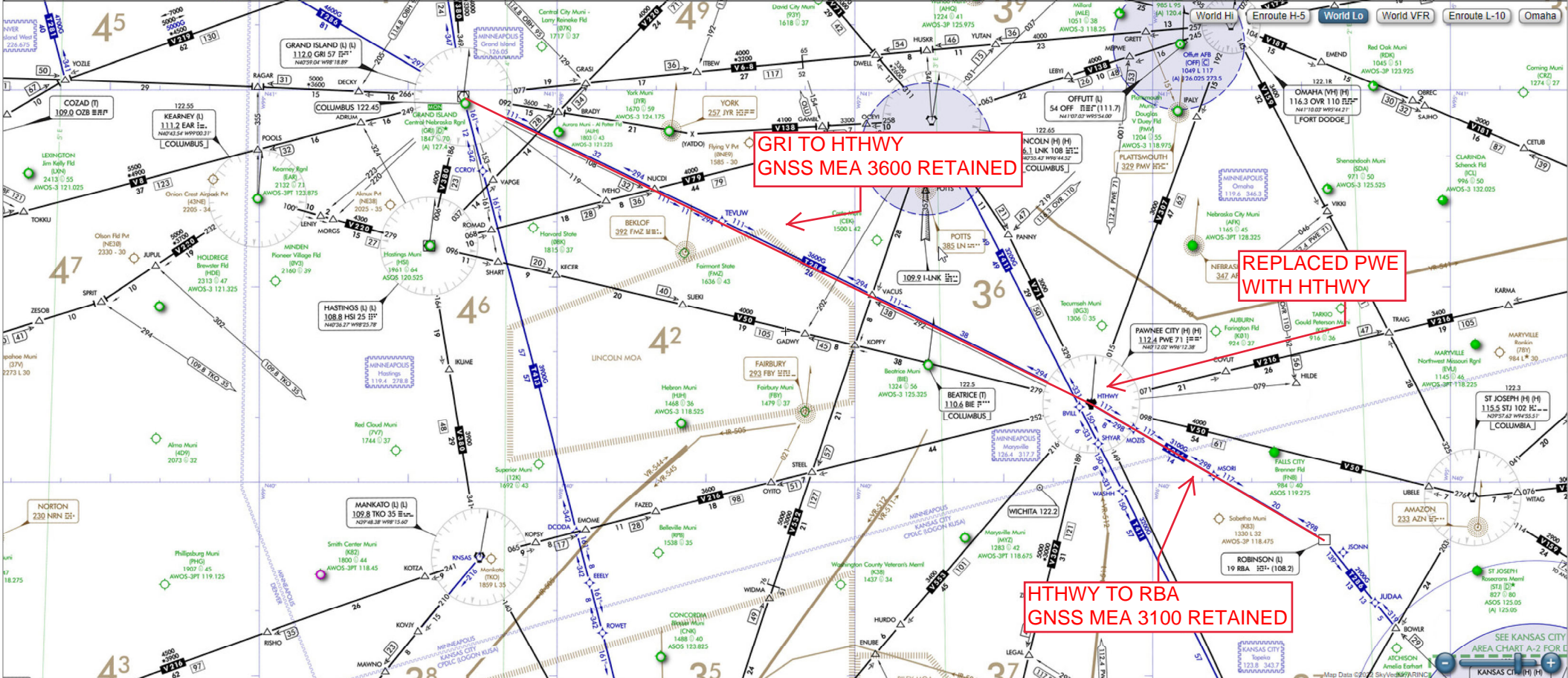
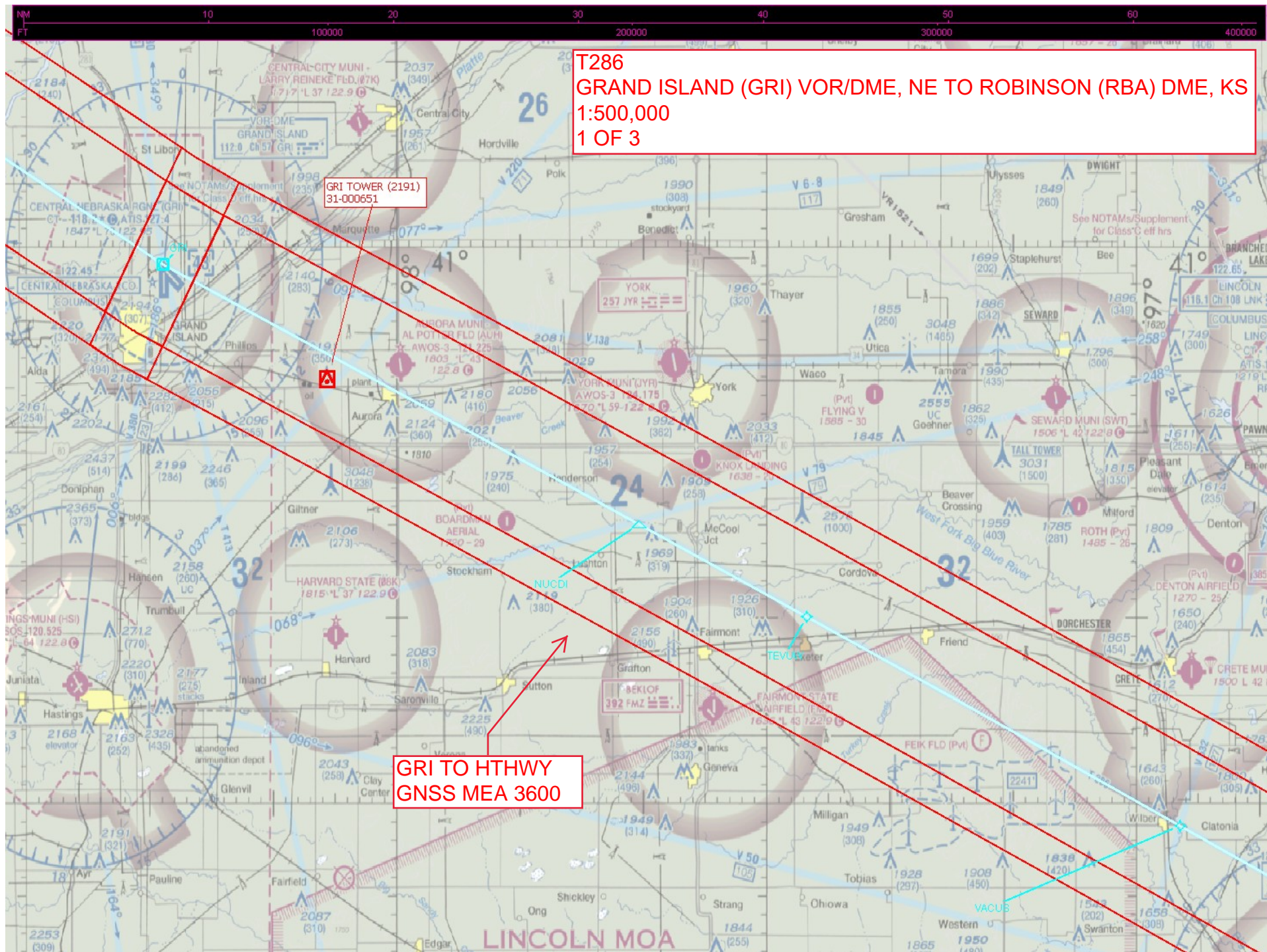


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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------------------------|-------------------------------------|---------------------------------------------------|------------------------------------------------------|
| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: Segment | Estimated Chart Date: 02/23/2023 | APWS Task ID: B9AD8B64947C40F3A777B7C403C50331 | APWS Project ID: E21F77C6825648D484AB84E434C65935 |
| Procedure: T 286 GRI VDME, NE TO RBA DME, KS | | Enroute: YES | Specialist: Bradshaw, Henry | | Agreement Number: |
| Airport ID: | | | Airport City: | | State: |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: New FC Slot | | | |
| <div>Procedure Comments: DOCKET # 22-ACE-1</div> <div>AIRWAY STARTING POINT: GRAND ISLAND (GRI) VOR/DME, NE 405902.50N/0981853.20W</div> <div>CONTACT JASON KRETSCHMER (AJV-A421) 405-954-4019.</div> <div><div>Digitally signed by JASON KRETSCHMER Sep 28, 2022</div><div>QUALITY 13 CHECKED</div></div> | | | | | |

| FIPC BASIC FORM | | | | | | | | | | |
|------------------------------------------------------------------|----------------------------------------------|---------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------|--|-----|----|
| PROCEDURE: T 286 GRI VDME, NE TO RBA DME, KS | | | AIRPORT NAME: | | AIRPORT ID: | | SPECIAL CONTROL NO: BG-09-212-22 | | | |
| FAC ID: T286 | | CITY: | | | ST: NE | | ORIG CHART DATE: 02/23/2023 | | | |
| DFL TYPE: PROC/N | THIRD PARTY: <input type="checkbox"/> YES | EST. TIME ON SITE: 0.5 | REIMB. NUMBER: AC0721 | | PTS TASK ID: B9AD8B64947C40F3A777B7C403C50331 | | | | | |
| PREFLIGHT NOTES | | | | | | | | | | |
| REVIEWER: | | | | | DATE: | | | | | |
| COMMENTS: | | | | | CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT | | | | | |
| | | | | | | | | | YES | NO |
| | | | | | CPV COMPLETE? | | | | X | |
| PROCEDURE RESULTS | | | | | | | | | | |
| INSPECTION DATE: 10/05/2022 | | CREW #: VN477 | N #: | 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: colton crowder @ 10/05/2022 12:12 | | | PRINTED NAME: CROWDER, COLTON MAX | | | | NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | | |
| FLIGHT INSPECTOR REMARKS: | | | | | | | | | | |
| | | | | | | | | | | |
| IN-FLIGHT OBSTACLE REPORT | | | | | | | | | | |
| OBSTRUCTION ID #: | COORDINATES OR LOCATION: | | GNSS ALTITUDE (MSL): | | BAROMETRIC ALTITUDE (MSL): | | HEIGHT ABOVE GROUND LEVEL: | | | |

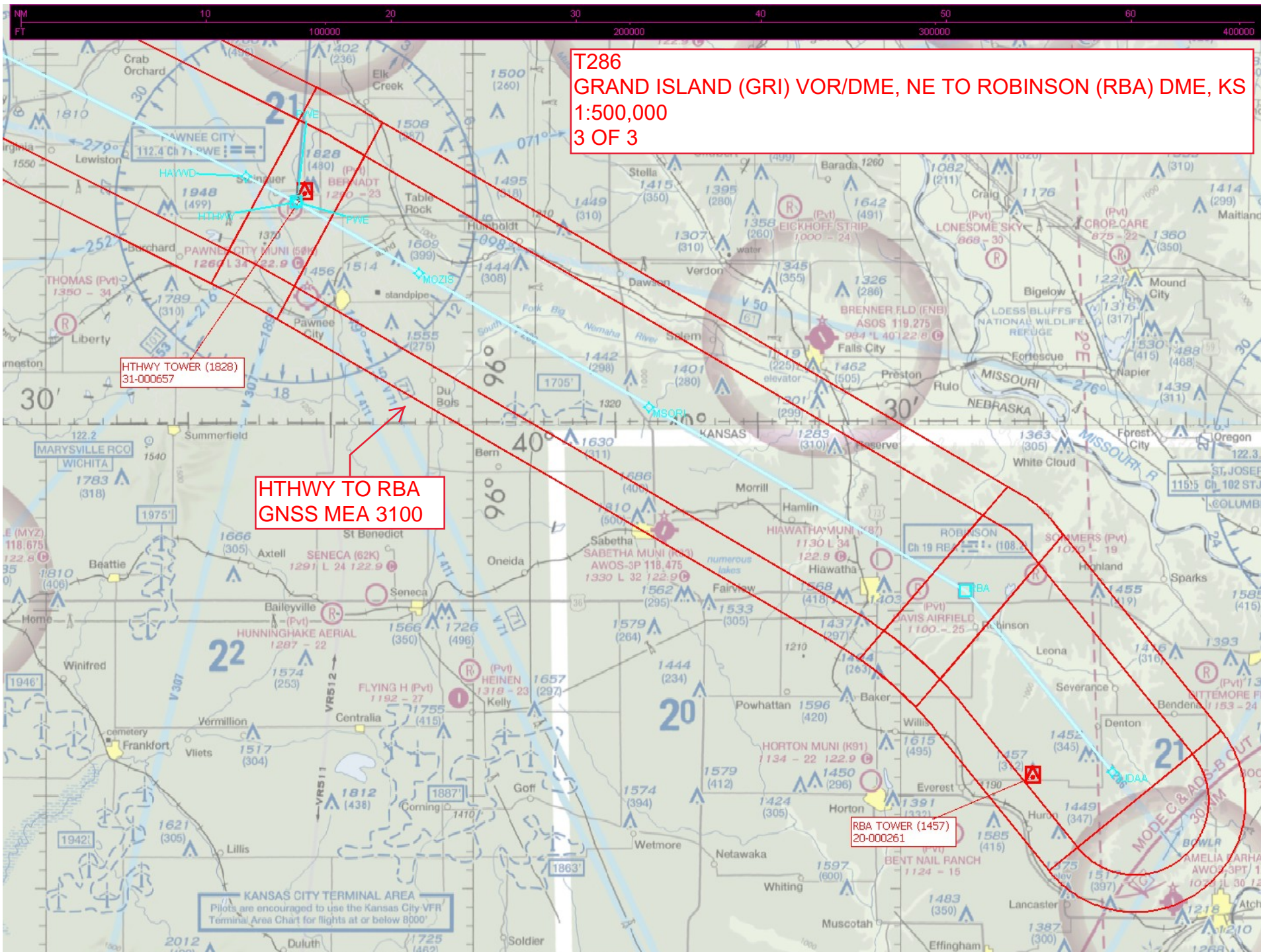




GRAND ISLAND (GRI) VOR/DME, NE TO ROBINSON (RBA) DME, KS
1:500,000
2 OF 3

2 OF 3

GRI TO HTHWY
GNSS MEA 3600



T286
GRAND ISLAND (GRI) VOR/DME, NE TO ROBINSON (RBA) DME, KS
1:500,000
3 OF 3

HTHWY TOWER (1828)
31-000657

HTHWY TO RBA
GNSS MEA 3100

RBA TOWER (1457)
20-000261

KANSAS CITY TERMINAL AREA
Pilots are encouraged to use the Kansas City VFR
Terminal Area Chart for flights at or below 8000'



Federal Aviation Administration Categorical Exclusion Declaration

Decommissioning of Pawnee City VHF Omnidirectional Range and Modification of Air Traffic Service Routes

Background:

On December 15, 2011 the FAA published in the Federal Register a notice of proposed policy and request for comments (76 FR 77939) on the FAA's proposed strategy for gradually reducing the current Very High Frequency Omnidirectional Range (VOR) network to a Minimum Operational Network (MON) as the National Airspace System (NAS) transitions to performance-based navigation (PBN) as part of the Next Generation Air Transportation System (NextGen). The FAA announced that, as part of a NAS Efficient Streamlined Services Initiative, the number of conventional navigational aids (NAVAIDs) would be reduced while more efficient Area Navigation (RNAV) routes and procedures are implemented throughout the NAS. See <https://www.federalregister.gov/d/2016-17579/p-3>. This Project is a part of the national strategy.

Description of Action:

This action proposes to decommission the VOR portion of the Pawnee City (PWE) VOR/Tactical Air Navigation (VORTAC), amend two Jet Routes and one VOR Federal airway, and to establish one new low altitude RNAV route. Although the VOR portion of the PWE VORTAC is planned for decommissioning, the co-located distance measuring equipment (DME) portion of the NAVAID is being retained.

The Air Traffic Services (ATS) routes impacted by the PWE VOR are J-64, J-130, and J-192; VOR Federal Airways V-50, V-71, V-216, V-307, and V-553; and RNAV route T-286. With the planned decommissioning of the PWE VOR, the remaining ground-based navigational aid coverage in the area is insufficient to enable the continuity of these affected routes. As a result, proposed modifications to J-64, V-71, and V-216 would result in a gap being created in the ATS routes; to V-50 and V-307 would result in the airways being shortened; and to T-286 would result in one route point being changed and one route point being removed from the description, without affecting the route structure. Additionally, proposed actions to J-130, J-192, V-553, and the Pawnee City, NE, low altitude reporting point would result in the ATS routes and low altitude reporting point being revoked.

To overcome the proposed modifications and revocations to the ATS routes, instrument flight rules (IFR) traffic could use portions of the adjacent ATS routes, including Jet Routes, J-21, J-25, J-41, J-60, J-80, and J-146 in the high altitude enroute structure and V-77, V-159, and V-532 in the low altitude enroute structure, or receive air traffic control (ATC) radar vectors to fly around or through the affected area. Pilots equipped with RNAV capabilities could also navigate using Q-90 and Q-136 in the high altitude enroute structure; T-286, T-411, T-468 being established in the low altitude enroute structure; or point to point using the existing NAVAIDs and fixes that would remain in place to support continued operations through the affected area. Visual flight rules (VFR) pilots who elect to navigate via the affected ATS routes could also use the adjacent ATS route or ATC services previously listed.

Additionally, the FAA proposes to amend the T-286 RNAV route by replacing the PWE VORTAC with a waypoint (WP) being established in close proximity of the PWE VORTAC, as well as removing an unnecessary fix from the route description, and extending the existing T-286 RNAV route northward to FONIA, ND fix.

The FAA also proposes to establish RNAV route T-468 between the Hill City, KS VORTAC and the LEWRP, MO WP located near the Kirksville, MO area. The new T-route would, in part, mitigate the proposed removal of the V-216 airway segment affected by the planned PWE VOR decommissioning, reduce ATC sector workload and complexity, and reduce pilot-to-controller communication. The new T-route also would provide RNAV equipped aircraft an ATS route alternative and support the FAA's NextGen efforts to modernize the NAS navigation system from a ground-based system to a satellite-based system.

Finally, the Pawnee City, NE low altitude reporting point would no longer be required by ATC after the Pawnee City VOR is decommissioned and the proposed route amendments implemented; hence, the reporting point is proposed to be removed as well.

A description of all the route and airway changes are below.

J-64: J-64 currently extends between the Los Angeles, CA, VORTAC and the intersection of the Ravine, PA, VORTAC 102° and Lancaster, PA, VOR/Distance Measuring Equipment (VOR/DME) 044° radials (SARAA Fix). The FAA proposes to remove the route segment overlying the Pawnee City, NE, VORTAC between the Hill City, KS, VORTAC and the Lamoni, IA, VOR/DME. The unaffected portions of the existing route would remain as charted.

J-130: J-130 currently extends between the Mc Cook, NE, VOR/DME and the Pawnee City, NE, VORTAC. The FAA proposes to remove the route in its entirety.

J-192: J-192 currently extends between the Goodland, KS, VORTAC and the Iowa City, IA, VOR/DME. The FAA proposes to remove the route in its entirety.

V-50: V-50 currently extends between the Hastings, NE, VOR/DME and the Dayton, OH, VOR/DME. The FAA proposes to remove the airway segment overlying the Pawnee City VORTAC between the Hastings, NE, VOR/DME and the St Joseph, MO, VORTAC. The unaffected portions of the existing airway would remain as charted.

V-71: V-71 currently extends between the Fighting Tiger, LA, VORTAC and the O'Neill, NE, VORTAC; and between the Pierre, SD, VORTAC and the Williston, ND, VOR/DME. The FAA proposes to remove the airway segment overlying the Pawnee City VORTAC between the Topeka, KS, VORTAC and the Lincoln, NE, VORTAC. The unaffected portions of the existing airway would remain as charted.

V-216: V-216 currently extends between the Lamar, CO, VOR/DME and the Janesville, WI, VOR/DME. The FAA proposes to remove the airway segment overlying the Pawnee City VORTAC between the Mankato, KS, VORTAC and the Lamoni, IA, VOR/DME. The unaffected portions of the existing airway would remain as charted.

V-307: V-307 currently extends between the Chanute, KS, VORTAC and the Omaha, IA, VORTAC. The FAA proposes to remove the airway segment overlying the Pawnee City VORTAC between the Emporia, KS,

VORTAC and the Omaha, IA, VORTAC. The unaffected portion of the existing airway would remain as charted.

V-553: V-553 currently extends between the Salina, KS, VORTAC and the Pawnee City, KS, VORTAC. The FAA proposes to remove the airway in its entirety.

T-286: T-286 currently extends between the Rapid City, SD, VORTAC and the BOWLR, KS, Fix. The FAA proposes to replace the Pawnee City, NE, VORTAC with the HTHWY, NE, WP being established in close proximity of the Pawnee City VORTAC; remove the EFFEX, NE, Fix from the route description since it does not denote a route turn point; and extend the route northward to the FONIA, ND, Fix via the JELRO, SD, Fix and the Dickenson, ND, VORTAC. The amended route would provide RNAV routing between the Williston, ND, area and the Atchison, KS, area.

T-468: T-468 is a new RNAV route proposed to extend between the Hill City, KS, VORTAC and the LEWRP, MO, WP. This new T-route would provide RNAV routing from the Hill City, KS, area eastward to the Kirksville, MO, area via the KNSAS, KS, WP being established and the Lamoni, IA, VOR/DME.

Pawnee City, NE: The FAA proposes to remove the Pawnee City, NE, low altitude reporting point as it would no longer be required by ATC as a result of the Pawnee City VOR being decommissioned.

The Instrument Approach Procedures at Beatrice Municipal Airport, Eppley Field, Kansas City International Airport, Lincoln Airport, Manhattan Regional Airport, Marysville Municipal Airport, Nebraska City Municipal Airport, and Washington County Memorial Airport will be amended to compensate for the loss of the PWE VOR.

Additional procedure changes at these airports are described below.

Beatrice Municipal Airport (KBIE): The RNAV (GPS) RWY 18, RNAV (GPS) RWY 32 and RNAV (GPS) RWY 36 will be revised by removing the PWE Feeder segment from each. The VOR RWY 18 will be revised by removing the PWE Feeder segment, adding a Feeder from VACUS and removing PWE from the GUPEC Fix makeup. This will also cause the removal of the GUPEC Fix Minimums. The VOR RWY 36 will be revised by amending it to a No-Final Approach Fix (FAF) procedure originating from the Beatrice, NE (BIE) VOR. The PWE Feeder segment will be removed and a Feeder segment added from KOPFY. The CUEBE FAF will be removed and Missed Approach (MA) amended to a right turn to 3300' and to BIE. Holding pattern will be on the BIE Inbound course 356.53 degrees.

Eppley Field (KOMA): The RNAV (GPS) Y RWY 36 will be revised by removing the PWE Feeder segment and moving SMITHY, the Precision FAF (PFAF) to the north 2.2 ft. The MAWRI Arrival will be revised by removing PWE and the R-031 from SWAAB. This will result in adding "DME Required" Note. The Pawnee CITY Arrival will be cancelled.

Kansas City International Airport (KMCI): The CHIEF Departure will be revised by removing the PWE VORTAC, R-172 and amending CATTS Fix makeup. The TIFTO Departure will be revised by removing the PWE VORTAC, R-153 and amending TIFTO Fix makeup. Additionally, a Top Altitude of 10,000' will be added to the procedure.

Lincoln Airport (KLNK): The ILS Y or LOC Y RWY 36 will be revised by removing the BIE Initial segment, removing the PWE R-309 from THEWS. This will result in adding the Note “Radar or DME Required” to the procedure.

Manhattan Regional Airport (KMHK): The ILS or LOC RWY 3 will be revised by removing the Alternate MA, removing SALINA VORTAC (SLN) from the Fix makeup of BELVE Intersection, removing ZOBEN DME Fix and Increasing the MA Initial climb altitude to 2100’.

Marysville Municipal Airport (KMYZ): The RNAV (GPS) RWY 16 will be revised by removing the PWE Feeder segment and adding a 210 KT Speed restriction to the Initial segments.

Nebraska City Municipal Airport (KAFK): The RNAV (GPS) RWY 15 will be revised by amending PWE VORTAC (Feeder) to HTHWY Waypoint (WP). The RNAV (GPS) RWY 33 will be revised by amending PWE VORTAC to HTHWY WP and increasing the Intermediate leg lengths to 7.2 Nautical Miles (NM). The NDB RWY 15 and NDB RWY 33 will be revised by removing the PWE Feeder segments on each and adding Feeder segments from OVR (Omaha, IA) to each.

Washington County Memorial Airport (KK38): The RNAV (GPS) RWY 17 will be revised by removing the PWE Feeder segment.

Declaration of Exclusion:

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

Basis for this Determination:

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

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

5.6-5

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

(b). Actions regarding establishment of jet routes and Federal airways (see 14 CFR § 71.15, *Designation of jet routes and VOR Federal airways*); operation of civil aircraft in a defense area, or to, within, or out of the United States through a designated Air Defense Identification Zone (ADIZ) (14 CFR part 99, *Security Control of Air Traffic*); authorizations for operation of moored balloons, moored kites, amateur rockets, and unmanned free balloons (see 14 CFR part 101, *Moored Balloons, Kites, Amateur Rockets and Unmanned Free Balloons*); and, authorizations of parachute jumping and inspection of parachute equipment (see 14 CFR part 105, *Parachute Operations*).

(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.

(k). Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks.

Recommended by:

**KRISTI
REGOTTI**

Digitally signed by KRISTI
REGOTTI
Date: 2022.08.24 13:11:04 -05'00'

Kristi Regotti, Environmental Protection Specialist, Operations Support Group, ATO Central Service Center, AJV-C25

Approved by:

**CHRISTOPHER L
SOUTHERLAND**

Digitally signed by CHRISTOPHER
L SOUTHERLAND
Date: 2022.08.25 09:48:34 -05'00'

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