

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 12/31/2020	APWS Task ID: CF604908ECA74CD289E281F719B3C93C	APWS Project ID: F066AB358A9E443F8E8CB14C6E8FDA6A
Procedure: VOR RWY 20 AMDT 8		Enroute: NO	Specialist: Harris, Michael		Agreement Number:
Airport ID: KCDC	Airport Name: CEDAR CITY RGNL		Airport City: CEDAR CITY		State: UT
Facility ID: EHK	Facility Type: VOR_DME	Flight Inspection Remark Type: New FC Slot			
<div> <div> Procedure Comments:  FULL AMDT.  HARD PUBLICATION DATE OF 12-31-2020.  PENDING DATA USED FOR KCDC. CURRENT MAGVAR E14/1990.  CONTACT ALLAN WILL 405.954.6103 </div> <div> <div>QUALITY 24 CHECKED</div> <div>QUALITY 41 CHECKED</div> </div> </div>					

CEDAR CITY, UTAH

AL-5139 (FAA)

FIG

VOR/DME EHK <b>117.3</b> Chan <b>120</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>8650</b> <b>5605</b> <b>5622</b>
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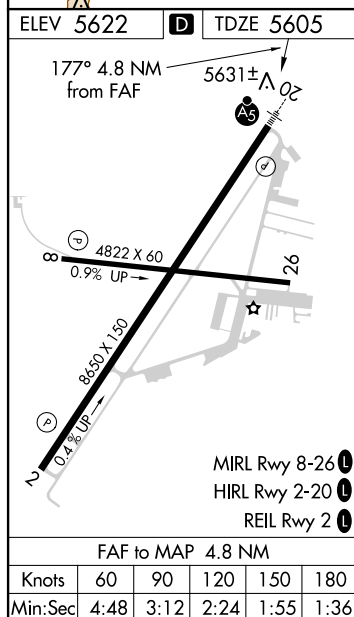
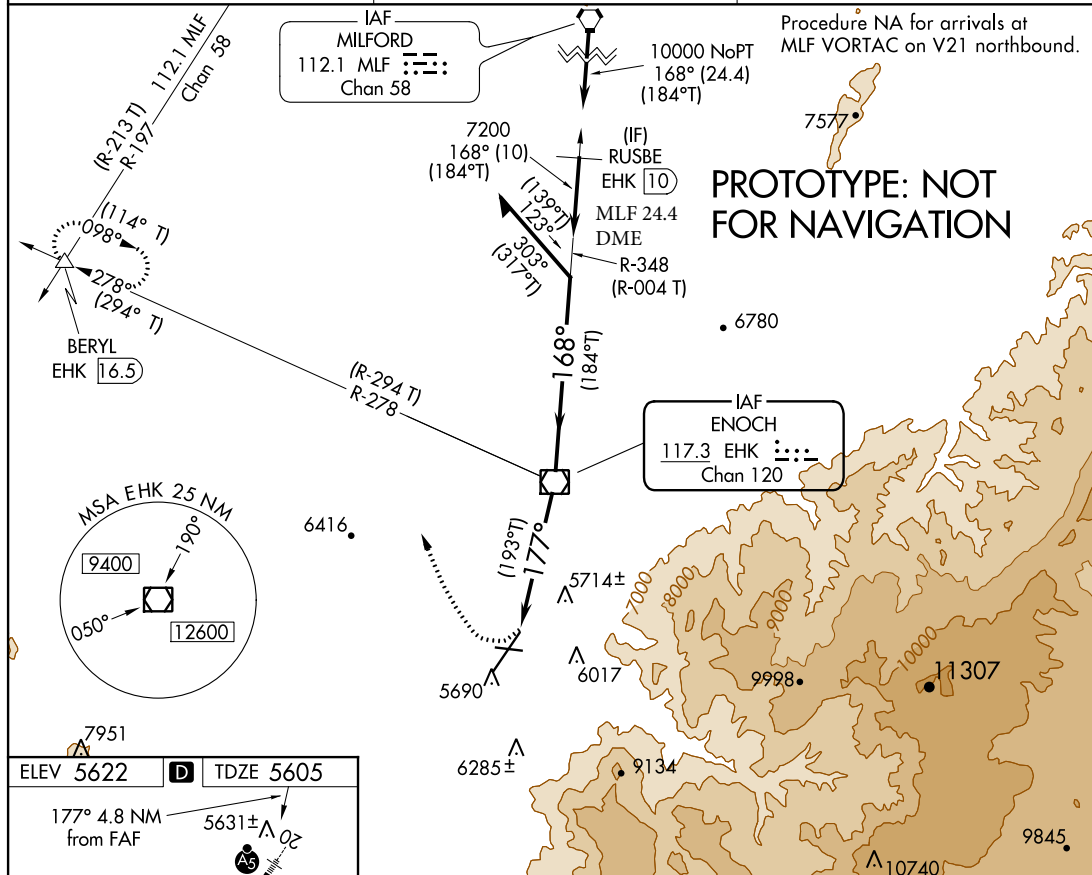
## VOR RWY 20

CEDAR CITY RGNL(CDC)

**⚠** Circling southeast of Rwy 2-20 NA at night. For inop ALS, **S-20\***, increase cat c/d visibility to 1 1/8 SM.

**MALSR**  MISSED APPROACH: Climbing right turn to 11500 on heading 322° and on EHK VOR/DME R-278 to BERYL INT/EHK 16.5 DME and hold, continue climb-in-hold to 11500. Missed Approach requires minimum 247 feet per NM to 7500.

ASOS <b>119.025</b>	SALT LAKE CITY CENTER <b>125.575 379.275</b>	UNICOM <b>123.0 (CTAF) 0</b>
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11500	EHK R-278	BERYL	EHK VOR/DME 10800	Remain within 10 NM																									
hdg 322°																													
7200	EHK 4.8	EHK 3.6	7200																										
	177° (193°T)	168° (184°T)																											
	1.2	3.6 NM																											
<table border="1"> <thead> <tr> <th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr> </thead> <tbody> <tr> <td>S-20*</td><td>6020-1</td><td>415 (400-1)</td><td>6120-3/4</td><td>415 (400-3/4)</td></tr> <tr> <td>S-20</td><td>6300-1 1/2</td><td>695 (700-1 1/2)</td><td>6300-1 1/2</td><td>695 (700-1 1/2)</td></tr> <tr> <td>CIRCLING</td><td>6300-1</td><td>678 (700-1)</td><td>6300-2</td><td>6300-2 1/4</td></tr> <tr> <td></td><td></td><td></td><td>678 (700-2)</td><td>678 (700-2 1/4)</td></tr> </tbody> </table>					CATEGORY	A	B	C	D	S-20*	6020-1	415 (400-1)	6120-3/4	415 (400-3/4)	S-20	6300-1 1/2	695 (700-1 1/2)	6300-1 1/2	695 (700-1 1/2)	CIRCLING	6300-1	678 (700-1)	6300-2	6300-2 1/4				678 (700-2)	678 (700-2 1/4)
CATEGORY	A	B	C	D																									
S-20*	6020-1	415 (400-1)	6120-3/4	415 (400-3/4)																									
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CIRCLING	6300-1	678 (700-1)	6300-2	6300-2 1/4																									
			678 (700-2)	678 (700-2 1/4)																									

CEDAR CITY, UTAH

Amdt 8 FIG

37°42'N-113°06'W

CEDAR CITY RGNL(CDC)

## VOR RWY 20

AUTOMATED AL-5139 VOR RWY 20  
AUTOMATED AL-5139 VOR RWY 20

SW-4  
9 JUN 2020  
COMPILER: CG  
REVIEWER:  
DBL CHKR:  
EFF DATE: FIG

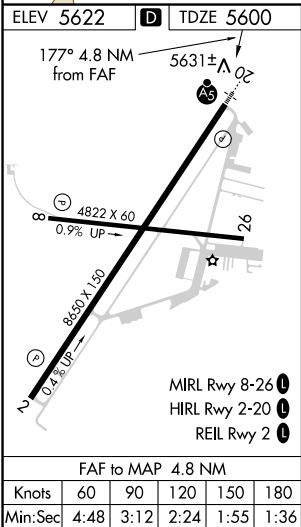
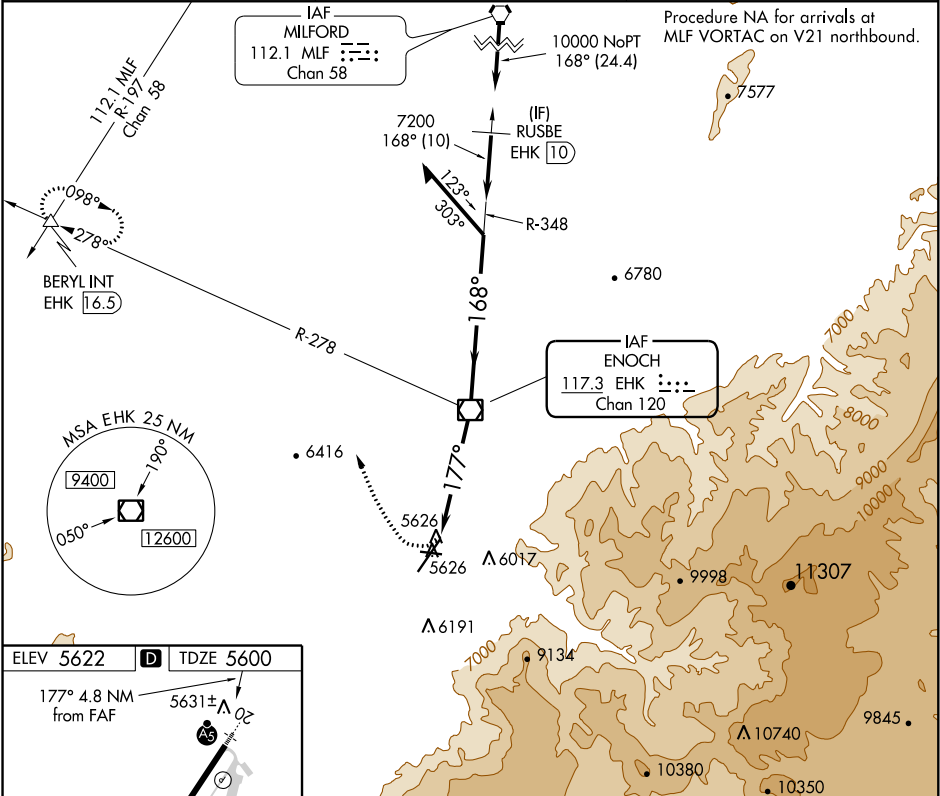
VOR/DME EHK	APP CRS	Rwy Idg	8650
<b>117.3</b>	<b>177°</b>	TDZE	<b>5600</b>
Chan 120		Apt Elev	<b>5622</b>


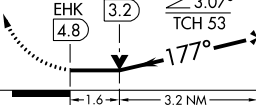

OLD

VOR RWY 20  
CEDAR CITY RGNL(CDC)

Inoperative table does not apply. Circling NA southeast of Rwy 2-20.	MALSR	MISSED APPROACH: Climbing right turn to 9500 on heading 322° and EHK VOR/DME R-278 to BERYL INT/EHK 16.5 DME and hold.
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ASOS <b>119.025</b>	SALT LAKE CITY CENTER <b>125.575 379.275</b>	UNICOM <b>123.0 (CTAF)</b>
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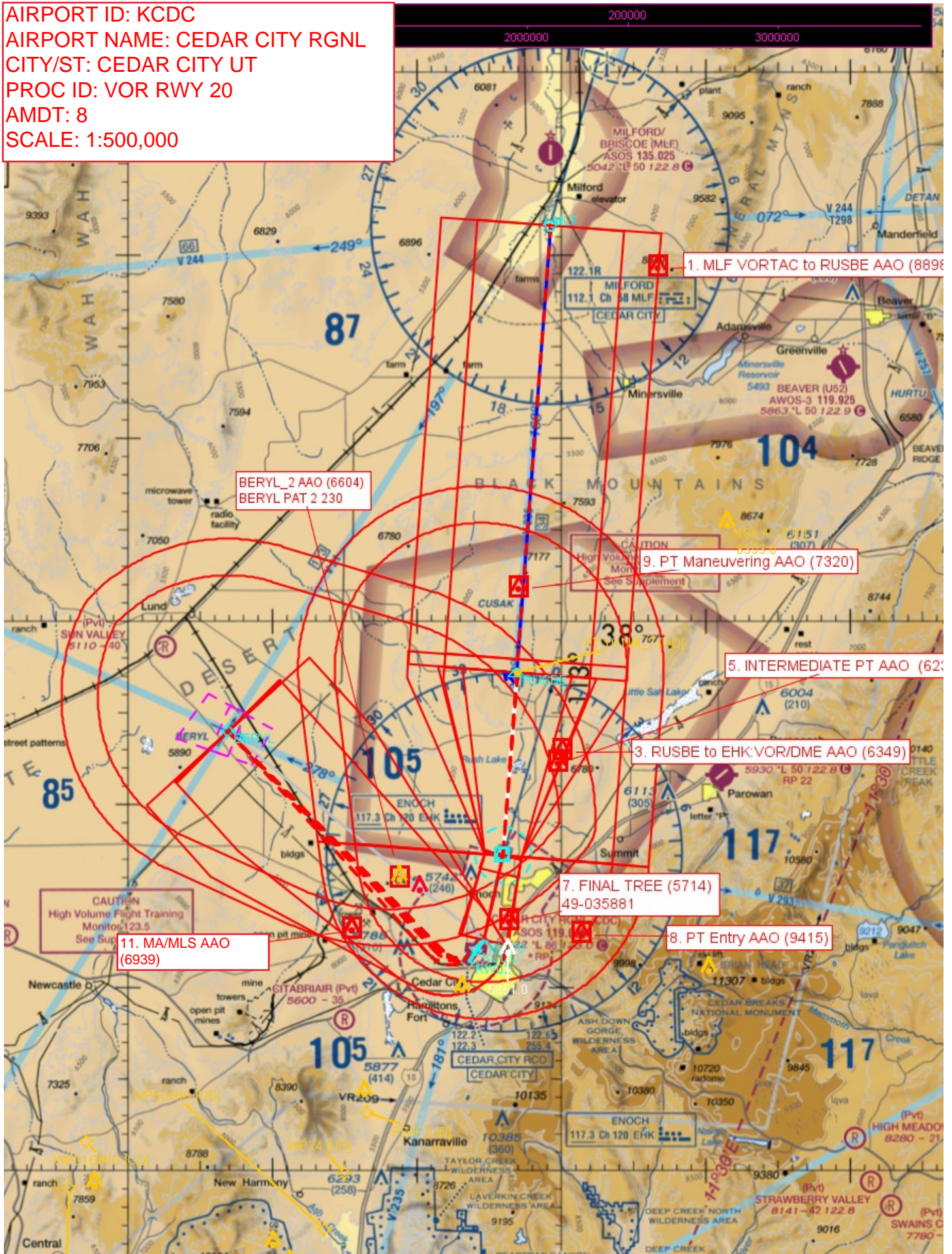
9500 	EHK R-278	BERYL △	EHK VOR/DME 10700				Remain within 10 NM	
			EHK 3.2 ≤ 3.07° TCH 53		7200	8700		
CATEGORY			A	B	C	D		
S-20			6160-1 560 (600-1)		6160-1½ 560 (600-1½)			
 CIRCLING			6160-1 538 (600-1)		6160-1½ 538 (600-1½)		6180-2 558 (600-2)	

SW-4, 02 JAN 2020 to 30 JAN 2020

SW-4, 02 JAN 2020 to 30 JAN 2020



AIRPORT ID: KCDC  
AIRPORT NAME: CEDAR CITY RGNL  
CITY/ST: CEDAR CITY UT  
PROC ID: VOR RWY 20  
AMDT: 8  
SCALE: 1:500,000



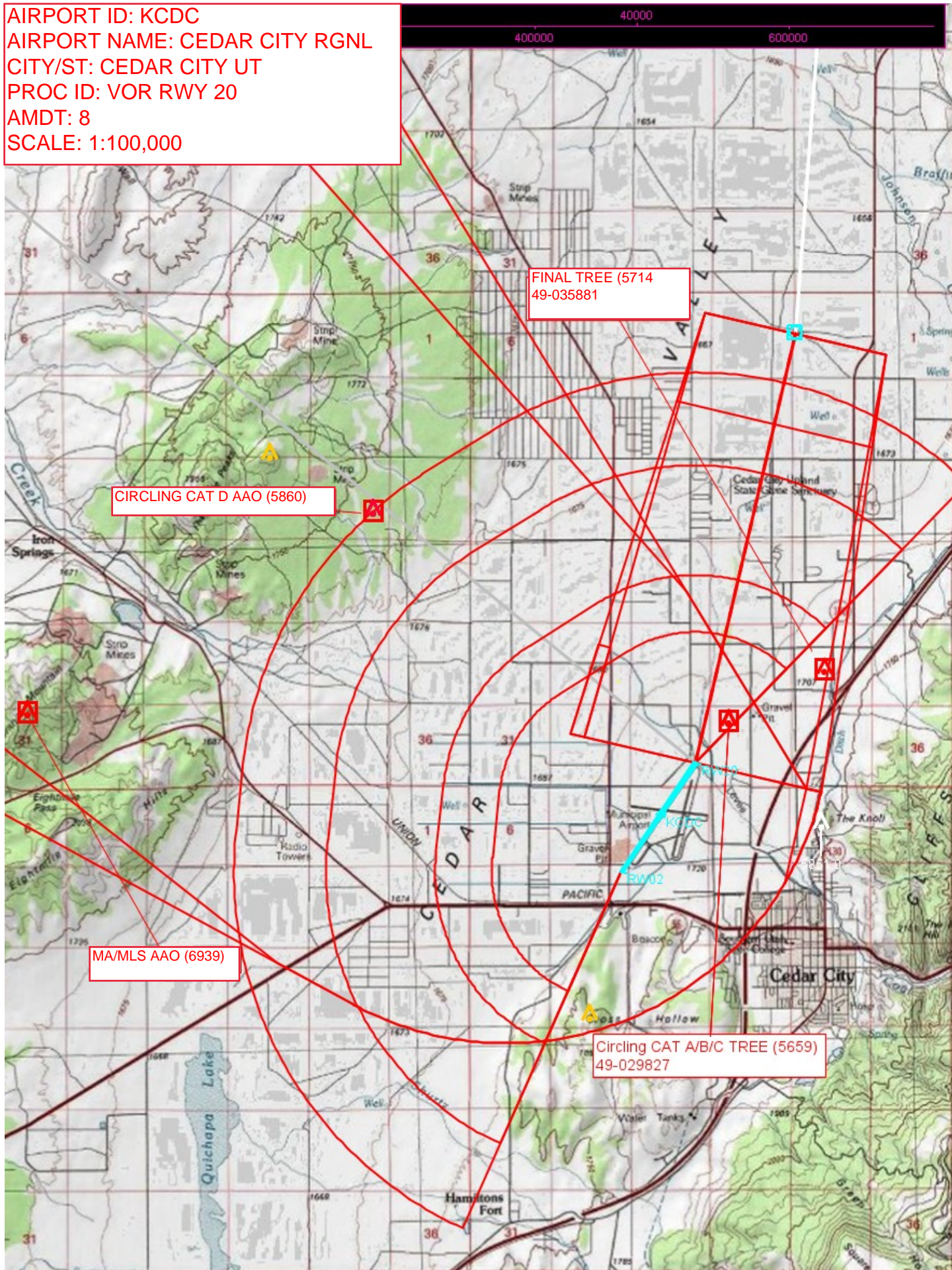


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AIRPORT ID: KCDC  
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PROC ID: VOR RWY 20  
AMDT: 8  
SCALE: 1:100,000





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

**Cedar City Regional Airport  
Cedar City, Utah**

**RNAV (GPS) RWY 2  
RNAV (GPS) RWY 20  
ILS or LOC RWY 20  
VOR RWY 20  
Departure Procedure**

**Description of Action:**

The FAA is proposing to amend procedures and add a new Area Navigation (RNAV) Global Positional System (GPS) procedure for runway (RWY) 2 at Cedar City Regional Airport (KCDC).

Reconstruction of RWY 2/20 would cause minor changes to runway elevations that will affect approach procedure minimums. There would be no changes to altitudes or tracks for existing instrument procedures.

**RNAV (GPS) RWY 2:** Currently, there are no instrument flight procedures to RWY 2, RNAV (GPS) RWY 2 would be a new procedure.

The FAA Guidance for Noise Screening of Air Traffic Actions (December 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level as a result of implementing the proposed action. The Traffic (TRAF) test was utilized to conduct a noise prescreening evaluation of the proposed amendments to the arrival procedures. The results of the TRAF test indicated that no further noise screening is necessary based on the aircraft fleet mix and number of operations at the KCDC.

**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:**


An Aircraft Procedure Environmental Pre-Screening Filter Form was completed 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(s) 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.***



**Facility Manager Review/Concurrence**

Signature:   
Name: Josiah (AJ) Hall  
Title: Air Traffic Manager,  
Salt Lake City ARTCC, ZLC

Date: 11/19/18

**Service Area Environmental Specialist Review/Concurrence**

**MARINA JMP  
LANDIS**

Signature: \_\_\_\_\_  
Name: Marina Landis  
Title: Environmental Protection Specialist, Operations Support Group,  
Western Service Center, AJV-W22

Digitally signed by MARINA JMP  
LANDIS  
Date: 2018.11.20 08:08:01 -08'00'

**Service Area Director Review/Concurrence, if necessary**

Signature: \_\_\_\_\_  
Name: Paul Litke  
Acting Director, Air Traffic Operations  
Western Service Area, AJTW

PAUL C LITKE  
Digitally signed by PAUL  
C LITKE  
Date: 2018.12.07 06:08:47  
-08'00'

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