

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/07/2021	APWS Task ID: ABAF25567FCE4A25BE4CD8BF6A89D0DA	APWS Project ID: A006D4C9E76B4ECC8D51D33B553EB232
Procedure: RNAV (GPS) RWY 12 AMDT 1		Enroute: YES	Specialist: Schones, Christopher		Agreement Number:
Airport ID: S25			Airport City: WATFORD CITY		State: ND
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: PENDING DATA USED FOR KS25 AIRPORT AND RUNWAY AMEND PROCEDURES DUE TO NEW RWYS 12/30 CONSTRUCTION REPLACING THE EXISTING RWY 12/30.</p> <p>NEW FAC 115.63</p> <p>NEW CRC REMAINDER: A70EBEE3</p> <p>CONTACT: DONANLD LANIER (405) 954-8242</p>					



WATFORD CITY, NORTH DAKOTA

AL-9026 (FAA)

FIG

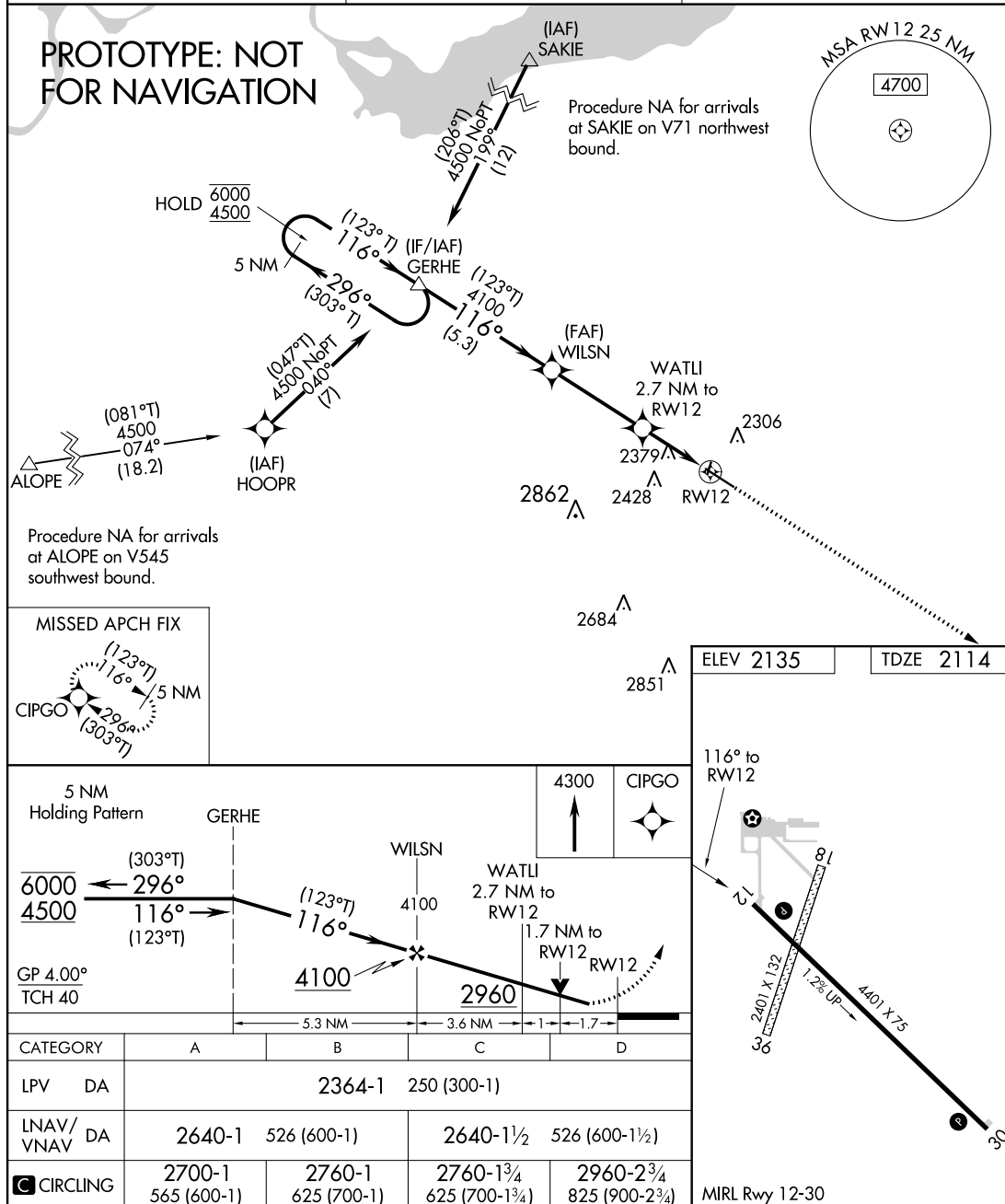
WAAS CH 70717 W12A	APP CRS 116°	Rwy Idg TDZE Apt Elev	5500 2114 2135
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RNAV (GPS) RWY 12

WATFORD CITY MUNI (S25)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4300 direct CIPGO and hold.
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AWOS-3 118.125	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
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AUTOMATED AL-9026 RNAV (GPS) RWY 12

NC-1

8 JUN 2021

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF DATE: FIG

WATFORD CITY, NORTH DAKOTA

WATFORD CITY MUNI (S25)

Amdt 1 FIG

47°48'N-103°15'W

RNAV (GPS) RWY 12

WAAS
CH **70717**
W12A

APP CRS
126°

Rwy Idg
TDZE
Apt Elev

4401
2090
2111

OLD

RNAV (GPS) RWY 12

WATFORD CITY MUNI (S25)

RNP APCH.

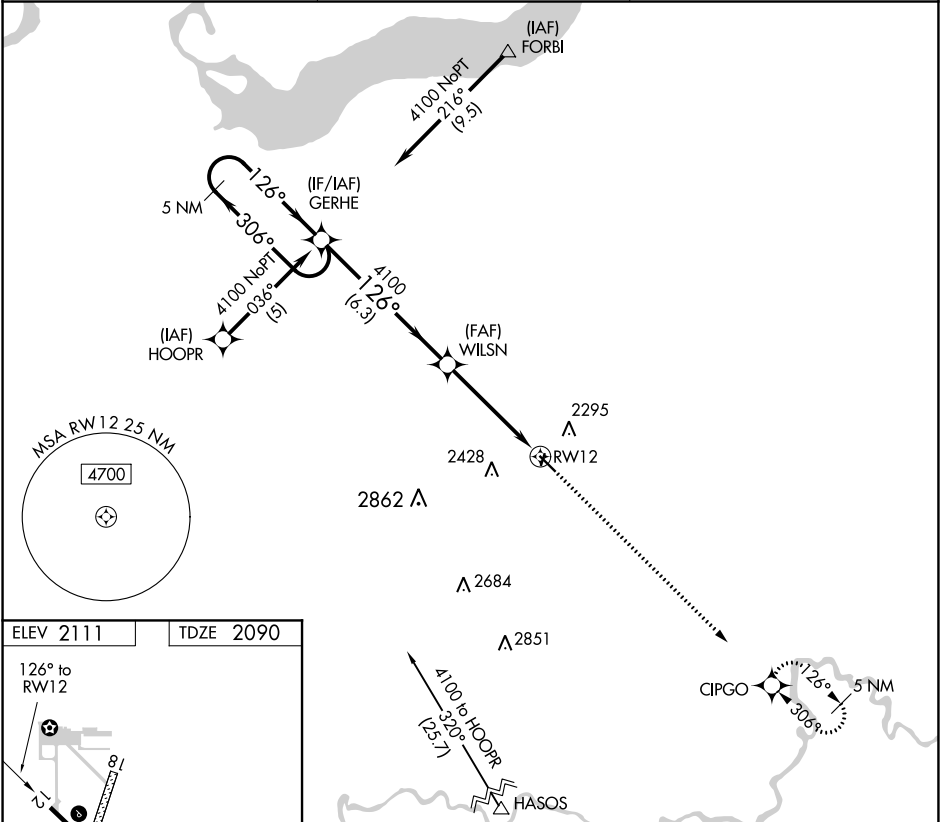
▼

NA

Rwy 12 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Williston Basin Intl altimeter setting and increase DA to 2537 feet and increase all visibilities 3⁄8 SM. Procedure NA at night.

MISSED APPROACH: Climb to 4200 direct CIPGO and hold.

AWOS-3 118.125	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
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ELEV 2111

TDZE 2090

126° to RWY 12

81

2401 X 122

1.2% UP

4401 X 75

30

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

4200

CIPGO

5 NM Holding Pattern

GERHE

WILSN

4100

306°

126°

4100

GP 4.00°

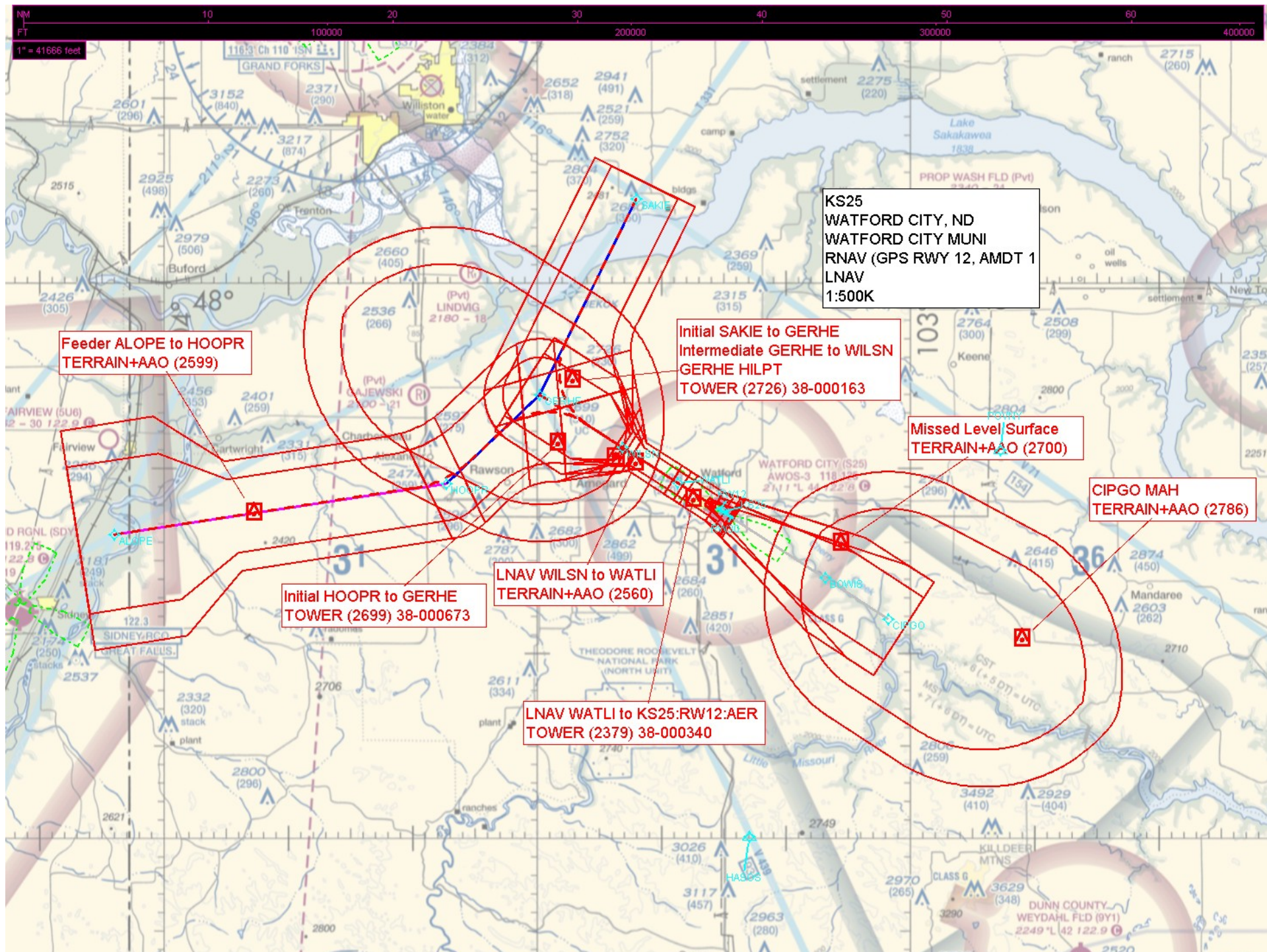
TCH 40

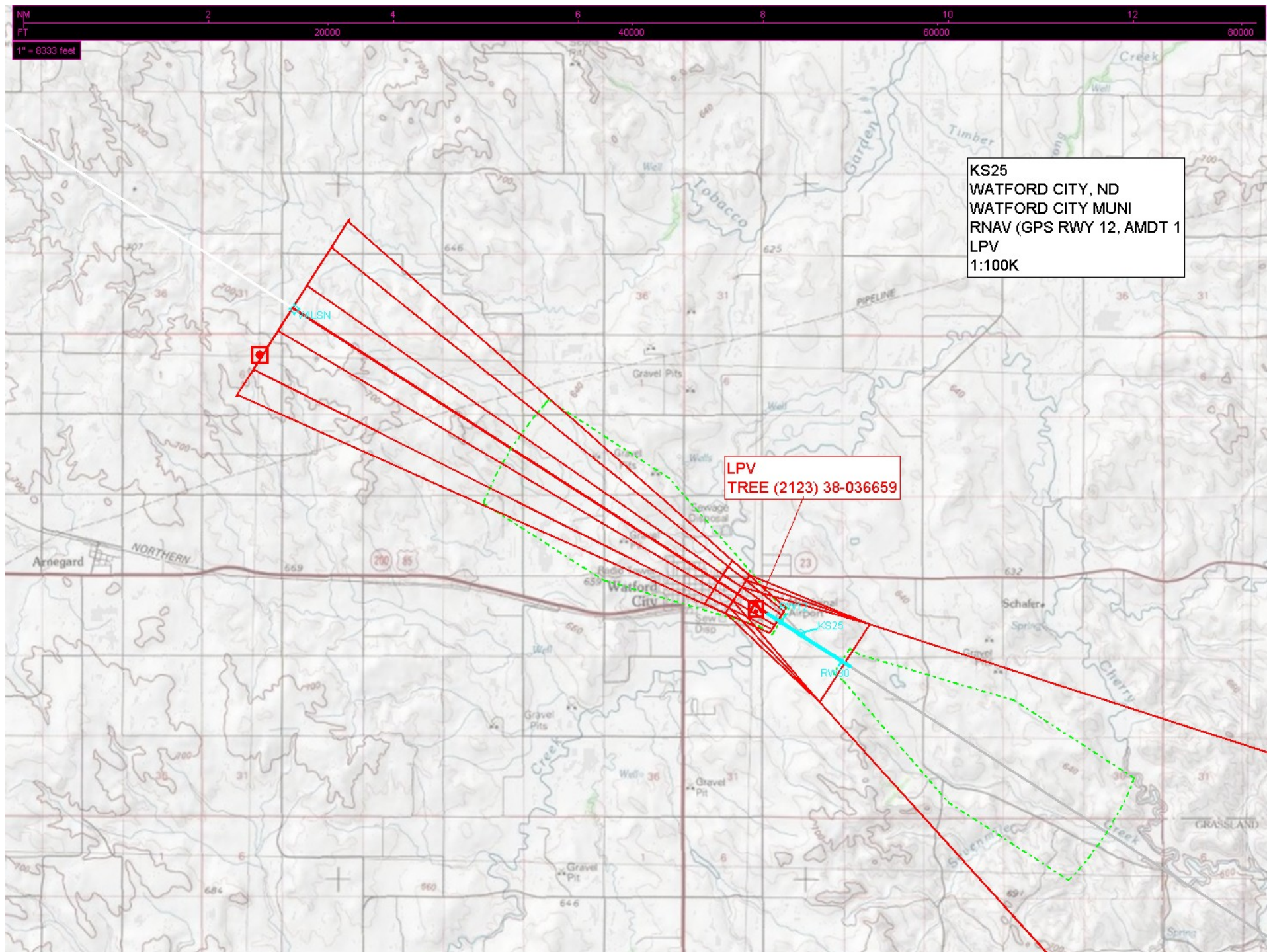
6.3 NM

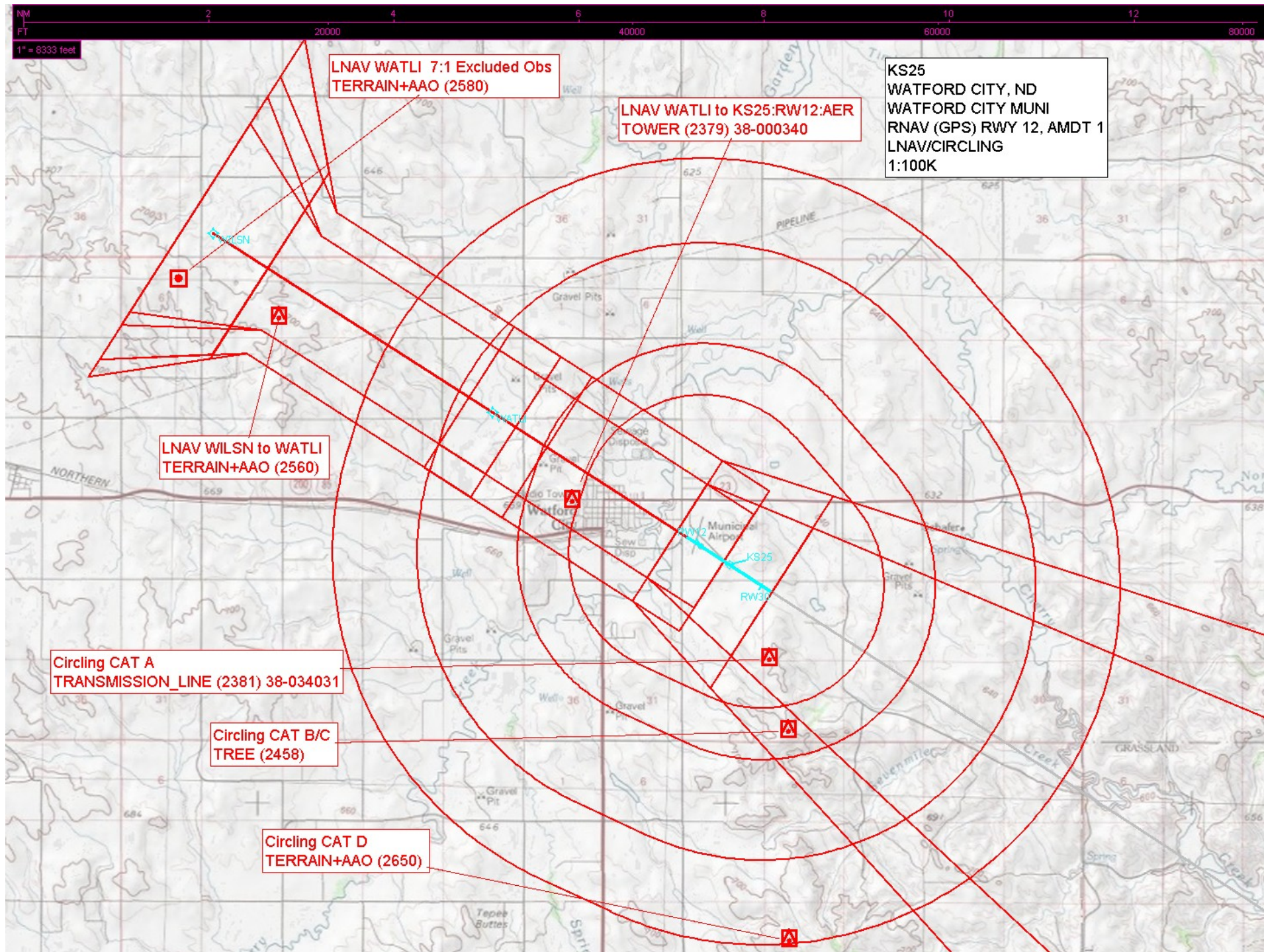
4.7 NM

RWY 12

CATEGORY	A	B	C	D
LPV DA	2424-1	334 (400-1)	NA	







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

**Watford City Municipal Airport (S25)
Watford City, ND**

Description of Action:

The Federal Aviation Administration (FAA) is proposing to remove the existing Instrument Flight Rules (IFR) procedures and implement three new procedures at Watford City Municipal Airport (S25) in Watford City, North Dakota. The proposed changes would include two area navigation (RNAV) global positioning system (GPS) procedures, one of which is due to the new location and extension of runway (RWY) 12/30 and two textual obstacle departure procedures (ODP) with changes to takeoff minimums (one from each end of the runway). The proposed project would amend flight procedures to support runway changes and magnetic variation (MAGVAR) updates. A change in runway location and length necessitated an evaluation and revision of the current instrument flight procedures associated with S25. RWY 12/30 would shift to the southwest by approximately 545 feet at its furthest point and would be lengthened by 1499 feet.

- RNAV (GPS) Runway (RWY) 12 (new)
- RNAV (GPS) RWY 30 (new)
- Diverse Departure Procedures (textual) (new)

The proposed procedure amendments and new procedures are necessary to guide aircraft to the new runway and to meet FAA criteria. The relocation and extension of RWY 12/30 and updating of the procedure to meet FAA criteria would allow the approach procedures to utilize the weather landing minimums, creating better access to the airport during periods of low visibility. The changes to the approach procedures are the result of a user request and a regulatory mandate as a result of relocating RWY 12/30.

Procedure	Proposed Procedure Details
RNAV(GPS) RWY 12 (new)	<ul style="list-style-type: none"> From the southwest, aircraft would join the procedure at the FEEDR 1* Waypoint (WP) at or above (AOA) 4,500 feet mean sea level (MSL) (approximately 2,598 feet above ground level [AGL]). Aircraft would proceed northeast to the INIT1* Initial Approach Fix (IAF), AOA 4,500 feet MSL (approximately 2,330 feet AGL) and proceed north-northeast to WP713* Intermediate Fix (IF), AOA 4,500 feet MSL (approximately 2,350 feet AGL). From the northeast, aircraft would join the procedure at the INIT2* IAF, AOA 4,500 feet MSL (approximately 2,300 feet AGL), and proceed south to WP713 IF. From WP713 IF, aircraft would proceed to PFAF3* Precision Final Approach Fix (PFAF), AOA 4,100 feet MSL (approximately 1,890 feet AGL), then to WP6* Step-Down Fix (SDF), AOA 2,900 feet MSL (approximately 806 feet AGL), and continue to land on RWY12 or execute a missed approach. Missed approach instructions: Climb to 4,300 feet direct to WP8* and hold.
RNAV (GPS) RWY 30 (new)	<ul style="list-style-type: none"> From the south, aircraft would join the procedure at HASOS WP, AOA 4,500 feet MSL (approximately 1,890 feet AGL). Aircraft would proceed northeast to WP8 IF AOA 4,300 feet MSL (approximately 2,170 feet AGL). From the north, aircraft would join the procedure at new location of POVNY IAF (1.2 NM SE of current location) AOA 4,100 feet MSL (approximately 2,170 feet AGL) and proceed south to WP8. From WP8 IF, aircraft would proceed west/northwest to PFAF* PFAF, AOA 4,100 feet MSL (approximately 2,170 feet AGL). Aircraft would continue on from PFAF to WP4* SDF, AOA 2,400 feet MSL (approximately 780 feet AGL) and continue to land on RWY 30 or execute a missed approach. Missed approach instructions: Climb to 4,500 feet direct to WP713 and hold
Diverse Departure Procedures (textual) (new)	<ul style="list-style-type: none"> A diverse departure allows a pilot to climb a range of courses from a runway until a known safe instrument altitude is reached. A known safe instrument altitude must be reached before reaching 25 nautical miles (NM) (or 46 NM in mountainous terrain). The standard climb gradient is 200 feet per NM. However, a higher climb gradient to a specific altitude is allowed to qualify for a diverse departure. At S25, a diverse departure is requested for both RWYs 12 and 30. Both runways offer omni-directional courses. RWY 12 would have a standard climb rate, and RWY 30 would require a climb gradient of 358 feet per NM to 2,600 MSL.

(*indicates name to be changed later)

A noise screening analysis was completed to assess potential impacts resulting from proposed air traffic actions at S25, using the Operations Test (Ops Test) in the Guidance for Noise Screening of Air Traffic Actions (December 2012) for this analysis. The Ops Test is a tool to help decide if further noise screening is required based on the number of operations at the airport of interest. FAA Order 1050.1F states that no noise analysis is needed for proposals involving Design Group I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the environmental review do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations). S25 averages 3 operations per day and therefore, falls below the threshold requiring further noise screening

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 FAA's Instrument Flight Procedures, Operations, and Airspace Analytics (IOAA) Tool was accessed 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 Manager Review/Concurrence

Signature: _____ Date: _____
Name: Brett Waddoups
Air Traffic Manager
Salt Lake City Air Route Traffic Control Center (ARTCC)

Concurrence by:

Service Area Environmental Specialist Review/Concurrence

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

Approval by:

Service Area Director Review/Concurrence, if necessary

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