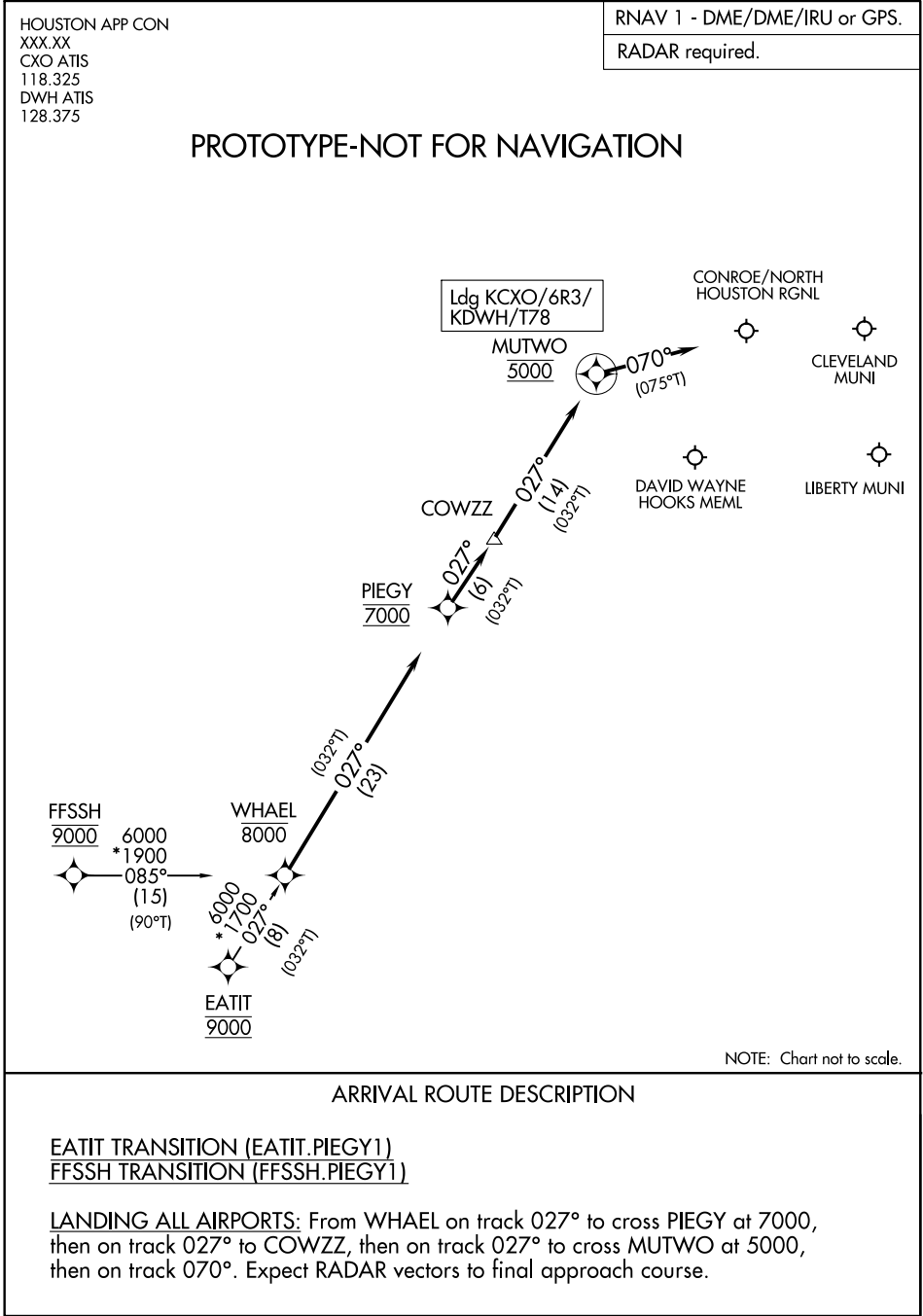


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 12/29/2022	APWS Task ID: 80CFE7F77CFB4F3BB20487664CB159B2	APWS Project ID: E53CFF54823143BF805485CCC9EBCC04
Procedure: STAR PIEGY ONE (RNAV) HOUSTON TX KCXO		Enroute: YES	Specialist: Bradshaw, Henry		Agreement Number:
Airport ID: KCXO			Airport City: HOUSTON		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: NEW RNAV STAR TO REPLACE WHAEL ARRIVAL.  CONTACT JASON KRETSCHMER (AJV-A421) 405-954-4019.</div> <div>08/17/2022</div> <div>QUALITY 14 CHECKED</div> <div>QUALITY 15 CHECKED</div>					

<b>FIPC DME/DME FORM</b>									
<b>PROCEDURE:</b> STAR PIEGY ONE (RNAV) HOUSTON TX KCXO				<b>AIRPORT NAME:</b> CONROE/NORTH HOUSTON RGNL		<b>AIRPORT ID:</b> KCXO		<b>SPECIAL CONTROL NO:</b> OG-08-293-22	
<b>FAC ID:</b> PIEGY1			<b>CITY:</b> HOUSTON			<b>ST:</b> TX		<b>ORIG CHART DATE:</b> 12/29/2022	
<b>DFL TYPE:</b> PROC/D		<b>THIRD PARTY:</b> <input type="checkbox"/> YES		<b>EST. TIME ON SITE:</b> 1.0		<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b> 80CFE7F77CFB4F3BB20487664CB159B2	
<b>PREFLIGHT NOTES</b>									
<b>REVIEWER:</b>							<b>DATE:</b>		
<b>COMMENTS:</b>							<b>CHECK ONE:</b>		
							<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
									<b>YES</b>
							<b>CPV COMPLETE?</b>		<b>X</b>
<b>PROCEDURE RESULTS</b>									
<b>INSPECTION DATE:</b> 09/27/2022		<b>CREW #:</b> VN477		<b>N #:</b> N81		<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 checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> colton crowder @ 09/27/2022 17:36				<b>PRINTED NAME:</b> CROWDER, COLTON MAX				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<b>FLIGHT INSPECTOR REMARKS:</b>									
<b>DME/DME STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT		<b>SPECIALIST SIGNATURE:</b>				<b>PRINTED NAME:</b>			
<b>SPECIALIST 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>	





[illegible]







**Federal Aviation Administration  
Categorical Exclusion Declaration for  
Administrative and Procedural Changes due to the  
Discontinuance of Eagle Lake VOR**

**Background:**

On July 26, 2016 the FAA published in the Federal Register a notice of proposed policy and request for comments (81 FR 48694) on the FAA's proposed strategy for gradually reducing the current Very High Frequency Omnidirectional Range (VOR) network to a Minimum Operational Network (MON) as the National Airspace System (NAS) transitions to performance-based navigation (PBN) as part of the Next Generation Air Transportation System (NextGen). The FAA announced that, as part of a NAS Efficient Streamlined Services Initiative, the number of conventional navigational aids (NAVAIDs) would be reduced while more efficient Area Navigation (RNAV) routes and procedures are implemented throughout the NAS. See <https://www.federalregister.gov/d/2016-17579/p-3>. This project is part of the national strategy.

**Description of Action:**

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 to amend VOR Federal Airways V-198, V-212, V-556, and V-558; amend RNAV route T-256; and establish RNAV route T-466 due to the planned decommissioning of the Eagle Lake, TX VOR in December 2022. Although the VOR portion of the Eagle Lake VOR/Distance Measuring Equipment (DME) is planned for decommissioning, the co-located DME portion of the NAVAID is being retained to support NextGen PBN flight procedure requirements.

The Air Traffic Services (ATS) routes affected by the Eagle Lake VOR decommissioning are VOR Federal airways V-198, V-212, V-556, and V-558, and RNAV route T-256. The V-198, V-556, V-558, and T-256 ATS routes are affected directly with the Eagle Lake VOR being included in the route descriptions. Whereas, V-212 is affected based on the navigational guidance the Eagle Lake VOR provides to a segment of the airway between the extended service volume limit of the San Antonio, TX, VOR/Tactical Air Navigation (VORTAC) NAVAID (SEEDS fix) and the intersection of the San Antonio VORTAC and the Industry, TX, VORTAC radials (WEMAR fix). Except for T-256, the planned decommissioning of the Eagle Lake VOR results in the remaining ground-based NAVAID coverage in the area being insufficient to enable the continuity of the affected ATS routes. As such, modifications to V-198 and V-556 would result in creating or extending gaps in the airways and modifications to V-212 and V-558 would result in the airways being shortened. Modifications to T-256 would include the Eagle Lake VOR/DME route point being removed from the route description.

To overcome the affected ATS route gaps or removed segments, instrument flight rules (IFR) traffic could use portions of adjacent VOR Federal airways V-68 and V-222 to circumnavigate the affected area, or receive air traffic control (ATC) radar vectors to fly through the affected area. Additionally, IFR pilots equipped with RNAV capabilities could use RNAV routes T-200, T-220, and T-256, and the new T-466 described in this action, or navigate point to point using the existing fixes that would remain in place to support continued operations through the affected area. Visual flight rules (VFR) pilots who elect to navigate via the affected ATS routes could also take advantage of the adjacent ATS routes or ATC services listed previously.

The FAA proposes to establish RNAV route T-466 between the San Angelo, TX, VORTAC and Sabine Pass, TX, VOR/DME. The proposed T-route would overlay the existing V-556 and, in part, mitigate the proposed removal of the V-556 segment between the Stonewall, TX, VORTAC and the Scholes, TX, VOR/DME. The new T-route would provide airspace users equipped with RNAV capabilities an en route structure between the San Angelo, TX, area southeastward to the Galveston, TX, area and then northeastward to the Beaumont, TX, area, by transiting north of the San Antonio, TX, and New Braunfels, TX, areas and south of the Houston, TX, area. Lastly, the new T-route would support the FAA's NextGen efforts to modernize the NAS navigation system from a ground-based system to a satellite-based system. Connected actions to the decommissioning of the ELA VOR include the following:

**Replacement of the WHAEL Standard Terminal Approach Route (STAR):** The WHAEL THREE Arrival will be replaced with a new RNAV route designated PIEGY ONE (RNAV). WHAEL STAR is a conventional route dependent on the ELA VOR and serves Conroe/North Houston Regional Airport (KCXO), David Wayne Hooks Memorial Airport (KDWH), Cleveland Municipal Airport (6R3) and Liberty Municipal Airport (T78). PIEGY ONE will follow the same route as WHAEL STAR. A new waypoint MUTWO is one nautical mile southwest of the Navasota VOR/DME (TNV) and is the new termination point. A new waypoint PIEGY is added with a 7000' restriction. PIEGY ONE (RNAV) is not anticipated to concentrate tracks and no changes to fleet mix, traffic or altitudes flown are anticipated.

**Eagle Lake Airport (KELA):** ELA VOR Runway 17 procedure would be cancelled.

**George Bush Intercontinental Airport (KIAH):** PALACIOS ONE Departure will be revised by removing the ELA R-127 leg and amending the SKUBA Fix makeup. The RIICE EIGHT Arrival will be revised by removing the ELA R-050 leg and amending the LYYTE Fix makeup. The RIICE EIGHT arrival route description is revised to read "...From over RIICE INT on IAH R-313 to BRKMN INO, to MLRRR INT, to LYYTE INT." The Landing Runway 26L/R or 27 is revised to read "...Fly heading 085 for vectors for final approach course." and landing all other runways at KIAH is revised to "...Expect vectors to final approach course at or prior to LYYTE INT." For all other airports, the amended procedure is revised to "...From over RICCE INT on IAH R-313 to BRKMN INT, thence as depicted to LYYTE INT expect vectors to final approach course at or prior to LYYTE INT." The amendments to PALACIOS ONE would not change tracks, fleet mix, traffic or altitudes flown.

**TSHRT ONE Arrival:** TSHRT ONE would be revised since the ELA-098 leg is being removed and the TSHRT fix makeup is amended. The arrival route description would read "...from over BELLR on IAH R-221 to cross TSHRT at 12000. From TSHRT fly heading 075° for vectors to final approach course." No changes to flight tracks are anticipated.

**Wharton Regional Airport (KARM):** The VOR/DME-A will be canceled.

#### **Victor Routes Descriptions:**

**V-198** – V-198 currently extends between the San Simon, AZ, VORTAC and the Eagle Lake, TX, VOR/DME; and between the Sabine Pass, TX, VOR/DME and the Craig, FL, VORTAC. The FAA proposes to remove the route segment between the San Antonio, TX, VORTAC and the Eagle Lake, TX, VOR/DME. The unaffected portions of the existing airway would remain as charted.

**V-212** – V-212 currently extends between the San Antonio, TX, VORTAC and the McComb, MS, VORTAC. The FAA proposes to remove the airway segment between the San Antonio, TX, VORTAC and the Industry, TX, VORTAC and extend SAT R-081 ESV to 77 DME. V-212 would be amended for Minimum En Route Altitude (MEA) break at WEMAR. The MEA will remain the same or raised to a higher altitude and the unaffected portions of the existing airway would remain as charted.

**V-556** - V-556 currently extends between the San Angelo, TX, VORTAC and the Sabine Pass, TX, VOR/DME. The FAA proposes to remove the airway segment between the Stonewall, TX, VORTAC and the Scholes, TX, VOR/DME. The unaffected portions of the existing airway would remain as charted.

**V-558** – V-558 currently extends between the Llano, TX, VORTAC and the Eagle Lake, TX, VOR/DME. The FAA proposes to remove the airway segment between the Industry, TX, VORTAC and the Eagle Lake, TX, VOR/DME. The unaffected portions of the existing airway would remain as charted.

### **RNAV Route Descriptions**

**T-256** - T-256 currently extends between the San Antonio, TX, VORTAC and the Sabine, TX, VOR/DME. The FAA proposes to remove the Eagle Lake, TX, VOR/DME route point from the description as it is on a straight segment of the route and does not change the route structure between the San Antonio, TX, VORTAC and the MOLLR, TX, waypoint (WP). Additionally, the FAA proposes to add a RNAV route segment overlaying V-194 between the Sabine, TX, VOR/DME and the DAFLY, LA, WP being established near the Lafayette, LA, VORTAC.

**Establish T-466** – T-466 is a proposed new RNAV route that would extend between the San Angelo, TX, VORTAC and the Sabine Pass, TX, VOR/DME. The T-route would overlay the current V-556 and, in part, mitigate the proposed removal of the V-556 segment between the Stonewall, TX, VORTAC and the Scholes, TX, VOR/DME. The new route would provide RNAV routing between the San Angelo, TX, area southeastward to the Galveston, TX, area and then northeastward to the Beaumont, TX, area.

### **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:**

These actions will not cause any environmental effects, either individually or cumulatively, because they are editorial in nature, or are *de minimis*, i.e., the effects are below any threshold of significance, are not reportable, and are in areas where no controversy is anticipated. The ELA VORTAC is 2.65 nm west of the



Attwater Prairie Chicken National Wildlife Refuge. The ground-based, onsite activities related to the decommissioning of the ELA VOR are limited to the vicinity of the VOR 2.65 nm west of the wildlife refuge and are not anticipated to result in an adverse impact to either the Attwater Prairie Chicken or the refuge. From Waypoint BOLOS to SBI, the proposed routes are over the McFaddin and Texas Point National Wildlife Refuges and Sea Rim State Park at a minimum en route altitude of 2000 feet MSL; therefore traffic is expected at 2000 feet and above. The risk to shorebirds and other wildlife is expected to be minimized. No ground-disturbance activities are associated with the proposed action and flight altitudes range from 2000 feet above mean sea level (MSL) and up to 8200 feet MSL.

This project was submitted to the Texas Historical Commission for State Historic Preservation Office consultation E-TRAC system under Section 106 of the National Historic Preservation Act and Antiquities Code of Texas on June 23, 2022. The Texas SHPO issued a determination of "no historic properties affected" by the proposed undertaking on July 14, 2022. Since air traffic will continue to fly over established routes and new routes will be overlays of former routes at the altitudes defined, no impacts to historic properties along the proposed and current Federal airways are anticipated. No significant increase in traffic over noise-sensitive areas is anticipated.

IFR traffic could utilize adjacent ATS routes in order to overcome the loss of two ATS routes, the increased gap in another route, and the loss of route segments at the beginning and end of the other ATS routes. Traffic may receive ATC radar vectors to fly through or circumnavigate the affected area. IFR pilots equipped with RNAV PBN capabilities could navigate point to point using the existing fixes that will remain in place to support continued operations through the affected area. VFR traffic who navigate airways through the affected area could take advantage of the adjacent VOR Federal airways or ATC services listed previously.

A notice was published in the Federal Register on April 27, 2022, Docket No. FAA-2022-0436; Airspace Docket No. 22-ASW-1 for the proposed Amendment and Establishment of Air Traffic Service (ATS) Routes; South Central United States. The NPRM comment period ended on June 13, 2022 and no comments were received on the Notice.

An environmental review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, *Procedures for Considering Environmental Impacts* and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.

The applicable categorical exclusions is:

**FAA Order 1050.1F, Section 5-6.5(a):** Rulemaking actions that designate or modify classes or airspace areas, airways, routes, and reporting points (14 CFR Part 71, *Designation of Class A, Class B, Class C, Class D, and Class E Airspace Areas; Airways; Routes; and Reporting Points*); and, FAA Order 1050.1F, Section 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.

**RECOMMENDED BY:**

**ROBERTO I  
RAMOS**

Digitally signed by ROBERTO I  
RAMOS  
Date: 2022.08.10 08:23:59  
-05'00'

---

Roberto I. Ramos

Environmental Protection Specialist, ATO Operations Support Group, AJV-C25

**APPROVED BY:**

**CHRISTOPHER L  
SOUTHERLAND**

Digitally signed by  
CHRISTOPHER L  
SOUTHERLAND  
Date: 2022.08.11 08:17:49 -05'00'

---


Christopher L. Southerland

Manager, ATO Operations Support Group, AJV-C2

## Eagle Lake VORTAC

Colorado, County, TX  
29° 39' 48.5" N 96° 19' 00.73" W

### Legend

 Eagle Lake ELA VORTAC

Eagle Lake ELA 116.4 VORTAC

Google Earth

1000 ft

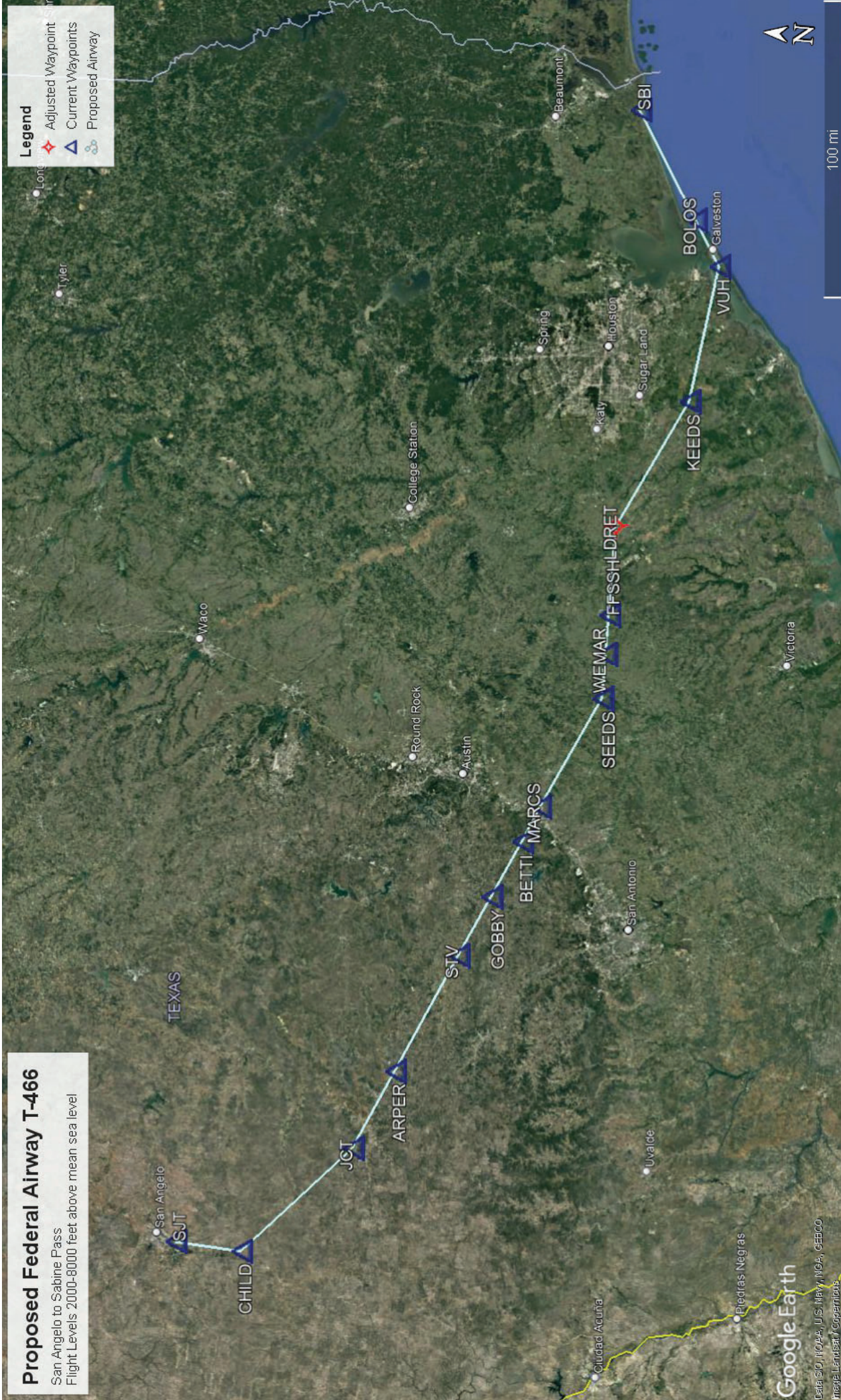
N



# Proposed Federal Airway T-466

San Angelo to Sabine Pass  
Flight Levels 2000-8000 feet above mean sea level

- Legend**
- Adjusted Waypoint
  - Current Waypoints
  - Proposed Airway



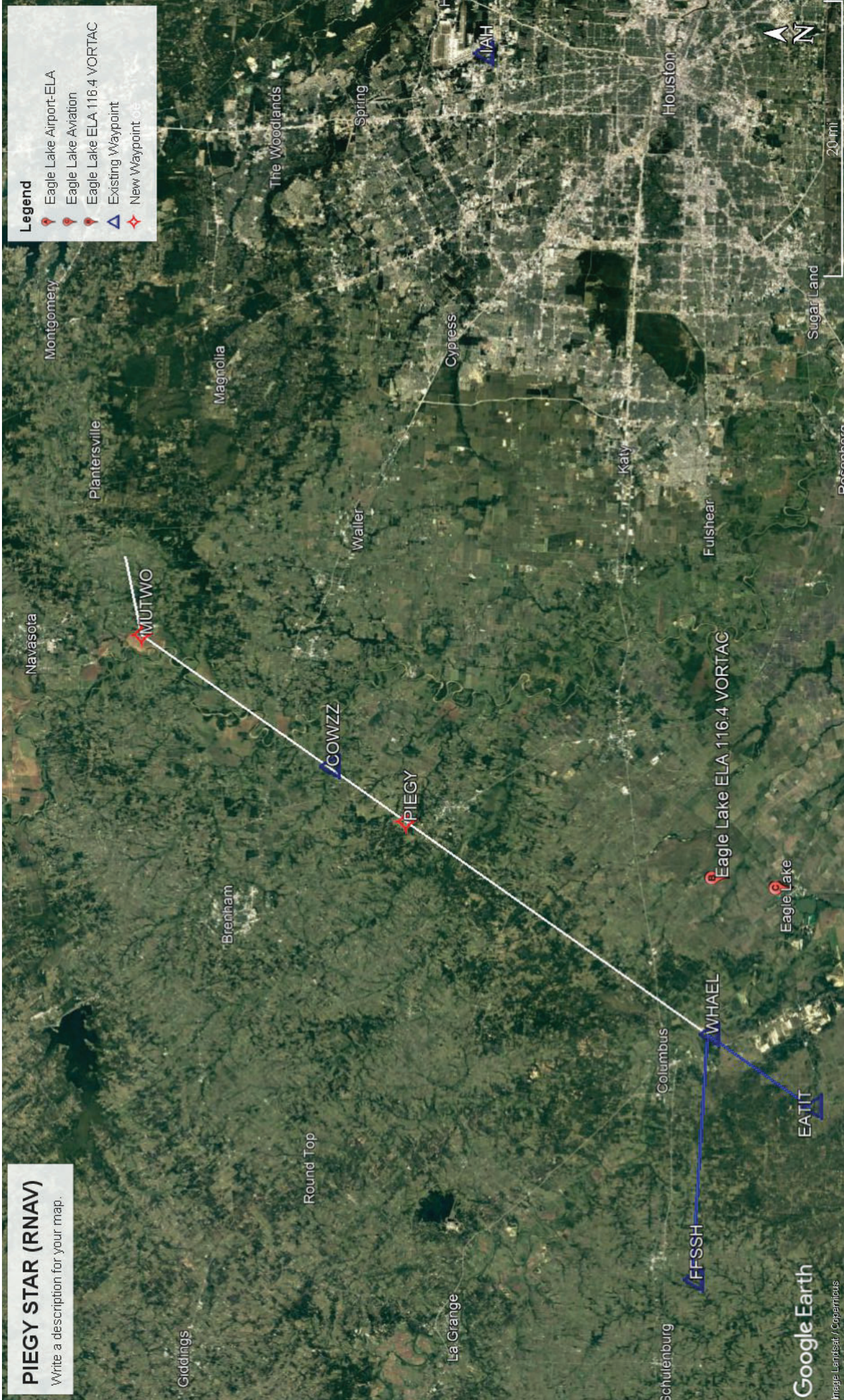


# PIEGY STAR (RNAV)

Write a description for your map.

## Legend

- Eagle Lake Airport-ELA
- Eagle Lake Aviation
- Eagle Lake ELA 118.4 VORTAC
- Existing Waypoint
- New Waypoint





WHARTON, TEXAS

AL-6032 (FAA)

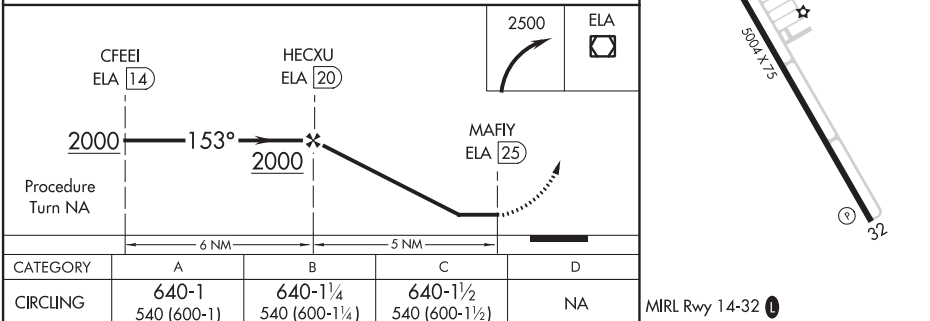
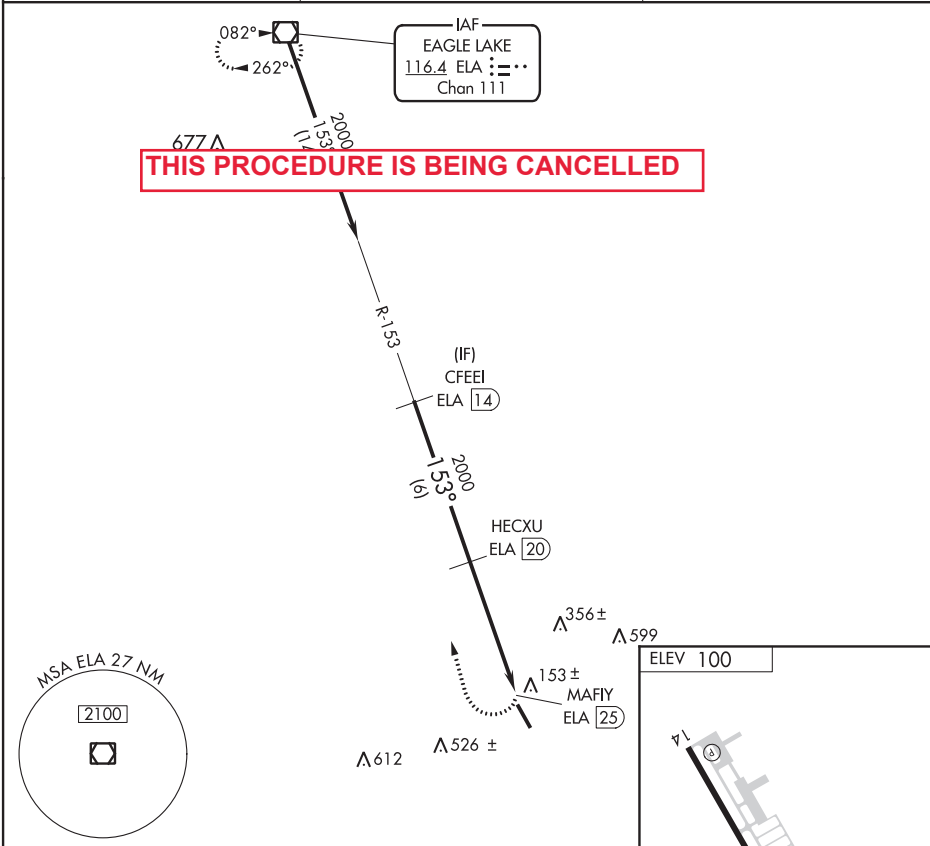
20254

VOR/DME ELA <b>116.4</b> Chan 111	APP CRS <b>153°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>100</b>
---	------------------------	---

**VOR/DME-A**  
WHARTON RGNL (A.R.M)

<p>⚠ When local altimeter setting not received, use Victoria altimeter setting and increase all MDA 120 feet, increase Circling Cat C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 2500 direct ELA VOR/DME and hold.</p>
--	--

AWOS-3 <b>118.475</b>	HOUSTON CENTER <b>128.6 360.8</b>	UNICOM <b>122.7 (CTAF) 1</b>
--------------------------	--------------------------------------	---------------------------------



WHARTON, TEXAS  
Amdt 5 27AUG09

29°15'N-96°09'W

WHARTON RGNL (A.R.M)  
**VOR/DME-A**

SC-5, 09 SEP 2021 to 07 OCT 2021

SC-5, 09 SEP 2021 to 07 OCT 2021



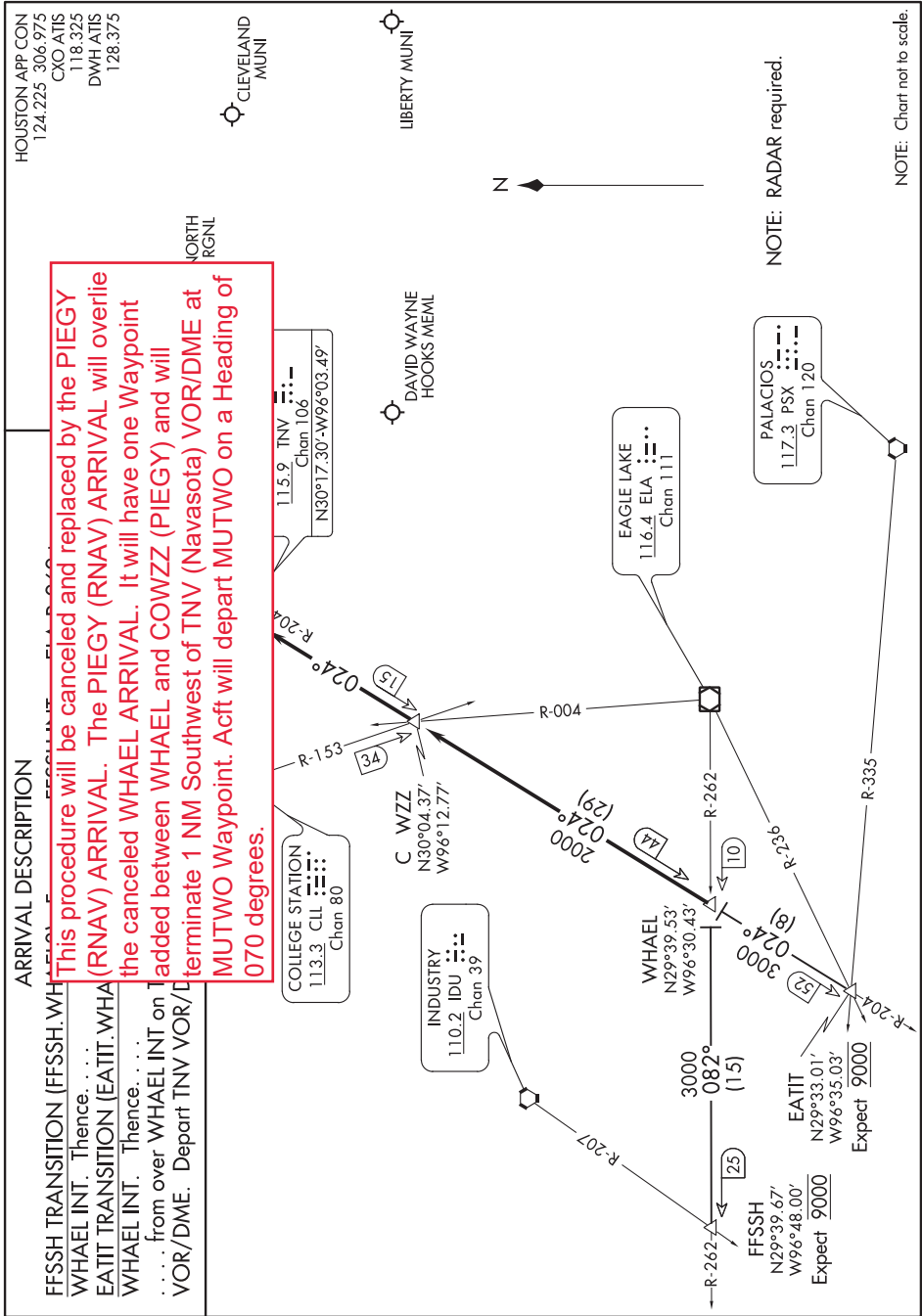
(WHAEL.WHAEL3) 21112

AL-5573 (FAA)

WHAEL THREE ARRIVAL

HOUSTON, TEXAS

SC-5, 09 SEP 2021 to 07 OCT 2021



SC-5, 09 SEP 2021 to 07 OCT 2021

WHAEL THREE ARRIVAL

(WHAEL.WHAEL3) 22JUN17

HOUSTON, TEXAS

EAGLE LAKE, TEXAS

AL-5270 (FAA)

21168

VOR ELA <b>116.4</b> Chan <b>111</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev <b>4280</b> <b>184</b> <b>184</b>
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## VOR RWY 17

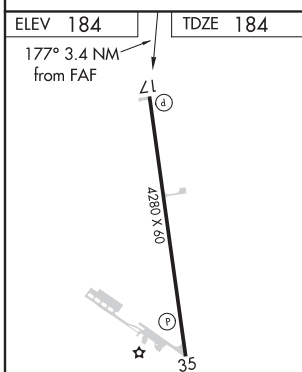
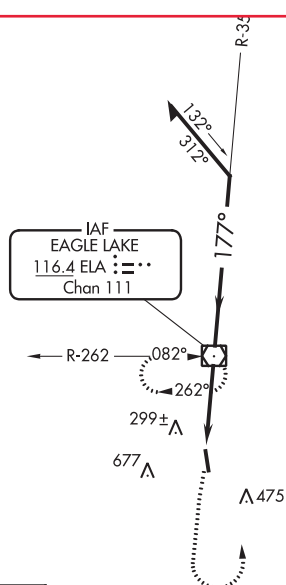
EAGLE LAKE (ELA)

**⚠ NA** Circling Rwy 35 NA at night. Rwy 17 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Wharton altimeter setting. When local altimeter setting not received, use Wharton altimeter setting and increase all MDA 80 feet and S-17 and Circling Cat C visibility  $\frac{1}{4}$  SM.

MISSED APPROACH: Climb to 2000, then left turn direct ELA VOR/DME and hold.

AWOS-3PT  
**128.475**HOUSTON APP CON  
**124.225 306.975**CTAF  
**122.9 0**840  $\Delta$ 

**THIS PROCEDURE IS BEING CANCELLED**

MIRL Rwy 17-35 **0**

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

EAGLE LAKE, TEXAS  
Amdt 5B 17JUN21

2000		ELA	Remain within 10 NM	
357°		ELA VOR/DME	2000	
177°		ELA 2.1	1400	
1.3		ELA 3.4	2.1 NM	
CATEGORY	A	B	C	D
S-17	660-1	476 (500-1)	660-1 $\frac{3}{8}$ 476 (500-1 $\frac{3}{8}$ )	NA
CIRCLING	860-1	676 (700-1)	1040-2 $\frac{1}{2}$ 856 (900-2 $\frac{1}{2}$ )	NA

EAGLE LAKE (ELA)  
**VOR RWY 17**

29°36'N-96°19'W

SC-5, 09 SEP 2021 to 07 OCT 2021

SC-5, 09 SEP 2021 to 07 OCT 2021

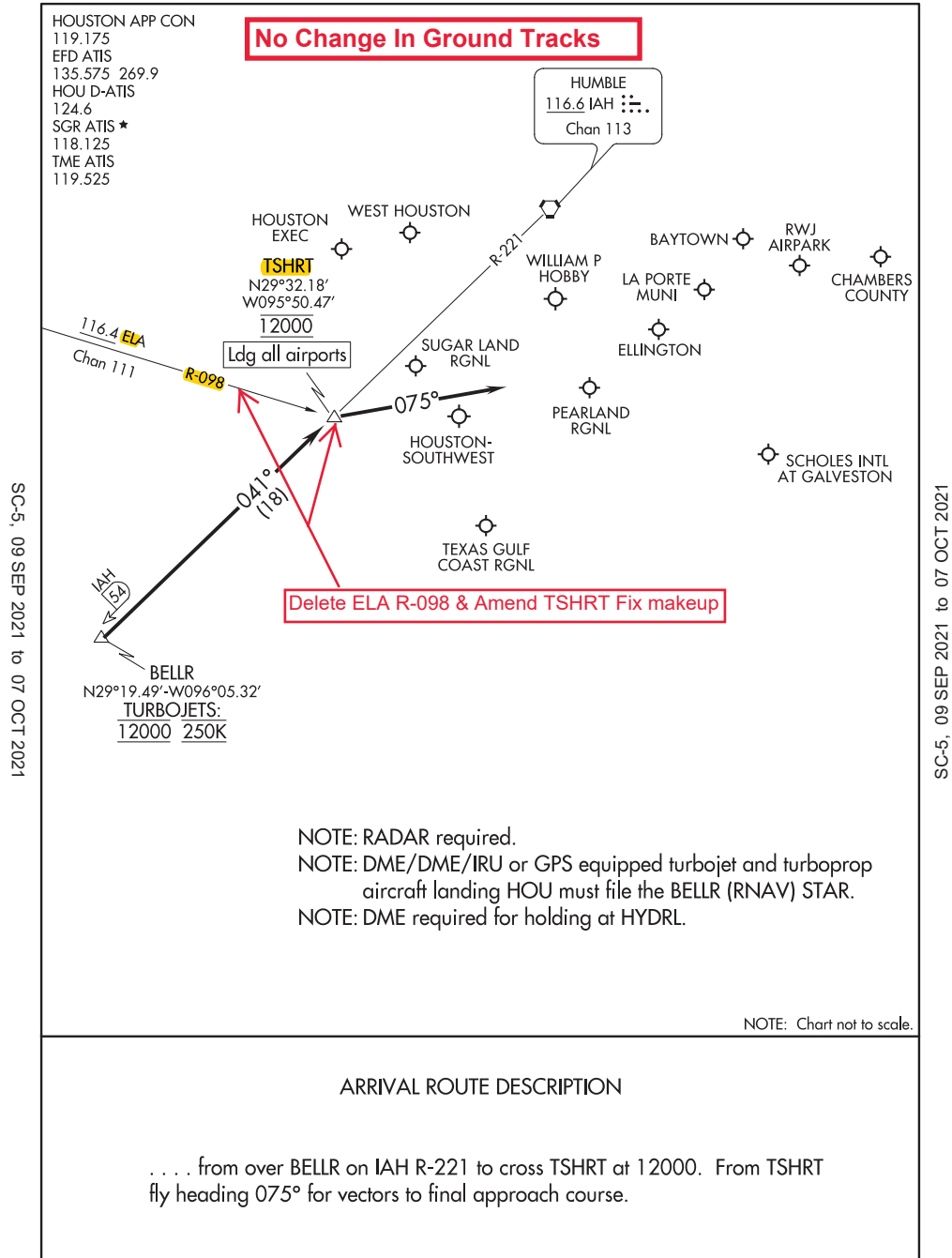
(BELLR.TSHRT1) 21112

AL-198 (FAA)

## TSHRT ONE ARRIVAL

Arrival Routes

HOUSTON, TEXAS



## TSHRT ONE ARRIVAL

Arrival Routes

HOUSTON, TEXAS

(BELLR.TSHRT1) 26MAR20





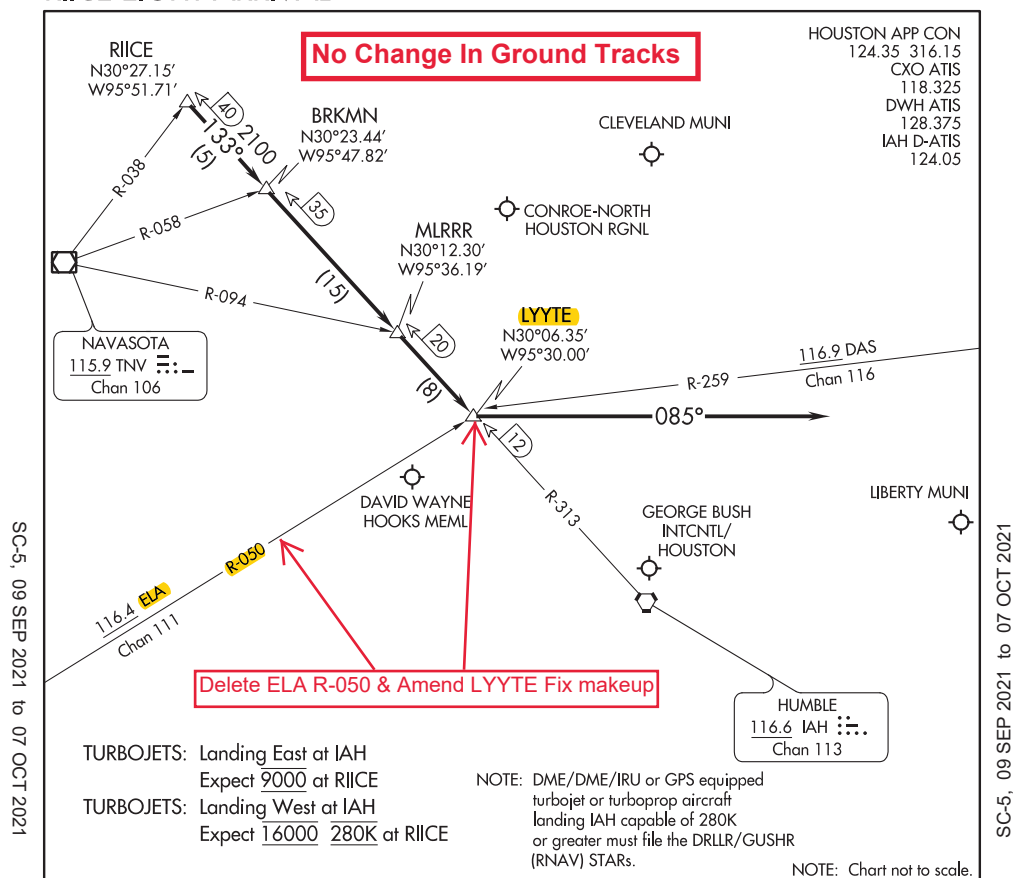
(BAZBL.RIICE8) 21112

AL-5461 (FAA)

## RIICE EIGHT ARRIVAL

Arrival Routes

HOUSTON, TEXAS



SC-5, 09 SEP 2021 to 07 OCT 2021

SC-5, 09 SEP 2021 to 07 OCT 2021

### ARRIVAL ROUTE DESCRIPTION

#### GEORGE BUSH INTCNL/HOUSTON (IAH):

... From over RIICE INT on IAH R-313 to BRKMN INT, to MLRRR INT, to LYYTE INT.

#### LANDING RUNWAY 26L/R or 27:

... Fly heading 085° for vectors to final approach course.

#### LANDING ALL OTHER RUNWAYS:

... Expect vectors to final approach course at or prior to LYYTE INT.

#### FOR ALL OTHER AIRPORTS:

... From over RIICE INT on IAH R-313 to BRKMN INT, thence as depicted to LYYTE INT expect vectors to final approach course at or prior to LYYTE INT.

## RIICE EIGHT ARRIVAL

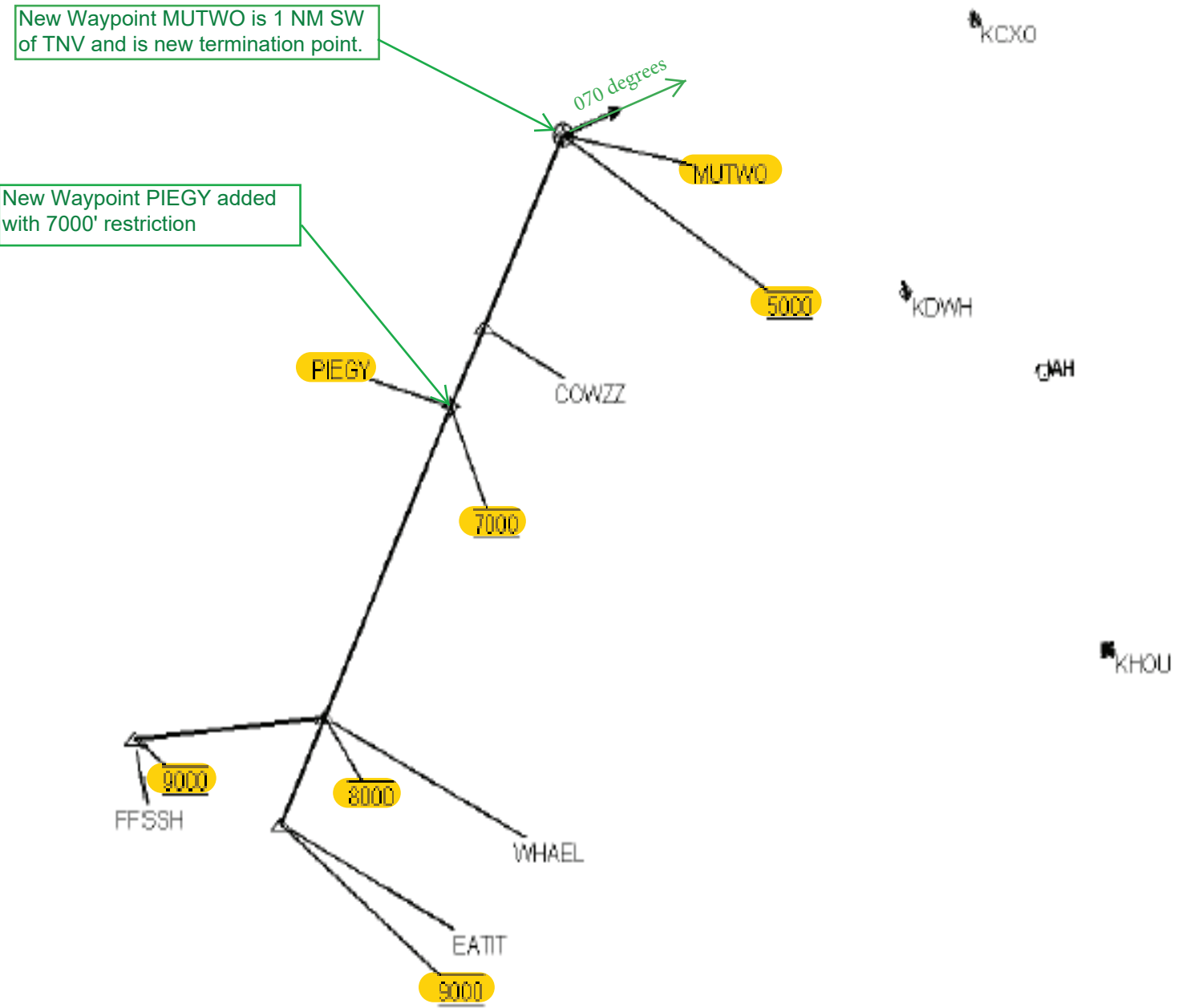
(BAZBL.RIICE8) 22JUN17

Arrival Routes

HOUSTON, TEXAS

Number	STAR Computer Code	Superseded Number	Dated
ONE	WHAEL.PIEGY1		

1





**From:** [noreply@thc.state.tx.us](mailto:noreply@thc.state.tx.us)  
**To:** [Ramos, Roberto \(FAA\)](#); [reviews@thc.state.tx.us](mailto:reviews@thc.state.tx.us)  
**Subject:** Section 106 Submission  
**Date:** Thursday, July 14, 2022 1:05:49 PM

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**Re:** Project Review under Section 106 of the National Historic Preservation Act  
**THC Tracking #202211622**

**Date:** 07/14/2022

Decommissioning of Eagle Lake VOR and Amended/New Airways  
Unnamed Road, Cat Spring Road, Cat Spring, TX

**Description:** The FAA proposes to decommission the Eagle Lake VOR, amend existing Federal Airways and establish a new Federal Airway from San Angelo to Sabine Pass. No ground-disturbance activities proposed.

Dear Robb Ramos:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff, led by Justin Kockritz and Jeff Durst, has completed its review and has made the following determinations based on the information submitted for review:

#### **Above-Ground Resources**

- No historic properties are present or affected by the project as proposed. However, if historic properties are discovered or unanticipated effects on historic properties are found, work should cease in the immediate area; work can continue where no historic properties are present. Please contact the THC's History Programs Division at 512-463-5853 to consult on further actions that may be necessary to protect historic properties.

#### **Archeology Comments**

- No historic properties affected. However, if cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the

following reviewers: justin.kockritz@thc.texas.gov, Jeff.Durst@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,



for Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**