

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/25/2021	APWS Task ID: 2B1F49AAB4AC4D6E99BCBF713B7409FA	APWS Project ID: 3F45C9C0E2664413AE14F57BCB2EC979
Procedure: RNAV (GPS) Y RWY 5R AMDT 4		Enroute: NO	Specialist: Cyrus, Theron		Agreement Number:
Airport ID: KRDU			Airport City: RALEIGH/DURHAM		State: NC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE DATA USED FOR KRDU ARPT/RWYS. CONTACT: ANDREW HENNING: 405.954.9954.</p> <p>04/28/2020: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON: 12/20/2019: 1. CHANGED PROFILE LINE 2 FROM "PROFILE STARTS AT PECIT" TO "PROFILE STARTS AT BEICH". 2. CHANGED PROFILE LINE 4 FROM "PECIT 3000, PURME 2200, AMORT/1.40 NM TO RW05R 900*" TO "BEICH 5000, RATTY 4000, PECIT 3000, PURME 2200, AMORT/1.40 NM TO RW05R 900*". 3. ADDED IAF TO BEICH IN TERMINAL ROUTES.</p> <p>01/06/2021: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON: 11/09/2020: 1. CHANGED "LPV DA" TO "LPV DA**" UNDER FINAL TYPE.</p> <p style="text-align: right;"><i>Digitally signed by</i> JON DENTON Jan 06, 2021</p> <p>1/12/2021: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 11/9/2020. 1.CORRECTED PBN REQUIREMENT NOTE TO ADD "GPS".</p>					



WAAS CH 90213 W05B	APP CRS 054°	Rwy Idg 7500 TDZE 420 Apt Elev 435
--	------------------------	---

RNAV (GPS) Y RWY 5R
RALEIGH-DURHAM INTL (RDU)

RNP APCH

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV C/D visibility to RVR 5500. ** RVR 1800 authorized with use of FD or AP or HUD to DA

MALSR

Missed Approach: Climb to 1000 then climbing right turn to 2600 direct ZEBUL and hold.

D-ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER	(WEST) RALEIGH TOWER	(EAST) GND CON	(WEST) GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	119.3 257.8	121.9 348.6	121.7 348.6	120.1	
		Rwys 5R-23L and 14-32	Rwy 5L-23R	Rwys 5R-23L and 14-32	Rwy 5L-23R		

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 62).				
BEICH RATTY PECIT PURME AMORT RW05R				
5000 4000 3000 2200 1000 2600 ZEBUL				
GP 3.00° TCH 56				
3.1 NM 2.6 NM 3 NM 4.1 NM 1.4 NM				
CATEGORY	A	B	C	D
LPV DA**		620/24	200 (200-½)	
LNAV/VNAV DA		688/24	268 (300-½)	
LNAV MDA	780/24	360 (400-½)	780/40	360 (400-¾)
CIRCLING	960-1	525 (600-1)	1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)

RALEIGH/DURHAM, NORTH CAROLINA

Amtd 4 FIG

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)

RNAV (GPS) Y RWY 5R

RNAV (GPS) Y RWY 5R
RALEIGH-DURHAM INTL (RDU)

MISSED APPROACH:
Climb to 2600 direct
POBIC and on track
099° to ZEBUL
and hold.

MISSED APCH FIX
4 NM
091°
271°
ZEBUL

ELEV 435

D

TDZE 420

0.6% UP

0.4% UP

7500 X 150

10000 X 150

3570 X 100

513±

482±

455±

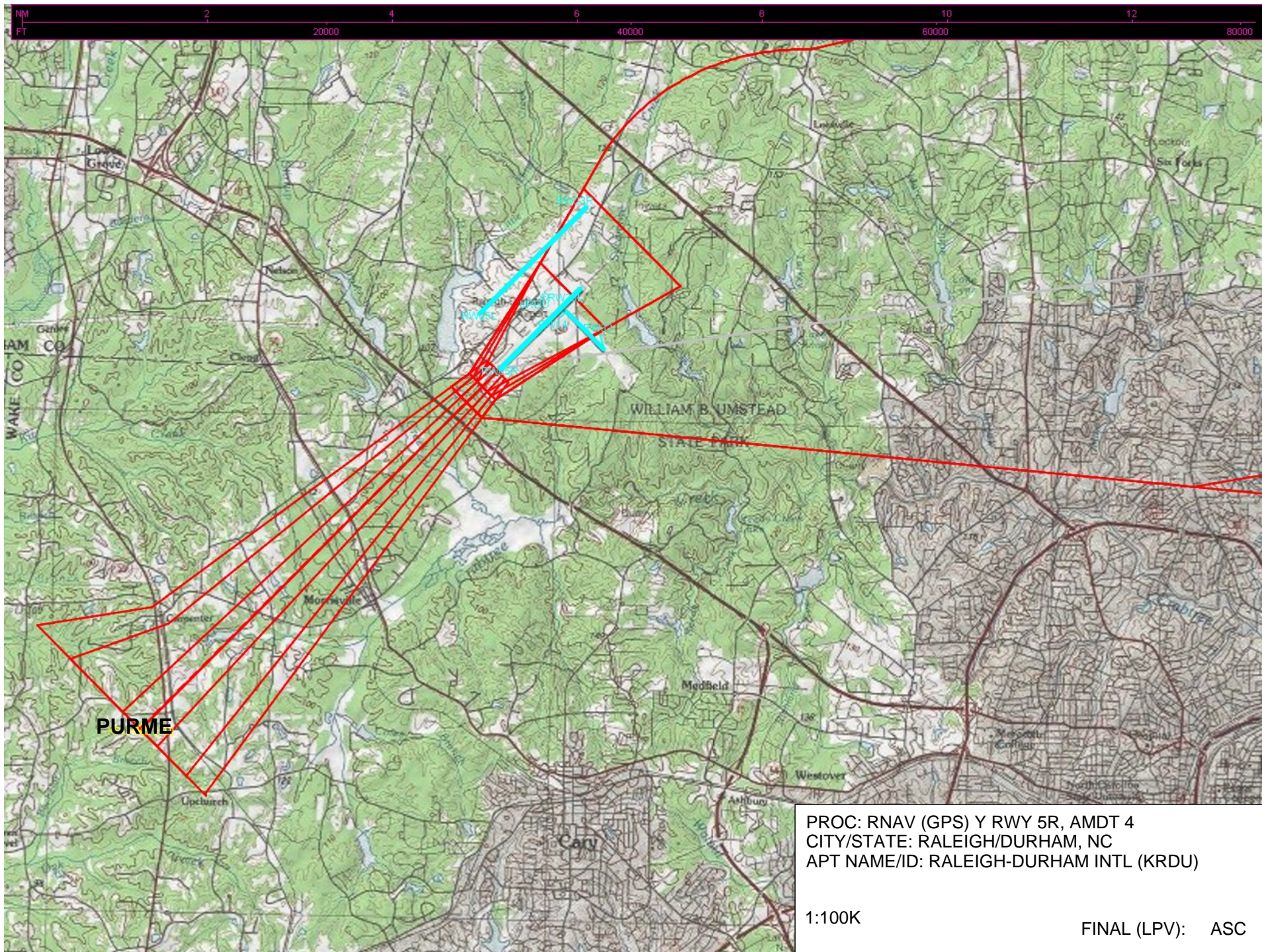
054° to RW05R

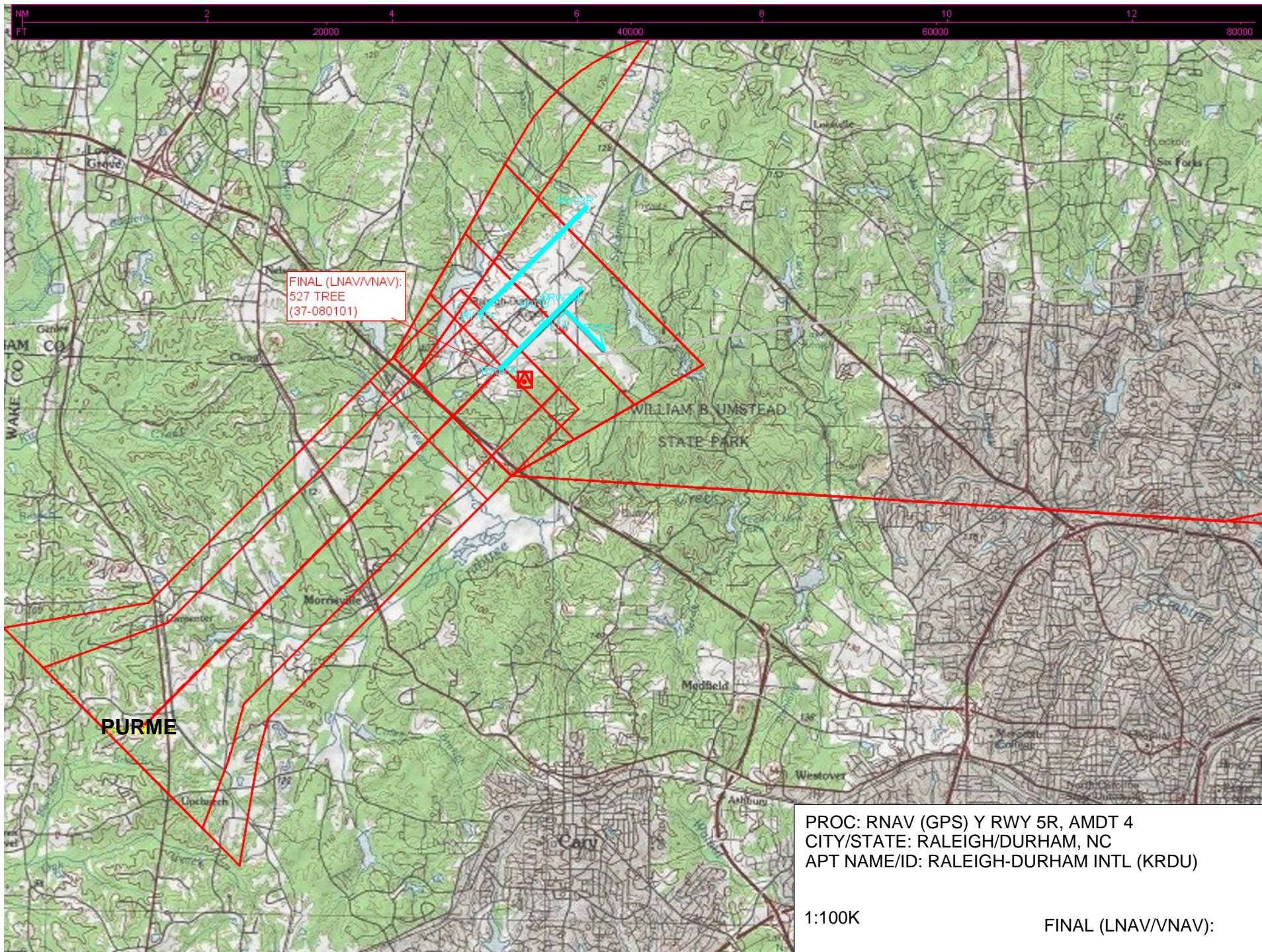
REIL Rwy 32

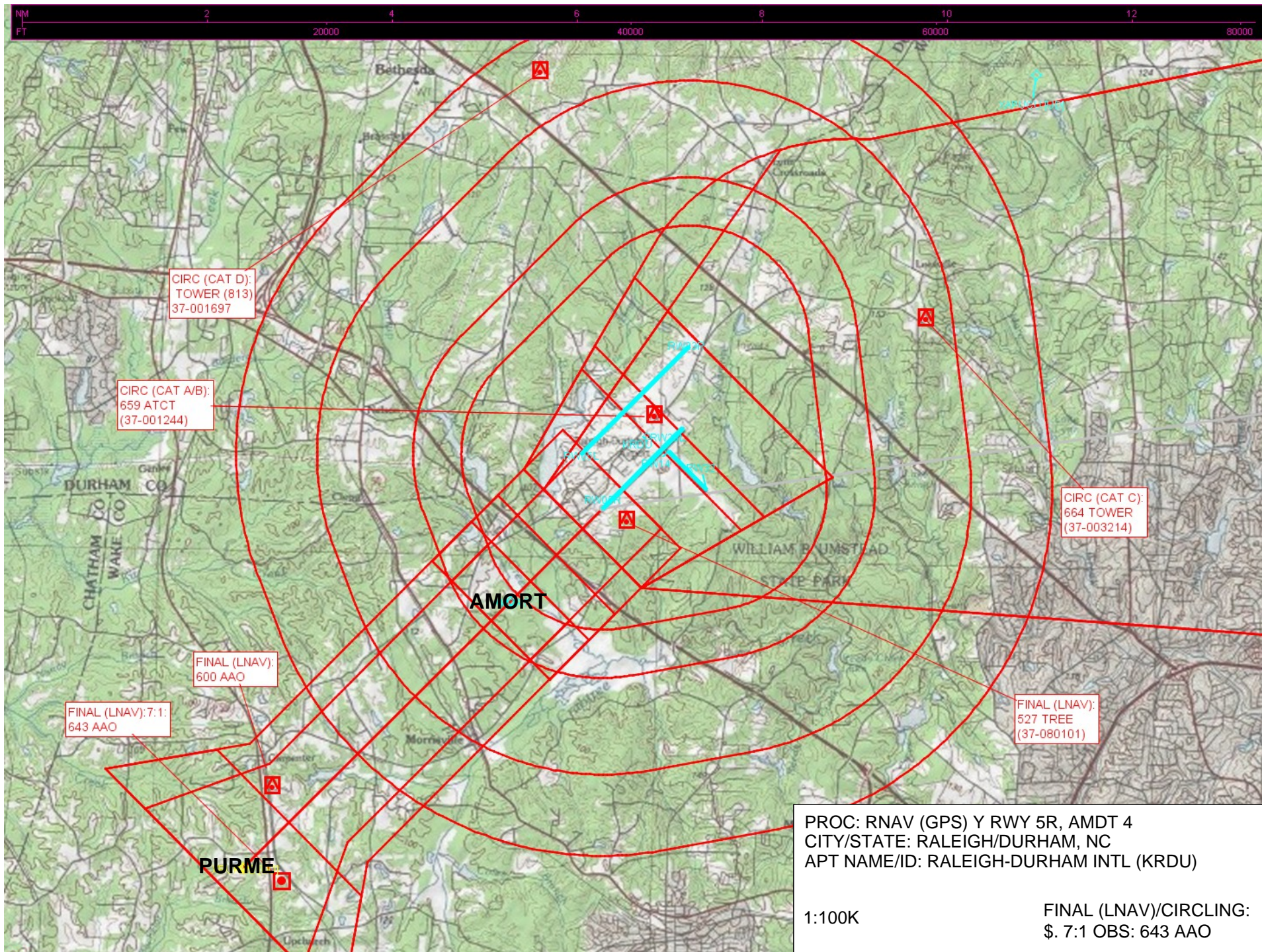
MIRL Rwy 14-32

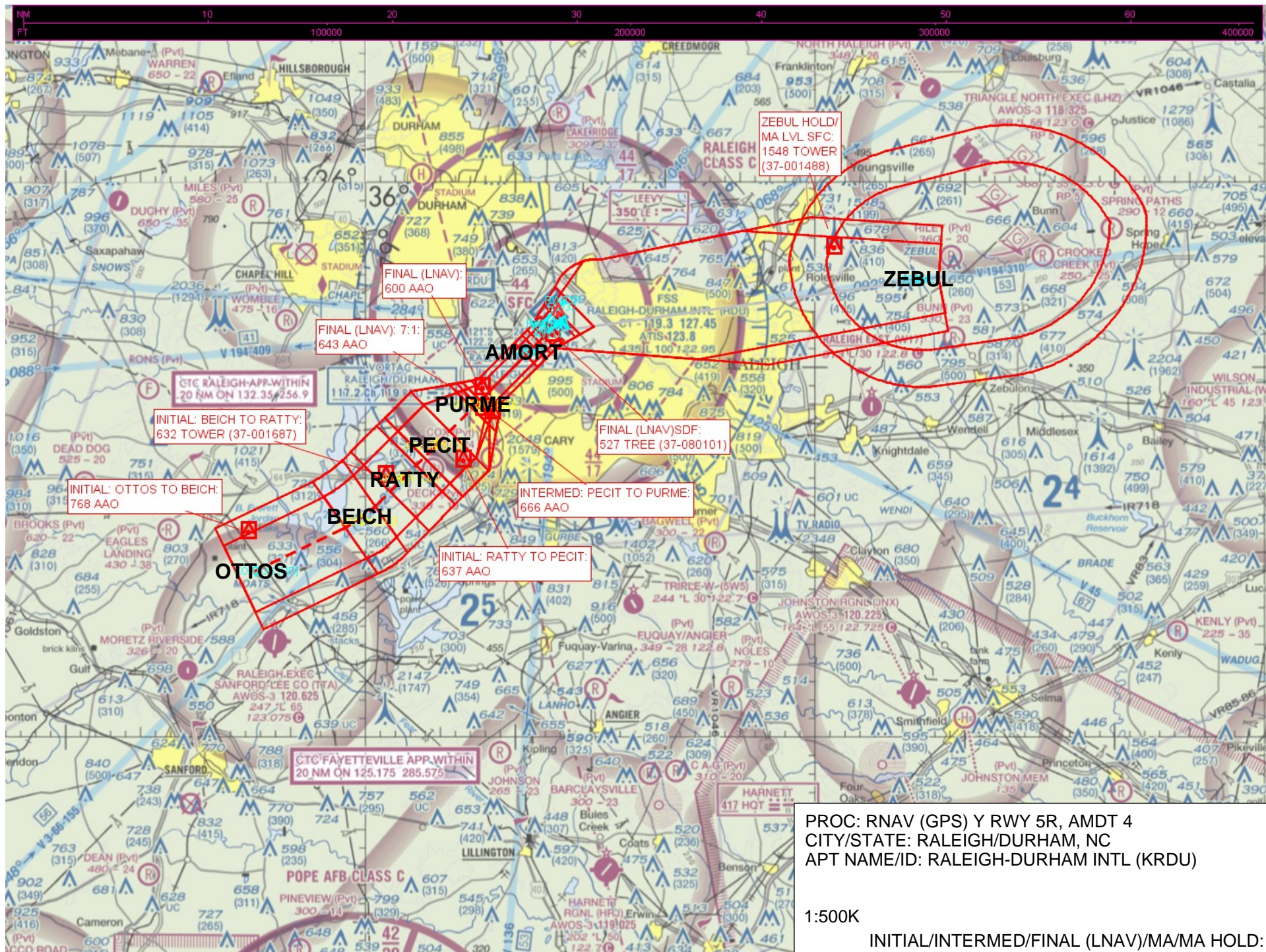
HIRL Rwys 5R-23L and 5L-23R

TDZ/CL Rwys 23R, 23L and 5L









RAPT Consensus Form

Airport Information (Name, ID, City, ST): RALEIGH/DURHAM INTL (KRDU), RALEIGH, NC

Project Request:

AMEND: ILS or LOC RWY 5L; ILS or LOC RWY 5R;
ILS RWY 5R (SA CAT I/II); ILS or LOC RWY 23R; ILS
RWR 23R (CAT II/III); ILS or LOC RWY 23L; RNAV
(GPS) Y RWY 5L; RNAV (GPS) Y RWY 5R; RNAV
(GPS) Y RWY 23L; & RNAV (GPS) Y RWY 23R

Status/Issues:

These are new tasks required by the existing PBN projects: PBN PTT(s): 00007419; 00006485; 00006488 & 00007339. Tasks were added to the RDU IAP (RNAV (GPS) Z RNP's) project for tracking.

Project Requestor:

American & Jet Blue Airlines

Priority Assigned:

2

Project Tracking Number:

2014121814260301

EFPT Internal Tracking Number:

Service Center Flight Procedures Team

Service Center Air Traffic Operations
Support

Flight Standards Division
AFS-400

Airports Division

Service Center Planning and
Requirements Group

Date

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

Description of Federal Action: The Federal Aviation Administration (FAA) proposes to implement the following changes:

Amend RNAV STARs: ALDAN, BLOGS, MALNR, TAQLE; RNAV SIDs: BEXGO, HOOKS, HURIC, LWOOD, OXFRD, ROZBO, SHPRD3; RNAV Approaches: ILS RWY 05L, ILS RWY 05R, ILS RWY 23L, ILS RWY 23R, (GPS) RWY 05L, (GPS) RWY 05R, (GPS) RWY 23L, (GPS) RWY 23R, (RNP) RWY 05L, (RNP) RWY 05R, (RNP) RWY 23L, (RNP) RWY 23R procedures at Raleigh-Durham International Airport (RDU).

Basis for this Determination: An environmental review was conducted to ensure that the Federal action complies with the National Environmental Policy Act (NEPA) and its implementing regulations. 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, "Environmental Impacts: Policies and Procedures."

Declaration of Exclusion: The FAA has reviewed the above referenced Federal action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F. The implementation of this action will not result in any extraordinary circumstances in accordance with 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. 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.

Concurrence by:



Date: 1/13/20

Lisa Favors
Environmental Protection Specialist
Operations Support Group, Eastern Service Center

Approved by:



Date: 1/13/20

Charles Gibson
Environmental, CI, NAS Analytics Manager
Operations Support Group, ESC
Air Traffic Organization, Eastern Service Area



Federal Aviation Administration

Memorandum

Date: December 17, 2019

To: Charles Gibson, Team Manager, Eastern Service Center,
Operations Support Group

Cc: Lisa Favors, Environmental Protection Specialist, Eastern Service Center,
Operations Support Group

From: Claudia Pagan, Community Involvement, Eastern Service Center, Operation
Support Group

Subject: Community Involvement for Raleigh Durham (RDU) Performance
Based Navigation (PBN) Airspace Design

Project Background

This project consists of four parts: Amend the RNP approaches due to safety issues: Amend the RNAV STAR's to correct issues with altitude and speed restrictions, and allow connectivity to SIAP's; Amend RNAV SID's for connectivity to the NEC Atlantic Coast Route (ACR) Q-route project; Remove ground based NAVIDS on RNAV procedures.

The current bottom altitude on all STARS is either 6,000 or 8,000 feet mean sea level (MSL). The procedures begin within Raleigh/Durham Airspace between 16,000 to 10,000 MSL.

Initial assigned altitudes to jet aircraft departing RDU will change from 7,000 ft. MSL to 6,000 ft. MSL. Jet arrivals flying the MALNR STAR for runway 23L or 23R will descend from 8,000 ft. MSL to 7,000 ft. MSL approximately 5 nautical miles earlier than current procedures. Jet arrivals flying the ALDAN or KAROO STAR for runway 5L or 5R will descend from 8,000 ft. MSL to 7,000ft. MSL approximately 5 nautical miles earlier than current procedures. These earlier descents will allow STARS to transition seamlessly to the RNP procedures.

Proposed

There are no changes to fleet mix or number of aircraft along the route. The altitude for the STARS will provide descent to 6,000 feet MSL. Currently, air traffic controllers must initiate this descent from 8,000 to 6,000. The procedures will then further tie into approaches (where available), allowing for a continued optimum profile descent.

Purpose

This project is to amend and correct the current RNP procedures; re-design the current RNAV jet arrivals to further optimize the descent profile, correct issues with current altitude/speed constraints, and tie the procedures into all approaches at RDU (where available); and to mitigate ground based NAVID removals from RNAV SIDS and STARs. Correct multiple user's safety concerns with the current RNP procedures to allow different Flight Management Systems to navigate the procedures safely.

Environmental

The environmental review and analysis indicates that no extraordinary circumstances or other reasons exist that would cause the responsible federal official to believe that the proposed project might have the potential for causing significant environmental Impacts.

The proposed project's noise prescreening analysis was completed. There were not significant increase in noise resulting from the proposed action. A categorical exclusion (CatEx) may be issued to implement the proposed procedural changes.

Community Involvement

There is no impact to immediate area, the flight paths are not significantly changing from the current procedures other than the altitude by 1,000 ft. MSL. RDU Airport is handling public relations for project.

Based on Community Involvement (CI) guidance in FAA Order 7400, communication with the RDU Airport authority on its relationship with the community in keeping open communications and attendance at community meetings, does not meet the necessary threshold for CI actions. We will continue to monitor progress for any changes or need for CI assistance.