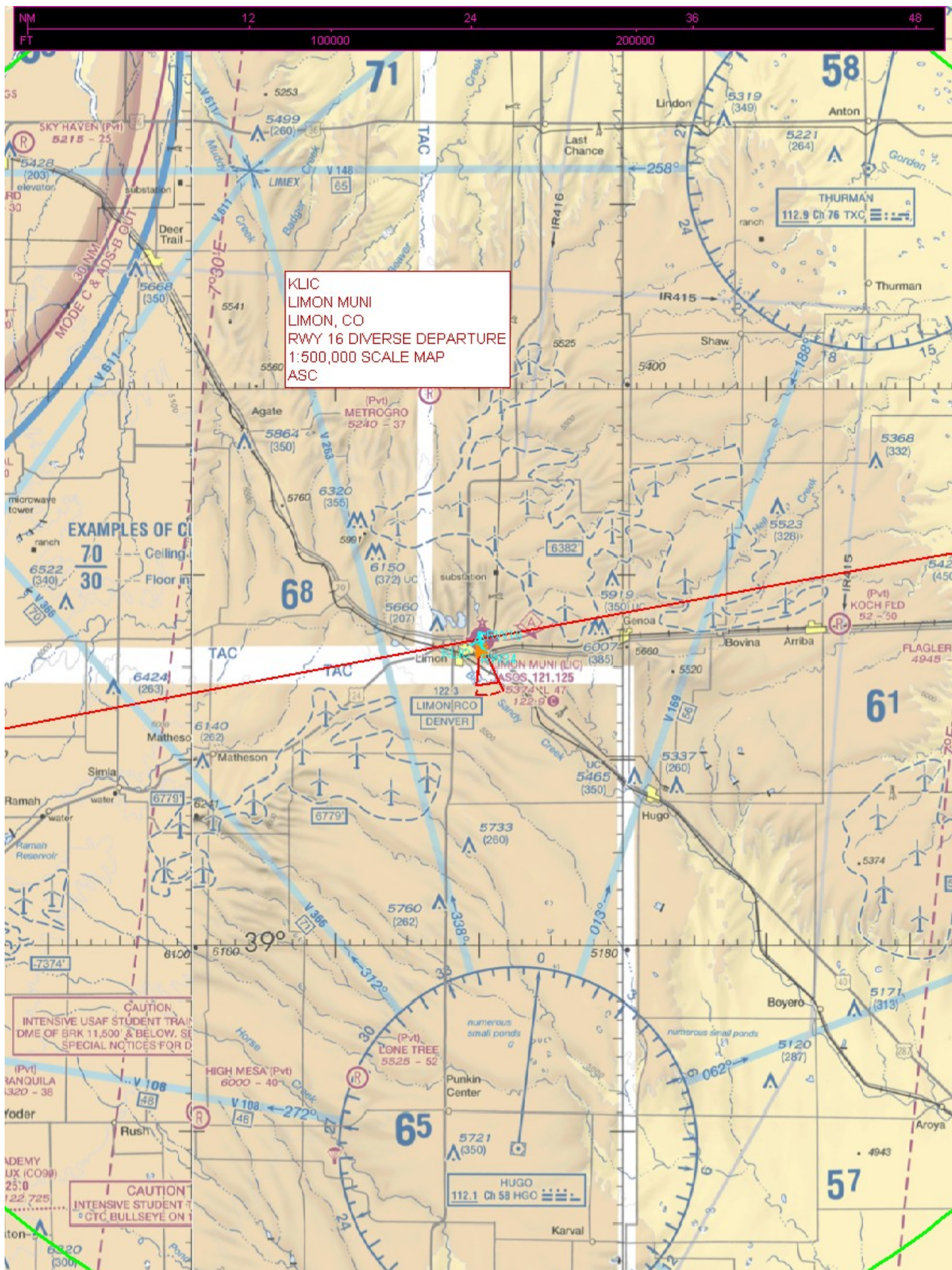


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Textual DP	Estimated Chart Date: 07/14/2022	APWS Task ID: 4F672F6FDF37492B912BD4A310B6629D	APWS Project ID: C8C341D19BDD4846AC0A709B9CFC01D8
Procedure: LIMON CO, KLIC ORIG		Enroute: YES	Specialist: Downey, Lorri		Agreement Number:
Airport ID: KLIC			Airport City: LIMON		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: VFR TO IFR AIRPORT</div> <div>PENDING DATA USED FOR AIRPORT AND RUNWAYS</div> <div>MAGVAR CHANGE FROM 11 EAST/1985 TO 7 EAST/2025</div> <div>CONTACT LONNIE EVERHART 405-954-4576</div> <div><div>Digitally signed by CASIMIR L TABAKA Mar 09, 2022</div><div><div>QUALITY 42 CHECKED</div><div>Digitally signed by SEAN BARBEE Mar 07, 2022</div></div></div>					

FIPC BASIC FORM							
PROCEDURE: LIMON CO, KLIC ORIG			AIRPORT NAME: LIMON MUNI		AIRPORT ID: KLIC	SPECIAL CONTROL NO: SP-03-148-22	
FAC ID: KLIC		CITY: LIMON			ST: CO	ORIG CHART DATE: 07/14/2022	
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		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: 03/28/2022		CREW #: VN235	N #: N55	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: thomas e molokie @ 03/28/2022 18:52			PRINTED NAME: MOLOKIE, THOMAS EDWARD				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Flown satisfactory as submitted.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:



NM
FT

2

4

6

8

20000

40000

CO RD 142

CO RD 3P

KLIC
LIMON MUNI
LIMON, CO
RWY 16 DIVERSE DEPARTURE
1:100,000 SCALE MAP
ASC

CO RD 34

CR 25

CO RD 26

CR 23

CO RD 31

CO RD 27

CO RD 3G

CO RD 3T

71

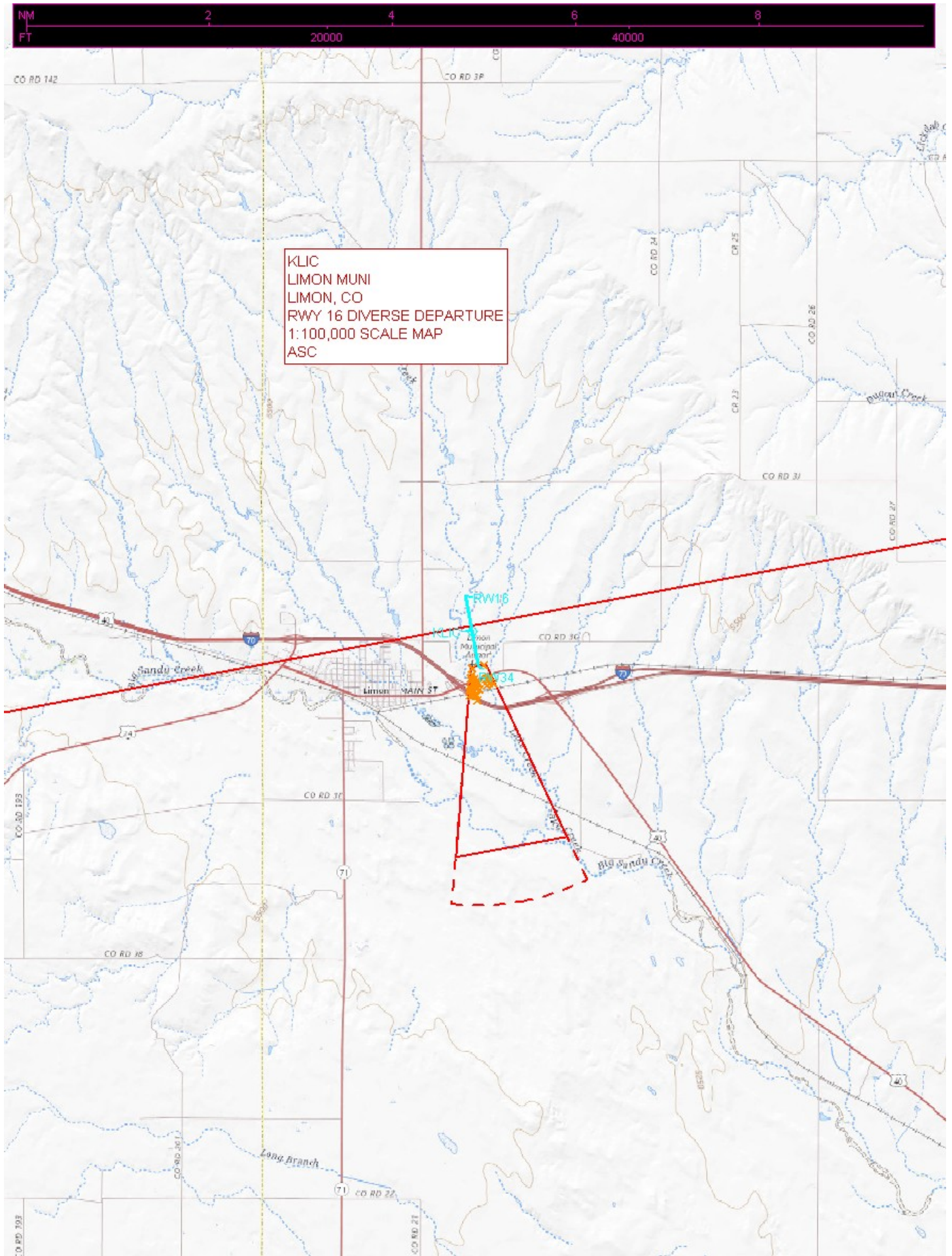
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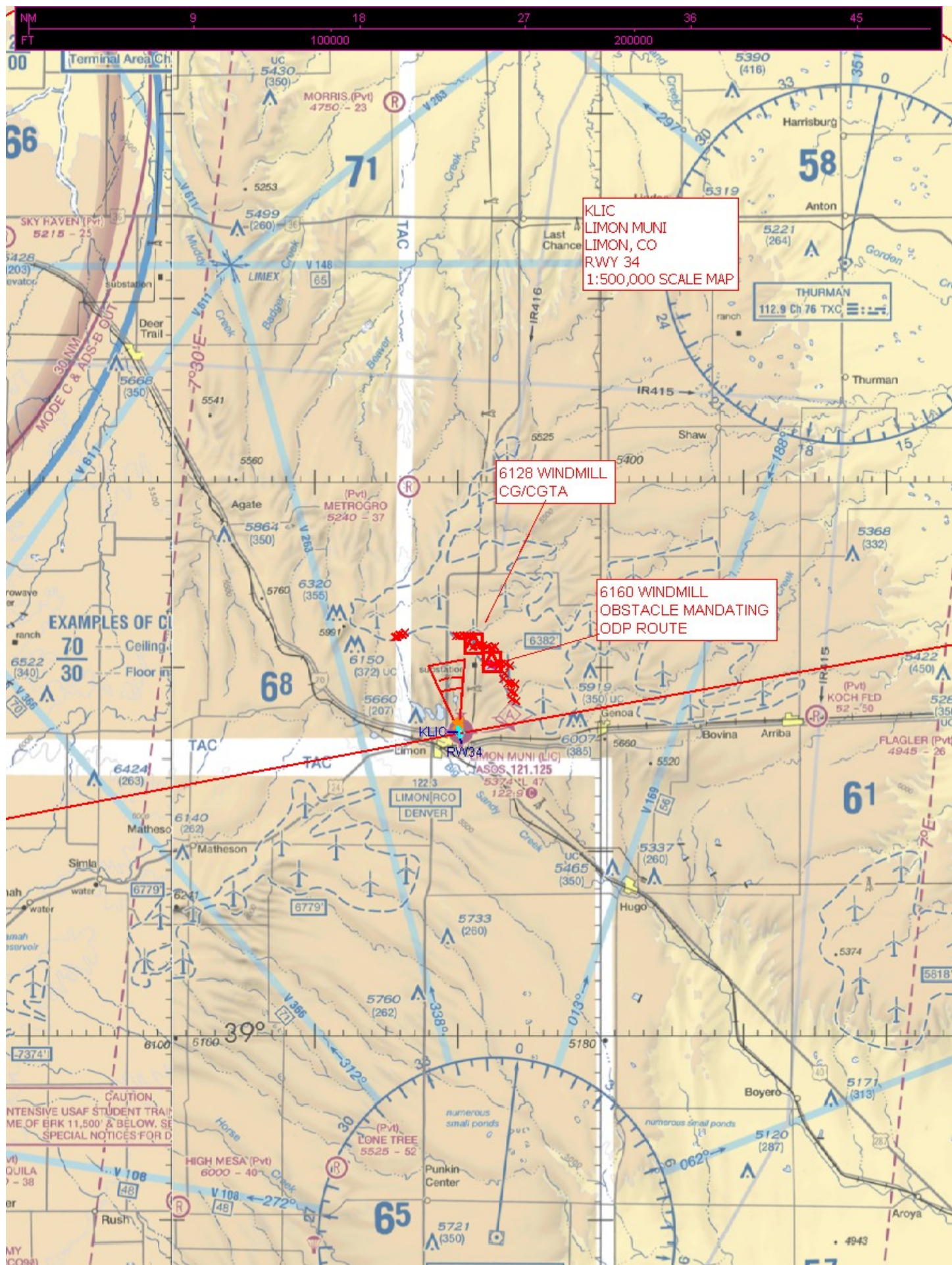
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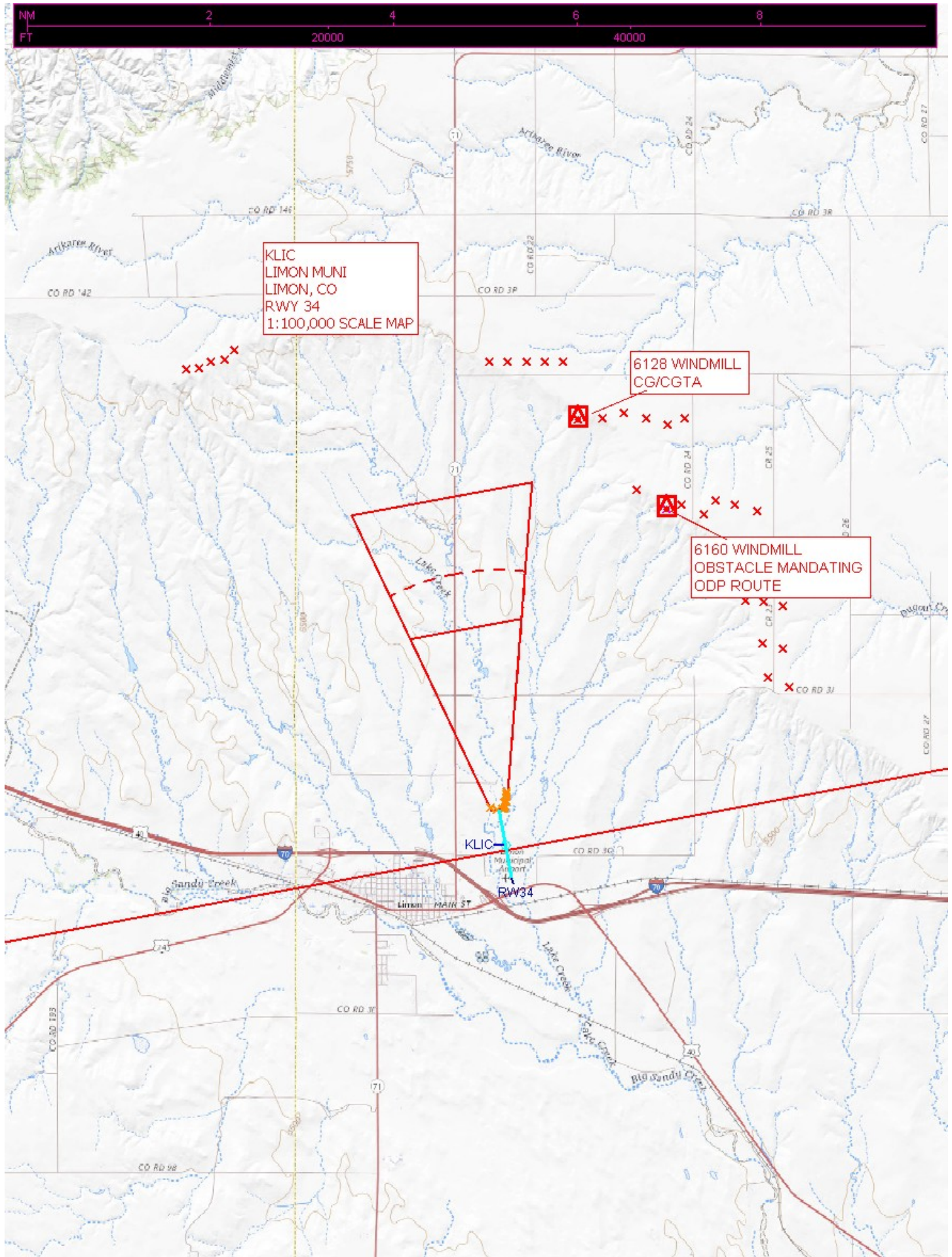
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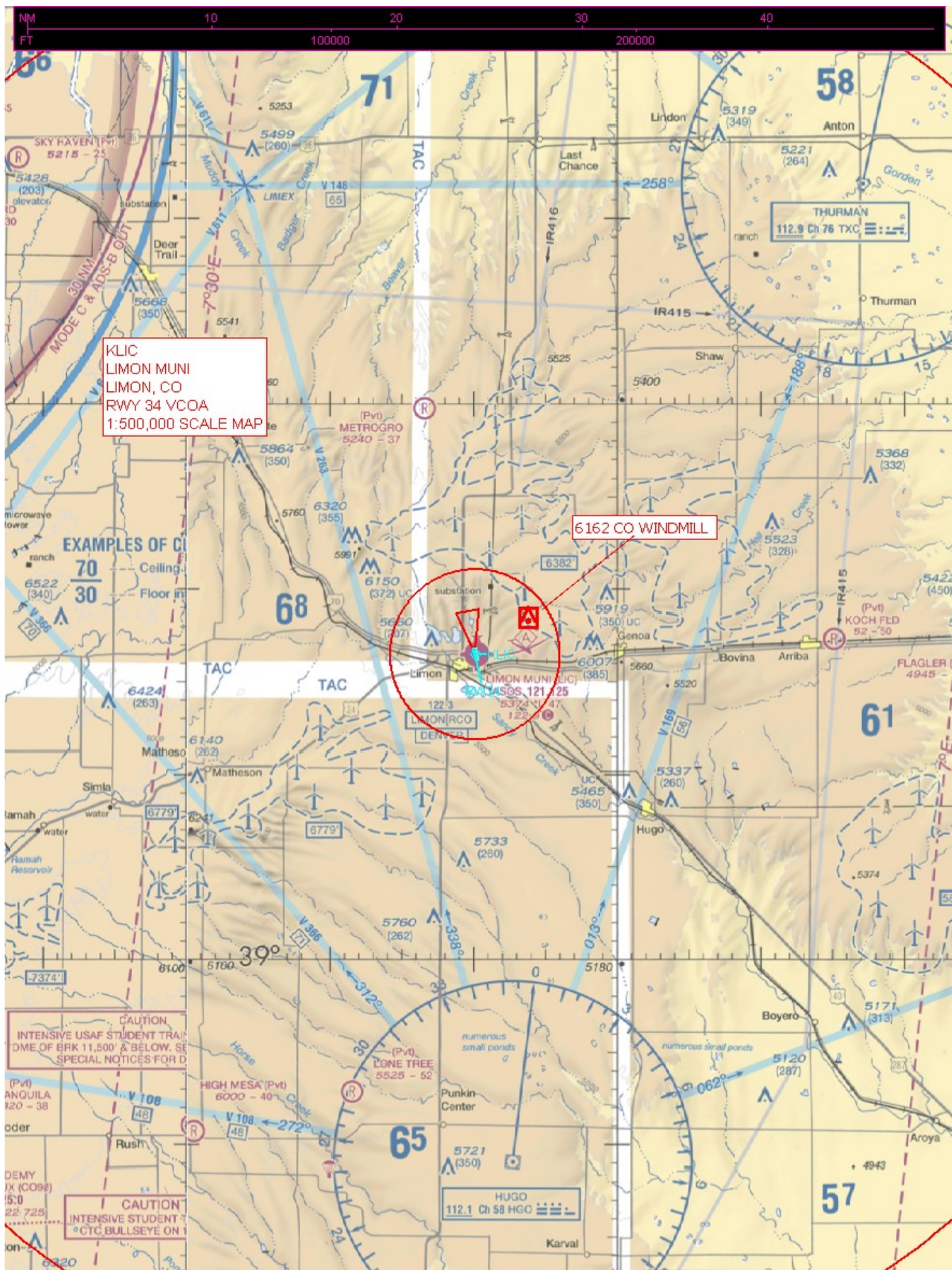
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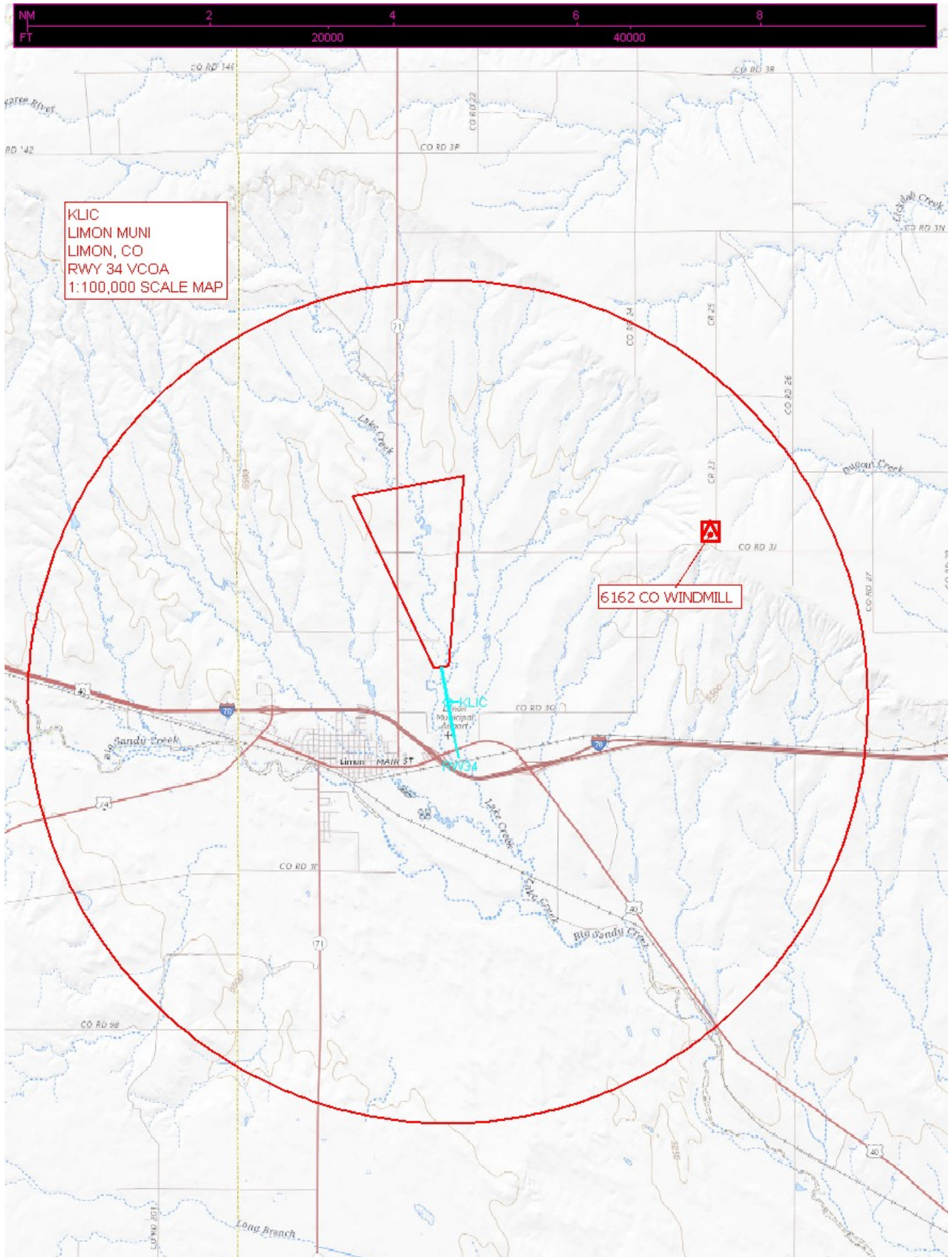
CO RD 793











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

**Limon Municipal Airport
Limon, Colorado**

**RNAV (GPS) RWY 16 (New)
RNAV (GPS) RWY 34 (New)
Diverse Departure RWY 16 (New)
Diverse Departure RWY 34 (New)**

Description of Action:

The Federal Aviation Administration (FAA) is proposing two new instrument approach procedures (IAP) and two new diverse departures at Limon Municipal Airport (KLIC), Limon, Colorado. The proposed approach procedures are Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 16 and RNAV (GPS) RWY 34.

Diverse departures were developed for RWY 16 and RWY 34. A diverse departure assessment ensures that a prescribed, expanding amount of required obstacle clearance (ROC) is achieved during the climb-out until the aircraft can obtain a minimum 1,000 feet (ft) ROC in non-mountainous areas or a minimum 2,000 ft ROC in mountainous areas.¹

The proposed departure procedures are considered advisory actions in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Paragraph 2-1.2.b., and are not subject to review under the National Environmental Policy Act (NEPA). Therefore, the proposed diverse departures are not considered in the following environmental analysis.

KLIC is currently a visual flight rules (VFR) airport and is requesting to add instrument flight rules (IFR) procedures. The purpose of the Proposed Action is to enhance operational efficiency and safety, and provide increased access to the airport during inclement weather conditions. **Figures 1 and 2** were generated using the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS). **Table 1** discusses the Proposed Action. **Figure 3** depicts historical flight track data for KLIC obtained from the Performance Data Analysis and Reporting System (PDARS)² and was reviewed in support of the noise screening analysis for the Proposed Action.

KLIC occupies approximately 419 acres and has one runway (RWY 16/34). KLIC is located approximately one mile northeast of Limon, Colorado, within Lincoln County. Land uses surrounding KLIC are comprised of developed low and medium density, grassland/herbaceous, and shrub/scrub.

¹ FAA-H-8083-16B, Instrument Procedures Handbook, pg. 16-2. (2017).

² PDARS is designed as an integrated performance measurement tool that facilitates operational analysis to improve the National Airspace System.

Figure 1. Proposed RNAV (GPS) RWY 16

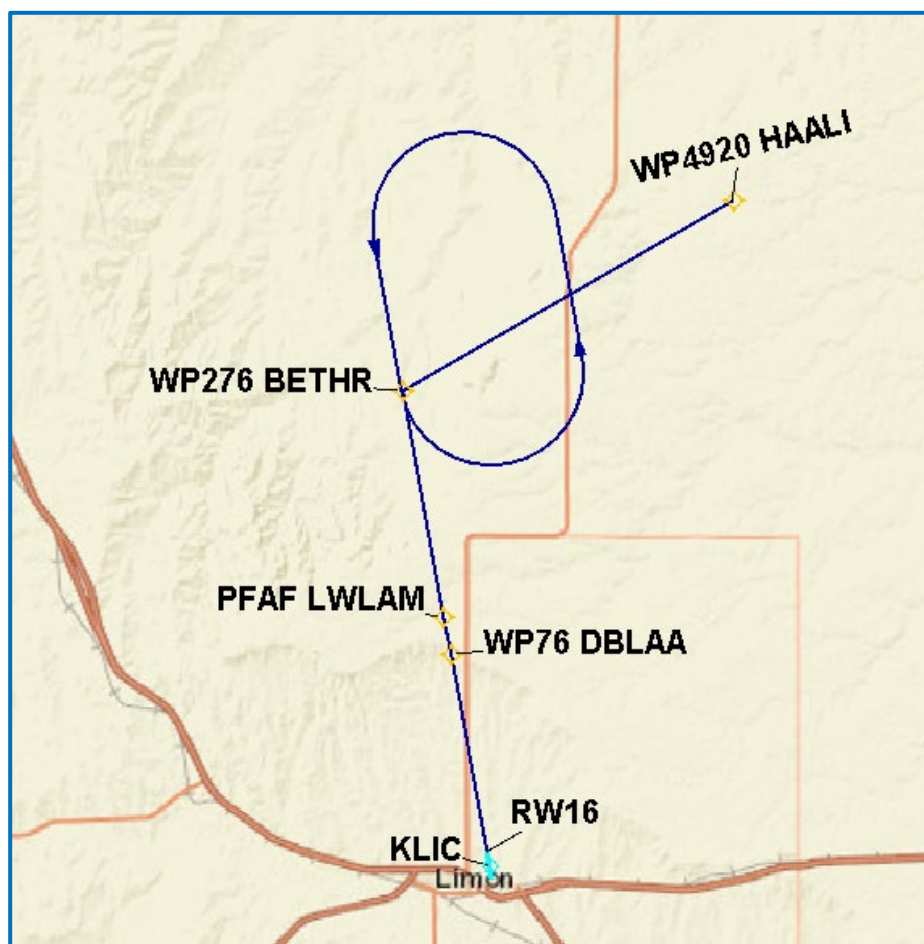


Figure 2. Proposed RNAV (GPS) RWY 34

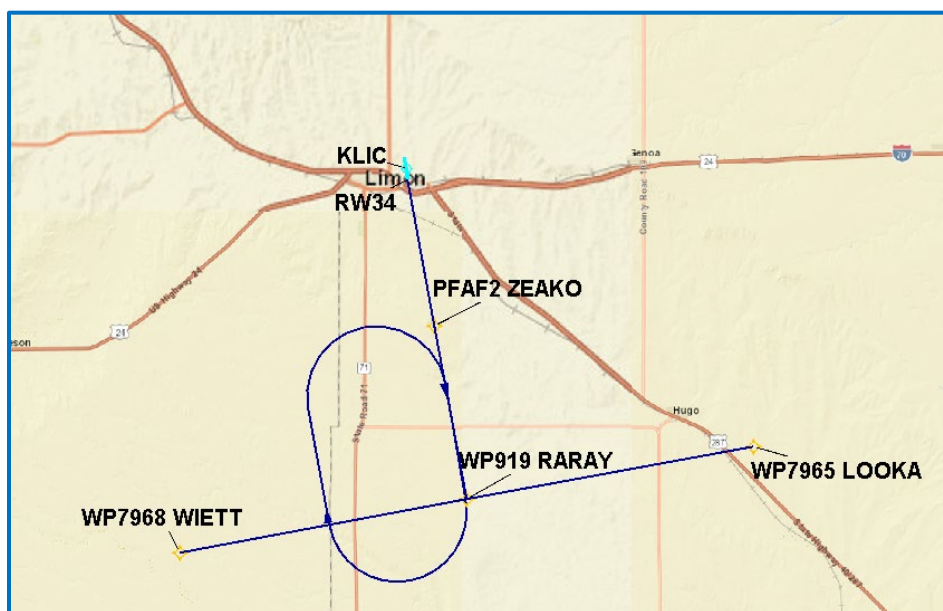
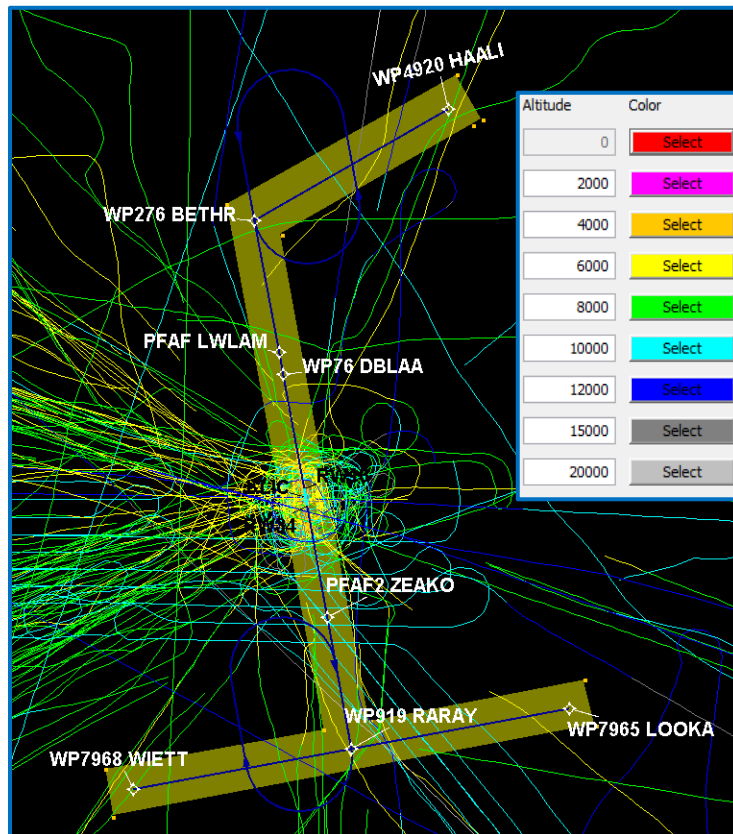


Table 1. The Proposed Procedures

Procedure	Description
RNAV (GPS) RWY 16	<p>The aircraft would join the proposed procedure from one of two directions: north or northeast.</p> <ul style="list-style-type: none"> • <u>From the northeast</u>: Aircraft would join the proposed procedure at WP4920 HAALI initial approach fix (IAF) at or above (AOA) 7,500 ft mean sea level (MSL) (approximately 2,139 ft above ground level [AGL]) and proceed southwest for 10 nautical miles (NM) to WP276 BETHR intermediate fix (IF) AOA an altitude of 7,500 ft MSL (approximately 2,162 ft AGL), thence... • <u>From the north</u>: Aircraft would join the proposed procedure at WP276 BETHR IAF AOA an altitude of 7,500 ft MSL (approximately 2,162 ft AGL), thence... • ...from WP276 BETHR IAF/IF, aircraft would proceed south for 6 NM to the LWLAM precise final approach fix (PFAF) AOA 7,400 ft MSL (approximately 1,645 ft AGL). After the LWLAM PFAF, aircraft would continue south one (1) NM to WP76 DBLAA AOA 7,080 ft MSL (approximately 1,339 ft AGL). After WP76 DBLAA, aircraft would land on RWY 16 or execute a missed approach.
RNAV (GPS) RWY 34	<p>The aircraft would join the proposed procedure from one of three directions: east, south, or west.</p> <ul style="list-style-type: none"> • <u>From the east</u>: Aircraft would join the proposed procedure at WP7965 LOOKA AOA 7,300 ft MSL (approximately 2,175 ft AGL) and proceed 10 NM west to WP919 RARAY IF AOA 7,300 ft MSL (approximately 1,913 ft AGL), thence... • <u>From the south</u>: Aircraft would join the proposed procedure at WP919 RARAY IAF AOA 7,300 ft MSL (approximately 1,913 ft AGL), thence... • <u>From the west</u>: Aircraft would join the proposed procedure at WP7968 WIETT AOA 7,300 ft MSL (approximately 1,447 ft AGL), aircraft would continue east 10 NM to WP919 RARAY IF AOA

	<p>7,300 ft MSL (approximately 1,913 ft AGL), thence...</p> <ul style="list-style-type: none"> ...from WP919 RARAY IAF/IF, aircraft would proceed north 6 NM to PFAF2 ZEA KO AOA 7,000 ft MSL (approximately 1,560 ft AGL). After PFAF2 ZEA KO, aircraft would land on RWY 34 or execute a missed approach.
Diverse Departure RWY 16	Climb gradient of 200 ft/NM to an altitude as assigned by air traffic control (ATC).
Diverse Departure RWY 34	Climb gradient of 269 ft/NM to an altitude of 6,500 ft MSL.

Figure 3. Historic Flight Track Data at KLIC



The Proposed Action does not involve land acquisition, physical disturbance, or construction activities. The following environmental impact categories were considered either not to be present or to have negligible or non-existent effects from the Proposed Action and, in accordance with Council on Environmental Quality (CEQ) regulations, did not warrant further analysis:

- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources

- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Land use
- Natural resources and energy supply
- Socioeconomic impacts and children's environmental health and safety risks
- Visual effects
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

The project study area for the Proposed Action is approximately one nautical mile (NM) on either side of the centerline of the proposed procedures. The NEPAssist Tool³ was used to determine that there would be no potential to impact the following environmental categories:

- Air quality
- Biological resources (avian and bat species)
- Department of Transportation Act, Section 4(f)
- Historical, architectural, archaeological, and cultural resources (National Historic Preservation Act of 1966)
- Noise and noise-compatible land use
- Environmental justice (this is a subcategory under the general heading of socioeconomic impacts)

Air Quality:

The NEPAssist Tool was accessed to determine if any potential non-attainment or maintenance areas are located within the project study area for the Proposed Action. There are no known non-attainment or maintenance areas located within the project study area.

The Proposed Action is intended to enhance operational efficiency and safety. Additionally, the Proposed Action would not change project-related aircraft emissions below 3,000 ft AGL. The Proposed Action is not intended to change the number of aircraft operations and aircraft fleet mix. The Proposed Action is presumed to conform to the State Implementation Plan (SIP). The Proposed Action is a type of action that promotes the safe, orderly, and expeditious flow of aircraft traffic, including airport, approach, departure, and en route Air Traffic Control (ATC) procedures. Therefore, these changes are presumed to conform as emissions from these types of actions are below the applicable *de minimis* levels (40 CFR 93.153[c][2][xxii]). The EPA regulations identify certain actions that would not exceed these thresholds, including ATC activities and adoption of approach, departure, and en route ATC procedures for aircraft operations above the mixing height specified in the applicable SIP (or 3,000 ft AGL) in places without an established mixing height. FAA Order 1050.1F provides that further analysis for National Environmental Policy Act (NEPA) purposes is normally not required where emissions do not exceed the EPA's *de minimis* thresholds.

³ NEPAssist, <https://nepassisttool.epa.gov>.

Implementation of this Proposed Action is not expected to affect air quality and is presumed to conform as Category 14, “Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations,” as identified in the Federal Register (July 30, 2007) General Conformity Rule, 72 Fed. Reg. 41565-41580.

Biological resources (avian and bat species):

To determine any potential biological impacts, the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC)⁴ database was accessed. The USFWS database indicated that one endangered avian species, the Whooping Crane (*Grus Americana*), and two threatened avian species, the Eastern Black Rail (*Laterallus jamaicensis ssp. jamaicensis*) and the Piping Plover (*Charadrius melodus*), could potentially be located within the project study area. No critical habitat was identified within the project study area. Additionally, the USFWS database identified five migratory avian species that could potentially be located within the project study area. No bat species were identified within the project study area.

The study area falls within the Central Flyway, which is a major north-south flyway for migratory birds. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources, heading to breeding grounds, or traveling to overwintering sites. The Proposed Action is an air traffic action only. Based on the analysis of existing flight track data obtained from PDARS, aircraft are currently overflying this area of the Central Flyway.

The greatest potential for impacts to wildlife species would result from wildlife strikes on avian and/or bat species at altitudes below 3,000 ft AGL. Changes to flight paths under the Proposed Action would primarily occur below 3,000 ft AGL. The area is currently being overflown, and would continue to be overflown. The Proposed Action is not intended to increase the number of aircraft operations or change the aircraft fleet mix. No new critical habitat areas would be overflown with implementation of the Proposed Action. Therefore, the Proposed Action is not anticipated to result in an impact to biological resources.

Department of Transportation Act, Section 4(f):

A comprehensive online search was conducted to determine if the Proposed Action would impact Section 4(f)⁵ properties. There are no Section 4(f) properties identified within the project study area. Civilian jet aircraft are currently overflying this area and would continue to overfly this area. The Proposed Action is not intended to increase the number of aircraft operations or change the aircraft fleet mix. In addition, the analysis of potential noise impacts indicated no noise significance threshold criteria would be exceeded as a result of the Proposed Action. Furthermore, the Proposed Action does not involve land acquisition, physical disturbance, or construction activities. Therefore, the FAA has concluded that implementation of the Proposed Action would not result in a constructive use of properties protected by Section 4(f).

⁴ USFWS IPaC, <https://ecos.fws.gov/ipac/>, accessed September 22, 2021.

⁵ FAA Order 1050.1F, Section 4(f)-is an action that involves more than a minimal physical use of a resource or constitutes constructive use. Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; and publicly or privately owned land from an historic site of national, state, or local significance.

Historical, Architectural, Archaeological, And Cultural Resources (National Historic Preservation Act of 1996):

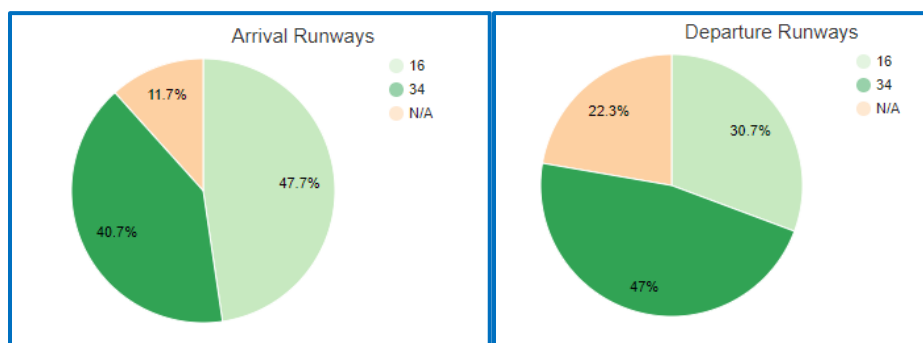
A search of the National Register of Historic Places (NRHP), accessed through Google Earth, indicated there are no historic properties located within the project study area.

The Proposed Action would not result in any construction, development, or any physical disturbances of the ground. For this undertaking, no land acquisition, construction, or other ground disturbance would occur. Accordingly, there would be no direct effects on historic resources. Additionally, the FAA considered that certain historic sites may be potentially sensitive to the effects of overflights that introduce a visual, atmospheric, or auditory element. The Proposed Action is not intended to increase the number of aircraft operations or change the aircraft fleet mix. Given civilian jet aircraft are currently overflying these areas and would continue to overfly these areas, the Proposed Action would not inherently have the potential to affect historic resources, even if they are present. Thus, the FAA determined that there would be no new areas overflown and, therefore, no potential to introduce visual, atmospheric, or auditory elements that could diminish the integrity of a historic property.

Noise and Noise-Compatible Land Use:

The FAA's Instrument Flight Procedures, Operations, and Airspace Analytics (IOAA) Tool⁶ was accessed to obtain operational statistics at KLIC for one year of data (January 1-December 31, 2019), as presented in **Figure 4** and **Table 2**. The Proposed Action is not intended to increase the number of aircraft operations or change the aircraft fleet mix.

Figure 4. Runway Usage at KLIC



⁶ The IFP, Operations, and Airspace Analytics (IOAA) Tool provides the Airspace Modernization Group and Flight Technologies and Procedures Division analysis capabilities to study flight operational metrics and implementation/use of instrument flight procedures (IFP). The capabilities enable analysis of fused operational usage metrics (e.g., arrival procedure usage), aircraft performance metrics (e.g., climb gradient distributions, final approach deviations), and weather conditions at various points of interest in the National Airspace System (NAS). Among other uses, the IOAA Tool facilitates data-driven analysis by Air Traffic Organization (ATO) service centers supporting the procedure implementation process, safety reviews by the Procedure Review Board (PRB), and access to foundational datasets for safety analyses by the Flight Research and Analysis Group. <https://sda.faa.gov/>, accessed September 22, 2021.

Table 2. Operational Statistics for KLIC

Category	Annual Aircraft Operations	Percentage (%)	Average Per Day
Jets	4	1.25%	0.01
Piston/Propeller	274	85.62%	0.75
Turboprop	26	8.13%	0.07
Helicopter	0	0.00%	0.00
Unknown/Other*	16	5.00%	0.04
Total Operations	320	100%	0.87
*Unknown/Other: Any aircraft type of unknown designation.			

The FAA’s established noise pre-screening process was used to help determine the need for a detailed noise analysis of the Proposed Action. The noise pre-screening process provides an approach to identify extraordinary circumstances and/or the potential for significant impacts associated with the noise impacts of proposed air traffic actions for fixed-wing aircraft.

The Office of Environment and Energy has reviewed MITRE’s Center for Advanced Aviation System Development’s *Guidance for Noise Screening of Air Traffic Actions* (Amefia 2012), and approved its use, in accordance with FAA Order 1050.1F, to complete the analysis of potential effects due to the change in aircraft noise exposure levels as a result of the implementation the Proposed Action. The noise pre-screening Operations Test (OPS Test) was used “The OPS Test helps determine if further noise screening is required based on the number of operations at the airport of interest.” Furthermore, FAA Order 1050.1F, Appendix B states:

No noise analysis is needed for projects involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) 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). Also, no noise analysis is needed for projects involving existing heliports or airports whose forecast helicopter operations in the period covered by the NEPA document do not exceed 10 annual daily average operations with hover times not exceeding 2 minutes.

The Proposed Action passes the OPS TEST, see **Figure 5**. The results indicate that no significance threshold noise criteria and no reportable noise impacts would be reached with the implementation of the Proposed Action.

Figure 5. The OPS Test Results for the Proposed Action at KLIC

Annual Propeller Ops	Annual Jet Ops
≤0	≤700
≤5000	≤662
≤10000	≤622
≤15000	≤584
≤20000	≤544
≤25000	≤506
≤30000	≤466
≤35000	≤428
≤40000	≤388
≤45000	≤350
≤50000	≤310
≤55000	≤272
≤60000	≤232
≤65000	≤194
≤70000	≤154
≤75000	≤116
≤80000	≤76
≤85000	≤38
≤90000	≤0

Pass/Fail Legend			
Pass/Fail Result		Pass/Fail Grid	
PASS	FAIL	PASS	FAIL

Environmental Justice (this is a Subcategory under the General Heading of Socioeconomic Impacts):

An environmental justice analysis considers the potential for impact on minority and low-income populations of the Proposed Action as compared to the no action alternative. Considering whether the Proposed Action raises environmental justice concerns, the FAA considers whether a Proposed Action may have disproportionately high and adverse human health or environmental effects on minority and low-income populations. This analysis draws on the findings of the other impact analyses, particularly noise, land use, and air quality. If these factors exist, there is not necessarily a significant impact; rather, the FAA must evaluate these factors in light of the context and intensity to determine if there are significant impacts. An impact related to environmental justice is not anticipated.

Implementation of the Proposed Action would not adversely affect air quality or land use within the affected environment study area. Additionally, the Proposed Action would not result in a change to the number of aircraft operations, fleet mix, or nighttime operations. Accordingly, the Proposed Action would not introduce new social or economic effects. Therefore, there would be no potential for disproportionately high or adverse effects on low-income or minority populations as a result of the Proposed Action as compared to the no action alternative.

Consideration of cumulative impacts applies to the impacts resulting from the implementation of the Proposed Action combined with other actions. A cumulative impact is defined as an impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions.

Analyzing cumulative impacts is considered within geographic (spatial) and time (temporal) boundaries. Reasonably foreseeable future actions refer to projects that would likely be completed within the next five years and do not include those actions that are highly speculative or indefinite. The types of projects considered under the cumulative impact analysis were primarily limited to airfield projects, specifically projects that directly affect or involve runways and modifications to parallel taxiways (e.g., lengthening and/or widening). These types of projects may affect aircraft flight operations.

A comprehensive online search yielded no results for an Airport Master Plan. However, the Lincoln County Comprehensive Plan⁷ (2000) was reviewed, but did not identify potential projects for the runway/taxiway environment.

At the time of this analysis, there are no proposed additional airspace procedures under review. Based on the available information, cumulative effects are not anticipated in connection with the Proposed Action.

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 IFP Environmental Pre-Screening Filter was used to document the analysis 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.

⁷ Lincoln County Comprehensive Plan (2000), http://lincolncountyco.us/land_use/Comprehensive_Plan.pdf, accessed October 5, 2021.

Recommended by:**Facility Manager Review/Concurrence**

Signature: _____ Date: _____

Name: Melissa Booth
 Air Traffic Manager
 Denver Air Route Traffic Control Center

Concurrence by:**Western Service Area Environmental Specialist**

Signature: _____ Date: _____

Name: Sara Massey, C.M.
 Environmental Protection Specialist, Operations Support Group
 Western Service Center, AJV-W25

Approval by:**Western Service Area Director or Designee Approval**

Signature: _____ Date: _____

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