

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/21/2020	APWS Task ID: 810C1DDCA50948FCA2D1D33EBA83708E	APWS Request ID: 40D87A0CA0814EDFBC7FA50249559421
Procedure: RNAV (GPS) RWY 13 AMDT 3		Enroute: NO	Specialist: Fowler, Shane		Agreement Number:
Airport ID: KPVU	Airport Name: PROVO MUNI		Airport City: PROVO		State: UT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

QUALITY  
29  
CHECKED

**Procedure Comments:**  
 ACTIVE AIRPORT DATA USED.

PACKAGE CONTAINS A LETTER OF APPROVAL TO APPLY PPV IN MISSED APPROACH HOLDING AND MISSED APPROACH LEVEL SURFACE. 8260-1 APPLICATION NOT TO APPLY AAO BEYOND 20,000' FROM RWY 13 WITHIN 1000' OF THE FFU VORTAC.

THIS CANCELS T-NOTAM 9/4595.

CONTACT: ALLAN WILL 405-954-6103.

<b>FIPC BASIC FORM</b>										
<b>PROCEDURE:</b> RNAV (GPS) RWY 13 AMDT 3				<b>AIRPORT NAME:</b> PROVO MUNI			<b>AIRPORT ID:</b> KPVU		<b>SPECIAL CONTROL NO:</b> SG-02-115-20	
<b>FAC ID:</b> KPVU13.03			<b>CITY:</b> PROVO				<b>ST:</b> UT		<b>ORIG CHART DATE:</b> 05/21/2020	
<b>DFL TYPE:</b> PROC/S		<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>							<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>NO</b>
							<b>CPV COMPLETE?</b>		<b>X</b>	
<b>PROCEDURE RESULTS</b>										
<b>INSPECTION DATE:</b> 02/26/2020		<b>CREW #:</b> VN354		<b>N #:</b> N87		<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 checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> alex krause @ 02/26/2020 21:48				<b>PRINTED NAME:</b> KRAUSE, ALEX EDWARD					<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>		

## PROCEDURE REVIEW BOARD (PRB) RESULTS

March 12, 2020 (REC 03/17/20)

**\*\*\*PRB recommendations do not constitute approval\*\*\***

### 5. Waiver/Approval: (PVU) PROVO MUNI, PROVO, UT - RNAV (GPS) RWY 13, AMDT 3

<https://swims.faa.gov/PTR/Edit/7847>

Requested by: AIS

PRB Result: RECOMMEND RETURN FOR REWORK

#### a. Waiver 8260-1 waiving AAO application:

1) Block 3, Reason for waiver, first sentence - Delete incorrect reference to the initial segment from FFU VORTAC to JETLI. This leg does not apply to this procedure.

2) Block 4, Equivalent level of safety, item 2 - The mitigation "No structure will be built within 1000' of FFU VORTAC above the maximum MSL elevation" does adequately address the risk of not applying an Adverse Assumed Obstacle that accounts for unreported man-made structures up to 200 ft AGL. As written, it permits construction of objects not to exceed an unspecified maximum MSL elevation. Either state no object can be built within 1000 ft higher than the VORTAC elevation or declare the maximum allowable AGL or MSL height that does not result in a minimum altitude greater than 9000.

#### b. Environmental document is not signed.

**1. FLIGHT PROCEDURE IDENTIFICATION:**

PROVO, UT (KPVU)  
PROVO MUNI  
RNAV (GPS) RWY 13

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

CONTROLLING OBSTACLES FOR MISSED APPROACH FOR AIRPORTS WITH AT LEAST ONE RUNWAY LONGER THAN 3200 FEET. ADVERSE ASSUMPTION OBSTACLE (AAO) OF 200 FT AGL ARE ASSUMED TO EXIST OUTSIDE OF AN ARC RADIUS OF 20000 FEET FROM THE END OF EACH USABLE RUNWAY. TERRAIN WILL RECEIVE ADVERSE ASSUMPTION OBSTACLE (AAO) APPLICATION BEYOND 20,000 FEET.

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

STANDARD APPROACH AAO APPLICATION CAUSES AN INCREASED ALTITUDE FOR THE MISSED APPROACH LEVEL SURFACE, MISSED APPROACH AND ARRIVAL HOLDING.  $7880 \text{ (AAO)} + 1000 \text{ (ROC)} + 152 \text{ (PPV)} = 9032$ . AIR TRAFFIC CONTROL REQUIRES THAT THE CARDINAL ALTITUDE REMAIN AT 9000 FEET FOR MISSED APPROACH/ARRIVAL HOLDING AT FFU VORTAC BASED ON THEIR MINIMUM VECTORING ALTITUDE (MVA) CHART.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. 8260.3D, PARA 3-2-2.B.(2). AND APPENDIX C, PARA 1.E., NOTE 1 ARE APPLIED TO KEEP THE CARDINAL ALTITUDE AT 9000 FEET FOR MISSED APPROACH/ARRIVAL HOLDING AT FFU VORTAC BASED ON AIR TRAFFIC CONTROL'S MINIMUM VECTORING ALTITUDE (MVA) CHART.
2. 6820.10, PARA 17.c(3)(a). ALL OBSTRUCTIONS WITHIN 1000 FEET OF THE ANTENNA ARE TO BE REMOVED.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

1. THE RELOCATION OF FACILITIES IS NOT FEASIBLE THEREFORE HAS NO IMPACT ON THIS WAIVER.
2. MODIFICATION OF TERRAIN ELEVATION IS NOT FEASIBLE.
3. MODIFICATION OF RADIALS IS NOT FEASIBLE AS THE TERRAIN ELEVATION IS IN PRIMARY AREA OF THE MISSED APPROACH/ARRIVAL HOLDING.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

A4A, ALPA, AOPA, NBAA, ZLC, SLC APP CON, UT AERO, AMGR, PVU ATCT

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
01/02/20	AJV-A400	IFP GROUP MANAGER

**SIGNATURE**  
*Digitally signed by*  
**ALLAN WILL**  
Nov 06, 2020

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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Subject: Approval Request: Provo Muni (KPVU), Provo, UT

RNAV (GPS) RWY 13, Provo Muni (KPVU)

FAA 8260.3D para 3-2-2b(3) Precipitous Point Value (PPV).

Request the use of PPV evaluation results for the above procedure. The adjustment will allow for ATC to retain the missed holding altitude of 9000', which is necessary due to SLC arrivals overflying at 10,000'.

Segment Type: Missed Level Surface.

Beginning Point: JAMUK 400206.13N/1115941.46W.

End Point: FFU VORTAC 401629.62N/1115625.91W.

Results: PPV max value 253.  $253 \times .6 = 151.8$ . PR Value 152.

Segment Type: Missed Holding.

Beginning/End Point: FFU VORTAC 401629.62N/1115625.91W.

Inbound Course: 352 True/340 Mag.

Pattern Size: 10

Results: PPV max value 220.  $220 \times .6 = 132$ . PR Value 132.

FIG

RNAV (GPS) RWY 13  
PROVO MUNI (PVU)

**T** Circling NA east of Rwy 18-36. Circling Rwy 18, 36 NA at night.  
**A** Rwy 13 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems. LNAV/VNAV NA below -23°C or above 54°C.

**MISSED APPROACH:** Climb to 9000 direct HUNSU and on track 191° to FEBGO and on track 218° to ZARAK and on track 302° to JAMUK and on track 358° to FFU VORTAC and hold.

[illegible]

134° to RW13

4541±

8632 X 150

TWR 4589

4524±

REIL Rwy 13  
HIRL Rwy 13-31  
MRL Rwy 18-36

DICOT		9000 HUNSU tr 191°	FEBGO tr 218°	ZARAK tr 302°	JAMUK tr 358°	FFU
GP 3.00° TCH 50						
CATEGORY	A	B	C	D		
LPV DA	4756- <sup>3</sup> / <sub>4</sub> 259 (300- <sup>3</sup> / <sub>4</sub> )					
RNAV/ VNAV DA	4838-1 341 (400-1)					
RNAV MDA	4940-1	443 (500-1)	4940-1 <sup>3</sup> / <sub>8</sub>		443 (500-1 <sup>3</sup> / <sub>8</sub> )	
CIRCLING	4940-1 443 (500-1)	4980-1 483 (500-1)	5140-1 <sup>3</sup> / <sub>4</sub> 643 (700-1 <sup>3</sup> / <sub>4</sub> )		5280-2 <sup>1</sup> / <sub>2</sub> 783 (800-2 <sup>1</sup> / <sub>2</sub> )	

RNAV (GPS) RWY 13

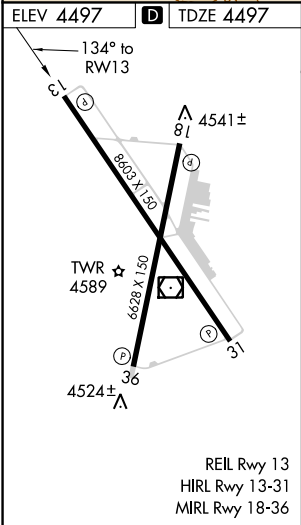
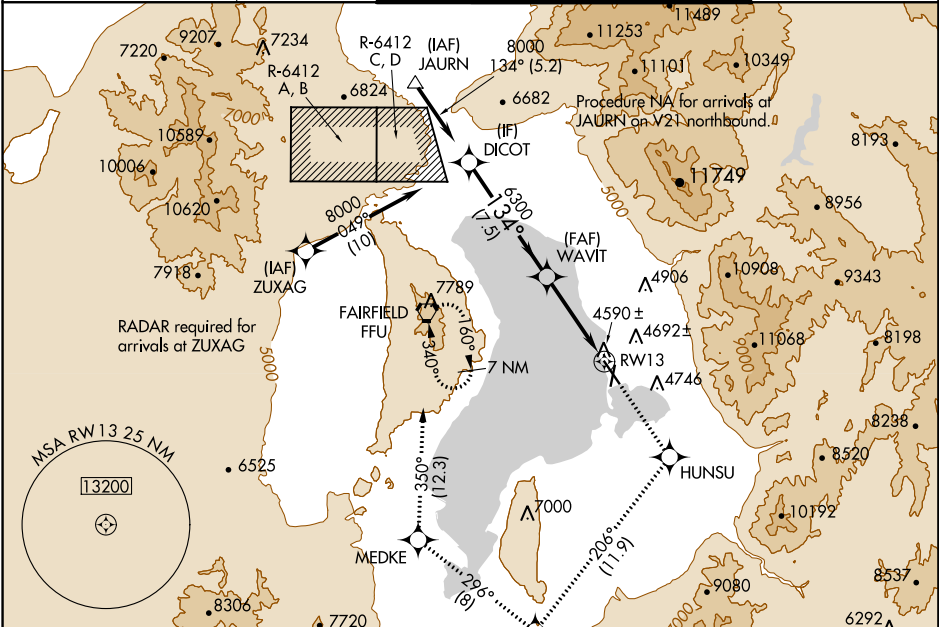
WAAS CH <b>97307</b> <b>W13A</b>	APP CRS <b>134°</b>	Rwy ldg TDZE Apt Elev	<b>8599</b> <b>4497</b> <b>4497</b>
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OLD

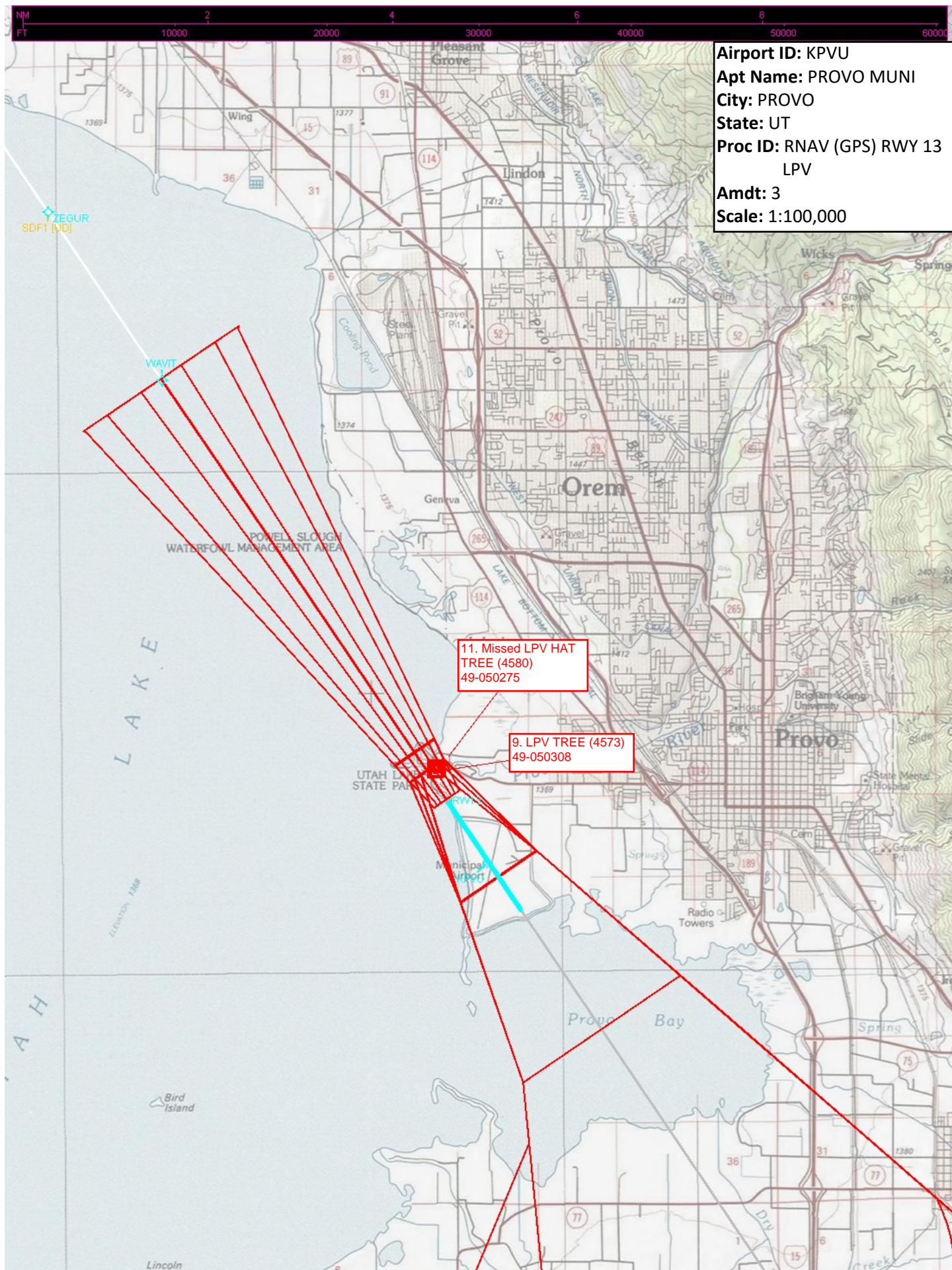
RNAV (GPS) RWY 13  
PROVO MUNI (PVU)

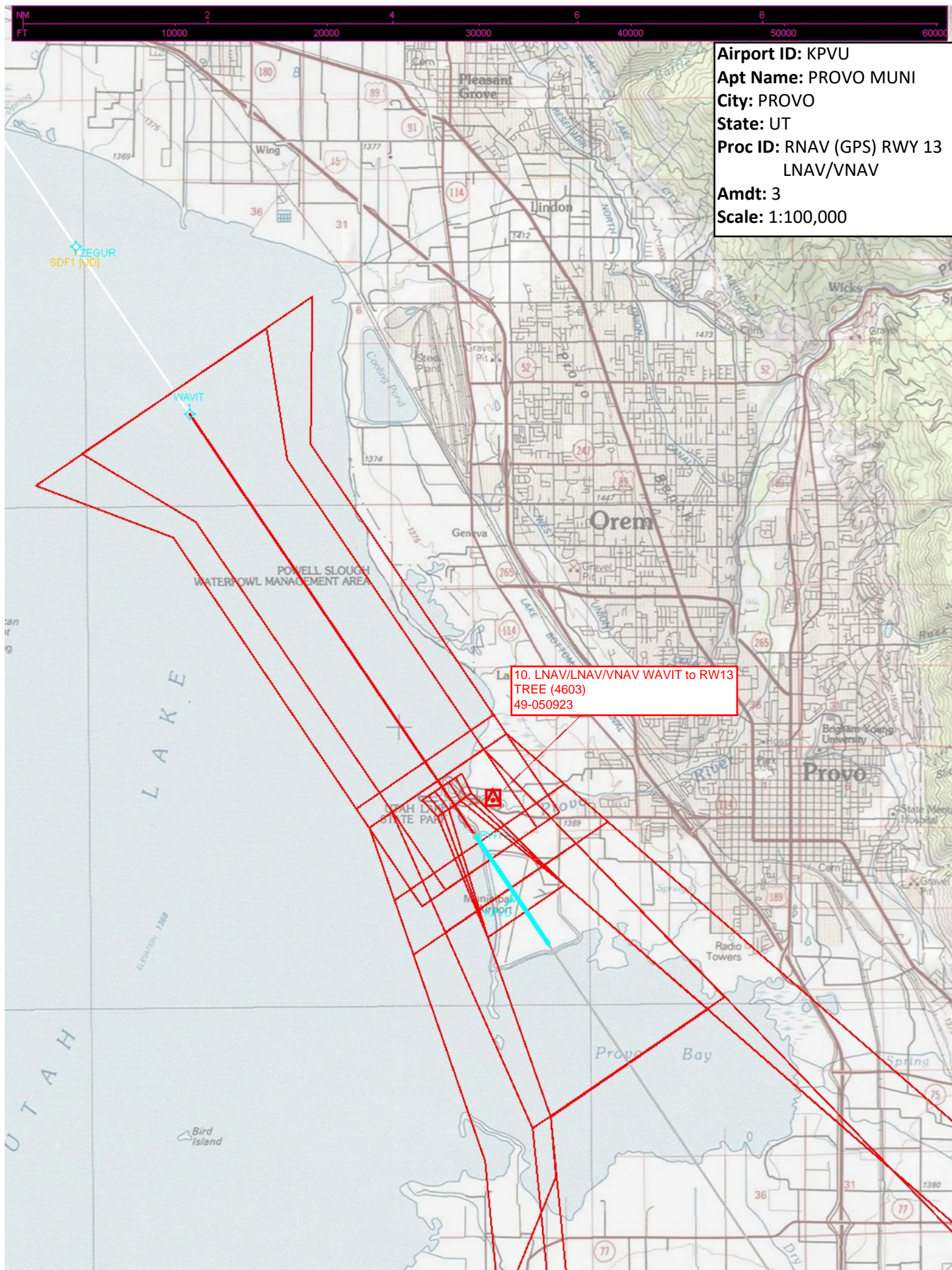
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Circling NA east of Rwy 18 and 31.	MISSED APPROACH: Climb to 9000 direct HUNSU and on track 206° to SANN0 and right turn on track 296° to MEDKE and on track 350° to FFU VORTAC and hold.
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ATIS ★ <b>135.175</b>	SALT LAKE CITY APP CON <b>118.85 233.7</b>	PROVO TOWER ★ <b>125.3 (CTAF)</b>	GND CON <b>119.4</b>
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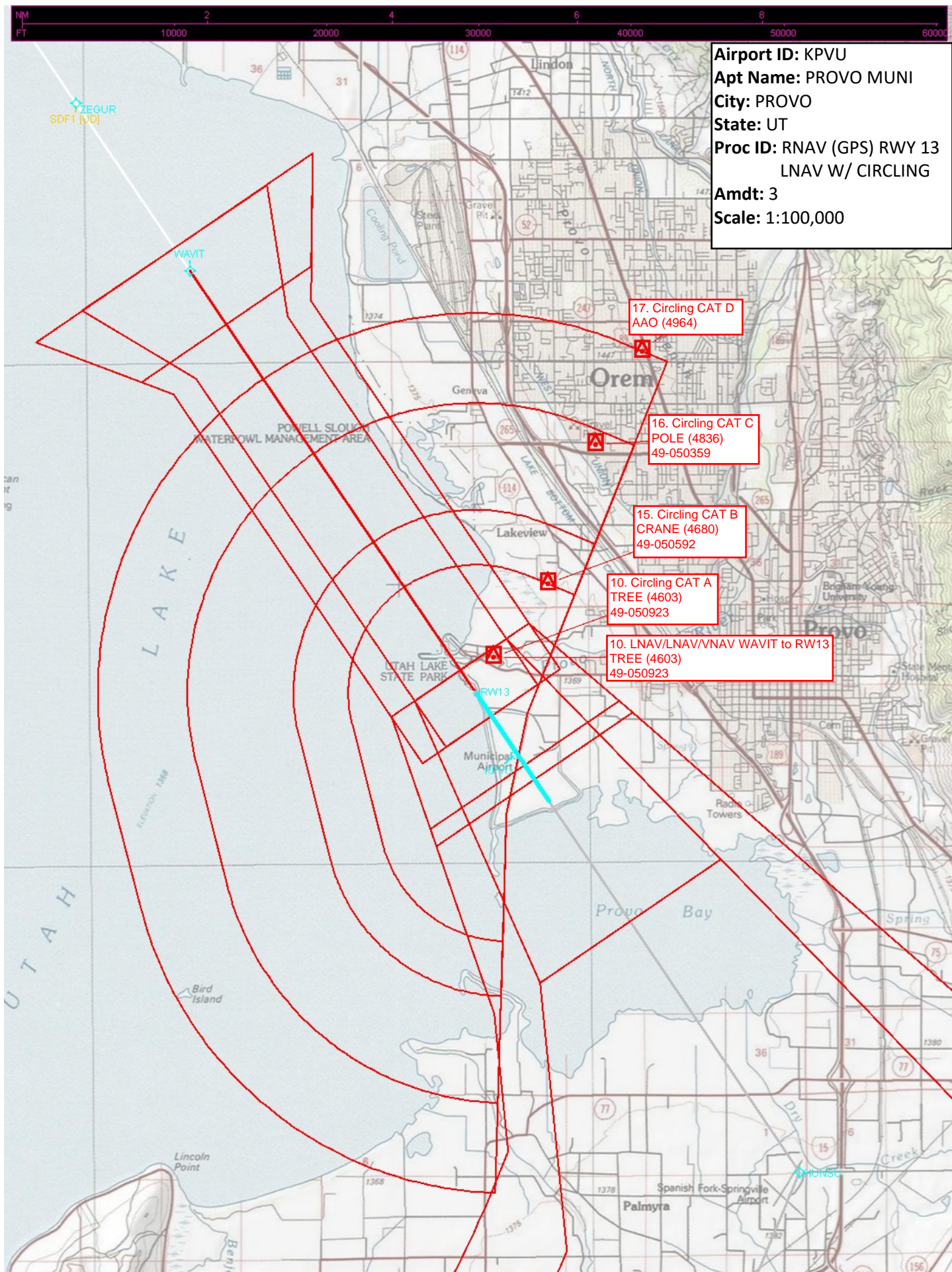
	9000 HUNSU	SANN0	MEDKE	FFU
	↑	tr 206°	tr 296°	tr 350°
	8000	6300	6300	
	134°			
	GP 3.00°			
	TCH 50			
	7.5 NM	3.9 NM	1.6 NM	
CATEGORY	A	B	C	D
LPV DA	4697-3/4	200 (200-3/4)		
LNAV/VNAV DA	4940-1 1/2	443 (500-1 1/2)		
LNAV MDA	5040-1	543 (600-1)	5040-1 5/8	543 (600-1 1/2)
CIRCLING	5040-1	543 (600-1)	5040-1 5/8	5060-2
			543 (600-1 1/2)	563 (600-2)

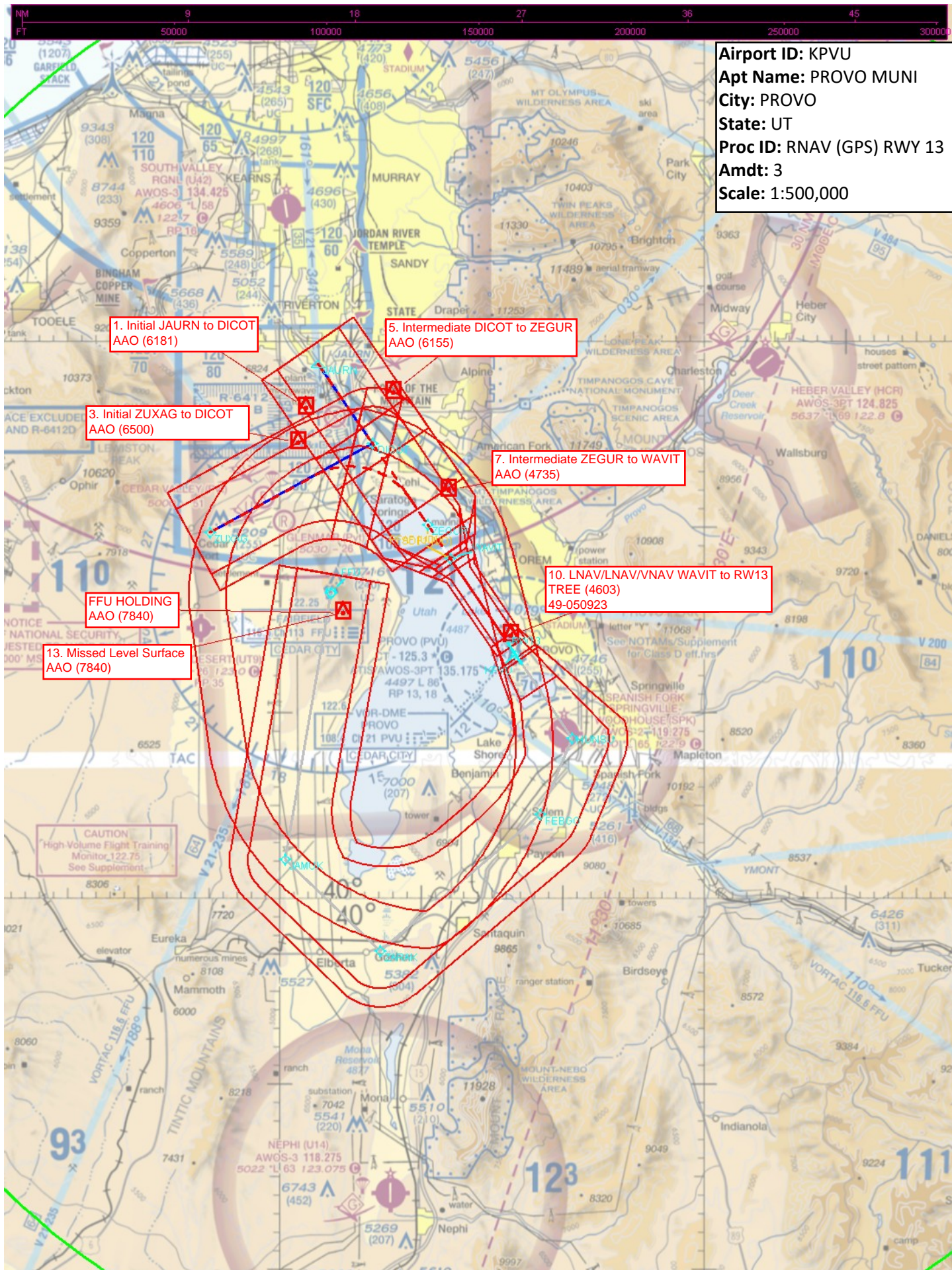




**Airport ID:** KPVU  
**Apt Name:** PROVO MUNI  
**City:** PROVO  
**State:** UT  
**Proc ID:** RNAV (GPS) RWY 13  
LNAV/VNAV  
**Amdt:** 3  
**Scale:** 1:100,000

10. LNAV/LNAV/VNAV WAVIT to RW13  
TREE (4603)  
49-050923





**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:** KPVU, Provo Municipal Airport, Provo, UT

**Instrument Flight Procedure(s):** ILS or LOC and RNAV (GPS) Rwy 13

**Requestor Name and Phone Number:** FPT, WSC/OSG

*Additional Procedures: (List additional IFPs below or insert list as an additional page in this file)*

**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
- ☐ 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

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

**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

**Note:** Please include any airspace modeling output and charts, drawings, etc. that will help explain the actions being taken. These changes would amend the ILS or LOC and RNAV (GPS) Rwy 13 due to new obstacles found during the 28 days OKC review. The straight-in minimums would be raised and the missed approaches for both procedures would be amended.

ILS or LOC Rwy 13 new missed approach would be - Climb to 6300, then climbing right turn to 9000 on heading 280 and FFU R-119 to 400852.07N/1114630.22W and on FFU R-119 to FFU VORTAC and hold.

RNAV (GPS) Rwy 13 new missed approach would be - Climb to 9000 direct HUNSU and on track 206.05 to SANNO (395921.74037N1114848.68036W) and on track 295.40 to MEDKE and on track 350.09 to FFU VORTAC and hold.

These changes would Clear FDC NOTAMs 9/4595 and 9/4593, giving the airport back their vertically guide procedures.

**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.

**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:

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**Instrument Flight Procedures Environmental Processing Form**

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

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 Concurrence/Reviewed By:

Laura Ashley

Digitally signed by Laura Ashley  
Dell'Olio  
Date: 2019.07.09 11:41:46 -07'00'

Signed: Dell'Olio

Date: \_\_\_\_\_

Signed for: Ryan Weller, Environmental Protection Specialist, WSC/OSG