



# FAA

## Aviation Safety

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### Memorandum

Date:

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Approval Request; Memorandum Dated 08/04/2022

Romana Wolf  
Signed By: Romana Wolf Thu Aug  
18 2022 09:29:16 GMT-05:00:00  
(Central Standard Time)

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Your request to publish a climb gradient in excess of 500 feet (FT) per Nautical Mile (NM) IAW 8260.46H, para 2-1-1d(2): RWY 1L standard with a minimum climb of 514 FT/NM to 10,300 and RWY 1R standard with a minimum climb of 526 FT/NM 10,300 on the "LOHLA (RNAV) DEPARTURE" at Harry Reid Intl, Las Vegas, NV was discussed at the Flight Standards Procedure Review Board on 07/14/2022 and is approved.

Please direct all inquiries to Victor B. Naso, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-5181.

Attachments

| <u>DP NAME</u> | <u>NUMBER</u> | <u>DP COMPUTER CODE</u> | <u>SUPERSEDED NUMBER</u> | <u>DATED</u> | <u>ACTUAL EFFECTIVE DATE</u> |
|----------------|---------------|-------------------------|--------------------------|--------------|------------------------------|
| LOHLA          | THREE         | LOHLA3.LOHLA            | TWO                      | 08/12/2021   |                              |

**TAKEOFF OBSTACLES NOTES:**

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP).

**CONTROLLING OBSTACLES:**

RWY 1L/R: 3229 FT MSL MONUMENT 360850.71N/1150919.85W (CLIMB GRADIENT), 8176 FT MSL AAO 361248.00N/1152736.00W (CLIMB-TO ALTITUDE).

RWY 8L/R: 5561 FT MSL AAO 355415.00N/1150251.00W.

RWY 19L/R: 8186 FT MSL AAO 361224.00N/1152757.00W.

RWY 26L/R: 8176 FT MSL AAO 361248.00N/1152736.00W (CLIMB GRADIENT), 8186 FT MSL AAO 361224.00N/1152757.00W (CLIMB-TO ALTITUDE).

**MSA:**

**LOST COMMUNICATIONS PROCEDURES:**

**ADDITIONAL FLIGHT DATA:**

CHART: TOP ALTITUDE: 14000.

DME/DME/IRU ASSESSMENT: SAT (RNP 2.0).

REFERENCE MAG VAR: KLAS 11E EPOCH YR: 2020.

**AIRPORTS SERVED:**

| <u>AIRPORT ID</u> | <u>CITY</u> | <u>STATE</u> |
|-------------------|-------------|--------------|
| KLAS              | LAS VEGAS   | NV           |

**COMMUNICATIONS:**

CHART: D-ATIS, CLNC DEL, CPDLC, TWR.

**FIXES AND/OR NAVAIDS:**

**REMARKS:**

NON STANDARD TAILWINDS DERIVED FROM THE MITRE 2019 LAS WINDS CSV FILE OF 35 KTS USED FOR FLAAR SEGMENT USING AGL ALTITUDES.

APPROVAL LETTER FILED FOR RWY 1L MINIMUM CG 514 FT/NM AND RWY 1R MINIMUM CG 526 FT/NM.

MINIMUM CLIMB GRADIENT IN EXCESS OF 200 FT PER NM APPLIED TO SUPPORT OPERATIONAL REQUIREMENTS AND OBSTACLES.

DO NOT CHART MOCA: FROM LOHLA TO JAYSN.

**FLIGHT INSPECTED BY**

*Digitally signed by*

DANIEL C FAVORITE

**ERIC N SUSKI**

Aug 04, 2022

**OFFICE**

FPO

**DATE**

08/02/2022

**DEVELOPED BY**

*Digitally signed by*

FRANK JACKSON

**FRANK JACKSON**

Jul 22, 2022

**OFFICE**

AJV-A431

**DATE**

04/25/2022

**APPROVED BY**

*Digitally signed by*

JOHNNIE BAKER

**ERIC N SUSKI**

Aug 04, 2022

**OFFICE**

AJV-A430

**DATE**

**TITLE**

MANAGER

**REQUIRED EFFECTIVE DATE**

ROUTINE

**COORDINATED WITH:**

**A4A** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:**ZLA, LAS APP CON, APT MGR

QUALITY  
18  
CHECKED

NV LAS LOHLA THREE (RNAV) DEPARTURE

7-15-2022 PRB RESULTS: Returned for Rework

REQUESTED BY: AJV-A

PRB RESULTS: RETURN FOR REWORK

APPROVAL REQUEST LETTER:

- CHANGE "IF UNABLE TO ACCEPT CLIMB RATES..." TO "IF UNABLE TO ACCEPT CLIMB GRADIENTS..."

8260-15B:

- CHANGE PROCEDURAL DATA NOTE FROM: "IF UNABLE TO ACCEPT CLIMB RATES..." TO: "IF UNABLE TO ACCEPT CLIMB GRADIENTS..."

- MOCAS LESS THAN 500 FT. BELOW MEA ARE NOT TO BE PUBLISHED (8260.46H APPENDIX E, SECTION 1, PARA 4H). A REMARK IS REQUIRED ON THE 8260-15B LISTING INFORMATION/DATA WHICH IS NOT TO BE CHARTED (8260.46H APPENDIX E, SECTION 1, PARA 17, AND FAA MEMO "CLARIFICATION TO FAA ORDER 8260.46H, DEPARTURE PROCEDURE (DP) PROGRAM, MOCA DOCUMENTATION).

ENVIRONMENTAL DOCUMENTATION:

- DOES NOT LIST THE LOHLA THREE (RNAV) DEPARTURE PROCEDURE.

MISSING DOCUMENTATION:

- FLIGHT INSPECTION PC **ADDED**

ADMINISTRATIVE NOTES:

- 8260-15B:

O CHANGES – REASONS #18 PROVIDES INCORRECT CRITERIA REFERENCE. CHANGE TO 8260.46H APPENDIX E, SECTION 1, PARA 4H.

O PBN REQUIREMENT NOTES, EQUIPMENT REQUIREMENT NOTES, AND PROCEDURAL DATA NOTES BOXES ARE NOT PRESENTED ON THE FORM IN THE ORDER ESTABLISHED IN 8260.46H APPENDIX E, SECTION 1, PARA 5, 6, AND 7 (AND FIGURE E-12).

07/22/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/25/2022.

1. CHANGED PROCEDURAL DATA NOTE FROM "IF UNABLE TO ACCEPT CLIMB RATES, ADVISE ATC ON INITIAL CONTACT" TO "IF UNABLE TO ACCEPT CLIMB GRADIENTS, ADVISE ATC ON INITIAL CONTACT".

2. ADDED REMARK: DO NOT CHART MOCA: FROM LOHLA TO JAYSN.

3. UPDATED CHANGES - REASONS 18 FROM "ADDED MOCA 13800 - IAW 8260.46H, SECTION 2 PARA 4H" TO "ADDED MOCA 13800 - IAW 8260.46H APPENDIX E, SECTION 1, PARA 4H".

4. ADDED TO CHANGES - REASONS 20. UPDATED PROCEDURAL DATA NOTE FROM "IF UNABLE TO ACCEPT CLIMB RATES, ADVISE ATC ON INITIAL CONTACT" TO "IF UNABLE TO ACCEPT CLIMB GRADIENTS, ADVISE ATC ON INITIAL CONTACT" AND 21. ADDED REMARK: DO NOT CHART MOCA: FROM LOHLA TO JAYSN - IAW 8260.46H, APPENDIX E, SECTION 1, PARA 17.

|                                      |                              |                                               |                                     |                                                   |                                                      |
|--------------------------------------|------------------------------|-----------------------------------------------|-------------------------------------|---------------------------------------------------|------------------------------------------------------|
| Flight Procedures Cover Page         | Task Action:<br>FLIGHT CHECK | Task Type:<br>SID                             | Estimated Chart Date:<br>11/03/2022 | APWS Task ID:<br>A05C29881772426199590326D6CD5D35 | APWS Project ID:<br>D4C53A17FF814045B5DA32342D20DFE5 |
| Procedure:<br>SID LOHLA THREE (RNAV) |                              | Enroute:<br>YES                               | Specialist:<br>Jackson, Frank       |                                                   | Agreement Number:                                    |
| Airport ID:<br>KLAS                  |                              |                                               | Airport City:<br>LAS VEGAS          |                                                   | State:<br>NV                                         |
| Facility ID:                         | Facility Type:               | Flight Inspection Remark Type:<br>New FC Slot |                                     |                                                   |                                                      |

Procedure Comments:  
ACTIVE DATA USED.

APPROVAL LETTER FOR CLIMB GRADIENT IN EXCESS OF 500 FT/NM.

06/10/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/25/2022.

1. CHANGED ALL REFERENCES FROM "LEELN AT OR ABOVE 8200" TO "LEELN AT OR BELOW 8000" IN DP ROUTE DESCRIPTION FOR RWY 19L/R AND RWY 26L/R AND UPDATED CHANGES-REASONS

CONTACT: DON LANIER, AJV-A430 LEAD, 405.954.8242



07/22/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/25/2022.

1. CHANGED PROCEDURAL DATA NOTE FROM "IF UNABLE TO ACCEPT CLIMB RATES, ADVISE ATC ON INITIAL CONTACT" TO "IF UNABLE TO ACCEPT CLIMB GRADIENTS, ADVISE ATC ON INITIAL CONTACT".

2. ADDED REMARK: DO NOT CHART MOCA: FROM LOHLA TO JAYSN.

3. UPDATED CHANGES - REASONS 18 FROM "ADDED MOCA 13800 - IAW 8260.46H, SECTION 2 PARA 4H" TO "ADDED MOCA 13800 - IAW 8260.46H APPENDIX E, SECTION 1, PARA 4H".

4. ADDED TO CHANGES - REASONS 20. UPDATED PROCEDURAL DATA NOTE FROM "IF UNABLE TO ACCEPT CLIMB RATES, ADVISE ATC ON INITIAL CONTACT" TO "IF UNABLE TO ACCEPT CLIMB GRADIENTS, ADVISE ATC ON INITIAL CONTACT" AND 21. ADDED REMARK: DO NOT CHART MOCA: FROM LOHLA TO JAYSN - IAW 8260.46H, APPENDIX E, SECTION 1, PARA 17.

## FIPC DME/DME FORM

|                                             |                                                     |                                         |                       |                                                         |                                            |
|---------------------------------------------|-----------------------------------------------------|-----------------------------------------|-----------------------|---------------------------------------------------------|--------------------------------------------|
| <b>PROCEDURE:</b><br>SID LOHLA THREE (RNAV) |                                                     | <b>AIRPORT NAME:</b><br>HARRY REID INTL |                       | <b>AIRPORT ID:</b><br>KLAS                              | <b>SPECIAL CONTROL NO:</b><br>SG-06-237-22 |
| <b>FAC ID:</b> LOHLA3                       |                                                     | <b>CITY:</b> LAS VEGAS                  |                       | <b>ST:</b> NV                                           | <b>ORIG CHART DATE:</b> 11/03/2022         |
| <b>DFL TYPE:</b><br>PROC/D                  | <b>THIRD PARTY:</b><br><input type="checkbox"/> YES | <b>EST. TIME ON SITE:</b><br>1.0        | <b>REIMB. NUMBER:</b> | <b>PTS TASK ID:</b><br>A05C29881772426199590326D6CD5D35 |                                            |

## PREFLIGHT NOTES

|                  |                                                                                                                        |
|------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>REVIEWER:</b> | <b>DATE:</b>                                                                                                           |
| <b>COMMENTS:</b> | <b>CHECK ONE:</b><br><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>                                                                                          |

## PROCEDURE RESULTS

|                                                                            |                         |                    |                                                                                                                                                      |                                                                                                                                  |
|----------------------------------------------------------------------------|-------------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>INSPECTION DATE:</b><br>08/02/2022                                      | <b>CREW #:</b><br>VN234 | <b>N #:</b><br>N83 | <b>INSTRUMENT PROCEDURE STATUS:</b><br><input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT | <b>ARINC CODING:</b><br><input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT |
| <b>FLIGHT INSPECTOR SIGNATURE:</b><br>daniel c favorite @ 08/02/2022 17:24 |                         |                    | <b>PRINTED NAME:</b><br>FAVORITE, DANIEL CHARLES                                                                                                     | <b>NOTAM INITIATED?</b><br><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                   |

**FLIGHT INSPECTOR REMARKS:**  
LOHLA3 DP recorded run from RWY19L to LEELN, PENSK, LOHLA Flown with the following DME's checked GOG, IGM, LMX, PGS, UTI, LAS, MMM, BLD, DAG. New DP CG verified SAT from RWY's 08R/L, 01R/L, 26R/L, and 19R/L Procedure Satisfactory for GNSS operations, DME/DME awaiting approval by the applicable AJV Operations Support Group

|                                                                                                  |                                                                   |                                    |
|--------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------|
| <b>DME/DME STATUS:</b><br><input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT | <b>SPECIALIST SIGNATURE:</b><br>bob ctr graham @ 08/16/2022 13:07 | <b>PRINTED NAME:</b><br>Bob Graham |
|--------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------|

**SPECIALIST REMARKS:**  
DMEs received as modeled.

## IN-FLIGHT OBSTACLE REPORT

|                          |                                 |                             |                                   |                                   |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|
| <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> |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|

## FIPC DME/DME FORM

|                                             |                                                     |                                         |                       |                            |                                            |
|---------------------------------------------|-----------------------------------------------------|-----------------------------------------|-----------------------|----------------------------|--------------------------------------------|
| <b>PROCEDURE:</b><br>SID LOHLA THREE (RNAV) |                                                     | <b>AIRPORT NAME:</b><br>HARRY REID INTL |                       | <b>AIRPORT ID:</b><br>KLAS | <b>SPECIAL CONTROL NO:</b><br>SG-06-237-22 |
| <b>FAC ID:</b> LOHLA3                       |                                                     | <b>CITY:</b> LAS VEGAS                  |                       | <b>ST:</b> NV              | <b>ORIG CHART DATE:</b> 11/03/2022         |
| <b>DFL TYPE:</b><br>PROC/D                  | <b>THIRD PARTY:</b><br><input type="checkbox"/> YES | <b>EST. TIME ON SITE:</b><br>1.0        | <b>REIMB. NUMBER:</b> | <b>PTS TASK ID:</b>        |                                            |

## PREFLIGHT NOTES

|                  |                                                                                                                        |
|------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>REVIEWER:</b> | <b>DATE:</b>                                                                                                           |
| <b>COMMENTS:</b> | <b>CHECK ONE:</b><br><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>                                                                                          |

## PROCEDURE RESULTS

|                                                                            |                         |                    |                                                                                                                                                      |                                                                                                                                  |
|----------------------------------------------------------------------------|-------------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>INSPECTION DATE:</b><br>08/02/2022                                      | <b>CREW #:</b><br>VN234 | <b>N #:</b><br>N83 | <b>INSTRUMENT PROCEDURE STATUS:</b><br><input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT | <b>ARINC CODING:</b><br><input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT |
| <b>FLIGHT INSPECTOR SIGNATURE:</b><br>daniel c favorite @ 08/02/2022 17:24 |                         |                    | <b>PRINTED NAME:</b><br>FAVORITE, DANIEL CHARLES                                                                                                     | <b>NOTAM INITIATED?</b><br><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                   |

**FLIGHT INSPECTOR REMARKS:**  
LOHLA3 DP recorded run from RWY19L to LEELN, PENSK, LOHLA Flown with the following DME's checked GOG, IGM, LMX, PGS, UTI, LAS, MMM, BLD, DAG. New DP CG verified SAT from RWY's 08R/L, 01R/L, 26R/L, and 19R/L Procedure Satisfactory for GNSS operations, DME/DME awaiting approval by the applicable AJV Operations Support Group

|                                                                                       |                              |                      |
|---------------------------------------------------------------------------------------|------------------------------|----------------------|
| <b>DME/DME STATUS:</b><br><input type="checkbox"/> SAT <input type="checkbox"/> UNSAT | <b>SPECIALIST SIGNATURE:</b> | <b>PRINTED NAME:</b> |
|---------------------------------------------------------------------------------------|------------------------------|----------------------|

**SPECIALIST REMARKS:**

## IN-FLIGHT OBSTACLE REPORT

|                          |                                 |                             |                                   |                                   |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|
| <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> |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|

## FIPC DME/DME FORM

|                                             |                                                     |                                         |                       |                            |                                            |
|---------------------------------------------|-----------------------------------------------------|-----------------------------------------|-----------------------|----------------------------|--------------------------------------------|
| <b>PROCEDURE:</b><br>SID LOHLA THREE (RNAV) |                                                     | <b>AIRPORT NAME:</b><br>HARRY REID INTL |                       | <b>AIRPORT ID:</b><br>KLAS | <b>SPECIAL CONTROL NO:</b><br>SG-05-224-22 |
| <b>FAC ID:</b> LOHLA3                       |                                                     | <b>CITY:</b> LAS VEGAS                  |                       | <b>ST:</b> NV              | <b>ORIG CHART DATE:</b> 11/03/2022         |
| <b>DFL TYPE:</b><br>PROC/D                  | <b>THIRD PARTY:</b><br><input type="checkbox"/> YES | <b>EST. TIME ON SITE:</b><br>1.0        | <b>REIMB. NUMBER:</b> | <b>PTS TASK ID:</b>        |                                            |

## PREFLIGHT NOTES

|                              |  |                                                                                                              |                      |
|------------------------------|--|--------------------------------------------------------------------------------------------------------------|----------------------|
| <b>REVIEWER:</b> gary j veer |  | <b>DATE:</b> 06/03/2022                                                                                      |                      |
| <b>COMMENTS:</b>             |  | <b>CHECK ONE:</b>                                                                                            |                      |
|                              |  | <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input checked="" type="checkbox"/> REJECT |                      |
|                              |  |                                                                                                              | <b>YES</b> <b>NO</b> |
|                              |  | <b>CPV COMPLETE?</b>                                                                                         | <b>X</b>             |

## PROCEDURE RESULTS

|                                                                      |                         |             |                                                                                                                                                      |                                                                                                                       |
|----------------------------------------------------------------------|-------------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| <b>INSPECTION DATE:</b><br>06/03/2022                                | <b>CREW #:</b><br>VN362 | <b>N #:</b> | <b>INSTRUMENT PROCEDURE STATUS:</b><br><input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT | <b>ARINC CODING:</b><br><input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT |
| <b>FLIGHT INSPECTOR SIGNATURE:</b><br>gary j veer @ 06/03/2022 15:00 |                         |             | <b>PRINTED NAME:</b><br>VEER, GARY JOHN                                                                                                              | <b>NOTAM INITIATED?</b><br><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                        |

|                                                                                                                                                                                                                                                                                                      |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <b>FLIGHT INSPECTOR REMARKS:</b><br>HARRY REID INTL, LAS VEGAS, NV, LOHLA THREE DEPARTURE, UNSAT.<br>The FIG, the -15B, and the Changes/Reasons all show WP LEELN as having an AT OR ABOVE restriction. The DME/DME file shows the altitude at LEELN at 4844' with an AT OR BELOW 8000' restriction. |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|

|                                                                                       |                              |                      |
|---------------------------------------------------------------------------------------|------------------------------|----------------------|
| <b>DME/DME STATUS:</b><br><input type="checkbox"/> SAT <input type="checkbox"/> UNSAT | <b>SPECIALIST SIGNATURE:</b> | <b>PRINTED NAME:</b> |
|---------------------------------------------------------------------------------------|------------------------------|----------------------|

|                            |
|----------------------------|
| <b>SPECIALIST REMARKS:</b> |
|----------------------------|

## IN-FLIGHT OBSTACLE REPORT

|                          |                                 |                             |                                   |                                   |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|
| <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> |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|



# Federal Aviation Administration

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## Memorandum

Date:

To: Manager, Flight Procedure Standards

From: Lonnie Everhart, Manager, Instrument Flight Procedures Team 3 AJV-A430

Subject: Approval Request: Harry Reid Intl, Las Vegas, NV (KLAS) LOHLA SID

---

Climb gradient exceeds 500 feet per NM, 8260.46H, para 2-1-1d (2).

The computed climb gradient for RWY 1L is 514 feet per NM to 10,300.

The computed climb gradient for RWY 1R is 526 feet per NM to 10,300.

Request approval to publish the minimum climb gradient for runways 1L and 1R and the procedure will include the statement "If unable to accept climb rates, advise ATC on initial contact".

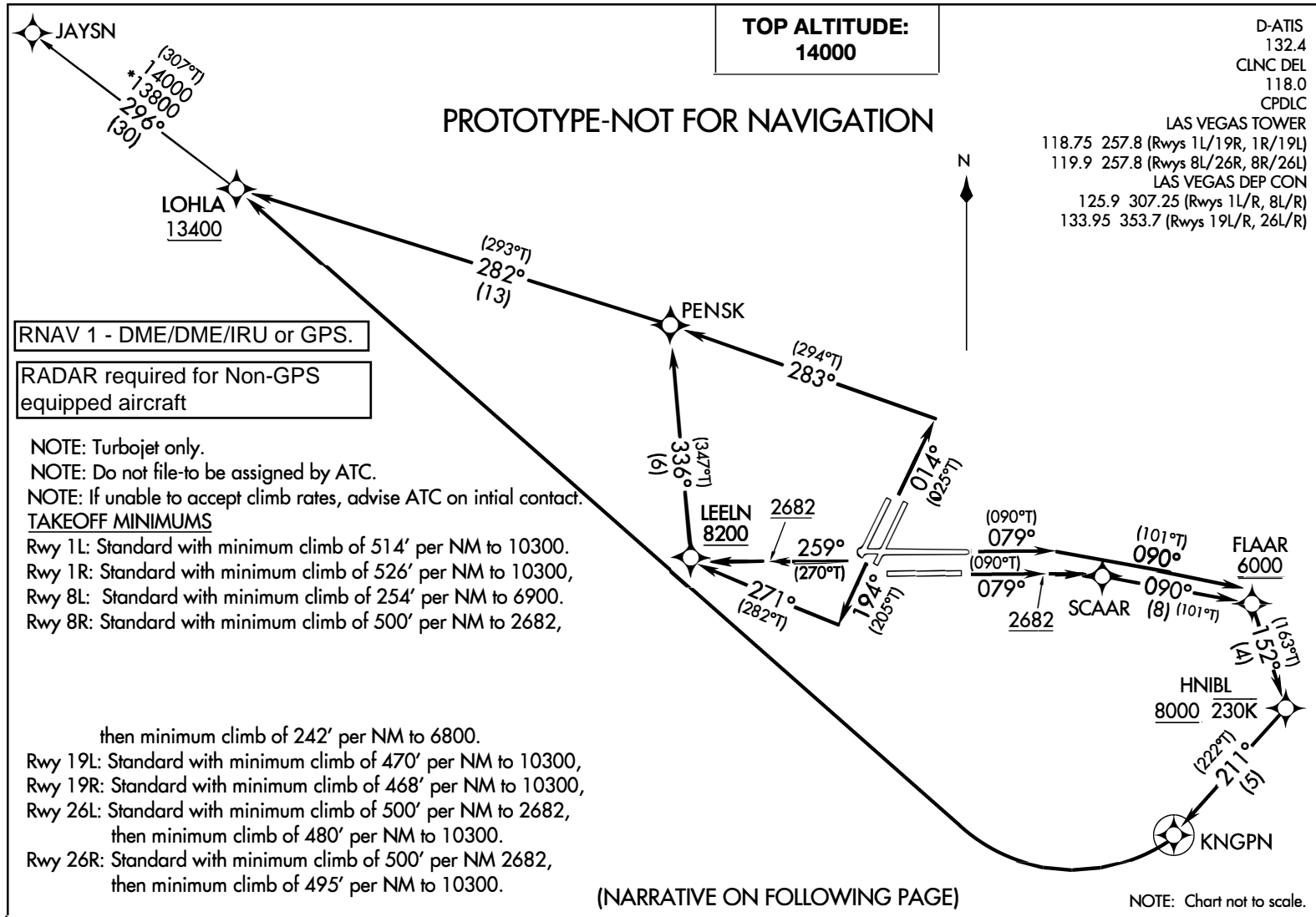


LOHLA THREE DEPARTURE (RNAV)  
(LOHLA3 OHLA) FIG

(LOHLA3.LOHLA) FIG  
LOHLA THREE DEPARTURE (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA



AUTOMATED AL-662 LOHLA DEPARTURE

SW-4  
12/8/21  
COMPILER: HD  
REVIEWER:  
DBL CHKR:  
EFF: FIG

## LOHLA TWO DEPARTURE (RNAV)

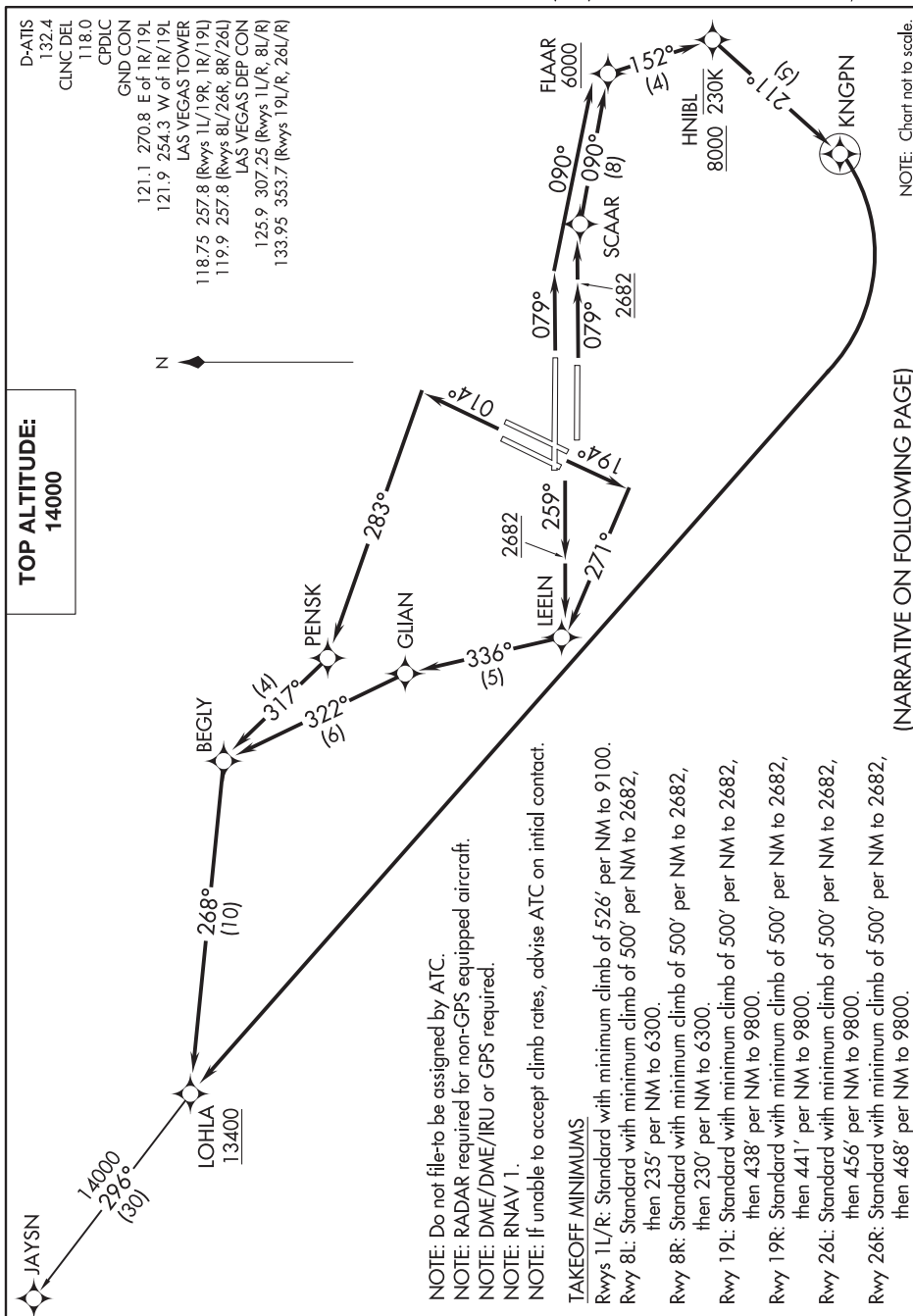
OLD

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

SW-4, 04 NOV 2021 to 02 DEC 2021

**TOP ALTITUDE:**  
**14000**



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LOHLA TWO DEPARTURE (RNAV)  
(LOHLA2.LOHLA) 12AUG21

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

SW-4, 04 NOV 2021 to 02 DEC 2021

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 283° to PENSK, then on track 317° to BEGLY, then on track 268° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to intercept course 271° to LEELN, then on track 336° to GLIAN, then on track 322° to BEGLY, then on track 268° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEELN, then on track 336° to GLIAN, then on track 322° to BEGLY, then on track 268° to cross LOHLA at or above 13400, thence. . . .

. . . . on (transition), maintain 14000. Expect filed altitude 10 minutes after departure.

JAYSN TRANSITION (LOHLA2.JAYSN)

(LOHLA3.LOHLA) FIG

## LOHLA THREE DEPARTURE (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)

LAS VEGAS, NEVADA



### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 283° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to intercept course 271° to LEELN at or above 8200, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEELN at or above 8200, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

. . . . on (transition), maintain 14000. Expect filed altitude 10 minutes after departure.

JAYSN TRANSITION (LOHLA3.JAYSN)

PROTOTYPE-NOT FOR NAVIGATION

AUTOMATED AL-662 LOHLA DEPARTURE (CONT)

SW-4  
12/8/21  
COMPILER: HD  
REVIEWER:  
DBL CHKR:  
EFF: FIG

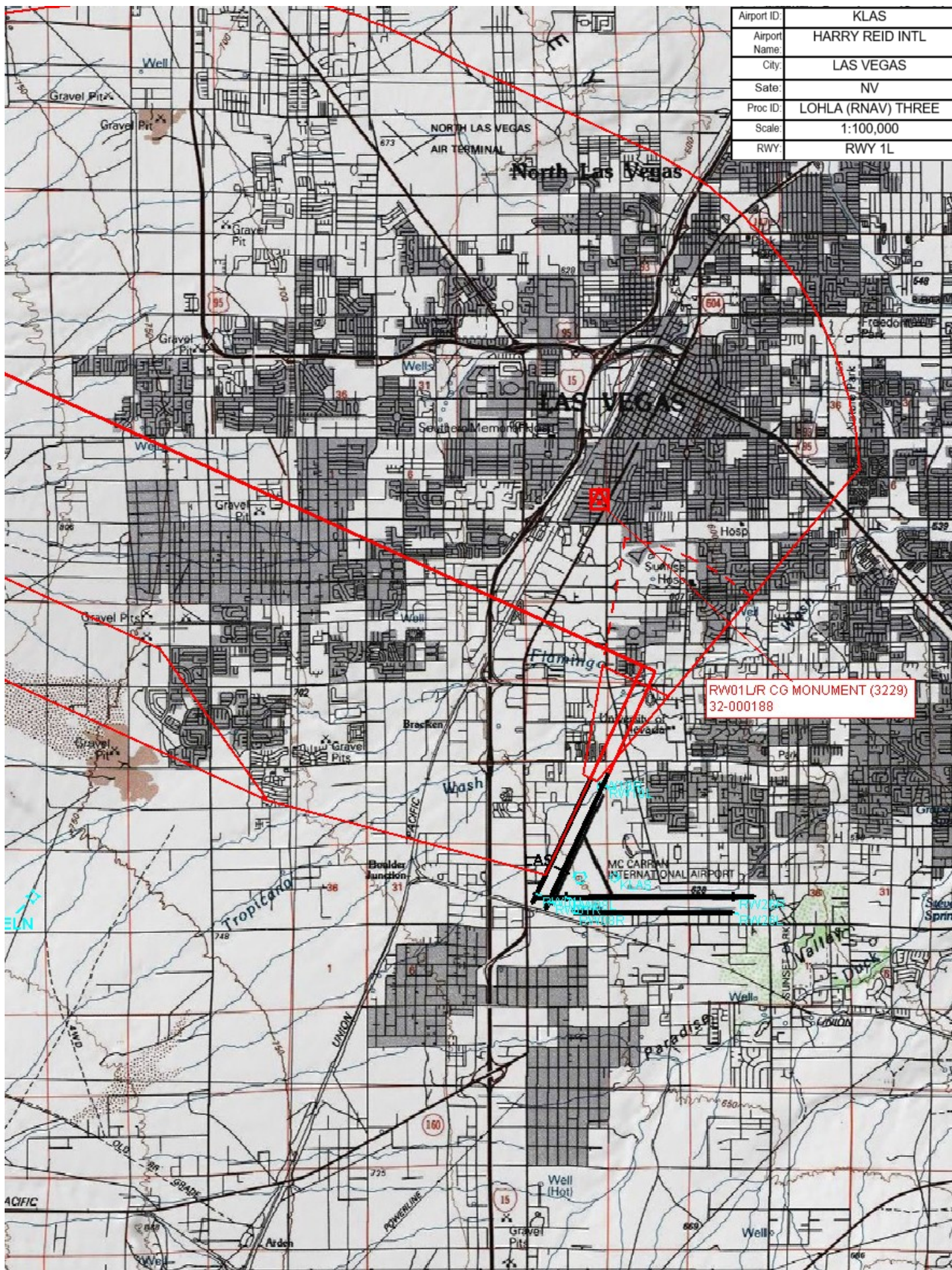
LOHLA THREE DEPARTURE (RNAV)

(LOHLA3.LOHLA) FIG

LAS VEGAS, NEVADA

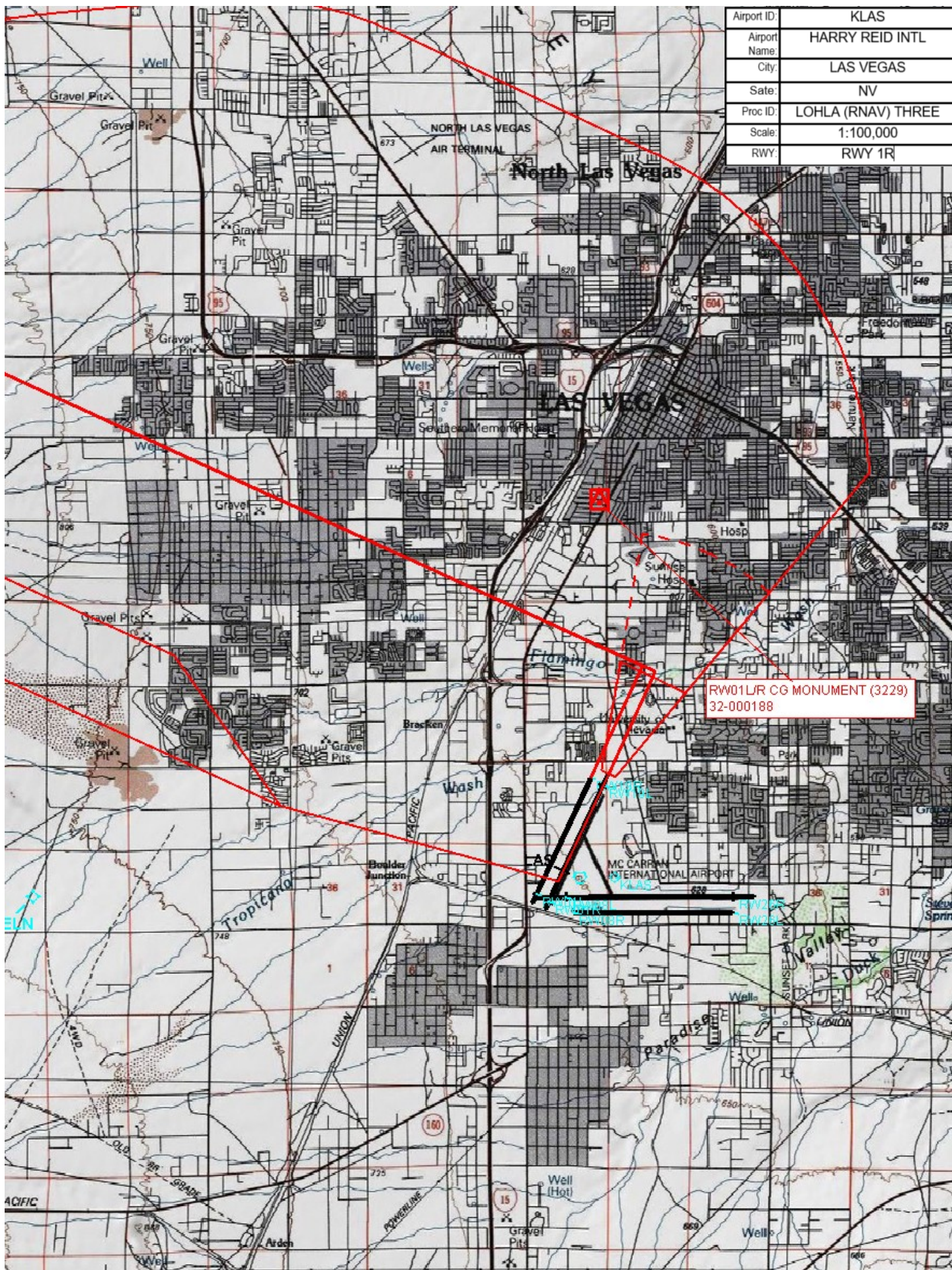
HARRY REID INTL (LAS)





|               |                    |
|---------------|--------------------|
| Airport ID:   | KLAS               |
| Airport Name: | HARRY REID INTL    |
| City:         | LAS VEGAS          |
| State:        | NV                 |
| Proc ID:      | LOHLA (RNAV) THREE |
| Scale:        | 1:100,000          |
| RWY:          | RWY 1L             |



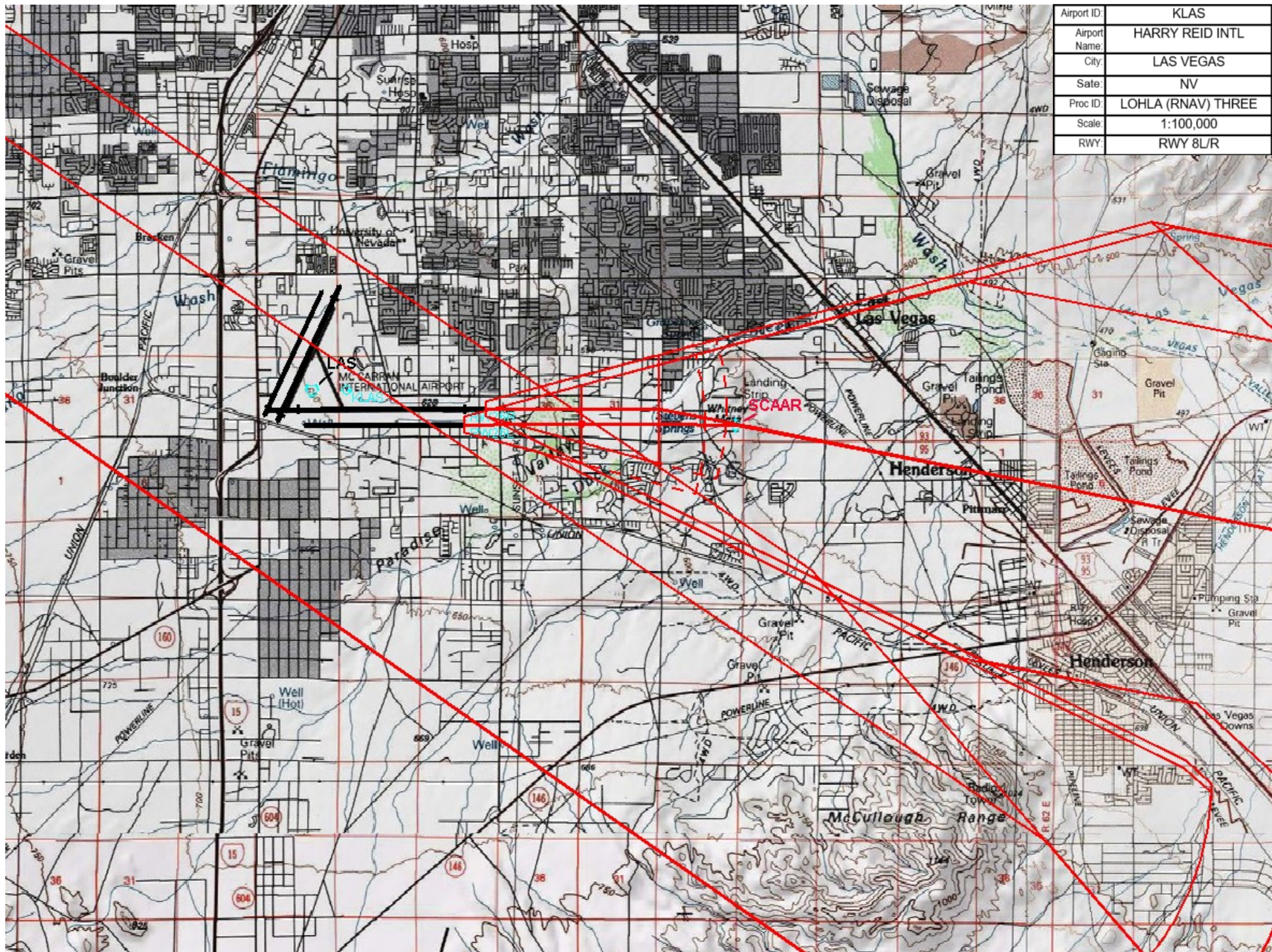


|               |                    |
|---------------|--------------------|
| Airport ID:   | KLAS               |
| Airport Name: | HARRY REID INTL    |
| City:         | LAS VEGAS          |
| State:        | NV                 |
| Proc ID:      | LOHLA (RNAV) THREE |
| Scale:        | 1:100,000          |
| RWY:          | RWY 1R             |



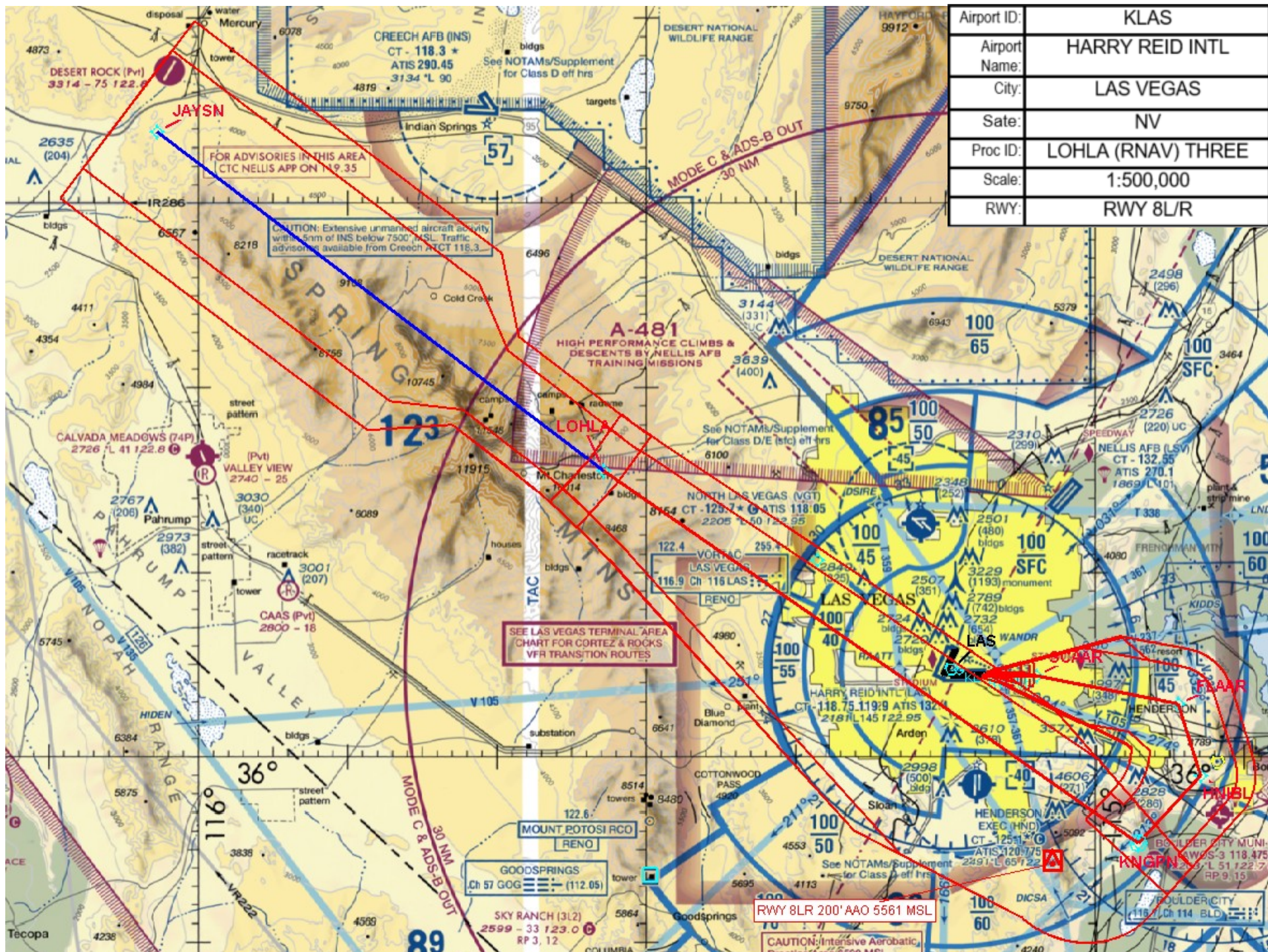






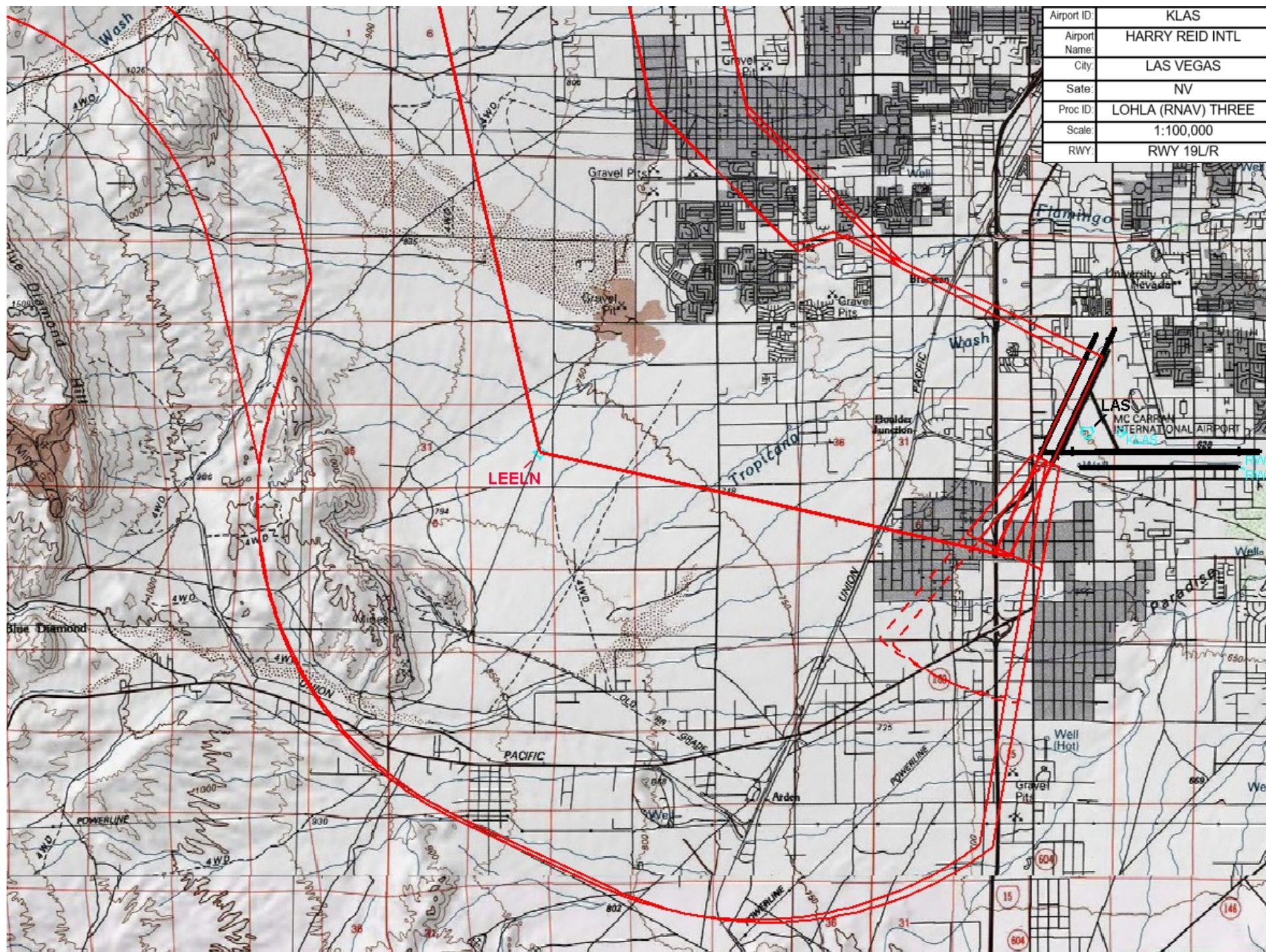
|               |                    |
|---------------|--------------------|
| Airport ID:   | KLAS               |
| Airport Name: | HARRY REID INTL    |
| City:         | LAS VEGAS          |
| State:        | NV                 |
| Proc ID:      | LOHLA (RNAV) THREE |
| Scale:        | 1:100,000          |
| RWY:          | RWY 8L/R           |



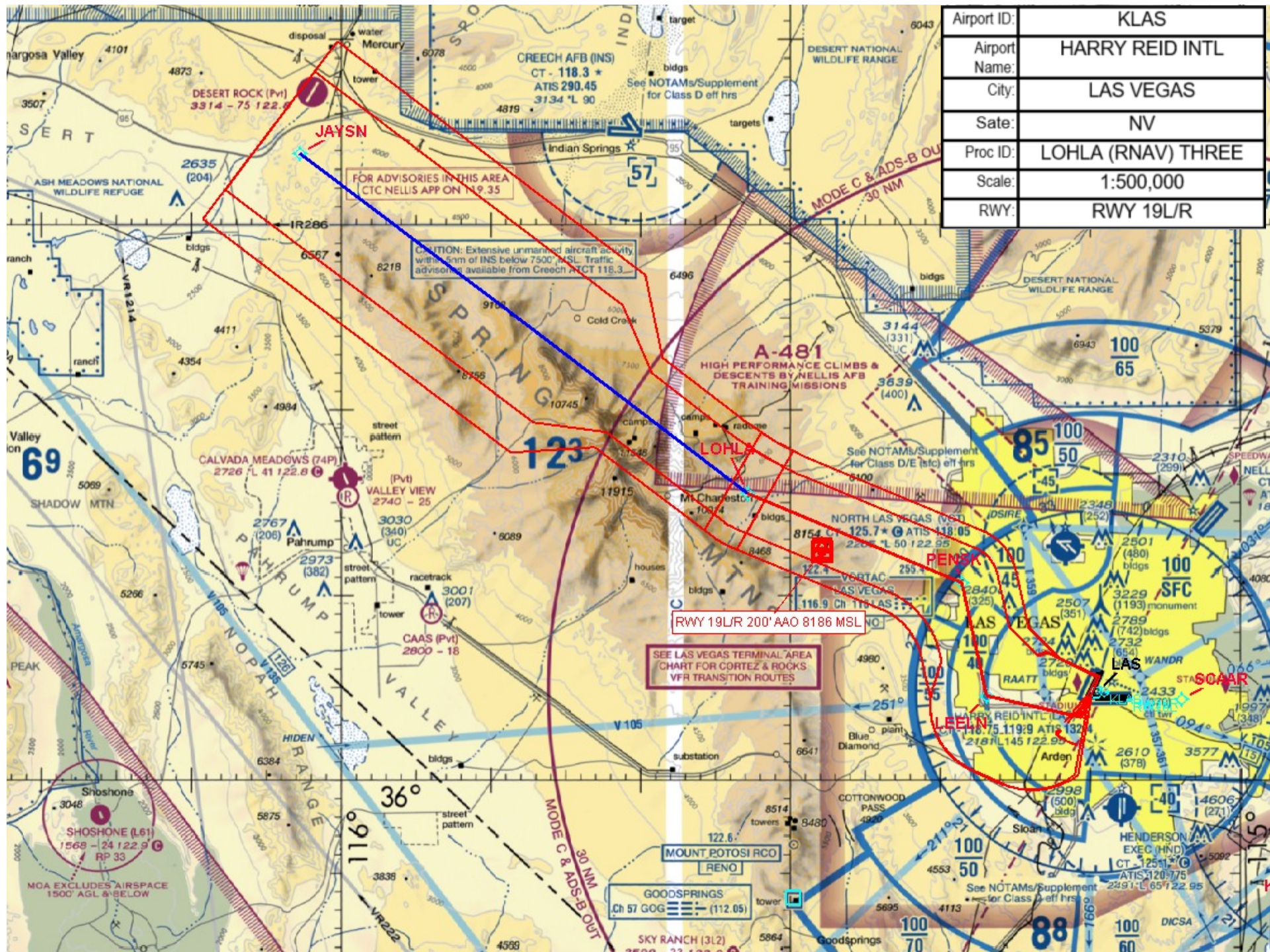




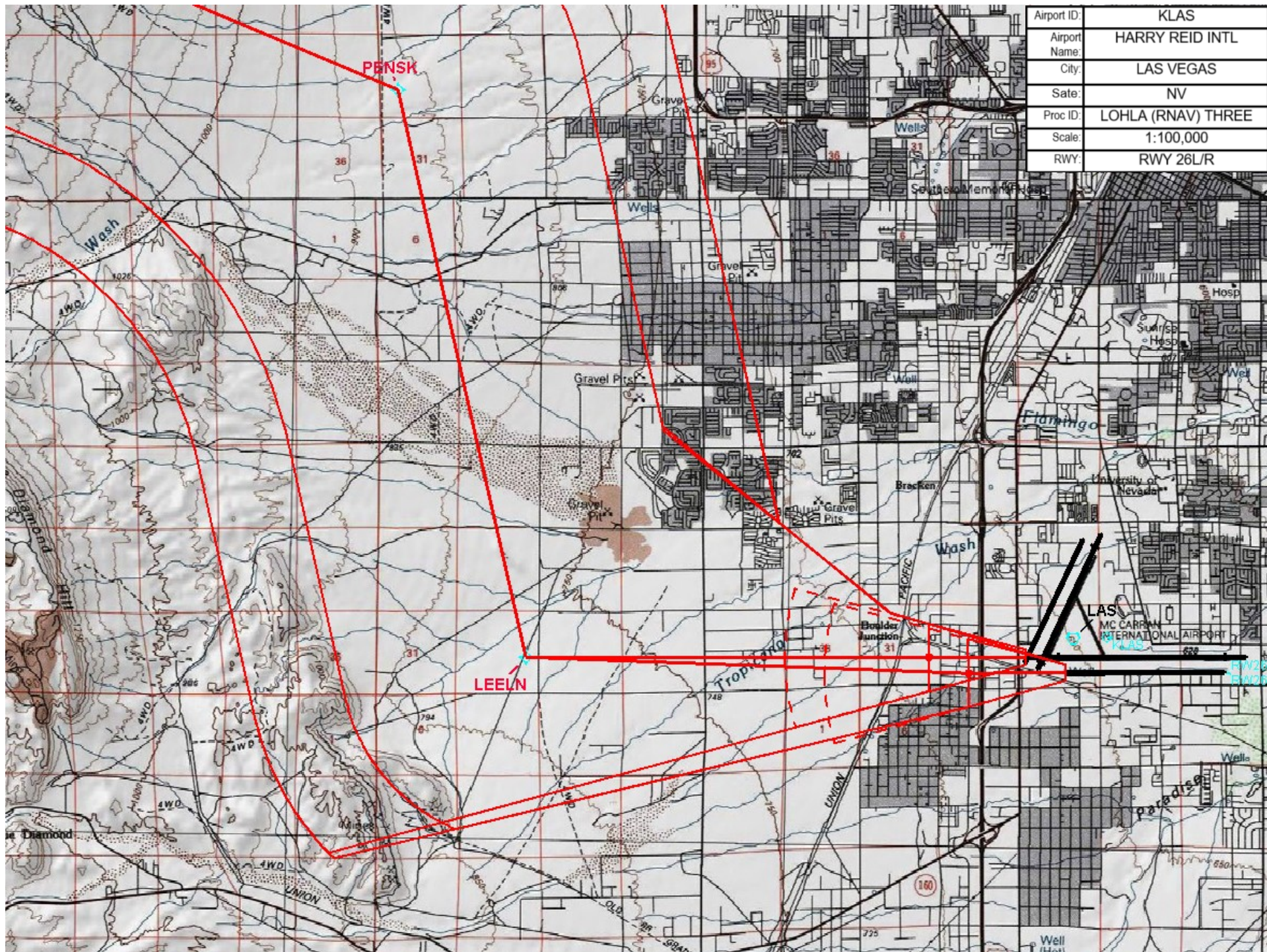
|               |                    |
|---------------|--------------------|
| Airport ID:   | KLAS               |
| Airport Name: | HARRY REID INTL    |
| City:         | LAS VEGAS          |
| State:        | NV                 |
| Proc ID:      | LOHLA (RNAV) THREE |
| Scale:        | 1:100,000          |
| RWY:          | RWY 19L/R          |







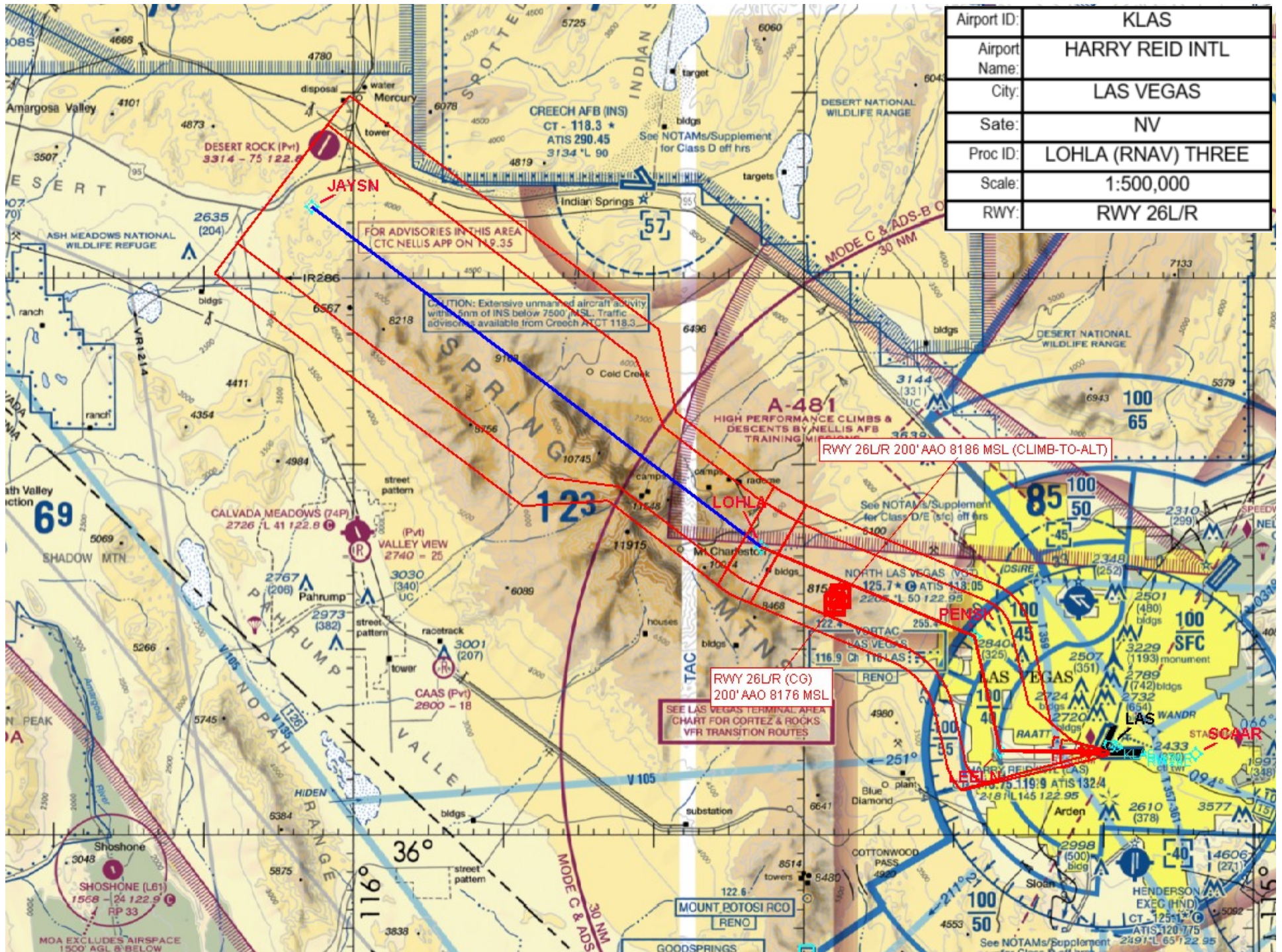




|               |                    |
|---------------|--------------------|
| Airport ID:   | KLAS               |
| Airport Name: | HARRY REID INTL    |
| City:         | LAS VEGAS          |
| State:        | NV                 |
| Proc ID:      | LOHLA (RNAV) THREE |
| Scale:        | 1:100,000          |
| RWY:          | RWY 26L/R          |



|               |                    |
|---------------|--------------------|
| Airport ID:   | KLAS               |
| Airport Name: | HARRY REID INTL    |
| City:         | LAS VEGAS          |
| State:        | NV                 |
| Proc ID:      | LOHLA (RNAV) THREE |
| Scale:        | 1:500,000          |
| RWY:          | RWY 26L/R          |





**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:** Harry Reid International Airport (KLAS), Las Vegas, Nevada, Henderson Executive Airport (KHND), Las Vegas, Nevada

Instrument Flight Procedure(s):

The Federal Aviation Administration (FAA) is proposing to amend thirteen flight procedures at KLAS and two flight procedures at KHND in Las Vegas, Nevada which qualify for an abbreviated environmental review. The proposed amendments include the following procedures summarized in Table 1.

| <b>Table 1. Summary of Proposed Flight Procedures</b> |                                     |                                                                              |
|-------------------------------------------------------|-------------------------------------|------------------------------------------------------------------------------|
| <b>Airport</b>                                        | <b>Procedure Type</b>               | <b>Proposed Procedure</b>                                                    |
| KLAS                                                  | Standard Instrument Departure (SID) | NIITZ THREE DEPARTURE (Area Navigation [RNAV])                               |
|                                                       |                                     | RASLR THREE DEPARTURE (RNAV)                                                 |
|                                                       |                                     | GIDGT TWO DEPARTURE (RNAV)                                                   |
|                                                       |                                     | RATPK THREE DEPARTURE (RNAV)                                                 |
|                                                       |                                     | LOHLA TWO DEPARTURE (RNAV)                                                   |
|                                                       | Standard Arrival (STAR)             | JAYSN TWO ARRIVAL (RNAV)                                                     |
|                                                       |                                     | CHOWW TWO ARRIVAL (RNAV)                                                     |
|                                                       |                                     | RKSTR TWO ARRIVAL (RNAV)                                                     |
|                                                       |                                     | RNDRZ TWO ARRIVAL (RNAV)                                                     |
|                                                       |                                     | CRESO FIVE ARRIVAL                                                           |
|                                                       |                                     | ISHEE TWO ARRIVAL                                                            |
|                                                       | Instrument Approach Procedure (IAP) | Instrument Landing System or Localizer (ILS OR LOC) Runway (RWY) 1 Left (1L) |
|                                                       |                                     | RNAV Global Positioning System (GPS) RWY 1 Right (1R)                        |
| KHND                                                  | SID                                 | SCAMR THREE DEPARTURE (RNAV)                                                 |
|                                                       | STAR                                | BOEGY TWO ARRIVAL (RNAV)                                                     |

The proposed amendments are described in Table 2. The purpose of the proposed amendments is to improve the separation of air traffic along these routes, make corrections to notes, and increase altitudes. None of the proposed amendments would change existing tracks, create new tracks, decrease altitude, or change concentration of aircraft on these tracks.

**DEPARTMENT OF TRANSPORTATION  
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Instrument Flight Procedures Environmental Processing Form**

**Table 2. Summary of Proposed Flight Procedure Amendments**

| <b>Proposed Procedure</b>                 | <b>Proposed Amendments</b>                                                                                                                                                             | <b>Basis for Determination</b>                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NIITZ<br>THREE<br>DEPARTURE<br>(RNAV)     | Change altitude restriction at TTONE to at or above (AOA) 8,000 feet (ft) mean sea level (MSL) (approximately [~] 5,100 ft above ground level (AGL) to segregate from KHND departures. | The procedure amendments would not alter the existing procedure track, and would increase the minimum allowable altitude at TTONE from 7,000 ft to 8,000 ft MSL.                                                                                                                                                                                                                                                                                                         |
|                                           | Altitude restriction at VIVVS changed from AOA 9,000 ft MSL (~5,700 ft AGL) to AOA 10,000 ft MSL (~6,700 ft AGL).                                                                      | The procedure amendment would increase the minimum allowable altitude at VIVVS by 1,000 ft.                                                                                                                                                                                                                                                                                                                                                                              |
| RASLR<br>THREE<br>DEPARTURE<br>(RNAV) SID | Change altitude restriction at TTONE to AOA 8,000 ft MSL (~5,100 ft AGL) to segregate from KHND departures.                                                                            | The procedure amendment would not alter the existing procedure track, and would increase the minimum allowable altitude at TTONE from 7,000 ft to 8,000 ft MSL.                                                                                                                                                                                                                                                                                                          |
|                                           | Altitude restriction at VIVVS changed from AOA 9,000 ft MSL (~5,700 ft AGL) to AOA 10,000 ft MSL (~6,700 ft AGL).                                                                      | The procedure amendment would increase the minimum allowable altitude at VIVVS by 1,000 ft.                                                                                                                                                                                                                                                                                                                                                                              |
| GIDGT TWO<br>DEPARTURE<br>(RNAV)          | Add altitude restriction at TTEAA of AOA 14,000 ft MSL (~12,300 ft AGL).                                                                                                               | The procedure amendments would not alter the existing procedure track, would restrict aircraft from flying lower than 14,000 ft MSL at TTEAA. The proposed altitude restriction at TTEAA would establish a minimum allowable altitude along this transition.                                                                                                                                                                                                             |
|                                           | Add altitude restriction at LEELN of at or below (AOB) 8,000 ft MSL (~5,500 ft AGL), to segregate from both waypoint COKTL and the KLAS RNDZR STAR.                                    | The existing procedure does not include an altitude restriction at LEELN. Climb gradients for various aircraft performance types were reviewed in TARGETS <sup>1</sup> , which shows the highest altitude for the best performing aircraft at LEELN would be 6,873 ft MSL, and the highest altitude for the poorest performing aircraft would be 5,842 MSL. Therefore, the proposed altitude restriction would not reduce the altitude of aircraft flying the procedure. |

<sup>1</sup> Terminal Area Route Generation Evaluation & Traffic Simulation (TARGETS) uses a publicly available, regularly maintained database containing extensive information on the National Airspace System (NAS) including airports, runways, fixes, navigational aids (Nav aids), and Special Use Airspace (SUA) data for procedure design and simulation.

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

**Table 2. Summary of Proposed Flight Procedure Amendments**

| <b>Proposed Procedure</b>             | <b>Proposed Amendments</b>                                                                                                   | <b>Basis for Determination</b>                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RATPK<br>THREE<br>DEPARTURE<br>(RNAV) | Delete KITTN transition as air traffic control (ATC) no longer needs this route.                                             | The procedure amendments would remove the KITTN transition from the procedure because it is no longer in use. The procedure track would otherwise remain unchanged.                                                                                                                                                                                                                                                                                           |
|                                       | Add altitude restriction at LEELN AOB 8,000 ft MSL (~5,500 ft AGL) to segregate from overhead arrival traffic.               | The existing procedure does not include an altitude restriction at LEELN. Climb gradients for various aircraft performance types were reviewed in TARGETS, which shows the highest altitude for the best performing aircraft at LEELN would be 6,873 ft MSL, and the highest altitude for the poorest performing aircraft would be 5,842 ft MSL. Therefore, the proposed altitude restriction would not reduce the altitude of aircraft flying the procedure. |
| LOHLA<br>TWO<br>DEPARTURE<br>(RNAV)   | Add altitude restriction at LEELN of AOB 8,000 ft (~5,500 ft AGL) MSL to segregate from the COKTL and RNDZR STARs.           | The existing procedure does not include an altitude restriction at LEELN. Climb gradients for various aircraft performance types were reviewed in TARGETS, which shows the highest altitude for the best performing aircraft at LEELN would be 6,873 ft MSL, and the highest altitude for the poorest performing aircraft would be 5,842 ft MSL. Therefore, the proposed altitude restriction would not reduce the altitude of aircraft flying the procedure. |
| JAYSN TWO<br>ARRIVAL<br>(RNAV)        | Change maximum altitude restriction at BAUMM to AOB 11,000 ft MSL (~7,785 ft AGL) to segregate from traffic on the RADYR SID | The proposed amendment would not alter the existing procedure track. Currently, aircraft at BAUMM are restricted to altitudes between 8,000 ft MSL and 12,000 ft MSL. The proposed restriction would reduce the maximum allowable altitude at BAUMM, but the minimum allowable altitude would not be affected.                                                                                                                                                |



**DEPARTMENT OF TRANSPORTATION  
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Instrument Flight Procedures Environmental Processing Form**

**Table 2. Summary of Proposed Flight Procedure Amendments**

| <b>Proposed Procedure</b>         | <b>Proposed Amendments</b>                                                                                                                                                                                 | <b>Basis for Determination</b>                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CHOWW<br>TWO<br>ARRIVAL<br>(RNAV) | Add restriction at JAIDE of between 10,000 ft MSL (~7,600 ft AGL) and 13,000 ft MSL (~10,600 ft AGL) to segregate aircraft from KHND departures.                                                           | The proposed amendments would not alter the existing procedure track. Currently, aircraft at JAIDE are restricted to altitudes between 8,000 ft MSL and 10,000 ft MSL. The proposed amendment would increase the minimum allowable altitude of aircraft at JAIDE by 2,000 ft, and would increase the maximum allowable altitude of aircraft at JAIDE by 3,000 ft. |
|                                   | Add new fix, MAHNA, west of JAIDE with an altitude restriction of AOA 9,000 ft MSL (~7,000 ft AGL) to segregate from NTNDO STAR at KHND.                                                                   | The proposed new fix MAHNA is located along the existing procedure track. Aircraft along this transition of the procedure from TUUTH to JAIDE are currently restricted to AOA 8,000 ft MSL. The proposed amendment would increase the minimum allowable altitude of aircraft at MAHNA by 1,000 ft.                                                                |
|                                   | Change altitude restriction at SACHL to between 10,000 ft MSL (~7,950 ft AGL) and 13,000 ft MSL (~10,950 ft AGL) to ensure arrivals remain in appropriate Terminal Radar Approach Control (TRACON) sector. | Currently, aircraft at SACHL are restricted to AOA 10,000 ft MSL with no maximum altitude restriction. The proposed amendment would establish a maximum allowable altitude at SACHL, but the minimum allowable altitude would not be affected.                                                                                                                    |
|                                   | Change altitude restriction at FELAA from AOA 8,500 ft MSL to between 8,500 ft MSL (~5,977 ft AGL) and 11,000 ft MSL (~8,477 ft AGL) to ensure arrivals remain within appropriate TRACON sector.           | Currently, aircraft at FELAA have a minimum altitude restriction of AOA 8,500 ft MSL with no maximum altitude restriction. The proposed amendment would establish a maximum allowable altitude at FELAA, but the minimum allowable altitude would not be affected.                                                                                                |

**DEPARTMENT OF TRANSPORTATION  
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Instrument Flight Procedures Environmental Processing Form**

**Table 2. Summary of Proposed Flight Procedure Amendments**

| <b>Proposed Procedure</b>               | <b>Proposed Amendments</b>                                                                                                                                                                       | <b>Basis for Determination</b>                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>RKSTR TWO<br/>ARRIVAL<br/>(RNAV)</b> | Change speed restriction at PEHTY from AT 280 knots indicated airspeed (KIAS) to AT 250 KIAS.                                                                                                    | The proposed amendments would not alter the existing procedure track. This amendment would only involve a speed restriction at PEHTY with no change in track, glideslope, or altitude.                                                                                                                                                                                                                                |
|                                         | Change altitude restriction at HUXLY to between 10,000 ft MSL (~ 8,000 ft AGL) and 13,000 ft MSL (~11,000 ft AGL) to segregate from propeller-driven departures.                                 | Currently, aircraft at HUXLY are restricted to AOA 10,000 ft MSL with no maximum altitude restriction. The proposed amendment would establish a maximum allowable altitude at HUXLY, but the minimum allowable altitude would not be affected.                                                                                                                                                                        |
|                                         | Add new fix, MAHNA, west of JAIDE with a restriction of AOA 9,000 ft MSL (~7,000 ft AGL) to segregate from the NTNDO STAR at KHND.                                                               | The proposed new fix MAHNA would be located along the existing procedure track. Aircraft along this transition of the procedure from TUUTH to JAIDE are currently restricted to AOA 8,000 ft MSL. The proposed amendment would increase the minimum allowable altitude of aircraft at MAHNA by 1,000 ft.                                                                                                              |
|                                         | Change altitude restriction at JAIDE to between 10,000 ft MSL (~7,600 ft AGL) and 13,000 ft MSL (~10,600 ft AGL), to segregate from KHND departures.                                             | Currently, aircraft at JAIDE are restricted to altitudes between 8,000 ft MSL and 10,000 ft MSL. The proposed amendment would increase the minimum allowable altitude of aircraft at JAIDE by 2,000 ft, and would increase the maximum allowable altitude of aircraft at JAIDE by 3,000 ft.                                                                                                                           |
|                                         | Add altitude restriction at HAYLN of AOB 9,000 ft MSL (~6,200 ft AGL) to segregate from the RASLR SID.                                                                                           | The proposed amendments would not alter the existing procedure track. Currently, there are no altitude restrictions at HAYLN. Aircraft along this transition of the procedure from HUXLY to FLYES or PRINO are currently restricted to AOA 10,000 ft MSL at HUXLY, and 8,000 ft MSL at FLYES or PRINO. The proposed altitude restriction would establish a minimum allowable altitude at HAYLN along this transition. |
|                                         | Change altitude restriction at FELAA from AOA 8,500 ft MSL to between 8,500 ft MSL (~5,977 ft AGL) and 11,000 ft MSL (~8,477 ft AGL) to ensure arrivals remain within appropriate TRACON sector. | Currently, aircraft at FELAA have a minimum altitude restriction of AOA 8,500 ft MSL with no maximum altitude restriction. The proposed amendment would establish a maximum allowable altitude at FELAA, but the minimum allowable altitude would not be affected.                                                                                                                                                    |

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**Table 2. Summary of Proposed Flight Procedure Amendments**

| <b>Proposed Procedure</b>         | <b>Proposed Amendments</b>                                                                                                                                                                                                                                                                                                                     | <b>Basis for Determination</b>                                                                                                                                                                                                                                                                                                         |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RNDRZ<br>TWO<br>ARRIVAL<br>(RNAV) | Change altitude restriction at RUMLY to between 10,000 ft MSL (~7,300 ft AGL) and 13,000 ft MSL (~10,300 ft AGL), to segregate from propeller-driven departures.                                                                                                                                                                               | The proposed amendments would not alter the existing procedure track. Currently, aircraft are restricted to a minimum altitude of 10,000 ft MSL at RUMLY with no maximum altitude restriction. The proposed amendment would establish a maximum allowable altitude at RUMLY, but the minimum allowable altitude would not be affected. |
|                                   | Change altitude restrictions at BAUMM to BETWEEN 8,600 ft MSL (~5,385 ft AGL) and 11,000 ft MSL (~7,785 ft AGL) for obstruction clearance, and to segregate from traffic on the RADYR SID                                                                                                                                                      | Currently, aircraft at BAUMM are restricted to altitudes between 8,000 ft MSL and 12,000 ft MSL. The proposed restriction would reduce the maximum allowable altitude at BAUMM by 1,000 feet, and would increase the minimum allowable altitude at BAUMM by 600 ft to meet new Minimum Obstruction Clearance Altitude (MOCA).          |
| CRESO FIVE<br>ARRIVAL             | Delete JOKUR fix; it is too similar to the JOHKR fix utilized on the KLAS JOHKR RNAV SID. Delete Chart note associated with JOKUR fix “TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect AT FL240”; Note not needed as CRESO will not be utilized for turbojets. Delete Chart note that states “TURBOJET VERTICAL NAVIGATION PLANNING”. | The removal of JOKUR fix from the procedure and the proposed changes to the Chart notes would not change the procedure track, glideslope, or altitude.                                                                                                                                                                                 |
|                                   | Remove Chart note “INFORMATION Expect 12000”. Note not needed as CRESO will not be utilized for Turbojets. Also delete chart note that says “expect WHIGG AT 12000”.                                                                                                                                                                           | The removal of these Chart notes from the procedure would not change the procedure track, glideslope, or altitude for the procedure.                                                                                                                                                                                                   |
| ISHEE TWO<br>ARRIVAL              | Change speed restriction at PEHTY to AT 250 KIAS to align with amendment being made to the RKSTR RNAV STAR.                                                                                                                                                                                                                                    | This amendment would only involve a speed restriction at PEHTY with no change in track, glideslope, or altitude.                                                                                                                                                                                                                       |

**DEPARTMENT OF TRANSPORTATION  
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Instrument Flight Procedures Environmental Processing Form**

**Table 2. Summary of Proposed Flight Procedure Amendments**

| <b>Proposed Procedure</b>             | <b>Proposed Amendments</b>                                                                                     | <b>Basis for Determination</b>                                                                                                                                                                            |
|---------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ILS OR LOC<br>RWY 1L                  | Change the altitude at ROAMN to a mandatory altitude of 8,000 ft MSL (~4,700 ft AGL).                          | Currently, aircraft at ROAMN are restricted to AOA 8,000 ft MSL with no maximum altitude restriction. The proposed amendment would require all aircraft at ROAMN to cross at an altitude of 8,000 ft MSL. |
|                                       | Add 210 KIAS maximum airspeed restriction at TRREY.                                                            | The proposed speed restriction at TRREY would not change the track, glideslope, or altitude of aircraft along the procedure.                                                                              |
| RNAV (GPS)<br>RWY 1R                  | Change the altitude at BUHLL to a mandatory altitude of 7,000 ft MSL (~4000 ft AGL).                           | Currently, aircraft at BUHLL are restricted to AOA 7,000 ft MSL with no maximum altitude restriction. The proposed amendment would require aircraft at BUHLL to cross at an altitude of 7,000 ft MSL.     |
| SCAMR<br>THREE<br>DEPARTURE<br>(RNAV) | Deleted KITTN transition as ATC no longer needs this route.                                                    | The procedure amendments would remove the KITTN transition from the procedure because it is no longer in use. The procedure track would otherwise remain unchanged.                                       |
| BOEGY<br>TWO<br>ARRIVAL<br>(RNAV)     | Changed speed restriction at BOEGY from at 250 KIAS to AOB 250 KIAS to accommodate lesser performing aircraft. | This amendment would only involve a speed restriction at BOEGY with no change in track, glideslope, or altitude.                                                                                          |

**Requestor Name and Phone Number:**

Houghton, Elizabeth (elizabeth.a.houghton@faa.gov) (206) 231-2272

Graham, Bob (Bob.CTR.Graham@faa.gov) (206) 231-2255

**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)

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☐ 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

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 and removal of NDB

**Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken**

**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.

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☐ 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:

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. These proposed amendments are considered independent utility. Based on the limited scope and nature of the amendments, cumulative impacts are not anticipated.

**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 Prepared By:

**REBECCA**

**SUE MCCORD**

Digitally signed by  
REBECCA SUE MCCORD  
Date: 2021.07.19 13:07:35  
-07'00'

Signed: \_\_\_\_\_

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

Environmental Specialist Concurrence/Reviewed By:

**EMILY L.**

**STURNFIELD**

Digitally signed by  
EMILY L. STURNFIELD  
Date: 2021.07.19  
13:13:57 -07'00'

Signed: \_\_\_\_\_

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