

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Textual DP	Estimated Chart Date: 10/07/2021	APWS Task ID: 472111960A9C445A808D139547405D85	APWS Project ID: 4C8A4FEF0B514226B987B1B3B0FEB003
Procedure: WATFORD CITY ND AMDT 2		Enroute: NO	Specialist: Christensen, Richard		Agreement Number:
Airport ID: S25			Airport City: WATFORD CITY		State: ND
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p><b>Procedure Comments:</b>  PENDING DATA USED FOR AIRPORT AND RUNWAYS.</p> <p>RWY 12/30 CONSTRUCTION, MAGVAR UPDATED FROM 9E/2010 TO 7E/2025.  RWY 18/36 PERM CLOSED.</p> <p>CONTACTS:  DONALD LANIER (AJV-A431), 405.954.8242  LONNIE EVERHART (AJV-A430), 405.954.4576</p> <p>HARD DATE.</p>					



<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> WATFORD CITY ND AMDT 2			<b>AIRPORT NAME:</b> WATFORD CITY MUNI		<b>AIRPORT ID:</b> KS25	<b>SPECIAL CONTROL NO:</b> BP-06-159-21
<b>FAC ID:</b> KS25		<b>CITY:</b> WATFORD CITY			<b>ST:</b> ND	<b>ORIG CHART DATE:</b> 10/07/2021
<b>DFL TYPE:</b> PROC/T	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b> anthony d vallera					<b>DATE:</b> 07/08/2021	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					<div style="display: flex; justify-content: space-between;"> <span></span> <span>YES</span> <span>NO</span> </div>	
					<b>CPV COMPLETE?</b> <div style="display: flex; justify-content: space-between;"> <span>X</span> <span></span> </div>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 07/08/2021	<b>CREW #:</b> VN218	<b>N #:</b> N56	<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 type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> anthony d vallera @ 07/08/2021 18:26			<b>PRINTED NAME:</b> VALLERA, ANTHONY DOMINIC			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b>						
<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>		

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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**



**WATFORD CITY, ND**

WATFORD CITY MUNI (S25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

**Rwy 12**, 400-1½ or std. with a min. climb of 462' per NM to 2600.

**Rwys 18, 36**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tree 5528' from DER, 1819' right of centerline, up to 100' AGL/2439' MSL.

Vehicle on road, trees, and terrain beginning 186' from DER, 62' right of centerline, up to 100' AGL/2258' MSL.

Vehicle on road, fence, and terrain beginning 90' from DER, 43' left of centerline, up to 27' AGL/2167' MSL.

**Rwy 30**, trees and buildings beginning 672' from DER, 119' right of centerline, up to 41' AGL/2101' MSL.

Vehicle on road, light and trees beginning 199' from DER, 128' left of centerline, up to 59' AGL/2119' MSL.

**WESSINGTON SPRINGS, SD**

WESSINGTON SPRINGS (4X4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

**Rwy 30**, std. w/ min. climb of 240' per NM to 2400 or 1400 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 12**, climb on heading 127° to 2000 before turning right.

**Rwy 30**, climb on heading 313° to 2400 before turning left.

VCOA:

**Rwy 30**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wessington Springs airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, pole 10' from DER, 10' right of centerline, 2' AGL/1531' MSL.

Fence beginning 127' from DER, 493' right of centerline, up to 9' AGL/1539' MSL.

Tree 1753' from DER, 759' right of centerline, 50' AGL/1575' MSL.

Pole 2003' from DER, 1030' right of centerline, 57' AGL/1580' MSL.

**Rwy 30**, pole 10' from DER, 9' left of centerline, 1546' MSL.

Fence 12' from DER, 498' left of centerline, 9' AGL/1554' MSL.

Tree 812' from DER, 332' right of centerline, 1565' MSL.

Pole 4998' from DER, 320' left of centerline, 73' AGL/1672' MSL.

Tree 1.2 NM from DER, 1336' left of centerline, 1731' MSL.

Trees beginning 1.3 NM from DER, 2293' left of centerline, up to 1771' MSL.

Trees beginning 1.4 NM from DER, 2587' left of centerline, up to 1794' MSL.

Tree 1.6 NM from DER, 2761' left of centerline, up to 1805' MSL.

Tree 1.8 NM from DER, 3351' left of centerline, 1845' MSL.

Tree, terrain beginning 1.9 NM from DER, 3408' left of centerline, up to 1887' MSL.

Tree beginning 2 NM from DER, 3138' left of centerline, up to 1890' MSL.

Tree and pole beginning 2.1 NM from DER, 2642' left of centerline, up to 40' AGL/1926' MSL.

Trees beginning 2.2 NM from DER, 1876' left of centerline, up to 100' AGL/1932' MSL.

25 MAR 2021 to 22 APR 2021

25 MAR 2021 to 22 APR 2021



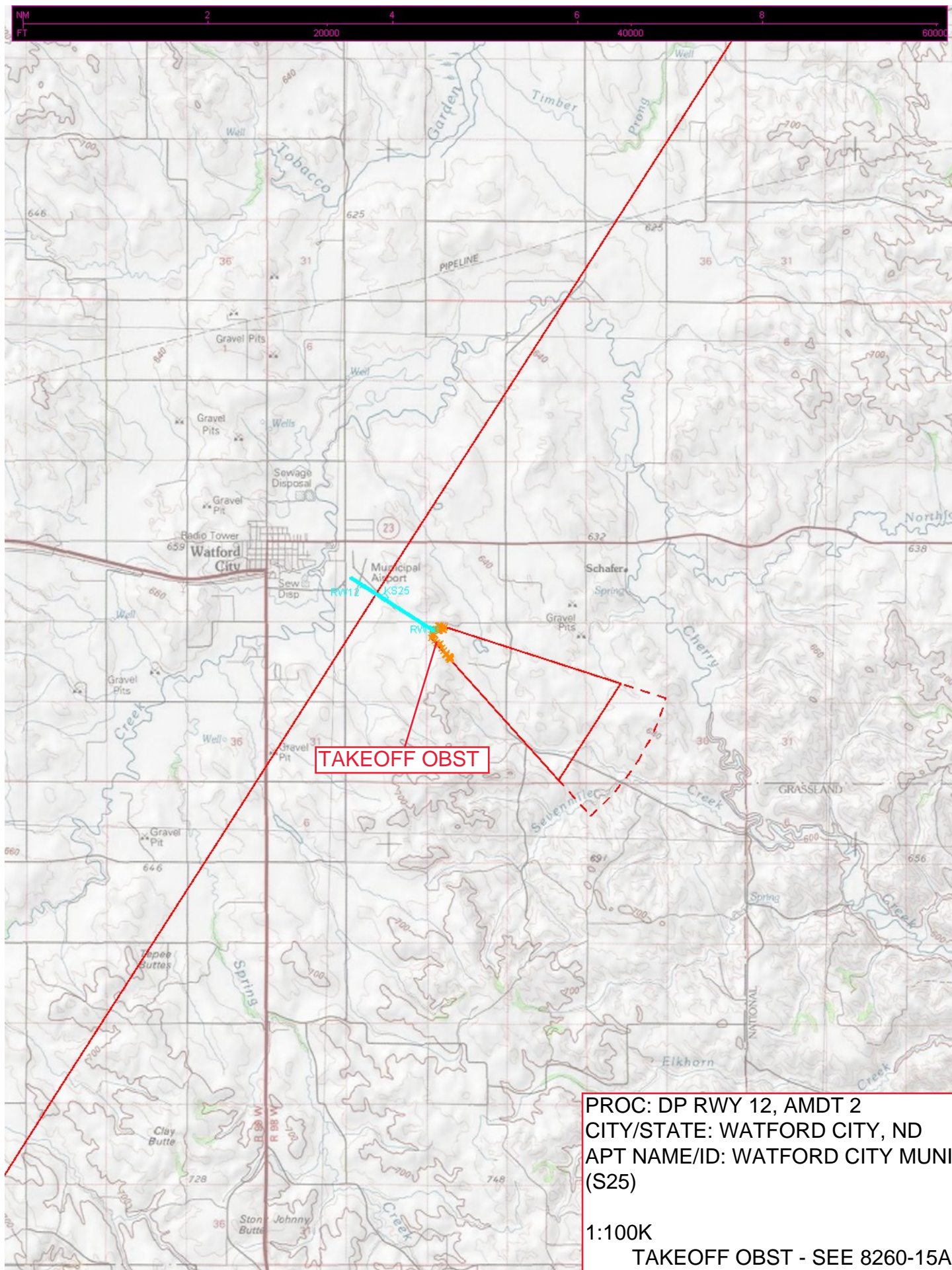
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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND  
DIVERSE VECTOR AREA (RADAR VECTORS)**



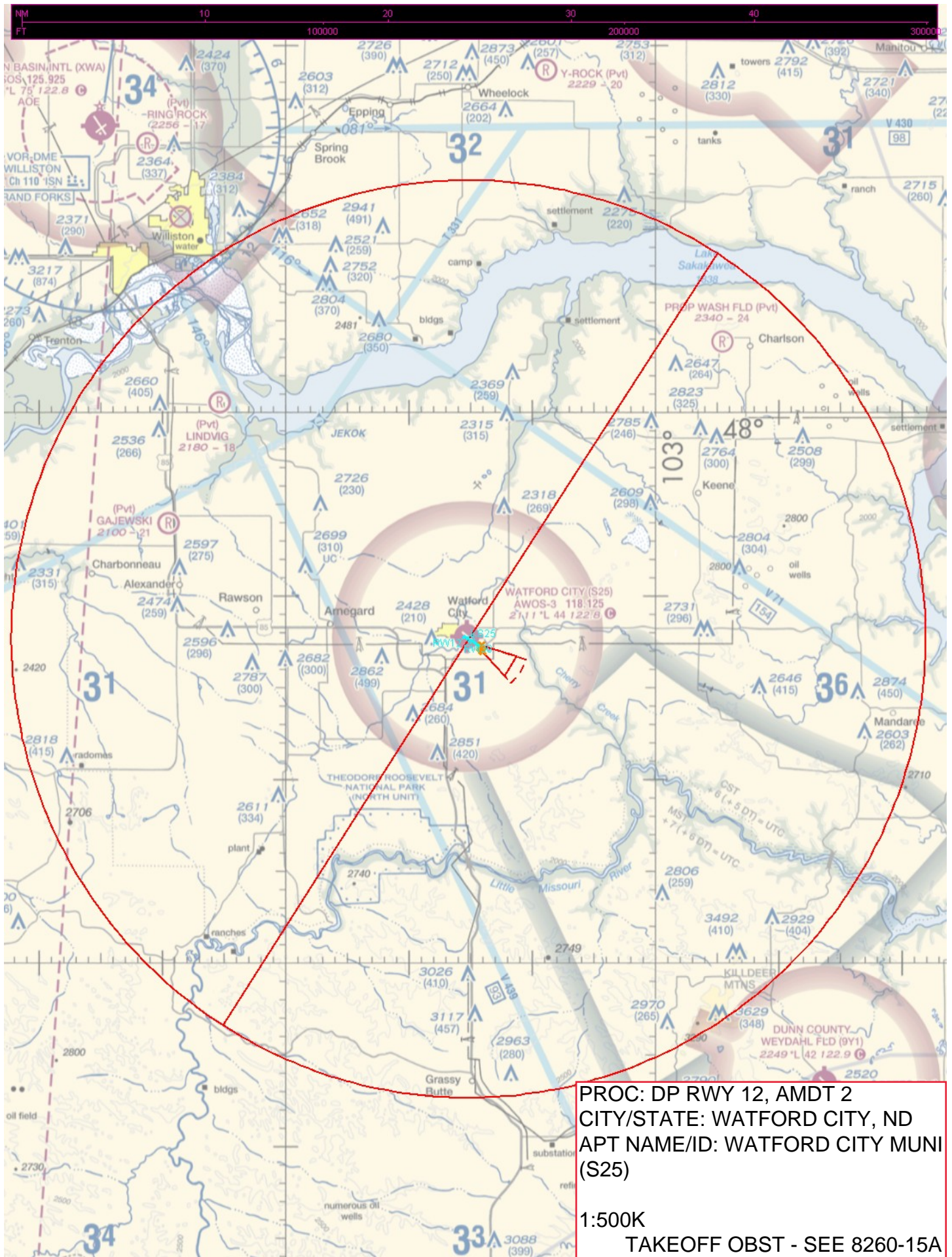
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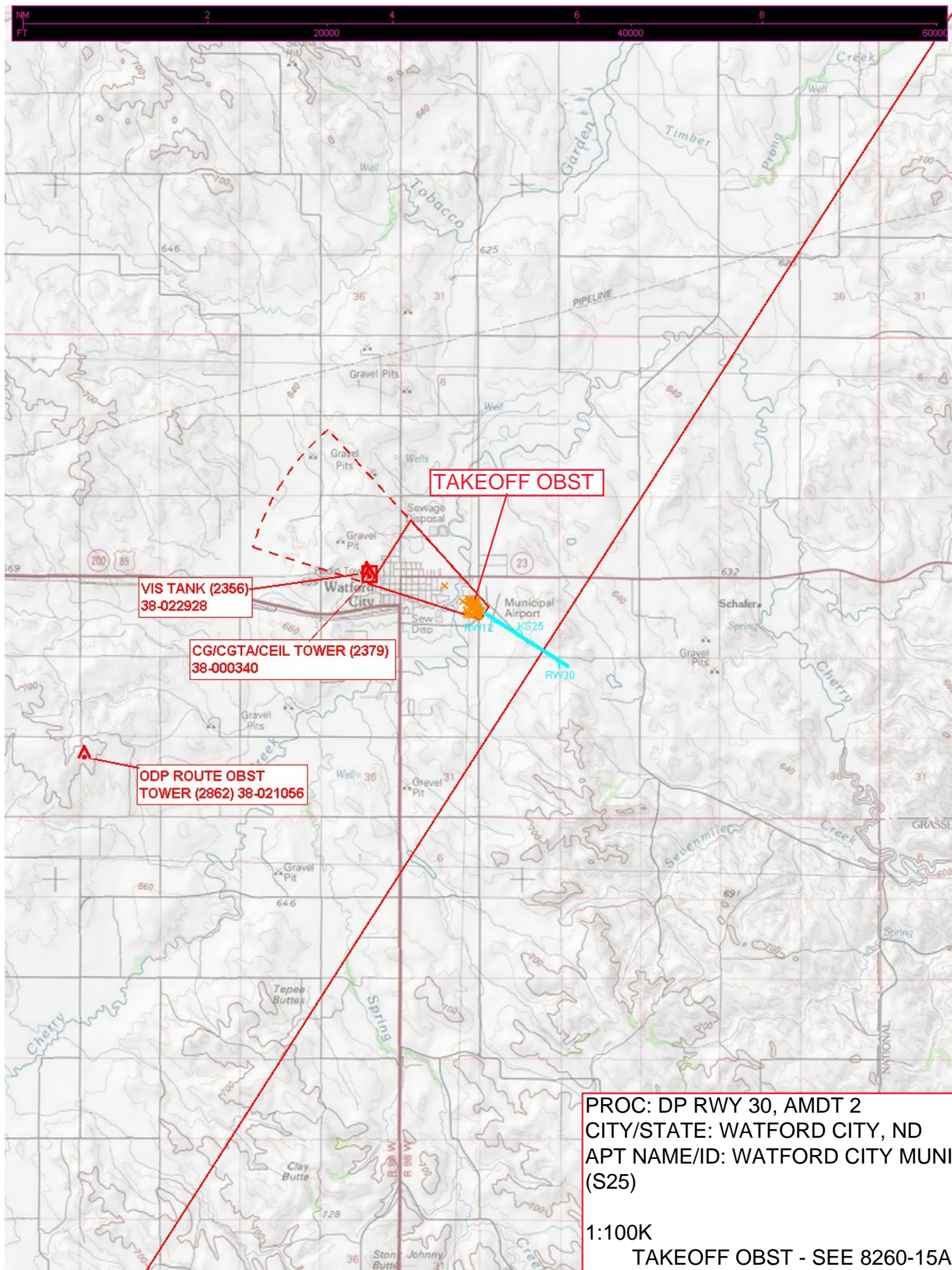
PROC: DP RWY 12, AMDT 2  
CITY/STATE: WATFORD CITY, ND  
APT NAME/ID: WATFORD CITY MUNI (S25)

1:100K  
TAKEOFF OBST - SEE 8260-15A



PROC: DP RWY 12, AMDT 2  
CITY/STATE: WATFORD CITY, ND  
APT NAME/ID: WATFORD CITY MUNI  
(S25)

1:500K  
TAKEOFF OBST - SEE 8260-15A





**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Watford City Municipal Airport (S25)  
Watford City, ND**

**Description of Action:**

The Federal Aviation Administration (FAA) is proposing to remove the existing Instrument Flight Rules (IFR) procedures and implement three new procedures at Watford City Municipal Airport (S25) in Watford City, North Dakota. The proposed changes would include two area navigation (RNAV) global positioning system (GPS) procedures, one of which is due to the new location and extension of runway (RWY) 12/30 and two textual obstacle departure procedures (ODP) with changes to takeoff minimums (one from each end of the runway). The proposed project would amend flight procedures to support runway changes and magnetic variation (MAGVAR) updates. A change in runway location and length necessitated an evaluation and revision of the current instrument flight procedures associated with S25. RWY 12/30 would shift to the southwest by approximately 545 feet at its furthest point and would be lengthened by 1499 feet.

- RNAV (GPS) Runway (RWY) 12 (new)
- RNAV (GPS) RWY 30 (new)
- Diverse Departure Procedures (textual) (new)

The proposed procedure amendments and new procedures are necessary to guide aircraft to the new runway and to meet FAA criteria. The relocation and extension of RWY 12/30 and updating of the procedure to meet FAA criteria would allow the approach procedures to utilize the weather landing minimums, creating better access to the airport during periods of low visibility. The changes to the approach procedures are the result of a user request and a regulatory mandate as a result of relocating RWY 12/30.

Procedure	Proposed Procedure Details
RNAV(GPS) RWY 12 (new)	<ul style="list-style-type: none"> <li>From the southwest, aircraft would join the procedure at the FEEDR 1* Waypoint (WP) at or above (AOA) 4,500 feet mean sea level (MSL) (approximately 2,598 feet above ground level [AGL]). Aircraft would proceed northeast to the INIT1* Initial Approach Fix (IAF), AOA 4,500 feet MSL (approximately 2,330 feet AGL) and proceed north-northeast to WP713* Intermediate Fix (IF), AOA 4,500 feet MSL (approximately 2,350 feet AGL).</li> <li>From the northeast, aircraft would join the procedure at the INIT2* IAF, AOA 4,500 feet MSL (approximately 2,300 feet AGL), and proceed south to WP713 IF.</li> <li>From WP713 IF, aircraft would proceed to PFAF3* Precision Final Approach Fix (PFAF), AOA 4,100 feet MSL (approximately 1,890 feet AGL), then to WP6* Step-Down Fix (SDF), AOA 2,900 feet MSL (approximately 806 feet AGL), and continue to land on RWY12 or execute a missed approach.</li> <li>Missed approach instructions: Climb to 4,300 feet direct to WP8* and hold.</li> </ul>
RNAV (GPS) RWY 30 (new)	<ul style="list-style-type: none"> <li>From the south, aircraft would join the procedure at HASOS WP, AOA 4,500 feet MSL (approximately 1,890 feet AGL). Aircraft would proceed northeast to WP8 IF AOA 4,300 feet MSL (approximately 2,170 feet AGL).</li> <li>From the north, aircraft would join the procedure at new location of POVNY IAF (1.2 NM SE of current location) AOA 4,100 feet MSL (approximately 2,170 feet AGL) and proceed south to WP8.</li> <li>From WP8 IF, aircraft would proceed west/northwest to PFAF* PFAF, AOA 4,100 feet MSL (approximately 2,170 feet AGL). Aircraft would continue on from PFAF to WP4* SDF, AOA 2,400 feet MSL (approximately 780 feet AGL) and continue to land on RWY 30 or execute a missed approach.</li> <li>Missed approach instructions: Climb to 4,500 feet direct to WP713 and hold</li> </ul>
Diverse Departure Procedures (textual) (new)	<ul style="list-style-type: none"> <li>A diverse departure allows a pilot to climb a range of courses from a runway until a known safe instrument altitude is reached. A known safe instrument altitude must be reached before reaching 25 nautical miles (NM) (or 46 NM in mountainous terrain). The standard climb gradient is 200 feet per NM. However, a higher climb gradient to a specific altitude is allowed to qualify for a diverse departure. At S25, a diverse departure is requested for both RWYs 12 and 30. Both runways offer omni-directional courses. RWY 12 would have a standard climb rate, and RWY 30 would require a climb gradient of 358 feet per NM to 2,600 MSL.</li> </ul>

(\*indicates name to be changed later)

A noise screening analysis was completed to assess potential impacts resulting from proposed air traffic actions at S25, using the Operations Test (Ops Test) in the Guidance for Noise Screening of Air Traffic Actions (December 2012) for this analysis. The Ops Test is a tool to help decide if further noise screening is required based on the number of operations at the airport of interest. FAA Order 1050.1F states that no noise analysis is needed for proposals involving Design Group I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the environmental review do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations). S25 averages 3 operations per day and therefore, falls below the threshold requiring 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 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 FAA's Instrument Flight Procedures, Operations, and Airspace Analytics (IOAA) Tool was accessed 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 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.***

**Recommended by:**

**Facility Manager Review/Concurrence**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Brett Waddoups  
Air Traffic Manager  
Salt Lake City Air Route Traffic Control Center (ARTCC)

**Concurrence by:**

**Service Area Environmental Specialist Review/Concurrence**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Karen Everitt  
Environmental Protection Specialist, Operations Support Group  
Western Service Center, AJV-W25

**Approval by:**

**Service Area Director Review/Concurrence, if necessary**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: B. G. Chew  
Acting Group Manager, Operations Support Group  
Western Service Center, AJV-W2