To: Christopher J Hope, Manager, Flight Technologies and Procedures Division
THRU: Romana Wolf, Acting Manager, Flight Procedures and Airspace Group.

February 15, 2022

Mojave Air and Space Port (KMHV), Mojave, CA, RNAV (GPS) RWY 30, Original, is resubmitted for processing and submission to AMC-AJV-IFP-ProdCoordTeam@faa.gov and 9-AMC-AJW-TL@faa.gov for publication. TARGETS reference software results are attached to facilitate review.

Please note the approval request for publication of mandatory and block altitudes.

Version 1 submission updates include:

- Expanding PMD VORTAC airway use restriction to include radial 233.
- Adding the Letter of Agreement (unsigned) between 412th Test Wing, Space Positioning Optical Radar Tracking Military Radar Unit, Mojave Non-Federal Contract Airport Traffic Control Tower, Joshua Approach Control and R-2508 Complex Control Board regarding Runway 30/26 Approach and Glazy One Departure Procedures.

Previously included procedure updates include:

- Circling Not Authorized remarks added to 8260-9, Page 9, *Circling NA, CATs C/D CMDAs would require greater than 4000 FAF altitude.*
- Missed Approach: Revised to, (Do not exceed 200 KIAS until MEDGE) *Climb direct COVMA, then climbing left turn to 6000 on track 213.77 to MEDGE and track 185.01 to JERID and hold.* *Missed approach requires minimum climb of 350 feet per NM to 5000.

Flight Validation checklists are attached to CA_KMHV_RNAV GPS RWY 30_ORIG_S file.

Sincerely,

Brian Berubee
Chief Designer
Hughes Aerospace Corporation
Office: 281.655.3330
Brian.berubee@hughesaerospace.com

Enclosures:
CA_KMHV_RNAV GPS RWY 30_ORIG_AFS_A
CA_KMHV_RNAV GPS RWY 30_ORIG_F
CA_KMHV_RNAV GPS RWY 30_ORIG_S
CA_KMHV_RNAV GPS RWY 30_ORIG_ 8260-2
CA_KMHV_RNAV GPS RWY 30_ORIG_P (Reference Software results)

MOJAVE, CALIFORNIA

RNAV (GPS) RWY 30

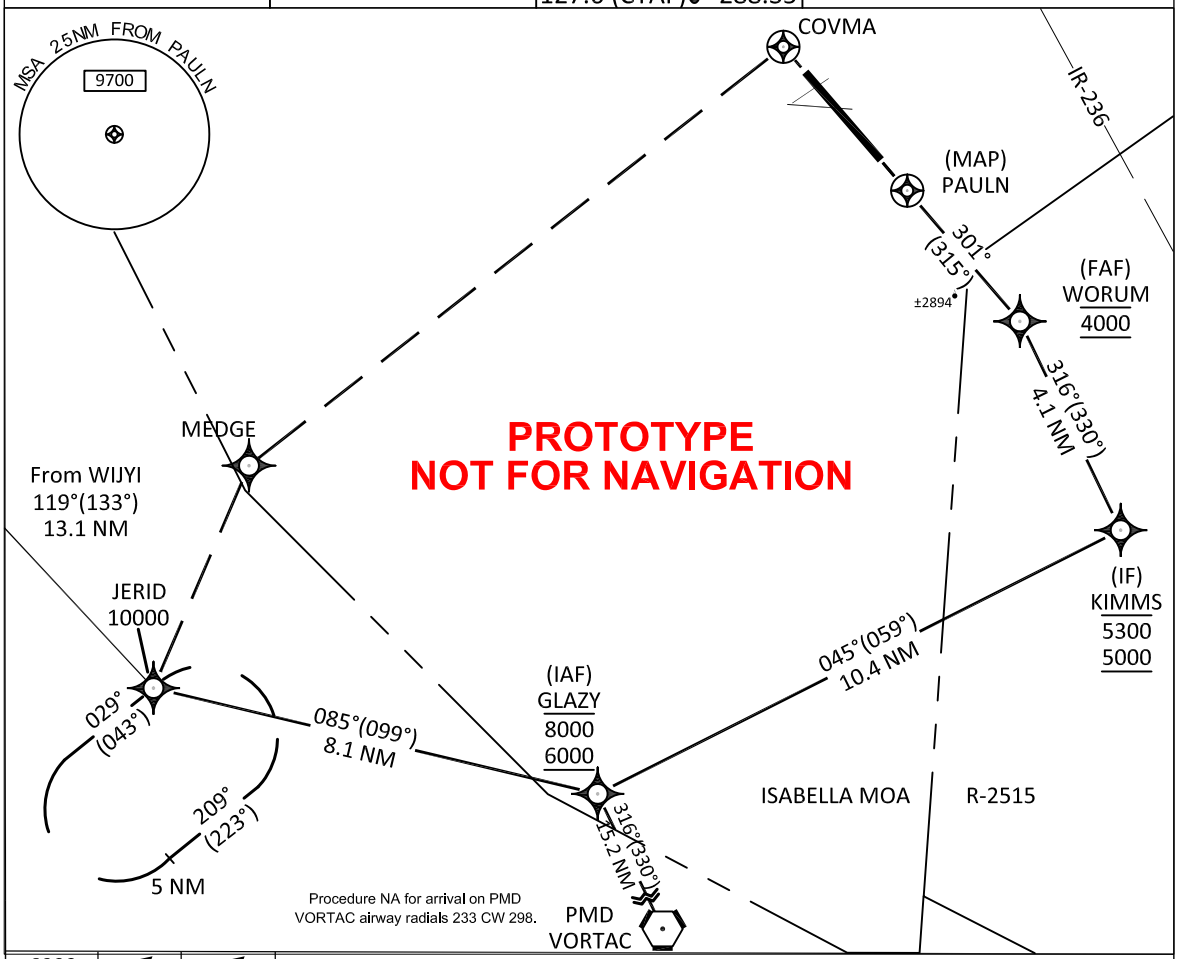
MOJAVE AIR AND SPACE PORT (MHV)

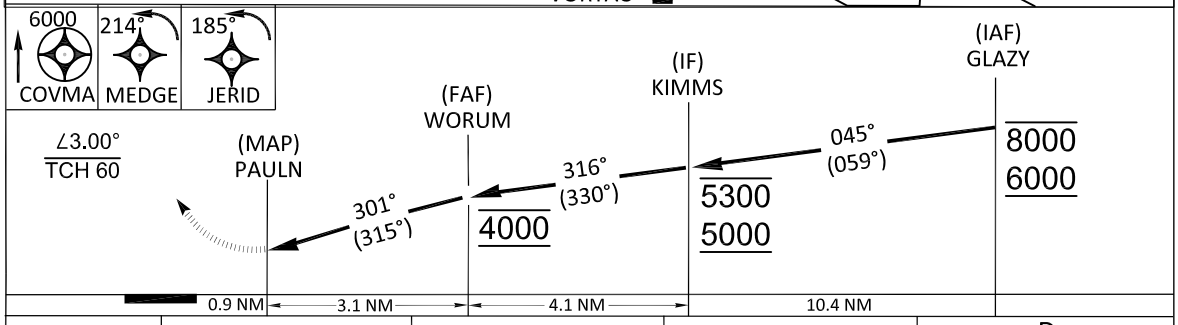
WAAS CH 52823 W30A	APP CRS 301°	Rwy ldg 11603 TDZE 2712 Apt Elev 2801

RNP APCH - GPS

MISSED APPROACH: (Do not exceed 200 KIAS until MEDGE) Climb direct COVMA, then climbing left turn to 6000 on track 214° to MEDGE and track 185° to JERID and hold. *Missed approach requires minimum climb of 350' per NM to 5000.

AWOS-3	JOSHUA APP CON	MOJAVE TOWER★	GND CON
132.225	133.65 348.7	127.6 (CTAF) 288.35	123.9



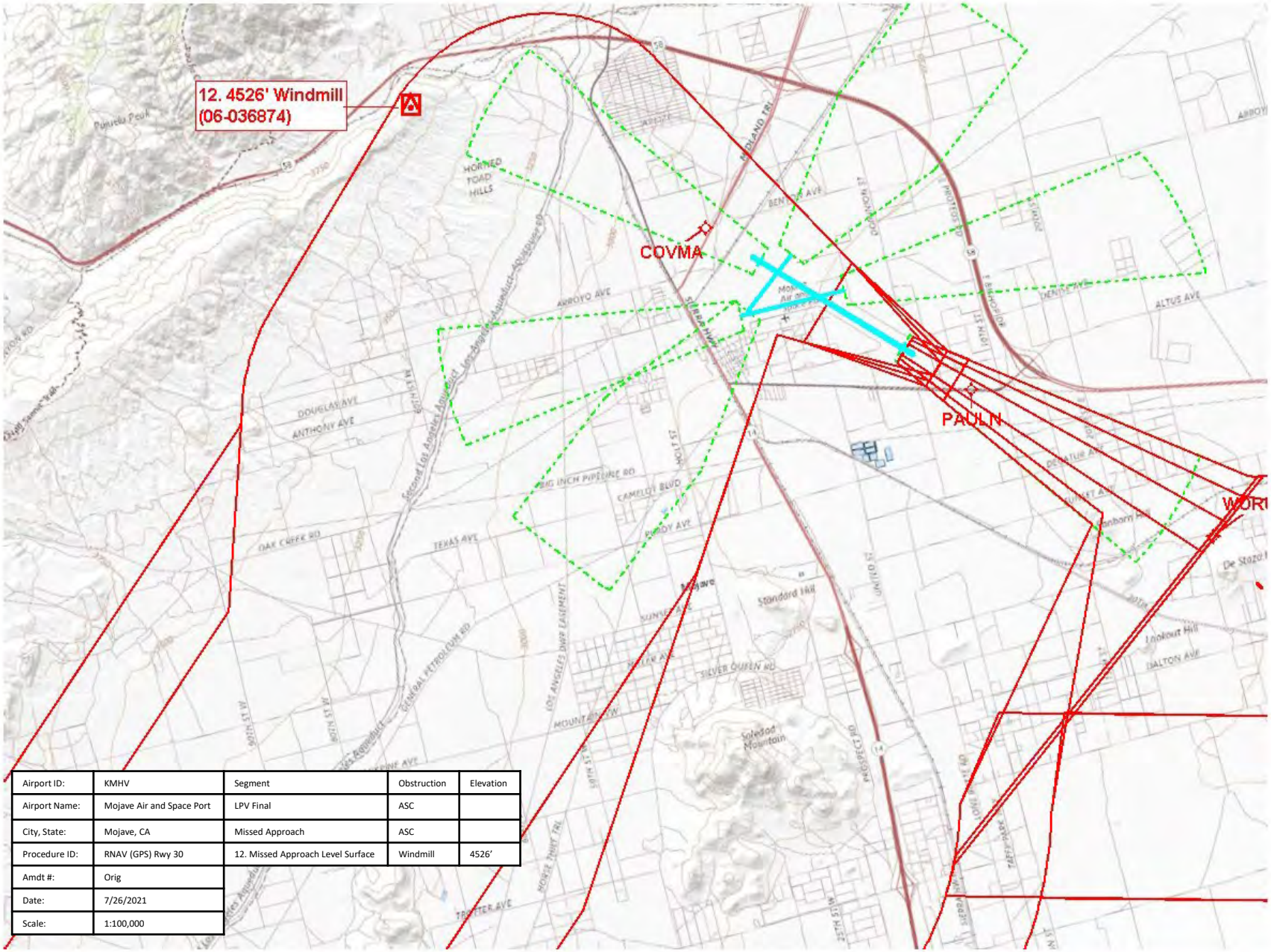


CATEGORY	A	B	C	D
LPV DA*	2962 - ¾ 250 (200 - ¾)			
LPV DA	3190 - 1⅜ 478 (400 - 1⅜)	3286 - 1 ⅝ 574 (500 - 1 ⅝)	3655 - 4 943 (900 - 4)	
LNAV MDA*	3160 - 1 448 (400 - 1)		3160 - 1⅜ 448 (400 - 1⅜)	
LNAV MDA	3220 - 1 508 (500 - 1)	3360 - 1 648 (600 - 1)	3740 - 3 1028 (1000 - 3)	

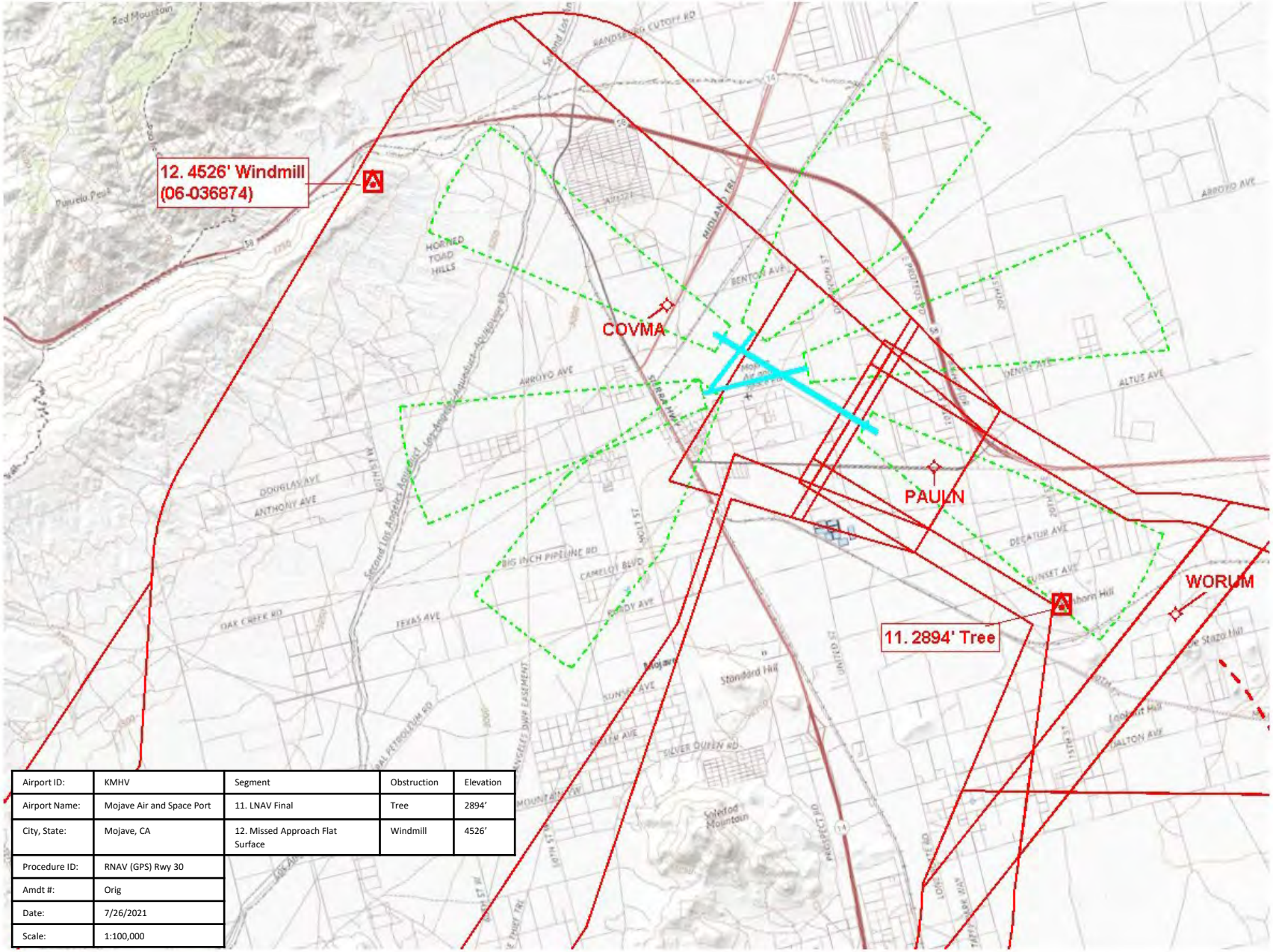
MOJAVE, CALIFORNIA

MOJAVE AIR AND SPACE PORT (MHV)

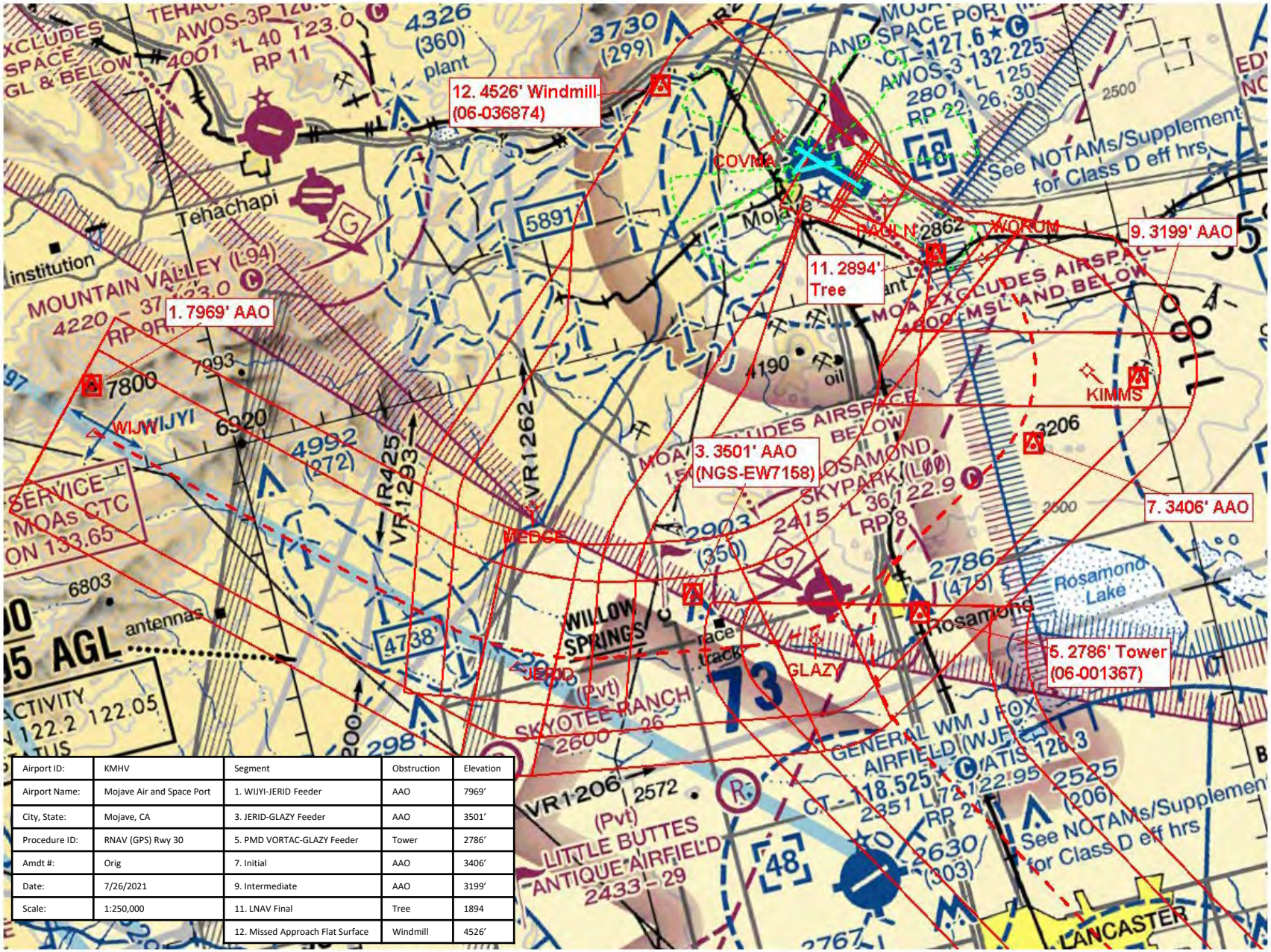
RNAV (GPS) RWY 30



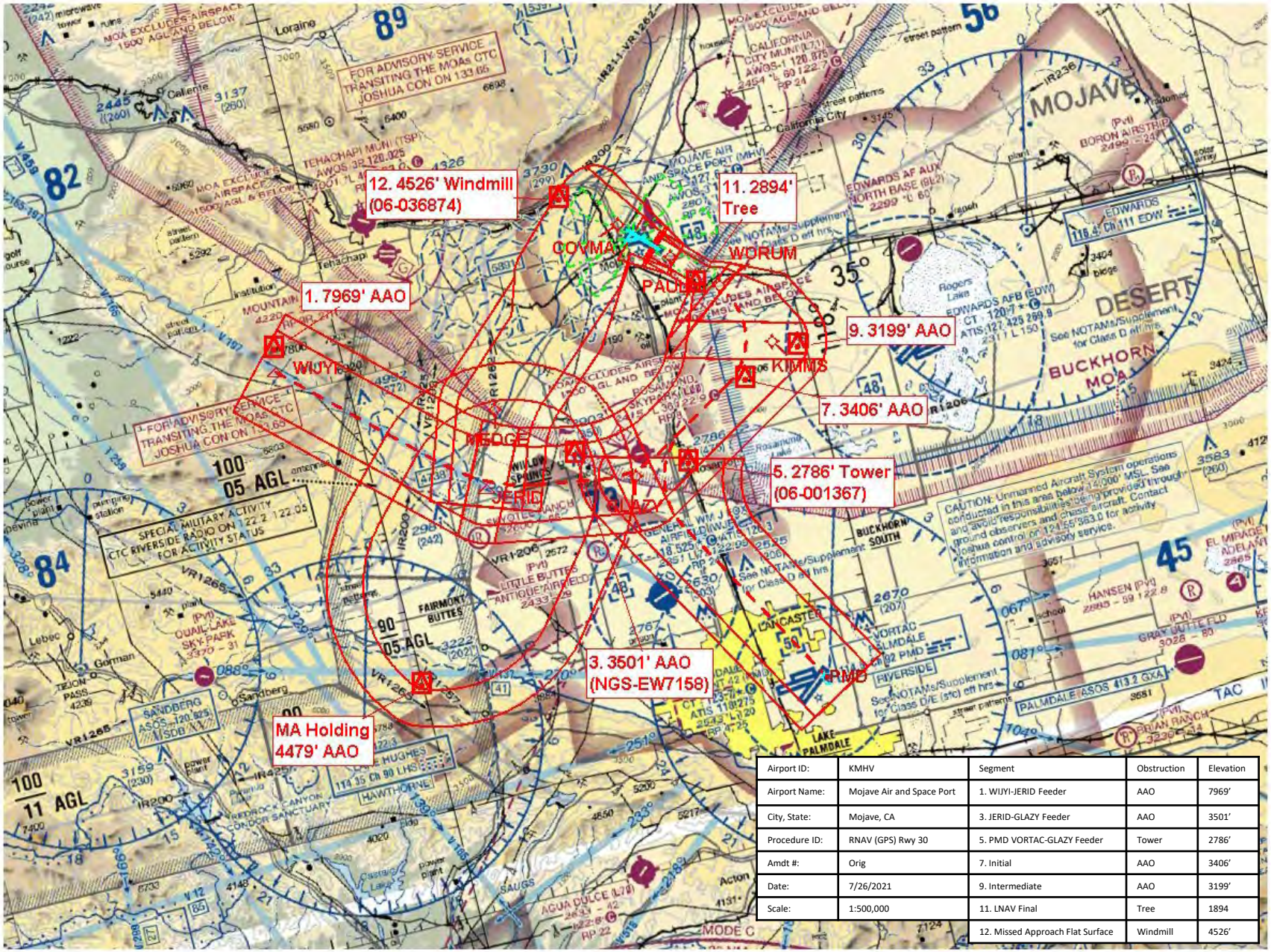
Airport ID:	KMHV	Segment	Obstruction	Elevation
Airport Name:	Mojave Air and Space Port	LPV Final	ASC	
City, State:	Mojave, CA	Missed Approach	ASC	
Procedure ID:	RNAV (GPS) Rwy 30	12. Missed Approach Level Surface	Windmill	4526'
Amdt #:	Orig			
Date:	7/26/2021			
Scale:	1:100,000			



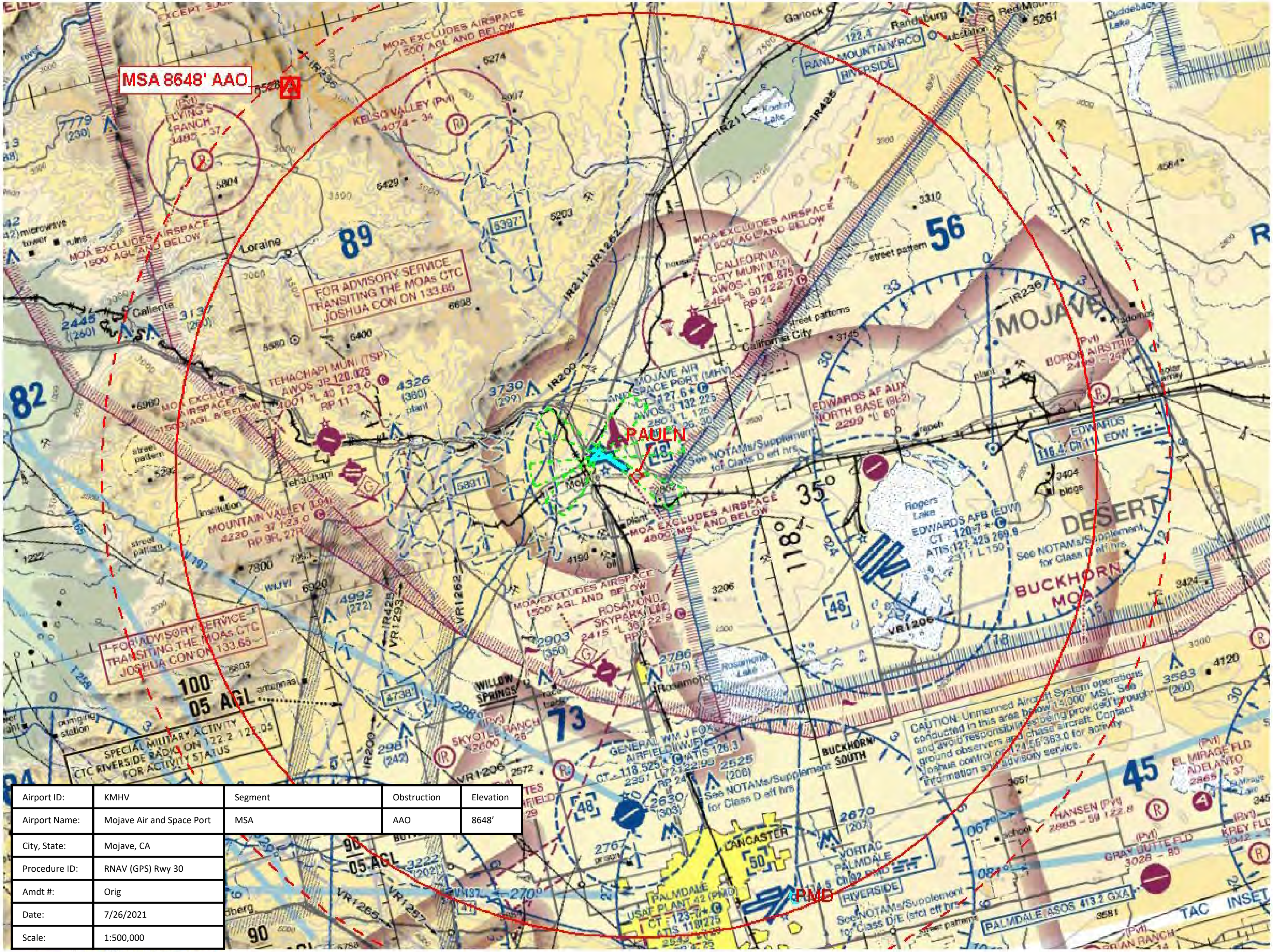
Airport ID:	KMHV	Segment	Obstruction	Elevation
Airport Name:	Mojave Air and Space Port	11. LNAV Final	Tree	2894'
City, State:	Mojave, CA	12. Missed Approach Flat Surface	Windmill	4526'
Procedure ID:	RNAV (GPS) Rwy 30			
Amdt #:	Orig			
Date:	7/26/2021			
Scale:	1:100,000			



Airport ID:	KMHV	Segment	Obstruction	Elevation
Airport Name:	Mojave Air and Space Port	1. WIJYI-JERID Feeder	AAO	7969'
City, State:	Mojave, CA	3. JERID-GLAZY Feeder	AAO	3501'
Procedure ID:	RNAV (GPS) Rwy 30	5. PMD VORTAC-GLAZY Feeder	Tower	2786'
Amdt #:	Orig	7. Initial	AAO	3406'
Date:	7/26/2021	9. Intermediate	AAO	3199'
Scale:	1:250,000	11. LNAV Final	Tree	1894
		12. Missed Approach Flat Surface	Windmill	4526'



Airport ID:	KMHV	Segment	Obstruction	Elevation
Airport Name:	Mojave Air and Space Port	1. WIJYI-JERID Feeder	AAO	7969'
City, State:	Mojave, CA	3. JERID-GLAZY Feeder	AAO	3501'
Procedure ID:	RNAV (GPS) Rwy 30	5. PMD VORTAC-GLAZY Feeder	Tower	2786'
Amdt #:	Orig	7. Initial	AAO	3406'
Date:	7/26/2021	9. Intermediate	AAO	3199'
Scale:	1:500,000	11. LNAV Final	Tree	1894
		12. Missed Approach Flat Surface	Windmill	4526'



Airport ID:	KMHV	Segment	Obstruction	Elevation
Airport Name:	Mojave Air and Space Port	MSA	AAO	8648’
City, State:	Mojave, CA			
Procedure ID:	RNAV (GPS) Rwy 30			
Amdt #:	Orig			
Date:	7/26/2021			
Scale:	1:500,000			

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

Mojave Air and Space Port
Mojave, California

RNAV (GPS) RWY 30 (New)
GLAZY ONE DEPARTURE (RNAV) (New)

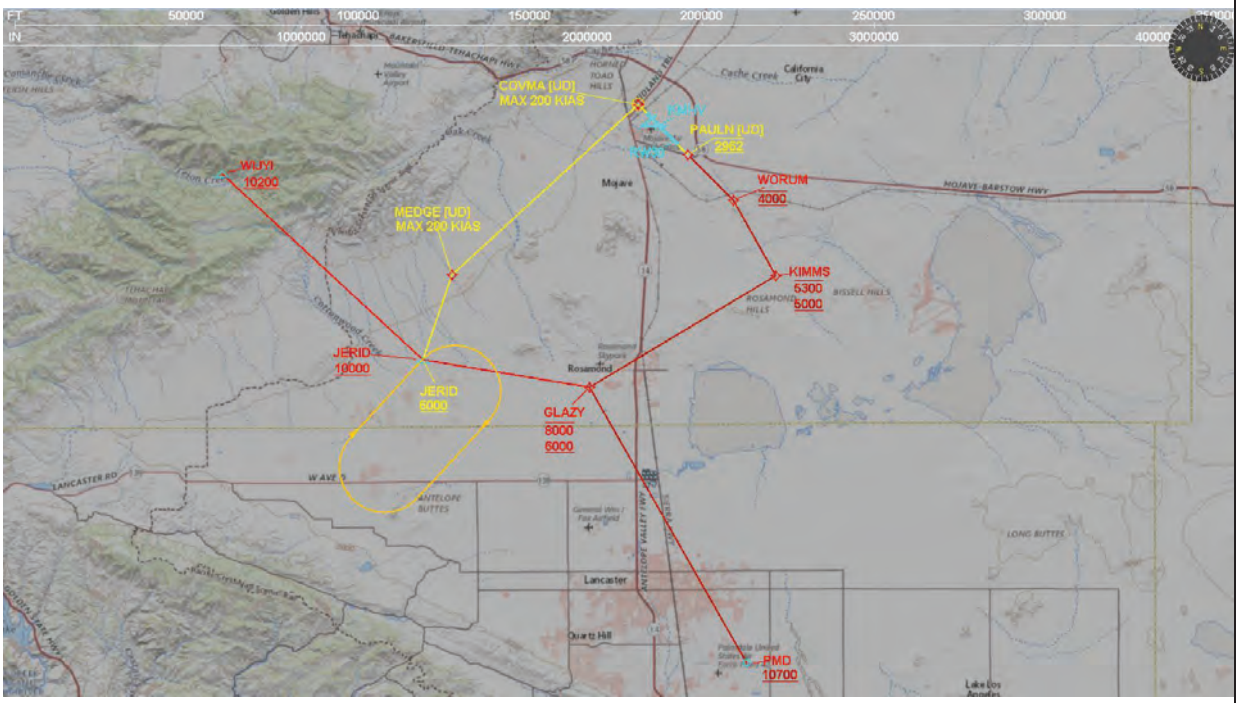
Description of Action:

The Federal Aviation Administration (FAA) is proposing to establish Area Navigation (RNAV) Global Positioning System (GPS) Runway (RWY) 30 and GLAZY ONE DEPARTURE (RNAV) RWY 12 for Mojave Air and Space Port (KMHV), Mojave, California. The procedures are proposed at the request of KMHV for public use to support space flight testing and research for the United States and North Atlantic Treaty Organization (NATO).

The RNAV (GPS) RWY 30 flight procedure provides a straight-in instrument approach procedure to RWY 30 at KMHV. RWY 30 is 12,503 feet long and currently has no instrument approach procedure. The GLAZY ONE DEPARTURE (RNAV) provides instrument departure connectivity to Victor Airway V-197, with a lower minimum climb gradient requirement than that of the JERID FIVE DEPARTURE (RNAV) for RWY 30.

The proposed procedures are depicted in the following figures.

RNAV (GPS) RWY 30



GLAZY ONE DEPARTURE (RNAV)

The following projects were identified on the IFP Gateway:

Procedure Name	Scheduled Pub Date	Status
RNAV (GPS) A, ORIG 0	5/19/2022	Pending
RNAV (GPS) D, AMDT 1	5/19/2022	Awaiting Cancellation
RNAV- E, AMDT 1 (SPECIAL)	5/19/2022	Awaiting Cancellation
DEPARTURE SID MEEKER FOUR	4/20/2023	Pending

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, Extraordinary Circumstances, the FAA has reviewed the proposed action 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:

The Air Traffic Initial Environmental Review (IER) 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.

Recommended by:

Facility Air Traffic Manager Review/Concurrence

Signature: MIGUEL J ANAYA III Digitally signed by MIGUEL J ANAYA III Date: 2021.10.12 07:51:10 -07'00' Date: _____

Name: Miguel J. Anaya
Air Traffic Manager
Joshua Control Facility

Concurrence by:

Western Service Area Environmental Specialist

Signature: VIKAS UBEROI Digitally signed by VIKAS UBEROI Date: 2021.10.12 08:16:14 -07'00' Date: _____

Name: Vikas Uberoi
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:

Western Service Area Director or Designee Approval

Signature: BYRON G Y CHEW Digitally signed by BYRON G Y CHEW Date: 2021.10.12 14:26:49 -07'00' Date: _____

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

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST

1. DATE 12/16/2020 **2. ORGANIZATION** HUGHES AEROSPACE CORPORATION

3. AIRPORT KMHV **4. PROCEDURE** RNAV (GPS) RWY 30 **5. AMEND #** ORIG

6. AIRCRAFT TYPE TBM850 **7. FMS / SOFTWARE** GTN 750 Version 6.5.2

8. PIC NAME / PHONE CHRIS BAUR 281-655-3330 **9. EVALUATOR NAME / PHONE** CHRIS BAUR 281-655-3330

TERPS BIENNIAL REVIEW

31. BIENNIAL NA 32. DATE BIENNIAL COMPLETE

OBSTACLE ASSESSMENT TASKS

33 EQUIPMENT ACCURACY VERIFIED YES

IAP SEGMENT CHECKS

TRANS **PMD**

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED YES 35. CONTROLLING OBSTACLE MOST ADVERSE YES

TRANS **ZALJE**

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED YES 35. CONTROLLING OBSTACLE MOST ADVERSE YES

TRANS **JERID**

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED YES 35. CONTROLLING OBSTACLE MOST ADVERSE YES

TRANS **GLAZY**

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED YES 35. CONTROLLING OBSTACLE MOST ADVERSE YES

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST

TRANS KIMMS _____			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES _____	35. CONTROLLING OBSTACLE MOST ADVERSE	YES _____
FINAL			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES _____	35. CONTROLLING OBSTACLE MOST ADVERSE	YES _____
MISSED APPROACH			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES _____	35. CONTROLLING OBSTACLE MOST ADVERSE	YES _____
HOLDING			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES _____	35. CONTROLLING OBSTACLE MOST ADVERSE	YES _____
IAP VISUAL SEGMENT			
VISUAL SEGMENT OR COPTER PROCEED VISUALLY/VFR AREA			
36. VERIFIED CLEAR	YES _____	37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR	NA _____
STAR SEGMENT CHECKS			
EN ROUTE TRANS _____			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	_____	35. CONTROLLING OBSTACLE MOST ADVERSE	_____
COMMON ROUTE			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	_____	35. CONTROLLING OBSTACLE MOST ADVERSE	_____
RWY TRANS _____			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	_____	35. CONTROLLING OBSTACLE MOST ADVERSE	_____

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST

DEPARTURE SEGMENT CHECKS

ICA OR COPTER PROCEED VISUALLY

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED _____

36. VERIFIED CLEAR _____

35. CONTROLLING OBSTACLE MOST ADVERSE _____

37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR _____

RWY TRANS _____

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED _____

36. VERIFIED CLEAR _____

35. CONTROLLING OBSTACLE MOST ADVERSE _____

37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR _____

COMMON ROUTE

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED _____

35. CONTROLLING OBSTACLE MOST ADVERSE _____

TRANS _____

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED _____

35. CONTROLLING OBSTACLE MOST ADVERSE _____

OBSTRUCTION DISCREPENCIES

38. OBSTACLE IN DATABASE DOES NOT EXIST

OBSTACLE ID _____ HEIGHT MSL/AGL _____

COORDINATES _____ SUPPORTING DOC _____

39. OBSTACLE NOT IN DATABASE

OBSTACLE ID _____ HEIGHT MSL/AGL _____

COORDINATES _____ SUPPORTING DOC _____

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST

40. OBSTACLE DATA INCORRECT

OBSTACLE ID _____ HEIGHT MSL/AGL _____

COORDINATES _____ SUPPORTING DOC _____

OBSTRUCTION NOTIFICATION

41. OBSTACLE DATA DISCREPENCIES SENT TO NFDC _____ 42. DATE SENT _____

51. EVALUATOR NOTES

53. PROCEDURE SAT

54. EVALUATOR SIGNATURE Chris Baur Digitally signed by Chris Baur Date: 2020.12.25 14:11:13 -06'00'

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

1. DATE 12/16/2020 **2. ORGANIZATION** HUGHES AEROSPACE CORPORATION

3. AIRPORT KMHV **4. PROCEDURE** RNAV (GPS) RWY 30 **5. AMEND #** ORIG

6. AIRCRAFT TYPE TBM850 **7. FMS / SOFTWARE** GTN 750 Version 6.52

8. PIC NAME / PHONE CHRIS BAUR 281-655-3330 **9. EVALUATOR NAME / PHONE** CHRIS BAUR 281-655-3330

FLIGHT VALIDATION TASKS

10. FMS NAV DATA AND SOURCE COMPARISON SAT	YES	43. SIMULATOR AND OBSTACLE NOTES REVIEWED	YES
11. IAP ASSESSED TO DA / MDA	YES	44. AIR / GROUND COMMUNICATIONS SATISFACTORY	YES
12. DP / MISSED APPROACH ASSESSED AT MINIMUM CLIMB GRADIENTS	YES	45. RADAR COVERAGE ADEQUATE	YES
15. FLYABILITY SATISFACTORY	YES	46. ADEQUATE NAVIGATION PERFORMANCE ACHIEVED	YES
33. EQUIPMENT ACCURACY VERIFIED	YES	47. RUNWAY MARKINGS / FEATURES VERIFIED	YES
35. DOCUMENTED CONTROLLING OBSTACLE MOST ADVERSE	YES	48. FAS DATA BLOCK SATISFACTORY	YES

CHARTING CHECKLIST

16. CHART DETAIL SATISFACTORY	YES	20. TEMPERATURE LIMIT NOTED	NO
17. RNP < 1.0 IN MISSED APPROACH NOTED	NO	21. AIRCRAFT SIZE NOTED	YES
18. NON-STANDARD SPEED / CLIMB NOTED	YES	22. CHART MATCHES FLIGHT TRACK	YES
19. RF LEGS NOTED	NO		

IAP SEGMENT CHECKS

TRANS **PMD**

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 123@25 30. RF BANK ANGLE NA

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

TRANS **ZALJE**

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 123@25 30. RF BANK ANGLE NA

TRANS **JERID**

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 123@25 30. RF BANK ANGLE NA

TRANS **GLAZY**

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 123@25 30. RF BANK ANGLE NA

TRANS **KIMMS**

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 050@11 30. RF BANK ANGLE NA

FINAL

24. COURSES P 25. DISTANCES P 26. FPA P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 050@11 30. RF BANK ANGLE NA

MISSED APPROACH

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 120@21 KTS 30. RF BANK ANGLE NA

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

HOLDING

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 100@23 30. RF BANK ANGLE NA

49. VISUAL SEGMENT SAT 50. NIGHT EVALUATION NA

STAR SEGMENT CHECKS

EN ROUTE TRANS

24. COURSES 25. DISTANCES 27. TAWS

28. CONSTRAINTS MET 29. WIND COMP 30. RF BANK ANGLE

COMMON ROUTE

24. COURSES 25. DISTANCES 27. TAWS

28. CONSTRAINTS MET 29. WIND COMP 30. RF BANK ANGLE

+

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RWY TRANS

24. COURSES 25. DISTANCES 27. TAWS

28. CONSTRAINTS MET 29. WIND COMP 30. RF BANK ANGLE

DEPARTURE SEGMENT CHECKS

ICA OR COPTER PROCEED VISUALLY

24. COURSES 25. DISTANCES 27. TAWS

28. CONSTRAINTS MET 29. WIND COMP 30. RF BANK ANGLE

RWY TRANS

24. COURSES 25. DISTANCES 27. TAWS

28. CONSTRAINTS MET 29. WIND COMP 30. RF BANK ANGLE

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

COMMON ROUTE

24. COURSES _____ 25. DISTANCES _____ 27. TAWS _____

28. CONSTRAINTS MET _____ 29. WIND COMP _____ 30. RF BANK ANGLE _____

TRANS _____

24. COURSES _____ 25. DISTANCES _____ 27. TAWS _____

28. CONSTRAINTS MET _____ 29. WIND COMP _____ 30. RF BANK ANGLE _____

51. EVALUATOR NOTES

NIGHT EVAL PERFORMED BY FAA FOR RNAV (GPS) RWY 04 AND RNAV (GPS) RWY 22

SPECIAL TRANING RECOMMENDATION FROM DEVELOPER

53. PROCEDURE SAT

54. EVALUATOR SIGNATURE Chris Baur Digitally signed by Chris Baur Date: 2020.12.25 14:12:10 -06'00'