

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 12/02/2021	APWS Task ID: 9FA0DC9AF6E64E6B914DD27F3FA9655F	APWS Project ID: 06852D0BFF6B4621B1525C589EBB22A7
Procedure: RNAV (GPS) RWY 16 AMDT 2		Enroute: NO	Specialist: Keefer, John		Agreement Number:
Airport ID: O28			Airport City: WILLITS		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: AMENDMENT DUE TO THRESHOLD RELOCATION. CONTACT DON LANIER: 405-954-8242.</div> <div><div>Digitally signed by</div><div><b>JON DENTON</b></div><div>Sep 27, 2021</div></div> <div><div>QUALITY 10 CHECKED</div><div>QUALITY 38 CHECKED</div></div>					

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS) RWY 16 AMDT 2			<b>AIRPORT NAME:</b> ELLS FLD-WILLITS MUNI		<b>AIRPORT ID:</b> KO28	<b>SPECIAL CONTROL NO:</b> SG-07-232-21
<b>FAC ID:</b> KO2816.02		<b>CITY:</b> WILLITS			<b>ST:</b> CA	<b>ORIG CHART DATE:</b> 12/02/2021
<b>DFL TYPE:</b> PROC/G	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<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> 09/23/2021	<b>CREW #:</b> VN167	<b>N #:</b> N55	<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> scott a thompson @ 09/23/2021 16:47			<b>PRINTED NAME:</b> THOMPSON, SCOTT ANDREW			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> ARINC coding checked through FMS						
<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>		

WILLITS, CALIFORNIA

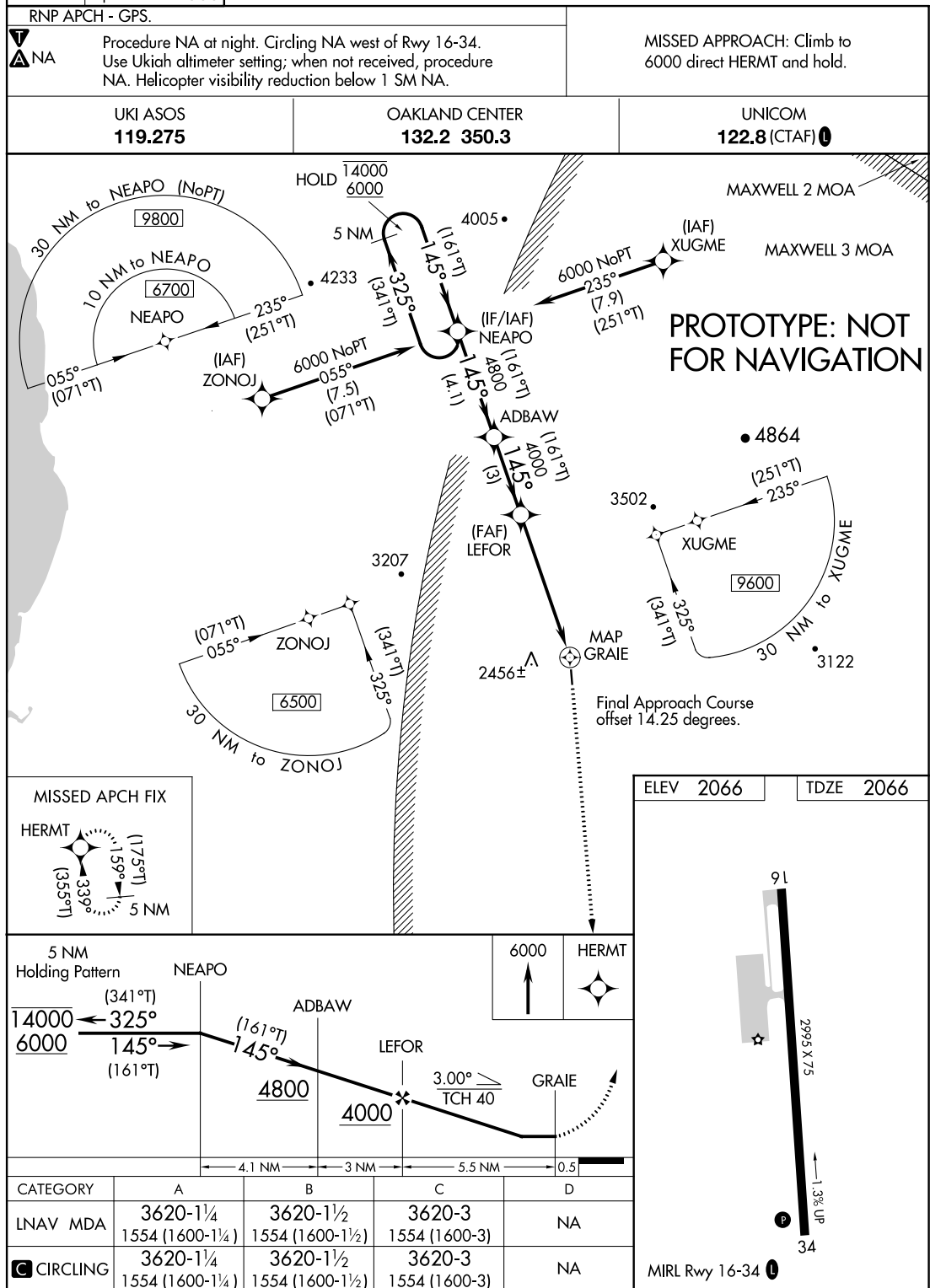
AL-9480 (FAA)

FIG

APP CRS	Rwy Idg	<b>2995</b>
<b>145°</b>	TDZE	<b>2066</b>
	Apt Elev	<b>2066</b>

# RNAV (GPS) RWY 16

ELLS FLD-WILLITS MUNI (O28)



AUTOMATED AL-9480 RNAV (GPS) RWY 16

SW-2

14 JUL 2021

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF DATE: FIG

WILLITS, CALIFORNIA

ELLS FLD-WILLITS MUNI (O28)

Amdt 2 FIG

39°27'N-123°22'W

# RNAV (GPS) RWY 16

APP CRS  
**145°**

Rwy Idg  
**2995**

TDZE  
**2063**

Apt Elev  
**2063**

**OLD FIG**

# RNAV (GPS) RWY 16

ELLS FIELD-WILLITS MUNI (O28)



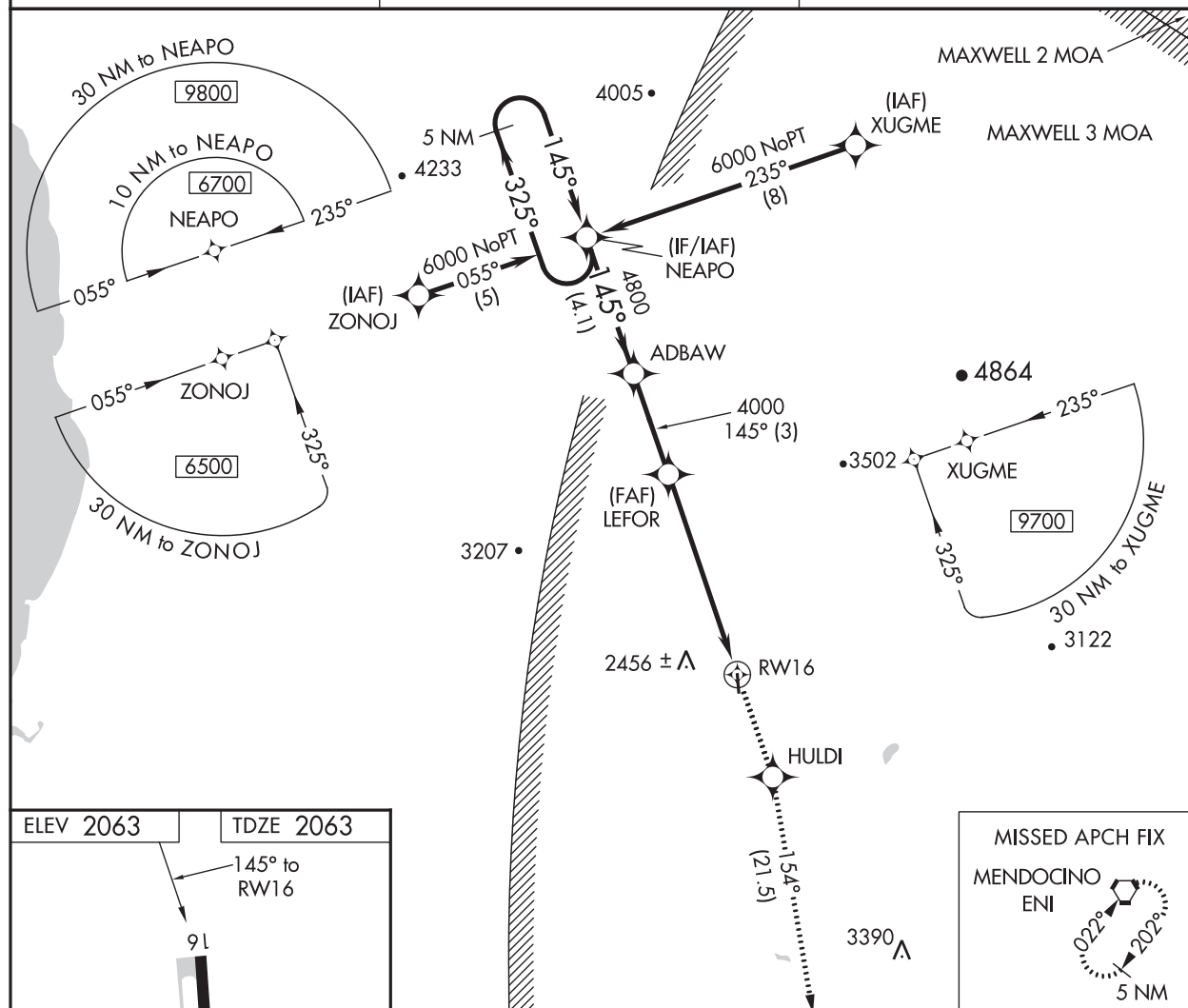
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling NA west of Rwy 16/34. Procedure NA at night. Use Ukiah altimeter setting.

MISSED APPROACH: Climb to 6000 direct HULDI and on track 154° to ENI VORTAC and hold.

UKI ASOS  
**119.275**

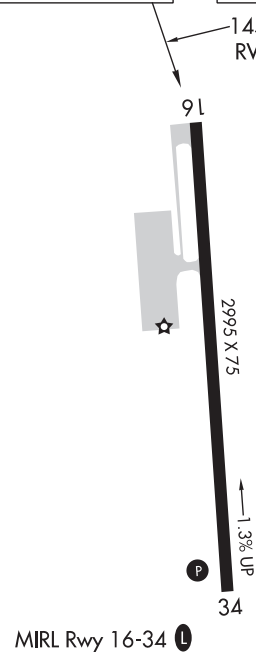
OAKLAND CENTER  
**132.2 350.3**

UNICOM  
**122.8 (CTAF) 1**



ELEV 2063

TDZE 2063



MIRL Rwy 16-34 1

5 NM  
Holding Pattern

NEAPO

ADBAW

6000

HULDI

tr

ENI

6000 ← 325°  
145° →

4800

4000

LEFOR

3.00°  
TCH 40

RW16

4.1 NM

3 NM

6 NM

CATEGORY

A

B

C

D

LNAV MDA  
3680-1¼  
1617 (1700-1¼)

3680-1½  
1617 (1700-1½)

3680-3  
1617 (1700-3)

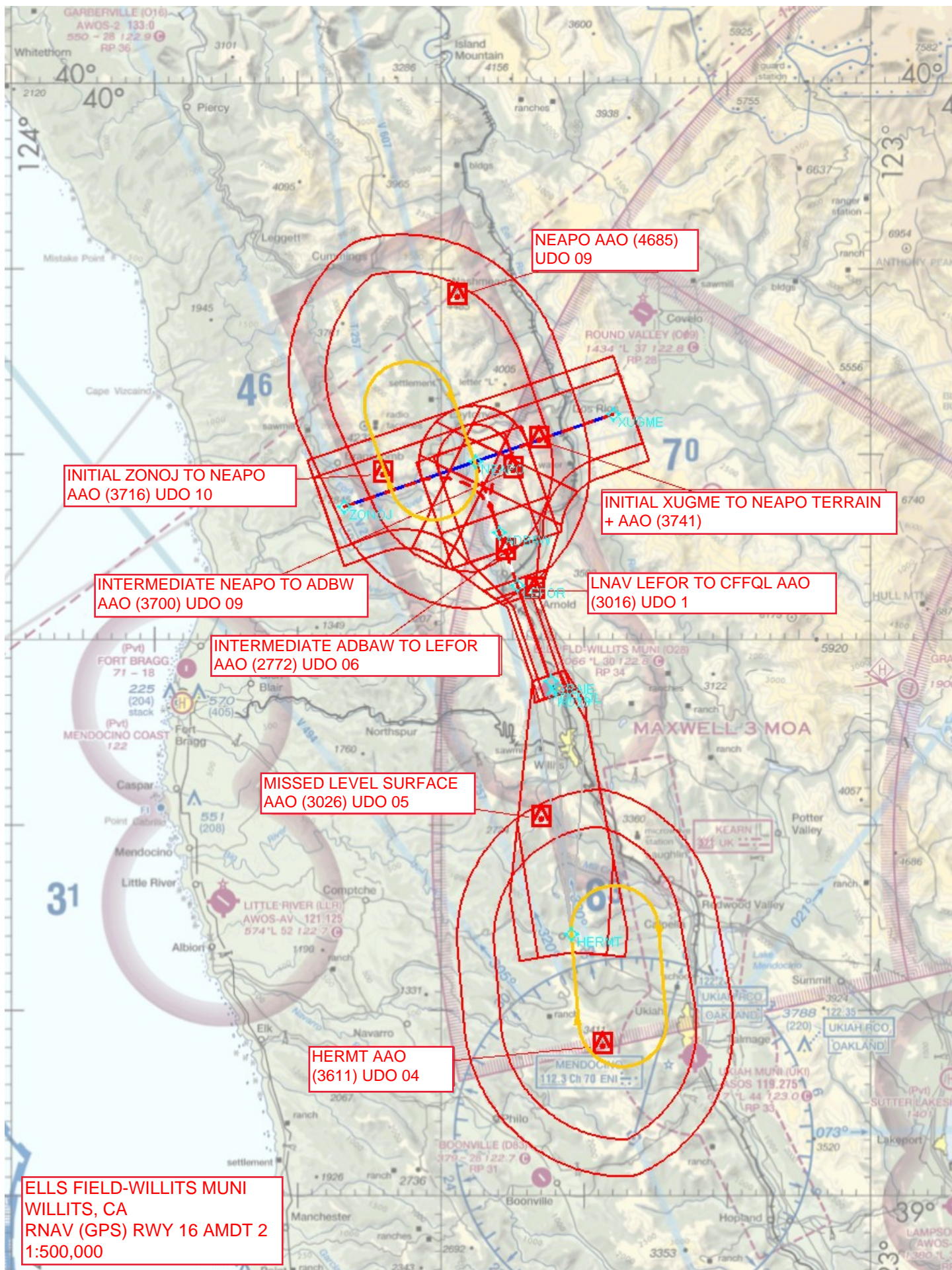
NA

CIRCLING  
3680-1¼  
1617 (1700-1¼)

3680-1½  
1617 (1700-1½)

3680-3  
1617 (1700-3)

NA





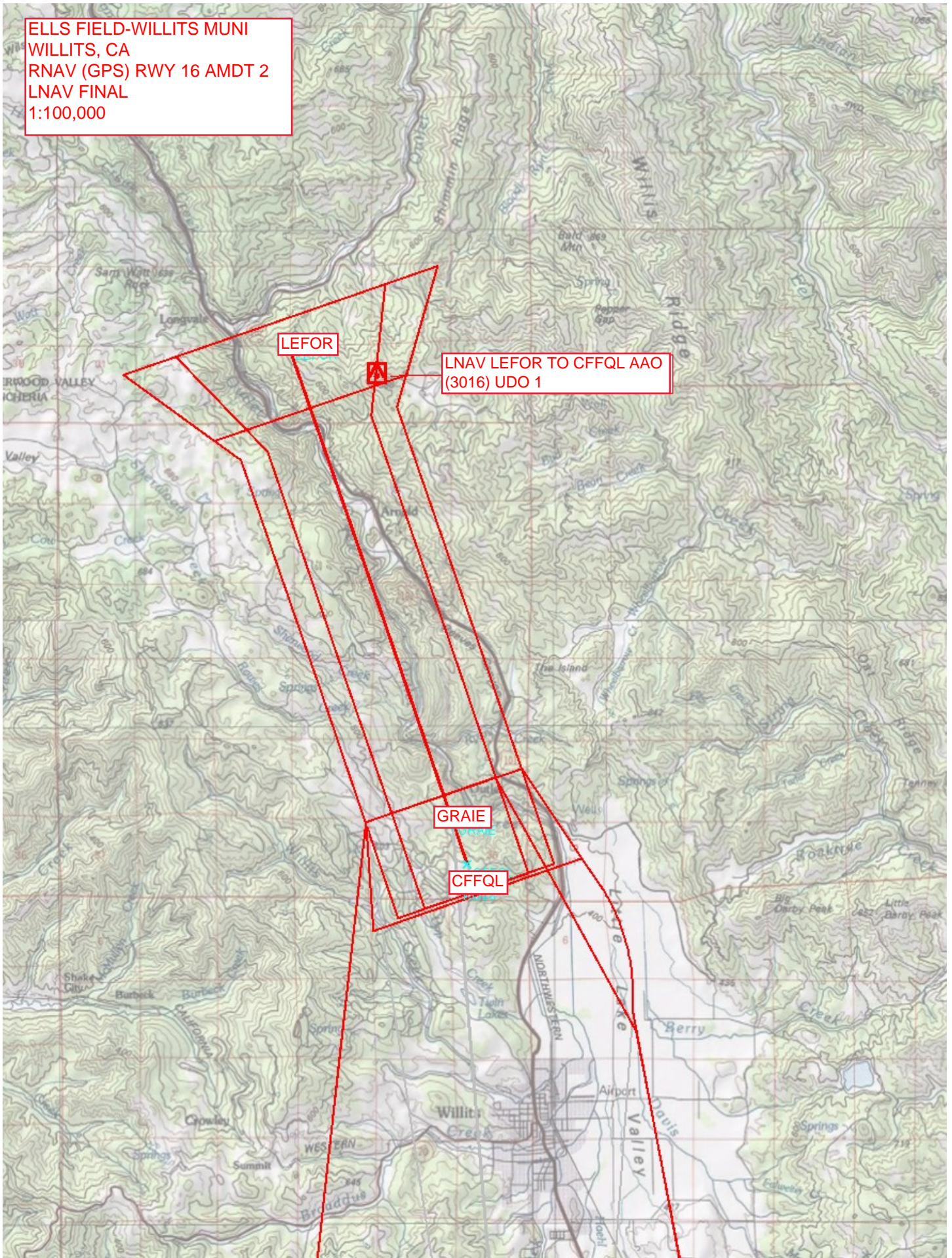
ELLS FIELD-WILLITS MUNI  
WILLITS, CA  
RNAV (GPS) RWY 16 AMDT 2  
LNAV FINAL  
1:100,000

LEFOR

LNAV LEFOR TO CFFQL AAO  
(3016) UDO 1

GRAIE

CFFQL



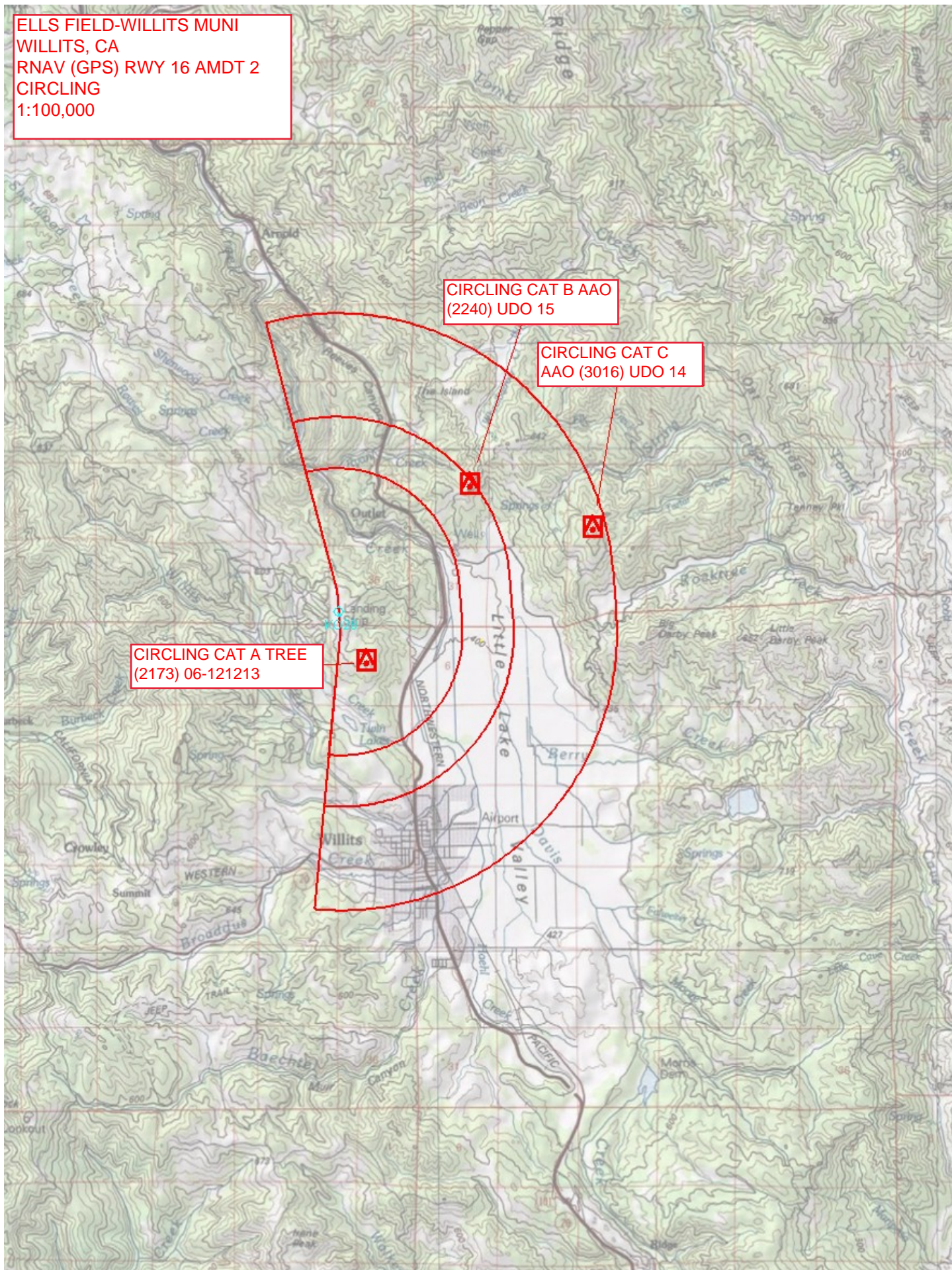


ELLS FIELD-WILLITS MUNI  
WILLITS, CA  
RNAV (GPS) RWY 16 AMDT 2  
CIRCLING  
1:100,000

CIRCLING CAT B AAO  
(2240) UDO 15

CIRCLING CAT C  
AAO (3016) UDO 14

CIRCLING CAT A TREE  
(2173) 06-121213









ELLS FIELD-WILLITS MUNI  
WILLITS, CA  
RNAV (GPS) RWY 34 AMDT 2  
TAA RIGHT BASE  
1:500,000

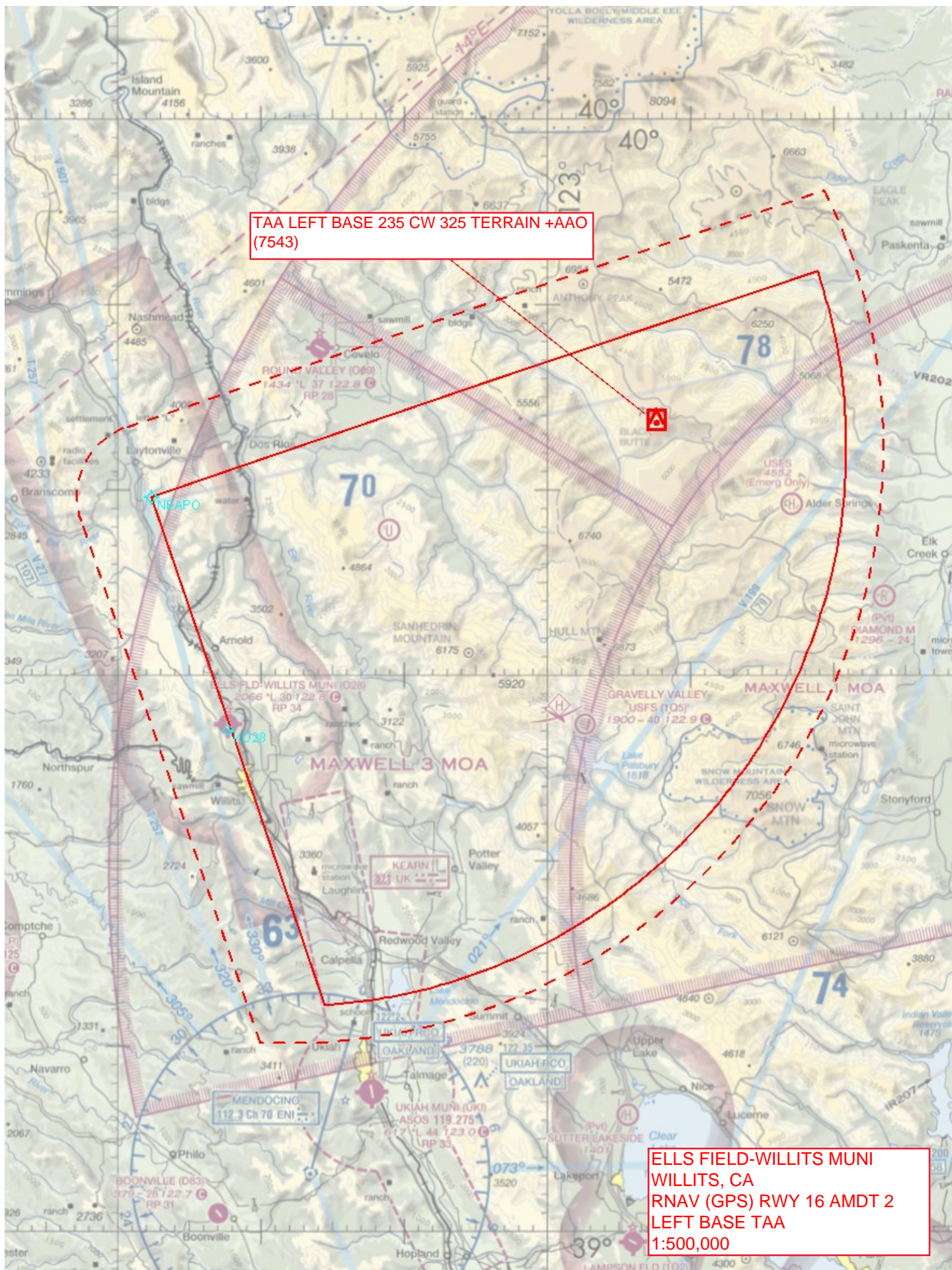
TAA RIGHT BASE 325 CW 055 TERRAIN +  
AAO (4436)

CONTIGUOUS U.S. ADIZ

VR202

VR151







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

**Ells Field-Willits Municipal Airport, CA**

**RNAV (GPS) RWY 16  
RNAV (GPS) RWY 34**

**Description of Action:**

The Federal Aviation Administration (FAA) is proposing to amend Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 16 and RNAV (GPS) RWY 34 approach procedures at Ells Field-Willits Municipal Airport (KO28) in Willits, California. The changes are proposed because of the relocation of the runway thresholds due to a pavement rehabilitation project that will shorten the runway length from 2,995 feet to 2,705 feet.

If the procedures are not amended, the instrument approach procedures will not be authorized and will effectively change the airport from instrument flight rules (IFR) to visual flight rules (VFR). The proposed action allows the airport to remain operating as an instrument flight rules airport and provides the benefits of aircraft operating using instrument flight rules.

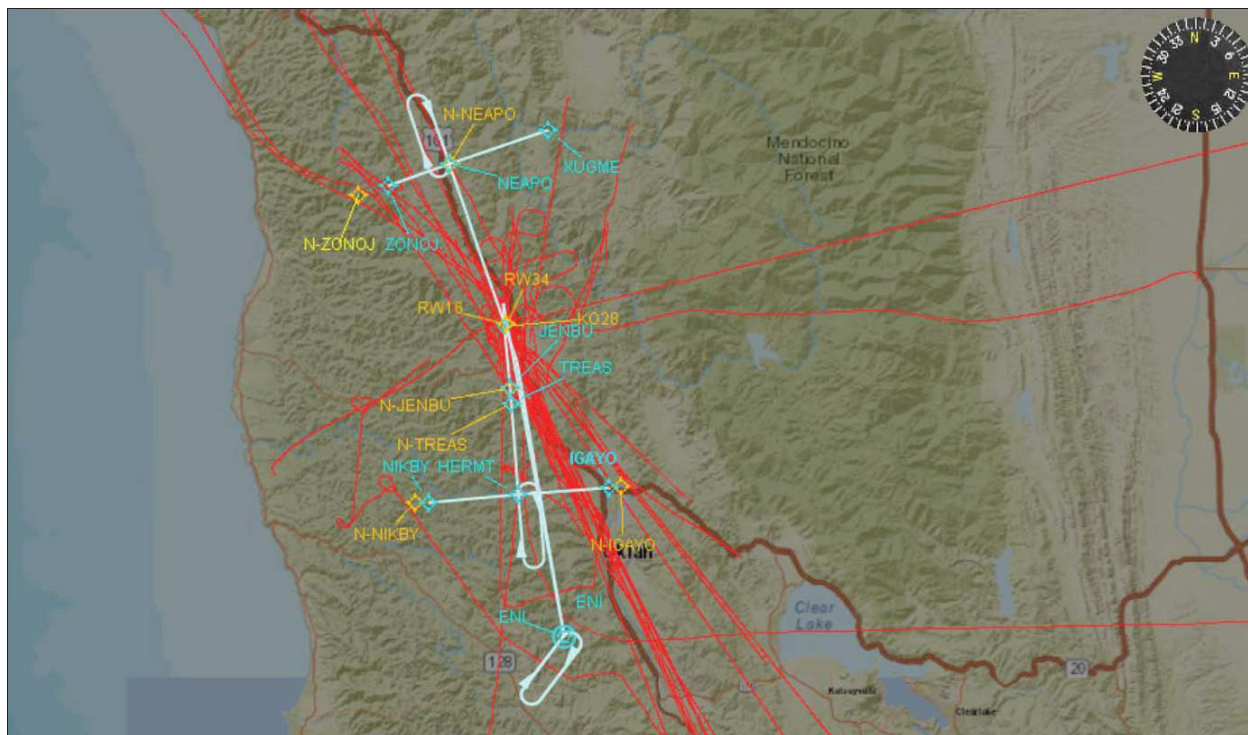
The table below shows the changes to the current air traffic procedures.

<b>Procedure Name</b>	<b>Proposed Changes</b>
RNAV (GPS) RWY 16	<ul style="list-style-type: none"><li>- Intermediate and final segment ground tracks will move roughly 750 feet to the east, but the headings and altitudes will remain the same.</li><li>- ZONJO Waypoint will move 2.38 nautical miles (NM) to the west; no changes to heading or altitudes.</li><li>- The missed approach will change from aircraft proceeding to Mendocino (ENI) Very High Frequency Omni-Directional Range and Tactical Air Navigation (VORTAC), to a climbing right turn direct to the HERMT Intermediate Fix/Initial Approach Fix (IF/IAF) on the RNAV (GPS) RWY 34.</li></ul>
RNAV (GPS) RWY 34	<ul style="list-style-type: none"><li>- Intermediate and final segment ground tracks will remain the same.</li><li>- TREAS Final Approach Fix will move 282 feet to the south with no change in altitude.</li><li>- JENBU Step-Down Fix will move 805 feet to the south with an altitude increase of 100 feet (to 3,600 feet).</li><li>- NIKBY Fix will move 1 NM to the west with no changes to heading or altitudes.</li><li>- IGAYO Fix will move 1 NM to the east with no changes to heading or altitudes.</li><li>- The missed approach will change from aircraft proceeding to ENI, to a climbing left turn direct to the NEAPO IF/IAF on the RNAV (GPS) RWY 16.</li></ul>





The figure below shows the current (white lines) RNAV (GPS) RWY 16 and RNAV (GPS) RWY 34 approach procedures with the changes to various fixes, as described above. Fixes with an “N-” prefix indicate the new position of the fix. The figure also shows the flight tracks (red) for December 2019.



The flight tracks do not appear to follow the IFR procedures that are being amended. This aspect is not expected to change as a result of procedure amendments. Additionally, the airport operates less than 20 small non-jet aircraft per day on an average. Therefore, no adverse environmental aspects are anticipated as a result of the proposed amendments. Furthermore, according to FAA Order 1050.1F, Appendix B and Desk Reference (2015), no noise analysis is needed for some projects—those include projects involving less than an average of 247 daily propeller operations.

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 Aircraft Procedure Environmental Pre-Screening Filter was processed 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: JEFF B HUBERT Digitally signed by JEFF B HUBERT  
Date: 2020.06.09 10:42:52 -07'00' Date: \_\_\_\_\_  
Name: Jeff Hubert  
Air Traffic Manager  
Oakland Air Route Traffic Control Center

**Concurrence by:**

**Western Service Area Environmental Specialist**

Signature: RYAN WADE WELLER Digitally signed by RYAN WADE WELLER  
Date: 2020.06.25 15:10:23 -07'00' Date: \_\_\_\_\_  
Name: Ryan Weller  
Environmental Protection Specialist, Operations Support Group  
Western Service Center, AJV-W25

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature: SHAWN MICHAEL KOZICA Digitally signed by SHAWN MICHAEL KOZICA  
Date: 2020.06.28 14:40:26 -07'00' Date: \_\_\_\_\_  
Name: Shawn M. Kozica  
Manager, Operations Support Group  
Western Service Center, AJV-W2