

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 08/12/2021	APWS Task ID: 4E1D9B9C4CF141229FF9B831DBB8CA10	APWS Project ID: 6383A3E061034CCFB659AA004CFA3AB7
Procedure: STAR SCRLT (RNAV) ONE COLUMBUS OH KCMH		Enroute: YES	Specialist: Harris, Michael		Agreement Number:
Airport ID: KCMH		Airport City: COLUMBUS		State: OH	
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: APPROVAL LETTER FOR DESCENT GRADIENT MUWER TO RMROD > 318 FT/NM BELOW 10000 FT MSL.</p> <p>CONTACT ALLAN WILL- AJV-A423, 405.954.6103</p>					

04/23/2021

QUALITY
14
CHECKED

QUALITY
41
CHECKED

FIPC DME/DME FORM							
PROCEDURE: STAR SCRLT (RNAV) ONE COLUMBUS OH KCMH			AIRPORT NAME: JOHN GLENN COLUMBUS INTL		AIRPORT ID: KCMH	SPECIAL CONTROL NO: BG-05-012-21	
FAC ID: SCRLT1		CITY: COLUMBUS			ST: OH	ORIG CHART DATE: 08/12/2021	
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0683		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 06/15/2021		CREW #: VN285	N #: N76	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: michael a greenwood @ 06/28/2021 06:47			PRINTED NAME: GREENWOOD, MICHAEL AARON			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS:							
DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT		SPECIALIST SIGNATURE: joshua g-ctr brechbiel @ 06/24/2021 08:29			PRINTED NAME: Brechbiel, Joshua		
SPECIALIST REMARKS: Post Flight DME/DME has been performed on the segments of the KCMH SCRLT STAR flown by Flight Inspection. Segments flown under the KCMH SCRLT STAR procedure name received ESV's and DME's as modelled and are suitable for navigation using DME/DME/IRU. Segments flown were: SCRLT-WERUP, SCRLT-XAVYR, MCGNS-HALUR, SCRLT-JOSIK, SCRLT-PAEON.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

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COMMENTS:					CHECK ONE:		
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FLIGHT INSPECTOR SIGNATURE: elizabeth whaley @ 06/23/2021 10:07			PRINTED NAME: GREENWOOD, MICHAEL AARON				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:							
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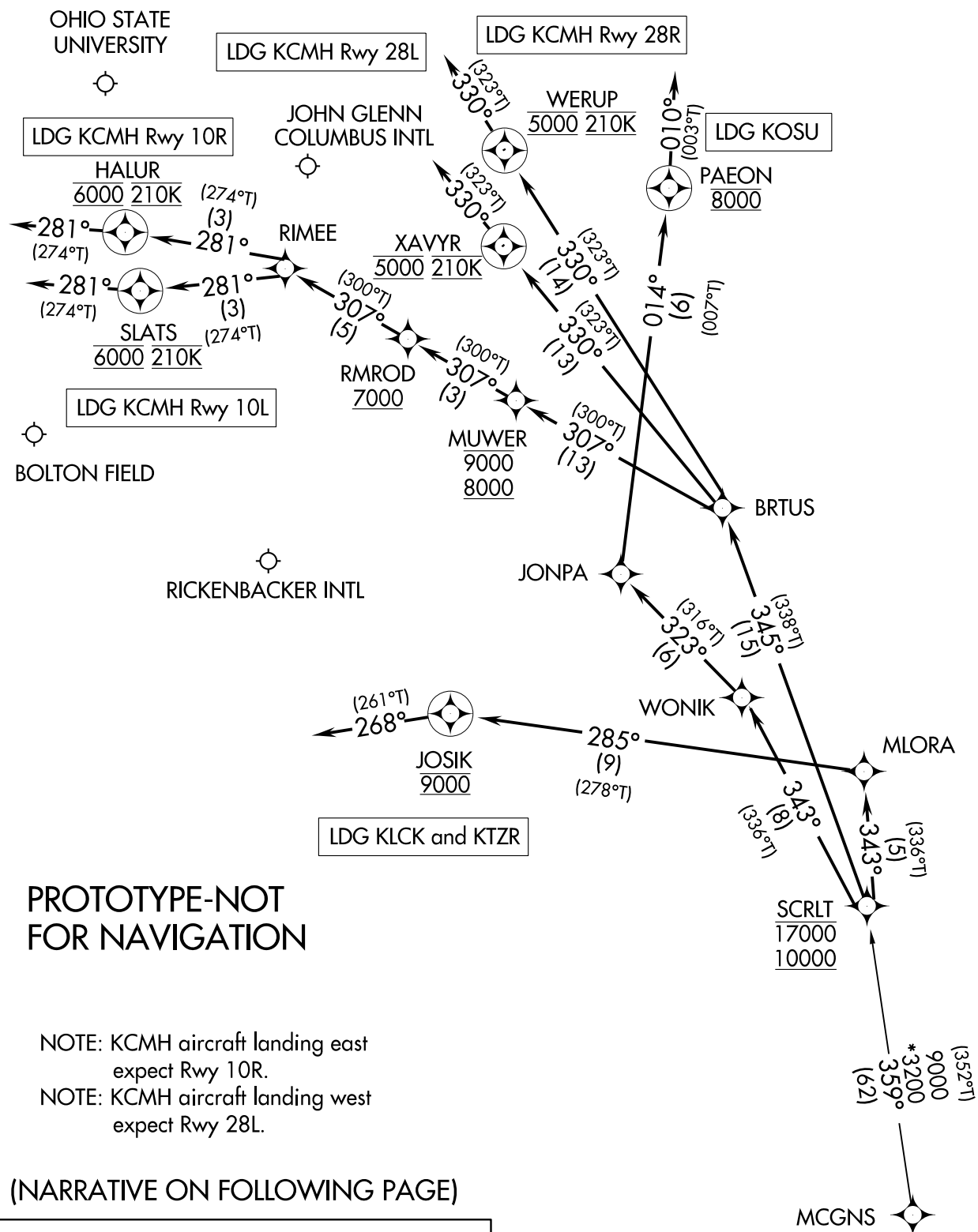
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PREFLIGHT NOTES								
REVIEWER:					DATE:			
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
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SPECIALIST REMARKS:								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

SCRLT ONE ARRIVAL (RNAV)

COLUMBUS, OHIO

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

COLUMBUS APP CON
125.95 371.975PROTOTYPE-NOT
FOR NAVIGATION

NOTE: KCMH aircraft landing east
expect Rwy 10R.
NOTE: KCMH aircraft landing west
expect Rwy 28L.

(NARRATIVE ON FOLLOWING PAGE)

MCGNS TRANSITION (MCGNS.SCRLT1):

SCRLT ONE ARRIVAL (RNAV)

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

LANDING KCMH: from SCRLT on track 345° to BRTUS.

LANDING KCMH RWY 10L: from BRTUS on track 307° to cross MUWER between 8000 and 9000, then on track 307° to cross RMROD at or above 7000, then on track 307° to RIMEE, then on track 281° to cross SLATS at 6000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LANDING KCMH RWY 10R: from BRTUS on track 306.80/13.05 to cross MUWER between 8000 and 9000, then on track 307° to cross RMROD at or above 7000, then on Track 307° to RIMEE, then on track 281° to cross HALUR at 6000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LANDING KCMH RWY 28L: from BRTUS on track 330° to cross XAVYR at 5000 and at 210K, then on track 330°. Expect RADAR vectors to ILS or LOC Rwy 28L approach.

LANDING KCMH RWY 28R: from BRTUS on track 330° to cross WERUP at 5000 and at 210K, then on track 330°. Expect RADAR vectors to ILS or LOC Rwy 28R approach.

LANDING KTZR/KLCK: from SCRLT on track 343° to MLORA, then on track 285° to cross JOSIK at 9000, then on track 268°. Expect RADAR vectors to final approach course.

LANDING KOSU: from SCRLT on track 343° to WONIK, then on track 323° to JONPA, then on track 014° cross PAEON at 8000, then on track 010°. Expect RADAR vectors to final approach course.

PROTOTYPE-NOT FOR NAVIGATION

Inputs for SCRLT STAR Runway 10L/10R Transition Approval Letter

MUWER to RMROD

Date:

To:

THRU:

From:

Subject: Approval Request: JOHN GLENN COLUMBUS INTERNATIONAL AIRPORT, CMH,
SCRLT STAR Runway 10L/10R Transition

This request is for approval of the descent gradient of 333 ft/NM from MUWER to RMROD.

The requirement in Order 8260.3D, paragraph 2-2-8.a(2) is:

“(2) The maximum permissible gradient below 10000 MSL is 318 ft/NM (approximately 3.0 degrees).”

Paragraph 2-2-8.b. states:

“b. When a gradient exceeds the maximum DG allowed in paragraph 2-2-8.a, the STAR requires approval from Flight Standards. (see paragraph 1-4-2).

Paragraph 1-4-2. states:

“1-4-2. Nonstandard IFPs. The standards contained in this order are based on reasonable assessment of the factors which contribute to errors in aircraft navigation and maneuvering. They are designed primarily to assure that safe flight operations for all users result from their application. Every effort must be made to formulate IFPs in accordance with these standards; however, obstacles, navigation information, or traffic congestion may require special consideration where justified by operational requirements. In such cases, nonstandard IFPs that deviate from these criteria may be approved, provided they are documented and an equivalent level of safety exists. A nonstandard IFP is not substandard; it has been approved after special study demonstrated that no derogation of safety is involved.”

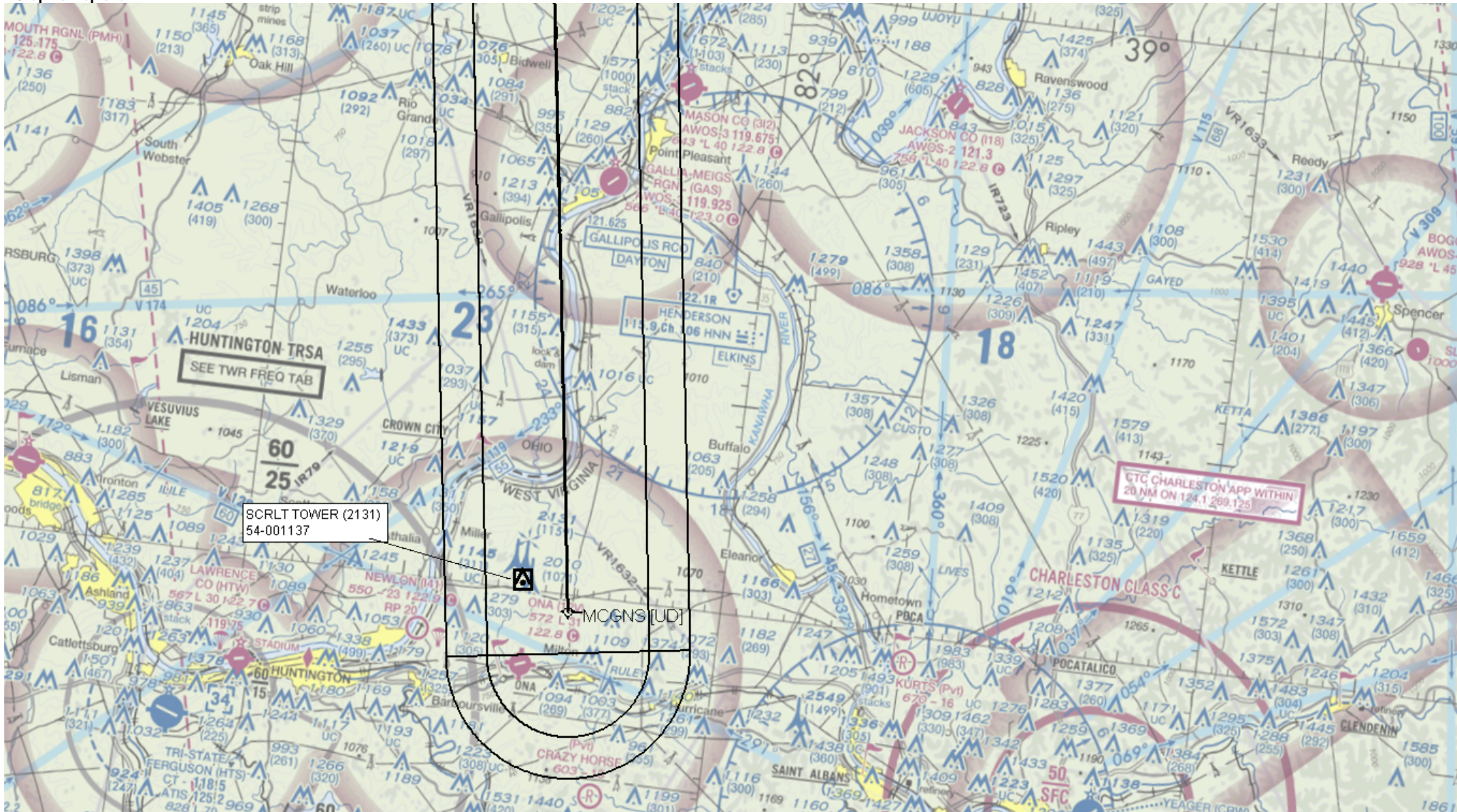
The descent gradient of 331.21 ft/NM from MUWER to RMROD is calculated from a minimum altitude of 8000ft MSL at MUWER descending to a minimum altitude of 7000ft MSL at RMROD, over a distance of 3.0 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Descending from a maximum altitude of 9000ft MSL at MUWER to a mandatory altitude of 6000ft MSL at HALUR, over a distance of 11.31NM, is a gradient of 265 ft/NM. The block altitude of 8000-9000ft MSL at MUWER is for traffic constraints. The minimum altitude of 7000ft MSL at RMROD is for traffic constraints. Simulator data indicates aircraft of varying weights with varying wind conditions will all comply with the altitude restrictions as requested. SIM data supports the overall profile and lateral design. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
SCRLT (RNAV)	ONE	SCRLT.SCRLT1	NONE		

Graphic Depiction 2

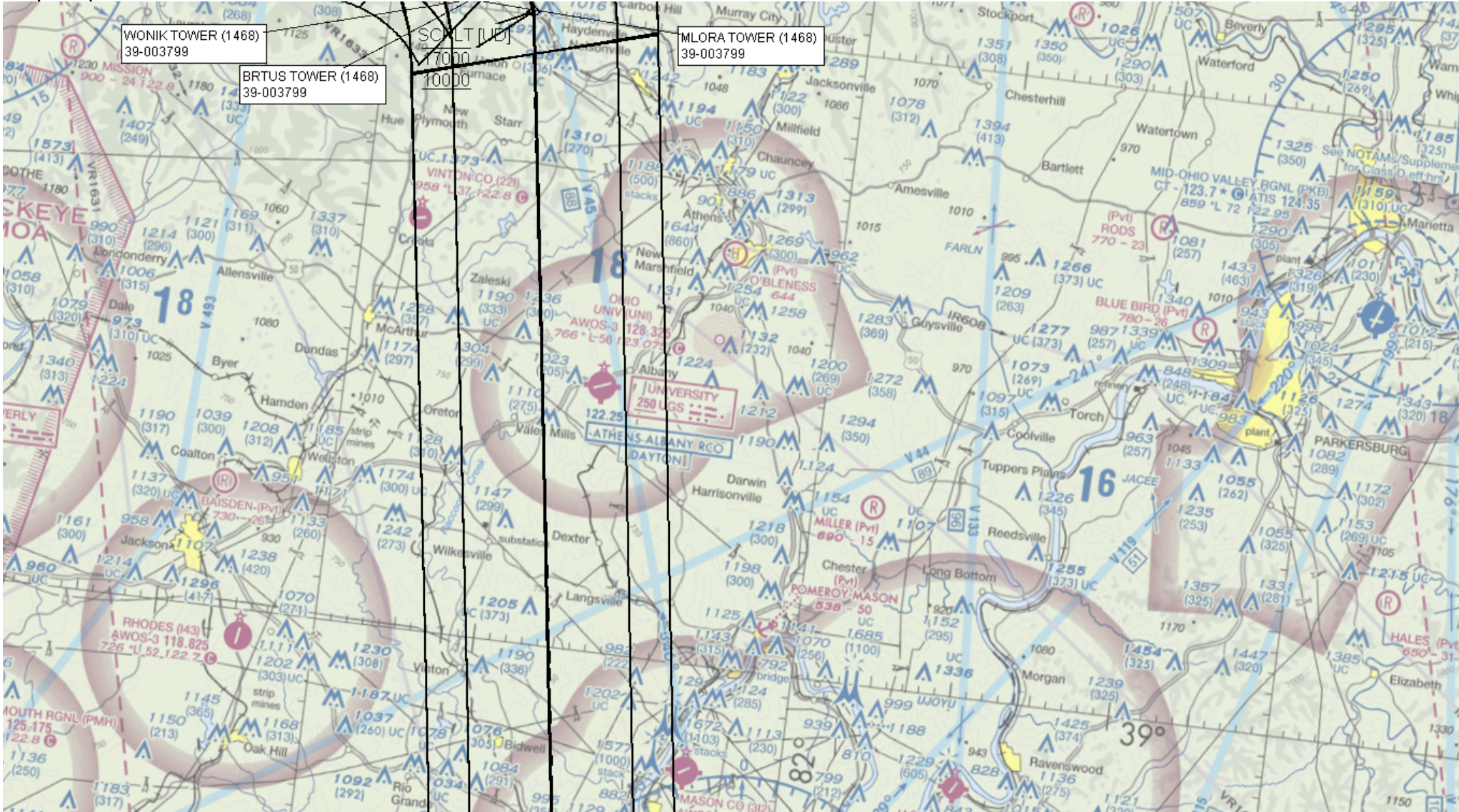


FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

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Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
SCRLT (RNAV)	ONE	SCRLT.SCRLT1	NONE		

Graphic Depiction 3

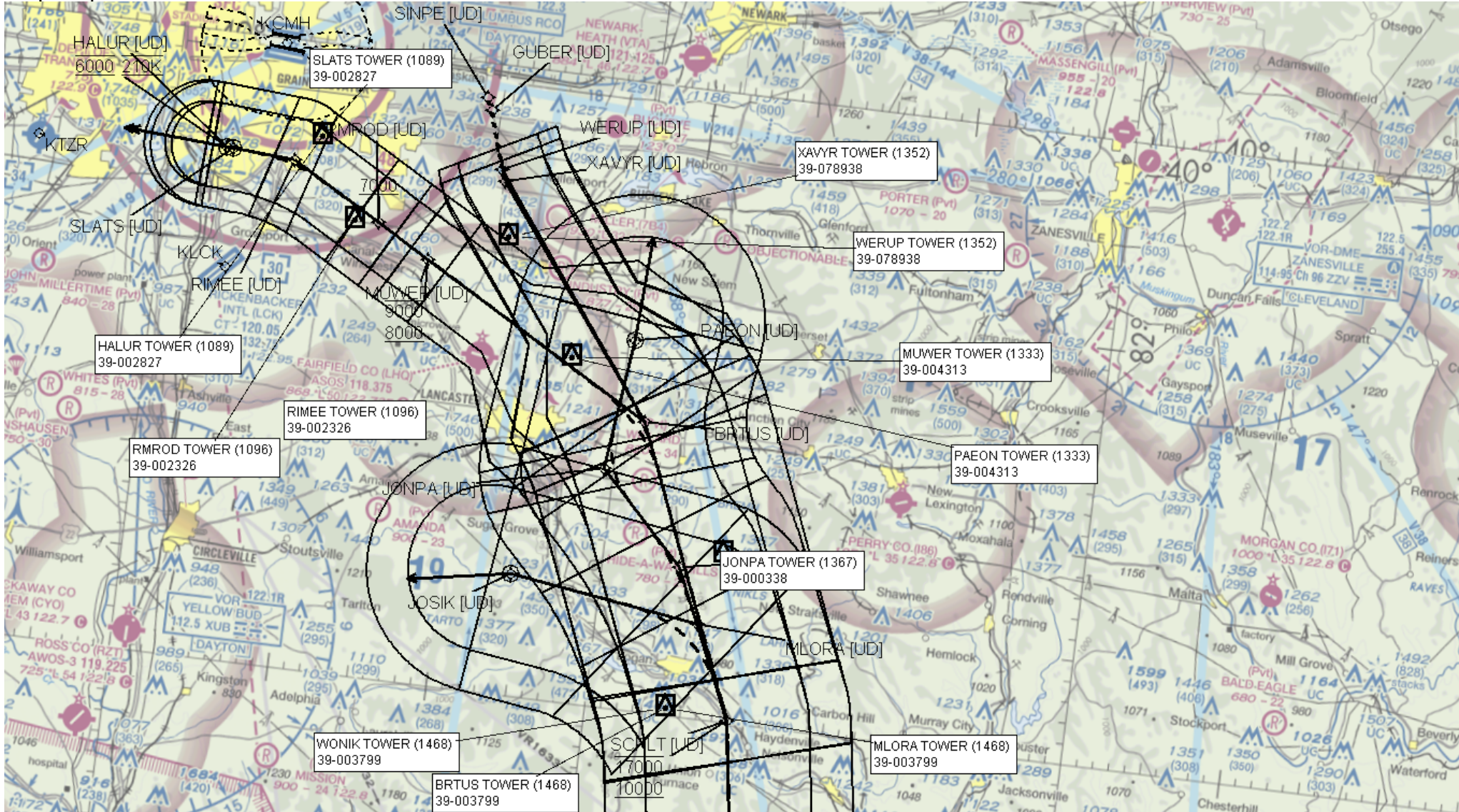


FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
SCRLT (RNAV)	ONE	SCRLT.SCRLT1	NONE		

Graphic Depiction 4



**Federal Aviation Administration
Categorical Exclusion Declaration (CATEX)
Amendment of RNAV (RNP), STAR's, SIDs ILS or LOC Procedures
John Glenn Columbus, International Airport, Columbus Ohio**

Description of Action

The Federal Aviation Administration (FAA) is proposing changes to the Performance Based Navigation (PBN) Standard Terminal Arrival (STAR's) project designed for Instrument Approach connectivity. The changes will be to additional Lines of Minimum, missed approaches and/or Missed approach holding patterns, adding, amending, and removing notes to procedures. The changes will be to SCRLT ONE RNAV (STAR), CBUSS ONE (STAR) DUBLN ONE (STAR) GAILL FOUR (STAR) NCLUS ONE (SID) ILS or LOC Rwy 10L, Amdt 20 ILS or LOC Rwy 10R, Amdt 10; and ILS or LOC Rwy 10R (SA Cat I-II), Amdt 10 ILS or LOC Rwy 28L, Amdt 31; and ILS or LOC Rwy 28L (SA Cat I-II), Amdt 31 ILS or LOC Rwy 28R, Amdt 5 RNAV (RNP) Z Rwy 10L, Amdt 2 RNAV (RNP) Z Rwy 10R, Amdt 2 RNAV (RNP) Z Rwy 28L, Amdt 2 RNAV (RNP) Z Rwy 28R, Amdt 2 RNAV (GPS) Y Rwy 10L, Amdt 4 RNAV (GPS) Y Rwy 10R, Amdt 4 RNAV (GPS) Y Rwy 28L, Amdt 4 RNAV (GPS) Y Rwy 28R, Amdt 3. The No Action alternative for the procedures fails to take advantage of technology that reduces user fuel consumption and maintains current noise levels. Implementation of procedures reduces noise levels due to predictive nature of the applied software reducing changes in engine thrust levels. These reductions in thrust changes will increase fuel efficiency and reduce perceived noise levels on the community

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.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in FAA Order 1050.1F. Service Center Environmental Specialist determined no extraordinary circumstances exist that would have the potential to cause significant environmental impacts as a result of implementing the proposed project. The noise analysis was completed to assess potential impacts resulting from proposed air traffic actions at John Glenn Columbus International Airport in Columbus, Ohio, using the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) Environmental Plug-in tool and the Aviation Environmental Design Tool (AEDT). Historical radar track data was used to create a baseline scenario. After the baseline scenario was built, aircraft operations were reassigned to the proposed procedures, which provides the alternative scenario. Once the baseline and alternative scenarios were built, the TARGETS Environmental Plug-in Tool was used to generate noise outputs for both scenarios using AEDT. The scenarios were then compared to determine the potential for significant noise impacts. In the case of CMH, there were **no significant or reportable impacts** resulting from the proposed action. The following procedures **RNAV (RNP) Z RWY 10 L, RNAV (RNP) Z RWY 10R, RNAV (RNP) Z RWY**

28L, RNAV (RNP) Z RWY 28R were re-evaluated for noise analysis due to several waypoints moving laterally from one location to the other. This was different from what was originally submitted for publication. **The SCRLT ONE RNAV (STAR)** was inadvertently left out of the CATEX that was signed and **dated on December 17, 2020**. There was no change in the current noise modeling analysis already accomplished for the project. The community involvement (CI) process for the project was conducted with members of Operations Support, Group, Great Lakes Regional Office, Airport Owner operator, Columbus ATCT and the general public. It was determined based on meetings and workshops that CI portion has been satisfied for the project.

The proposed project meets the following categorical exclusion contained in FAA Order 1050.1F listed below:

5.6.5i. 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. (ATO, AVS)*

Recommended by:

GREGORY L HINES

Digitally signed by GREGORY L
HINES
Date: 2021.05.05 14:31:13 -05'00'

Environmental Protection Specialist, Operations Support Group, ATO Central Service Center,
AJV-C25

Approved by:

**CHRISTOPHER L
SOUTHERLAND**

Digitally signed by CHRISTOPHER
L SOUTHERLAND
Date: 2021.05.06 12:56:35 -05'00'

Manager, Operations Support Group, ATO Center Service Center, AJV-C2