

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/24/2022	APWS Task ID: 3CB6BECDE8B44626AEE8384E52AD574E	APWS Project ID: A8044BE48E9B4BEAAC1A416EDA36E910
Procedure: ILS OR LOC RWY 1L AMDT 4		Enroute: NO	Specialist: Buntin, Karlie		Agreement Number:
Airport ID: KLAS			Airport City: LAS VEGAS		State: NV
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>Active airport data used.</div> <div>ESVS (6): LAS VEGAS CUA LOC/DME (6)</div> <div>Contact Jon Denton: 405-954-5467.</div> <div>Digitally signed by CASIMIR L TABAKA Mar 17, 2022</div> <div>QUALITY 24 CHECKED</div> <div>QUALITY 9 CHECKED</div>					

FIPC BASIC FORM							
PROCEDURE: ILS OR LOC RWY 1L AMDT 4			AIRPORT NAME: HARRY REID INTL		AIRPORT ID: KLAS	SPECIAL CONTROL NO: SP-02-016-22	
FAC ID: CUA		CITY: LAS VEGAS			ST: NV	ORIG CHART DATE: 05/19/2022	
DFL TYPE: PROC/AR	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER: gary j veer					DATE: 03/08/2022		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 03/08/2022	CREW #: VN362	N #:	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 type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: gary j veer @ 03/08/2022 17:18			PRINTED NAME: VEER, GARY JOHN				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Special inspection, up-numbered to AMDT 4: revised ROAMN to hard altitude 8000, added speed at TRREY, rounded revised distances in final segment by 0.1. HARRY REID INTL, LAS VEGAS, NV, ILS OR LOC RWY 1L, AMDT 4, SAT. No electronic data required.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:		

FIG

ILS or LOC RWY 1L
HARRY REID INTL (LAS)

PROTOTYPE-NOT FOR NAVIGATION

MIRL Rwy 1R-19L
REIL Rwys 1R, 8R, 19L and 19R
HIRL Rwys 1L-19R, 8L-26R and 8R-26L

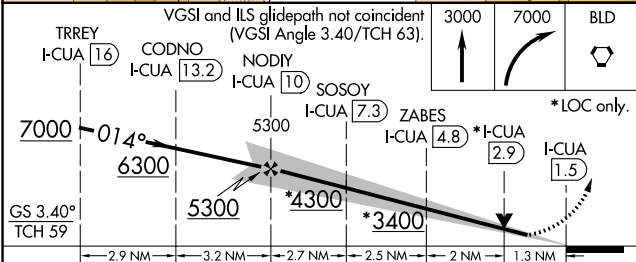
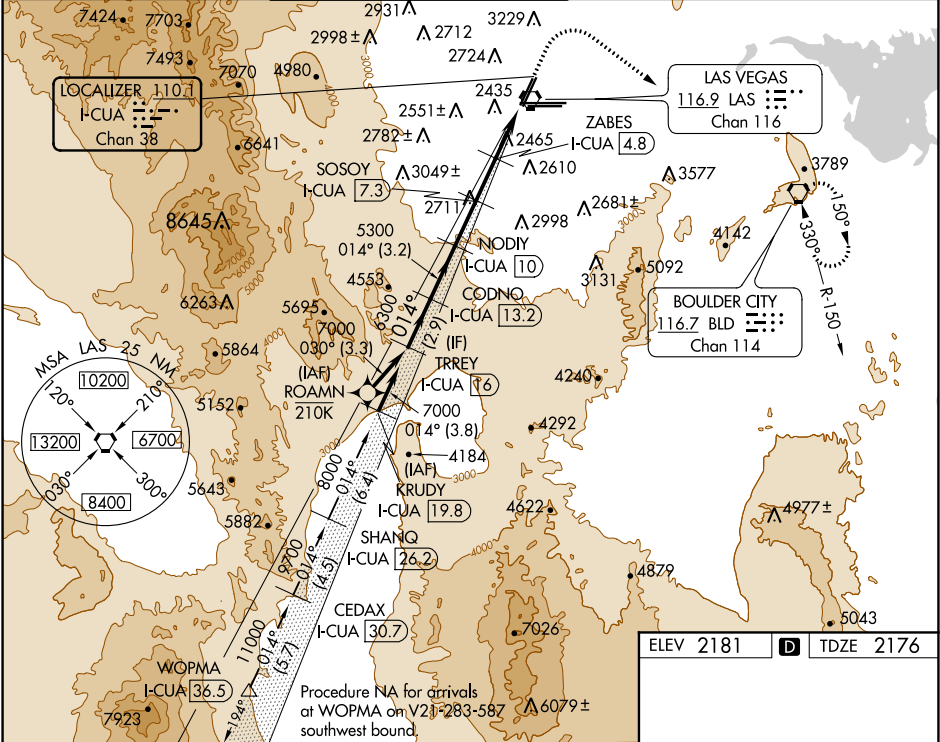
ILS or LOC RWY 1L

LOC/DME I-CUA	APP CRS	Rwy Idg	8401
110.1	014°	TDZE	2176
Chan 38		Apt Elev	2181

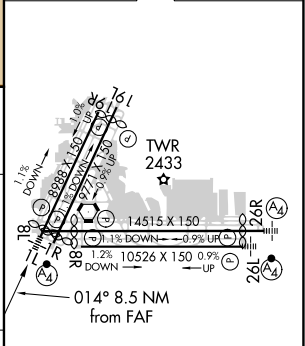
OLD

ILS or LOC RWY 1L
HARRY REID INTL (LAS)

DME required. From ROAMN: RNP APCH-GPS required.		MALSF	MISSED APPROACH: Climb to 3000 then climbing right turn to 7000 direct BLD VORTAC and hold, continue climb-in-hold to 7000.	
▼ Rwy 1L helicopter visibility reduction below 3/4 SM NA. ▲ For inop ALS, increase S-ILS 1L all Cats visibility to 7/8 SM.				
D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15 (West) 125.6 282.2 (East)	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0
				CPDLC



ELEV 2181	TDZE 2176
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CATEGORY	A	B	C	D
S-ILS 1L	2460-3/4 284 (300-3/4)			
S-LOC 1L	2720-3/4 544 (600-3/4)	2720-13/8 544 (600-13/8)		
CIRCLING	3020-11/4 839 (900-11/4)	3060-11/4 879 (900-11/4)	3100-23/4 919 (1000-23/4)	3540-3 1359 (1400-3)

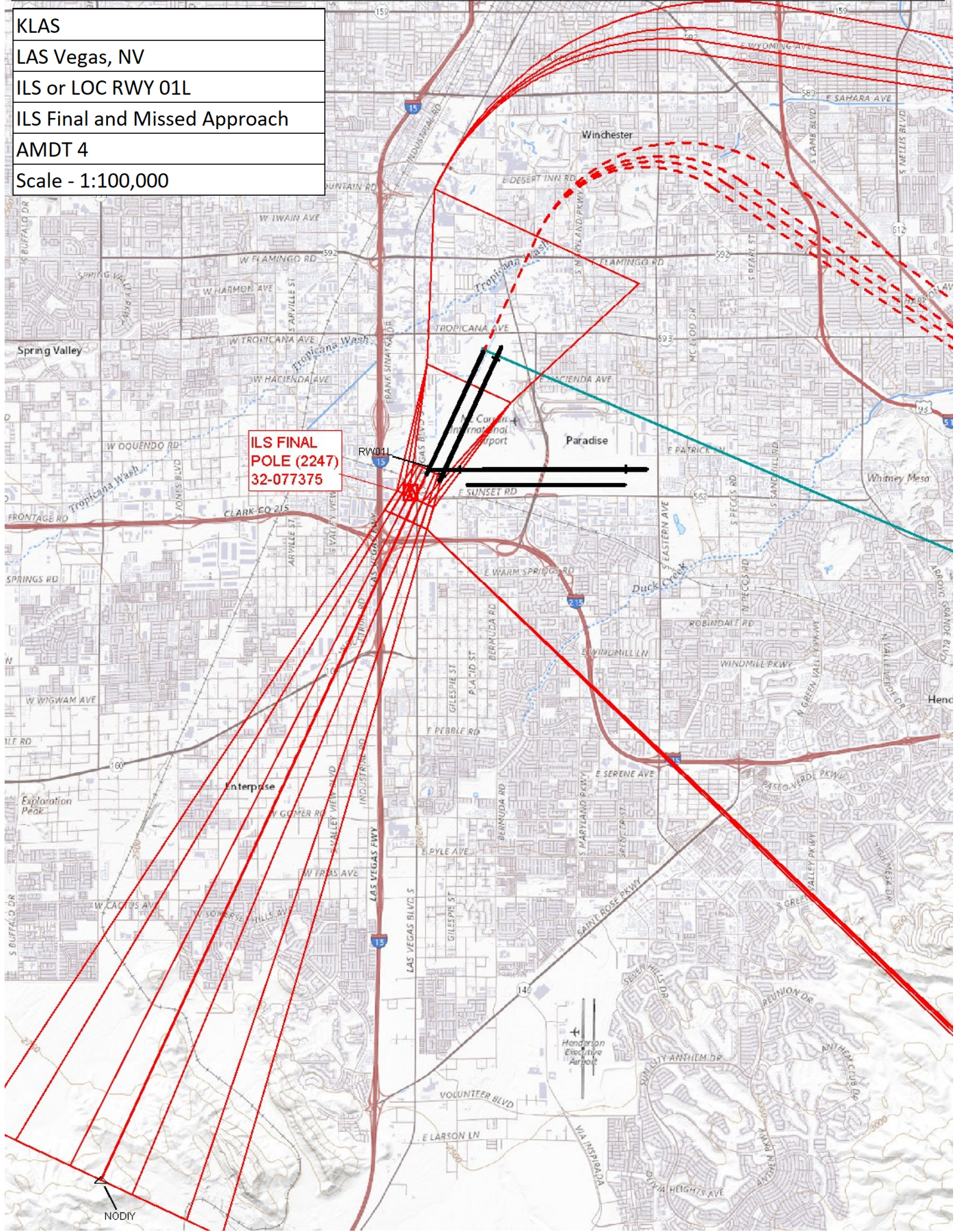
MIRL Rwy 1R-19L
REIL Rws 1R, 8R, 19L and 19R
HIRL Rws 1L-19R, 8L-26R and 8R-26L

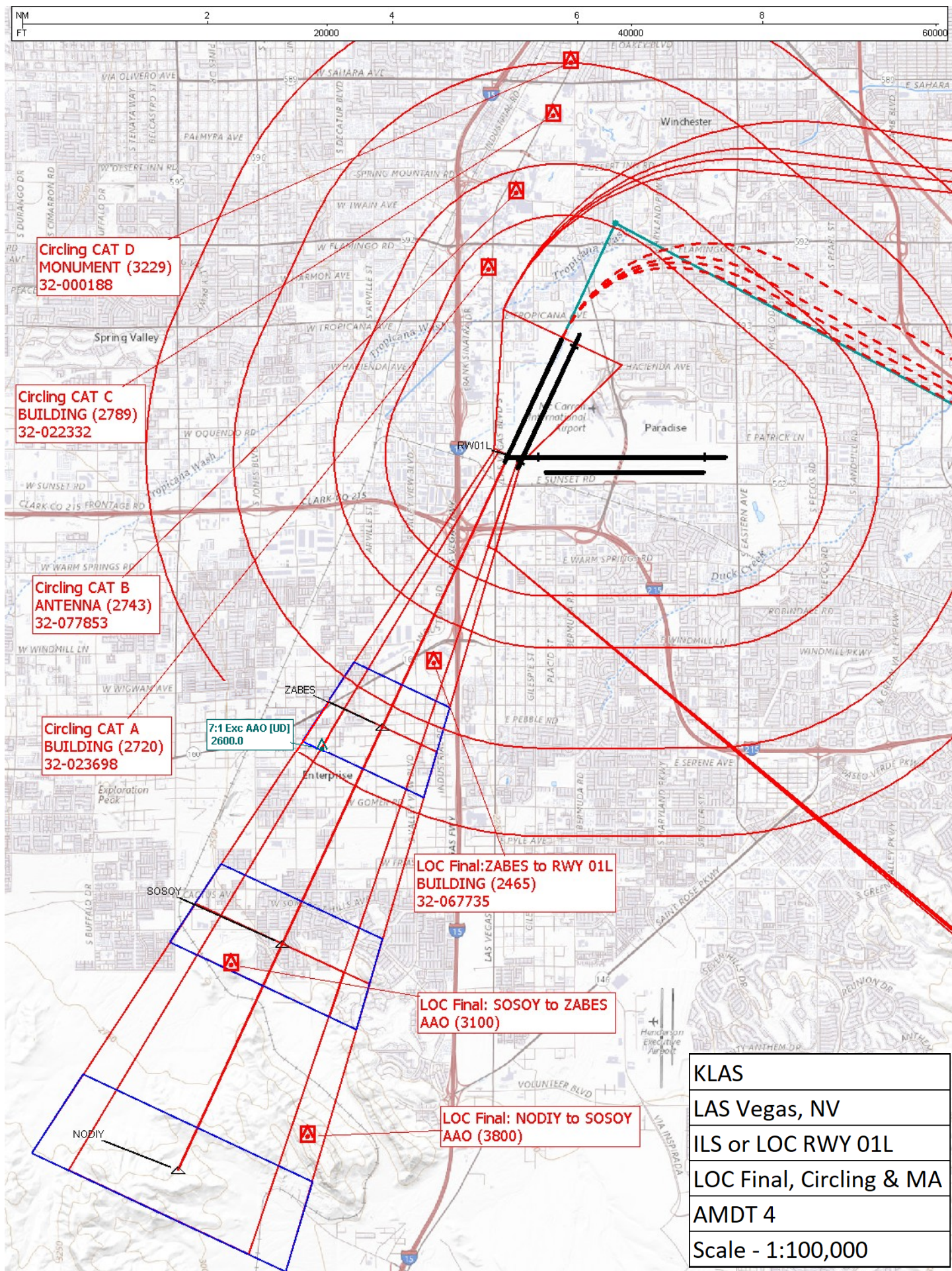
SW-4, 07 OCT 2021 to 04 NOV 2021

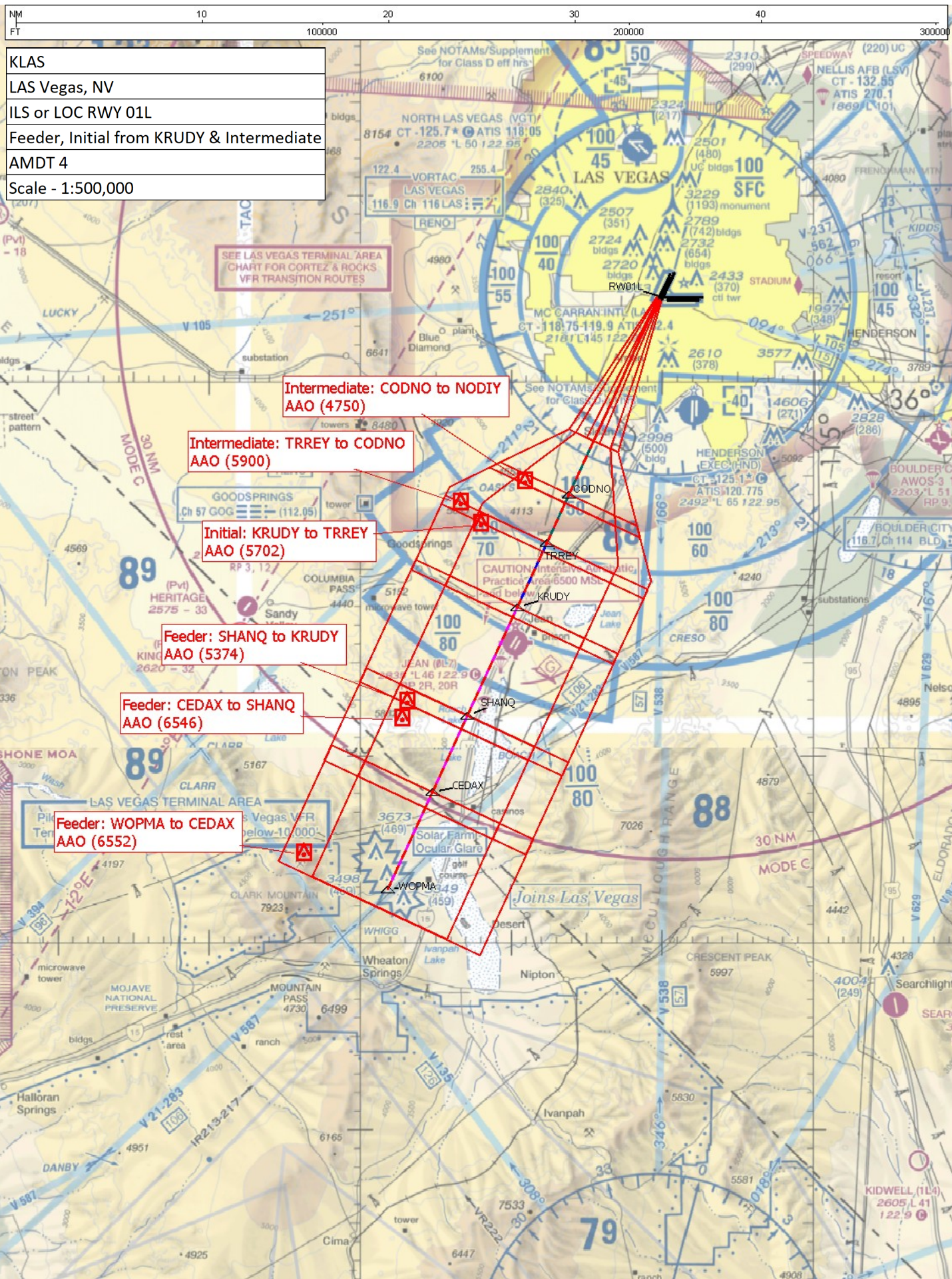
SW-4, 07 OCT 2021 to 04 NOV 2021



KLAS
LAS Vegas, NV
ILS or LOC RWY 01L
ILS Final and Missed Approach
AMDT 4
Scale - 1:100,000









KLAS
LAS Vegas, NV
ILS or LOC RWY 01L
Initial from ROAMN & CIH
AMDT 4
Scale - 1:500,000

MISSED APPROACH CIH
AAO (5660)

RNAV INITIAL ROAMN TO TRREY
AAO (4886)

ESV Details

Originating Office :AJV-A432		Airspace Docket Number :		Request Type :Revision		
Facility Data						
Chart Name:CEDAX, KLAS ILS or LOC RWY 1L		City:LAS VEGAS		Ident:CUA		State:NV
Type/Class: LOC		Frequency: M110.1		Reference Number: 21124564		
Extended Service Volume Data: (Original Record)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 000536 - 007	194		31	97	110	
Requirement: 140130E CEDAX ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:				Date:02/19/2014
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 000536 - 007	194		31	97	120	
Requirement: 140130E CEDAX ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:AJV-A432				Date:12/16/2021
Extended Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536 - 007	194		31	97	120	APPROVE
Requirement/Remarks: 140130E CEDAX ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014. APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:HEPSEN JOHN		Routing Symbol:			Date:12/16/2021	
Extended Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536 - 007	194		31	97	120	APPROVE
Requirement/Remarks: 140130E CEDAX ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014. APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:Hughes Dennis		Routing Symbol:			Date:12/20/2021	
Extended Service Volume Data: (FIFO)						

ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536 - 007	194					
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

ESV Details

Originating Office :AJV-A432		Airspace Docket Number :		Request Type :Revision		
Facility Data						
Chart Name:SHANQ, KLAS ILS or LOC RWY 1L		City:LAS VEGAS		Ident:CUA		State:NV
Type/Class: LOC		Frequency: M110.1		Reference Number: 21124566		
Extended Service Volume Data: (Original Record)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 000536 - 008	194		27	80	97	
Requirement: 140130E SHANQ ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:				Date:02/19/2014
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 000536 - 008	194		27	80	107	
Requirement: 140130E SHANQ ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:AJV-A432				Date:12/16/2021
Extended Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536 - 008	194		27	80	107	APPROVE
Requirement/Remarks: 140130E SHANQ ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014. APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:HEPSEN JOHN		Routing Symbol:			Date:12/16/2021	
Extended Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536 - 008	194		27	80	107	APPROVE
Requirement/Remarks: 140130E SHANQ ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014. APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:Hughes Dennis		Routing Symbol:			Date:12/20/2021	
Extended Service Volume Data: (FIFO)						

ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536 - 008	194					
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

ESV Details

Originating Office :AJV-A432		Airspace Docket Number :		Request Type :Revision		
Facility Data						
Chart Name:KRUDY ILS OR LOC RWY 1L KLAS		City:LAS VEGAS		Ident:CUA		State:NV
Type/Class: LOC		Frequency: M110.1		Reference Number: 22014664		
Extended Service Volume Data: (Original Record)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 000536 - 009	194		20	70	80	
Requirement: 140130E KRUDY ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:			Date:02/19/2014	
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 000536 - 009	194		20	80	90	
Requirement: KRUDY ILS OR LOC RWY 1L KLAS						
Signature:Buntin Karlie		Routing Symbol:AJV-A320			Date:01/05/2022	
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536 - 009	194					
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

ESV Details

Originating Office :AJV-A432		Airspace Docket Number :		Request Type :Revision		
Facility Data						
Chart Name:CEDAX, KLAS ILS or LOC RWY 1L		City:LAS VEGAS		Ident:CUA		State:NV
Type/Class: DME		Frequency: M999		Reference Number: 21124565		
Extended Service Volume Data: (Original Record)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 991132 - 012	194		31	97	110	
Requirement: 140130E CEDAX ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:				Date:02/19/2014
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 991132 - 012	194		31	97	120	
Requirement: 140130E CEDAX ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:AJV-A432				Date:12/16/2021
Extended Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132 - 012	194		31	97	120	APPROVE
Requirement/Remarks: 140130E CEDAX ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014. APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:HEPSEN JOHN		Routing Symbol:			Date:12/16/2021	
Extended Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132 - 012	194		31	97	120	APPROVE
Requirement/Remarks: 140130E CEDAX ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014. APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:Hughes Dennis		Routing Symbol:			Date:12/20/2021	
Extended Service Volume Data: (FIFO)						

ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132 - 012	194					
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

ESV Details

Originating Office :AJV-A432		Airspace Docket Number :		Request Type :Revision		
Facility Data						
Chart Name:SHANQ, KLAS ILS or LOC RWY 1L		City:LAS VEGAS		Ident:CUA		State:NV
Type/Class: DME		Frequency: M999		Reference Number: 21124567		
Extended Service Volume Data: (Original Record)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 991132 - 014	194		27	80	97	
Requirement: 140130E SHANQ ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:			Date:02/19/2014	
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 991132 - 014	194		27	80	107	
Requirement: 140130E SHANQ ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:AJV-A432			Date:12/16/2021	
Extended Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132 - 014	194		27	80	107	APPROVE
Requirement/Remarks: 140130E SHANQ ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014. APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:HEPSEN JOHN		Routing Symbol:			Date:12/16/2021	
Extended Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132 - 014	194		27	80	107	APPROVE
Requirement/Remarks: 140130E SHANQ ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014. APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:Hughes Dennis		Routing Symbol:			Date:12/20/2021	
Extended Service Volume Data: (FIFO)						

ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132 - 014	194					
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

ESV Details

Originating Office :AJV-A432		Airspace Docket Number :		Request Type :Revision		
Facility Data						
Chart Name:KRUDY ILS OR LOC RWY 1L KLAS		City:LAS VEGAS		Ident:CUA		State:NV
Type/Class: DME		Frequency: M999		Reference Number: 22014665		
Extended Service Volume Data: (Original Record)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 991132 - 013	194		20	70	70	
Requirement: 140130E KRUDY ILS OR LOC RWY 1L KLAS. 140131 APPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INS FC BY CHARLES CUNNINGHAM VN346 N56 ON 02/05/2014.						
Signature:Buntin Karlie		Routing Symbol:				Date:02/19/2014
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 991132 - 013	194		20	80	90	
Requirement: KRUDY ILS OR LOC RWY 1L KLAS						
Signature:Buntin Karlie		Routing Symbol:AJV-A432				Date:01/05/2022
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132 - 013	194					
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

INFORMATION ONLY

FIPC BASIC FORM							
PROCEDURE: ILS OR LOC/DME RWY 1L 1.00		AIRPORT NAME: MC CARRAN INTL		AIRPORT ID: KLAS	SPECIAL CONTROL NO: SP-12-181-13		
FAC ID: CUA		CITY: LAS VEGAS		ST: NV	ORIG CHART DATE:		
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS Task ID: 2006083114343801001			
PREFLIGHT NOTES							
REVIEWER: CUNNINGHAM				DATE: 1/31/14			
COMMENTS:				CHECK ONE:			
				<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
				<table border="1"> <tr> <td></td> <td>YES</td> <td>NO</td> </tr> <tr> <td>CPV COMPLETE?</td> <td><input checked="" type="checkbox"/></td> <td></td> </tr> </table>			YES
	YES	NO					
CPV COMPLETE?	<input checked="" type="checkbox"/>						
PROCEDURE RESULTS							
INSPECTION DATE: 2/5/14	CREW #: VAB46	N #: 56	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: <i>[Signature]</i>			PRINTED NAME: CHARLES CUNNINGHAM		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
FLIGHT INSPECTOR REMARKS: All ESVs check SAT							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:			

FAA Form 8200-17 (12-2013)

#6895 P.001

HILTON AIRSTRINGS

FEB 03, 2014 14:38 760202428

E-MAIL: [illegible]

INFORMATION ONLY

ESV Details

Originating Office :		Airspace Docket Number :		Request Type : Establish		
Facility Data						
Chart Name : TRREY		City : LAS VEGAS		Ident : CUA State : NV		
Type/Class : LOC		Frequency : M110.1		Reference No.: 12122940		
Expanded Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 000536-005	190	0	17	70	80	
Requirement: KLAS ILS OR LOC 1L IF						
Signature: powell Dan		Routing Symbol: AJV-352			Date: 12/04/2012	
Expanded Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536-005	190	0	17	70	80	APPROVE
Requirement/Remarks: KLAS ILS OR LOC 1L IFAPPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.						
Signature: HEPSEN JOHN		Routing Symbol:			Date: 12/07/2012	
Expanded Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536-005	190	0	17	70	80	APPROVE
Requirement/Remarks: KLAS ILS OR LOC 1L IFAPPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.						
Signature: CHRISTEIN THOMAS		Routing Symbol:			Date: 12/10/2012	
Expanded Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536-005	190	0				
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

INFORMATION ONLY

ESV Details

Originating Office :		Airspace Docket Number :		Request Type : Establish		
Facility Data						
Chart Name : CODNO		City : LAS VEGAS		Ident : CUA State : NV		
Type/Class : LOC		Frequency : M110.1		Reference No.: 12123020		
Expanded Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 000536-006	190	0	14	63	70	
Requirement: ILS OR LOC RWY 1L						
Signature: powell Dan			Routing Symbol:		Date: 12/05/2012	
Expanded Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536-006	190	0	14	63	70	APPROVE
Requirement/Remarks: ILS OR LOC RWY 1LAPPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.						
Signature: HEPSEN JOHN			Routing Symbol:		Date: 12/07/2012	
Expanded Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536-006	190	0	14	63	70	APPROVE
Requirement/Remarks: ILS OR LOC RWY 1LAPPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.						
Signature: CHRISTEIN THOMAS			Routing Symbol:		Date: 12/10/2012	
Expanded Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 000536-006	190	0				
Requirement/Remarks:						
Signature:			Routing Symbol:		Date:	

INFORMATION ONLY

ESV Details

Originating Office :		Airspace Docket Number :		Request Type : Establish		
Facility Data						
Chart Name : WOPMA		City : LAS VEGAS		Ident : CUA State : NV		
Type/Class : DME		Frequency : M999		Reference No.: 12122880		
Expanded Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 991132-006	190	0	37	110	120	
Requirement: KLAS ILS OR LOC 1L FEEDER FIX						
Signature: powell Dan		Routing Symbol: AJV-352			Date: 12/04/2012	
Expanded Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132-006	190	0	37	110	120	APPROVE
Requirement/Remarks: KLAS ILS OR LOC 1L FEEDER FIXAPPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.						
Signature: HEPSEN JOHN		Routing Symbol:			Date: 12/07/2012	
Expanded Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132-006	190	0	37	110	120	APPROVE
Requirement/Remarks: KLAS ILS OR LOC 1L FEEDER FIXAPPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.						
Signature: CHRISTEIN THOMAS		Routing Symbol:			Date: 12/10/2012	
Expanded Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132-006	190	0				
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

INFORMATION ONLY

ESV Details

Originating Office :		Airspace Docket Number :		Request Type : Establish		
Facility Data						
Chart Name : TRREY		City : LAS VEGAS		Ident : CUA State : NV		
Type/Class : DME		Frequency : M999		Reference No.: 12122960		
Expanded Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 991132-010	190	0	17	70	80	
Requirement: KLAS ILS OR LOC 1L						
Signature: powell Dan			Routing Symbol: AJV-352		Date: 12/04/2012	
Expanded Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132-010	190	0	17	70	80	APPROVE
Requirement/Remarks: KLAS ILS OR LOC 1LAPPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.						
Signature: HEPSEN JOHN		Routing Symbol:		Date: 12/07/2012		
Expanded Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132-010	190	0	17	70	80	APPROVE
Requirement/Remarks: KLAS ILS OR LOC 1LAPPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.						
Signature: CHRISTEIN THOMAS		Routing Symbol:		Date: 12/10/2012		
Expanded Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132-010	190	0				
Requirement/Remarks:						
Signature:		Routing Symbol:		Date:		

INFORMATION ONLY

ESV Details

Originating Office :		Airspace Docket Number :		Request Type : Establish		
Facility Data						
Chart Name : CODNO		City : LAS VEGAS		Ident : CUA		State : NV
Type/Class : DME		Frequency : M999		Reference No.: 13101788		
Expanded Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 991132-011	190	0	14	63	70	
Requirement: ILS OR LOC/DME RWY 1L						
Signature: danner david			Routing Symbol: AJV-354			Date: 10/21/2013
Expanded Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 991132-011	190	0				
Requirement/Remarks:						
Signature:			Routing Symbol:			Date:

INFORMATION ONLY



FAA

Aviation Safety

Memorandum

Date:

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Waiver Request; Memorandum Dated 12/03/2020

Wade Terrell
Signed By: Wade Terrell Fri Dec 18
2020 14:25:23 GMT-06:00:00
(Central Standard Time)

The attached waiver for the "ILS OR LOC RWY 1L, AMDT 3" at McCarran Intl, Las Vegas, NV is approved and forwarded for your action.

Please direct all inquiries to Victor B. Naso, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-5181.

Attachments

INFORMATION ONLY



Federal Aviation Administration

Memorandum

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Division
THRU: Wade Terrell, Manager, Flight Procedures and Airspace Group

From: Julie Morgan, Manager, Instrument Flight Procedures (IFP) Coordination
Team, AJV-A410

Subject: Waiver Request: Mc Carran Intl, Las Vegas, NV (KLAS)

Digitally signed by

TRACEY STILES

Dec 03, 2020

The attached waiver for Mc Carran Intl, Las Vegas, NV (KLAS) is forwarded for your review and approval.

Please return a signed copy for our files.

8260-1 ILS OR LOC RWY 1L, AMDT 3

Please respond as soon as possible.

Attachment

1. FLIGHT PROCEDURE IDENTIFICATION:

LAS VEGAS, NV
MC CARRAN INTL
ILS OR LOC RWY 1L

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.58A, paragraph 1-3-1. c.. The first leg of an initial and the first leg of an intermediate segment must be a TF that accommodates a 90-degree intercept angle. Use standard turn parameters at the start fix, except a 25-degree bank angle applies. Where a shorter leg is needed, reduce airspeed in increments of not less than five KIAS until the desired length is achieved.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The initial segment from ROAMN to TRREY is 3.30NM and is not long enough for vectoring; the minimum leg length should be 4.93NM. Speed has been restricted to 210 KIAS at ROAMN to accommodate the segment length, but it still falls short of the required length.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

The initial will be used from the end of the STAR only. ATC will be trained not to vector to this fix since it does not meet the required length. The ROAMN initial will solely be used to enter when arriving on the STAR that terminates at ROAMN.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

The initial will be used from the end of the STAR only, so there are no feasible alternatives.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This was coordinated with AWP AWO C. Harris.

7. SUBMITTED BY:

DATE
12/26/2019

OFFICE IDENTIFICATION
AJV-A420

TITLE
MANAGER

SIGNATURE
Marlon J. Robinson

Digitally signed by
ALLAN WILL
Feb 20, 2020

8. AFS ACTIONS:



APPROVED



DISAPPROVED



NOT REQUIRED

COMMENTS: Approved Based on the Equivalent Level of Safety in Block 4.

DATE

ROUTING SYMBOL

SIGNATURE

Wade Terrell
Signed By: Wade Terrell Fri Dec 18
2020 14:25:23 GMT-06:00:00
(Central Standard Time)

INFORMATION ONLY



FAA

Aviation Safety

Memorandum

Date:

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Waiver Request; Memorandum Dated 12/03/2020

The attached waiver for the "ILS OR LOC RWY 1L, AMDT 3" at McCarran Intl, Las Vegas, NV is approved and forwarded for your action.

Please direct all inquiries to Victor B. Naso, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-5181.

Attachments

CONCURRENCES
ROUTING SYMBOL AFS-410 MANAGER
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-420 C MANAGER
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-420 E MANAGER
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-420 S MANAGER
INITIALS/SIG Thomas J Nichols Signed By: Thomas J Nichols Thu Dec 17 2020 15:18:52 GMT- 06:00:00 (Central Standard Time)
DATE
ROUTING SYMBOL AFS-420 W MANAGER
INITIALS/SIG Tom Noble Signed By: Tom Noble Fri Dec 11 2020 08:19:21 GMT-06:00:00 (Central Standard Time)
DATE
ROUTING SYMBOL AFS-410 B MANAGER
INITIALS/SIG Merrill Armstrong Signed By: Merrill Armstrong Thu Dec 17 2020 07:53:46 GMT- 06:00:00 (Central Standard Time)
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE
CONCURRENCES
ROUTING SYMBOL AFS-410 MANAGER

FIPC BASIC FORM							
PROCEDURE: ILS OR LOC RWY 1L AMDT 3			AIRPORT NAME: MC CARRAN INTL		AIRPORT ID: KLAS	SPECIAL CONTROL NO: SP-02-250-20	
FAC ID: CUA		CITY: LAS VEGAS			ST: NV	ORIG CHART DATE: 05/21/2020	
DFL TYPE: PROC/AR	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER: scott a thompson					DATE: 02/28/2020		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 02/28/2020	CREW #: VN167	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT			ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: scott a thompson @ 02/28/2020 13:55			PRINTED NAME: THOMPSON, SCOTT ANDREW				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Short RNAV initial segment added to SIAP; minimum altitude of segment is above the MVA; ARINC coding for segment verified in UNS FMS; as per Technical Services (DM), desktop signoff is appropriate. No other SIAP changes required flight inspection. (CPV not available for PROC/AR.)							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:		



Results Name: RS Results KLAS RNAV (GPS) Rwy 01L_clone

Last evaluation: 26-Dec-2019 07:58:21
Reference Software version: 2.3.0
Project Chart Date: 05/21/2020

Penetrating Obstacle

Penetrating Controller

Cleared Controller

Accuracy Code Overridden

Display Options

☒ Round for Publication

☒ Apply Acc Adj Vals for Controller

Course Display

☒ True

☐ Magnetic

Initial Intermediate Final Segment Minima Airspace Altitude FAS Data Block Results Input Show/Hide/Color OEA's Procedure Notes

Criteria Failures and Warnings

Edit Justification	RAO154: [Waiver Required] The leg length from ROAMN to TRREY (3.30) must be at least 4.93 NM to support ATC vectors.
Edit Justification	RAO154: [Waiver Required] The leg length from TRREY to CODNO (2.85) must be at least 3.27 NM to support ATC vectors.
Edit Justification	RAO240: [Waiver Required] LP Procedures cannot be published alongside LPV or LNAV/VNAV procedures.
Edit Justification	RAO349: [Warning] The final segment GPA and TCH (3.4/59.3) is not coincident with the VGSI (3.4/62.6)
RAO245: [Information] The VDP is not publishable due to: 20:1 penetrations.	
RAO339: [Information] One or more 34:1 visual areas to RW01L has penetrations. Penetrations exist for the following minima: LPV 284.0 ft. HAT, All non-vertically guided minima.	
RAO341: [Information] Please verify that the final offset angle of 0.01 degrees is intentional.	
RAO399: [Information] One or more 20:1 visual areas to RW01L have penetrations. If penetrations are unlit, annotate the chart to deny the approach or applicable minimums at night unless use of a VGSI in lieu of obstruction lighting is approved. Penetrations exist for the following minima: LPV 284.0 ft. HAT, All non-vertically guided minima.	

Software Evaluation Failures, Warnings, and Notes

Edit Justification	CEW59: The procedure excludes digital terrain evaluation within one or more legacy survey areas that are not included in FAA Order 8260.19.
Edit Justification	No Missed Approach Segment was evaluated for the procedure.
Edit Justification	Procedure database airport KLAS record magnetic variation of 11.0E (WMM 2020) is within 3 degrees of next future epoch year value 12.0E (WMM 2020).
Edit Justification	Reference software evaluation is out of date. Please re-evaluate.
Edit Justification	Terrain evaluation was not selected for VGS. Verify manual evaluation accomplished.
Edit Justification	Terrain evaluation was not selected for Visual. Verify manual evaluation accomplished.
Edit Justification	Terrain evaluation was not selected for the leg from CODNO to NODIY. Verify manual evaluation accomplished.
Edit Justification	Terrain evaluation was not selected for the leg from TRREY to CODNO. Verify manual evaluation accomplished.
Edit Justification	The following 20:1 visual areas have unlit penetrations: Straight-In KLAS:RW01L. Annotate the chart to deny the approach or applicable minimums at night unless use of a VGSI in lieu of obstruction

Obstacles Requiring Accuracy Code Verification	User Initiated Accuracy Overridden Obstacles	Ignored Obstacles	Acceptable Obstacles

**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: Harry Reid International Airport (KLAS), Las Vegas, Nevada, Henderson Executive Airport (KHND), Las Vegas, Nevada

Instrument Flight Procedure(s):

The Federal Aviation Administration (FAA) is proposing to amend thirteen flight procedures at KLAS and two flight procedures at KHND in Las Vegas, Nevada which qualify for an abbreviated environmental review. The proposed amendments include the following procedures summarized in Table 1.

Table 1. Summary of Proposed Flight Procedures		
Airport	Procedure Type	Proposed Procedure
KLAS	Standard Instrument Departure (SID)	NIITZ THREE DEPARTURE (Area Navigation [RNAV])
		RASLR THREE DEPARTURE (RNAV)
		GIDGT TWO DEPARTURE (RNAV)
		RATPK THREE DEPARTURE (RNAV)
		LOHLA TWO DEPARTURE (RNAV)
	Standard Arrival (STAR)	JAYSN TWO ARRIVAL (RNAV)
		CHOWW TWO ARRIVAL (RNAV)
		RKSTR TWO ARRIVAL (RNAV)
		RNDRZ TWO ARRIVAL (RNAV)
		CRESO FIVE ARRIVAL
		ISHEE TWO ARRIVAL
	Instrument Approach Procedure (IAP)	Instrument Landing System or Localizer (ILS OR LOC) Runway (RWY) 1 Left (1L)
		RNAV Global Positioning System (GPS) RWY 1 Right (1R)
KHND	SID	SCAMR THREE DEPARTURE (RNAV)
	STAR	BOEGY TWO ARRIVAL (RNAV)

The proposed amendments are described in Table 2. The purpose of the proposed amendments is to improve the separation of air traffic along these routes, make corrections to notes, and increase altitudes. None of the proposed amendments would change existing tracks, create new tracks, decrease altitude, or change concentration of aircraft on these tracks.

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

Table 2. Summary of Proposed Flight Procedure Amendments

Proposed Procedure	Proposed Amendments	Basis for Determination
NIITZ THREE DEPARTURE (RNAV)	Change altitude restriction at TTONE to at or above (AOA) 8,000 feet (ft) mean sea level (MSL) (approximately [~] 5,100 ft above ground level (AGL) to segregate from KHND departures.	The procedure amendment would not alter the existing procedure track, and would increase the minimum allowable altitude at TTONE from 7,000 ft to 8,000 ft MSL.
RASLR THREE DEPARTURE (RNAV) SID	Change altitude restriction at TTONE to AOA 8,000 ft MSL (~5,100 ft AGL) to segregate from KHND departures.	The procedure amendment would not alter the existing procedure track, and would increase the minimum allowable altitude at TTONE from 7,000 ft to 8,000 ft MSL.
GIDGT TWO DEPARTURE (RNAV)	Add altitude restriction at TTEAA of AOA 14,000 ft MSL (~12,300 ft AGL).	The procedure amendments would not alter the existing procedure track, would restrict aircraft from flying lower than 14,000 ft MSL at TTEAA. The proposed altitude restriction at TTEAA would establish a minimum allowable altitude along this transition.
	Add altitude restriction at LEELN of at or below (AOB) 8,000 ft MSL (~5,500 ft AGL), to segregate from both waypoint COKTL and the KLAS RNDZR STAR.	The existing procedure does not include an altitude restriction at LEELN. Climb gradients for various aircraft performance types were reviewed in TARGETS ¹ , which shows the highest altitude for the best performing aircraft at LEELN would be 6,873 ft MSL, and the highest altitude for the poorest performing aircraft would be 5,842 MSL. Therefore, the proposed altitude restriction would not reduce the altitude of aircraft flying the procedure.
RATPK THREE DEPARTURE (RNAV)	Delete KITTN transition as air traffic control (ATC) no longer needs this route.	The procedure amendments would remove the KITTN transition from the procedure because it is no longer in use. The procedure track would otherwise remain unchanged.
	Add altitude restriction at LEELN AOB 8,000 ft MSL (~5,500 ft AGL) to segregate from overhead arrival traffic.	The existing procedure does not include an altitude restriction at LEELN. Climb gradients for various aircraft performance types were reviewed in TARGETS, which shows the highest altitude for the best performing aircraft at LEELN would be 6,873 ft MSL, and the highest altitude for the poorest performing aircraft would be 5,842 ft MSL. Therefore, the proposed altitude restriction would not reduce the altitude of aircraft flying the procedure.

¹ Terminal Area Route Generation Evaluation & Traffic Simulation (TARGETS) uses a publicly available, regularly maintained database containing extensive information on the National Airspace System (NAS) including airports, runways, fixes, navigational aids (Nav aids), and Special Use Airspace (SUA) data for procedure design and simulation.

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

Table 2. Summary of Proposed Flight Procedure Amendments

Proposed Procedure	Proposed Amendments	Basis for Determination
LOHLA TWO DEPARTURE (RNAV)	Add altitude restriction at LEELN of AOB 8,000 ft (~5,500 ft AGL) MSL to segregate from the COKTL and RNDZR STARs.	The existing procedure does not include an altitude restriction at LEELN. Climb gradients for various aircraft performance types were reviewed in TARGETS, which shows the highest altitude for the best performing aircraft at LEELN would be 6,873 ft MSL, and the highest altitude for the poorest performing aircraft would be 5,842 ft MSL. Therefore, the proposed altitude restriction would not reduce the altitude of aircraft flying the procedure.
JAYSN TWO ARRIVAL (RNAV)	Change maximum altitude restriction at BAUMM to AOB 11,000 ft MSL (~7,785 ft AGL) to segregate from traffic on the RADYR SID	The proposed amendment would not alter the existing procedure track. Currently, aircraft at BAUMM are restricted to altitudes between 8,000 ft MSL and 12,000 ft MSL. The proposed restriction would reduce the maximum allowable altitude at BAUMM, but the minimum allowable altitude would not be affected.
CHOWW TWO ARRIVAL (RNAV)	Add restriction at JAIDE of between 10,000 ft MSL (~7,600 ft AGL) and 13,000 ft MSL (~10,600 ft AGL) to segregate aircraft from KHND departures.	The proposed amendments would not alter the existing procedure track. Currently, aircraft at JAIDE are restricted to altitudes between 8,000 ft MSL and 10,000 ft MSL. The proposed amendment would increase the minimum allowable altitude of aircraft at JAIDE by 2,000 ft, and would increase the maximum allowable altitude of aircraft at JAIDE by 3,000 ft.
	Add new fix, MAHNA, west of JAIDE with an altitude restriction of AOA 9,000 ft MSL (~7,000 ft AGL) to segregate from NTNDO STAR at KHND.	The proposed new fix MAHNA is located along the existing procedure track. Aircraft along this transition of the procedure from TUUTH to JAIDE are currently restricted to AOA 8,000 ft MSL. The proposed amendment would increase the minimum allowable altitude of aircraft at MAHNA by 1,000 ft.
	Change altitude restriction at SACHL to between 10,000 ft MSL (~7,950 ft AGL) and 13,000 ft MSL (~10,950 ft AGL) to ensure arrivals remain in appropriate Terminal Radar Approach Control (TRACON) sector.	Currently, aircraft at SACHL are restricted to AOA 10,000 ft MSL with no maximum altitude restriction. The proposed amendment would establish a maximum allowable altitude at SACHL, but the minimum allowable altitude would not be affected.

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

Table 2. Summary of Proposed Flight Procedure Amendments

Proposed Procedure	Proposed Amendments	Basis for Determination
RKSTR TWO ARRIVAL (RNAV)	Change speed restriction at PEHTY from AT 280 knots indicated airspeed (KIAS) to AT 250 KIAS.	The proposed amendments would not alter the existing procedure track. This amendment would only involve a speed restriction at PEHTY with no change in track, glideslope, or altitude.
	Change altitude restriction at HUXLY to between 10,000 ft MSL (~ 8,000 ft AGL) and 13,000 ft MSL (~11,000 ft AGL) to segregate from propeller-driven departures.	Currently, aircraft at HUXLY are restricted to AOA 10,000 ft MSL with no maximum altitude restriction. The proposed amendment would establish a maximum allowable altitude at HUXLY, but the minimum allowable altitude would not be affected.
	Add new fix, MAHNA, west of JAIDE with a restriction of AOA 9,000 ft MSL (~7,000 ft AGL) to segregate from the NTNDO STAR at KHND.	The proposed new fix MAHNA would be located along the existing procedure track. Aircraft along this transition of the procedure from TUUTH to JAIDE are currently restricted to AOA 8,000 ft MSL. The proposed amendment would increase the minimum allowable altitude of aircraft at MAHNA by 1,000 ft.
	Change altitude restriction at JAIDE to between 10,000 ft MSL (~7,600 ft AGL) and 13,000 ft MSL (~10,600 ft AGL), to segregate from KHND departures.	Currently, aircraft at JAIDE are restricted to altitudes between 8,000 ft MSL and 10,000 ft MSL. The proposed amendment would increase the minimum allowable altitude of aircraft at JAIDE by 2,000 ft, and would increase the maximum allowable altitude of aircraft at JAIDE by 3,000 ft.
	Add altitude restriction at HAYLN of AOB 9,000 ft MSL (~6,200 ft AGL) to segregate from the RASLR SID.	The proposed amendments would not alter the existing procedure track. Currently, there are no altitude restrictions at HAYLN. Aircraft along this transition of the procedure from HUXLY to FLYES or PRINO are currently restricted to AOA 10,000 ft MSL at HUXLY, and 8,000 ft MSL at FLYES or PRINO. The proposed altitude restriction would establish a minimum allowable altitude at HAYLN along this transition.
	Change altitude restriction at FELAA from AOA 8,500 ft MSL to between 8,500 ft MSL (~5,977 ft AGL) and 11,000 ft MSL (~8,477 ft AGL) to ensure arrivals remain within appropriate TRACON sector.	Currently, aircraft at FELAA have a minimum altitude restriction of AOA 8,500 ft MSL with no maximum altitude restriction. The proposed amendment would establish a maximum allowable altitude at FELAA, but the minimum allowable altitude would not be affected.

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

Table 2. Summary of Proposed Flight Procedure Amendments

Proposed Procedure	Proposed Amendments	Basis for Determination
RNDRZ TWO ARRIVAL (RNAV)	Change altitude restriction at RUMLY to between 10,000 ft MSL (~7,300 ft AGL) and 13,000 ft MSL (~10,300 ft AGL), to segregate from propeller-driven departures.	The proposed amendments would not alter the existing procedure track. Currently, aircraft are restricted to a minimum altitude of 10,000 ft MSL at RUMLY with no maximum altitude restriction. The proposed amendment would establish a maximum allowable altitude at RUMLY, but the minimum allowable altitude would not be affected.
	Change maximum altitude restriction at BAUMM to AOB 11,000 ft MSL (~7,785 ft AGL) to segregate from traffic on the RADYR SID	Currently, aircraft at BAUMM are restricted to altitudes between 8,000 ft MSL and 12,000 ft MSL. The proposed restriction would reduce the maximum allowable altitude at BAUMM, but the minimum allowable altitude would not be affected.
CRESO FIVE ARRIVAL	Delete JOKUR fix; it is too similar to the JOHKR fix utilized on the KLAS JOHKR RNAV SID. Delete Chart note associated with JOKUR fix “TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect AT FL240”; Note not needed as CRESO will not be utilized for turbojets. Delete Chart note that states “TURBOJET VERTICAL NAVIGATION PLANNING”.	The removal of JOKUR fix from the procedure and the proposed changes to the Chart notes would not change the procedure track, glideslope, or altitude.
	Remove Chart note “INFORMATION Expect 12000”. Note not needed as CRESO will not be utilized for Turbojets. Also delete chart note that says “expect WHIGG AT 12000”.	The removal of these Chart notes from the procedure would not change the procedure track, glideslope, or altitude for the procedure.
ISHEE TWO ARRIVAL	Change speed restriction at PEHTY to AT 250 KIAS to align with amendment being made to the RKSTR RNAV STAR.	This amendment would only involve a speed restriction at PEHTY with no change in track, glideslope, or altitude.
ILS OR LOC RWY 1L	Change the altitude at ROAMN to a mandatory altitude of 8,000 ft MSL (~4,700 ft AGL).	Currently, aircraft at ROAMN are restricted to AOA 8,000 ft MSL with no maximum altitude restriction. The proposed amendment would require all aircraft at ROAMN to cross at an altitude of 8,000 ft MSL.

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

Table 2. Summary of Proposed Flight Procedure Amendments

Proposed Procedure	Proposed Amendments	Basis for Determination
	Add 210 KIAS maximum airspeed restriction at TRREY.	The proposed speed restriction at TRREY would not change the track, glideslope, or altitude of aircraft along the procedure.
RNAV (GPS) RWY 1R	Change the altitude at BUHLL to a mandatory altitude of 7,000 ft MSL (~4000 ft AGL).	Currently, aircraft at BUHLL are restricted to AOA 7,000 ft MSL with no maximum altitude restriction. The proposed amendment would require aircraft at BUHLL to cross at an altitude of 7,000 ft MSL.
SCAMR THREE DEPARTURE (RNAV)	Deleted KITTN transition as ATC no longer needs this route.	The procedure amendments would remove the KITTN transition from the procedure because it is no longer in use. The procedure track would otherwise remain unchanged.
BOEGY TWO ARRIVAL (RNAV)	Changed speed restriction at BOEGY from at 250 KIAS to AOB 250 KIAS to accommodate lesser performing aircraft.	This amendment would only involve a speed restriction at BOEGY with no change in track, glideslope, or altitude.

Requestor Name and Phone Number:

Houghton, Elizabeth (elizabeth.a.houghton@faa.gov) (206) 231-2272

Graham, Bob (Bob.CTR.Graham@faa.gov) (206) 231-2255

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

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☒ Minimum Safe Altitudes

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 and removal of NDB

Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken

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.

☐ 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.

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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. These proposed amendments are considered independent utility. Based on the limited scope and nature of the amendments, cumulative impacts are not anticipated.

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 Prepared By:

Signed: _____ Date: _____

Environmental Specialist Concurrence/Reviewed By:

Signed: _____ Date: _____