

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/14/2022	APWS Task ID: B6EF567C7E40404BA8BC3EC9BEE2A81B	APWS Project ID: F408CF5E998849F99F667B0C1D0CA371
Procedure: RNAV (GPS) Z RWY 31L ORIG		Enroute: NO	Specialist: Dean, Kelly		Agreement Number:
Airport ID: KPSP			Airport City: PALM SPRINGS		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: APPROVAL LTR - VDA 0.3 GREATER THAN VGSI</p> <p>POC FOR THIS ACTION IS DON LANIER 405-954-8242</p> <p>5/16/2022 THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 11/29/2021 CHANGED REFERENCE PATH IDENTIFIER FROM R31A TO W31A. CHANGED CRC REMAINDER FROM CABE762E TO 4CEBE05E.</p>					

QUALITY
18
CHECKED

QUALITY
41
CHECKED

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) Z RWY 31L ORIG			AIRPORT NAME: PALM SPRINGS INTL		AIRPORT ID: KPSP	SPECIAL CONTROL NO: SG-11-106-21
FAC ID: KPSP31LZ		CITY: PALM SPRINGS			ST: CA	ORIG CHART DATE: 03/24/2022
DFL TYPE: PROC/W	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE:	
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 11/19/2021	CREW #: VN234	N #: N75	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: daniel c favorite @ 11/19/2021 18:09			PRINTED NAME: FAVORITE, DANIEL CHARLES			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: All legs flown Sat. LNAV VDA Sat.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

WAAS CH 50244 R31A	APP CRS 300°	Rwy Idg TDZE Apt Elev	8500 429 476
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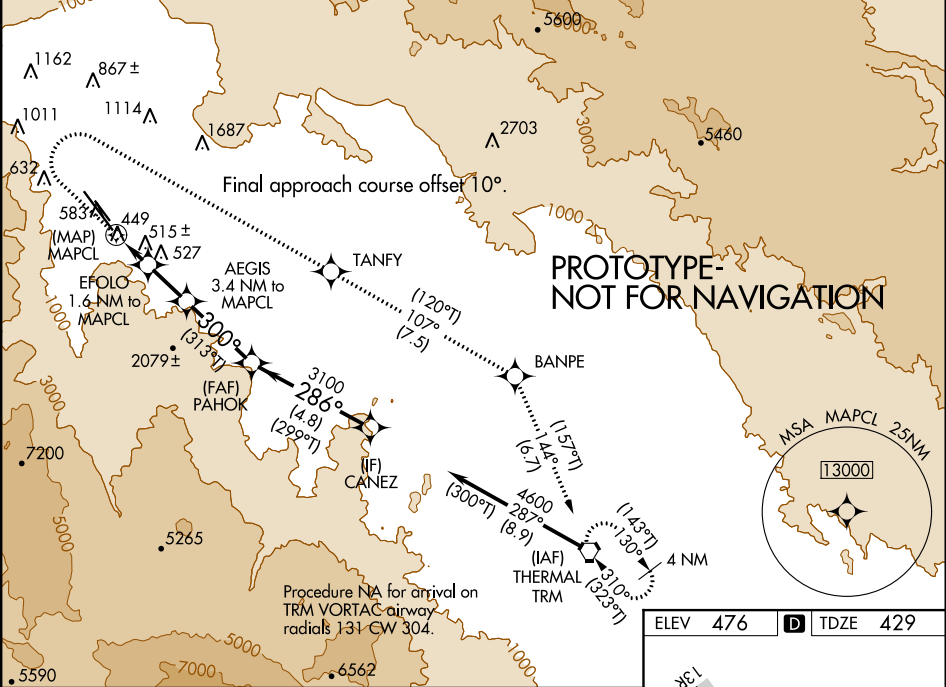
RNAV (GPS) Z RWY 31L

PALM SPRINGS INTL (PSP)

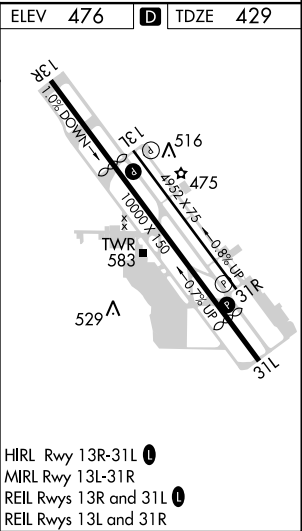
RNP APCH - GPS.
<div><div>▼</div><div>▲</div></div> Circling NA southwest of Rwy 13R-31L.

MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct TANFY and track 107° to BANPE and track 144° to TRM VORTAC and hold.
Missed approach requires minimum climb of 355 feet per NM to 2100.

ATIS 124.65	SOCAL APP CON ★ 126.7 370.95 135.275 251.1	PALM SPRINGS TOWER ★ 119.7 (CTAF) 377.05	GND CON 121.9	CLNC DEL 128.35	UNICOM 122.95
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	900	4000	TANFY	tr 107°	BANPE	tr 144°	TRM
CANEZ	4600	286°	PAHOK	3100	1920	1220	
	4.8 NM	3.2 NM	1.9 NM	1.6			
CATEGORY	A	B	C	D			
LP MDA	700-1 271 (300-1)	780-1 351 (400-1)	1320-2½	891 (900-2½)			
LNAV MDA#		780-1 351 (400-1)					
LNAV MDA	920-1 491 (500-1)	1180-1¼ 751 (800-1¼)	1440-3	1011 (1000-3)			
CIRCLING	920-1 444 (500-1)	1180-1¼ 704 (800-1¼)	1440-3 964 (1000-3)	1760-3 1284 (1300-3)			





Federal Aviation Administration

Memorandum

Date:

To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group

From: Julie Morgan, Manager, Team 1, AJV-A41

Subject: Approval Request: PALM SPRINGS INTL (KPSP), RNAV (GPS) Z RWY 31L

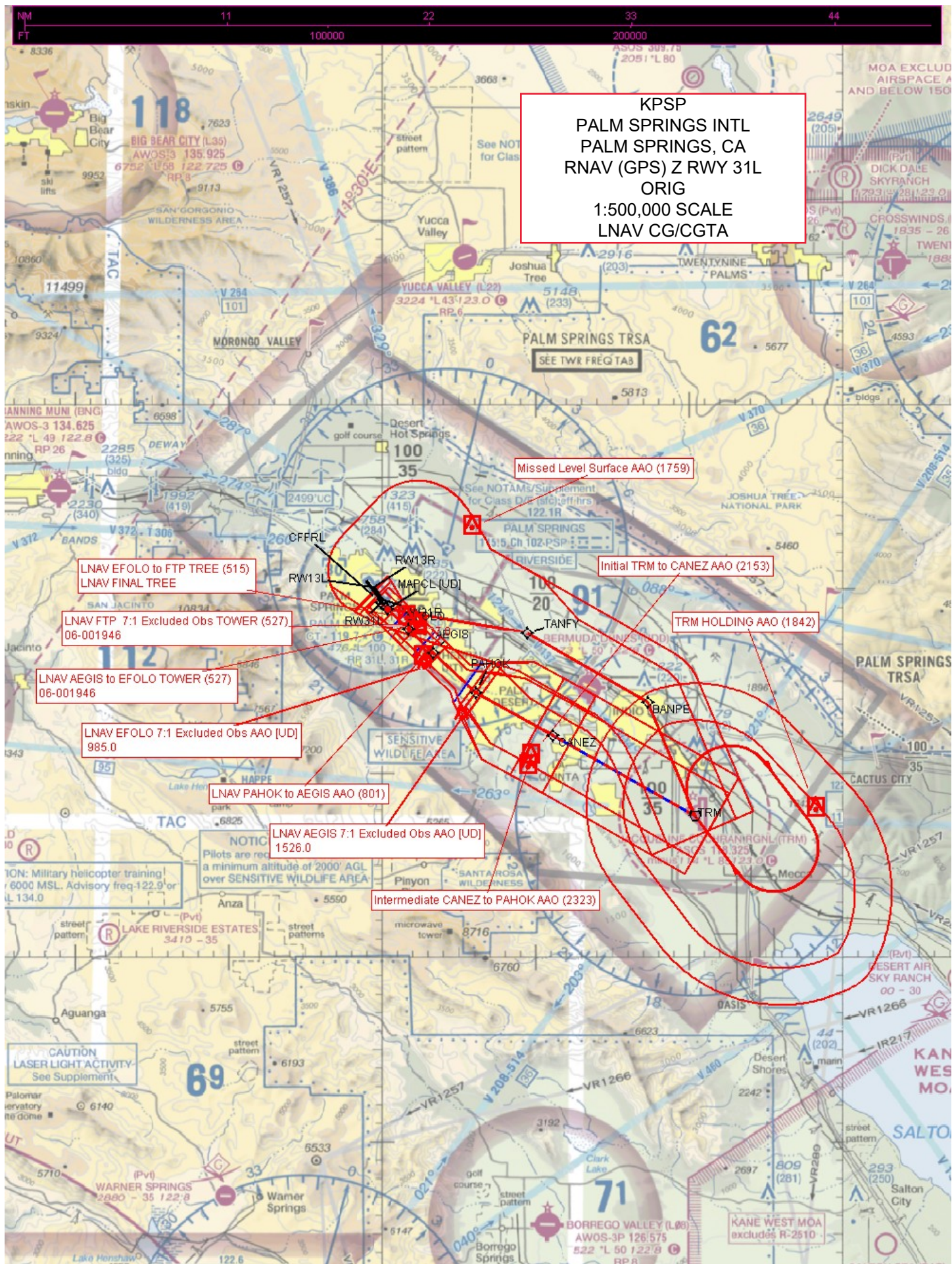
RNAV (GPS) Z RWY 31L
PALM SPRINGS INTL PALM SPRINGS CA (KPSP)

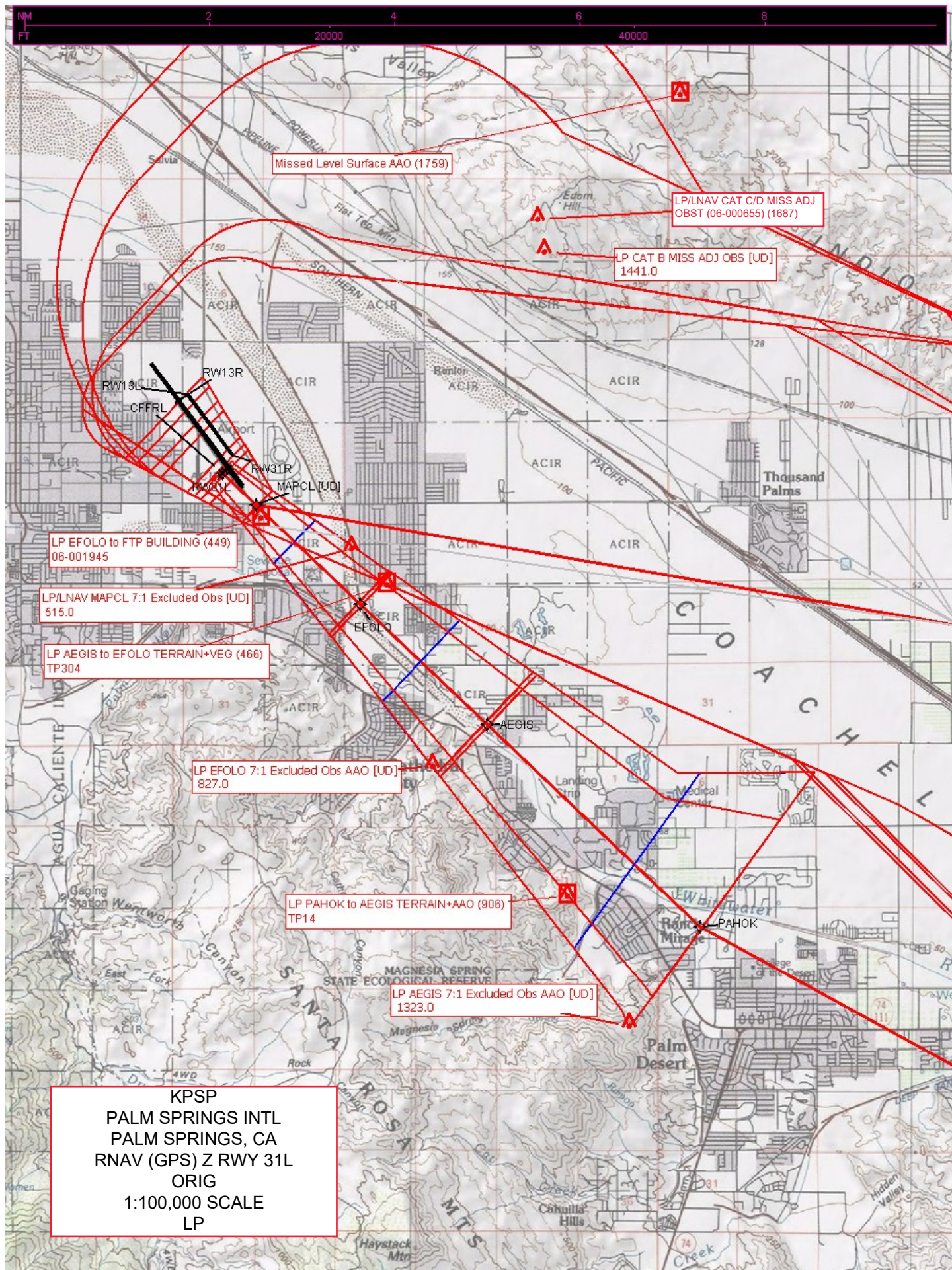
FAAO 8260.3E, PARA 2-6-2a Approval is required to establish a GPA or a VDA (of a procedure where the FAC is straight-in aligned) that is more than 0.20 degrees greater than the glidepath angle of a visual glide slope indicator (VGSI) installed on the same runway.

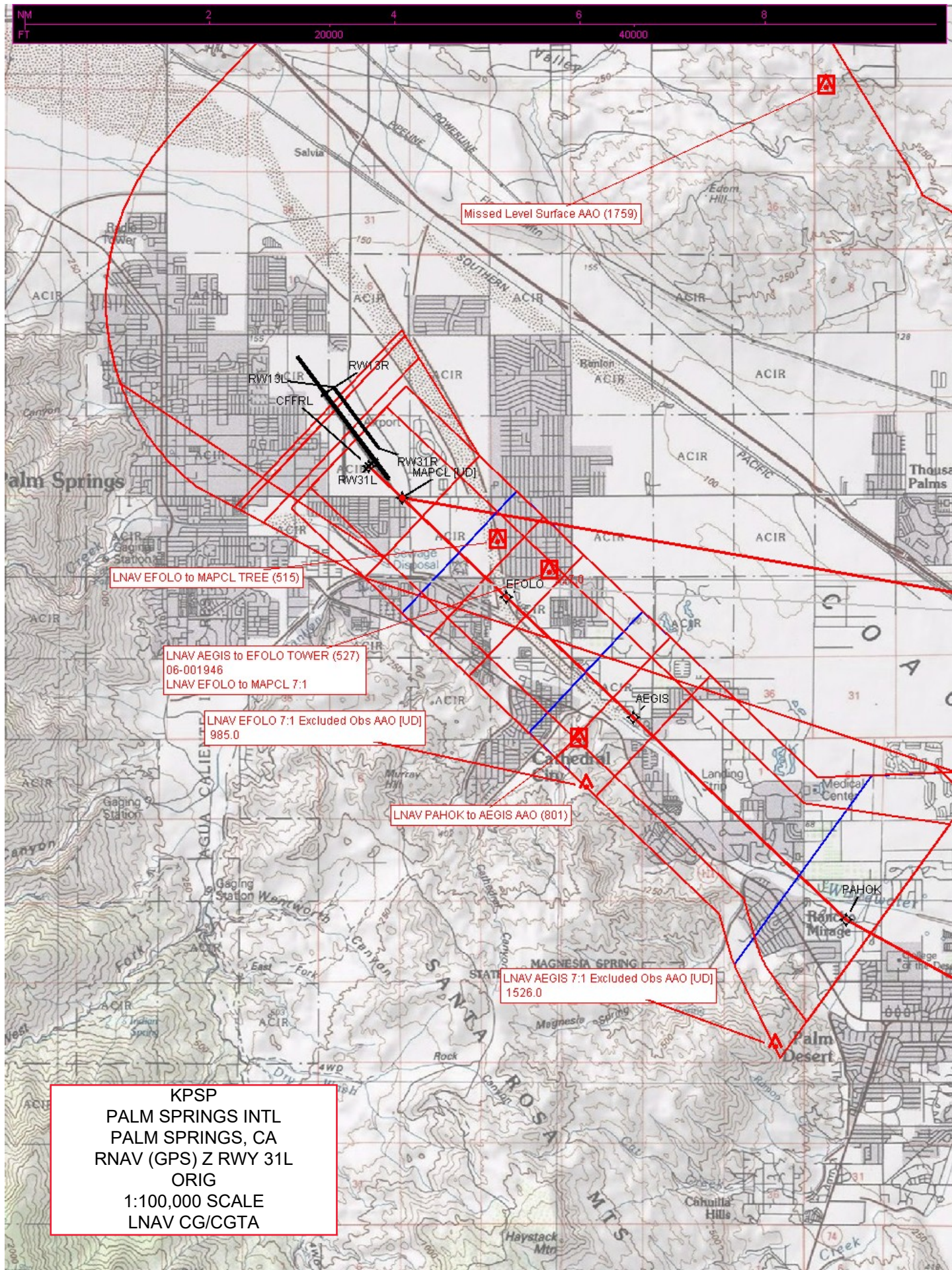
The Rwy 31L PAPI is commissioned at a descent angle of 3.00 degrees with a TCH of 55 feet. The procedure is designed with a VDA of 3.5 degrees.

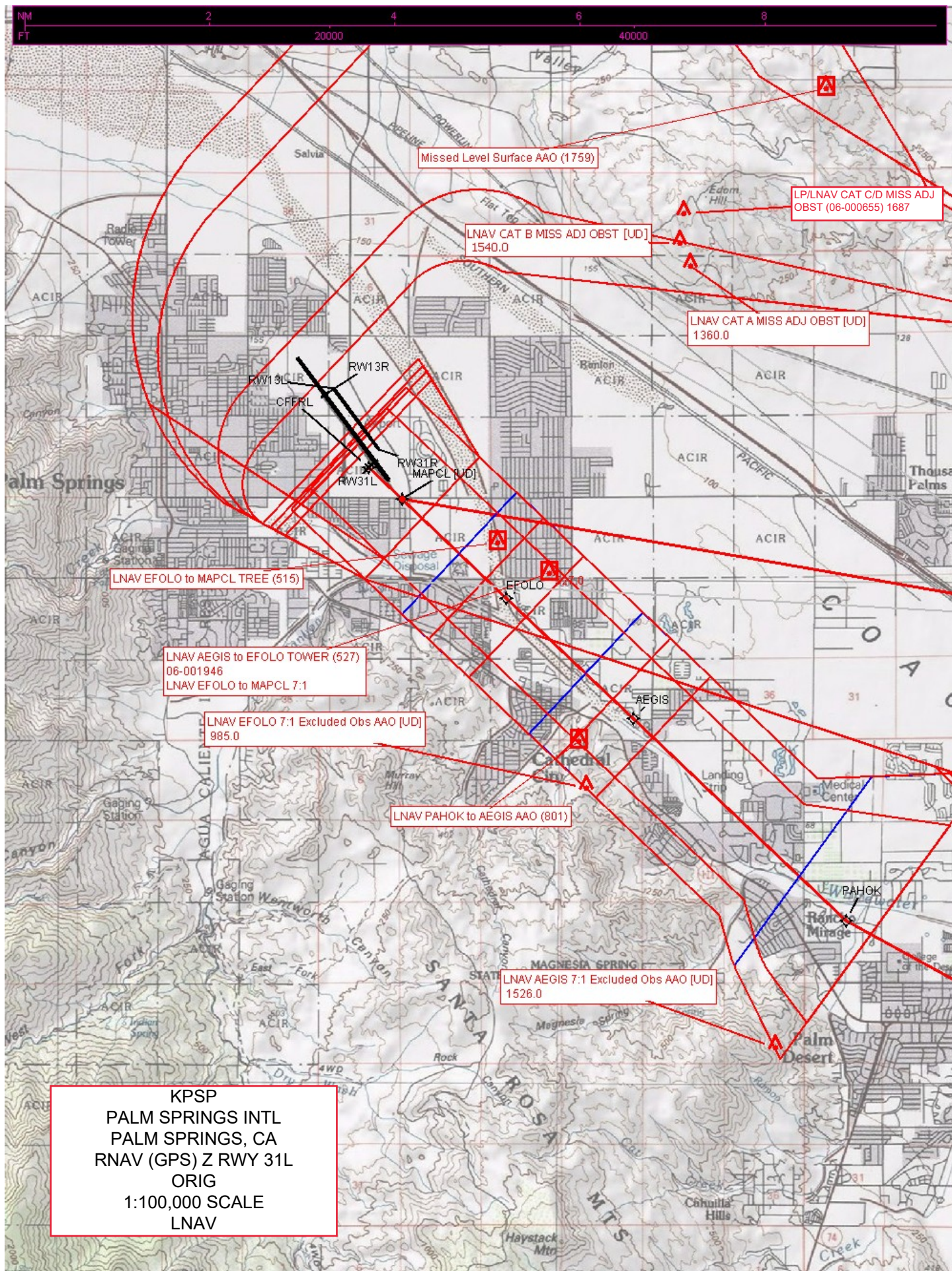
The procedure is offset 10 degrees right from runway centerline due to obstacles and terrain left of course. Vertically guided minimums are not currently feasible due to terrain constraints and offset requirements. The runway has a current RNAV (RNP) Y Rwy 31L procedure with a FAC that is coincident with the current PAPI installation. Adjustment of the VGSI commissioned angle was not considered feasible.

Request approval to publish the RNAV (GPS) Z Rwy 31L with a VDA of 3.5 degrees and a TCH of 55 feet.









NM
FT

2

4

6

8

20000

40000

KPSP
PALM SPRINGS INTL
PALM SPRINGS, CA
RNAV (GPS) Z RWY 31L
ORIG
1:100,000 SCALE
CIRCLING

Circling CAT B TOWER (758)
06-000300

Circling CAT D WINDMILL (1323)
06-021363

Circling CAT C TERRAIN+VEG (853)
TPCirclingCatC_4495

Circling CAT A TREE (562)
06-144480

RW13L RW13R

CFRRL ACIR RW31L

EFOL

PAHOK

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**Palm Springs International Airport
Palm Springs, California**

RNAV (GPS) Z RWY 31L

Description of Action:

The Federal Aviation Administration (FAA) has proposed the implementation of a new flight procedure, Area Navigation (RNAV) (Global Positioning System [GPS]) Z Runway (RWY) 31 Left (L) at Palm Spring International Airport (KPSP), Palm Springs, California (the Project). The purpose of the Project is to provide the airport with an RNAV (GPS) procedure that will allow access to the airport during periods of low ceilings and reduced visibility, and for aircraft that are not equipped or qualified for RNAV (required navigation performance [RNP]) procedure use. This is necessary because the only current method of instrument flight rules (IFR) arrival for aircraft that are not RNP-capable is the existing very high frequency omnidirectional range (VOR) or GPS-B approach procedure, which conflicts with departures and go-arounds when winds favor RWY 13 operations. In addition, the VOR or GPS-B requires visual flight rules (VFR) weather in order to be used.

The proposed RNAV (GPS) Z RWY 31L flight procedure would provide aircraft with RNAV (GPS) capabilities an alternative procedure for reliable access to the airport during inclement weather. The proposed RNAV (GPS) Z RWY 31L is illustrated in Figure 1:

Figure 1. RNAV (GPS) Z RWY 31L Procedure



A noise screening analysis was completed to assess potential impacts resulting from the proposed air traffic actions at KPSP, using the TARGETS Environmental Plug-in tool and the Aviation Environmental Design Tool (AEDT). Based on the noise screening analysis conducted, there would be no reportable or significant increase in aircraft noise in connection with the Proposed Action.

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 and Initial Environmental Review 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. 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. (ATO, AVS)

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

FRANK LIAS Digitally signed by
FRANK LIAS
Date: 2021.06.07
08:41:06 -07'00'

Signature: _____ Date: _____
Name: Frank Lias
Air Traffic Manager
Southern California TRACON

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

EMILY L. STURNFIELD Digitally signed by
EMILY L. STURNFIELD
Date: 2021.06.07
09:29:11 -07'00'

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

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

BYRON G Y CHEW Digitally signed by
BYRON G Y CHEW
Date: 2021.06.10
14:22:31 -07'00'

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