

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 02/23/2023	APWS Task ID: DD69ABA52D8441B991A75EC9E9A80584	APWS Project ID: C67B4F38E86A4E7AB01AC08D6B33CE76
Procedure: RNAV (GPS) RWY 20 AMDT 1D		Enroute: NO	Specialist: Jackson, Frank		Agreement Number:
Airport ID: KAIO			Airport City: ATLANTIC		State: IA
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<div>Procedure Comments: ACTIVE DATA USED.</div> <div>NEW CONTROLLING OBSTACLES, NO IMPACT ON SEGMENT MINIMUM ALTITUDES. ADDED CLIMB-IN-HOLD TO MISSED APPROACH INSTRUCTIONS.</div> <div>11/07/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/27/22. 1. ADDED TO FLIGHT CHECKED BY SIGNATURE BLOCK: "PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION".</div> <div>12/09/22: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 11/07/22.</div> <div>1. UPDATED CHART NOTE "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW 17°C OR ABOVE 54°C" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA ELOW -17°C OR ABOVE 54°C". 2. UPDATED CHANGES-REASONS #8 TO REFLECT CHANGING TO -17C.</div> <div>CONTACT: ERIC SUSKI, AJV-A431 LEAD, 405.954.7331.</div> <div><div>Digitally signed by ERIC N SUSKI Nov 07, 2022</div><div>QUALITY 45 CHECKED</div><div>QUALITY 16 CHECKED</div></div>					

ATLANTIC, IOWA

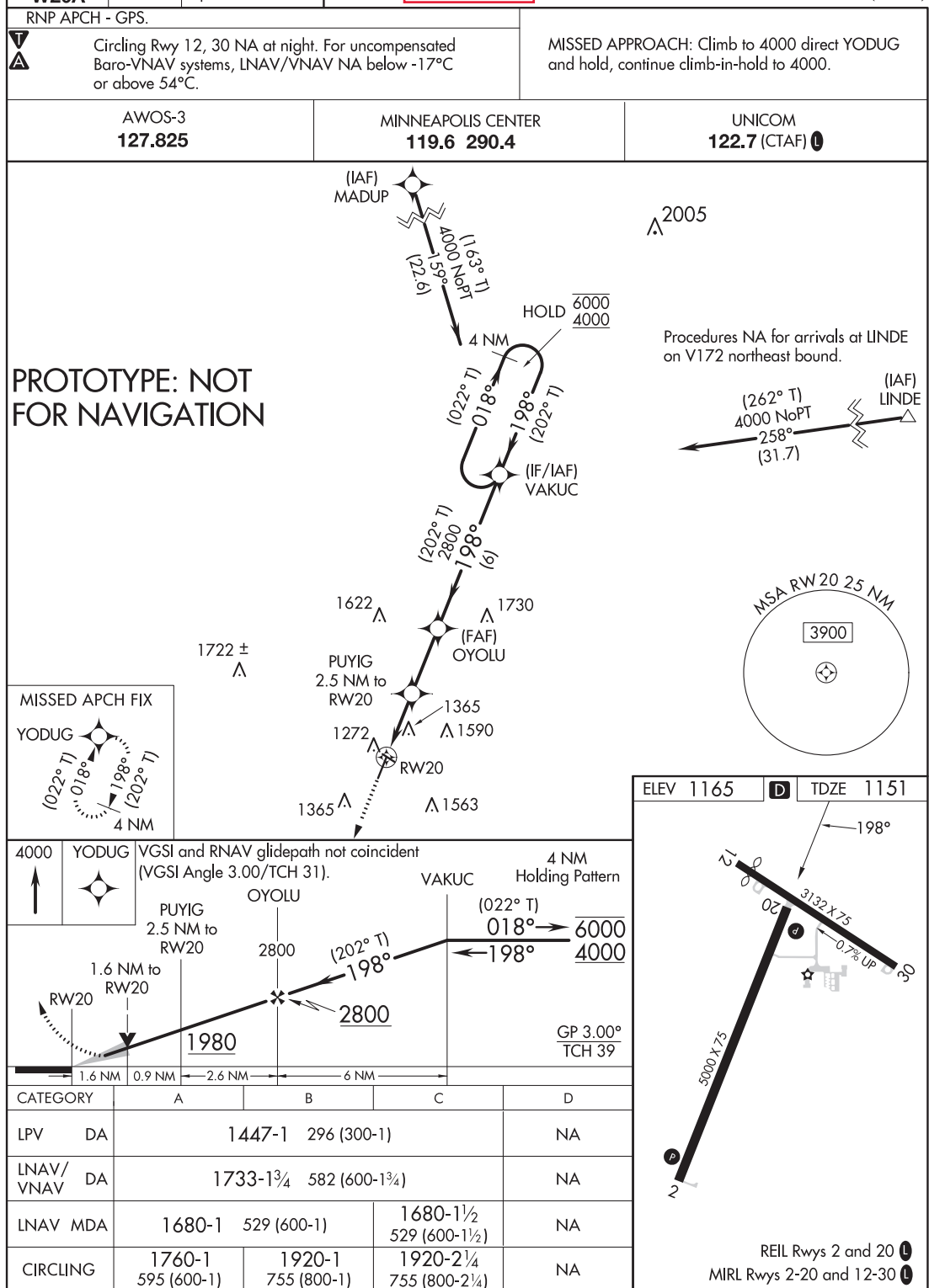
AL-5314 (FAA)

WAAS CH 82528 W20A	APP CRS 198°	Rwy Idg TDZE Apt Elev	5000 1151 1165
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NEW

RNAV (GPS) RWY 20

ATLANTIC MUNI (AIO)



AUTOMATED AL-5314 RNAV (GPS) RWY 20

NC-3

27 OCT 2022

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

ATLANTIC, IOWA

Amdt 1D FIG

41°24'N-95°03'W

ATLANTIC MUNI (AIO)

RNAV (GPS) RWY 20

WAAS CH 82528 W20A	APP CRS 198°	Rwy Idg TDZE 1151 Apt Elev 1165
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OLD

RNAV (GPS) RWY 20

ATLANTIC MUNI (AIO)

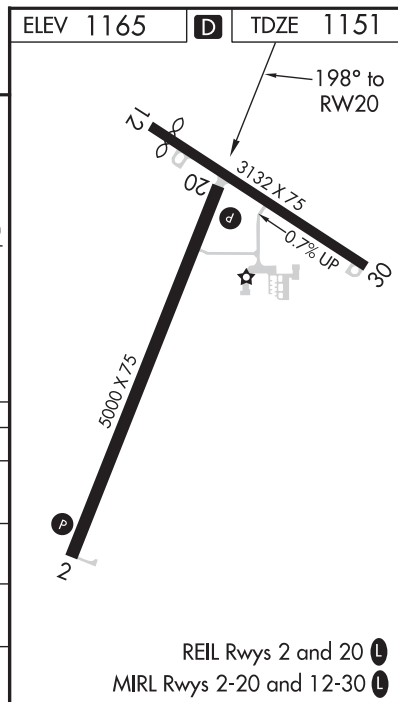
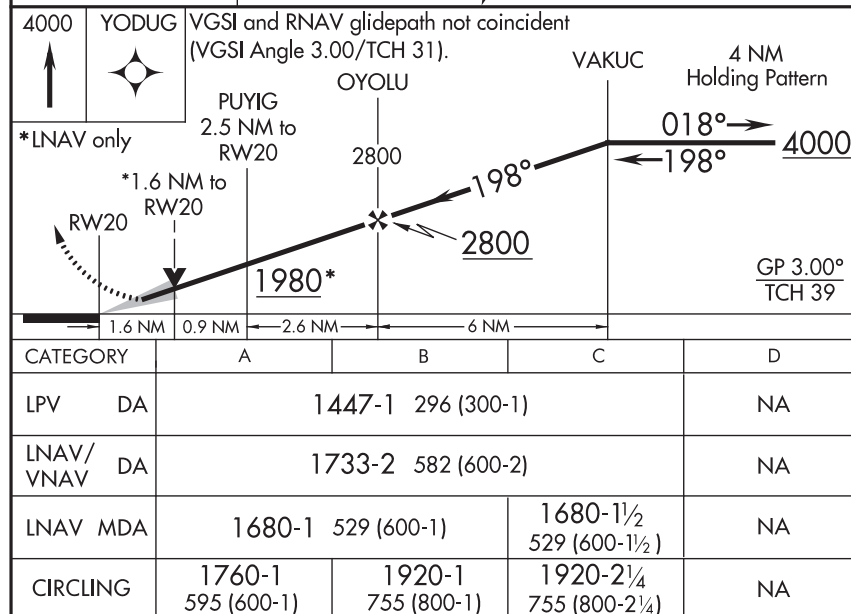
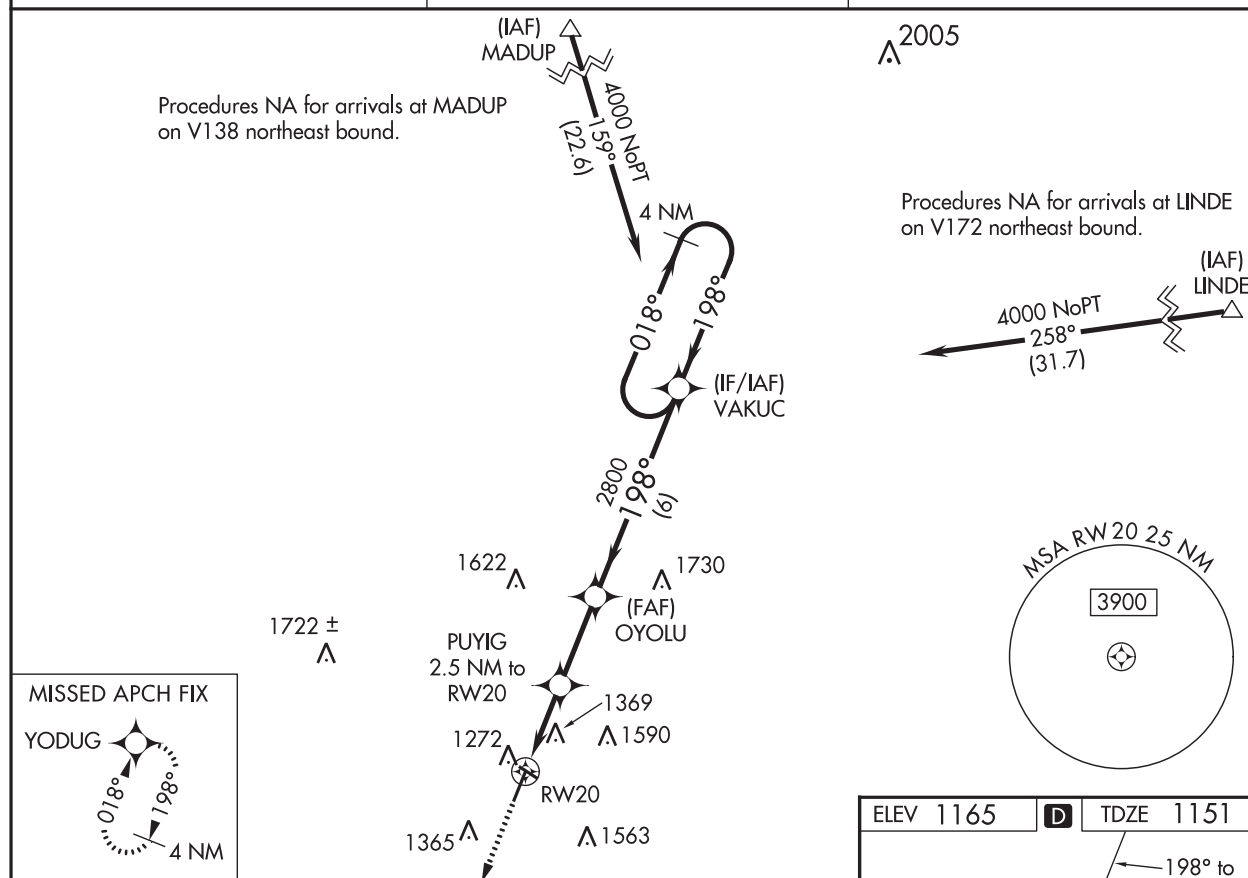
⚠ DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Harlan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Harlan altimeter setting: increase LPV DA to 1496 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1780 feet and all visibilities 1/2 SM; increase all MDAs 60 feet, and LNAV visibility Cat C 1/4 SM and Circling visibility Cat B/C 1/4 SM. Circling Rwy 12, 30 NA at night.

MISSED APPROACH:
Climb to 4000 direct
YODUG and hold.

AWOS-3
127.825

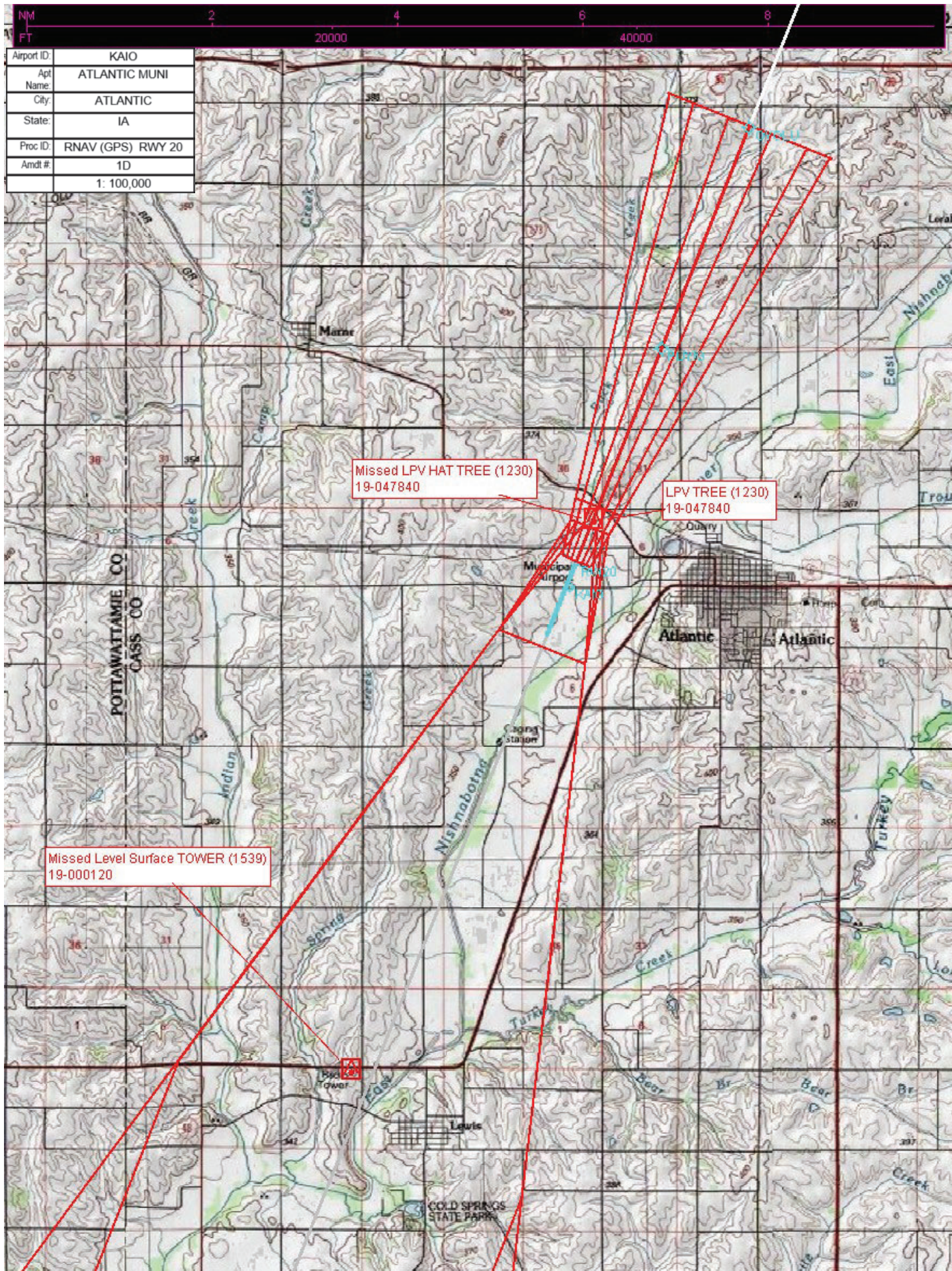
MINNEAPOLIS CENTER
119.6 290.4

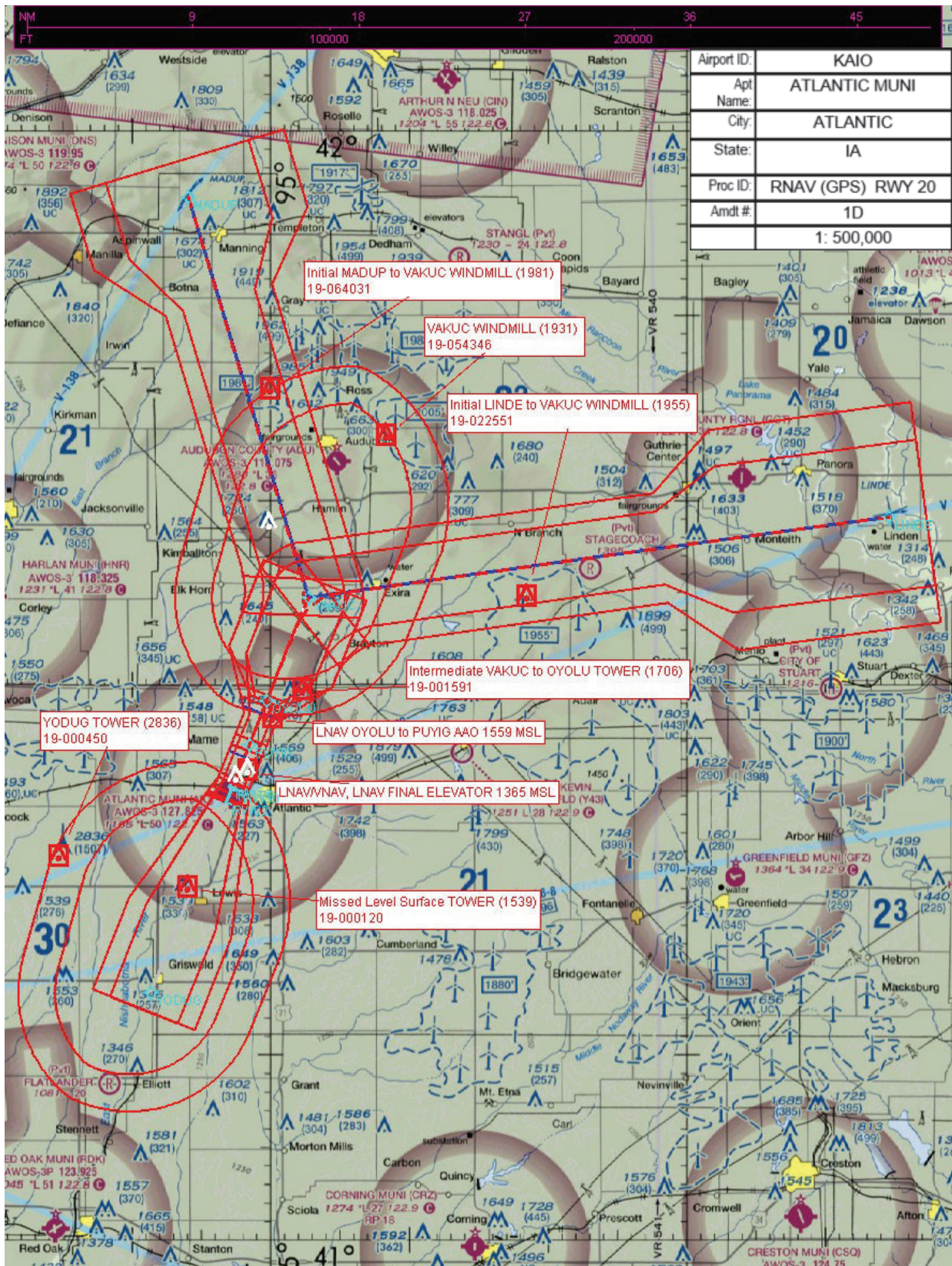
UNICOM
122.7 (CTAF) L



NC-3, 08 SEP 2022 to 06 OCT 2022

NC-3, 08 SEP 2022 to 06 OCT 2022





Airport ID:	KAIO
Apt Name:	ATLANTIC MUNI
City:	ATLANTIC
State:	IA
Proc ID:	RNAV (GPS) RWY 20
Amdt #	1D
	1: 500,000

Initial MADUP to VAKUC WINDMILL (1981)
19-064031

VAKUC WINDMILL (1931)
19-054346

Initial LINDE to VAKUC WINDMILL (1955)
19-022551

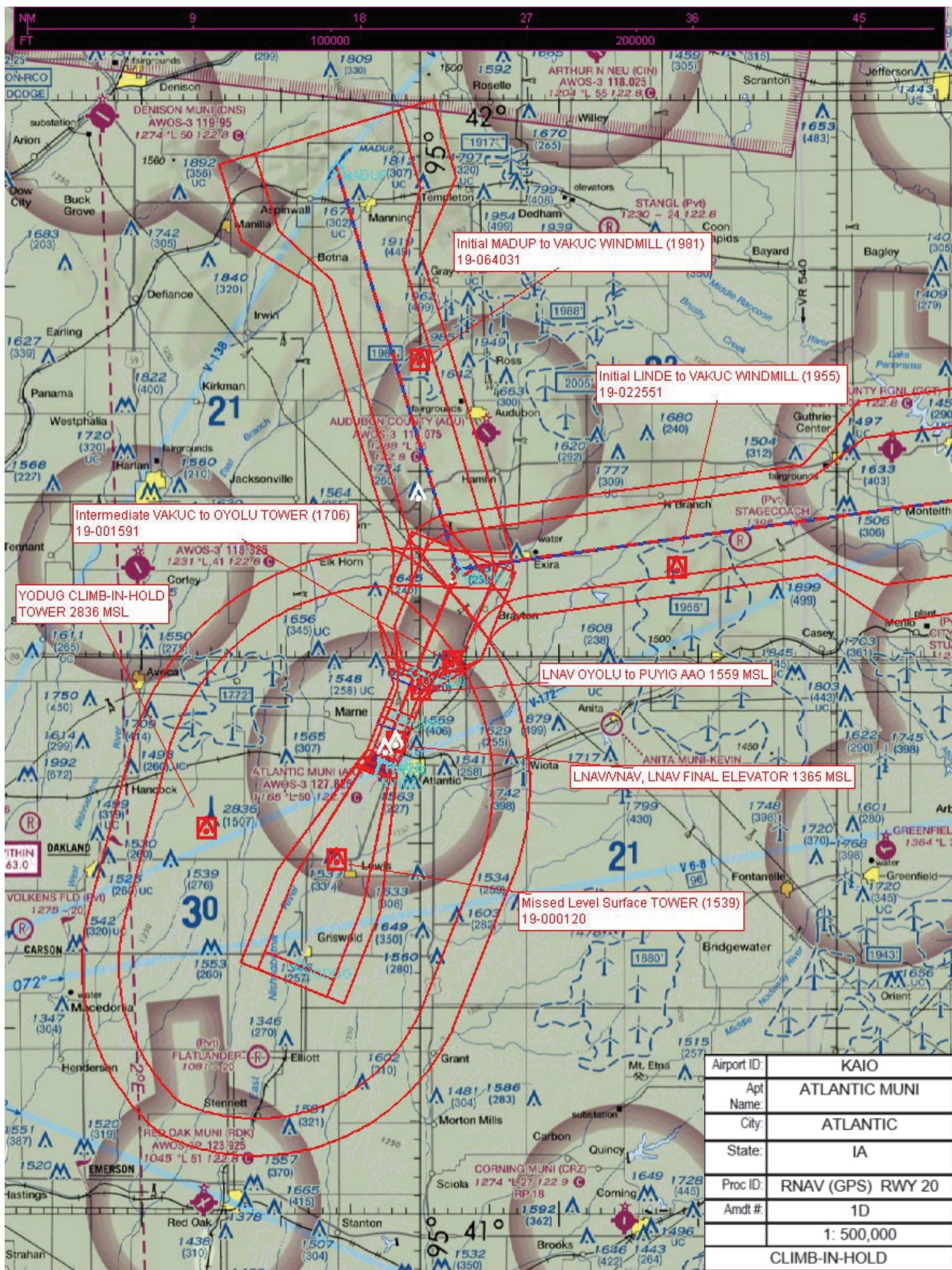
Intermediate VAKUC to OYOLU TOWER (1706)
19-001591

LNNAV OYOLU to PUYIG AAO 1559 MSL

LNNAV VNAV, LNNAV FINAL ELEVATOR 1365 MSL

YODUG TOWER (2836)
19-000450

Missed Level Surface TOWER (1539)
19-000120





Federal Aviation Administration Categorical Exclusion Declaration

Decommissioning of Fort Dodge VHF Omnidirectional Range and Modification of Air Traffic Service Routes

Background:

On December 15, 2011 the Federal Aviation Administration (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 Fort Dodge (FOD) VOR, amend two Jet Routes, extend one high altitude RNAV Q-route, amend four VOR Federal airways, remove one VOR Federal airway, and remove one Domestic Low Altitude Reporting Point.

The Air Traffic Services (ATS) routes affected by the FOD VOR are J-82, J-94, Q-122, V-100, V-138, V-456, V-462, and V-505. With the planned decommissioning of the FOD 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 would result in the removal of airway segments. To overcome the loss of route segments in the ATS routes, instrument flight rules (IFR) traffic may use adjacent ATS Routes, such as J-84, J-100, J-128, and J-128 in the high altitude enroute structure and V-13, V-120-, V-161, V-172, and T-392 in the low altitude enroute structure, or request Air Traffic Control (ATC) radar vectors to fly through or navigate around the affected area. Pilots equipped with RNAV capabilities may also navigate point to point using the existing fixes that will remain in place to support continued operations through the affected area. Visual flight rules (VFR) pilots who elect to navigate through the affected area may utilize the ATC services previously listed.

A description of all the ATS route changes are below.

J-82: J-82 currently extends between the Battle Ground, WA, VORTAC and the Goshen, IN, VORTAC. The FAA proposes to remove the route segment between the Sioux Falls, SD, VORTAC and the Dubuque, IA, VORTAC. As a result, the Jet route would extend between the Battle Ground, WA, VORTAC and Sioux Falls, SD, VORTAC; and between the Dubuque, IA, VORTAC and the Goshen, IN, VORTAC.

J-94: J-94 extends between the Mustang, NV, VORTAC and the Flint, MI, VORTAC. The FAA proposes to remove the route segment between the O'Neill, NE, VORTAC and Dubuque, IA, VORTAC. As a result, the Jet route would extend between the Mustang, NV, VORTAC and the O'Neill, NE, VORTAC; and between the Dubuque, IA, VORTAC and the Flint, MI, VORTAC.

Q-122: Q-122 currently extends between the MOGEE, CA, waypoint (WP) and the Fort Dodge, IA, VORTAC. The FAA is proposing to remove the Fort Dodge, IA, VORTAC route point from the route description and establish a new waypoint (VIRGN, IA), located 3.08 NM south of the current Fort Dodge, IA, VORTAC. The VIRGN, IA waypoint would support navigation, on Q-122, in lieu of the removed Fort Dodge, IA, VORTAC. From the VIRGN, IA waypoint, the FAA is proposing to extend Q-122, 52 miles to the east, to the VIGGR, IA fix, which would now become the easternmost endpoint of the airway. The FAA also proposes to remove the BEARR, UT fix and the O'Neil, NE, VORTAC (ONL) from the legal description only. Because the route points are on straight segments of the existing Q-122 route, it is not necessary to include them in the legal description. Although the BEARR, UT fix and the O'Neil, NE, VORTAC would be removed from the legal description, both would remain in service and continue to be charted on the route. The FAA also proposes to convert the KATES, NE fix to a waypoint, to support Q-122 navigation. The KATES, NE waypoint and the newly established VIRGN, IA waypoint, would also be charted to facilitate RNAV holding. As such, the proposed route, east of the KATES, NE waypoint, will overfly the VIRGN, IA, waypoint, located 3.08 nm south of the current Fort Dodge, IA, VORTAC, and will continue to the new airway endpoint at the VIGGR, IA, fix. As a result, the Q-122 route would extend between the MOGEE, CA, waypoint and the VIGGR, IA, fix.

V-100: V-100 extends between the Medicine Bow, WY, VOR/DME and the O'Neil, NE, VORTAC; between the Fort Dodge, IA, VORTAC and the Dubuque, IA, VORTAC; and between the Northbrook, IL, VOR/DME and the Litchfield, MI, VOR/DME. The FAA proposes to remove the segment between the Fort Dodge, IA, VORTAC and the Waterloo, IA, VOR/DME. The unaffected portions of the existing airway would remain as charted. Additional changes to other segments of V-100 have been proposed in a separate rulemaking proposal.

V-138: V-138 extends between the Riverton, WY, VOR/DME and the Sidney, NE, VOR/DME; and between the Grand Island, NE, VOR/DME and the Mason City, IA, VOR/DME. The FAA proposes to remove the segment between the Omaha, IA, VORTAC and the Mason City, IA, VOR/DME. As a result, V-138 would extend between the Riverton, WY, VOR/DME and the Sidney, NE, VOR/DME; and between the Grand Island, NE, VOR/DME and the Omaha, IA, VORTAC.

V-456: V-456 extends between the Fort Dodge, IA, VORTAC and the Flying Cloud, MN, VOR/DME. The FAA proposes to remove the segment between the Fort Dodge, IA, VORTAC and the Mankato, MN, VOR/DME. As a result, V-456 would extend between the Mankato, MN, VOR/DME and the Flying Cloud, MN, VOR/DME.

V-462: V-462 extends between the Fort Dodge, IA, VORTAC and the Sioux Falls, SD, VORTAC. The FAA proposes to remove the airway in its entirety.

V-505: V-505 extends between the Des Moines, IA, VORTAC and the Gopher, MN, VORTAC; and between the Duluth, MN, VORTAC and the International Falls, MN, VOR/DME. The FAA proposes to remove the segment between the Des Moines, IA, VORTAC and the Mason City, IA, VOR/DME. As a result, V-505 would extend between the Mason City, IA, VOR/DME and the Gopher, MN, VORTAC; and between the Duluth, MN, VORTAC and the International Falls, MN, VOR/DME.

Fort Dodge: The Fort Dodge, IA, Domestic Low Altitude Reporting Point would be removed.

The Instrument Approach Procedures at Algona Municipal Airport, Eagle Grove Municipal Airport, Emmetsburg Municipal Airport, Forest City Municipal Airport, Fort Dodge Regional Airport, Minneapolis-St. Paul INTL/Wold-Chamberlain Airport, Eppley Airfield, Pocahontas Municipal Airport, and Webster City Municipal Airport will be amended to compensate for the loss of the FOD VOR.

Procedure changes at these airports are described below.

Algona Municipal (KAXA): The VOR/DME-A will be cancelled.

Eagle Grove Municipal (KEAG): The VOR/DME-A will be cancelled.

Emmetsburg Municipal (KEGQ): The NDB Runway 13 and NDB Runway 31 will be revised by removing the FOD Feeder segment from each.

Forest City Municipal (KFXV): The RNAV (GPS) Runway 15 will be revised by amending the BANCO (Feeder) Fix makeup.

Fort Dodge Regional (KFOD): The ILS or LOC Runway 6 will be revised by removing the FOD 14 DME Arcs, Feeder segment and primary Missed Approach. The alternate Missed Approach will now be primary. The VOR/DME Runway 30 and VOR Runway 12 will be cancelled.

Minneapolis-St. Paul INTL/Wold-Chamberlain (KMSP): The MEADOW LAKE FOUR Departure will be revised by removing FOD from the procedure. The MINNEAPOLIS EIGHT Departure will be revised by removing FOD and replacing the MSP 7 DME Arc 3500' climb restriction with a Climb Gradient to 3500'. The ORSKY TWO Departure will be revised by removing the FOD Transition and replacing the MSP 7 DME Arc 3500' climb restriction with a Climb Gradient to 3500'. The TWOLF THREE Arrival will be revised by removing the FOD Transition and amending TRGET Fix makeup.

Eppley Airfield (KOMA): The BLUFS FOUR Departure will be revised by removing FOD from the procedure. The LANTK ONE Arrival will be revised by removing the FOD Transition and amending LANTK Fix makeup.

Pocahontas Municipal (KPOH): The VOR/DME Runway 30 will be cancelled.

Webster City Municipal (KEBS): The VOR/DME Runway 14 will be cancelled.

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 Area 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*).

(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**

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REGOTTI
Date: 2022.03.02 13:01:26
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Kristi Regotti, Environmental Protection Specialist, Operations Support Group, ATO Central Service Center, AJV-C25

Approved by:

**CHRISTOPHER L
SOUTHERLAND**

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-06'00'

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