


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Route	Estimated Chart Date: 09/08/2022	APWS Task ID: 9CA987881CBF4BC4910B12E47BEB479C	APWS Project ID: D56D50CB6EFE41E8A032E203348D9897
Procedure: T 418 LAA VDME, CO TO MMB VTAC, OK		Enroute: YES	Specialist: Smith, Barry		Agreement Number:
Airport ID:			Airport City:		State:
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>AIRWAY STARTING POINT: LAMAR (LAA) VDME, CO 381149.53N/1024115.12W</p> <p>LBL VOR MON - AIRSPACE DOCKET 21-ACE-2</p> <p>CONTACT: ALLAN WILL (405) 954-6103</p>					



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Apr 15, 2022



Federal Aviation Administration Categorical Exclusion Declaration

Decommissioning of Liberal VHF Omnidirectional Range and Modification of Air Traffic Service Routes

Background:

On December 15, 2011 the FAA published in the Federal Register a notice of proposed policy and request for comments (76 FR 77939) 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 a part of the national strategy.

Description of Action:

This action proposes to decommission the VOR portion of the Liberal VOR/Tactical Air Navigation (VORTAC), amend six Jet Routes, amend one Area Navigation (RNAV) Route, amend five VOR Federal airways, and establish two new low altitude RNAV routes. Although the VOR portion of the Liberal VORTAC is planned for decommissioning, the co-located distance measuring equipment (DME) portion of the NAVAID is being retained to support NextGen PBN flight procedure requirements.

The Air Traffic Services (ATS) routes affected by the Liberal VOR are J-19, J-20, J-52, J-98, J-134, J-231, Q-176, V-210, V-234, V-304, and V-507. With the planned decommissioning of the Liberal VOR, the remaining ground-based navigational aid coverage in the area is insufficient to enable the continuity of these affected routes. As a result, proposed modifications to J-20, J-52, J-134, V-210, and V-234 would result in a gap in those ATS routes; to J-19, J-98, J-231, V-304, V-350, V-507 would result in the airway being shortened; and to Q-176 would result in two route points listed as NAVAIDS being redefined as waypoints (WP). To overcome the proposed modifications to the affected ATS routes, instrument flight rules (IFR) traffic may use portions of adjacent ATS routes, Jet Airways J-8, J-18, J-26, J-96, J-168, and Q-176 in the high altitude enroute structure, and Victor Airways V-10, V-17, V-81, and V-190 in the low altitude enroute structure, or receive air traffic control (ATC) vectors to fly around or through the affected area. Instrument Flight Rules (IFR) Pilots equipped with RNAV capabilities may also navigate point to point through the affected area using existing fixes that will remain in place through the affected area, or receive air traffic

control radar vectors. Visual flight rules (VFR) pilots who elect to navigate through the affected area may utilize the ATC services listed previously.

Additionally, the proposed new RNAV routes, T-418 and T-431, between the Lamar, CO VOR/DME and Mitbee, OK VORTAC, and between the KENTO, NM, WP being established in northeastern New Mexico and the RREDD, KS, WP being established in the vicinity of the Mankato, VORTAC. The T-routes would in part mitigate the proposed removal airway segments affected by the planned Liberal VOR decommissioning, reduce ATC sector workload and complexity, and reduce pilot-to-controller communication. The new routes would increase NAS capacity in the route's vicinity and assist ATC when non-radar procedures are required due to frequent radar outages west of the Liberal, KS VORTAC. Finally, proposed new T-routes would provide airspace users equipped with RNAV ATS routes that support the FAA's NextGen efforts to modernize the NAS navigation system from a ground-based system to a satellite based system.

A description of all the ATS route changes are below.

J-19: J-19 extends between Phoenix, AZ VORTAC and Northbrook, IL VOR/DME. The proposed change would remove the route segment between Phoenix, AZ VORTAC, and St. Louis, MO, VORTAC. The unaffected portions of the existing route would remain as charted.

J-20: J-20 extends between Seattle, WA, VORTAC and Montgomery, AL VORTAC. The proposed change would remove the route segment between the Lamar, CO, VOR/DME and the Will Rogers, OK VORTAC. Additional changes to other portions of the route have been proposed in a separate Notice of Proposed Rule Making (NPRM). The unaffected portions of the existing airway would remain as charted.

J-52: J-52 extends between Vancouver, BC, Canada VOR/DME and Richmond, VA VORTAC. The portion within Canada is excluded. The proposed change would remove the route segment between Lamar, CO VOR/DME and Ardmore, OK, VORTAC. The unaffected portions of the existing route would remain as charted.

J-98: J-98 extends between Liberal, KS VORTAC and Farmington, MO VORTAC. The proposed change would remove the route segment between Liberal, KS VORTAC and Mitbee, OK, VORTAC. The unaffected portions of the existing route would remain as charted.

J-134: J-134 extends between Los Angeles, CA VORTAC and Falmouth, KY VOR/DME. The proposed change would remove the route segment between Cimarron, NM VORTAC and Wichita, Ks, VORTAC. The unaffected portions of the existing route would remain as charted.

J-231: J-231 extends between Twentynine Palms, CA VORTAC and Liberal, KS VORTAC. The proposed changes would replace the route segment between Anton Chico, NM VORTAC and Liberal, KS VORTAC. The unaffected portions of the existing route would remain as charted.

Q-176: Q-176 extends between Cimarron, NM VORTAC and OTTTO, VA Waypoint (WP). The proposed changes would replace the Liberal, KS VORTAC and Wichita, KS VORTAC route points with the TOTOE, KS, WP and WRIGL, KS, WP, respectively. The proposed new WPs would be established in the immediate vicinity of the NAVAIDS they would be replacing. Also, GBEE route point would change from "FIX" to "WP" to match the FAA's aeronautical database information and charted depiction. The unaffected portions of the existing route would remain as charted.

V-210: V-210 extends between Los Angeles, CA VORTAC, and the Okmulgee, OK VOR/DME; between the Brickyard, IN VORTAC and the Rosewood, OH VORTAC; and between the Revloc, PA, VOR/DME and the Yardley, PA, VOR/DME. The proposed change would remove the airway segment between the Lamar, CO VOR/DME and the Will Rogers, OK VORTAC. The unaffected portions of the existing airway would remain as charted.

V-234: V-234 extends between the St. Johns, AZ VORTAC, and the Centralia, IL VORTAC. The airspace at and above 8,000 feet MSL between the Vichy, MO, VOR/DME and the intersection of the Vichy, MO, VOR/DME 91 degree radial, and the St. Louis, MO, VORTAC 171 degree radial are excluded when the Meramec Military Operations Area (MOA) is activated by a Notice to Air Missions (NOTAM). The proposed change would remove the airway segment between the Dalhart, TX VORTAC and the Hutchinson, KS VOR/DME. Additionally, the Meramec MOA no longer exists, and therefore the exclusion language in the airway description would also be removed. The unaffected portions of the existing airway would remain as charted.

V-304: V-304 extends between the Panhandle, TX VORTAC and the Lamar, CO VOR/DME. The proposed change would remove the airway segment between the Borger, TX VORTAC and the Lamar, CO VOR/DME. Additional changes to other portions of the route have been proposed in a separate NPRM which would result in the proposed removal of V-304 in its entirety.

V-350: V-350 extends between the Liberal, KS VORTAC and the Chanute, KS VORTAC. The airspace at and above 6,000 feet MSL from 8 Nautical Miles (NM) to 54 NM west of Chanute VOR is excluded when the Eureka High MOA is activated. The proposed change would remove the airway segment between the Liberal, KS VORTAC and the Wichita, KS VORTAC. The unaffected portions of the existing airway would remain as charted.

V-507: V-507 extends between Ardmore, OK VORTAC, and the Garden City, KS VORTAC. The proposed change would remove the airway segment between the Mitbee, OK, VORTAC and the Garden City, KS, VORTAC. The unaffected portions of the airway would remain as charted.

T-418: T-418 would be a new RNAV route that extends between the Lamar, CO VOR/DME and the Mitbee, OK VORTAC. This T-route would provide RNAV routing capability from the Lamar, CO area southeastward to the Gage, OK area with the removal of the V-210 and V-507 airway segment.

T-431: T-431 would be a new RNAV route as well as a non-radar route that would extend between two new WPs being established; the KENTO, NM, WP and the RREDD, KS, WP. This T-route would provide non-radar routing from northeastern New Mexico eastward to the Liberal, KS VORTAC area; provide RNAV routing between the Liberal, KS VORTAC area to the Mankato, KS VORTAC area; and would provide RNAV routing capability from the northeastern New Mexico area northeastward to the Mankato, KS, area.

The following would be amended to update the fix make-up and raise the Minimum En-route Altitude (MEA), thereby removing the MEA break on each route segment, due to the LBL VOR decommissioning.

V-10: Remove LBL from the fix make-up of ADEER, as it would no longer be an Intersection (INT) fix.

V17: Remove LBL from the fix make-up of FLACK, as it would no longer be an INT.

The Standard Instrument Departure (SIDs) procedures at Dallas Love Field Airport as well as the Instrument Approach Procedures (IAPs) at Gruver Municipal Airport, Major Samuel B Cornelius Field Airport, Grove Municipal Airport, Dodge City Regional Airport, Elkhart-Morton County Airport, Guymon Municipal Airport, Ulysses Airport, Hugoton Municipal Airport, Liberal Mid-America Regional Airport, Meade Municipal Airport, and Perryton Ochiltree County Airport will be amended to compensate for the loss of the LBL VOR.

The procedure changes at these airports are described below.

Dallas Love Field Airport (KDAL): The KRUMM DEPARTURE procedure and TEXOMA DEPARTURE procedure would be amended to delete J52 from the procedure, and to amend the ROLLS transition note due to the removal of the Liberal LBL VOR.

Gruver Municipal Airport (KE19): The RNAV (GPS) RWY 20 IAP would be amended by deleting the HIRAS and BRAKR feeders.

Dodge City Regional Airport (KDDC): The VOR RWY 32 Procedure would be amended by removing the LBL Initial segment from KRIER.

Guymon Municipal Airport (KGUY): The NDB RWY 18 IAP would be amended by deleting the LBL feeder.

Ulysses Airport (KULS): The NDB RWY 12 IAP would be amended to delete the LBL feeder. Missed Approach Instructions updated to include Climb in Hold to 5000 feet Mean Sea Level (MSL).

Hugoton Municipal Airport (KHQG): The RNAV (GPS) RWY 2 and RNAV (GPS) RWY 20 IAPs would be amended by deleting the LBL feeder with the removal of the Liberal LBL VOR.

The NDB RWY 2 Procedure would be cancelled.

The Takeoff Minimums and Obstacle Departure Procedures (ODP) would be amended as follows: Note: RWY 2, 300 – 1 1/4 or Standard with a minimum climb of 225 feet per Nautical Mile (NM) to 3400. All other data would remain as published.

Liberal Mid-America Regional Airport (KLBL): The VOR RWY 4 and VOR/DME RWY 17 IAPs would be cancelled with the removal of the Liberal LBL VOR.

The ILS or LOC RWY 35 Procedure would be amended with the following changes: Amend to delete ARC initials and the LBL feeder; the Alternative Missed Approach would become the Primary Missed Approach procedure; and the Minimum Safe Altitude (MSA) would be amended by removing the LBL VOR.

Meade Municipal Airport (KMEJ): The RNAV (GPS) RWY 17 and RNAV (GPS) RWY 35 IAPs would amend the FLACK Fix feeder makeup with the removal of the Liberal LBL VOR.

Perryton Ochiltree County Airport (KPYX): The RNAV (GPS) RWY 17 procedure would be amended to delete the LBL feeder from the procedure, which is due to the removal of the Liberal LBL VOR.

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 Order 1050.1F, “Environmental Impacts: Policies and Procedures”. The implementation of this action will not result in any extraordinary circumstances in accordance with Order 1050.1F.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in FAA Order 1050.1F. The Service Area Environmental Specialist determined no extraordinary circumstances exist that would have the potential to cause significant environmental impacts as a result of implementing the proposed project.

The proposed project meets the following categorical exclusion contained in FAA Order 1050.1F:

5.6-5

(a). Rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, *Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points*).

(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.

Recommended by:

**William Douglas
Brewer**

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Douglas Brewer

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William Brewer, Environmental Protection Specialist, Operations Support Group, ATO Central Service Center, AJV-C25

Approved by:

**WAYNE L
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Christopher L. Southerland, Manager, Operations Support Group, ATO Center Service Center, AJV-C2

