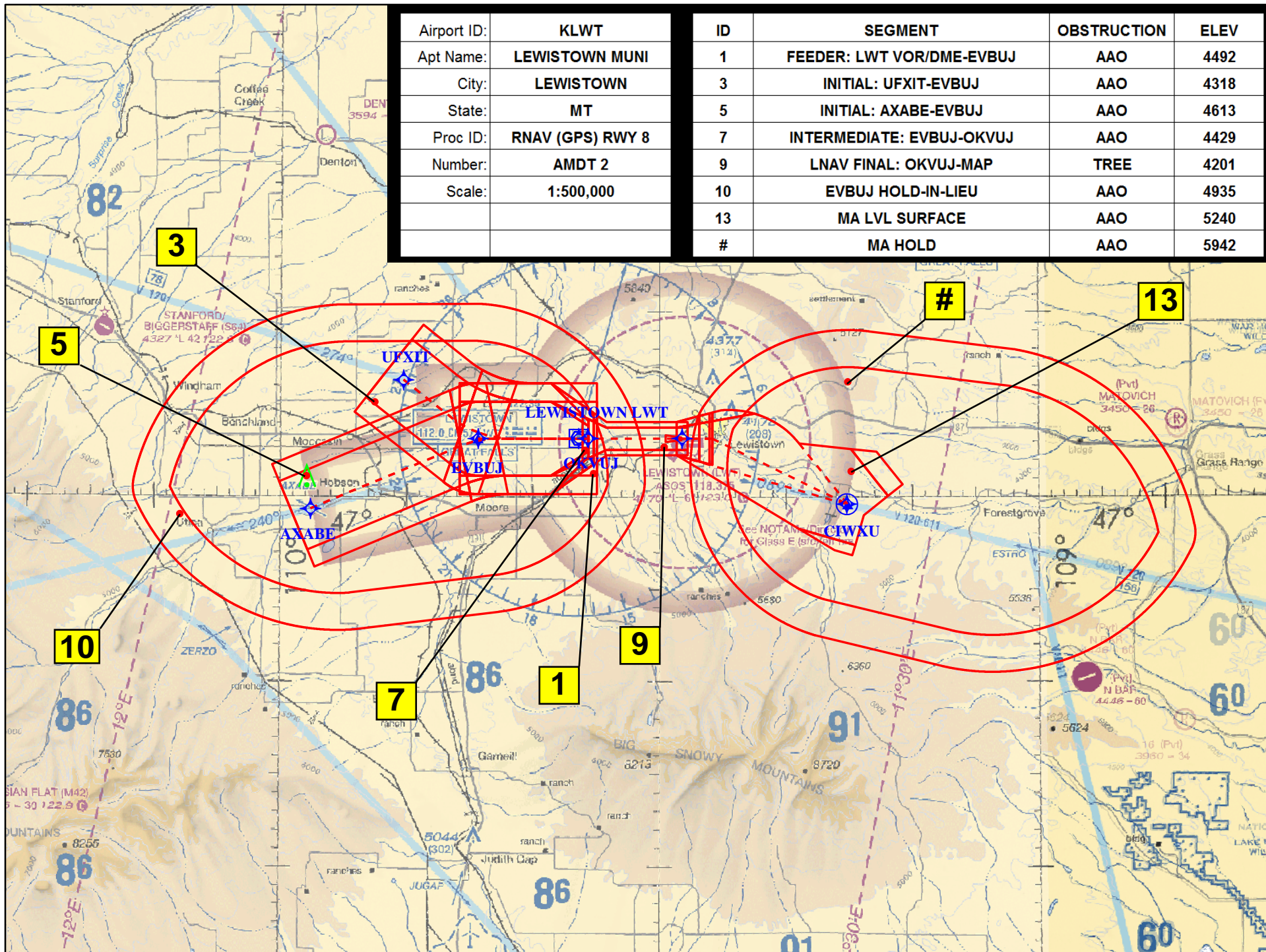
ID	SEGMENT	OBSTRUCTION	ELEV
	LPV FINAL	ASC	



Airport ID:	KLWT
Apt Name:	LEWISTOWN MUNI
City:	LEWISTOWN
State:	MT
Proc ID:	RNAV (GPS) RWY 8
Number:	AMDT 2
Scale:	1:100,000

ID	SEGMENT	OBSTRUCTION	ELEV
	LNAV/VNAV FINAL	ASC	
12	LNAV/VNAV MISSED	TREE	4519





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

Lewistown Municipal Airport

**RNAV (GPS) RUNWAY 8
RNAV (GPS) RUNWAY 26
VOR RUNWAY 8
TEXTUAL DEPARTURE**

Description of Action:

The FAA is proposing to amend procedures for the Lewistown Municipal Airport (KLWT) in Lewistown, Montana. The FAA is updating the Airport Magnetic Variance (MagVar) requiring MagVar updates to all procedures. Additionally, a Regulatory Mandate requires update of the Very High Frequency Omnidirectional Range (VOR) description from VOR collocated with TACAN (VORTAC) to VOR/Distance Measuring Equipment (DME). In addition to MagVar updates, the FAA is proposing the following amendments to procedures:

1. Update circling areas for Area Navigation (RNAV) Global Positioning System (GPS) Runway (RWY) 8, RNAV (GPS) RWY 26, and VOR RWY 8 to conform to changes in criteria.
2. **RNAV (GPS) RWY 8 and RNAV (GPS) RWY 28:** Adjust the final approach fix along the current track to meet current criteria. No changes in altitude or ground tracks.
3. **VOR RWY 8:** Add named Initial Approach Fixes (IAF) to the three radials (R-240, R-274, and R-307) for arrival to KLWT from the en route airways V113, V120, and V611. Amend the AXABE initial approach segment from IAF AXABE to Lewistown (LWT) VOR/DME by adding a clockwise 10 DME arc due to criteria change. Amend the missed approach procedure to clear obstacles.
4. **Textual Departure Procedure:** The reference to the LWT VORTAC is replaced with LWT VOR/DME.

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

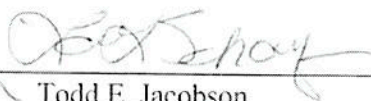
Basis for this Determination:

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 amendments to procedures meet the following categorical exclusion contained in FAA Order 1050.1F:

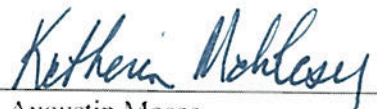
5-6.5.k. - Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks.

Facility Manager Review/Concurrence

Signature:  Date: 4/15/2016
Name: for Todd E. Jacobson
Air Traffic Manager,
Salt Lake City Air Route Traffic Control Center, ZLC

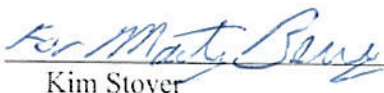
Concurrence by:

Western Service Area Environmental Specialist

Signature:  Date: 4/15/2016
Name: for Augustin Moses
Environmental Specialist, Operations Support Group
Western Service Area, AJV-W22

Approval by:

Western Service Area Director or Designee Approval

Signature:  Date: 4/18/16
Name: Kim Stover
Director, Air Traffic Operations, North,
Western Service Area, AJTWN

RAPT Consensus Form

Airport: Lewistown (KLWT), MT

Project Request: Request to amend procedures due to MAGVAR update.

Project Request Approved: ☒


Disapproved: ☐ (see comments)

Status/Issues: Currently there are two PTS projects for KLWT for APCH RNAV (GPS) RWY 26, ECD 10/8/2020 and TAKEOFF MINIMUMS KLWT, ECD 11/10/2016. Due to 2020 MAGVAR change, additional procedures needs to be added to the scope of the project. The following procedures will need to be amended:
RNAV (GPS) RWY 08
VOR RWY 08.

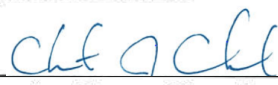
Priority Assigned:
Project Tracking Number:



Service Center Flight Procedures Team



Flight Standards Division
NextGen Branch



Service Center Planning and
Requirements Group



Service Center Air Traffic Operations
Support



Airports Division

Date: 3/19/2015

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: LEWISTOWN

STATE: MT

AIRPORT NAME: LEWISTOWN MUNI

ID: KLWT

PROCEDURE: RNAV (GPS) RWY 8

AMDT: 2

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 | THLD | to 1000' point | 3.21 |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | FINAL | segment at 1000' point | 1.20 |
| <small>(Enter appropriate segment , final, intermediate, etc.)</small> | | | |
| 3. True Course of | FINAL | segment containing 1000' point | 089.92 |
| 4. High Terrain in | FINAL | segment containing 1000' point | 4169 |
| 5. Distance from | THLD | to 1500' point | 4.89 |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | FINAL | segment at 1500' point | 1.95 |
| 7. True Course of | FINAL | segment containing 1500' point | 089.92 |
| 8. High Terrain in | FINAL | segment containing 1500' point | 4169 |
| 9. Threshold Coordinates (if straight-in) ... | 470310.81 N | / | 109281 0.40W |
| 10. ARP Coordinates | 470257.30N | / | 1092800.10W |
| 11. Runway Approach End and distance furthest from ARP.....RWY | | | 26 |
| | | Distance | 0.91 NM |
| 12. FAF Coordinates | 470310.62N | / | 1093537.06W |
| <small>(Click to Select)</small> | | | |

REMARKS:

APPROACH/DRAWING ATTACHED. ADDITIONAL AIRSPACE REQUIRED FOR CLIMB-IN-HOLD AT CIWXU.

LEWISTOWN, MONTANA

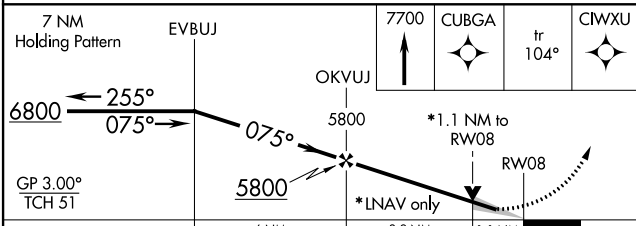
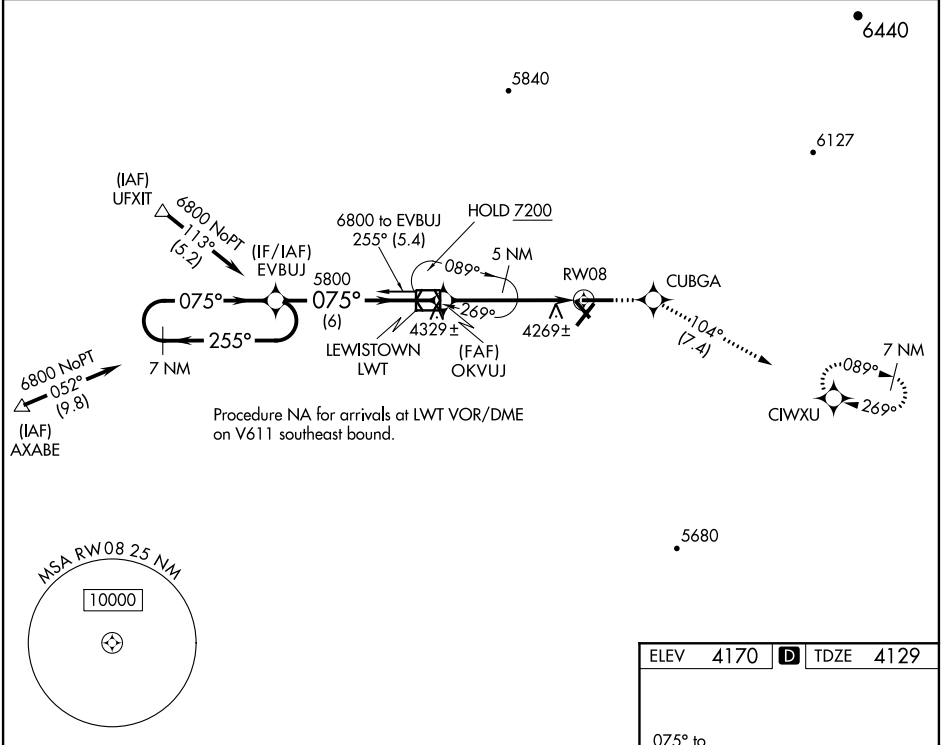
AL-231 (FAA)

WAAS CH 86700 W08A	APP CRS 075°	Rwy Idg 6100 TDZE 4129 Apt Elev 4170
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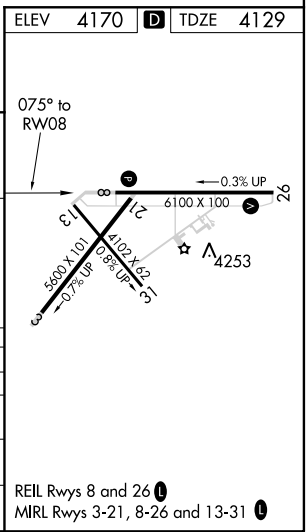
RNAV (GPS) RWY 8
LEWISTOWN MUNI (LWT)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 18°C (64°F). When local altimeter setting not received, procedure NA. DME/DME RNP- 0.3 NA.</p> <p>▲</p>	<p>MISSED APPROACH: Climb to 7700 direct CUBGA and on track 104° to CIWXU, continue climb-in-hold to 7700.</p>
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ASOS 118.375	GREAT FALLS RADIO 122.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		4379-3/4	250 (300-3/4)	
LNAV/VNAV DA		4636-13/4	507 (500-13/4)	
LNAV MDA	4520-1	391 (400-1)	4520-1 1/8	391 (400-1 1/8)
CIRCLING	4680-1	510 (600-1)	4780-1 3/4 610 (700-1 3/4)	4860-2 1/4 690 (700-2 1/4)



NW-1, 26 MAY 2016 to 23 JUN 2016

NW-1, 26 MAY 2016 to 23 JUN 2016