Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 12/02/2021	APWS Task ID: 93E64ACC05944CB880FFCD9510449F4F	APWS Project ID: 9E23E099A9A64C4C845EC3D452012776
Procedure: RNAV (GPS) RWY 25 AMDT 2		Enroute: NO	Specialist: Hill, Casey		Agreement Number:
Airport ID: KFMN			Airport City: FARMINGTON		State: NM
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			

Procedure Comments:

INCREASED FAF AND STEPDOWN TO MIRROR ILS

UPDATED CRC REMAINDER TO F616E9CC

CONTACT LONNIE EVERHART: (405) 954-4576

10/26/21: THIS IS A CORRECTED COPY OF THE FORM DEVELOPED ON 10/04/21.
1. UPDATED CHART NOTE FROM CHART: AZTEC MUNI (Q19) TO CHART: AZTEC MUNI (N19).
2. UPDATED TERMINAL ROUTES FROM "EPOTE TO KODYS/3.64 NM TO RW25" TO "EPOTE TO KODYS/3.39 NM TO RW 25".

QUALITY 18 CHECKED

Digitally signed by
JON DENTON
Oct 27, 2021

RNAV (GPS) RWY 25
FOUR CORNERS RGNL (FMN)

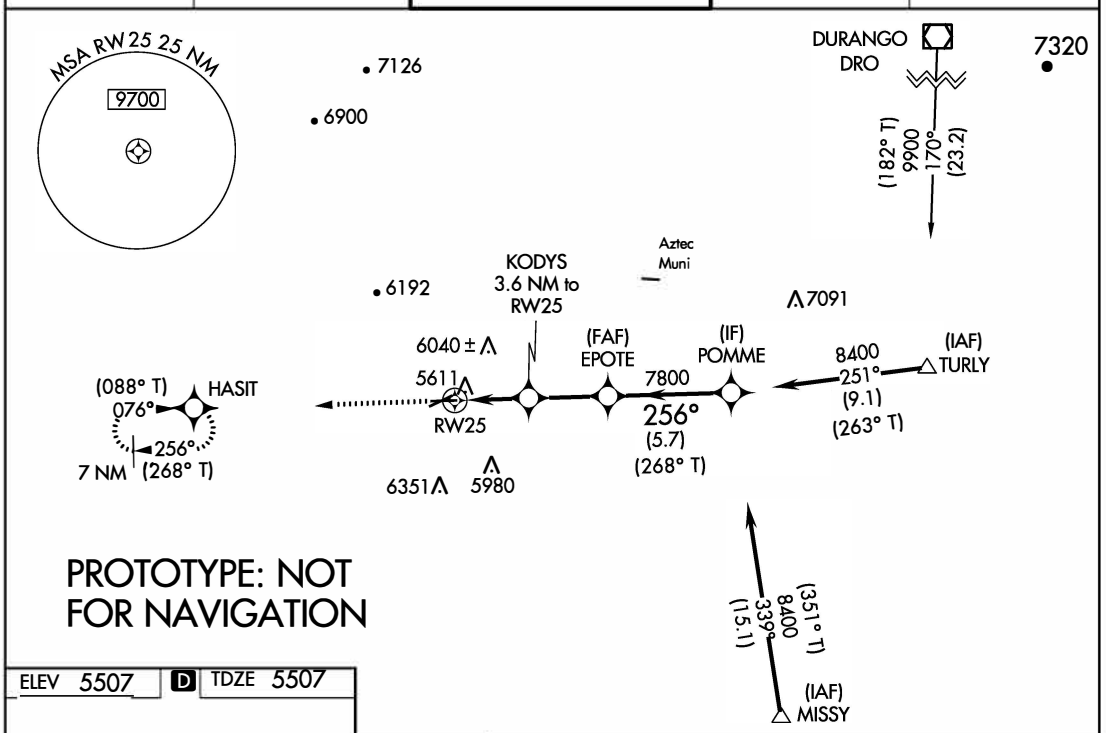
WAAS CH 97518 W25A	APP CRS 256°	Rwy ldg 6248 TDZE 5507 Apt Elev 5507

RNP APCH - GPS.

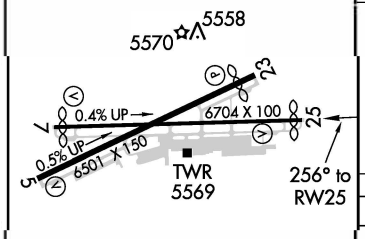
Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5950 feet and all visibilities ⅝ SM. Increase LNAV/VNAV DA to 6312 and all visibilites ⅞ SM; increase all MDAs 260 feet and LNAV visibilities Cats C/D ¾ SM, and Circling visibility Cats B ¼ SM and Cat C ½ SM.

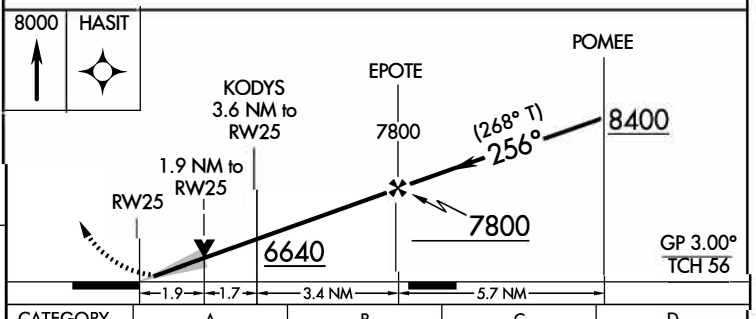
MISSED APPROACH: Climb to 8000 direct HASIT and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER ★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



ELEV 5507 D TDZE 5507





CATEGORY	A	B	C	D
LPV DA	5707-¾ 200 (200-¾)			
LNAV/VNAV DA	6069-1⅝ 562 (600-1⅝)			
LNAV MDA	5880-1 373 (400-1)			
C CIRCLING	6020-1 513 (600-1)	6140-1 633 (700-1)	6380-2½ 873 (900-2½)	6400-3 893 (900-3)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

AUTOMATED AL-493 RNAV (GPS) RWY 25

SW-1
7 SEPT 2021
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF DATE: FIG

OLD

WAAS CH 97518 W25A	APP CRS 256°	Rwy ldg 6277 TDZE 5506 Apt Elev 5506

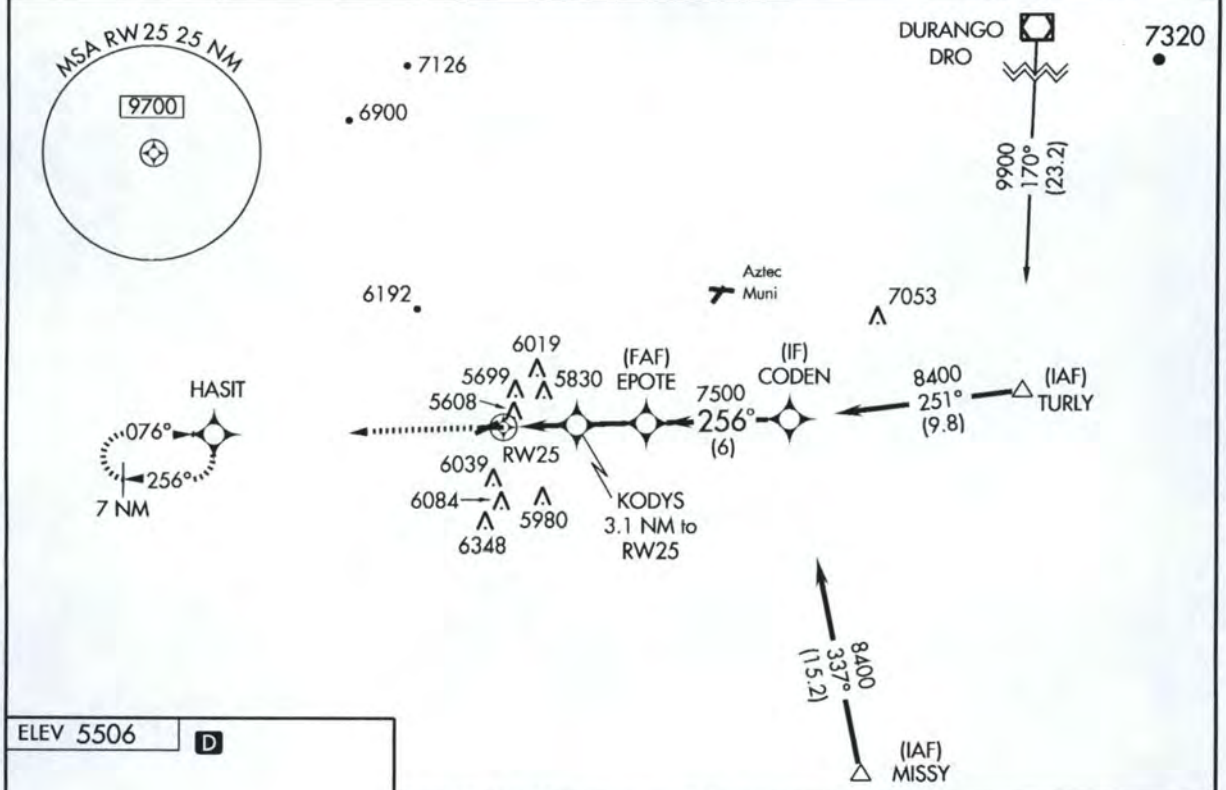
RNAV (GPS) RWY 25

FARMINGTON/ FOUR CORNERS RGNL (FMN)

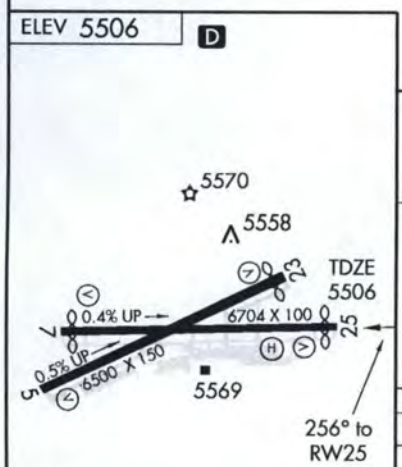
Baro-VNAV NA when using Durango-La Plata County, CO altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F). DME/DME RNP 0.3 NA. Cat. D Circling NA SE of Rwys 5 and 25. When local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DA 243 feet and all MDA 260 feet. Increase LPV visibility ¾ mile all Cats., LNAV/VNAV visibility 1 mile all Cats., LNAV and Circling visibility Cats. A-B ¼ mile, Cats. C-D visibility 1 mile. VDP NA with Durango-La Plata County, CO altimeter setting.

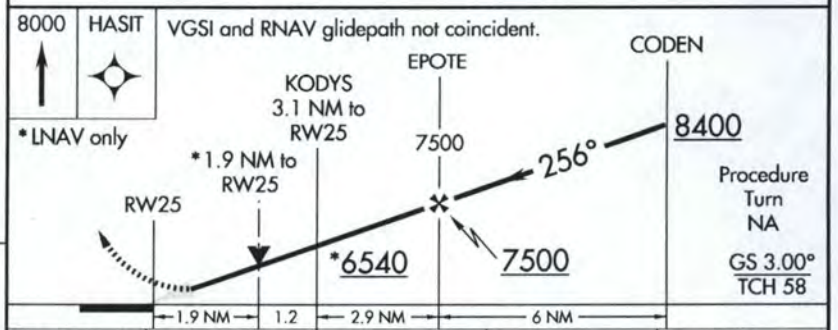
MISSED APPROACH: Climb to 8000 direct HASIT and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER*	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



ELEV 5506 D



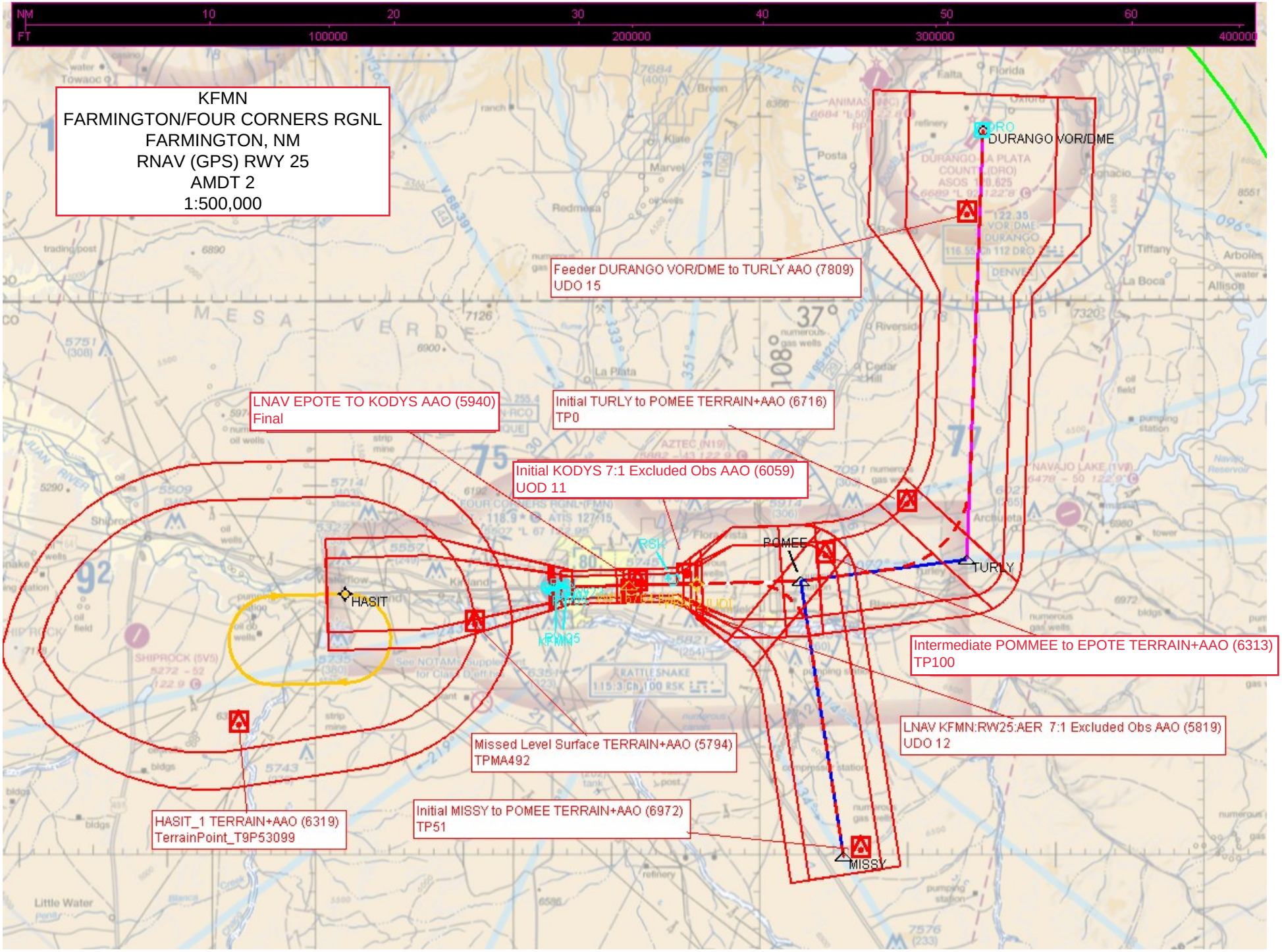


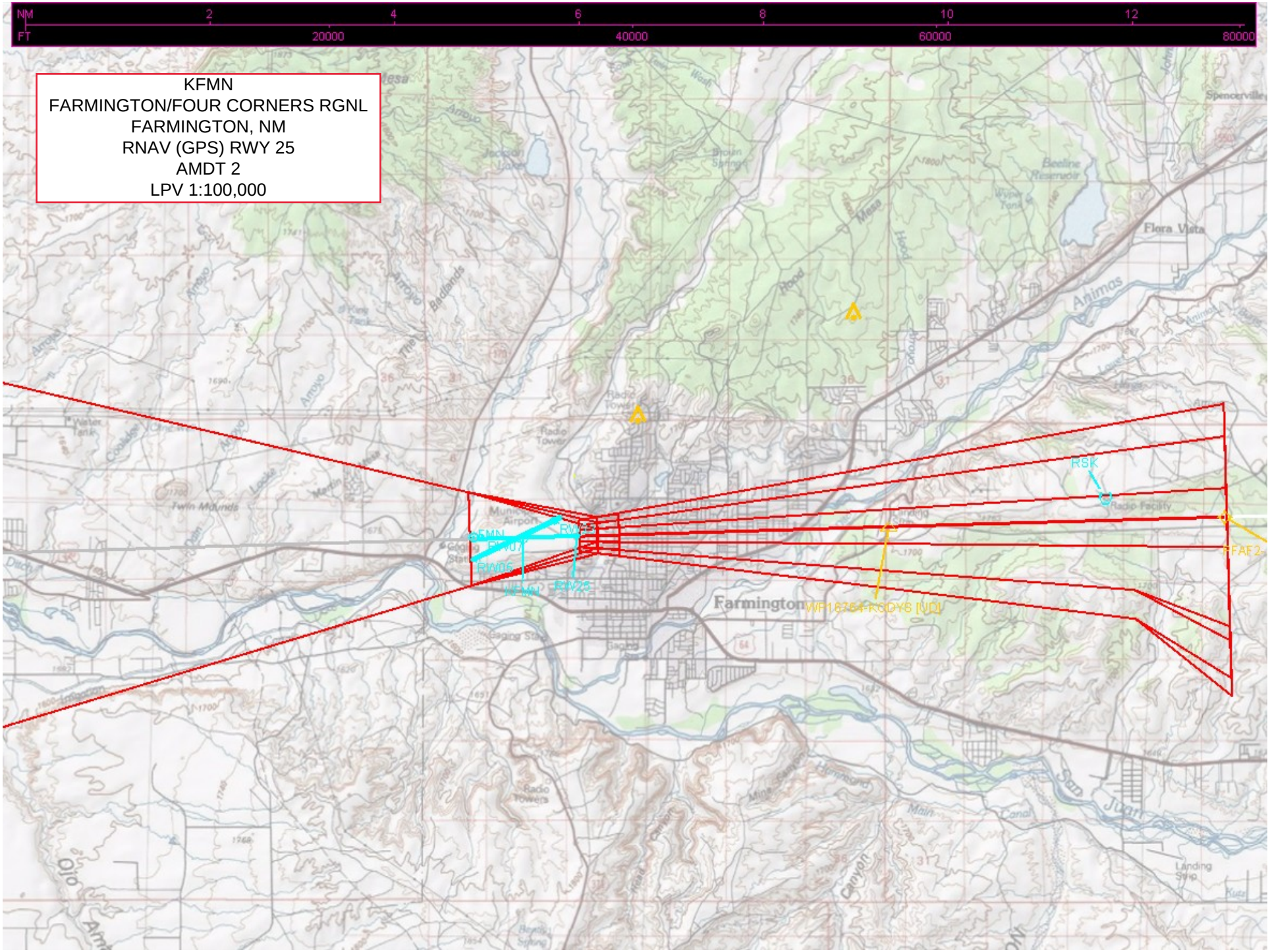
CATEGORY	A	B	C	D
LPV DA	5706-¾ 200 (200-¾)			
LNAV/VNAV DA	6068-2 562 (600-2)			
LNAV MDA	6160-1 654 (700-1)		6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)
CIRCLING	6160-1 654 (700-1)		6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

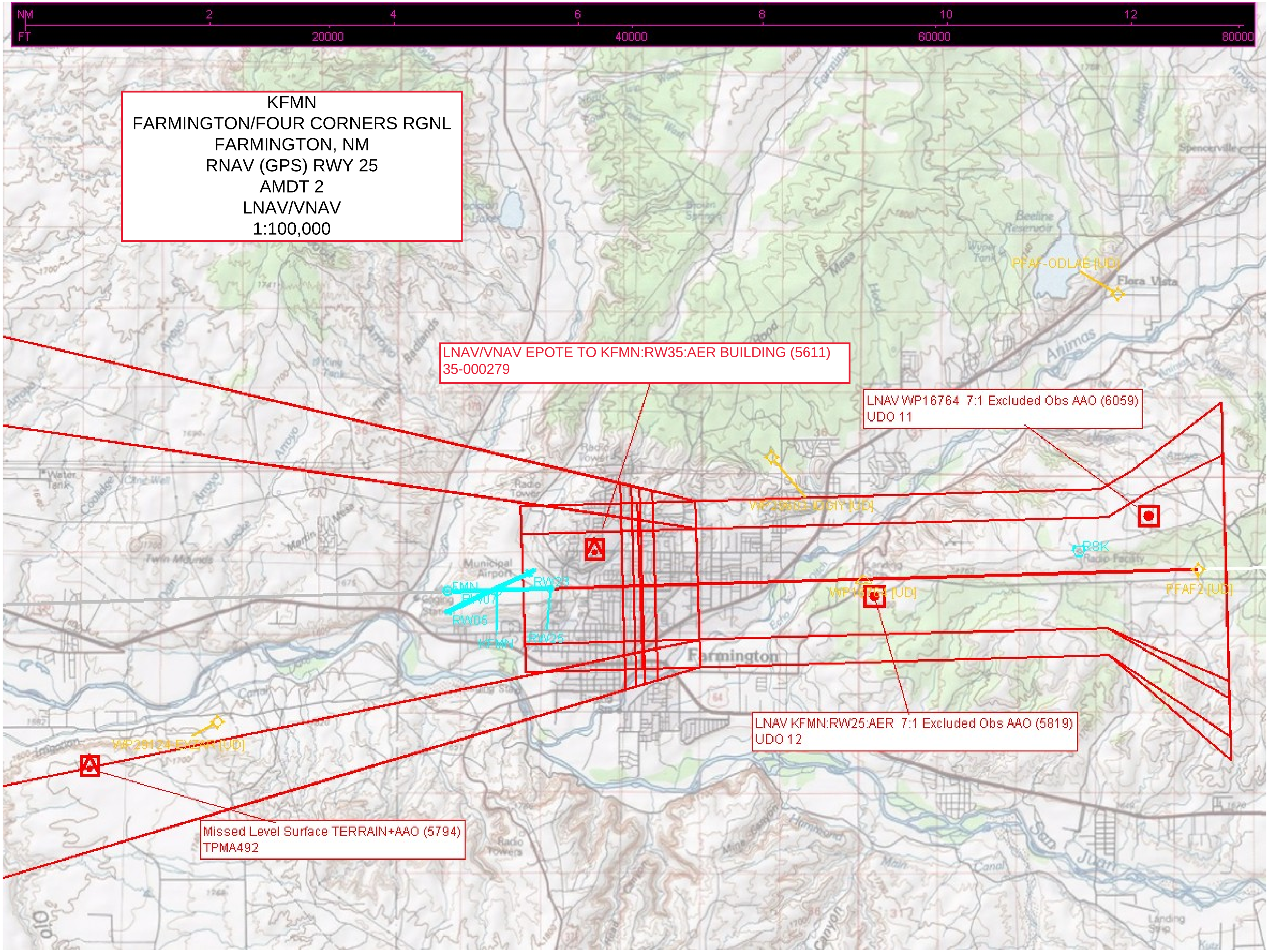
REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

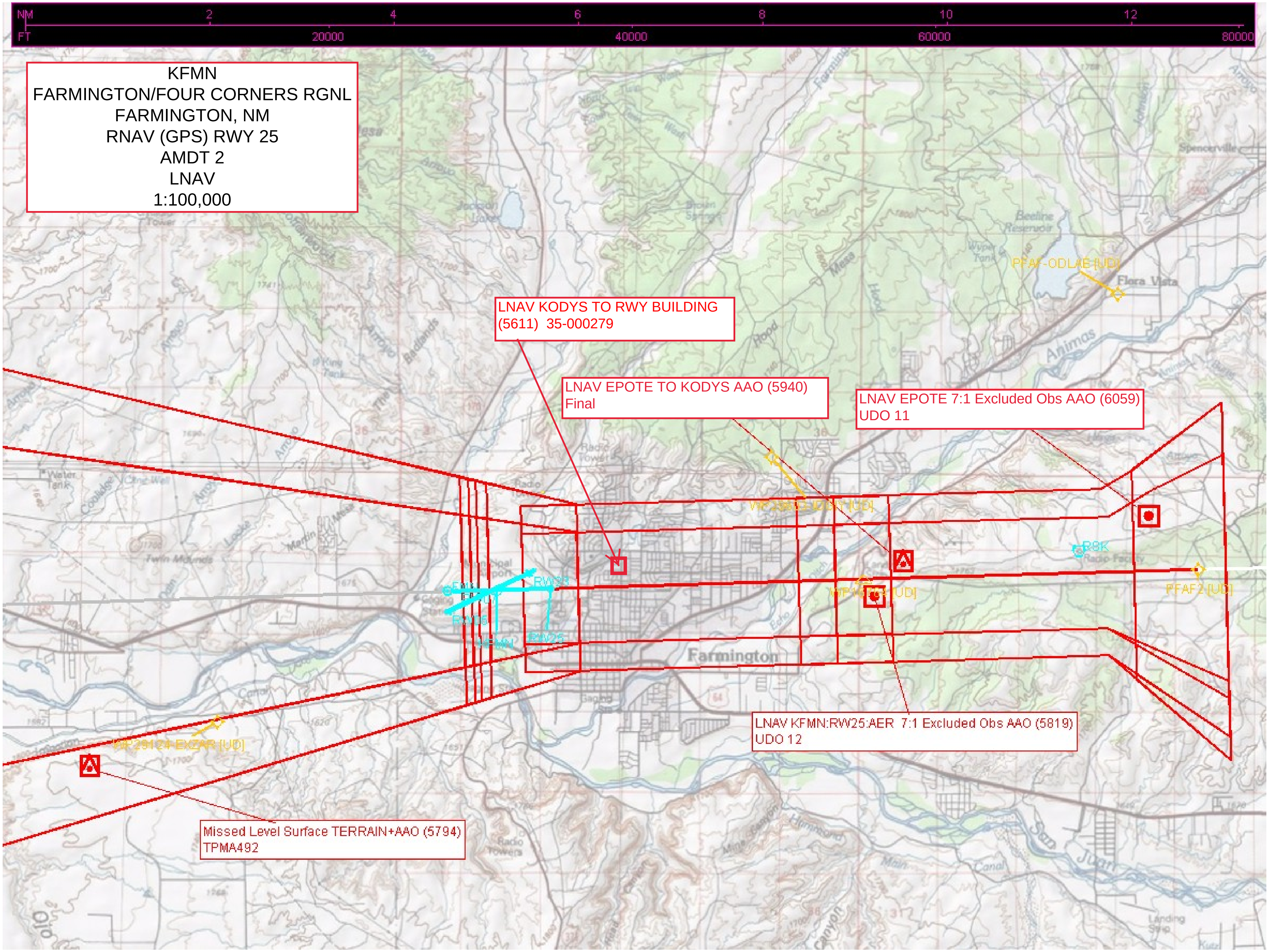
SW-1, 29 JUL 2010 to 26 AUG 2010

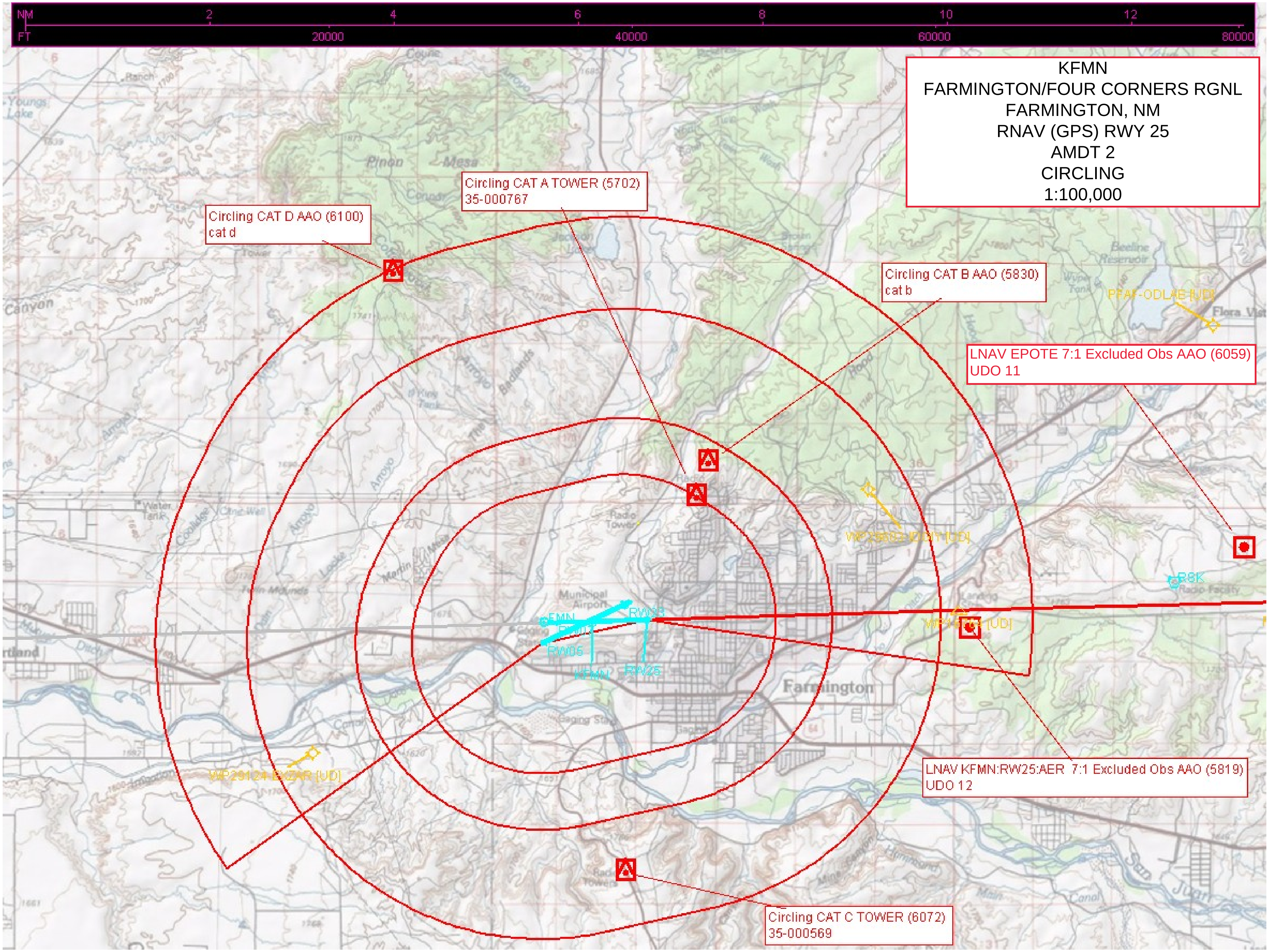
SW-1, 29 JUL 2010 to 26 AUG 2010


KFMN
FARMINGTON/FOUR CORNERS RGNL
FARMINGTON, NM
RNAV (GPS) RWY 25
AMDT 2
1:500,000
Feeder DURANGO VOR/DME to TURLY AAO (7809)
UDO 15
LNAV EPOTE TO KODYS AAO (5940)
Final
Initial TURLY to POMEE TERRAIN+AAO (6716)
TP0
Initial KODYS 7:1 Excluded Obs AAO (6059)
UOD 11
Intermediate POMMEE to EPOTE TERRAIN+AAO (6313)
TP100
LNAV KFMN:RW25:AER 7:1 Excluded Obs AAO (5819)
UDO 12
Missed Level Surface TERRAIN+AAO (5794)
TPMA492
Initial MISSY to POMEE TERRAIN+AAO (6972)
TP51
HASIT_1 TERRAIN+AAO (6319)
TerrainPoint_T9P53099
DURANGO VOR/DME
TURLY
POMEE
MISSY
HASIT
RSK
RW25


KFMN
FARMINGTON/FOUR CORNERS RGNL
FARMINGTON, NM
RNAV (GPS) RWY 25
AMDT 2
LPV 1:100,000
NM
FT
2
4
6
8
10
12
20000
40000
60000
80000
RSK
Radio Facility
FAF 2
KFMN
RWY25
RWY06
Farmington
Flora Vista
Animas
San Juan
Ojo
Twin Mounds
Radio Tower


NM 2 4 6 8 10 12
FT 20000 40000 60000 80000
KFMN
FARMINGTON/FOUR CORNERS RGNL
FARMINGTON, NM
RNAV (GPS) RWY 25
AMDT 2
LNAV/VNAV
1:100,000
LNAV/VNAV EPOTE TO KFMN:RW35:AER BUILDING (5611)
35-000279
LNAV WP16764 7:1 Excluded Obs AAO (6059)
UDO 11
LNAV KFMN:RW25:AER 7:1 Excluded Obs AAO (5819)
UDO 12
Missed Level Surface TERRAIN+AAO (5794)
TPMA492
PFAF2 [UD]
RW25
RW06
Farmington
Flora Vista


NM 2 4 6 8 10 12
FT 20000 40000 60000 80000
KFMN
FARMINGTON/FOUR CORNERS RGNL
FARMINGTON, NM
RNAV (GPS) RWY 25
AMDT 2
LNAV
1:100,000
LNAV KODYS TO RWY BUILDING (5611) 35-000279
LNAV EPOTE TO KODYS AAO (5940) Final
LNAV EPOTE 7:1 Excluded Obs AAO (6059) UDO 11
LNAV KFMN:RW25:AER 7:1 Excluded Obs AAO (5819) UDO 12
Missed Level Surface TERRAIN+AAO (5794) TPMA492
PFAF-ODLAB [UD]
PFAF2 [UD]
WP29124-EXZAR [UD]
RW25
RW07
Farmington
Flora Vista



NM 2 4 6 8 10 12
FT 20000 40000 60000 80000
KFMN
FARMINGTON/FOUR CORNERS RGNL
FARMINGTON, NM
RNAV (GPS) RWY 25
AMDT 2
CIRCLING
1:100,000
Circling CAT A TOWER (5702)
35-000767
Circling CAT D AAO (6100)
cat d
Circling CAT B AAO (5830)
cat b
LNAV EPOTE 7:1 Excluded Obs AAO (6059)
UDO 11
LNAV KFMN:RW25:AER 7:1 Excluded Obs AAO (5819)
UDO 12
Circling CAT C TOWER (6072)
35-000569
PFAF-ODLAB [UD]
WP29124-BWZAR [UD]
RW23
RW05
RW25
KFMN
FMN
R8K
Farmington

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION

Four Corners Regional Airport
Farmington, New Mexico

ILS or LOC RUNWAY 25
RNAV (GPS) RUNWAY 25
RNAV (GPS) RUNWAY 23

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend the current Instrument Landing System (ILS) or Localizer (LOC) Runway (RWY) 25, Area Navigation (RNAV) (Global Positioning System [GPS]) RWY 25, and RNAV (GPS) RWY 23 approach procedures at Four Corners Regional Airport (KFMN) in Farmington, New Mexico, due to relocated displaced runway thresholds.

The following changes to the current procedures will be made:

1. For ILS or LOC RWY 25: The proposed change increases the altitude of the Glideslope Intercept from 7,500 feet (ft) mean sea level (MSL) to 7,800 ft MSL, or a minimum altitude increase of 300 feet at the Glideslope Intercept. There will be no discernable change in where aircraft are flying.

2. For RNAV (GPS) RWY 25: The proposed change deletes the existing Intermediate Fix (IF) CODEN and replaces it with a new IF POMEE, which will be located .69 Nautical Miles (NM) west of the current IF. Because the lateral change between the current and new IF is so small, the bearing to the Initial Approach Fix (IAF) TURLY will remain unchanged (251 degrees) as will the bearing to the secondary IAF MISSY (337 degrees). However, aircraft on both flight paths will track slightly differently (within one degree) from their historical flight tracks once the new IF POMEE is published.

3. For RNAV (GPS) RWY 25: There are currently two stepdown fixes on the final approach, but the proposed procedure will only use one stepdown fix. There will be no discernable change in where aircraft are flying.

4. For RNAV (GPS) RWY 23: The proposed changes are to the IAFs CUMOR and ADUMY, which will extend the path of the approach to waypoint HEBLO from the north and south. The extension is approximately 3.69 NM from the present position to the north/northwest for waypoint CUMOR and 3.69 NM from the present position to the south/southeast for waypoint ADUMY.

The FAA Guidance for Noise Screening of Air Traffic Actions (December 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level as a result of the implementation of the proposed action. The results of the test indicated that no further noise screening is necessary based on the Operations Test.

Furthermore, according to FAA Order 1050.1F Appendix B and Desk Reference (2015), no noise analysis is needed for some projects. Those include projects involving less than an average of 247 daily propeller operations. Currently, the airport serves approximately 25 flight operations for small general aviation aircraft per day.

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 Aircraft Procedure Environmental Pre-Screening Filter and Initial Environmental Review was processed 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. 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)

<u>Recommended by</u>:

Facility Manager Review/Concurrence

Signature: STEVEN W MAAS Digitally signed by STEVEN W MAAS Date: 2020.08.24 10:14:45 -06'00' Date: _____

Name: Steven W. Maas
Support Manager, Airspace and Procedures
Denver Air Route Traffic Control Center

<u>Concurrence by</u>:

Western Service Area Environmental Specialist

Signature: RYAN WADE WELLER Digitally signed by RYAN WADE WELLER Date: 2020.08.04 12:41:48 -07'00' Date: _____

Name: Ryan Weller
Environmental Specialist, Operations Support Group
Western Service Center, AJV-W25

<u>Approval by</u>:

Western Service Area Director or Designee Approval

Signature: BYRON G Y CHEW Digitally signed by BYRON G Y CHEW Date: 2020.08.25 07:57:44 -07'00' Date: _____

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