

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 04/22/2021	APWS Task ID: 3F173883FFF64B58ADA09FA8D51FD602	APWS Project ID: 606C10D217234BFE8F74F65F9574DEE1
Procedure: ILS OR LOC RWY 13 AMDT 5	Enroute: NO	Specialist: Fowler, Shane	Agreement Number:		
Airport ID: KPVU	Airport City: PROVO		State: UT		
Facility ID: PVU	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<b>Procedure Comments:</b> ACTIVE AIRPORT DATA USED.  PACKAGE CONTAINS A LETTER OF APPROVAL TO APPLY PPV IN HOLDING, MISSED APPROACH LEVEL SURFACE, FFU VORTAC TO JETLI AND JETLI TO DICOT SEGMENTS. 8260-1 APPLICATION NOT TO APPLY AAO BEYOND 20,000' FROM RWY 13 WITHIN 1000' OF THE FFU VORTAC.  THIS CANCELS T-NOTAM 0/3887.  09/24/20: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/26/19. 1. CHANGED MISSED APPROACH INSTRUCTION TO "CLIMB TO 6200 THEN CLIMBING RIGHT TURN TO 9000 AND ON PVU VOR/DME R-230 TO CALUB INT/PVU 10.51 DME THEN RIGHT TURN ON FFU VORTAC R-160 TO FFU VORTAC AND HOLD." - REDESIGN DUE TO SIGNAL ISSUES WITH THE PREVIOUS RADIALS USED DURING FC REVIEW. 2. ADDED CHART IN PLANVIEW AT DICOT: PVU 14 DME TO ADDITIONAL FLIGHT DATA BLOCK. 3. DELETED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JAURN ON V21 NORTHBOUND. 4. ADDED CHART PLANVIEW NOTE: NOPT FOR ARRIVAL ON FFU VORTAC AIRWAY RADIALS R-030, R-079, R-110, AND R-188. 5. DELETED PREVIOUS FC PILOT'S INFORMATION SINCE THIS WILL NEED TO BE REFLOWN.  8260-2 CALUB: 1. FIX MAKE-UP: CHANGED FAC 1 AND 2 MRA FROM 8500 TO 8100. 2. REQUIRED CHARTING: ADDED IAP.  8260-2 DICOT: 1. FIX MAKE-UP: ADDED PVU VOR/DME AS FAC 2 AND CHANGED FFU TO FAC 3 AND DELETED THE DME DISTANCE OF 8.34. 2. REMARKS: ADDED PROVO (FAC 1) AND PROVO (FAC 2) USED TO ESTABLISH FIX COORDINATES.  8260-2 JETLI: 1. CHANGED REMARKS FROM "FAC 1 AND FAC 2: TERMINAL FIX CRITERIA USED." TO "FAIRFIELD (FAC 1) AND PROVO (FAC 2) USED TO ESTABLISH FIX COORDINATES."  03/15/21: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 01/05/21. 8260-2 DICOT: 1. FIX USE: ADDED FAC 3 TO ILS OR LOC RWY 13.  CONTACT: ALLAN WILL 405-954-6103.					



## FIPC BASIC FORM

<b>PROCEDURE:</b> ILS OR LOC RWY 13 AMDT 5		<b>AIRPORT NAME:</b> PROVO MUNI		<b>AIRPORT ID:</b> KPVU	<b>SPECIAL CONTROL NO:</b> SP-02-117-20
<b>FAC ID:</b> PVU		<b>CITY:</b> PROVO		<b>ST:</b> UT	<b>ORIG CHART DATE:</b> 05/21/2020
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b>	

### PREFLIGHT NOTES

<b>REVIEWER:</b>	<b>DATE:</b>
<b>COMMENTS:</b>	<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	<b>YES</b> <b>NO</b>
	<b>CPV COMPLETE?</b> <input checked="" type="checkbox"/> X <input type="checkbox"/>

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 03/10/2020	<b>CREW #:</b> VN449	<b>N #:</b> N88	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> paul a gosden @ 03/10/2020 19:37		<b>PRINTED NAME:</b> GOSDEN, PAUL ANTHONY		<b>NOTAM INITIATED?</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**  
 UNSAT for missed approach procedures. Missed approach procedure does not work below 15,000 ft due to NOTAM 03/098. All previous restrictions remain in effect. CDC 03/099 FFU NAV VOR 105-142 BEYOND 20NM UNUSABLE PLUS SEE CHART SUPPLEMENT 2003102333-PERM. CDC 03/098 FFU NAV VOR 105-142 SFC-14900FT UNUSABLE PLUS SEE CHART SUPPLEMENT 2003102331-PERM All previous restrictions remain in effect. The rest of the procedure is SAT as per previous inspection dated 2/25/20.

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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**1. FLIGHT PROCEDURE IDENTIFICATION:**

PROVO, UT (KPVU)  
PROVO MUNI  
ILS OR LOC RWY 13

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

8260.19H, PARA 2-11-5. CONTROLLING OBSTACLES FOR MISSED APPROACH FOR AIRPORTS WITH AT LEAST ONE RUNWAY LONGER THAN 3200 FEET. ADVERSE ASSUMPTION OBSTACLE (AAO) OF 200 FT AGL ARE ASSUMED TO EXIST OUTSIDE OF AN ARC RADIUS OF 20000 FEET FROM THE END OF EACH USABLE RUNWAY. TERRAIN WILL RECEIVE ADVERSE ASSUMPTION OBSTACLE (AAO) APPLICATION BEYOND 20,000 FEET.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

STANDARD APPROACH AAO APPLICATION CAUSES AN INCREASED ALTITUDE FOR THE INITIAL APPROACH SEGMENT FROM FFU VORTAC TO JETLI, MISSED APPROACH LEVEL SURFACE, MISSED APPROACH AND ARRIVAL HOLDING. 7880 (AAO) + 1000 (ROC) + 132 (PPV) = 9012. AIR TRAFFIC CONTROL REQUIRES THAT THE CARDINAL ALTITUDE REMAIN AT 9000 FEET FOR MISSED APPROACH/ARRIVAL HOLDING AT FFU VORTAC BASED ON THEIR MINIMUM VECTORING ALTITUDE (MVA) CHART.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

- 1. 8260.3D, PARA 3-2-2.B.(2). AND APPENDIX C, PARA 1.E., NOTE 1 ARE APPLIED TO KEEP THE CARDINAL ALTITUDE AT 9000 FEET FOR MISSED APPROACH/ARRIVAL HOLDING AT FFU VORTAC BASED ON AIR TRAFFIC CONTROL'S MINIMUM VECTORING ALTITUDE (MVA) CHART.
- 2. 6820.10, PARA 17.c(3)(a). ALL OBSTRUCTIONS WITHIN 1000 FEET OF THE ANTENNA ARE TO BE REMOVED.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

- 1. THE RELOCATION OF FACILITIES IS NOT FEASIBLE THEREFORE HAS NO IMPACT ON THIS WAIVER.
- 2. MODIFICATION OF TERRAIN ELEVATION IS NOT FEASIBLE.
- 3. MODIFICATION OF RADIALS IS NOT FEASIBLE AS THE TERRAIN ELEVATION IS IN PRIMARY AREA OF THE MISSED APPROACH/ARRIVAL HOLDING.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

A4A, ALPA, AOPA, NBAA, ZLC, SLC APP CON, UT AERO, AMGR, PVU ATCT

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
01/02/20	AJV-A400	IFP GROUP MANAGER

**SIGNATURE**  
Digitally signed by  
**ALLAN WILL**  
Nov 06, 2020

**8. AFS ACTIONS:**

APPROVED  DISAPPROVED  NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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# FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY  
CONTROL NO:

1. Flight Procedure Identification:

PROVO, UT (PVU)  
PROVO MUNI  
ILS OR LOC/DME RWY 13

2. Waiver Required and Applicable Standard:

CLIMB GRADIENT OF 315 FT/NM TO 8600 TO CLEAR 7859' AAO PENETRATION OF 40:1 MISSED APPROACH OBSTACLE SURFACE. FAAO 8260.3B, PARA 277, STATES: EVALUATE THE 40:1 SURFACE FROM MAP TO THE CLEARANCE LIMIT (END OF THE MISSED APPROACH SEGMENT). IF OBSTACLES PENETRATE THE SURFACE, TAKE ACTION TO ELIMINATE THE PENETRATION.

3. Reason for Waiver (*Justification for nonstandard treatment*):

APPLICATION OF A 7859' MSL AAO RESULTED IN A PENETRATION OF THE 40:1 MISSED APPROACH OBSTACLE SURFACE. TO RETAIN THE CURRENT ILS DA/HAT OF 4697/200. PROVO, UT IS AN ISOLATED LOCATION WITH SURROUNDING AREAS OF HIGH TERRAIN. BY RETAINING THE LOWEST POSSIBLE MINIMUMS THE AIRPORT CAN CONTINUE OPERATING DURING EXTENDED PERIODS OF INCLEMENT WEATHER.

4. Equivalent Level of Safety Provided:

CLIMB GRADIENT OF 315 FT/NM ESTABLISHED TO AVOID PENETRATION OF THE 40:1 MISSED APPROACH OBSTACLE SURFACE. A SECOND SET OF MINIMUMS WITH STANDARD CLIMB WILL BE PUBLISHED FOR THOSE AIRCRAFT UNABLE TO ACHIEVE THE HIGHER CLIMB GRADIENT.

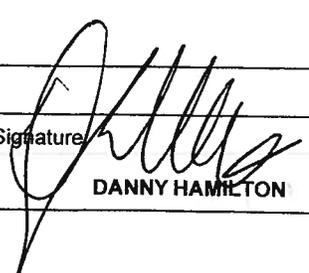
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: HIGH TERRAIN IN THE SURROUNDING AREAS OF THE AIRPORT RESTRICTS THE USEFULNESS OF THE APPROACH REGARDLESS OF NAVIGATIONAL FACILITY OR EQUIPMENT MODIFICATIONS.

6. Coordination With User Organizations (*Specify*):

AVN-101   ✓  

AVN-130   (Handwritten Signature)  

7. SUBMITTED BY

DATE: <b>MAY 26 2009</b>	Office Identification: AVN-100	Title: MANAGER, NATIONAL FLIGHT PROCEDURES OFFICE	Signature:  DANNY HAMILTON
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8. CONTINUATION

Comments:

9. AFS ACTION

<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

This waiver is canceled effective December 31, 2020.  
The procedure was amended and no longer requires a climb gradient.

Digitally signed by  
**SHANE FOWLER**  
May 28, 2020

Date:  
**JUN 03 2009**

Routing Symbol:  
AFS-400

Signature:   
Michael J. Zenkovich  
Manager, Flight Technologies Division

Subject: Approval Request: Provo Muni (KPVU), Provo, UT

ILS OR LOC RWY 13, Provo Muni (KPVU)

FAA 8260.3D para 3-2-2b(3) Precipitous Point Value (PPV).

Request the use of PPV evaluation results for the above procedure. The adjustment will allow for ATC to retain the missed holding altitude of 9000', which is necessary due to SLC arrivals overflying at 10,000'.

Segment Type: Missed Level Surface.

Beginning Point: MA tieback points. ILS tieback 401412.52N/1114442.47W. LOC tieback 401430.45N/1114454.46W.

End Point: FFU VORTAC 401629.62N/1115625.91W.

Results: PPV max value 220.  $220 \times .6 = 132$ . PR Value 132.

Segment Type: Missed Holding.

Beginning/End Point: FFU VORTAC 401629.62N/1115625.91W.

Inbound Course: Inbound course 352 True/340 Mag.

Pattern Size: 10.

Results: PPV max value 220.  $220 \times .6 = 132$ . PR Value 132.

Segment Type: Initial FFU to JETLI.

Beginning Point: FFU VORTAC 401629.62N/1115625.91W.

End Point: JETLI 401952.99N/1115907.98W.

Results: PPV max value 220.  $220 \times .6 = 132$ . PR Value 132.

Segment Type: Initial JETLI to DICOT.

Beginning Point: JETLI 401952.99N/1115907.98W.

End Point: DICOT 402431.65N/1115328.87W.

Results: PPV max value 220.  $220 \times .6 = 132$ . PR Value 132.

**NEW**

PROVO, UTAH

AL-683 (FAA)

FIG

LOC/DME I-PVU <b>110.3</b> Chan <b>40</b>	APP CRS <b>134°</b>	Rwy Idg TDZE Apt Elev <b>8599</b> <b>4497</b> <b>4497</b>
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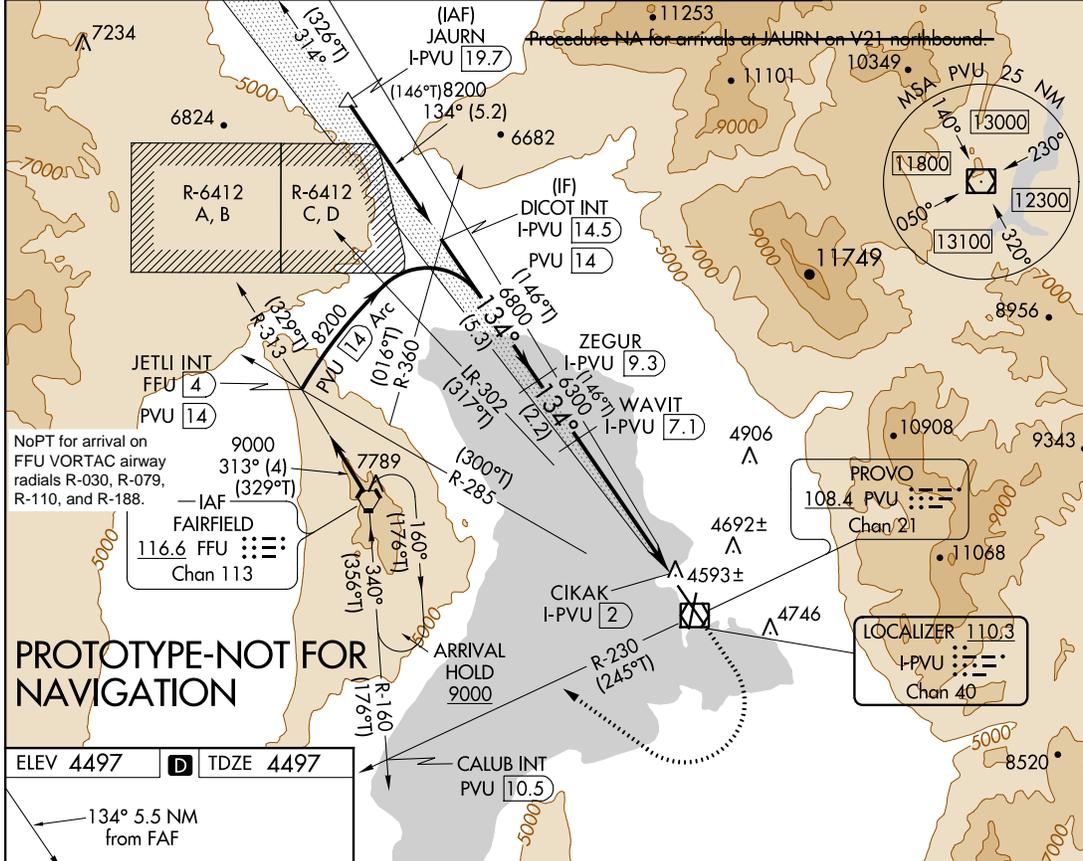
**ILS or LOC RWY 13**  
PROVO MUNI (PVU)

DME required.

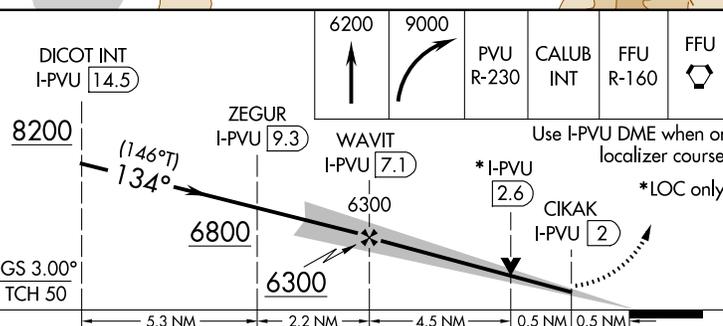
**▼** Circling NA east of Rwy 18-36. Circling Rwy 18, 36 NA at night.  
**▲** Rwy 13 helicopter visibility reduction below ¼ N/A.

MISSED APPROACH: Climb to 6200 then climbing right turn to 9000 and on PVU VOR/DME R-230 to CALUB INT/PVU 10.5 DME then right turn on FFU VORTAC R-160 to FFU VORTAC and hold.

ATIS ★ <b>135.175</b>	SALT LAKE CITY APP CON <b>118.85 233.7</b>	PROVO TOWER ★ <b>125.3 (CTAF)</b>	GND CON <b>119.4</b>
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**PROTOTYPE-NOT FOR NAVIGATION**



CATEGORY	A	B	C	D
S-ILS 13		4756-¾	259 (300-¾)	
S-LOC 13		4860-1	363 (400-1)	
<b>C</b> CIRCLING	4920-1 423 (500-2)	4980-1 483 (500-2)	5140-1¾ 643 (700-1¾)	5280-2½ 783 (800-2½)

PROVO, UTAH  
Amdt 5 FIG

40°13'N-111°43'W

PROVO MUNI (PVU)  
**ILS or LOC RWY 13**

**AUTOMATED AL-683 ILS or LOC RWY 13**  
**AUTOMATED AL-683 ILS or LOC RWY 13**

SW-4  
21 OCT 2020  
COMPILER: HD  
REVIEWER:  
DBL CHKR:  
EFF DATE: FIG

LOC/DME I-PVU <b>110.3</b> Chan 40	APP CRS <b>134°</b>	Rwy Idg <b>8599</b> TDZE <b>4497</b> Apt Elev <b>4497</b>
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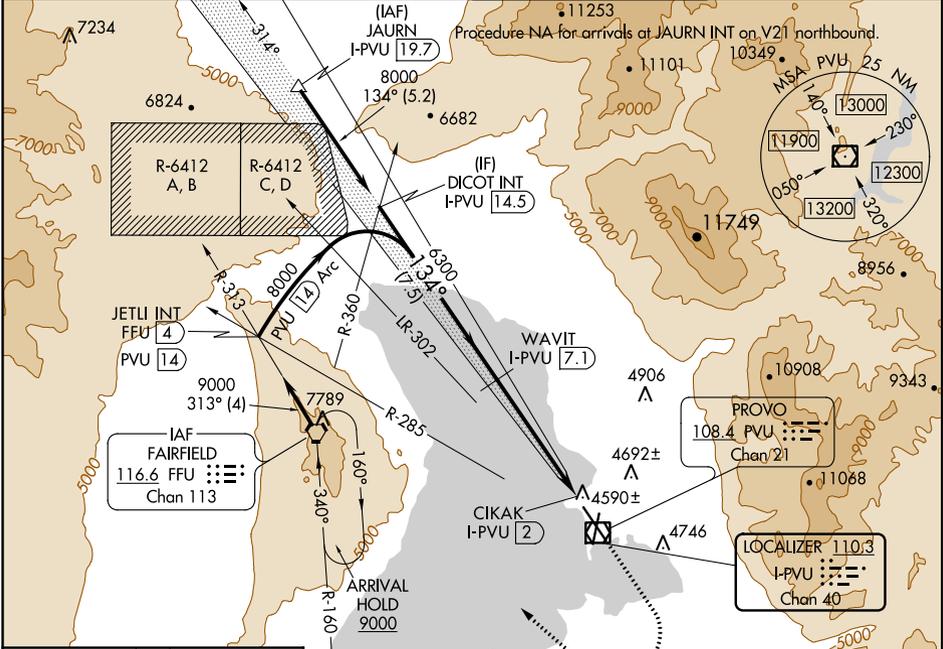
**OLD**

**ILS or LOC RWY 13**  
PROVO MUNI (PVU)

**⚠** Circling to Rwy 18 NA at night.  
Circling NA east of Rws 18 and 36.  
DME required.

**⚠** MISSED APPROACH: Climb to 6200 then climbing right turn to 9000 direct FFU VORTAC and hold.  
\*\*Missed approach requires minimum climb of 300 feet per NM to 8700.

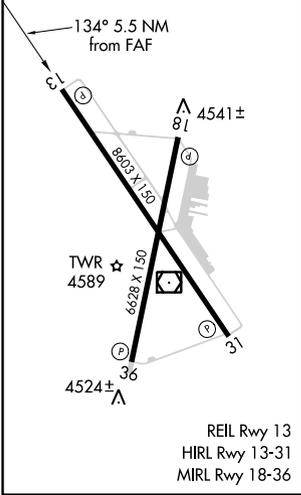
ATIS * <b>135.175</b>	SALT LAKE CITY APP CON <b>118.85 233.7</b>	PROVO TOWER * <b>125.3 (CTAF)</b>	GND CON <b>119.4</b>
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SW-4, 07 NOV 2019 to 05 DEC 2019

SW-4, 07 NOV 2019 to 05 DEC 2019

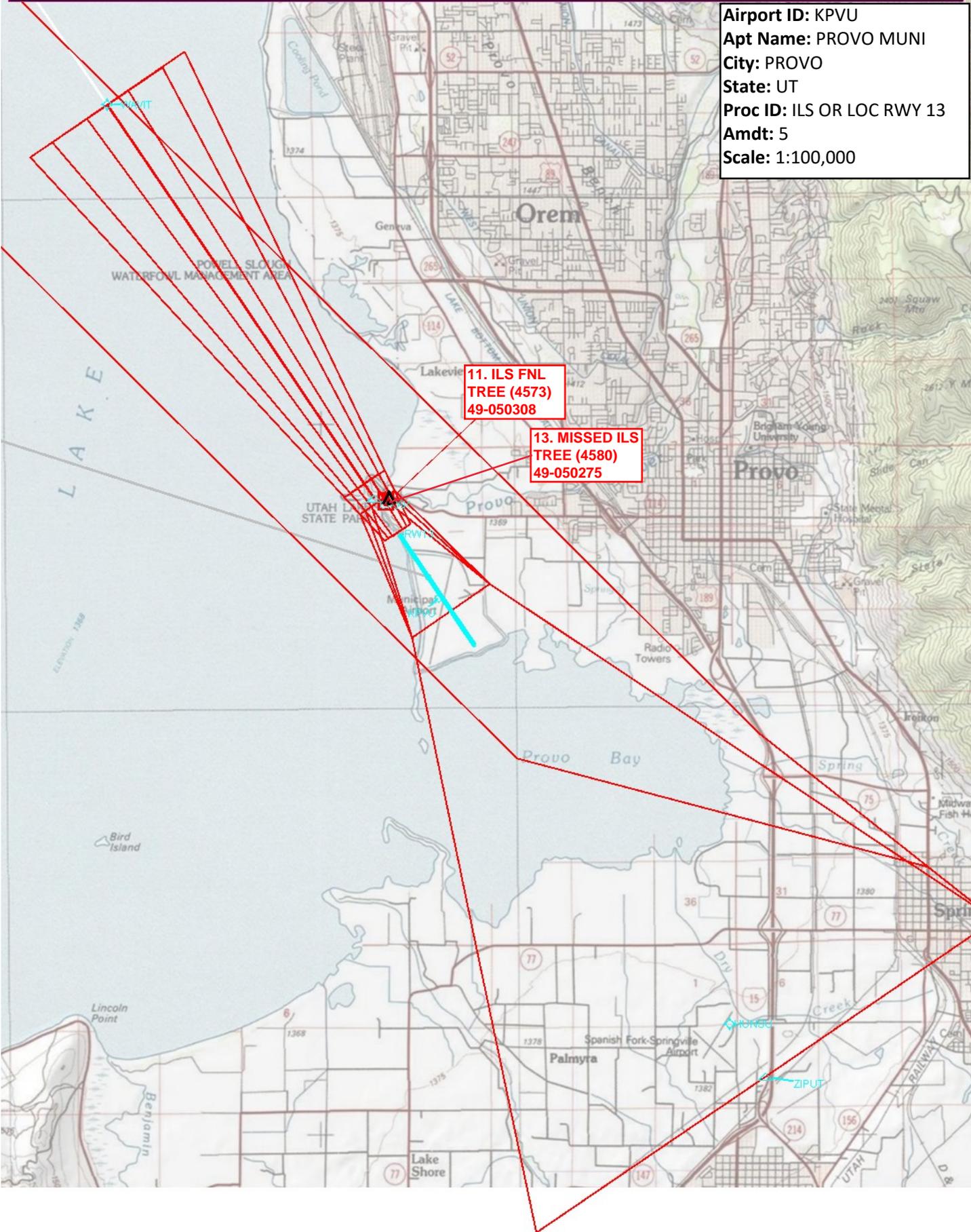
ELEV 4497	<b>D</b>	TDZE 4497
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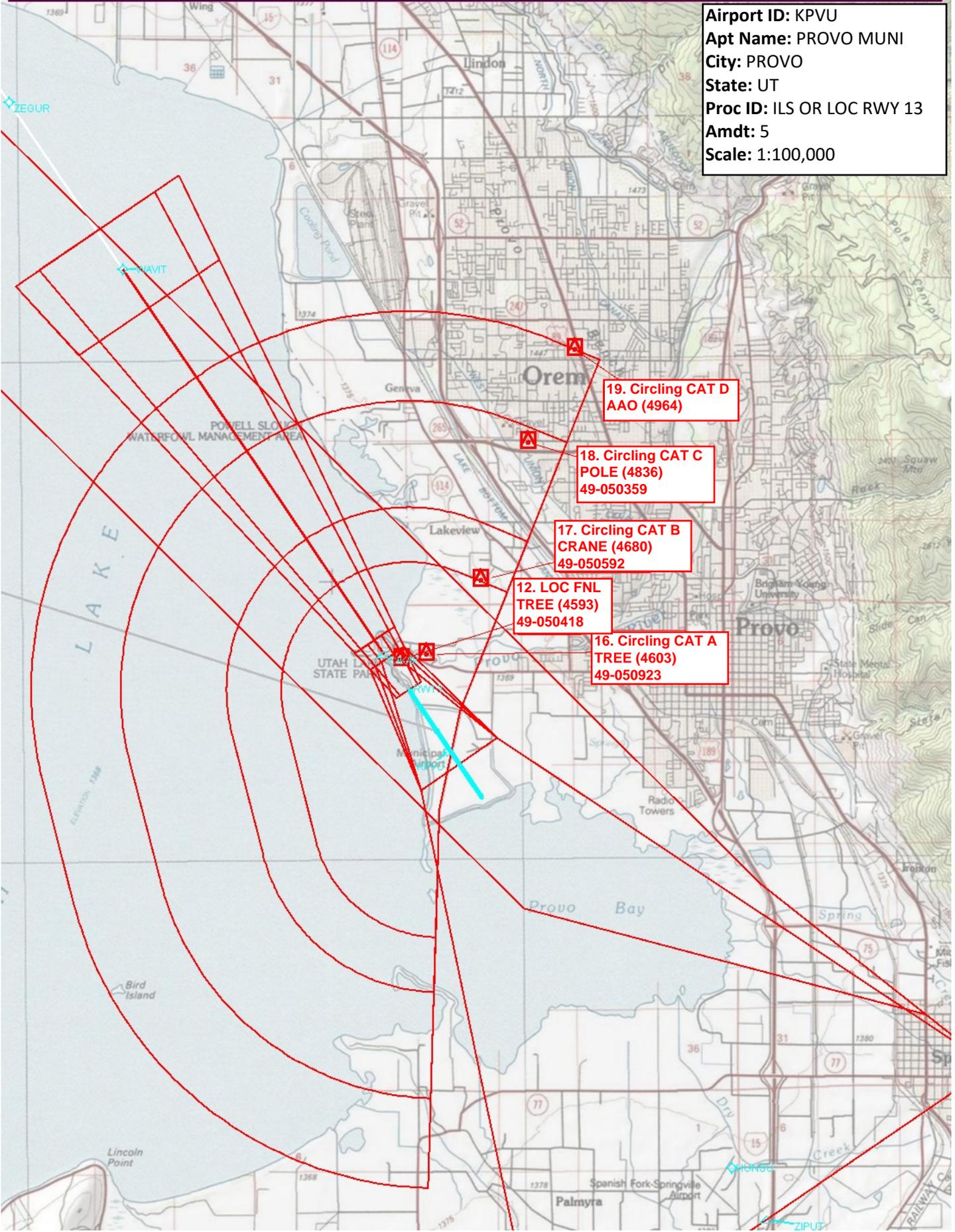
VGSI and ILS glidepath not coincident.

DICOT INT I-PVU [14.5]	WAVIT I-PVU [7.1]	CIKAK I-PVU [2]	FFU	
8000	6300	6300	6200 9000	
GS 3.00°	134°	0.4 NM	Use I-PVU DME when on localizer course.	
TCH 50	7.5 NM	4.6 NM	*LOC only.	
CATEGORY	A	B	C	D
S-ILS 13**		4697-3/4	200 (200-3/4)	
S-ILS 13		5077-1 1/2	580 (600-1%)	
S-LOC 13**		4820-1	323 (400-1)	
S-LOC 13	5220-1	723 (800-1)	5220-2	723 (800-2)
<b>C</b> CIRCLING	5220-1	723 (800-1)	5220-2	5260-2 1/2 763 (800-2 1/2)

**Airport ID:** KPVV  
**Apt Name:** PROVO MUNI  
**City:** PROVO  
**State:** UT  
**Proc ID:** ILS OR LOC RWY 13  
**Amdt:** 5  
**Scale:** 1:100,000



**Airport ID:** KPVV  
**Apt Name:** PROVO MUNI  
**City:** PROVO  
**State:** UT  
**Proc ID:** ILS OR LOC RWY 13  
**Amdt:** 5  
**Scale:** 1:100,000



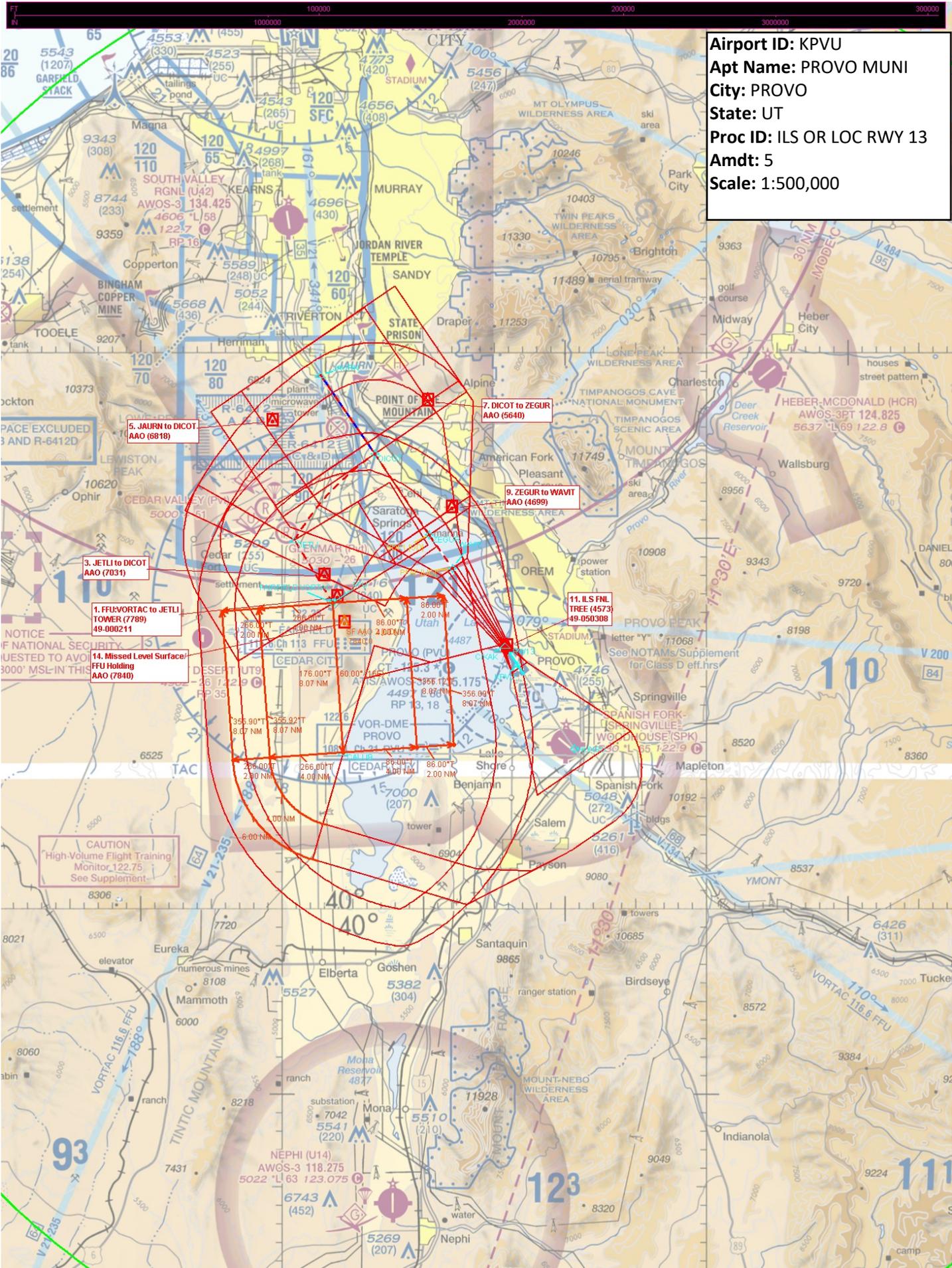
19. Circling CAT D  
AAO (4964)

18. Circling CAT C  
POLE (4836)  
49-050359

17. Circling CAT B  
CRANE (4680)  
49-050592

12. LOC FNL  
TREE (4593)  
49-050418

16. Circling CAT A  
TREE (4603)  
49-050923



**Airport ID:** KPVU  
**Apt Name:** PROVO MUNI  
**City:** PROVO  
**State:** UT  
**Proc ID:** ILS OR LOC RWY 13  
**Amdt:** 5  
**Scale:** 1:500,000

5. JAURN to DICOT  
AAO (6818)

7. DICOT to ZEGUR  
AAO (5640)

9. ZEGUR to WAVIT  
AAO (4699)

3. JETLI to DICOT  
AAO (7831)

1. FFU VORTAC to JETLI  
TOWER (7789)  
49-000211

14. Missed Level Surface/  
FFU Holding  
AAO (7840)

11. ILS FNL TREE (4573)  
49-050308

CAUTION  
High-Volume Flight Training  
Monitor 122.75  
See Supplement

NEPHI (U14)  
AWOS-3 118.275  
5022 \*L 63 123.075

6743 (452)

5269 (207)

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for  
ONLY the Instrument Flight Procedure actions listed below**

- Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis
- Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

**Airport Name and State/ICAO:** KPVU, Provo Municipal Airport, Provo, UT

**Instrument Flight Procedure(s):** ILS or LOC and RNAV (GPS) Rwy 13

**Requestor Name and Phone Number:** FPT, WSC/OSG

*Additional Procedures: (List additional IFPs below or insert list as an additional page in this file)*

**SECTION A – FOR REQUESTOR USE ONLY**

**Does the requested procedure include the following? (check all that apply):**

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- Diverse Vectoring Areas (DVA) without a prescribed heading
- Terminal Arrival Areas (excluding Initial Segments)

**If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.**

**New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)**

- Changes to and/or additional Lines of Minimum
- Altitude increases
- IFR Takeoff Minimums and (Obstacle) Departure Procedure:
  - Only close in obstacle notes
- Minimum Safe Altitudes

**Emergency Actions (Paragraph 5-6.5j)**

- Missed approaches and/or Missed approach holding patterns
- Changes to circling areas
- Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

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FEDERAL AVIATION ADMINISTRATION  
Instrument Flight Procedures Environmental Processing Form**

**Publication Actions (Paragraph 5-6.5k)**

- Name changes (Airport, Fix, Procedure, etc.)
- Adding, amending, removing notes to procedures
- Magnetic Variation (MagVar) adjustments
- Visual Climb Over Airport (VCOA) without a route
- Coding changes with no track/altitude changes
- Cancellation of IFPs not currently being flown

**Note: Please include any airspace modeling output and charts, drawings, etc. that will help explain the actions being taken**  
These changes would amend the ILS or LOC and RNAV (GPS) Rwy 13 due to new obstacles found during the 28 days OKC review. The straight-in minimums would be raised and the missed approaches for both procedures would be amended.

ILS or LOC Rwy 13 new missed approach would be - Climb to 6300, then climbing right turn to 9000 on heading 280 and FFU R-119 to 400852.07N/1114630.22W and on FFU R-119 to FFU VORTAC and hold.

RNAV (GPS) Rwy 13 new missed approach would be - Climb to 9000 direct HUNSU and on track 206.05 to SANNO (395921.74037N1114848.68036W) and on track 295.40 to MEDKE and on track 350.09 to FFU VORTAC and hold.

These changes would Clear FDC NOTAMs 9/4595 and 9/4593, giving the airport back their vertically guide procedures.

**SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY**

**FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:**

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.

5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.

5-6.5 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.

**CATEGORICAL EXCLUSION DETERMINATION:**

The applicability of Categorical Exclusion **5-6.5.k.** for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**Instrument Flight Procedures Environmental Processing Form**

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).
  
2. The action is not a smaller subset of a larger action.
  
3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

STATEMENT OF DETERMINATION: The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

BASIS OF DETERMINATION: This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

Environmental Specialist Concurrence/Reviewed By:

Laura Ashley

Digitally signed by Laura Ashley  
Dell'Olio  
Date: 2019.07.09 11:41:46 -07'00'

Signed: Dell'Olio

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

Signed for: Ryan Weller, Environmental Protection Specialist, WSC/OSG