
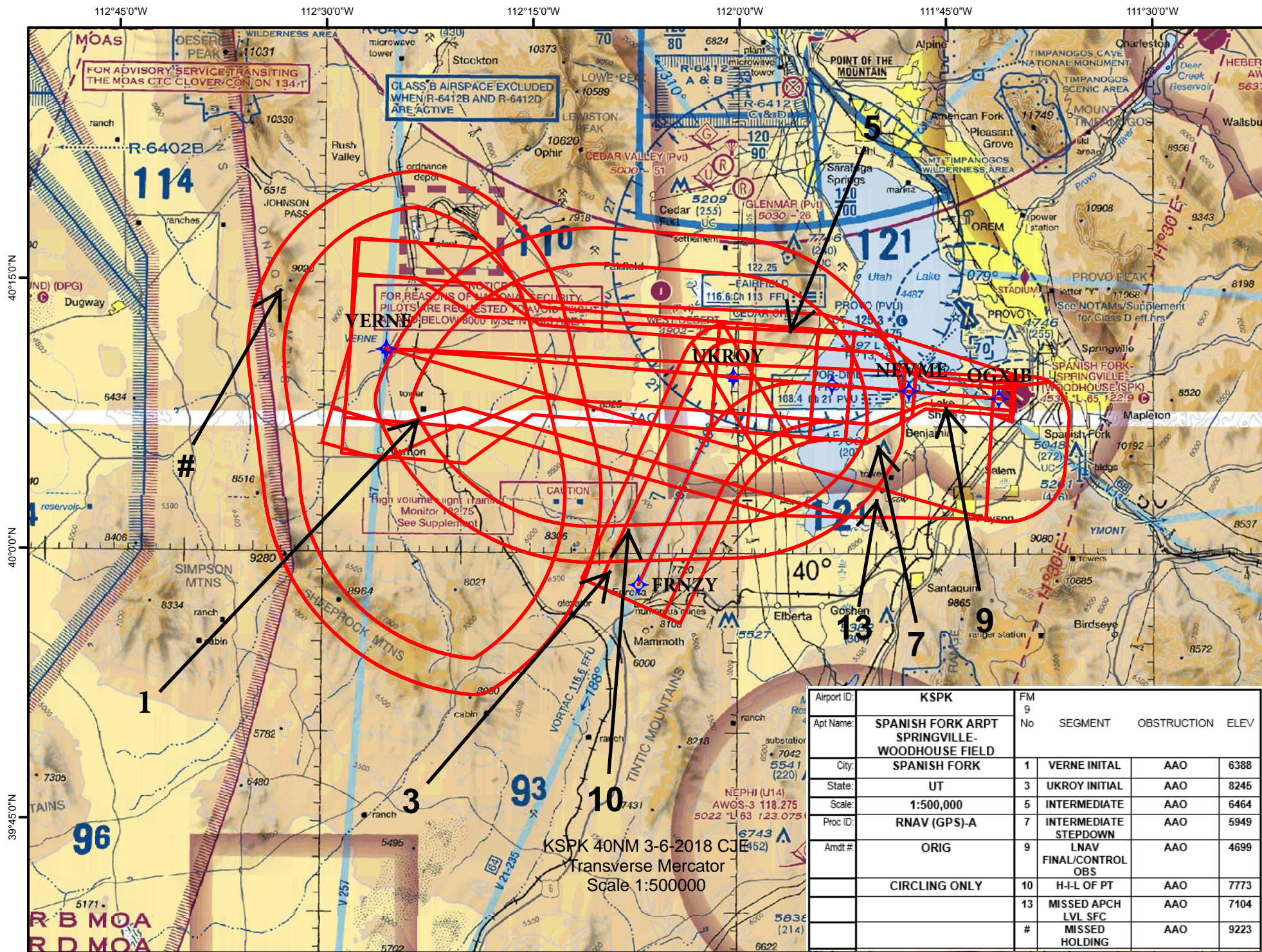


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 11/15/2017	<b>Task #:</b> 2015111018410404001	<b>Request #:</b> 20151110184104
<b>Procedure:</b> RNAV (GPS)-A ORIG			<b>Airport ID:</b> KSPK	<b>Airport:</b> SPANISH FORK ARPT SPRINGVILLE-WOODHOUSE FIELD		<b>Reimbursable #:</b> NO
<b>City:</b> SPANISH FORK	<b>ST:</b> UT	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 07/19/2018		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> CARLOS ESCALANTE	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	12/14/2017	05/02/2018	DAVID TEFFETELLER			
<b>QA:</b>	05/02/2018					
<b>Liaison:</b>						
<b>Procedure Comments:</b>			<b>ENROUTE-NON</b>	<b>Remark Type:</b> INFORMATION		
ORIGINAL PROCEDURE  AIRPORT GOING FROM VFR TO IFR CAPABLE.  ASSIGNED MAG VAR, KSPK AIRPORT: OLD 14E-NEW 11E.  UTILIZED BOTH SPEED RESTRICTION AND 20 DEGREE BANK ANGLE ON MISSED APPROACH.  CONTACT: DAVE TEFFETELLER (MANAGER) 301-427-4767						
						<b>ARI SAVED 5/15/18</b>

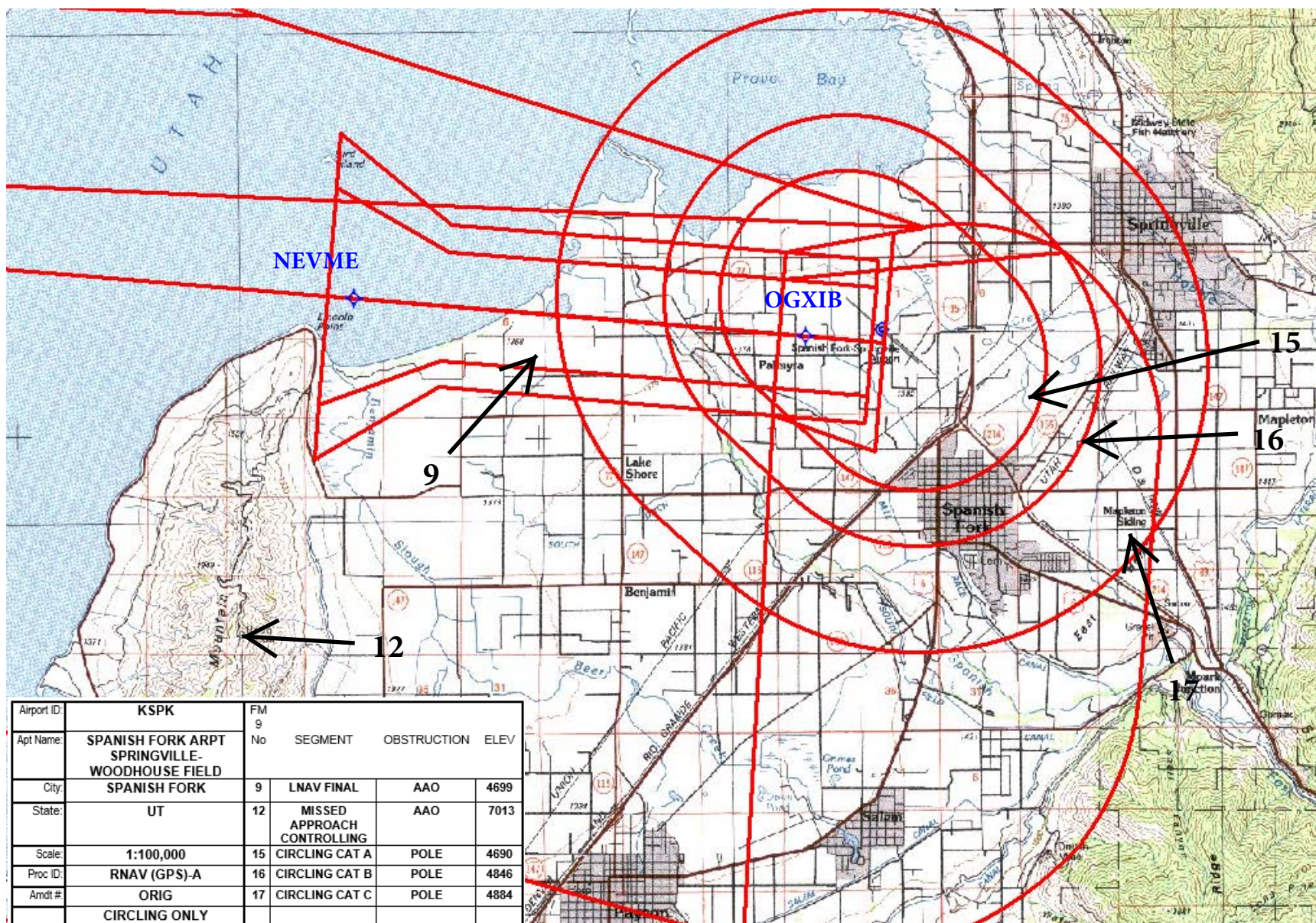
<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS)-A ORIG			<b>AIRPORT NAME:</b> SPANISH FORK ARPT SPRINGVILLE-		<b>AIRPORT ID:</b> KSPK	<b>SPECIAL CONTROL NO:</b> SG-08-071-18
<b>FAC ID:</b> KSPKA		<b>CITY:</b> SPANISH FORK			<b>ST:</b> UT	<b>ORIG CHART DATE:</b> 11/08/2018
<b>DFL TYPE:</b> PROC/G	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 2015111018410404001		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					<b>YES</b>	<b>NO</b>
					<b>CPV COMPLETE?</b> <input checked="" type="checkbox"/> X <input type="checkbox"/>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 10/28/2018	<b>CREW #:</b> VN234	<b>N #:</b> N59	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> daniel c favorite @ 10/29/2018 09:37			<b>PRINTED NAME:</b> FAVORITE, DANIEL CHARLES			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> All feeders, final, MAP and circling evaluation flown satisfactory.						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS)-A ORIG			<b>AIRPORT NAME:</b> SPANISH FORK ARPT SPRINGVILLE-		<b>AIRPORT ID:</b> KSPK	<b>SPECIAL CONTROL NO:</b> SG-07-128-18
<b>FAC ID:</b> KSPKA		<b>CITY:</b> SPANISH FORK			<b>ST:</b> UT	<b>ORIG CHART DATE:</b> 09/13/2018
<b>DFL TYPE:</b> PROC/G	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 2015111018410404001		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					<b>YES</b>	<b>NO</b>
					<b>CPV COMPLETE?</b>	<b>X</b>
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 07/17/2018	<b>CREW #:</b> VN888	<b>N #:</b>	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> elizabeth whaley @ 07/17/2018 17:18			<b>PRINTED NAME:</b> AVN, CREWMEMBER 2			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> ARI breakout lists UKROY HF at or above 9500; -3 list altitude at or above 9600. ARI breakout has a -3.00 angle descent at OGXIB. No descent angle published on -3.						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		











**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**CATEGORICAL EXCLUSION DECLARATION**

**Spanish Fork-Springerville-Woodhouse Field**

**RNAV (GPS)-A, ORIG.  
RNAV (GPS) Y RWY 12, ORIG.  
RNAV (GPS) Z RWY 12, ORIG.  
Spanish Fork One Departure (Obstacle)**

**Description of Action:**

The FAA is proposing to implement three new Area Navigation (RNAV) Global Positioning System (GPS) approach procedures, and an graphic Obstacle Departure (OD) procedure at Spanish Fork-Springerville-Woodhouse Field (KU77), Spanish Fork, Utah. KU77 is a Visual Flight Rules (VFR) airport. The airport is requesting RNAV procedures to allow flight operations to take place during inclement weather.

RNAV (GPS) Y Runway (RWY) 12 and RNAV (GPS) Z RWY 12 follow similar approach tracks beginning near the town of Riverton, north of Utah Lake, and directing aircraft approximately 26 miles southeast to the RWY 12 threshold. RNAV (GPS)-A is a circling procedure that starts approximately 40 miles west of the airport directing aircraft east to the Missed Approach Point (MAP), located approximately 0.7 miles west of RWY 12/30.

The Spanish Fork One Departure graphic (Obstacle) procedure for RWY 12 directs aircraft to make a climbing right turn to 9,000 feet mean sea level (MSL); aircraft are directed between the towns of Spanish Fork and Springville avoiding the mountains southeast of the airport. The Spanish Fork One Departure (Obstacle) procedure for RWY 30 directs aircraft to make a climbing left turn to 9,000 feet MSL.

The noise modeling Aviation Environmental Screening Tool (AEST), which supercedes the NST, was used to complete the analysis of potential effects due to the change in the aircraft noise exposure level as a result of implementation of the proposed procedures. The Traffic Test (TRAF) was used to determine whether the number of operations using the proposed procedures is high enough to generate noise levels that exceed noise screening thresholds. The results of the noise pre-screening TRAF Test indicated that the traffic volumes are not high enough to warrant further noise screening.

**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.

*KU77 Spanish Fork-Springerville-Woodhouse Field, Spanish Fork Utah – CATEx RNAV (GPS)-A, RNAV (GPS) Y RWY 12, RNAV (GPS) Z RWY 12, and Graphic Obstacle Departure*


Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter was completed 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(s) 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.*


**Facility Manager Review/Concurrence**

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

Date: 2/2/16

**Concurrence by:**

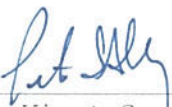
**Western Service Area Environmental Specialist**

Signature:   
Name: Marina Landis  
Title: Environmental Protection Specialist, Operations Support Group,  
Western Service Center, AJV-W22

Date: 7/7/16

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature:   
Name: Kim A. Stover  
Director  
Air Traffic Operations  
Western Service Area, North/Acting South

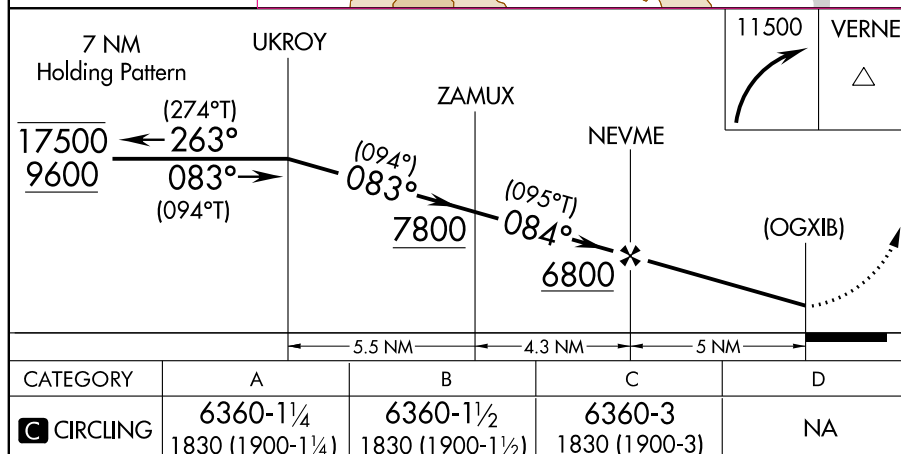
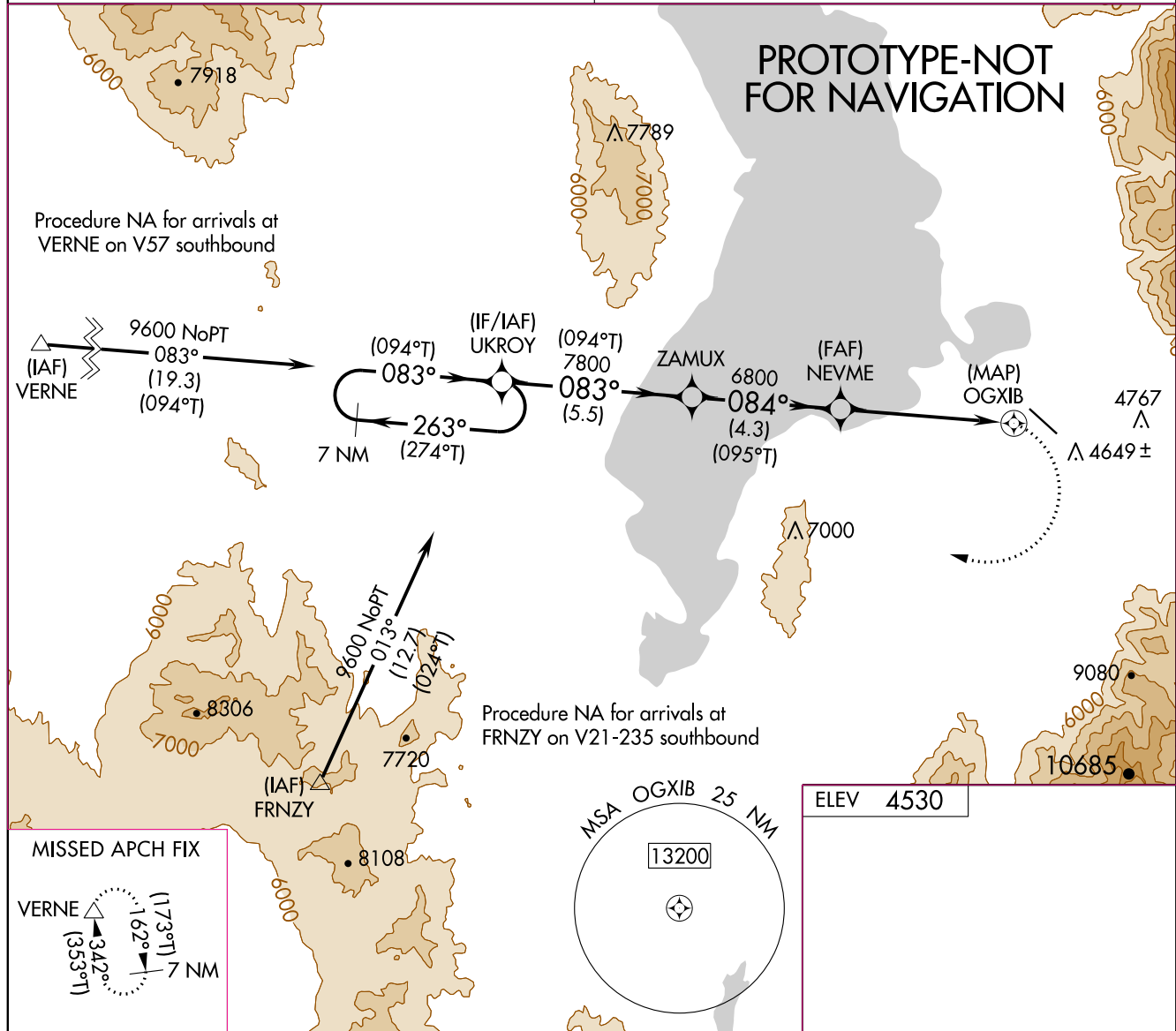
Date: 7/12/17



APP CRS  
**084°**Rwy Idg  
TDZE  
Apt Elev **4530****N/A**  
**N/A****RNAV (GPS)-A**

SPANISH FORK ARPT SPRINGVILLE-WOODHOUSE FIELD (SPK)

RNP apch.

Use Provo Muni altimeter setting. When not received use  
Nephi altimeter setting: increase all MDAs 120 feet.MISSED APPROACH: (Do not exceed 185K until turn  
completion). Climbing right turn to 11 500 direct VERNE  
and hold.PROVO MUNI AWOS-3PT  
**135.175**CTAF  
**122.90**MIRL Rwy 12-30  
REIL Rwy 12 and 30