



Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/19/2022	APWS Task ID: 8317C9945B2A4D43B270F6244391C989	APWS Project ID: 430EAB66F8C946C2A4FA713EEC2974BA
Procedure: RNAV (GPS) RWY 35 AMDT 1		Enroute: NO	Specialist: Tuttle, Judith		Agreement Number:
Airport ID: KRVF			Airport City: TWIN BRIDGES		State: MT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE AIRNAV DATA USED FOR KRVF.</p> <p>CONTACT: JASON KRETSCHMER, AJV-A421, (405) 954-4019.</p> <p style="text-align: center;"><i>Digitally signed by</i> JASON KRETSCHMER Feb 07, 2022</p> <div style="text-align: right; margin-top: 200px;">   </div>					

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 35 AMDT 1			AIRPORT NAME: RUBY VALLEY FLD		AIRPORT ID: KRVF	SPECIAL CONTROL NO: SG-02-104-22
FAC ID: KRVF35.01		CITY: TWIN BRIDGES			ST: MT	ORIG CHART DATE: 05/19/2022
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER: gary j veer					DATE: 02/28/2022	
COMMENTS:					CHECK ONE: <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 5px;"> YES NO </div> <div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 5px;"> CPV COMPLETE? X </div>	
PROCEDURE RESULTS						
INSPECTION DATE: 02/28/2022	CREW #: VN362	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: gary j veer @ 02/28/2022 23:01			PRINTED NAME: VEER, GARY JOHN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Reconfiguration inspection to add new final SDF, new MAP, lower mins, new CRC. RUBY VALLEY FLD, TWIN BRIDGES, MT, RNAV (GPS) RWY 35, AMDT 1, SAT.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

TWIN BRIDGES, MONTANA

AL-10303 (FAA)

FIG

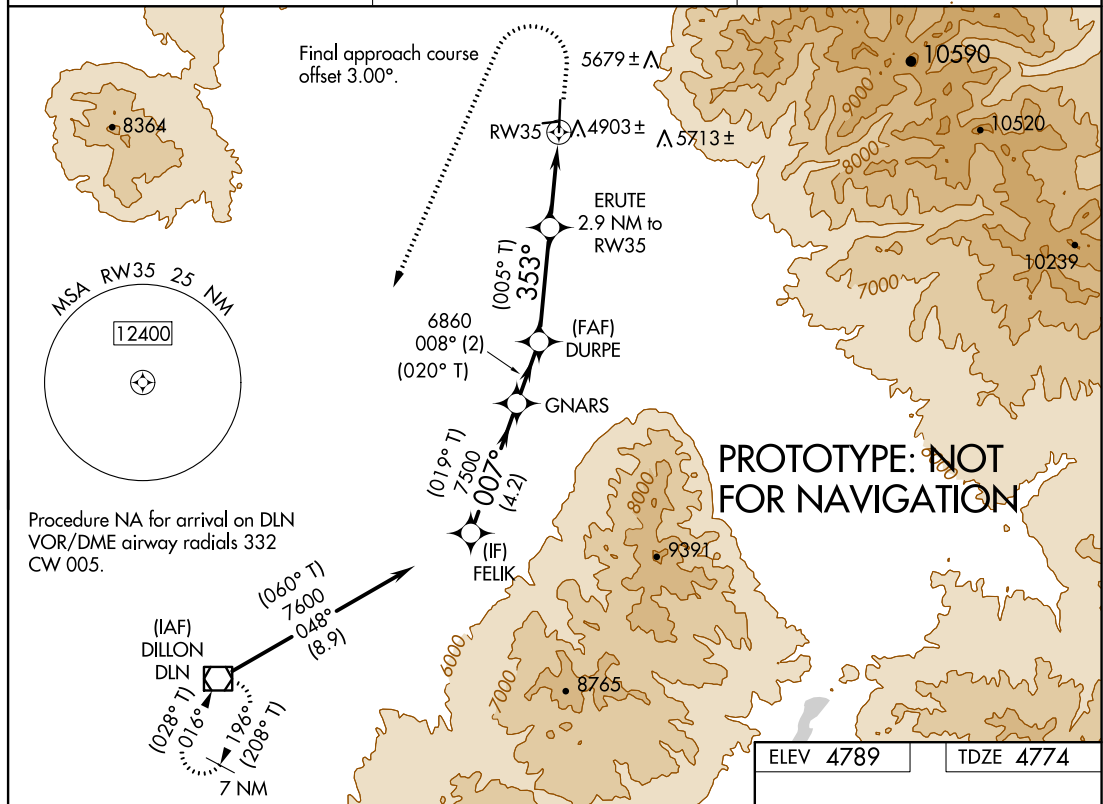
WAAS CH 42940 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	6000 4774 4789
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RNAV (GPS) RWY 35

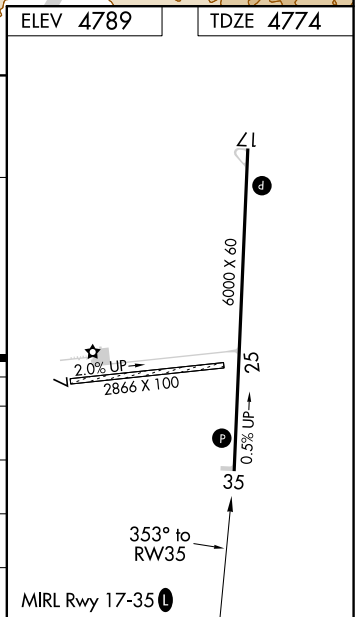
RUBY VALLEY FLD (RVF)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 185K until DLN VOR/DME) Climb to 5500 then climbing left turn to 11100 direct DLN VOR/DME and hold, continue climb-in-hold to 11100.
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AWOS-3PT 119.025	SALT LAKE CENTER 132.4 338.3	CTAF 122.90
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).				
CATEGORY	A	B	C	D
LPV DA	5024-1	250 (300-1)		
LNAV/VNAV DA	5196-1¼	422 (500-1¼)		
LNAV MDA	5360-1 586 (600-1)	5360-1¾ 586 (600-1¾)		
CIRCLING	5360-1 571 (600-1)	5360-1¾ 571 (600-1¾)	5460-2¼ 671 (700-2¼)	



AUTOMATED AL-10303 RNAV (GPS) RWY 35
AUTOMATED AL-10303 RNAV (GPS) RWY 35

NW-1
2 FEB 2022
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF DATE: FIG

TWIN BRIDGES, MONTANA

Amdt 1 FIG

45°32'N-112°18'W

RUBY VALLEY FLD (RVF)

RNAV (GPS) RWY 35

OLD

TWIN BRIDGES, MONTANA

AL-10303 (FAA)

20366

WAAS CH 42940 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev 6000 4774 4789
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RNAV (GPS) RWY 35

RUBY VALLEY FIELD (RVF)

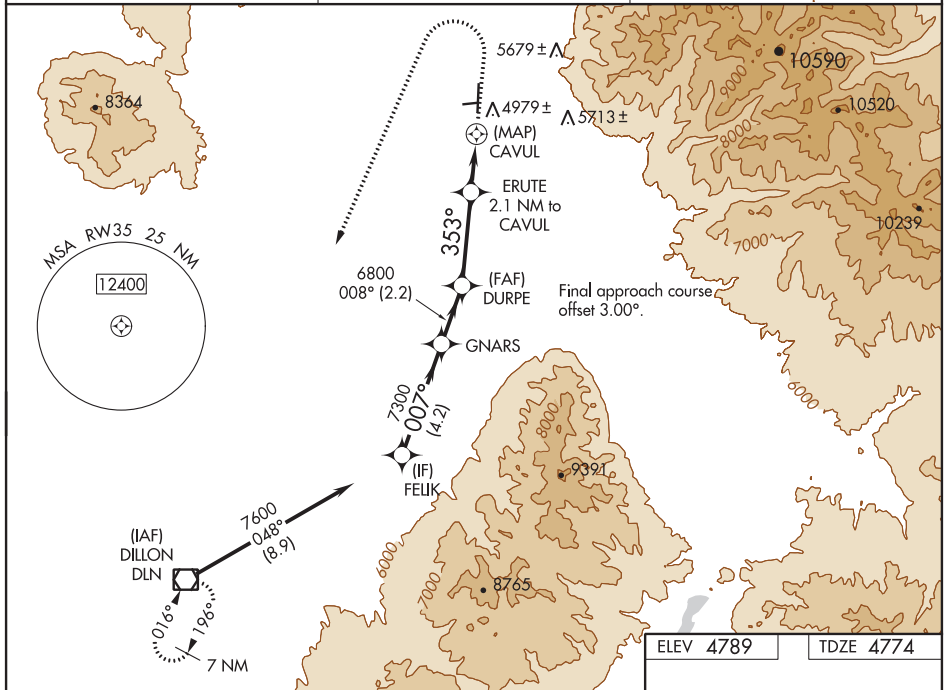
RNP APCH.

⚠ Circling NA to Rwy 7 and 25. Circling NA east of Rwy 17-35.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -24°C or above 54°C.

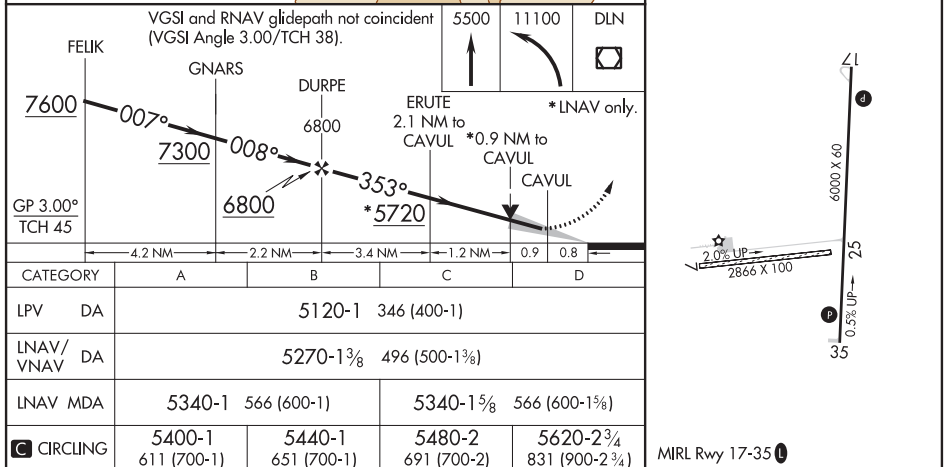
MISSED APPROACH: (Do not exceed 185K until
DLN VOR/DME) Climb to 5500 then climbing left
turn to 11100 direct DLN VOR/DME and hold,
continue climb-in-hold to 11100.

AWOS-3PT 119.025	SALT LAKE CENTER 132.4 338.3	CTAF 122.90
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NW-1, 04 NOV 2021 to 02 DEC 2021



NW-1, 04 NOV 2021 to 02 DEC 2021



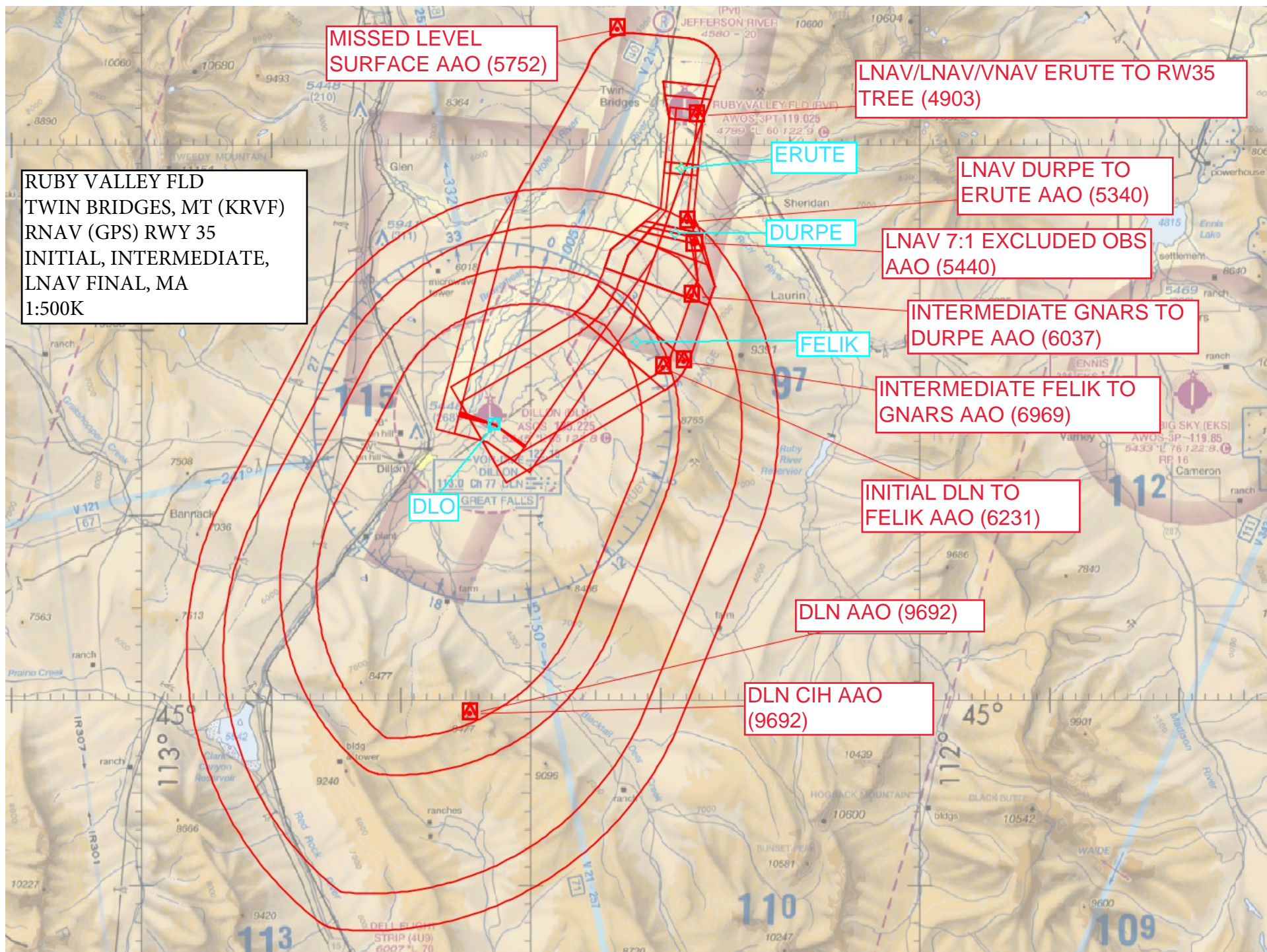
TWIN BRIDGES, MONTANA

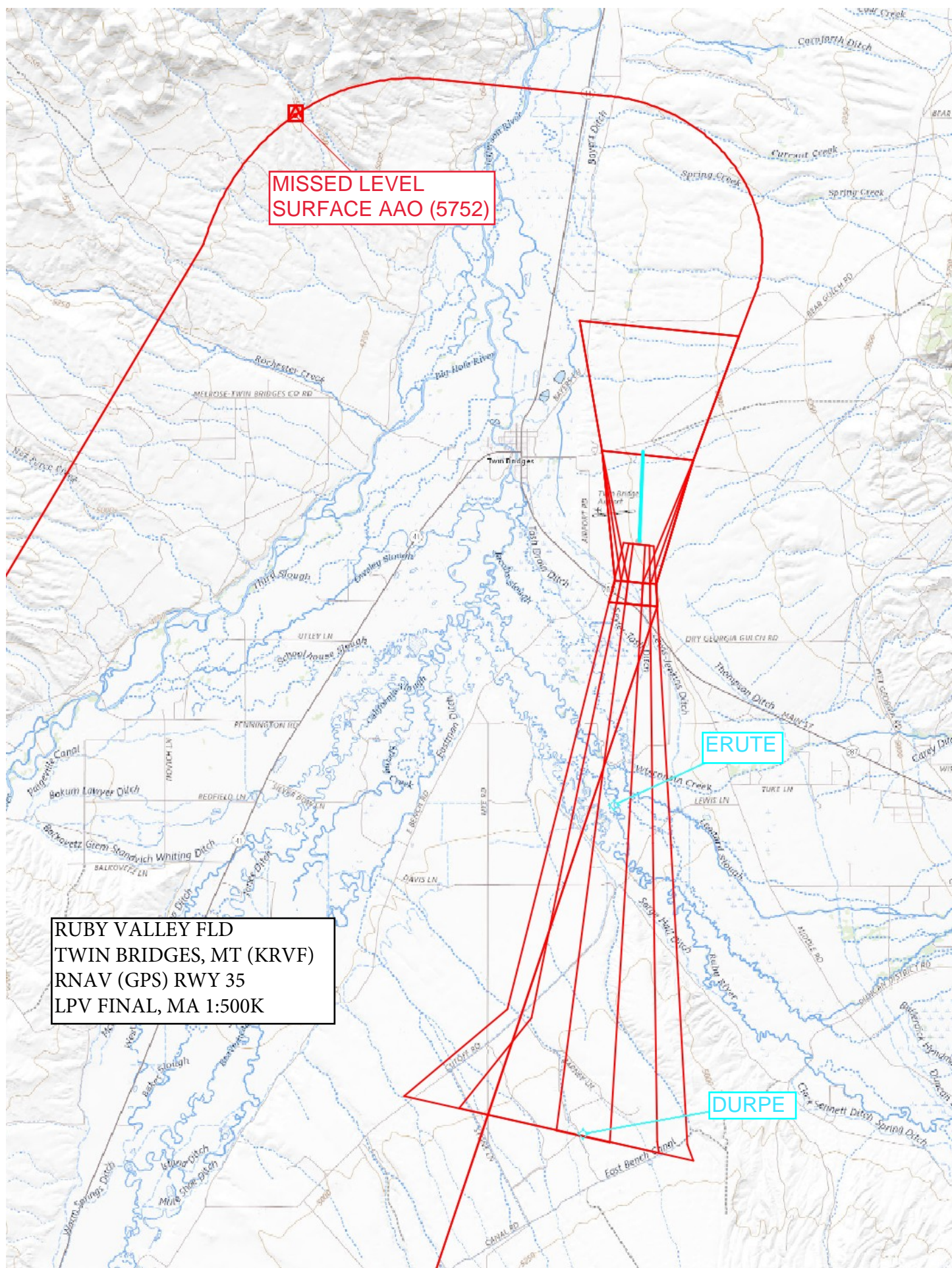
Orig-C 31DEC20

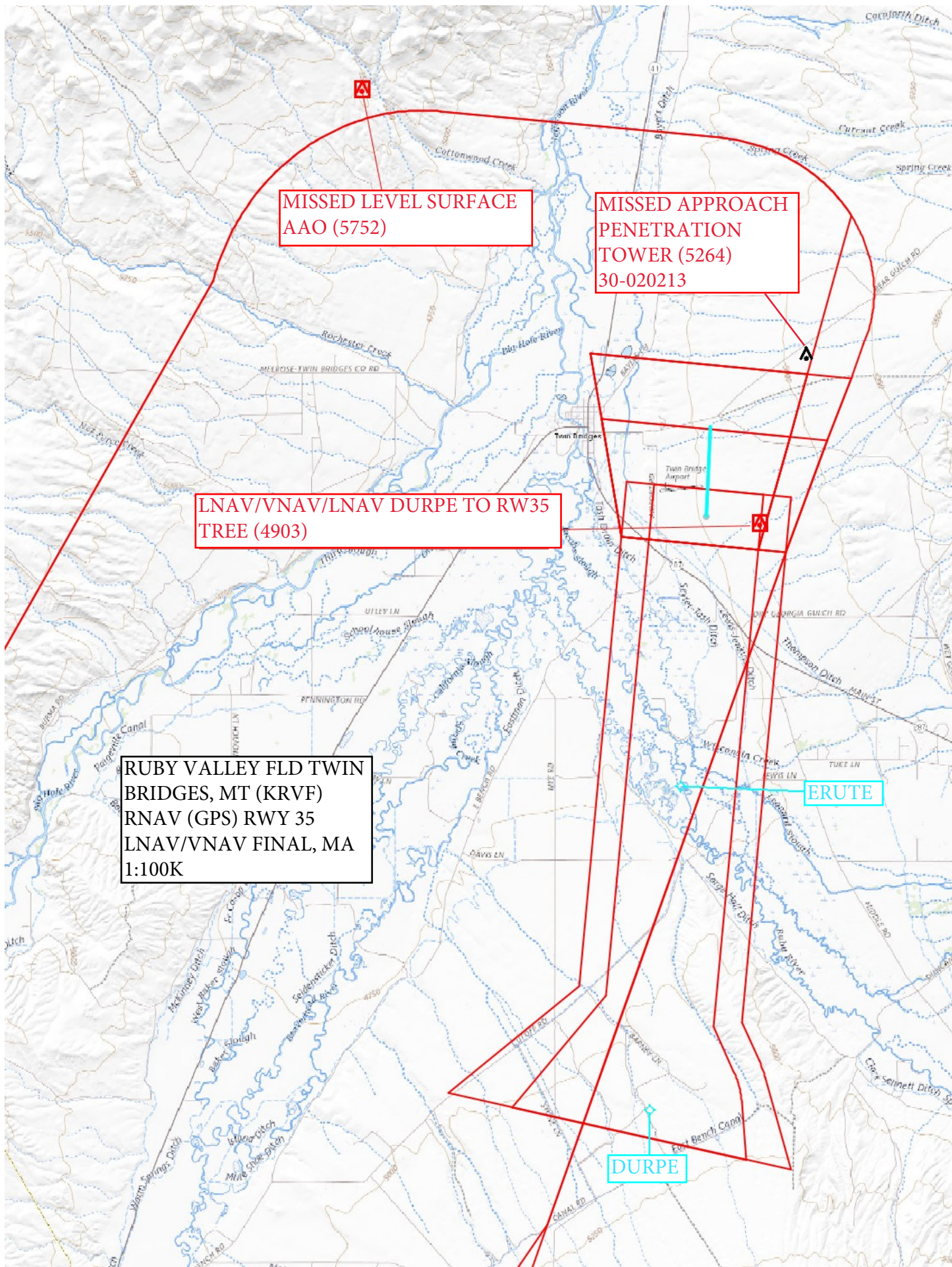
45°32'N-112°18'W

RUBY VALLEY FIELD (RVF)

RNAV (GPS) RWY 35







MISSED LEVEL SURFACE
AAO (5752)

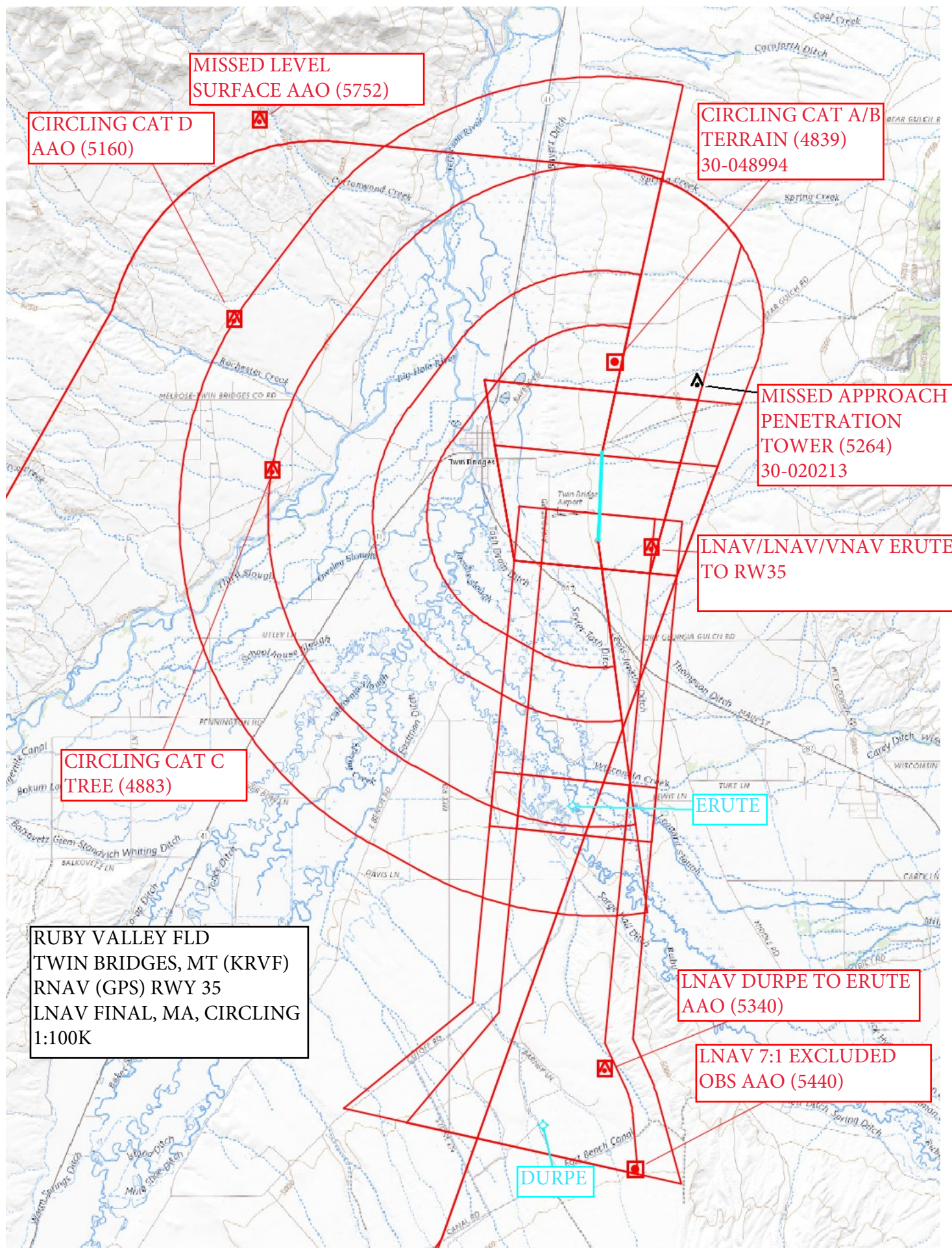
MISSED APPROACH
PENETRATION
TOWER (5264)
30-020213

LNAV/VNAV/LNAV DURPE TO RW35
TREE (4903)

RUBY VALLEY FLD TWIN
BRIDGES, MT (KRVF)
RNAV (GPS) RWY 35
LNAV/VNAV FINAL, MA
1:100K

ERUTE

DURPE



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

**Ruby Valley Field Airport
Twin Bridges, Montana**

**RNAV (GPS) RWY 17
RNAV (GPS) RWY 35**

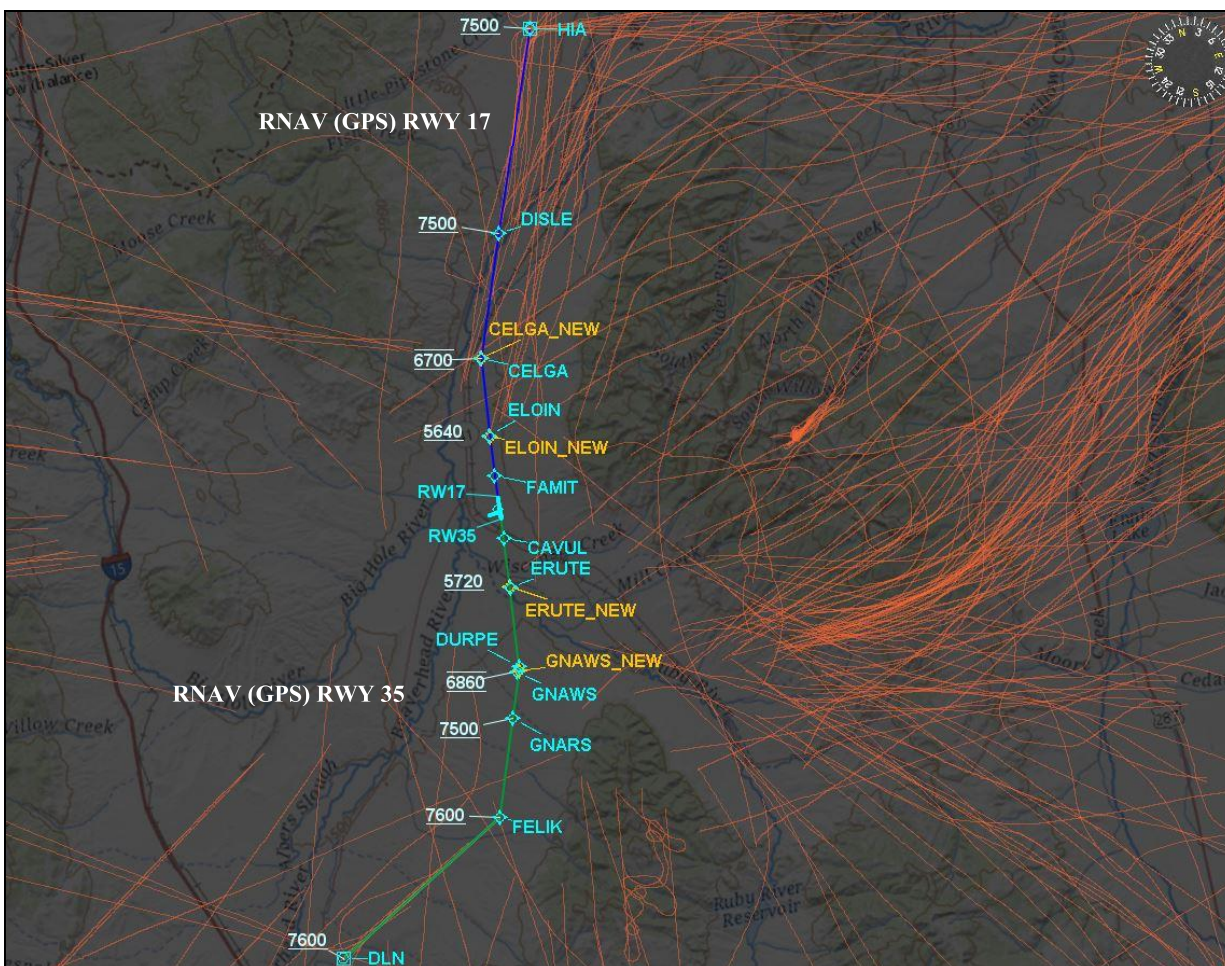
Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend the Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 17 and RNAV (GPS) RWY 35 approach procedures at Ruby Valley Field Airport (KRVF), Twin Bridges, Montana. The newly installed Automated Weather Observing System (AWOS) at the airport would accommodate lower instrument approach minimums for the RNAV (GPS) RWY 17 and RNAV (GPS) RWY 35 procedures. This would help ensure access to the airport during inclement weather.

The proposed amendments are described in the following table:

Procedures	Proposed Amendments
RNAV (GPS) RWY 17	<ul style="list-style-type: none">• CELGA_NEW final approach fix (FAF) would move east 0.05 nautical miles (NM).• The ELOIN_NEW step down fix (SDF) would move southeast 0.06 NM.• Missed approach to GNAWS_NEW would move east 0.10 NM.• The final approach course would shift slightly to the east with no change to the flight track altitudes
RNAV (GPS) RWY 35	<ul style="list-style-type: none">• The flight procedure tracks at GNAWS_NEW FAF would move east 0.10 NM.• ERUTE_NEW SDF at 5,720 feet mean sea level (MSL) would move east northeast 0.05 NM.• No changes anticipated to existing flight tracks and altitudes.

The proposed action is illustrated in the following figure showing the RNAV (GPS) procedures depicting both old and new waypoints along the procedure path with altitude restrictions indicated in MSL. Airport elevation is 4,788.7 feet. The figure also shows arrival tracks (orange) for the Year 2019. The tracks were obtained from the FAA's Instrument Flight Procedure (IFP), Operations, and Airspace Analytics (IOAA) Tool, located at <https://sda.tc.faa.gov/AfsTools/#/>.



Data obtained from IOAA Tool shows that on an average annual day basis, the current operations are approximately 1.3 per day.

A noise screening analysis was completed to assess potential impacts resulting from the proposed action. In accordance with MITRE's Center for Advanced Aviation System Development's, *Guidance for Noise Screening of Air Traffic Actions* (December 2012), the Operations Test (OPS Test) was utilized to determine if the number of operations is high enough to generate noise levels that exceed noise screening thresholds. The result of the noise analysis indicates that no significance threshold noise criteria would be reached as a result of the implementation of the proposed action.

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:

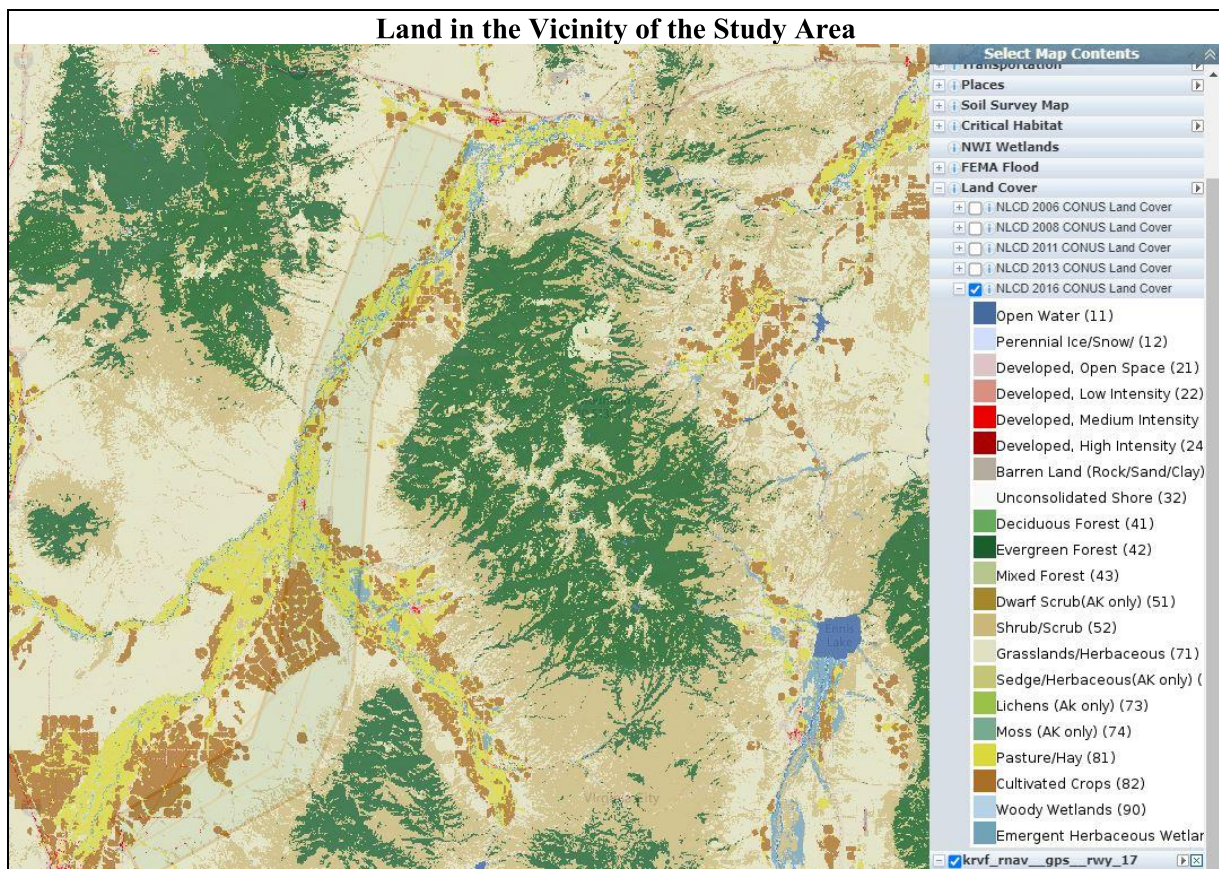
- Biological Resources (including Fish, Wildlife, and Plants)
- Climate

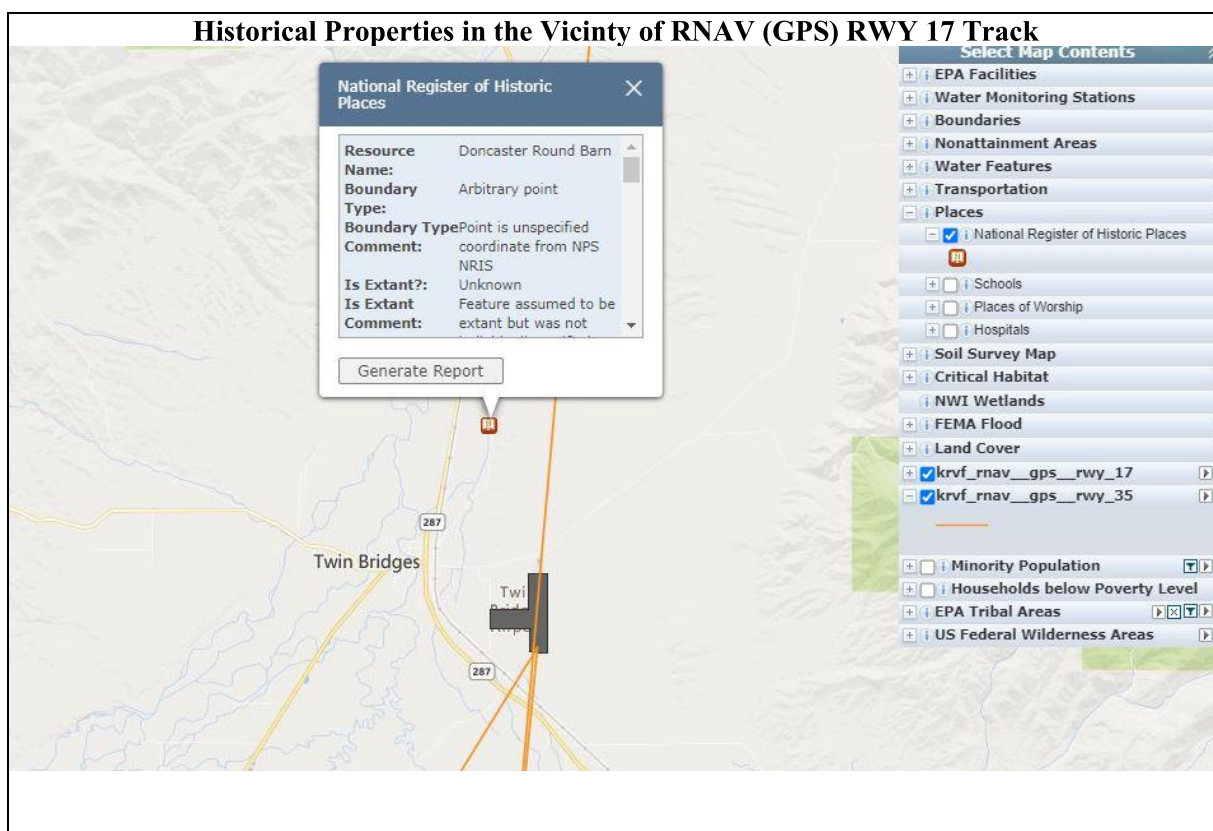
- Coastal Resources
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Land Use
- Natural Resources and Energy Supply
- Socioeconomic Impacts and Children's Environmental Health and Safety Risks
- Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)
- Visual Effects

The NEPAAssist Tool (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to examine the following environmental impact categories:

- Air Quality
- Department of Transportation Act, Section 4(f)
- National Historic Preservation Act of 1996 (NHPA), Section 106
- Noise and Noise-Compatible Land Use
- Environmental Justice

The following figures show the general land use in the study area (defined as one nautical mile buffer around the procedure tracks) and the location of historical properties in the vicinity of RNAV (GPS) approaches flight path.





An impact to resources subject to Section 106 review is not anticipated. 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 effects of overflights that introduce a visual, or audible element. The number of aircraft operations and the aircraft fleet mix are not expected to change as a result of the implementation of the proposed action. 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 effect 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, or audible elements that could diminish the integrity of a historic property, including its setting, provided the setting has been identified as a contributing factor to the property's historical significance.

The FAA determined that the other environmental impact categories assessed using NEPAassist Tool would not be impacted as a result of the proposed action.

The FAA also considered cumulative impacts for this project. The data available from the following sources were considered to determine cumulative impacts:

- The FAA's IFP Information Gateway at https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/

The proposed action, when considered with other past, present, and reasonably foreseeable projects, would not exceed the thresholds of significance for the resource categories analyzed in this environmental review. Therefore, no cumulative impacts are anticipated.

In accordance with FAA Order 1050.1F, Paragraph 5-2, regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically-excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

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:

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:**Air Traffic/Airspace Manager Review/Concurrence**

Brett L
Waddoups

 Digitally signed by Brett L Waddoups
 Date: 2021.05.05 10:21:02 -06'00'


Signature: _____ Date: _____
 Name: Brett L. Waddoups
 Air Traffic Manager
 Salt Lake City Air Route Traffic Control Center

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

KAREN LYNN
EVERITT

 Digitally signed by KAREN LYNN EVERITT
 Date: 2021.05.06 20:03:26 -07'00'

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

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

BYRON G Y
CHEW

 Digitally signed by BYRON G Y CHEW
 Date: 2021.05.12 15:33:59 -07'00'

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