

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 12/02/2021	APWS Task ID: 8590E5DADFF84817BEBEC83D64D4C5D1	APWS Project ID: 580D64EF060040CBA9D5ECD5FB73615EF
Procedure: RNAV (GPS) RWY 4RAMDT 1		Enroute: NO	Specialist: Lindholm, Scott		Agreement Number:
Airport ID: KCHD			Airport City: CHANDLER		State: AZ
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

FULL AMENDMENT TO ADD LPV AND LNAV/VNAV MINIMA.

AMENDMENT COMPLETED USING PENDING DATA.

CONTACT DON LANIER (AJV-A431) 405-954-8242

10/27/2021: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/12/2021.

1. REMOVED CHART PLANVIEW NOTES: PROCEDURE NA FOR ARRIVALS AT PXR VORTAC ON V528 SOUTHWEST BOUND AND PROCEDURE NA FOR ARRIVAL ON PXR VORTAC AIRWAY RADIALS 143 CW 260.

2. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PXR VORTAC ON V16 AND T306 EASTBOUND.

*Digitally signed by*

**JON DENTON**

Oct 27, 2021

QUALITY  
18  
CHECKED

<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> RNAV (GPS) RWY 4RAMDT 1			<b>AIRPORT NAME:</b> CHANDLER MUNI		<b>AIRPORT ID:</b> KCHD	<b>SPECIAL CONTROL NO:</b> SG-08-104-21	
<b>FAC ID:</b> KCHD04R.01		<b>CITY:</b> CHANDLER			<b>ST:</b> AZ	<b>ORIG CHART DATE:</b> 12/02/2021	
<b>DFL TYPE:</b> PROC/S	<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>		
<b>PREFLIGHT NOTES</b>							
<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>CPV COMPLETE?</b>		<b>X</b>
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 10/07/2021		<b>CREW #:</b> VN235	<b>N #:</b> N68	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> thomas e molokie @ 10/07/2021 17:58			<b>PRINTED NAME:</b> MOLOKIE, THOMAS EDWARD				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Flown Satisfactory.							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<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>



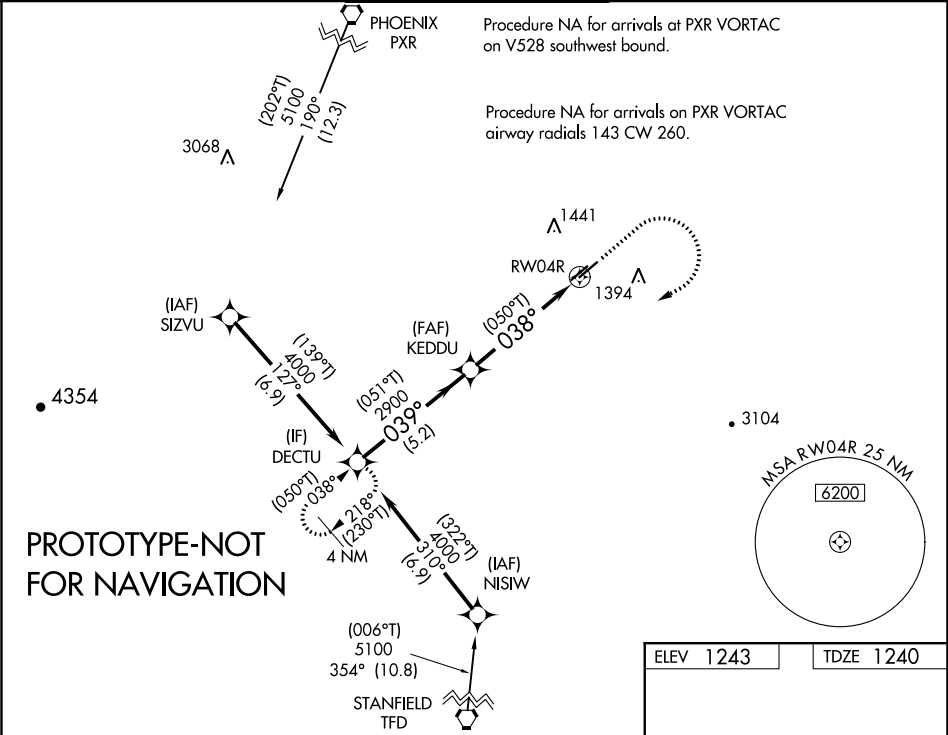
WAAS CH <b>93544</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>4870</b> <b>1240</b> <b>1243</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 4R

CHANDLER MUNI (CHD)

RNP APCH- GPS.	MISSED APPROACH: (Do not exceed 210K until DECTU) Climb to 2200 then climbing right turn to 4000 direct to DECTU and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

ATIS <b>128.325</b>	PHOENIX APP CON <b>123.7 363.0</b>	CHANDLER TOWER ★ <b>126.1</b> (CTAF) <b>133.1</b> (North and West) (South and East)	GND CON <b>124.4</b>	UNICOM <b>122.95</b>
------------------------	---------------------------------------	---	-------------------------	-------------------------



DECTU		2000		4000	DECTU
4000		(051°T) 039°		2900	(050°T) 038°
GS 3.00° TCH 39		5.2 NM		4 NM	1.1 NM to RWY 4R
CATEGORY	A	B	C	D	
LPV DA	1490-3/4		250 (300-3/4)	NA	
LNAV/VNAV DA	1640-1 1/8		400 (400-1 1/8)	NA	
LNAV MDA	1640-1		400 (400-1)	1640-1 1/8 440 (500-1 1/8)	NA
CIRCLING	1700-1 457 (500-1)	1760-1 517 (600-1)	1760-1 1/2 517 (600-1 1/2)	NA	

ELEV 1243

TDZE 1240

TWR 1331±

1281 A

1299 A

1265 A

1269±

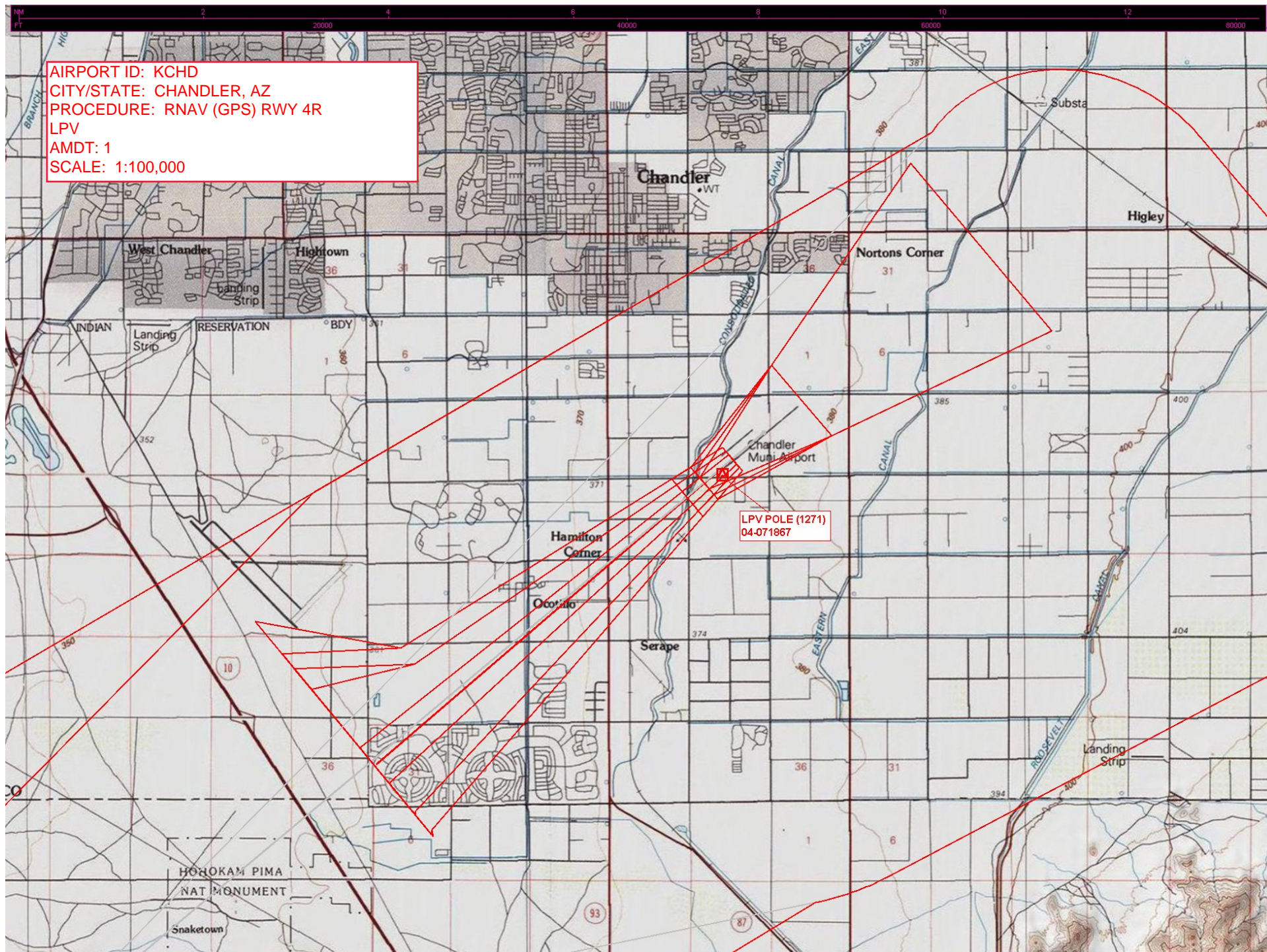
038° to RWY 4R

REIL Rwy 4R and 22L

MIRL Rwy 4L-22R and 4R-22L

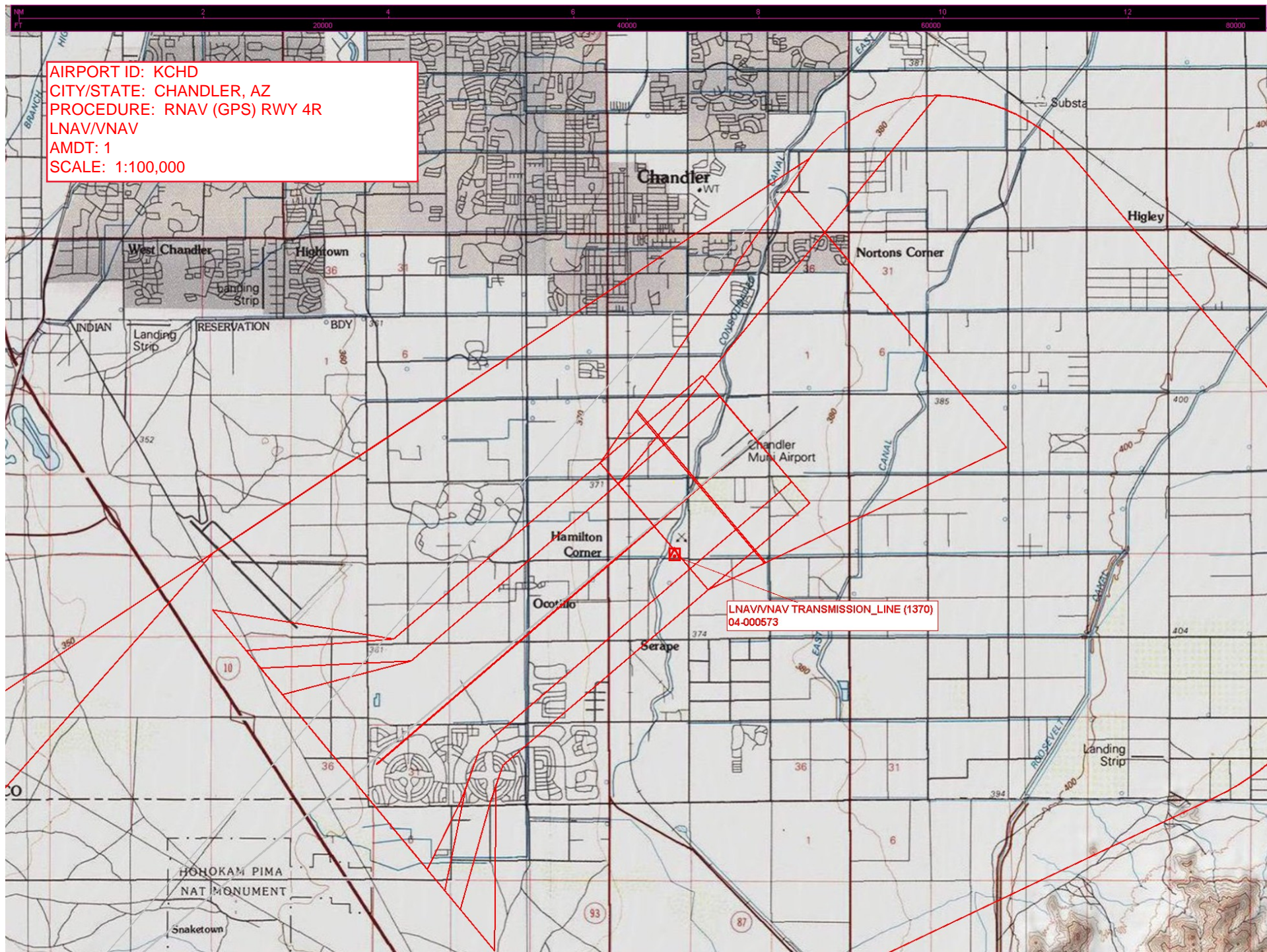


AIRPORT ID: KCHD  
CITY/STATE: CHANDLER, AZ  
PROCEDURE: RNAV (GPS) RWY 4R  
LPV  
AMDT: 1  
SCALE: 1:100,000





AIRPORT ID: KCHD  
CITY/STATE: CHANDLER, AZ  
PROCEDURE: RNAV (GPS) RWY 4R  
LNAV/VNAV  
AMDT: 1  
SCALE: 1:100,000



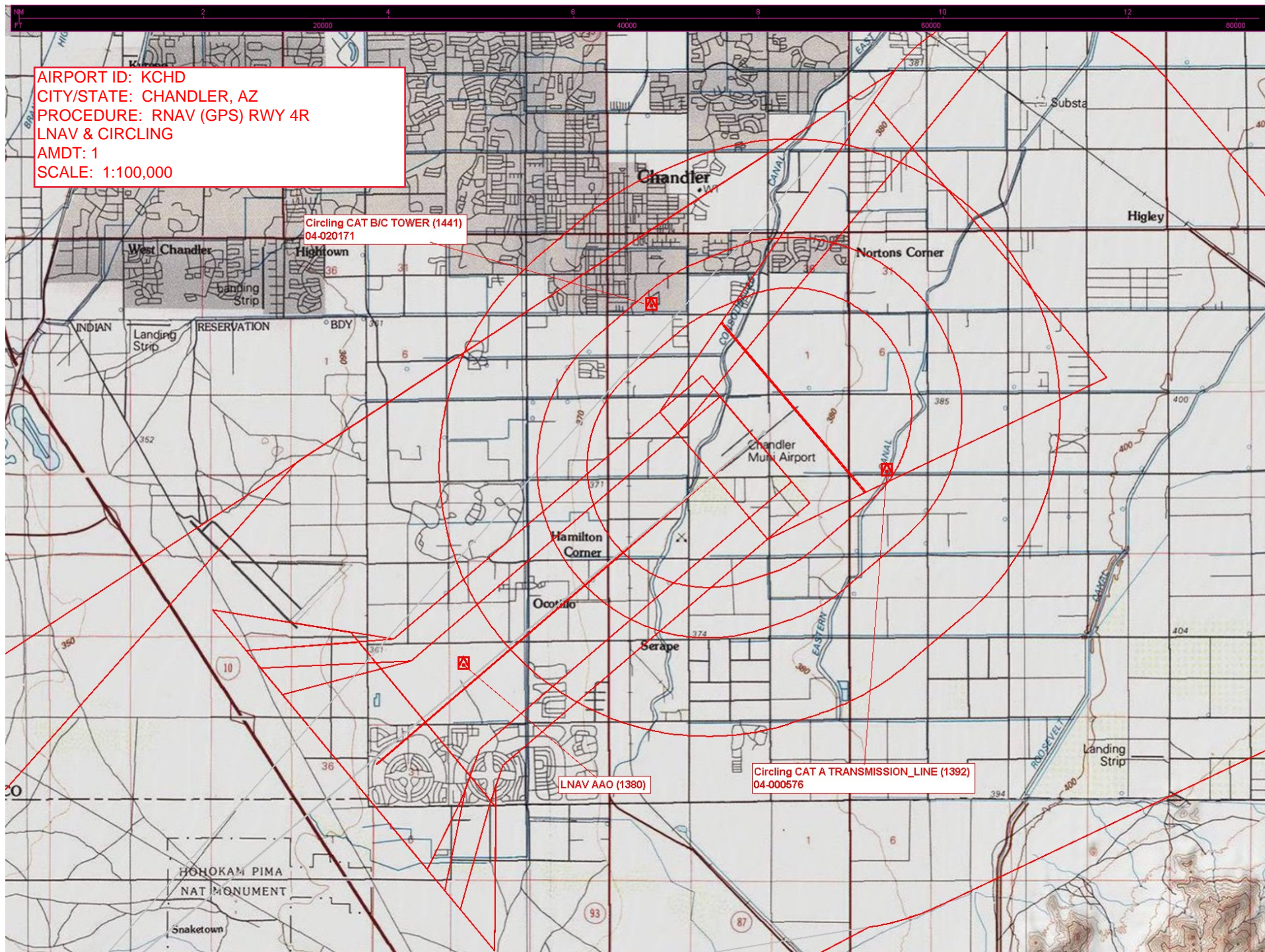


AIRPORT ID: KCHD  
CITY/STATE: CHANDLER, AZ  
PROCEDURE: RNAV (GPS) RWY 4R  
LNAV & CIRCLING  
AMDT: 1  
SCALE: 1:100,000

Circling CAT B/C TOWER (1441)  
04-020171

LNAV AAO (1380)

Circling CAT A TRANSMISSION\_LINE (1392)  
04-000576





AIRPORT ID : KCHD  
CITY/STATE: CHANDLER, AZ  
PROCEDURE: RNAV (GPS) RWY 4R  
FEEDERS / INITIALS / INTERMEDIATE  
AMDT: 1  
SCALE 1:500,000

Feeder PXR to SIZVU NEW TOWER (2831)  
04-020231

LNAY FINAL AAO (1380)

SEE PHOENIX TERMINAL AREA  
CHART FOR EAST/WEST ROUTE

Intermediate DECTU to PFAF TERRAIN+AAO (1913)

Initial SIZVU to DECTU TERRAIN+AAO (1598)

Initial NISIW to DECTU TERRAIN+AAO (1716)

Feeder TFD to NISIW TERRAIN+AAO (1844)

INTENSIVE STUDENT TRAINING VICINITY  
OF STANFIELD VORTAC UP TO 7500'

INTENSIVE STUDENT TRAINING VICINITY  
OF CASA GRANDE AND COOLIDGE  
AIRPORTS UP TO 7500'



AIRPORT ID : KCHD  
CITY/STATE: CHANDLER, AZ  
PROCEDURE: RNAV (GPS) RWY 4R  
FINAL / MISSED / HOLDING  
AMDT: 1  
SCALE 1:500,000

LNAV FINAL AAO (1380)

SEE PHOENIX TERMINAL AREA  
CHART FOR EAST/WEST ROUTE

DECTU1 TERRAIN+AAO (1913)  
TerrainPoint\_TSP23447

Missed Level Surface TERRAIN+AAO (1903)  
TPMA563

INTENSIVE STUDENT TRAINING VICINITY  
OF CASA GRANDE AND COOLIDGE  
AIRPORTS UP TO 7500'

INTENSIVE STUDENT TRAINING VICINITY  
OF STANFIELD VORTAC UP TO 7500'



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

**Chandler Municipal Airport, Arizona**

**RNAV (GPS) RWY 04R**

**Description of Action:**

The Federal Aviation Administration (FAA) is proposing to amend the Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 04R procedure at Chandler Municipal Airport (KCHD) in Chandler, Arizona. The proposed amendments, described in the table below, add precision minima to the approach procedure and meet updated RNAV criteria. The procedure and proposed amendments are depicted in Figure 1 on the following page.

Procedure	Proposed Amendments
RNAV (GPS) RWY 04R	<ul style="list-style-type: none"> <li>• SIZVU initial approach fix (IAF) would move approximately (~) 0.86 nautical miles (NM) northwest to comply with existing criteria. The feeder segment from Phoenix (PXR) very high frequency omnidirectional range and tactical air navigation system (VORTAC) to SIZVU IAF would change course from 186 degrees (°) to 190°. The lateral shift would be ~5,200 feet (ft) west of the existing segment track.</li> <li>• NISIW IAF would move ~1.42 NM southwest to comply with existing criteria. The feeder segment from Stanfield (TFD) VORTAC to NISIW IAF would change course from 349° to 354°. The lateral shift would be ~5,450 ft east of the existing segment track.</li> <li>• The glide path and threshold crossing height (TCH) would be updated from 2.90° and TCH 37 ft above ground level (AGL) to 3.16° and TCH 40 ft AGL, which would match the visual glide slope indicator and avoid vertical guidance surface penetrations. This would move KEDDU precision final approach fix (PFAF) ~0.46 NM closer to RWY 04R at the same altitude (at or above 2,900 ft mean sea level [MSL]).</li> <li>• The final approach course from KEDDU PFAF to the RWY 04R threshold would update from 039° magnetic north to 038° magnetic north from DECTU intermediate fix (IF)/IAF. Localizer performance with vertical guidance (LPV) and lateral navigation (LNAV)/vertical navigation (VNAV) minimums would be added. The height above touchdown (HAT) for LPV would be 250 ft AGL, and the HAT for LNAV/VNAV would be 452 ft AGL. The LNAV minimum descent altitude (MDA) would increase by 20 ft.</li> <li>• Circling would adhere to the newest circling criteria. The circling MDA would increase ~40 ft.</li> <li>• Missed approach instructions would read: “Climb to 2,200 ft MSL then climbing right turn to 4,000 ft MSL direct DECTU IAF. A 210-knot speed restriction would be added to the missed approach for obstacle avoidance.”</li> </ul>



**Figure 1. Proposed Amendments to RNAV (GPS) RWY 04R**

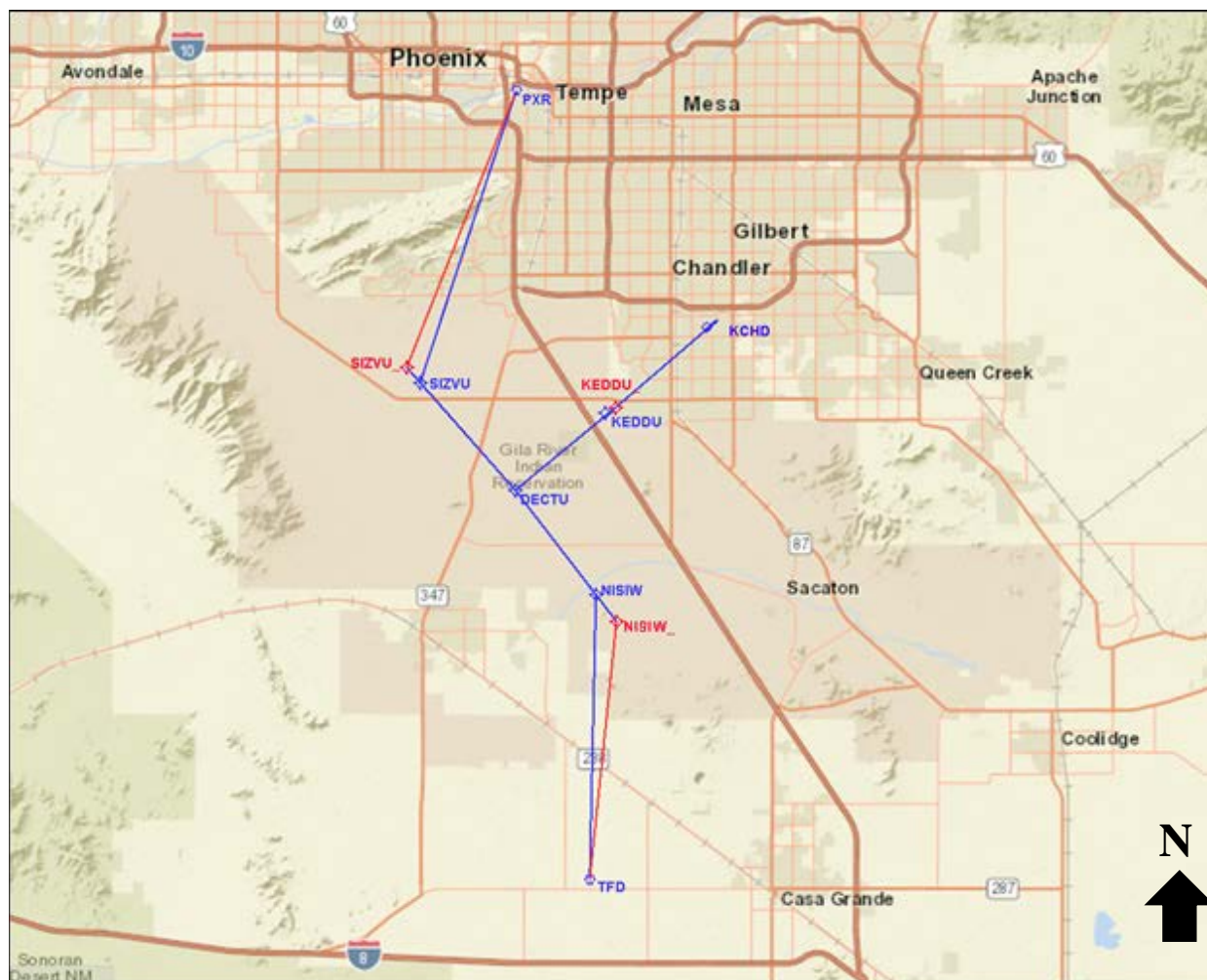


Figure 1 depicts the topographic view of the RNAV (GPS) RWY 04R approach procedure relative to KCHD, with the locations of the proposed amendments described above. The locations of the proposed amendments are depicted in red. Existing locations are depicted in blue.

The annual operations data—obtained from the FAA Performance Based Navigation (PBN) Dashboard at <https://sda.tc.faa.gov>—indicates that the airport had a total of 6,871 annual operations during the 2019 calendar year, which is approximately 19 aircraft per day, on average. A review of the reported aircraft types indicate that, of the 6,871 operations, 866 were jet category aircraft, which is approximately 2 jet operations per day, on average.

According to FAA Order 1050.1F, Appendix B, and the FAA Order 1050.1F Desk Reference (2020), no noise analysis is needed for certain proposed projects—those include projects that do not exceed an average of 247 daily propeller operations or 2 daily jet operations. The results of the PBN Dashboard and TFMSC Report data for KCHD during the 2019 calendar year indicate that no significant threshold noise criteria would be reached as a result of the implementation of

the proposed action. Therefore, no adverse noise related effects are anticipated to result from the proposed amendments.

Given the limited scope of the proposed amendments, the following environmental impact categories were assessed and were considered to have negligible or non-existent effects from the proposed amendments and, in accordance with the Council on Environmental Quality regulations, did not warrant further analysis:

- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resource
- Farmland hazardous materials, solid waste, and pollution prevention
- Land use
- Natural resources and energy supply
- Socioeconomic impacts and children's environmental health and safety risks
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

The FAA assessed the following environmental impact categories for the proposed amendments. The finding of a significant impact would preclude the use of a categorical exclusion to satisfy National Environmental Policy Act (NEPA) requirements:

- Noise and compatible land use
- Air quality
- Department of Transportation Act, Section 4(f)
- Historical, architectural, archeological, and cultural resources
- Environmental justice (*a subcategory of Socioeconomic Impacts*)
- Visual impacts

Implementation of this procedure is not expected to affect air quality and is presumed to conform as Category 14, "Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations," as identified in the General Conformity Rule, 72 Fed. Reg. 41656-41580 (July 30, 2007).

For this proposed action, no land acquisition, construction, or other ground disturbance would occur. Accordingly, there would be no direct effects on historic resources. Additionally, the FAA considered that certain historic sites may potentially be sensitive to the effects of overflights that introduce a visual, atmospheric, or auditory element. The number of aircraft operations and the aircraft fleet mix are not anticipated to change as a result of the implementation of the proposed amendments. Given that civilian jet aircraft are currently overflying these areas, and would continue to overfly these areas, the proposed amendments would not inherently have the potential to effect historic resources, even if they are present. Therefore, consistent with this understanding, the FAA determined that there would be no new areas overflown and, therefore,



no potential to introduce visual, atmospheric, or auditory elements that could diminish the integrity of a historic property. The proposed amendments are not anticipated to interfere, or have an effect on the visual resources.

The proposed amendments are not anticipated to involve the acquisition of real estate, relocation of residence or community business, disruption of local traffic patterns, loss of community tax base, or changes to the fabric of the community. The proposed amendments are not anticipated to be highly controversial based on environmental grounds.

Consideration of cumulative impacts applies to the impacts resulting from the implementation of the proposed amendments combined with other actions. A cumulative impact is defined as an impact on the environment, which results from the incremental impact of the amendments when added to other past, present, and reasonably foreseeable future actions—regardless of what agency (federal or non-federal) or person undertakes such other actions.

Analyzing 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 five years and do not include those actions that are highly speculative or indefinite. The types of projects considered under the cumulative impact analysis were primarily limited to airfield projects, specifically projects that directly affect or involve runways and modifications to parallel taxiways. These types of projects may affect aircraft flight operations. A comprehensive search of the FAA Airport Capital Improvement Programs for the identified airport in this project did not identify any current or upcoming FAA investments at KCHD.

The last KCHD Airport Master Plan (AMP) was completed in 2007. However, an online search indicates that the City of Chandler is issuing an updated AMP, final approval of which is expected in early 2021. (See the following website: <http://chandler.airportstudy.com/overview/>.) The details have not been finalized, and it is unknown whether the updated AMP would have any impacts on the type or volume of future operations. Therefore, cumulative impacts associated with the proposed procedure in conjunction with the updated KCHD AMP are speculative at this time and are not reasonably foreseeable.

**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:**

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: **JOHN J CORMIER** Digitally signed by  
JOHN J CORMIER  
Date: 2020.11.23  
15:18:55 -06'00' Date: \_\_\_\_\_  
 Name: John Cormier  
 District Support Manager, Airspace, Procedures, Planning & Requirements  
 Albuquerque Air Route Traffic Control Center

**Concurrence by:****Western Service Area Environmental Specialist**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Name: Emily Sturnfield  
 Environmental Protection Specialist, Operations Support Group  
 Western Service Center, AJV-W25

**Approval by:****Western Service Area Director or Designee Approval**

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