

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/19/2022	APWS Task ID: AD70E863A6FF4D3FBBEDE19C2F52EC98	APWS Project ID: 502A22C7D9A847D79E44C3C868A39EAB
Procedure: ILS OR LOC RWY 21 AMDT 27		Enroute: YES	Specialist: Keefer, John		Agreement Number:
Airport ID: KPIH			Airport City: POCATELLO		State: ID
Facility ID: PIH	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: Contact John Denton (405) 954-9954. 03/01/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/30/21. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA.					

POCATELLO, IDAHO

AL-327 (FAA)

FIG

LOC/DME I-PIH 110.3 Chan 40	APP CRS 211°	Rwy Idg TDZE Apt Elev	9059 4452 4452
---	------------------------	-----------------------------	---

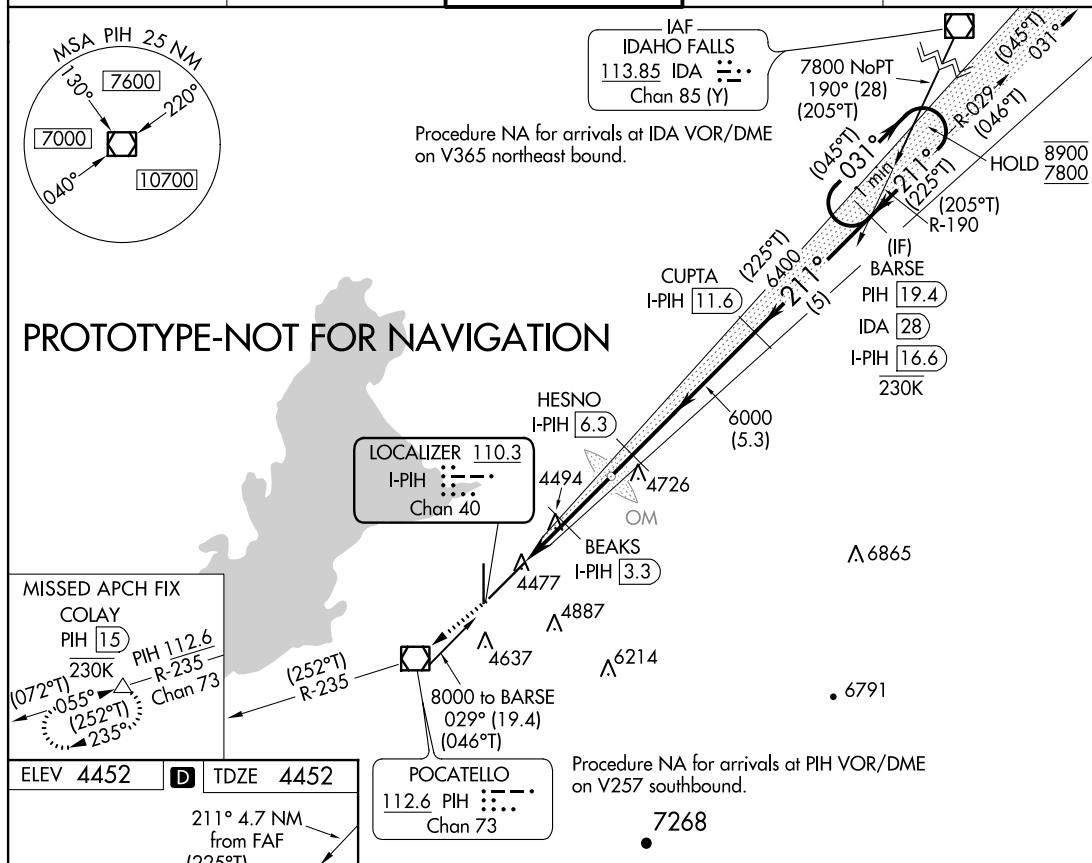
NEW FIG

ILS or LOC RWY 21

POCATELLO RGNL (PIH)

DME required.	MALSR	MISSED APPROACH: Climb to 7000 direct PIH VOR/DME and on PIH R-235 to COLAY/PIH 1.5 DME and hold, do not exceed 230K in holding pattern.
<p>⚠ Circling NA southeast of Rwy 3-21. For inop ALS, increase S-ILS-21 Cat E visibility to RVR 4000, S-LOC-21 Cat C/D/E to RVR 4500.</p> <p>*RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>		

ATIS 135.625	SALT LAKE CENTER 128.35 239.25	POCATELLO TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
------------------------	--	--	-------------------------	-------------------------



AUTOMATED AL-327 ILS or LOC RWY 21
AUTOMATED AL-327 ILS or LOC RWY 21

NW-1

12-20-21

COMPILER: HD

REVIEWER:

DBL CHKR:

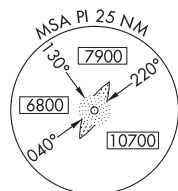
EFF: FIG

20198

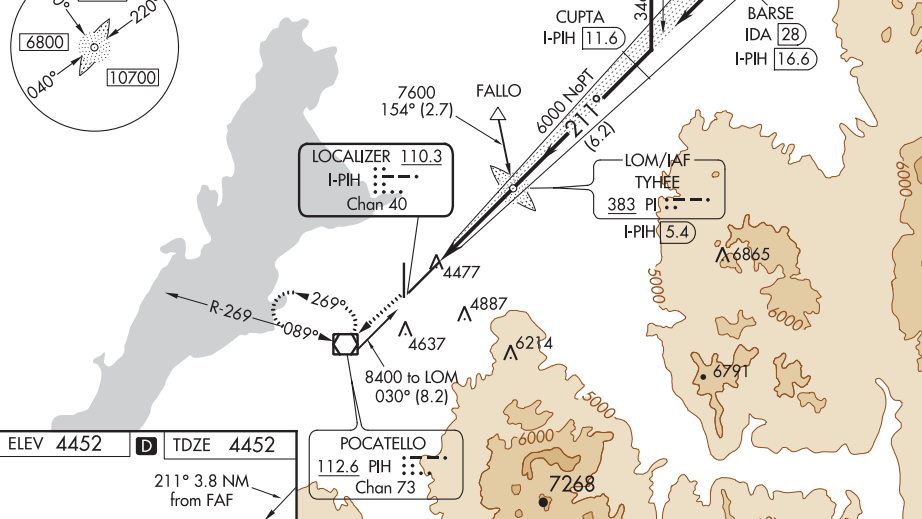
ILS or LOC RWY 21
POCATELLO RGNL (PIH)

MISSED APPROACH: Climb to 7400 direct PIH VOR/DME, continue climb via PIH VOR/DME R-269, then right turn direct PIH VOR/DME and hold

DME REQUIRED for IDA VOR/DME TRANSITION

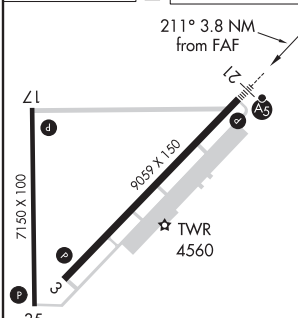


NW-1, 12 AUG 2021 to 09 SEP 2021



NW-1. 12 AUG 2021 to 09 SEP 2021

ELEV 4452	D	TDZE 4452
-----------	----------	-----------



HIRL Rwy 3-21 **L**
MIRL Rwy 17-35 **L**
REIL Rwy 3 and 17 **L**

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

7400

PIH

PIH R-269

PIH

TYHEE LOM *
I-PIH 5.4

*Procedure turn not authorized
for Cat E aircraft.
Remain
within 10 NM

031°

7600

211°

6000

GS 3.00°
TCH 56

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 52).

I-PIH 1.6

3.8 NM

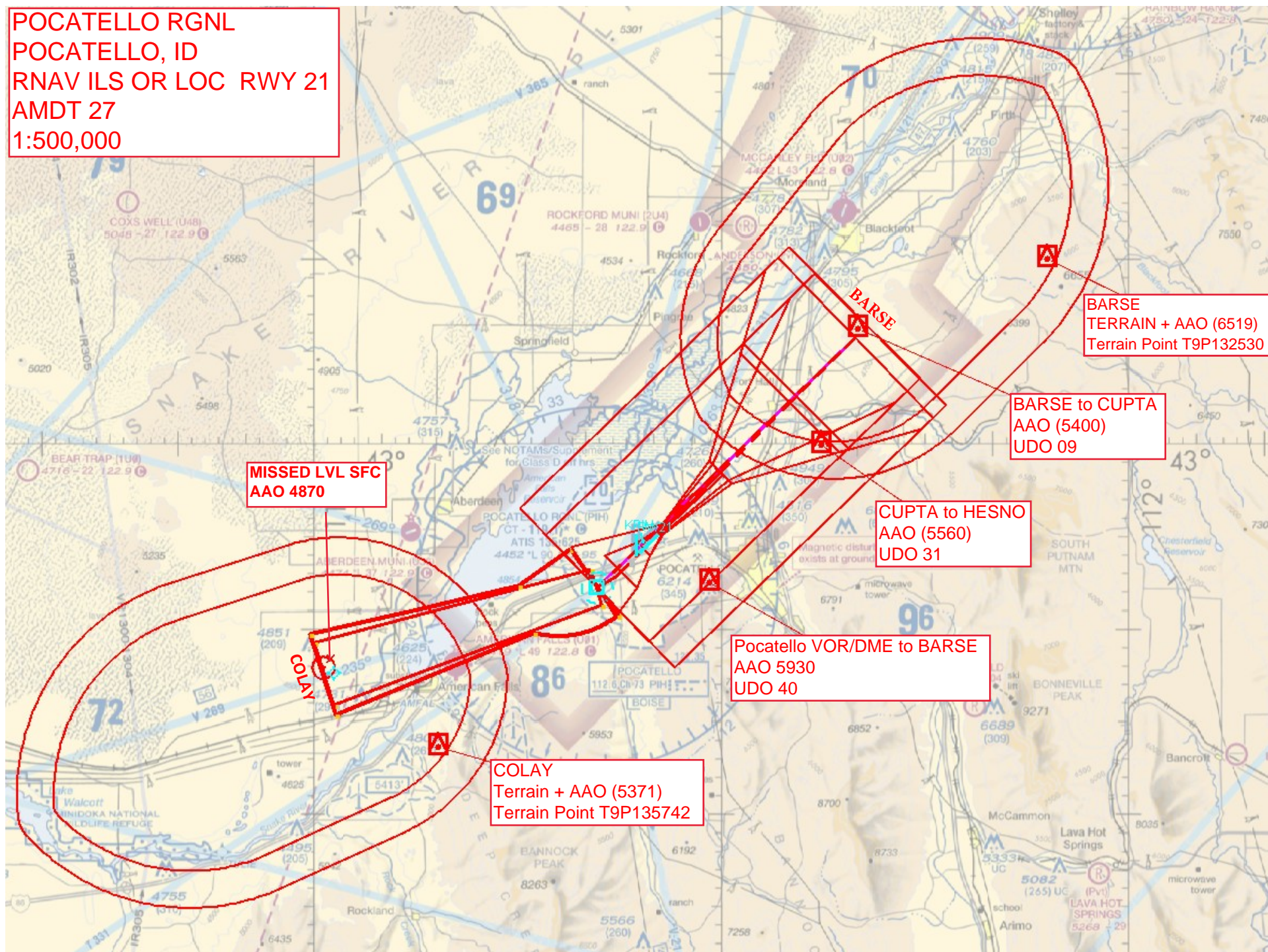
5715

Use I-PIH DME when on LOC course.

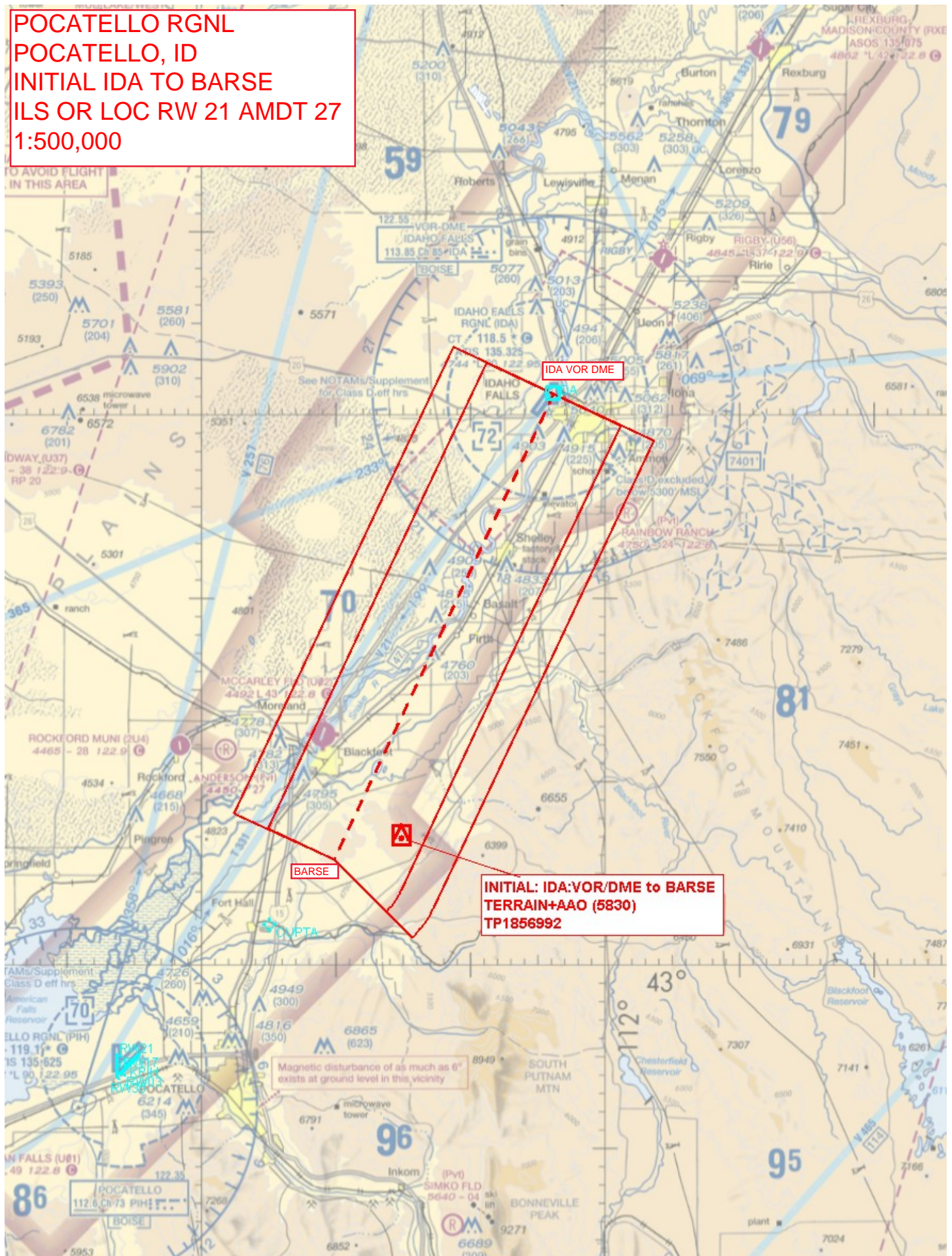
CATEGORY	A	B	C	D	E
S-ILS 21 #	4652/24 200 (200-½)				
S-LOC 21	4740/24 288 (300-½)			4740/40 288 (300-¾)	
CIRCLING	4820-1 368 (400-1)	4920-1 468 (500-1)	4920-1½ 468 (500-1½)	5020-2	568 (600-2)

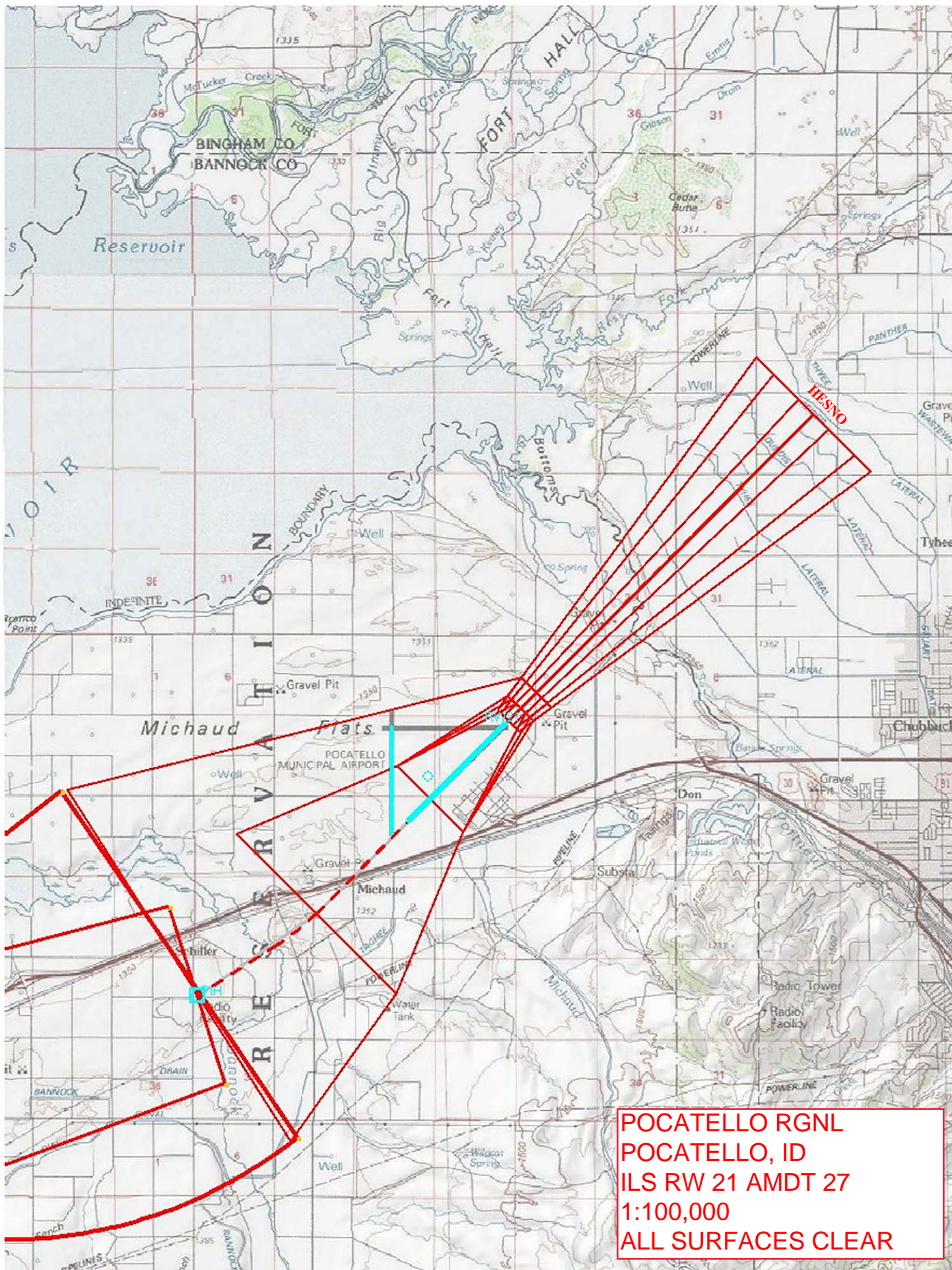
POCATELLO RGNL (PIH)
ILS or LOC RWY 21

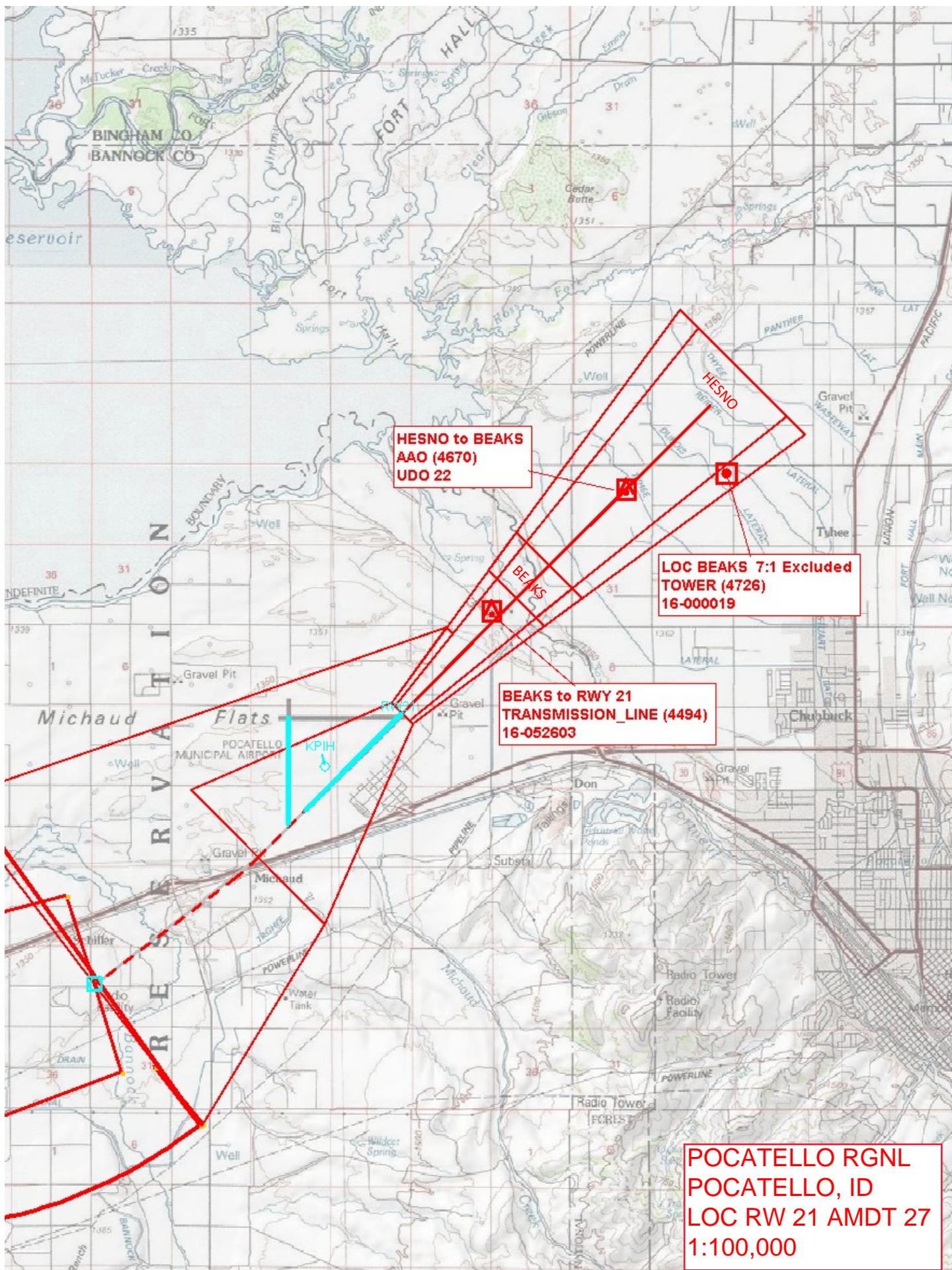
POCATELLO RGNL
POCATELLO, ID
RNAV ILS OR LOC RWY 21
AMDT 27
1:500,000

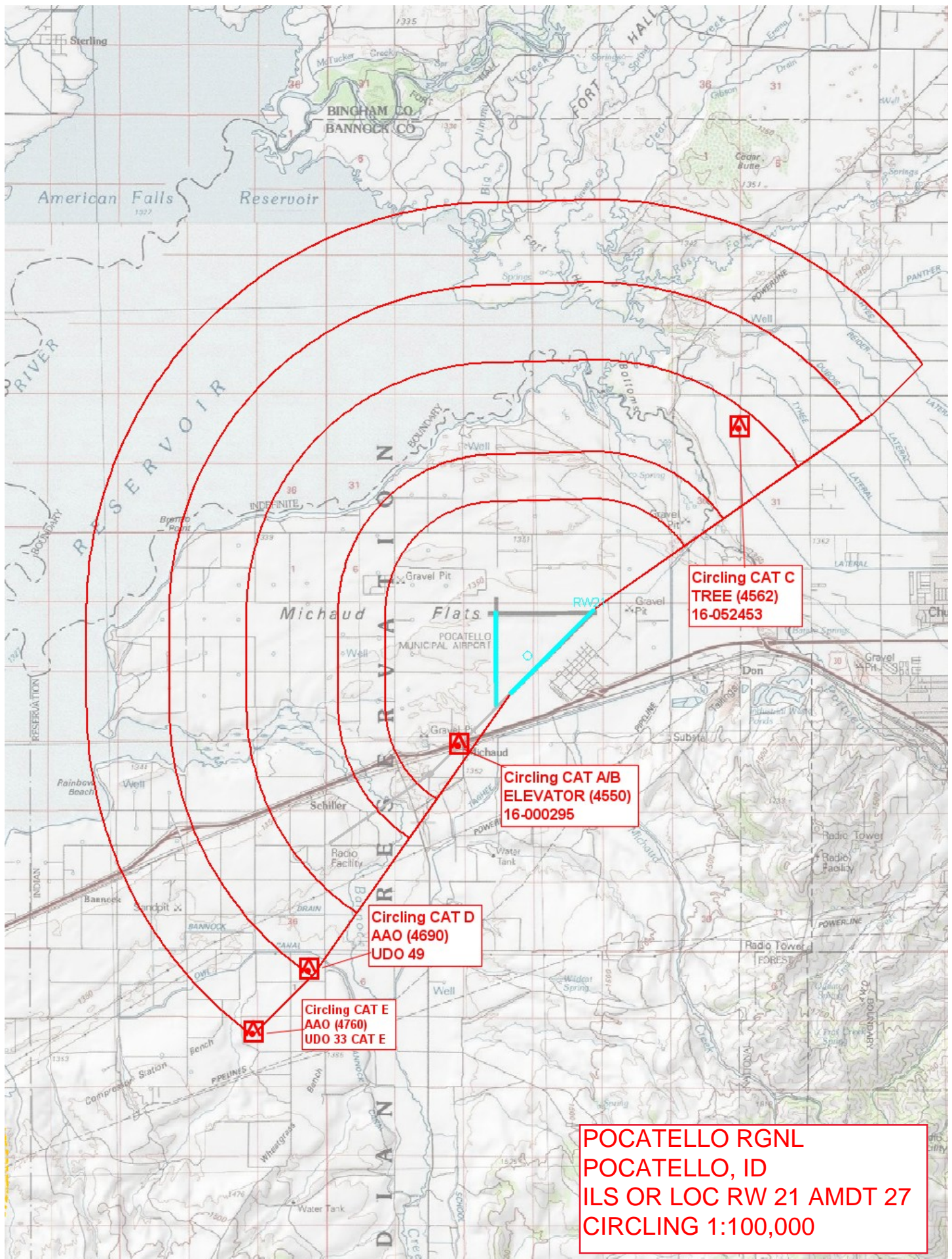


POCATELLO RGNL
POCATELLO, ID
INITIAL IDA TO BARSE
ILS OR LOC RW 21 AMDT 27
1:500,000









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

**Pocatello Regional Airport
Pocatello, Idaho**

**ILS OR LOC RWY 21
RNAV (GPS) RWY 21
RNAV (GPS) RWY 3**

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend three procedures at Pocatello Regional Airport (KPIH) as a result of decommissioning the TYHEE non-directional beacon (NDB). The Instrument Landing System (ILS) or Localizer (LOC) Runway (RWY) 21 approach procedure would be amended by removing the TYHEE NDB and adding a hold-in-lieu procedure turn (HILPT) at BARSE fix radial distance (FRD). The Area Navigation (RNAV) (Global Positioning System [GPS]) RWY 21 approach procedure would be amended by moving the precise final approach fix (PFAF) to match the new ILS or LOC RWY 21 PFAF location. RNAV (GPS) RWY 3 would remove the JANIN initial approach fix (IAF) and COLAY IAF.

Decommissioning the TYHEE NDB will result in cost savings, and amending the RNAV (GPS) RWY 3 approach procedure is the result of an air traffic control request to increase efficiency at the airport. The need for the proposed amendments is to address the TYHEE NDB decommissioning. The amendments are necessary to remove the NDB from the ILS or LOC RWY 21 procedure.

Procedure Name	Proposed Amendments
ILS OR LOC RWY 21	<ul style="list-style-type: none">• The NDB would be removed from the procedure and a HILPT at BARSE at or above (AOA) 7,800 feet (ft) mean sea level (MSL) (approximately [~]2,700 ft above ground level [AGL]) would be added.• The missed approach would change to read “Direct to PIH VOR/DME, then PIH radial 235 to COLAY at 7000.”
RNAV (GPS) RWY 21	<ul style="list-style-type: none">• The missed approach would change to read “Direct to PIH VOR/DME, then PIH radial 235 to COLAY at 7000.”• The PFAF would be relocated to match the ILS or LOC RWY 21 PFAF location and altitude of AOA 6,000 ft MSL (~1,550 ft AGL).
RNAV (GPS) RWY 3	<ul style="list-style-type: none">• COLAY IAF and holding instructions would be removed.• FREER intermediate fix (IF) would be added 8.17 nautical miles (NM) southwest of UNADE stepdown fix (SDF) with a crossing altitude AOA 9,400 ft MSL (~4,600 ft AGL) with a hold-in-lieu (HIL).• JALIK IAF would be added 26.58 NM west of FREER IF AOA 9,400 ft MSL (~5,200 ft AGL) and continue to FREER IF AOA 9,400 ft MSL (~4,600 ft AGL).• BETRE IAF would be added 35.74 NM northwest of FREER IF AOA 9,500 ft MSL (~4,950 ft AGL) and continue to FREER IF AOA 9,400 ft MSL (~4,600 ft AGL).

Figure 1. Proposed Procedures for KPIH

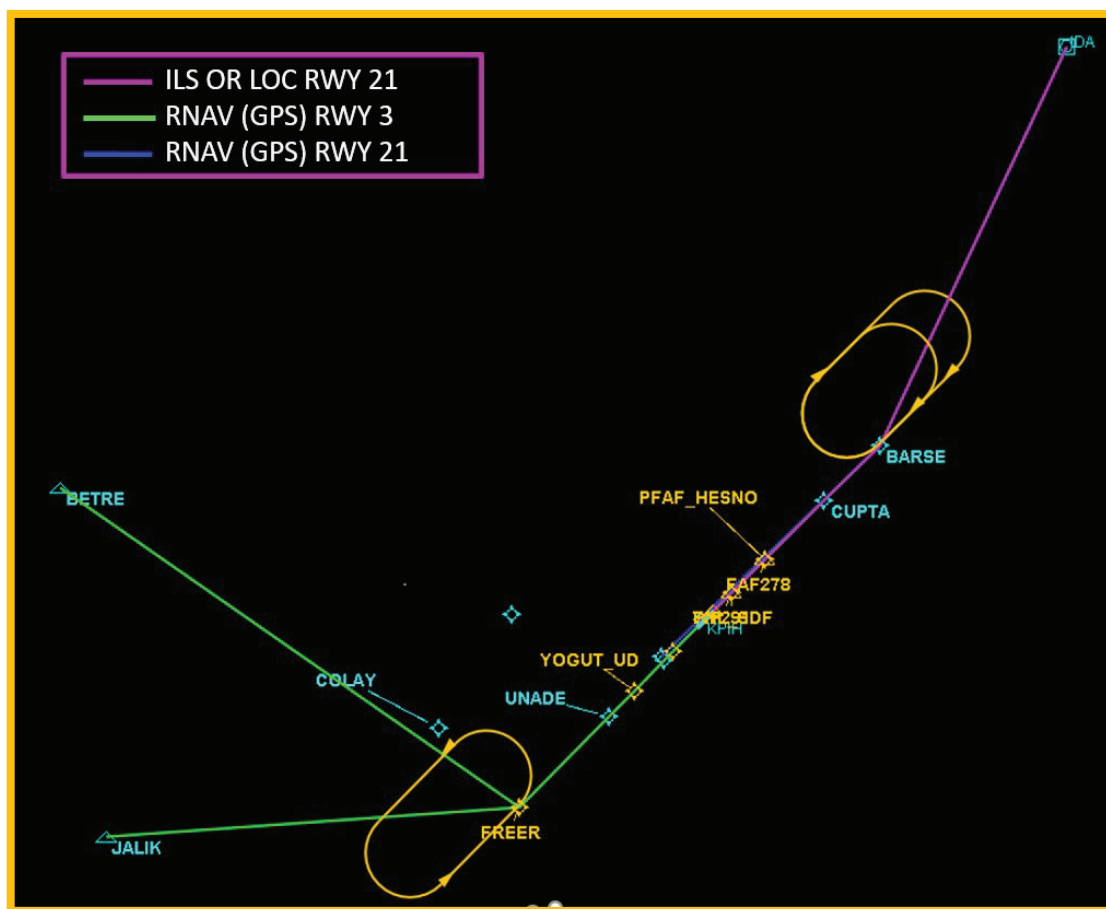


Figure 2. Proposed Action Overlain on Google Earth



The land use under the proposed action was evaluated to identify the presence of noise sensitive areas and assess the potential for noise impacts from the proposed amendments. In addition to noise sensitive areas, the land use under the proposed amendments was also evaluated for historical/cultural areas, critical biological areas, and Section 4(f) properties.

The FAA's Instrument Flight Procedures, Operations, and Airspace (IOAA) Tool¹ was accessed to obtain operational statistics at KPIH for one year of data (January 1–December 31, 2019), presented in Table 1.

Table 1. Runway Usage for KPIH

RWY USAGE	RWY COUNT DEPARTURES	RWY COUNT ARRIVALS	DEPARTURES PERCENT	ARRIVALS PERCENT
RWY 21	1,580	1,948	42.8	52.4
RWY 3	660	994	17.9	26.7

A search of fleet mix information for KPIH, accessed through AirNav.com, indicates the typical fleet mix as:

Aircraft based on the field:	48
Single-engine airplanes:	35
Multi-engine planes:	7
Jet Airlines:	5
Helicopters:	1

Aircraft operations:	Average 75/day*
Transient general aviation:	40%
Local general aviation:	30%
Air Taxi:	25%
Commercial:	4%
Military:	1%

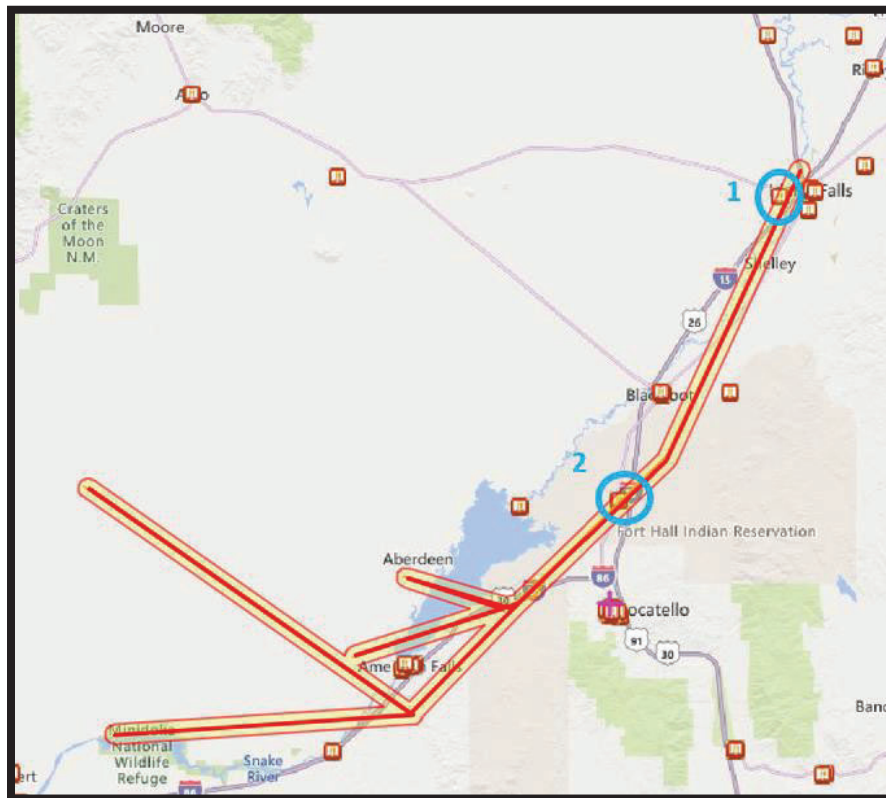
* For the 12-month period ending December 31, 2018.

A noise analysis was completed to assess potential impacts from a change in aircraft noise exposure resulting from the proposed action at KPIH. The Traffic Test (TRAF Test) was used in accordance with the *Guidance for Noise Screening of Air Traffic Actions* (December 2012) for this analysis. The TRAF Test was utilized to determine if the number of operations on a particular route or procedure is high enough to generate noise levels that exceed noise screening thresholds. The TRAF Test considers aircraft types, number of operations during a 24-hour period, and altitudes flown. Using these factors, the test determines the maximum number of operations allowable before further noise screening is required. The proposed action for KPIH passed the TRAF Test.

¹ FAA IOAA Tool. The Instrument Flight Procedure (IFP) Information Gateway is a communication tool the FAA uses to disseminate information about proposed changes to flight procedures to solicit comments from civil aviation organizations, affected military and civil air traffic control facilities, and airport owners and sponsors. The website is intended only for an aeronautical audience who can provide technical aeronautical comments. The website is not intended to fulfill obligations under the National Environmental Policy Act and/or other applicable environmental regulations, or to solicit comments about environmental impacts of proposed changes to flight procedures.

A search of the National Register of Historic Places (NRHP), accessed through NEPAassist, indicates two listed properties within the study area of the proposed action. The two properties closest to the location of the proposed flight paths were reviewed and found not to have a quiet setting as a characteristic that qualifies them for listing in the NRHP. Figure 3 shows the NRHP structures in relation to the proposed action.

Figure 3. Proposed Action Overlain on Google Earth with NRHP Structures Shown



Site ID	Name	NRIS No.	Level of Significance	Historic Significance
1	Oregon Short Line Railroad	84001019	Local	Architecture
2	New Sweden School	91001714	Local	Architecture Ethnic Heritage Exploration/Settlement

For this undertaking, no land acquisition, construction, or other ground disturbance would occur. Accordingly, there would be no direct effects on historic resources. Additionally, the FAA considered that certain historic sites might be potentially sensitive to effects of aircraft overflights that introduce visual or audible elements. The number of aircraft operations and aircraft fleet mix are not expected to change as a result of implementing the proposed action. Given civilian jet aircraft are currently overflying these areas and would continue to overfly these areas, the undertaking would not inherently have the potential to affect historic resources,

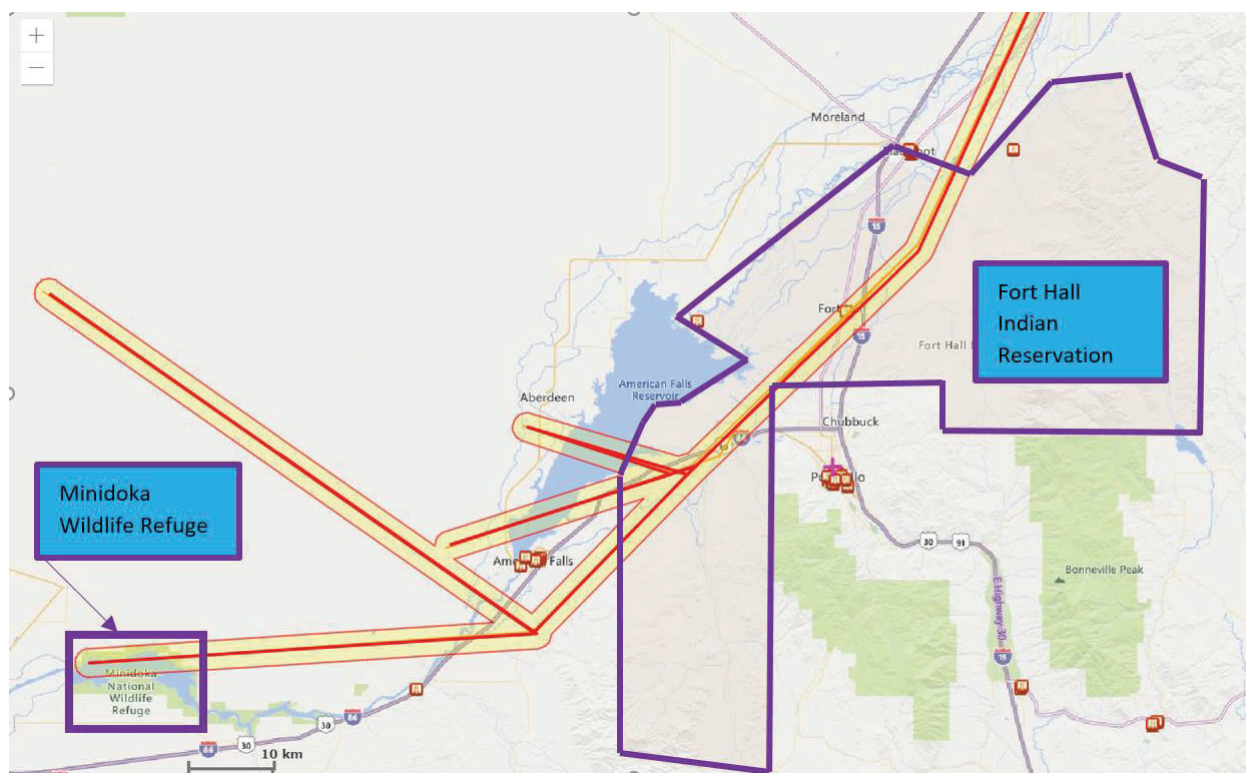
To determine if there are any potential biological impacts, a search was conducted using the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database.² The IPaC list of threatened and endangered species indicates 1 avian endangered species (Yellow-billed Cuckoo) and 15 migratory avian species within the proposed procedure study area. No bat species were located within the study area by the USFWS. The study area falls within the Pacific Flyway, which is a major north-south flyway for migratory birds. Every year, migratory birds travel some or all of this distance in spring and fall, following food sources, heading to breeding grounds, or traveling to overwintering sites. The proposed action is an air traffic action only. Based on the analysis of existing flight track data obtained from the Performance Data Analysis and Reporting System (PDARS), aircraft are currently overflying this area of the Pacific Flyway (see Figure 4).

The greatest potential for impacts to wildlife species would result from wildlife strikes on avian and bat species at altitudes below 3,000 feet AGL. Changes to flight paths under the proposed action would primarily occur at or above 13,000 feet AGL. Therefore, the proposed action is not anticipated to result in an impact to avian or bat species. The area is currently being overflown. The purpose and need of the proposed project is not to increase the number of air traffic operations into KPIH.

To determine whether the proposed project will have any effect on Section 4(f) properties, a Google Earth search was conducted. The search indicates the southwestern end of a proposed procedure overflies a portion of the Minidoka National Wildlife Refuge (see Figure 5). The Russ Freeman Park is also located within the study area. It is not anticipated there would be any impacts to resources protected under Section 4(f), as the study area is currently overflown by aircraft. In addition, the altitude of aircraft while overflying the Minidoka National Wildlife Refuge is approximately 5,200 feet AGL. This area averages approximately three flights per month.

² IPaC, <https://ecos.fws.gov/ipac/>, accessed March 07, 2021.

Figure 5. 4(f) Properties Overlain on Proposed Action



In addition, the analysis of potential noise impacts indicated no noise significance threshold criteria would be exceeded as a result of the proposed action. Furthermore, the proposed action does not involve land acquisition, physical disturbance, or construction activities—therefore, the FAA has concluded that the proposed action would not result in a constructive use of properties protected by Section 4(f).

Analyzing cumulative impacts is considered within geographic (spatial) and time (temporal) boundaries. Reasonably foreseeable future actions refer to projects that would likely be completed within the next five years and do not include those actions that are highly speculative or indefinite. The type of projects considered under the cumulative impact analysis is primarily limited to airfield projects, specifically projects that directly affect or involve runways and modifications to parallel taxiways (e.g., lengthening and/or widening). These types of projects may affect aircraft flight operations. A comprehensive search for the current Airport Master Plan (AMP) yielded no results. The KPIH AMP was reviewed for these potential cumulative effects. KPIH anticipates a growth rate of 1.2 to 2.5 percent between the years 2015 and 2030, as indicated by the AMP. Given this relatively slow growth rate over a fifteen year period, there are no anticipated cumulative effects. As noted earlier, the purpose and need of the proposed project is not to increase the number of air traffic operations into KPIH. The AMP can be found at <https://www.iflypocatello.com/news-and-public-information/master-plan>.

In accordance with FAA Order 1050.1F, Paragraph 5-2, regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring

further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures.” The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.


Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, “Procedures for Considering Environmental Impacts” and FAA Order 1050.1F.


The applicable categorical exclusion is:

5-6.5.i. - Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.


Recommended by:**Facility Manager Review/Concurrence**

Signature: BRETT L WADDOUPS  Digitally signed by BRETT L WADDOUPS
 Name: Brett Waddoups Date: 2021.06.10 06:02:19 -06'00'
Air Traffic Manager
Salt Lake City Air Route Traffic Control Center (ARTCC)

Concurrence by:**Western Service Area Environmental Specialist**

Signature: KAREN LYNN EVERITT  Digitally signed by KAREN LYNN EVERITT
 Name: Karen Everitt Date: 2021.06.10 11:31:30 -07'00'
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:**Western Service Area Director or Designee Approval**

Signature: BYRON G Y CHEW  Digitally signed by BYRON G Y CHEW
 Name: B. G. Chew Date: 2021.06.16 12:12:27 -07'00'
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2

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

**Pocatello Regional Airport
Pocatello, Idaho**

**ILS OR LOC RWY 21
RNAV (GPS) RWY 21
RNAV (GPS) RWY 3**

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend three procedures at Pocatello Regional Airport (KPIH) as a result of decommissioning the TYHEE non-directional beacon (NDB). The Instrument Landing System (ILS) or Localizer (LOC) Runway (RWY) 21 approach procedure would be amended by removing the TYHEE NDB and adding a hold-in-lieu procedure turn (HILPT) at BARSE fix radial distance (FRD). The Area Navigation (RNAV) (Global Positioning System [GPS]) RWY 21 approach procedure would be amended by moving the precise final approach fix (PFAF) to match the new ILS or LOC RWY 21 PFAF location. RNAV (GPS) RWY 3 would remove the JANIN initial approach fix (IAF) and COLAY IAF.

Decommissioning the TYHEE NDB will result in cost savings, and amending the RNAV (GPS) RWY 3 approach procedure is the result of an air traffic control request to increase efficiency at the airport. The need for the proposed amendments is to address the TYHEE NDB decommissioning. The amendments are necessary to remove the NDB from the ILS or LOC RWY 21 procedure.

Procedure Name	Proposed Amendments
ILS OR LOC RWY 21	<ul style="list-style-type: none">• The NDB would be removed from the procedure and a HILPT at BARSE at or above (AOA) 7,800 feet (ft) mean sea level (MSL) (approximately [~]2,700 ft above ground level [AGL]) would be added.• The missed approach would change to read “Direct to PIH VOR/DME, then PIH radial 235 to COLAY at 7000.”
RNAV (GPS) RWY 21	<ul style="list-style-type: none">• The missed approach would change to read “Direct to PIH VOR/DME, then PIH radial 235 to COLAY at 7000.”• The PFAF would be relocated to match the ILS or LOC RWY 21 PFAF location and altitude of AOA 6,000 ft MSL (~1,550 ft AGL).
RNAV (GPS) RWY 3	<ul style="list-style-type: none">• COLAY IAF and holding instructions would be removed.• FREER intermediate fix (IF) would be added 8.17 nautical miles (NM) southwest of UNADE stepdown fix (SDF) with a crossing altitude AOA 9,400 ft MSL (~4,600 ft AGL) with a hold-in-lieu (HIL).• JALIK IAF would be added 26.58 NM west of FREER IF AOA 9,400 ft MSL (~5,200 ft AGL) and continue to FREER IF AOA 9,400 ft MSL (~4,600 ft AGL).• BETRE IAF would be added 35.74 NM northwest of FREER IF AOA 9,500 ft MSL (~4,950 ft AGL) and continue to FREER IF AOA 9,400 ft MSL (~4,600 ft AGL).

Figure 1. Proposed Procedures for KPIH

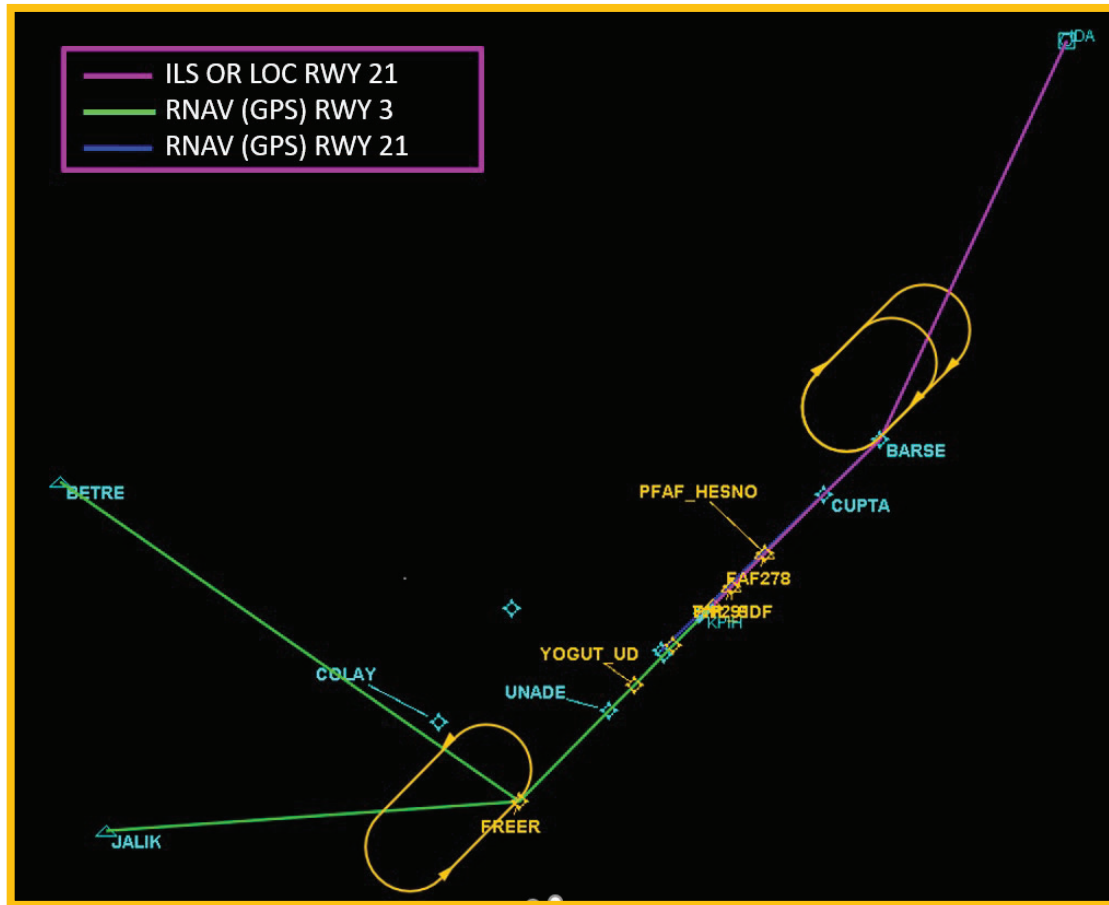


Figure 2. Proposed Action Overlain on Google Earth



The land use under the proposed action was evaluated to identify the presence of noise sensitive areas and assess the potential for noise impacts from the proposed amendments. In addition to noise sensitive areas, the land use under the proposed amendments was also evaluated for historical/cultural areas, critical biological areas, and Section 4(f) properties.

The FAA's Instrument Flight Procedures, Operations, and Airspace (IOAA) Tool¹ was accessed to obtain operational statistics at KPIH for one year of data (January 1–December 31, 2019), presented in Table 1.

Table 1. Runway Usage for KPIH

RWY USAGE	RWY COUNT DEPARTURES	RWY COUNT ARRIVALS	DEPARTURES PERCENT	ARRIVALS PERCENT
RWY 21	1,580	1,948	42.8	52.4
RWY 3	660	994	17.9	26.7

A search of fleet mix information for KPIH, accessed through AirNav.com, indicates the typical fleet mix as:

Aircraft based on the field:	48
Single-engine airplanes:	35
Multi-engine planes:	7
Jet Airlines:	5
Helicopters:	1

Aircraft operations:	Average 75/day*
Transient general aviation:	40%
Local general aviation:	30%
Air Taxi:	25%
Commercial:	4%
Military:	1%

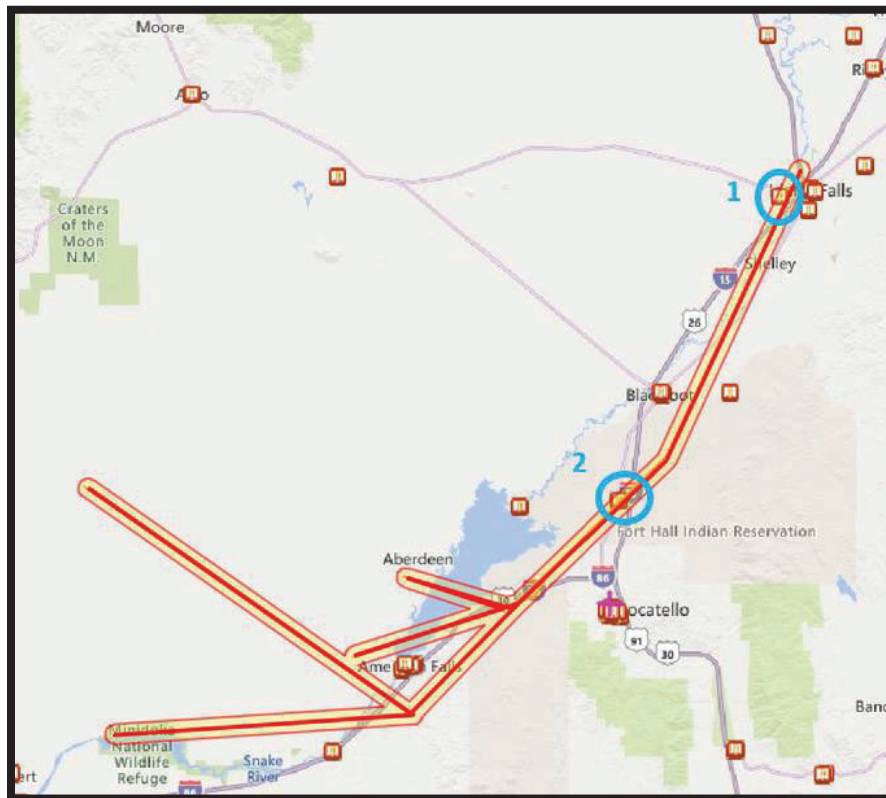
* For the 12-month period ending December 31, 2018.

A noise analysis was completed to assess potential impacts from a change in aircraft noise exposure resulting from the proposed action at KPIH. The Traffic Test (TRAF Test) was used in accordance with the *Guidance for Noise Screening of Air Traffic Actions* (December 2012) for this analysis. The TRAF Test was utilized to determine if the number of operations on a particular route or procedure is high enough to generate noise levels that exceed noise screening thresholds. The TRAF Test considers aircraft types, number of operations during a 24-hour period, and altitudes flown. Using these factors, the test determines the maximum number of operations allowable before further noise screening is required. The proposed action for KPIH passed the TRAF Test.

¹ FAA IOAA Tool. The Instrument Flight Procedure (IFP) Information Gateway is a communication tool the FAA uses to disseminate information about proposed changes to flight procedures to solicit comments from civil aviation organizations, affected military and civil air traffic control facilities, and airport owners and sponsors. The website is intended only for an aeronautical audience who can provide technical aeronautical comments. The website is not intended to fulfill obligations under the National Environmental Policy Act and/or other applicable environmental regulations, or to solicit comments about environmental impacts of proposed changes to flight procedures.

A search of the National Register of Historic Places (NRHP), accessed through NEPAassist, indicates two listed properties within the study area of the proposed action. The two properties closest to the location of the proposed flight paths were reviewed and found not to have a quiet setting as a characteristic that qualifies them for listing in the NRHP. Figure 3 shows the NRHP structures in relation to the proposed action.

Figure 3. Proposed Action Overlain on Google Earth with NRHP Structures Shown



Site ID	Name	NRIS No.	Level of Significance	Historic Significance
1	Oregon Short Line Railroad	84001019	Local	Architecture
2	New Sweden School	91001714	Local	Architecture Ethnic Heritage Exploration/Settlement

For this undertaking, no land acquisition, construction, or other ground disturbance would occur. Accordingly, there would be no direct effects on historic resources. Additionally, the FAA considered that certain historic sites might be potentially sensitive to effects of aircraft overflights that introduce visual or audible elements. The number of aircraft operations and aircraft fleet mix are not expected to change as a result of implementing the proposed action. Given civilian jet aircraft are currently overflying these areas and would continue to overfly these areas, the undertaking would not inherently have the potential to affect historic resources,

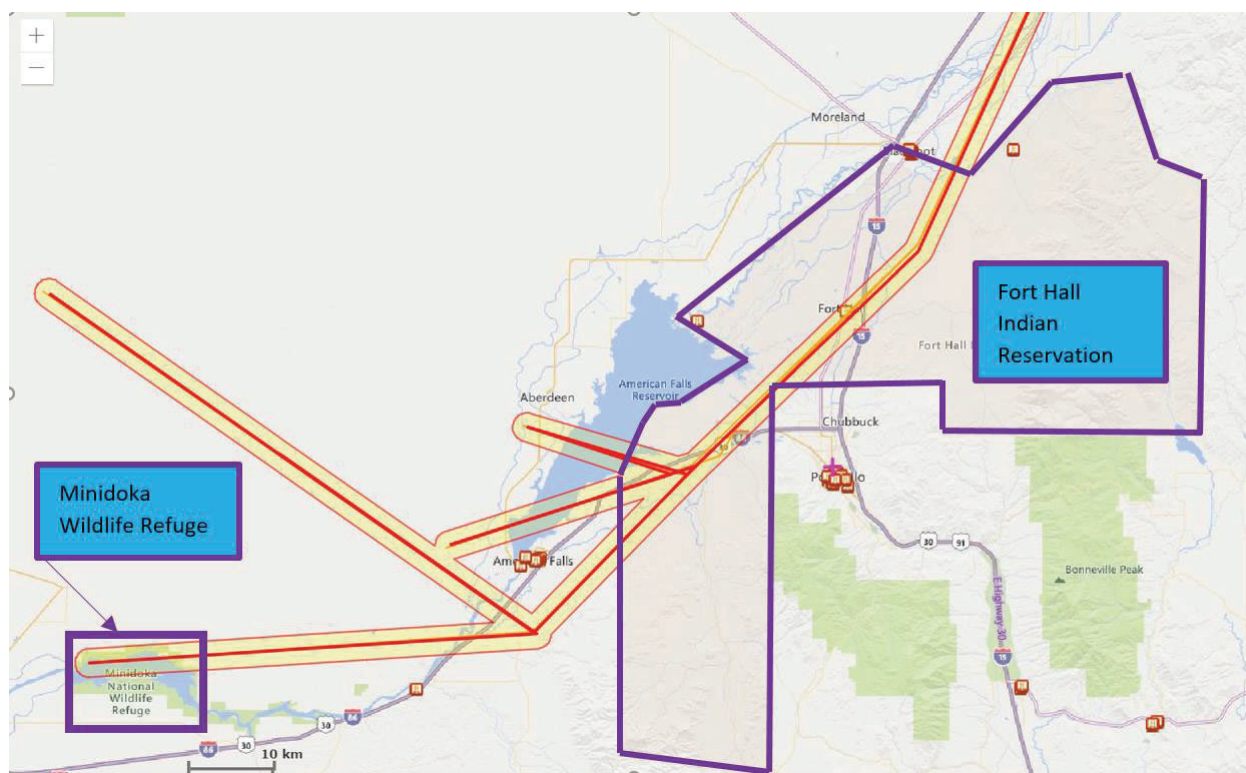
To determine if there are any potential biological impacts, a search was conducted using the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database.² The IPaC list of threatened and endangered species indicates 1 avian endangered species (Yellow-billed Cuckoo) and 15 migratory avian species within the proposed procedure study area. No bat species were located within the study area by the USFWS. The study area falls within the Pacific Flyway, which is a major north-south flyway for migratory birds. Every year, migratory birds travel some or all of this distance in spring and fall, following food sources, heading to breeding grounds, or traveling to overwintering sites. The proposed action is an air traffic action only. Based on the analysis of existing flight track data obtained from the Performance Data Analysis and Reporting System (PDARS), aircraft are currently overflying this area of the Pacific Flyway (see Figure 4).

The greatest potential for impacts to wildlife species would result from wildlife strikes on avian and bat species at altitudes below 3,000 feet AGL. Changes to flight paths under the proposed action would primarily occur at or above 13,000 feet AGL. Therefore, the proposed action is not anticipated to result in an impact to avian or bat species. The area is currently being overflown. The purpose and need of the proposed project is not to increase the number of air traffic operations into KPIH.

To determine whether the proposed project will have any effect on Section 4(f) properties, a Google Earth search was conducted. The search indicates the southwestern end of a proposed procedure overflies a portion of the Minidoka National Wildlife Refuge (see Figure 5). The Russ Freeman Park is also located within the study area. It is not anticipated there would be any impacts to resources protected under Section 4(f), as the study area is currently overflown by aircraft. In addition, the altitude of aircraft while overflying the Minidoka National Wildlife Refuge is approximately 5,200 feet AGL. This area averages approximately three flights per month.

² IPaC, <https://ecos.fws.gov/ipac/>, accessed March 07, 2021.

Figure 5. 4(f) Properties Overlain on Proposed Action



In addition, the analysis of potential noise impacts indicated no noise significance threshold criteria would be exceeded as a result of the proposed action. Furthermore, the proposed action does not involve land acquisition, physical disturbance, or construction activities—therefore, the FAA has concluded that the proposed action would not result in a constructive use of properties protected by Section 4(f).

Analyzing cumulative impacts is considered within geographic (spatial) and time (temporal) boundaries. Reasonably foreseeable future actions refer to projects that would likely be completed within the next five years and do not include those actions that are highly speculative or indefinite. The type of projects considered under the cumulative impact analysis is primarily limited to airfield projects, specifically projects that directly affect or involve runways and modifications to parallel taxiways (e.g., lengthening and/or widening). These types of projects may affect aircraft flight operations. A comprehensive search for the current Airport Master Plan (AMP) yielded no results. The KPIH AMP was reviewed for these potential cumulative effects. KPIH anticipates a growth rate of 1.2 to 2.5 percent between the years 2015 and 2030, as indicated by the AMP. Given this relatively slow growth rate over a fifteen year period, there are no anticipated cumulative effects. As noted earlier, the purpose and need of the proposed project is not to increase the number of air traffic operations into KPIH. The AMP can be found at <https://www.iflypocatello.com/news-and-public-information/master-plan>.

In accordance with FAA Order 1050.1F, Paragraph 5-2, regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring

further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures.” The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.


Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, “Procedures for Considering Environmental Impacts” and FAA Order 1050.1F.


The applicable categorical exclusion is:

5-6.5.i. - Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.


Recommended by:**Facility Manager Review/Concurrence**

Signature: BRETT L WADDOUPS  Digitally signed by BRETT L WADDOUPS
 Name: Brett Waddoups Date: 2021.06.10 06:02:19 -06'00'
Air Traffic Manager
Salt Lake City Air Route Traffic Control Center (ARTCC)

Concurrence by:**Western Service Area Environmental Specialist**

Signature: KAREN LYNN EVERITT  Digitally signed by KAREN LYNN EVERITT
 Name: Karen Everitt Date: 2021.06.10 11:31:30 -07'00'
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:**Western Service Area Director or Designee Approval**

Signature: BYRON G Y CHEW  Digitally signed by BYRON G Y CHEW
 Name: B. G. Chew Date: 2021.06.16 12:12:27 -07'00'
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2