

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Graphical DP	Estimated Chart Date: 10/07/2021	APWS Task ID: 49B000DEF5794E81B65BACDE307E3B00	APWS Project ID: C4D7A165CE9A4403B328845FFD3E1344
Procedure: HAMEY TWO (RNAV) ODP		Enroute: YES	Specialist: Taylor, Jantzen		Agreement Number:
Airport ID: KHRF			Airport City: HAMILTON		State: MT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: NEW RUNWAY CONSTRUCTION PENDING DATA USED FOR AIRPORT AND RUNWAYS CONTACT: DAVID TEFFETELLER 202.267.5177</div> <div>Digitally signed by MARY MCDONALD Jun 03, 2021</div> <div>QUALITY 5 CHECKED</div>					

HAMEY TWO DEPARTURE (OBSTACLE) (RNAV)

HAMILTON/RAVALLI COUNTY (HRF')

SL-9473 (FAA)

HAMILTON, MONTANA

SPOKANE DEP CON
124.9 298.95
SALT LAKE CITY CENTER
133.4 285.4

TAKEOFF MINIMUMS

Rwy 17: NA, Obstacles.

Rwy 35: Standard with minimum climb of 250' per NM to 4200.

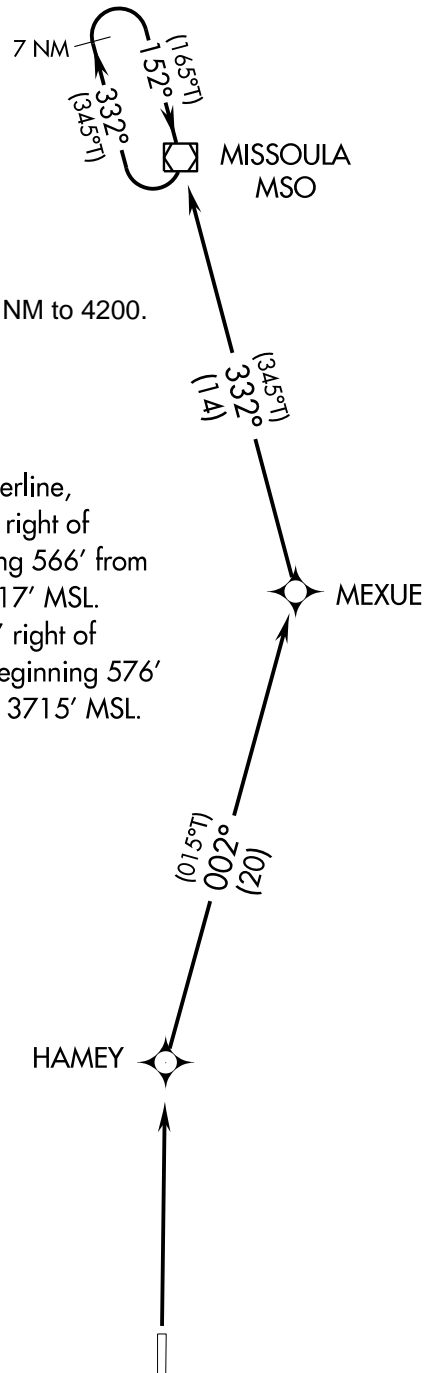
TAKEOFF OBSTACLE NOTES

Rwy 35: Tree 548' from DER, 220' left of centerline, 3700' MSL. Tree 564' from DER, 93' right of centerline, 3708' MSL. Trees beginning 566' from DER, 35' right of centerline, up to 3717' MSL. Trees beginning 575' from DER, 132' right of centerline, up to 3718' MSL. Trees beginning 576' from DER, 48' left of centerline, up to 3715' MSL.

NOTE: GPS required.

NOTE: RNAV 1

PROTOTYPE-NOT
FOR NAVIGATION



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 35: CLIMB to 9400 direct HAMEY and on depicted route to MSO VOR/DME, thence. . . .

. . . continue climb in MSO VOR/DME holding pattern (hold, NW, right, 7 mile legs, 152° inbound) to cross MSO VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

(HAMEY1.HAMEY) 16147

HAMEY ONE DEPARTURE (OBSTACLE) (RNAV)

RAVALLI COUNTY (6S5)
SL-9473 (FAA) HAMILTON, MONTANA

SPOKANE DEP CON
124.9 298.95
SALT LAKE CITY CENTER
133.4 285.4

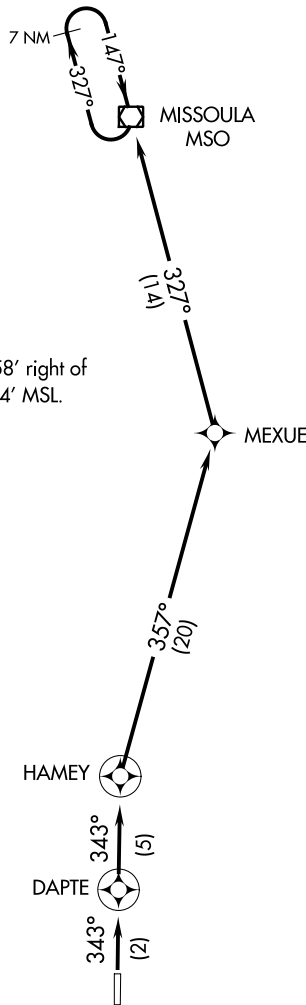
TAKEOFF MINIMUMS

Rwy 16: NA, Obstacles.
Rwy 34: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 34: Tree 1044' from DER, 258' right of centerline, 80' AGL/3714' MSL.
Rwy 16: NA, Obstacles.

NOTE: GPS required.
NOTE: RNAV 1



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Not authorized, Obstacles.

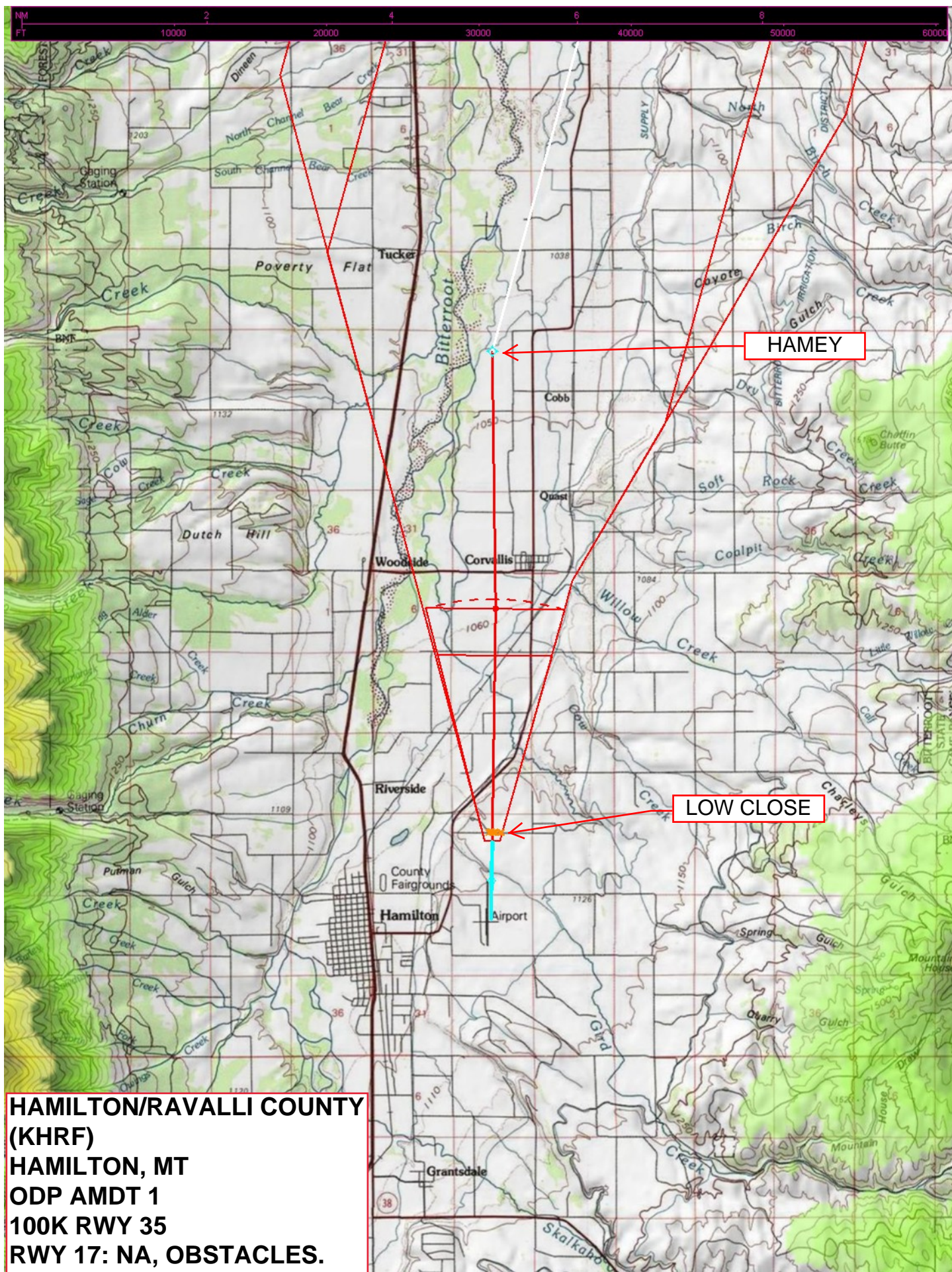
TAKEOFF RUNWAY 34: Climb to 9000 direct DAPTE WP, direct HAMEY WP, then via depicted route to MSO VOR/DME, Thence. . .

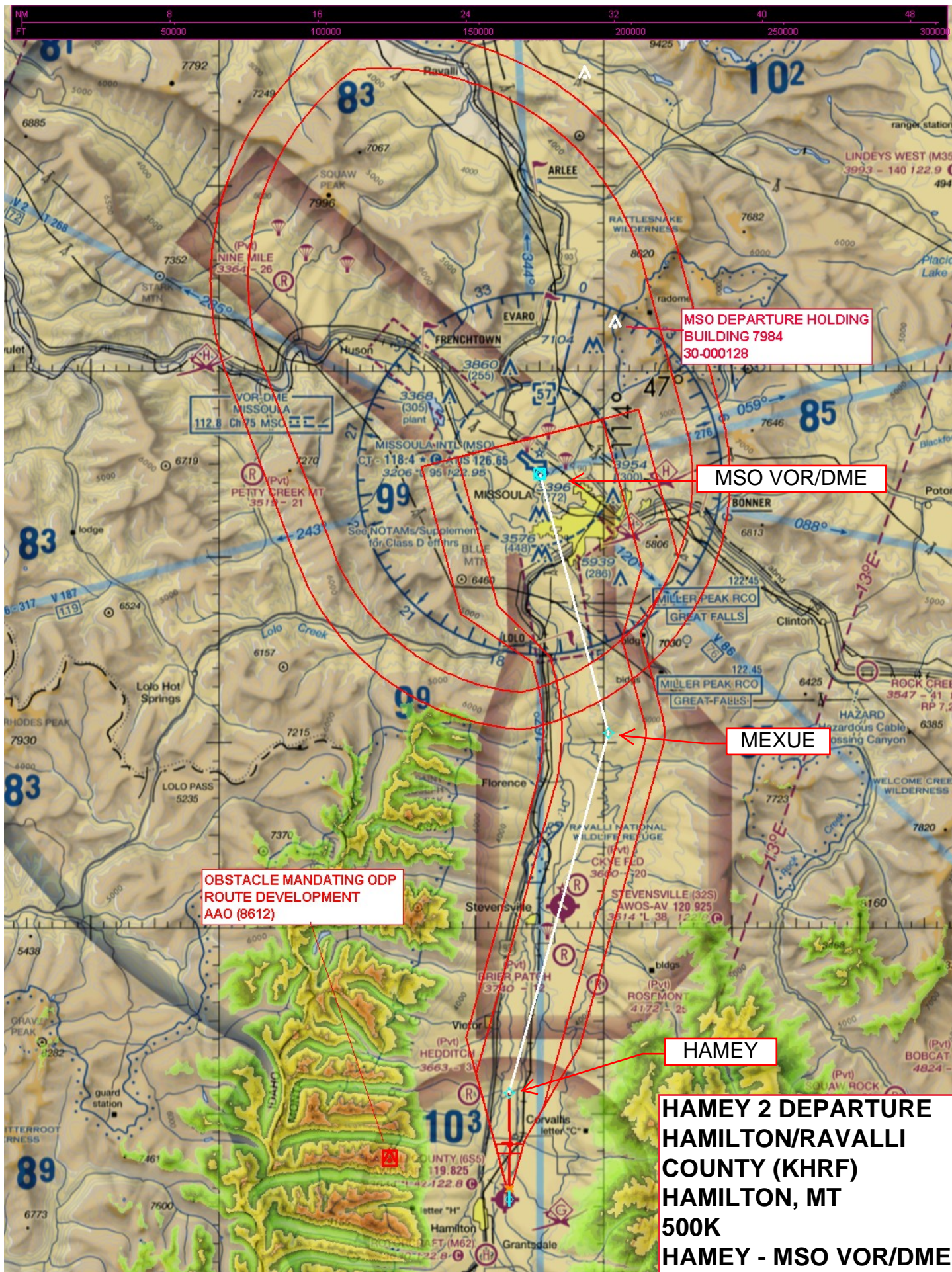
. . . all aircraft climb in MSO VOR/DME holding pattern (hold NW, RT, 147° inbound) to cross MSO VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

HAMEY ONE DEPARTURE (OBSTACLE) (RNAV)

(HAMEY1.HAMEY) 10JUN04

HAMILTON, MONTANA
RAVALLI COUNTY (6S5)





**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**Ravalli County Airport (6S5)
Hamilton, Montana**

**RNAV (GPS) RWY 17 (New)
RNAV (GPS)-C (New)
HAMEY TWO DEPARTURE (RNAV) (Amend)**

Description of Action:

The Federal Aviation Administration (FAA) is proposing two new Instrument Approach Procedures (IAPs) and to amend one Standard Instrument Departure (SID) in support of the new Runway (RWY) 17/35 being constructed at Ravalli County Airport (6S5), Hamilton, Montana. RWY 17/35 is being constructed to support Category B-II¹ aircraft operations or aircraft whose approach speed is less than 121 knots. The following are the proposed procedures for the new RWY 17/35:

- Area Navigation (RNAV) Global Positioning System (GPS) RWY 17 Approach
- RNAV (GPS)-C Approach
- HAMEY TWO (RNAV) SID

The existing RWY 16/34 will be decommissioned and utilized as a taxiway for RWY 17/35. The decommissioning of RWY 16/34 will be concurrent with the commissioning of RWY 17/35. Concurrently, the existing flight procedures (see **Figures 1–3**) for RWY 16/34 will be cancelled with implementation of the proposed procedures for the new RWY 17/35:

- RNAV (GPS)-A (Cancelled)
- RNAV (GPS)-B (Cancelled)
- HAMEY ONE DEPARTURE (OBSTACLE) (RNAV) (Cancelled)

¹ FAA Advisory Circular (AC) 150/5300-13A, *Airport Design* (2014).

HAMILTON, MONTANA AL-9473 (FAA) 19115

APP CRS 163°	Rwy Idg TDZE Apt Elev N/A N/A 3642	RNAV (GPS)-A RAVALLI COUNTY (6S5)	
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MISSED APPROACH: Climbing left turn to 10000 direct HAMEY WP and right turn via 357° track to MEXUE WP and hold.

AWOS-3P 119.825	SPOKANE APP CON★ 124.9 298.95	SALT LAKE CITY CENTER 133.4 285.4	UNICOM 122.8 (CTAF) 0
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NoPT for arrival on MSO VOR/DME airway radials 239° CW 055°.

ELEV 3642

← 163° to RW16

91
-0.9% UP
4200 X 75
34

MISSOULA MSO
HOLD 11000
ILUGE
HAMEY (FAF)
RW16
MEXUE (IAF)

6200
6900
5600
3898±
3779±
5621

10000 HAMEY MEXUE VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

ILUGE
HAMEY
RW16
TCH 32
163°
169°
6900
5600
Procedure Turn NA

CATEGORY	A	B	C	D
CIRCLING	4660-1¼ 1018 [1100-1¼]	4660-1½ 1018 [1100-1½]	NA	

HAMILTON, MONTANA Orig-A 08APR10 46°15'N-114°08'W

RAVALLI COUNTY (6S5)
RNAV (GPS)-A

Categorical Exclusion (CATEX) Declaration:
Ravalli County Airport (6S5), Hamilton, Montana
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Figure 2. Existing RNAV (GPS)-B Approach Procedure

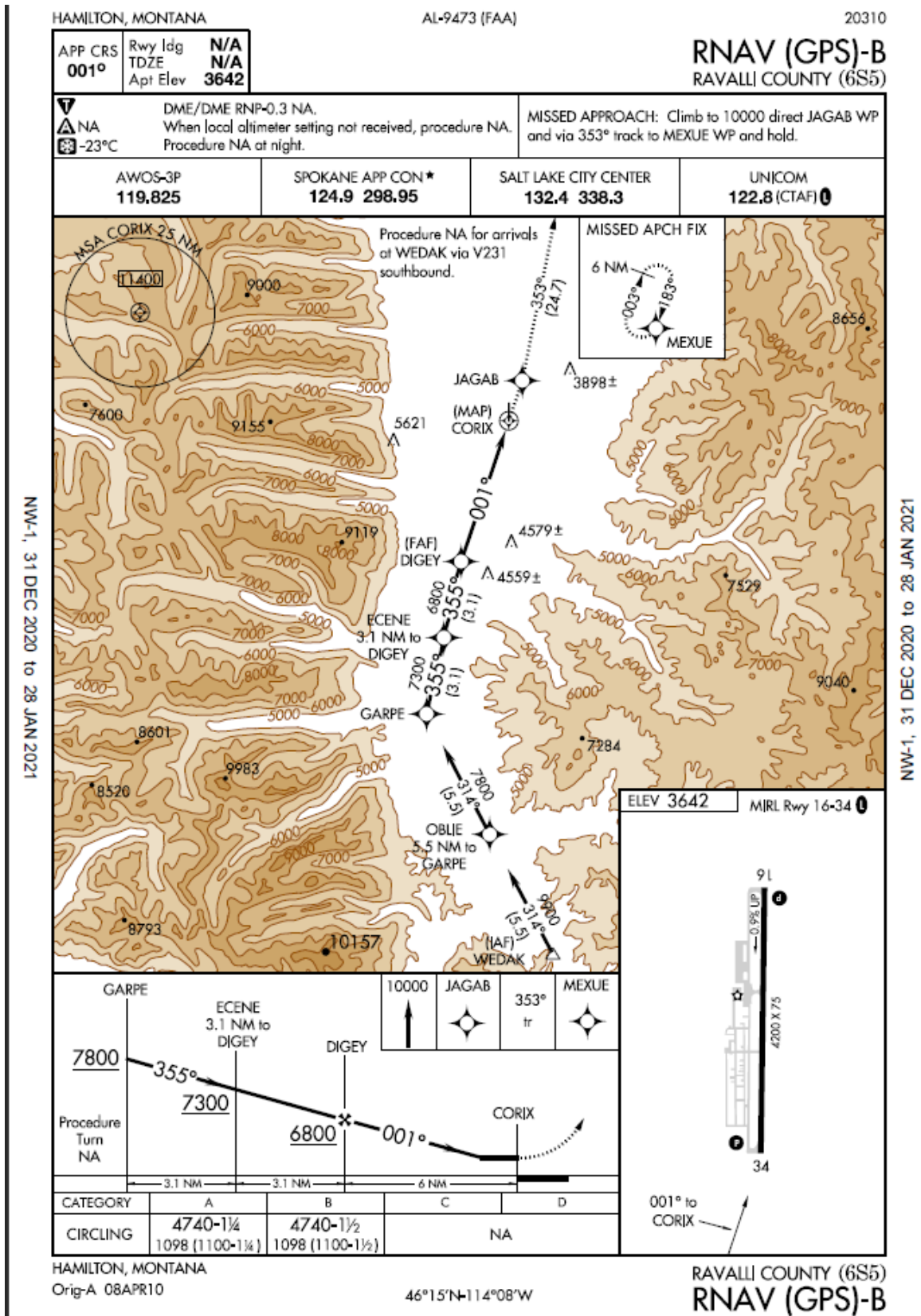
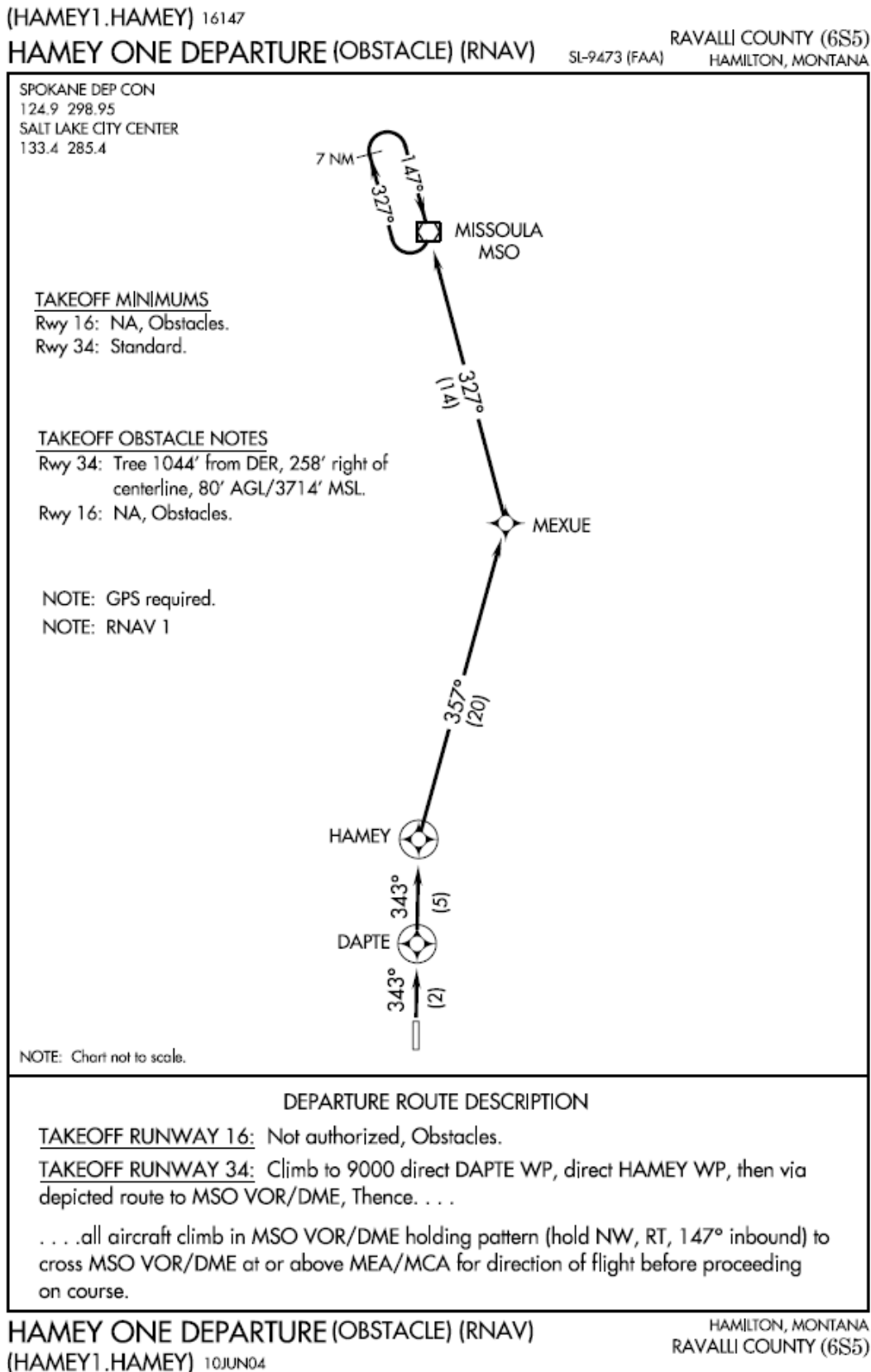


Figure 3. Existing HAMEY ONE DEPARTURE (OBSTACLE) (RNAV)



The purpose of the proposed action is to address runway design standards at 6S5. The airport is currently constructing RWY 17/35 parallel and offset approximately 0.41 nautical miles (NM) (2,500 feet) east of the existing RWY 16/34. RWY 17/35 is being constructed to bring the runway environment into compliance with FAA design standards, as described in FAA A/C 150/5300-13A-Change 1, *Airport Design*. **Table 1** discusses the proposed new and amended flight procedures for RWY 17/35, which will cancel the existing procedures for RWY 16/34.

Table 1. Proposed New Flight Procedures for RWY 17/35 at 6S5

RNAV (GPS) RWY 17	<p>The proposed approach flight procedure for RWY 17/35 will shift the Precision Final Approach Fix (PFAF) approximately 0.09 NM (approximately 547 feet) to the east and .79 NM to the north of HAMEY Final Approach Fix (FAF) for RWY 16/34.</p> <ul style="list-style-type: none"> • The proposed RNAV (GPS) RWY 17 approach procedure closely follows the existing RNAV (GPS)-A flight corridor. • HAMEY FAF will be replaced by the PFAF (name to be determined) and will be located at 46°21'54.72N/114°7'16.19W at or above an altitude of 5,600 feet mean sea level (MSL) (approximately 2,183 feet above ground level [AGL]). There are no other proposed changes to the procedure.
RNAV (GPS)-C	<p>The proposed approach flight procedure for RWY 17/35 final segment will shift 1.32° to the east of the existing RNAV (GPS)-B final segment after DIGEY FAF.</p> <ul style="list-style-type: none"> • The proposed RNAV (GPS)-C approach procedure closely follows the existing RNAV (GPS)-B flight corridor. The RNAV (GPS)-C flight procedure is a circling approach.² • The CORIX waypoint (WP) will be replaced by WP1860 (name to be determined) and moved approximately 0.25 NM southeast and will be located at 46°14'30.53"/114°7'27.06. Aircraft would continue with the current circling approach procedure. There are no other proposed changes to the procedure.
HAMEY TWO (RNAV) SID	<p>The proposed SID for RWY 35 will shift the departure course to HAMEY WP approximately 0.06 NM (approximately 365 feet) to the east from the existing departure flight procedure for RWY 34. The procedure notes will read as follows:</p>

² FAA-H8083-16B, Chapter 4. The circling approach area is the obstacle clearance area for aircraft maneuvering to land on a runway that does not meet the criteria for a straight-in approach.

	<ul style="list-style-type: none"> • Takeoff RWY 17 NOT AUTHORIZED, OBSTACLES • Takeoff RWY 35 climb to 9,000 direct HAMEY WP, then via depicted route to MSO VOR/DME³ thence... • ...all aircraft climb in MSO VOR/DME holding pattern (hold NW, RT, 147° inbound) to cross MSO VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.
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The proposed action's general study area is approximately one NM on either side of the proposed procedures' centerline. The land use within the general study area, under the proposed procedures, is primarily agricultural and residential. It was evaluated for the presence of noise sensitive receptors and to assess the potential for noise impacts. The land use under the proposed procedures was also evaluated for historical and cultural areas, critical biological resources (avian and bat species), and Section 4(f) properties.

Figures 4 and 5 depict the proposed RNAV (GPS) RWY 17 and RNAV (GPS)-C approach procedures, and HAMEY TWO (RNAV) SID, respectively. **Figures 6 and 7** depict historical aircraft flight tracks from the 2019 calendar year that will continue to overfly the proposed procedures, no new ground tracks will be overflowed. There are no anticipated increases to operations, as this is not the intent of the proposed action's purpose and need.

³ VOR/DME: VHF Omni-directional Range (VOR), Distance Measuring Equipment (DME).
https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap1_section_1.html, accessed 16 Mar 2021.
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Figure 4. Proposed RNAV (GPS) RWY 17 and RNAV (GPS)-C

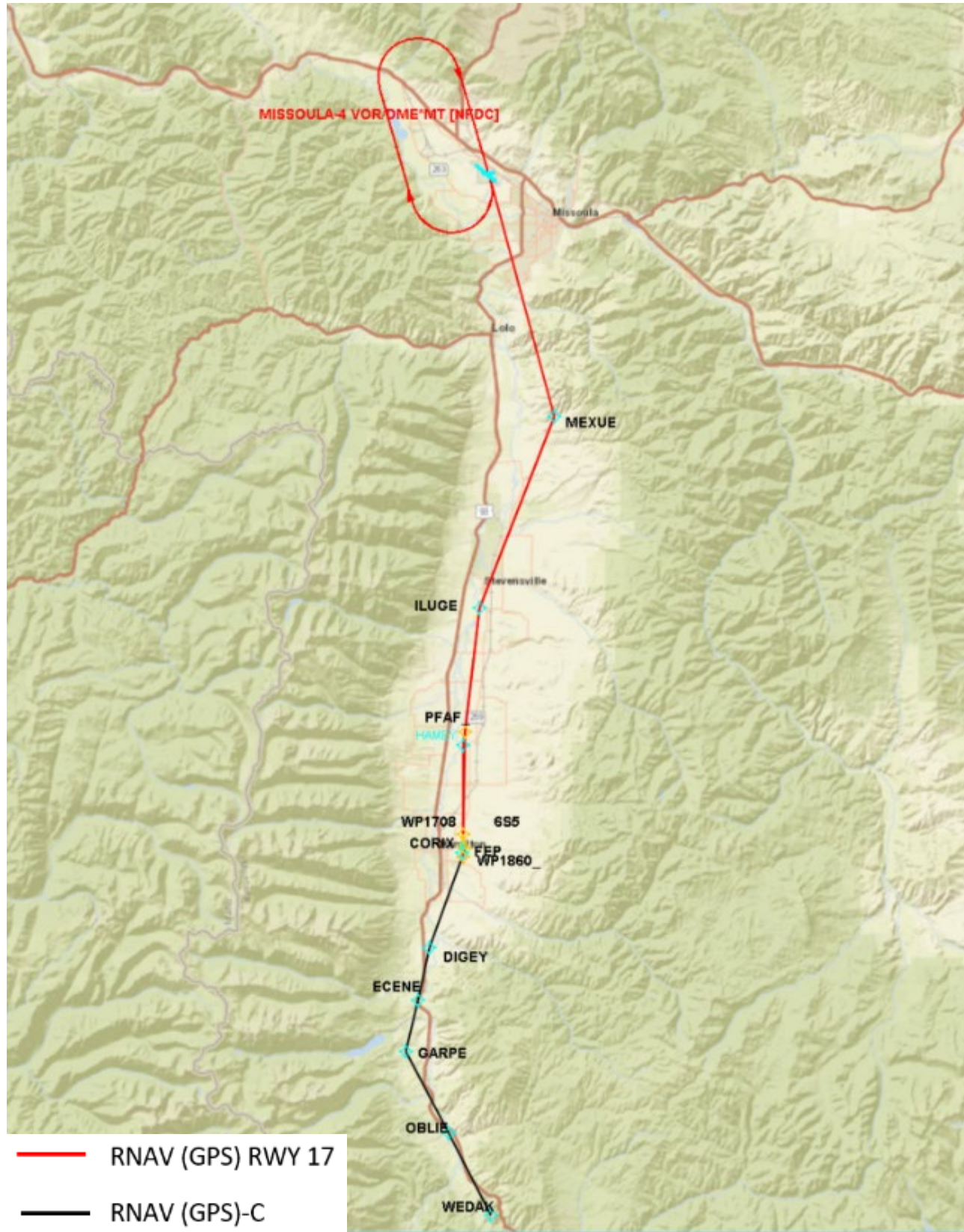


Figure 5. Proposed HAMEY TWO (RNAV)

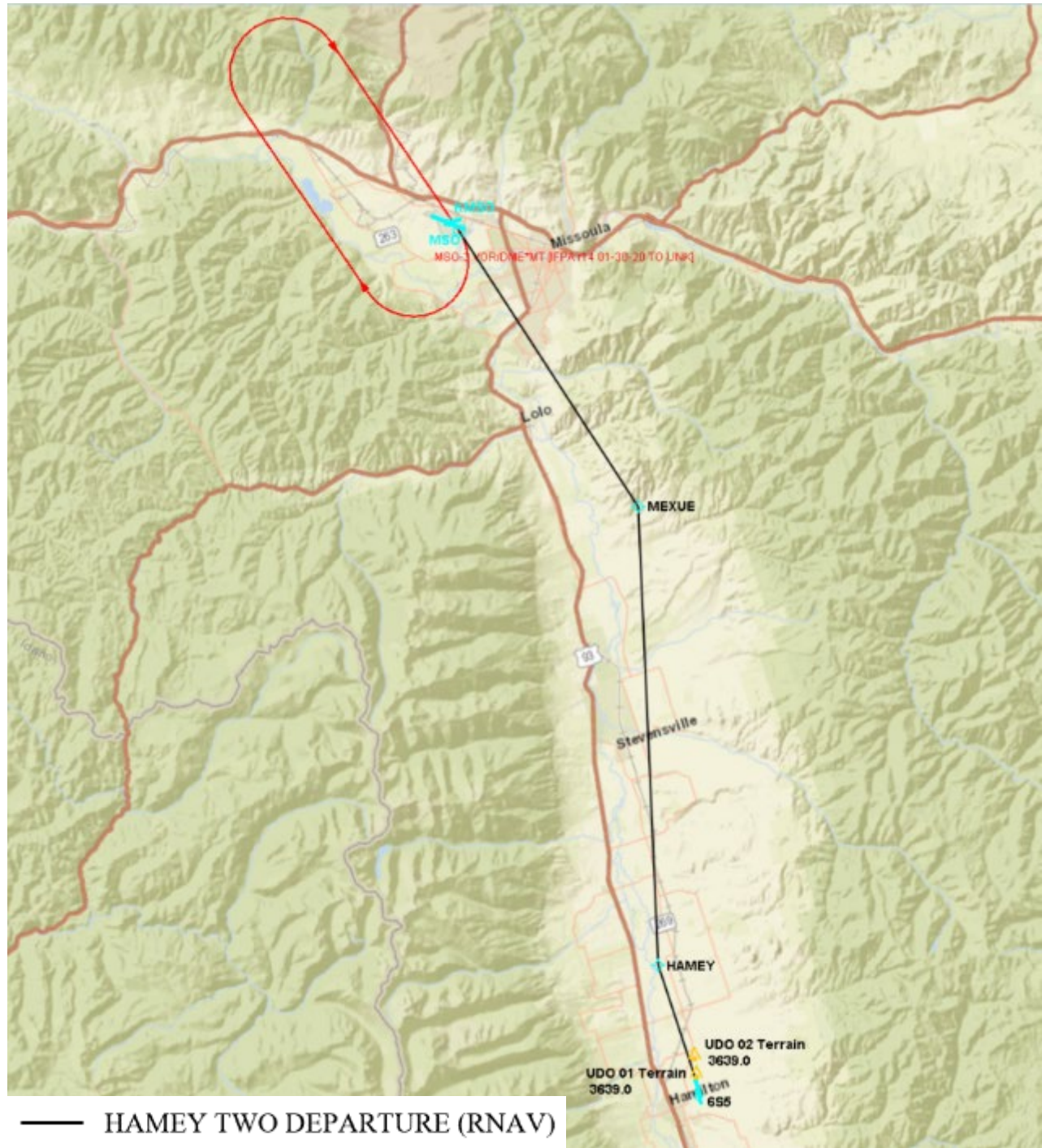


Figure 6. Historical Air Traffic Flight Tracks Over the Proposed RNAV (GPS) RWY 17 and RNAV (GPS)-C

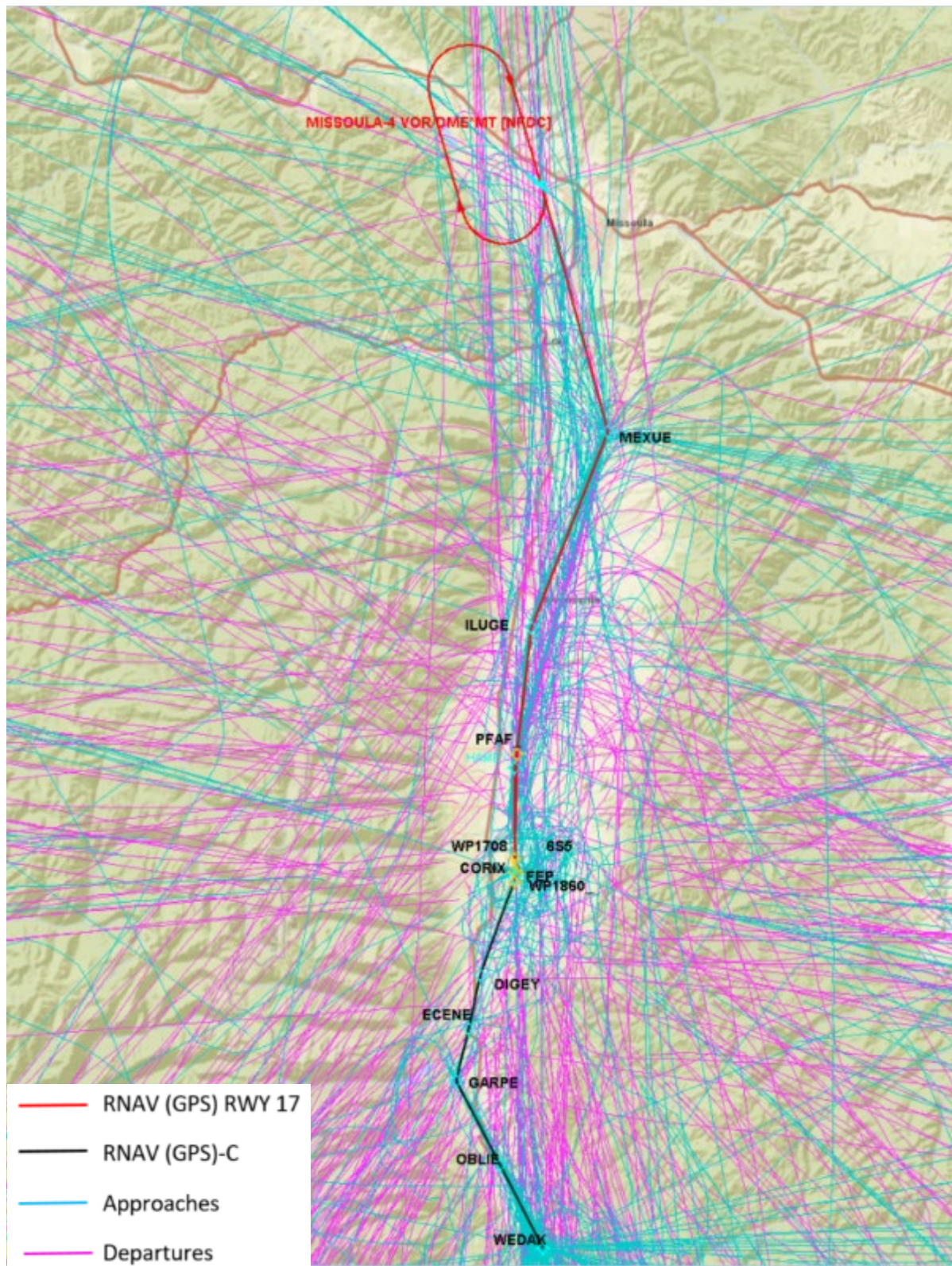
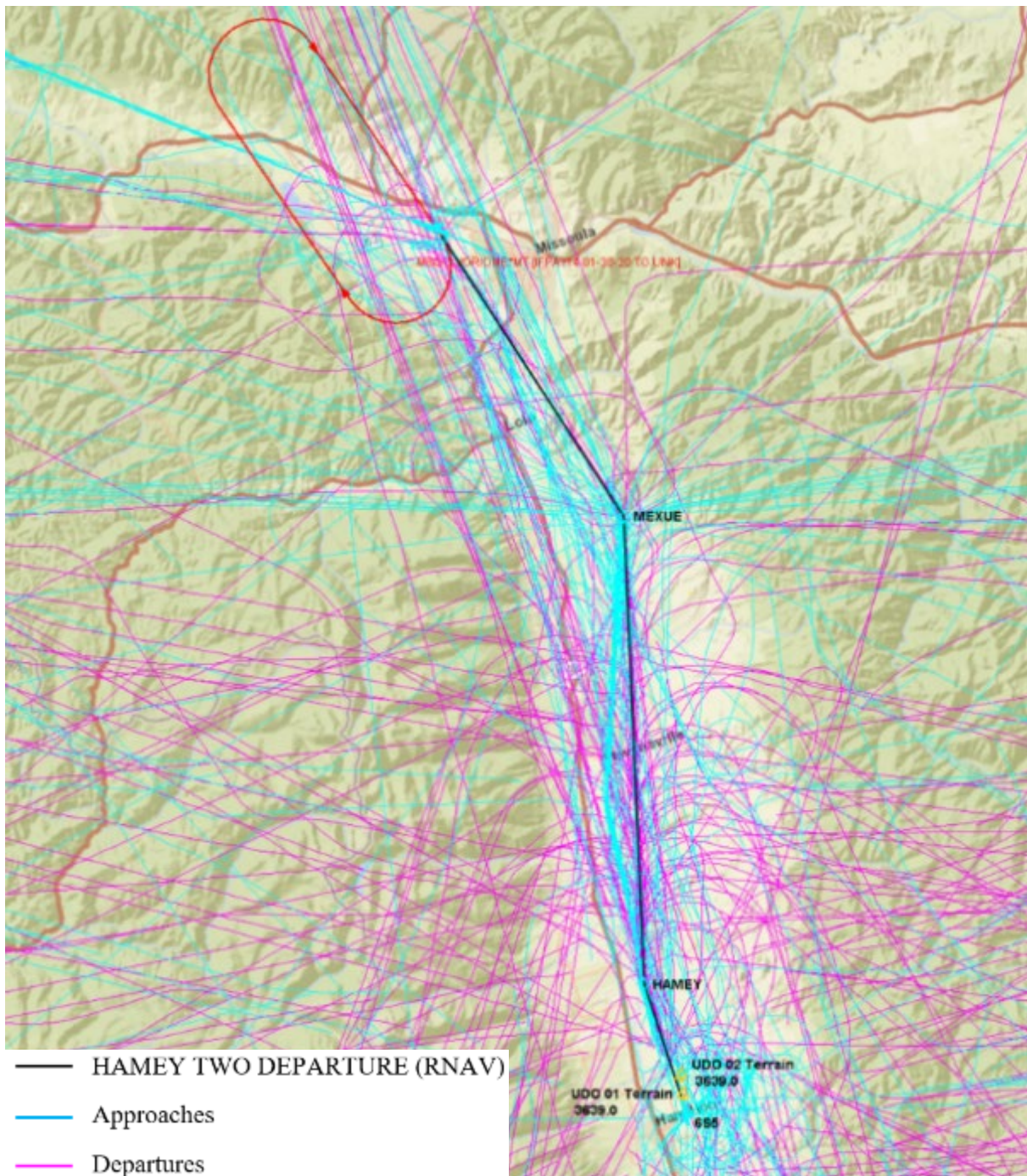


Figure 7. Historical Air Traffic Flight Tracks Over the Proposed HAMEY TWO (RNAV) SID



The FAA’s Traffic Flow Management System Counts (TFMSC)⁴ website was accessed to obtain existing operational statistics at 6S5 for one year of data (January 01, 2019 through December 31, 2019), and are presented in **Table 2**, respectively. There are no anticipated changes in aircraft operations or aircraft fleet mix with implementation of the proposed action.

⁴ FAA TFMSC, <https://aspm.faa.gov/tfms/sys/main.asp>, accessed January 26, 2021.

Table 2. Operational Statistics for 6S5

CATEGORY	Annual Aircraft Operations	PERCENTAGE	AVERAGE PER DAY
Jets	452	0.452	1.238
Piston/Propeller	111	0.111	0.304
Turboprop	433	0.433	1.186
Other*	4	0.004	0.011
Total Operations	1,000	100%	2.740
*Other: Any aircraft type of unknown designation			

A noise screening analysis was completed using the MITRE, *Guidance for Noise Screening of Air Traffic Actions – Revision 2*⁵ to assess potential noise impacts. The Operations Test (OPS Test) helps determine if further noise screening is required based on the number of operations at the airport of interest. FAA Order 1050.1F, states that no noise analysis is needed for proposals involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the environmental review do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations).

Operational statistics indicates that 6S5 experiences 452 annual jet aircraft operations and 544 annual combined piston/propeller and turboprop operations and, therefore, passes the OPS Test falling below the threshold requiring further noise analysis. See **Figure 8**.

Figure 8. Ops Test⁶ for 6S5

Annual Propeller Operations	Annual Jet Operations
0	700
5,000	662
10,000	622
15,000	584
20,000	544
25,000	506
30,000	466
35,000	428
40,000	388
45,000	350
50,000	310
55,000	272
60,000	232
65,000	194
70,000	154
75,000	116
80,000	76
85,000	38
90,000	0

A search of the National Register of Historic Places (NRHP), accessed through Google Earth,

⁵ The Office of Environment and Energy has reviewed MITRE's *Guidance for Noise Screening of Air Traffic Actions* (Amefia, 2012).

⁶ MITRE's *Guidance for Noise Screening of Air Traffic Actions*, Section 6.1.2 Table 6-1 pg. 6-3, (Amefia, 2012).

Categorical Exclusion (CATEX) Declaration:

Ravalli County Airport (6S5), Hamilton, Montana

indicates 52 listed properties (see **Table 3**) within the general study area of the proposed procedures. The proposed procedures would continue to overfly the 52 listed properties. **Figures 9** and **10** depict the location of listed properties in the vicinity of the proposed procedures with historical flight track data.

Table 3. NRHP Properties Located Within One Nautical Mile of the Proposed Procedures

Property Name	NHRP Reference Number	Level of Significance	Area of Significance	Website
DeSmet Schoolhouse	91000151	Local	Architecture, Education	https://catalog.archive.s.gov/id/71976397
Flynn Farm	80002426	Local	Architecture Residence	https://catalog.archive.s.gov/id/71976320
Fort Missoula Historic District	87000865	State	Commerce; Politics/ Government; Architecture; Social History	https://catalog.archive.s.gov/id/71976350
Whaley Homestead	91000442	State	Agriculture; Exploration/ Settlement; Architecture	https://catalog.archive.s.gov/id/71976507
Louis May House	91000754	Local	Architecture Residence	https://catalog.archive.s.gov/id/71975312
Charles May House	91000753	Local	Architecture Residence	https://catalog.archive.s.gov/id/71975366
Joseph Fisher, House	91000739	Local	Architecture Residence	https://catalog.archive.s.gov/id/71975371
John A. Landram House	91000749	Local	Architecture Residence	https://catalog.archive.s.gov/id/71975308
Rose Harrington House	91000745	Local	Architecture, Building	https://catalog.archive.s.gov/id/71975302
William Cochran House	91000732	Local	Architecture Residence	https://catalog.archive.s.gov/id/71975298
Wilbur Cook House	91000733	Local	Architecture Residence	https://catalog.archive.s.gov/id/71975300
Bitter Root Cooperative Creamery	91000726	Local	Architecture Commerce	https://catalog.archive.s.gov/id/71975414
McFarlane House	91000755	Local	Architecture Residence	https://catalog.archive.s.gov/id/71975368
Stevensville Grade School--United Methodist Church	91000764	Local	Architecture Religious/ Education	https://catalog.archive.s.gov/id/71975400

Property Name	NHRP Reference Number	Level of Significance	Area of Significance	Website
Gavin House	91000743	Local	Architecture Residence	https://catalog.archives.gov/id/71975325
Bass Mansion	78001691	Local	Architecture Residence	https://catalog.archives.gov/id/71976496
John and Ann Williams House	91000735	Local	Architecture Residence	https://catalog.archives.gov/id/71975306
W. T. Caple House	91000730	Local	Architecture Residence	https://catalog.archives.gov/id/71975318
Metcalf House	91000758	Local	Architecture Residence	https://catalog.archives.gov/id/71975314
John McLaughlin House	91000757	Local	Architecture Residence	https://catalog.archives.gov/id/71975408
Albert May House	91000751	Local	Architecture Residence	https://catalog.archives.gov/id/71975387
Gleason Building	91000744	Local	Architecture Commerce	https://catalog.archives.gov/id/71975392
John Sharp House	91000761	Local	Architecture Residence	https://catalog.archives.gov/id/71975424
IOOF Hall	91000747	Local	Architecture Recreation/ Culture Museum	https://catalog.archives.gov/id/71975412
Thornton Hospital	91000765	Local	Health/ Medicine; Architecture, Building	https://catalog.archives.gov/id/71975406
Lancaster House	91000748	Local	Architecture Residence	https://catalog.archives.gov/id/71975375
Harry May House	91000752	Local	Architecture Residence	https://catalog.archives.gov/id/71975385
George May House	82000596	Local	Architecture Residence	https://catalog.archives.gov/id/71976509
John G. Howe House	91000746	Local	Architecture Residence	https://catalog.archives.gov/id/71975389
Charles Amos Buck House	91000727	Local	Architecture Residence	https://catalog.archives.gov/id/71975396
Fred Buck House	91000729	Local	Architecture Residence	https://catalog.archives.gov/id/71975381

Property Name	NHRP Reference Number	Level of Significance	Area of Significance	Website
First State Bank, Dowling and Emhoff Buildings	91000738	Local	Architecture Commerce/ Financial	https://catalog.archives.gov/id/71975420
Stevensville Mercantile Company Oil Storage Building	91000763	Local	Architecture Commerce	https://catalog.archives.gov/id/71975416
Lockridge House	91000750	Local	Architecture Residence	https://catalog.archives.gov/id/71975377
Emhoff House	91000736	Local	Architecture Residence	https://catalog.archives.gov/id/71975364
First Baptist Church	91000737	Local	Architecture Religious	https://catalog.archives.gov/id/71975353
Perry Foust House	91000740	Local	Architecture Residence	https://catalog.archives.gov/id/71975373
St. Mary's Church and Pharmacy	70000364	National	Architecture Religious	https://catalog.archives.gov/id/71976492
DeNayer House	94000782	Local	Architecture, Building	https://catalog.archives.gov/id/71975351
Jennie Clark House	91000731	Local	Architecture Residence	https://catalog.archives.gov/id/71975296
Stevensville Feed Mill	91000762	Local	Architecture Commerce Agriculture	https://catalog.archives.gov/id/71975418
Philip and Ella Morr House	91000760	Local	Architecture Residence	https://catalog.archives.gov/id/71975379
Charles Fulton House	91000742	Local	Architecture Residence	https://catalog.archives.gov/id/71975360
Williams House	91000766	Local	Architecture Residence	https://catalog.archives.gov/id/71975335
Calvin and Maggie Cook House	91000734	Local	Architecture Residence	https://catalog.archives.gov/id/71975349
Benjamin Young House	91000741	Local	Architecture Residence	https://catalog.archives.gov/id/71975323
Etna School	97000504	Local	Architecture Education	https://catalog.archives.gov/id/71976525
Summers-Quast Farmstead	97001590	Local	Architecture Agriculture	https://catalog.archives.gov/id/71976494

Property Name	NHRP Reference Number	Level of Significance	Area of Significance	Website
Methodist Episcopal Church South	97001453	Local	Architecture Religious	https://catalog.archives.gov/id/71976503
Brooks Hotel	80002430	Local	Architecture Social	https://catalog.archives.gov/id/71976517
Target Range Elementary School	11000526	Local	Architecture Education	https://catalog.archives.gov/id/71976407
Martin Cramer House	87001259	Local	Architecture Residence	https://catalog.archives.gov/id/71976505

Figure 9. Historical Flight Tracks Overflying Historical Properties for the Proposed RNAV (GPS) RWY 17 & RNAV (GPS)-C Approach Procedures

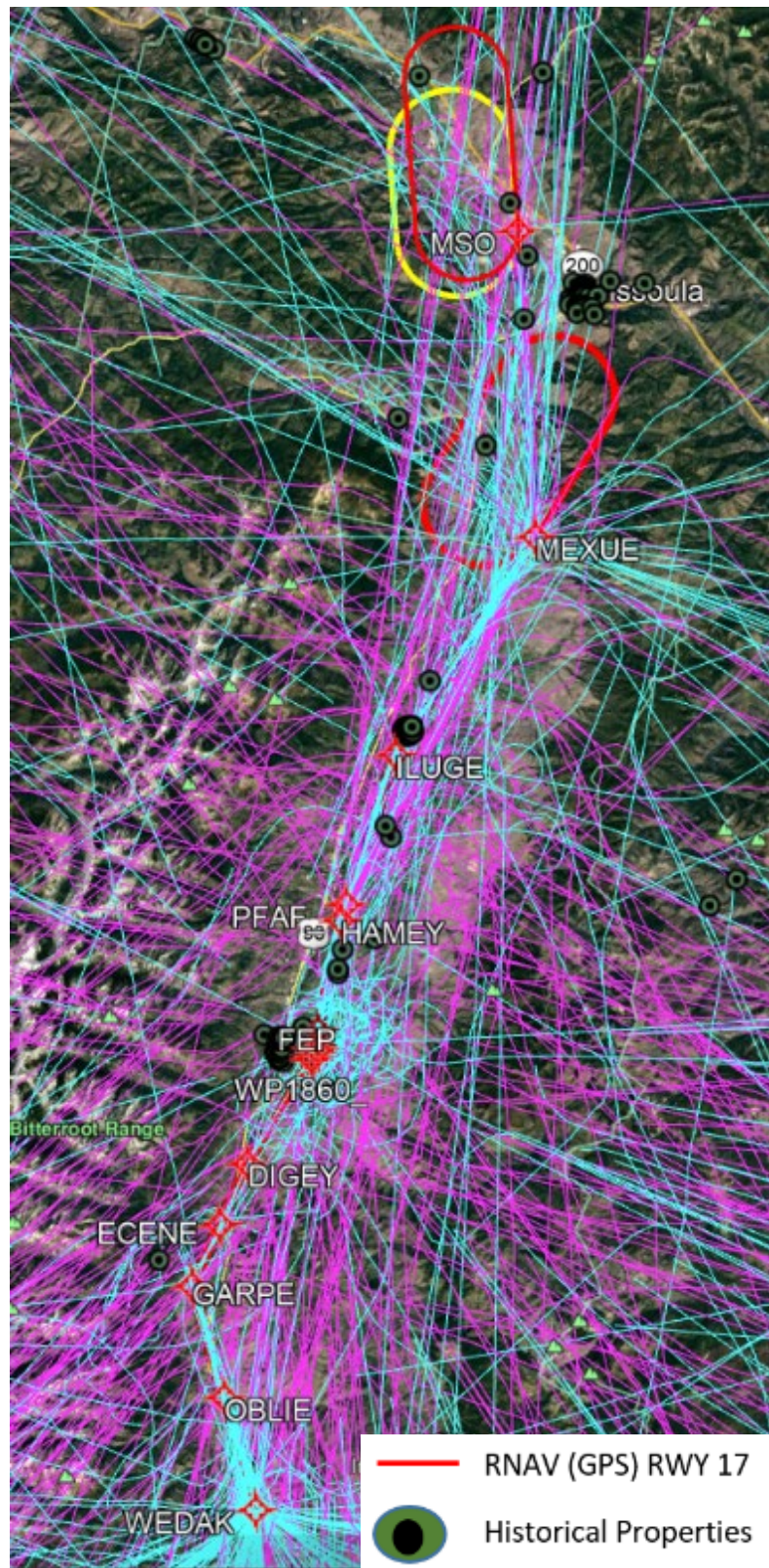
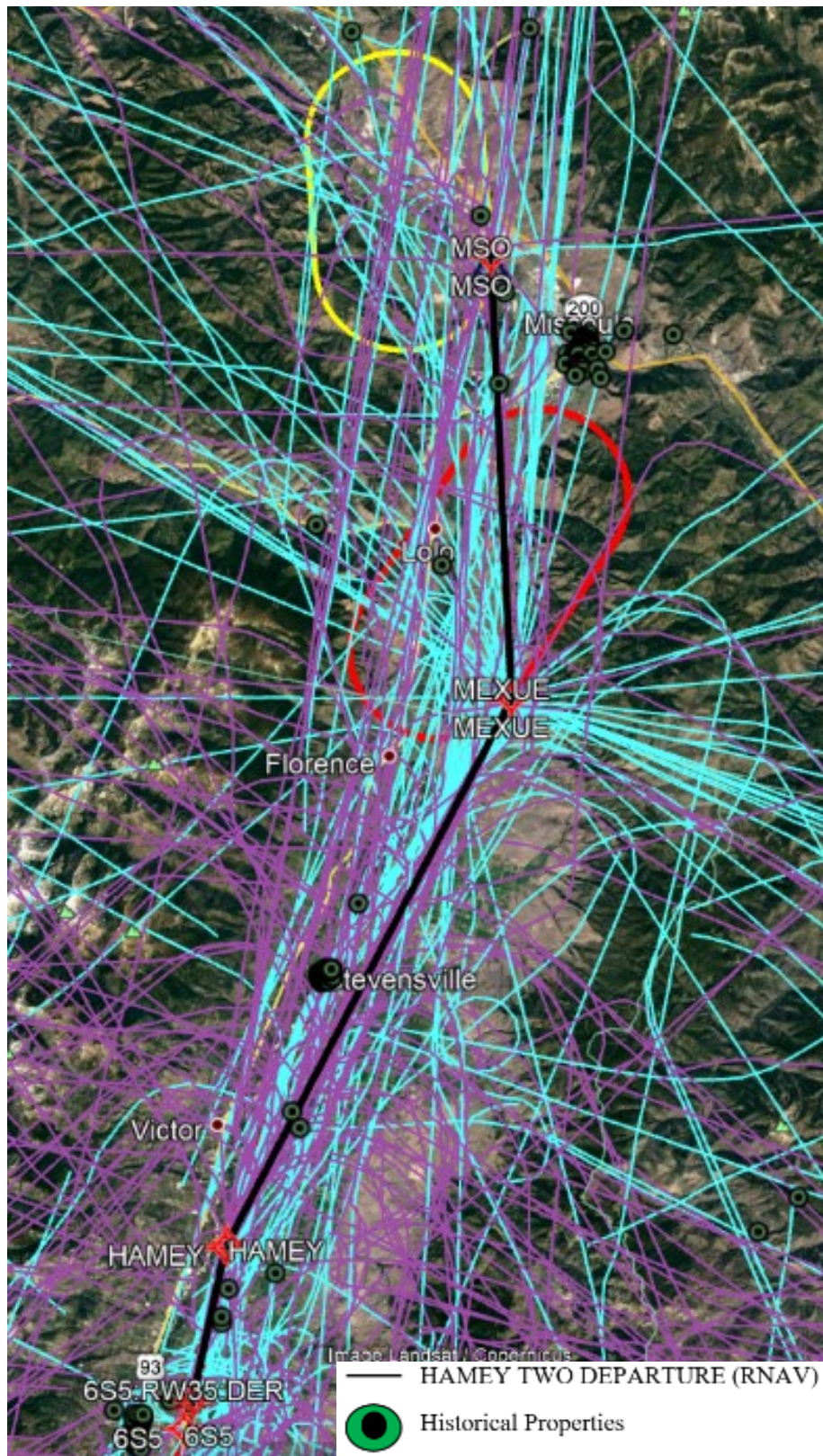


Figure 10. Historical Flight Tracks Overflying Historical Properties for the Proposed HAMEY TWO (RNAV) SID



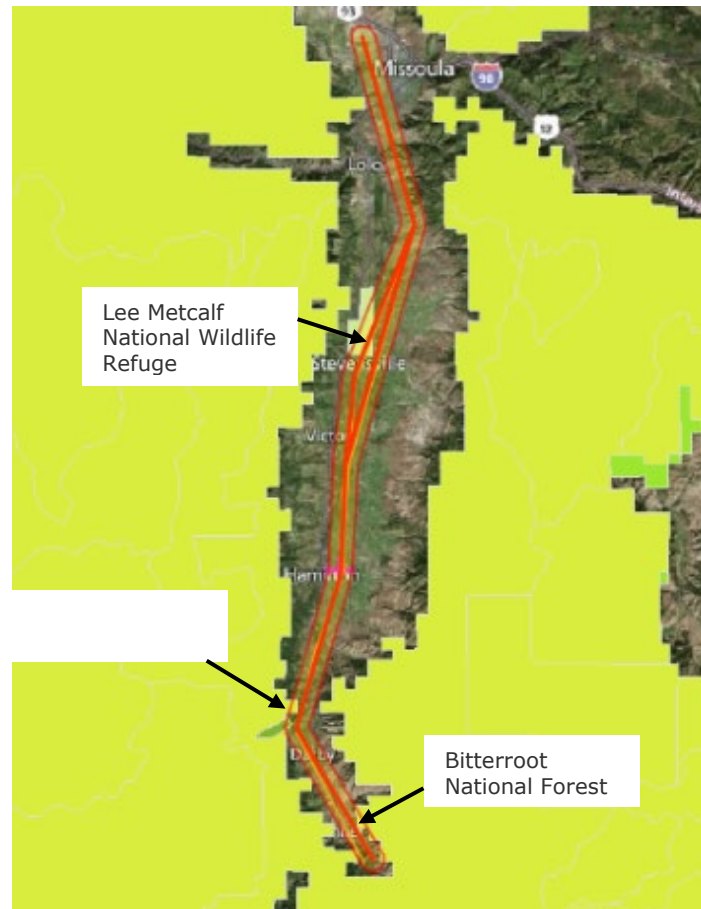
To determine if there were any potential biological impacts, the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC)⁷ website was accessed. The IPaC list of threatened and endangered species indicates four threatened and one proposed threatened species within the general study area. There was critical habitat for one fish species located under the proposed procedures' flight paths, the Bull Trout (*Salvelinus confluentus*). The IPaC identified one *threatened* bird species, the Yellow-billed Cuckoo (*Coccyzus americanus*), nine migratory birds, and no bat species.

The general study area falls within the Central Flyway, a major north-south flyway for migratory birds. Each year, migratory birds travel some or all of this distance in spring and fall, following food sources, heading to breeding grounds, or traveling to overwintering sites. There are no anticipated impacts, as the Central Flyway area is currently overflowed by aircraft.

A Google search was conducted to determine if the proposed project would impact Section 4(f) properties. The proposed procedure would continue to overfly the following Section 4(f) properties: the Lee Metcalf National Wildlife Refuge and the Bitterroot National Forest. See **Figure 11**. It is not anticipated that there would be any impacts to resources protected under Section 4(f), as the area is currently being overflowed. This project's purpose and need is not to increase the number of air traffic operations into 6S5.

⁷ USFWS IPaC, <https://ecos.fws.gov/ipac/>, accessed January 26, 2021.

Figure 11. Section 4(f) Properties Located within Proximity of the Proposed Procedures



The analysis of cumulative impacts is considered within geographic (spatial) and time (temporal) boundaries. Reasonably foreseeable future actions refers to projects that would likely be completed within the next three years and do not include those actions that are highly speculative or indefinite. The type of projects considered under the cumulative impacts analysis were primarily limited to airfield projects, specifically projects that directly affect or involve runways and modifications to parallel taxiways (e.g., lengthening and/or widening). These types of projects may affect aircraft flight operations. There are no anticipated changes to aircraft operations or flight tracks. A Google search for the 6S5 Airport Master Plan yielded no results. The Ravalli County *Draft Comprehensive Development Plan 2015*⁸ did not identify any runway or taxiway developmental needs. An Environmental Assessment (EA) and Finding of No Significant Impact/Record of Decision (FONSI/ROD) were written and approved (January 27, 2017) for construction of a new runway and upgrades to the airport. During the process of development of this EA and ensuing FONSI/ROD, the proposed flight procedures for this project were not yet ripe for development.

⁸ Ravalli County *DRAFT Comprehensive Development Plan, Targeted Economic Development District Plan* (2015). <https://ravalli.us/DocumentCenter/View/2020/Ravalli-County-TEDD----Comprehensive-Development-Plan>, accessed March 10, 2021.

In accordance with FAA Order 1050.1F, Paragraph 5-2, regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

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 IFP Environmental Pre-Screening Filter was used to document the analysis 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.

Recommended by:

Facility Airspace Manager Review/Concurrence

Signature: _____

Name: Brett Waddoups
 Air Traffic Manager
 Salt Lake City Air Route Traffic Control Center (ZLC)

Concurrence by:

Western Service Area Environmental Specialist

Signature: _____

Name: Ryan Weller
 Environmental Protection Specialist, Operations Support Group
 Western Service Center, AJV-W25

Approval by:

Western Service Area Director or Designee Approval

Signature: _____

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