

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 07/16/2020	APWS Task ID: DDFE945C74C44F9B9F8587A4DB2531B1	APWS Request ID: 126A7149FA3742B794AAC56C99597263
Procedure: STAR AMYLU (RNAV) THREE CHARLESTON SC KCHS		Enroute: YES	Specialist: Powell, Dan		Agreement Number:
Airport ID: KCHS	Airport Name: CHARLESTON AFB/INTL	Airport City: CHARLESTON			State: SC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
CONTACT JACOB POWERS, AJV-5440 LEAD, 405-954-8702.



02/10/2020



FIPC DME/DME FORM

PROCEDURE: STAR AMYLU (RNAV) THREE CHARLESTON SC KCHS		AIRPORT NAME: CHARLESTON AFB/INTL		AIRPORT ID: KCHS	SPECIAL CONTROL NO: AG-06-197-20
FAC ID: AMYLU3		CITY: CHARLESTON		ST: SC	ORIG CHART DATE: 11/05/2020
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0683	PTS TASK ID:	

PREFLIGHT NOTES

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

PROCEDURE RESULTS

INSPECTION DATE: 07/16/2020	CREW #: VN327	N #: N70	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: jeffrey eckman @ 07/16/2020 15:14		PRINTED NAME: ECKMAN, JEFFREY ALAN		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
Procedure SAT as proposed. DME/DME awaiting AFS/ WAJR approval.

DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
---------------------------------------------------------------------------------------	------------------------------	----------------------

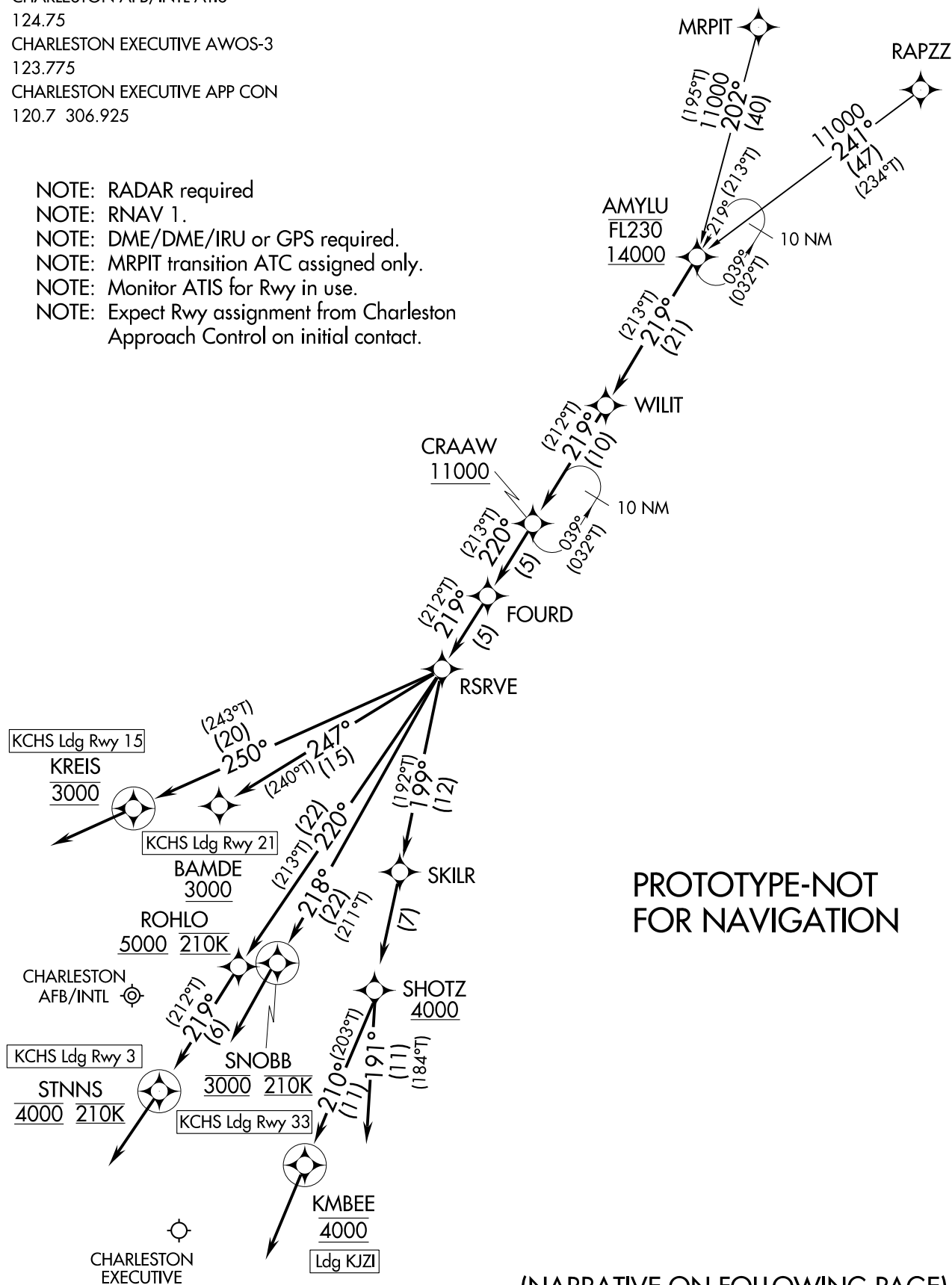
SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
--------------------------	---------------------------------	-----------------------------	-----------------------------------	-----------------------------------

CHARLESTON AFB/INTL ATIS
124.75
CHARLESTON EXECUTIVE AWOS-3
123.775
CHARLESTON EXECUTIVE APP CON
120.7 306.925

- NOTE: RADAR required
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: MRPIT transition ATC assigned only.
- NOTE: Monitor ATIS for Rwy in use.
- NOTE: Expect Rwy assignment from Charleston Approach Control on initial contact.



PROTOTYPE-NOT FOR NAVIGATION

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

MRPIT TRANSITION (MRPIT.AMYLU3):

RAPZZ TRANSITION (RAPZZ.AMYLU3):

From AMYLU on track 219° to WILIT, then on track 219° to cross CRAAW at or above 11000, then on track 220° to FOURD, then on track 219° to RSRVE.

LANDING CHARLESTON AFB/INTL:

Rwy 3: From RSRVE on track 220° to cross ROHLO at or above 5000 and at 210K, then on track 219° to cross STNNS at 4000 and at 210K, then on heading 219° or as assigned by ATC. Expect RNP Rwy 3 approach.

Non-RNP aircraft, expect RADAR vectors to final approach course.

Rwy 15: From RSRVE on track 250° to cross KREIS at 3000, then on heading 250° or as assigned by ATC. Expect RNP Rwy 15 approach.

Non-RNP Aircraft, expect RADAR vectors to final approach course.

Rwy 2: From RSRVE on track 247° to cross BAMDE at or above 3000.

Expect RNAV Rwy 21 approach.

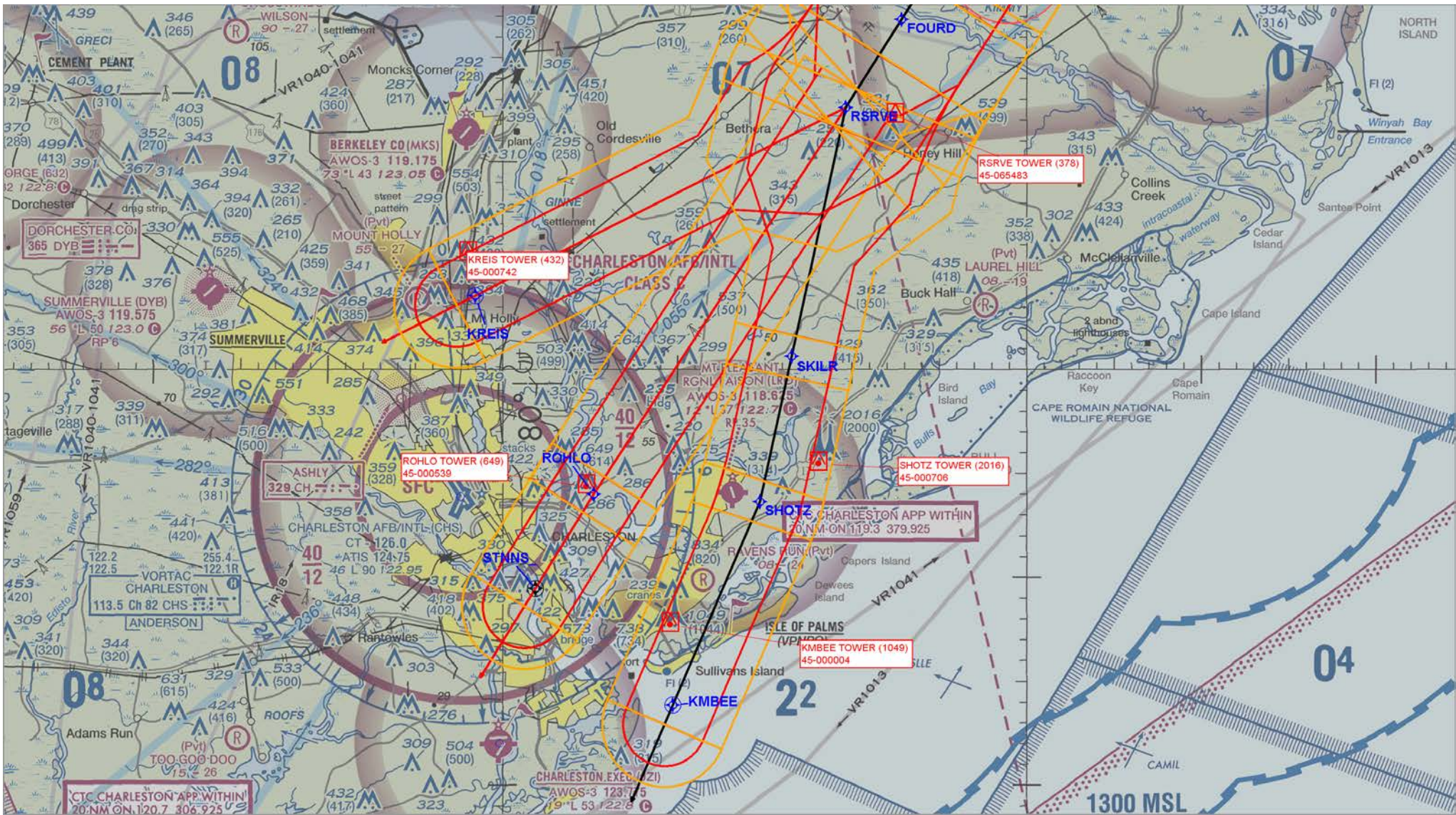
Rwy 33: From RSRVE on track 218° to cross SNOBB at 3000 and at 210K, then on heading 218° or as assigned by ATC. Expect RNP Rwy 33 Approach.

Non-RNP aircraft, expect RADAR vectors to final approach course.

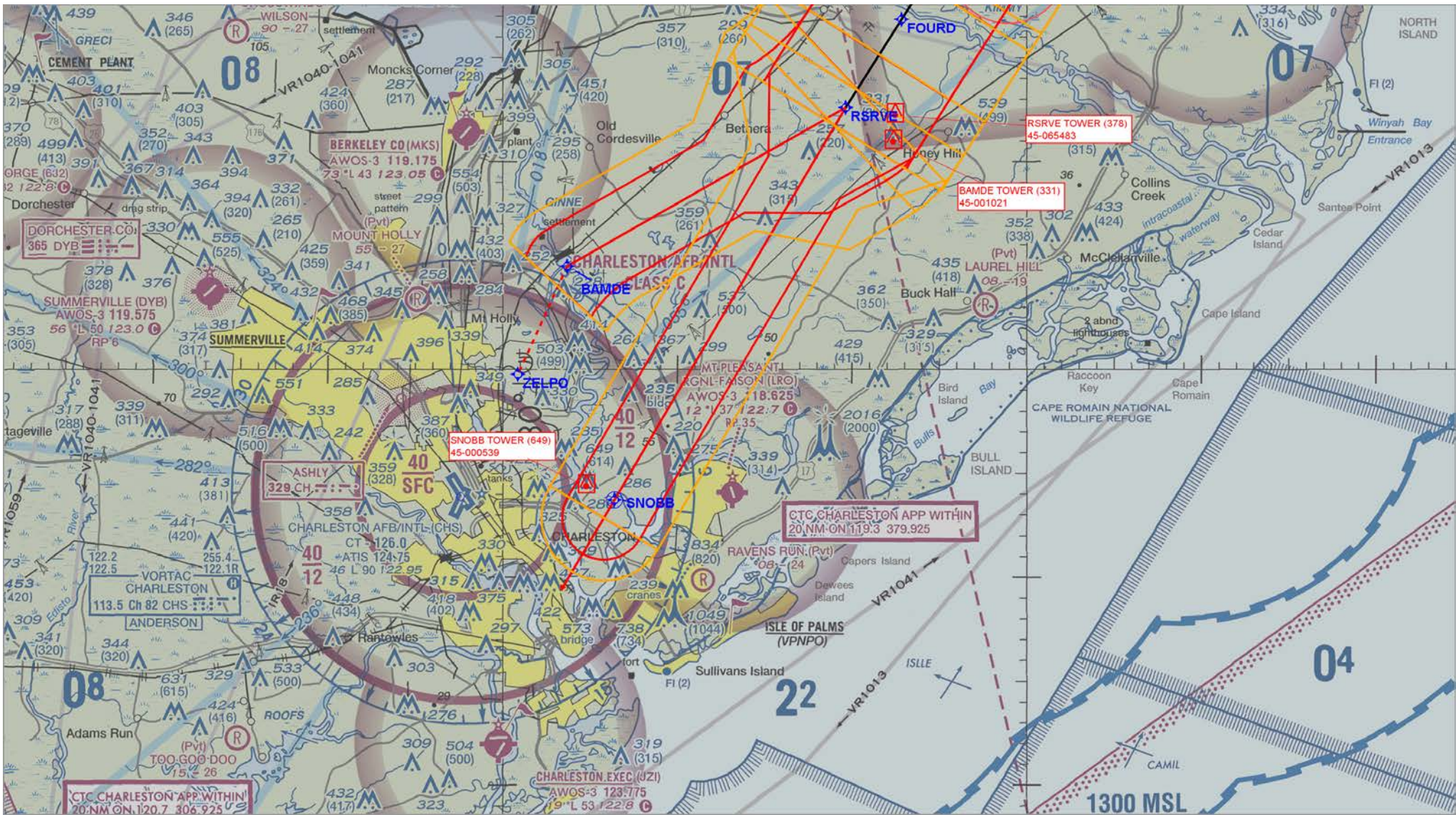
LANDING CHARLESTON EXECUTIVE:

From RSRVE on track 199° to SKILR, then on track 199° to SHOTZ, then on track 210° to cross KMBEE at 4000, then on heading 210° or as assigned by ATC. Expect RADAR vectors to final approach course

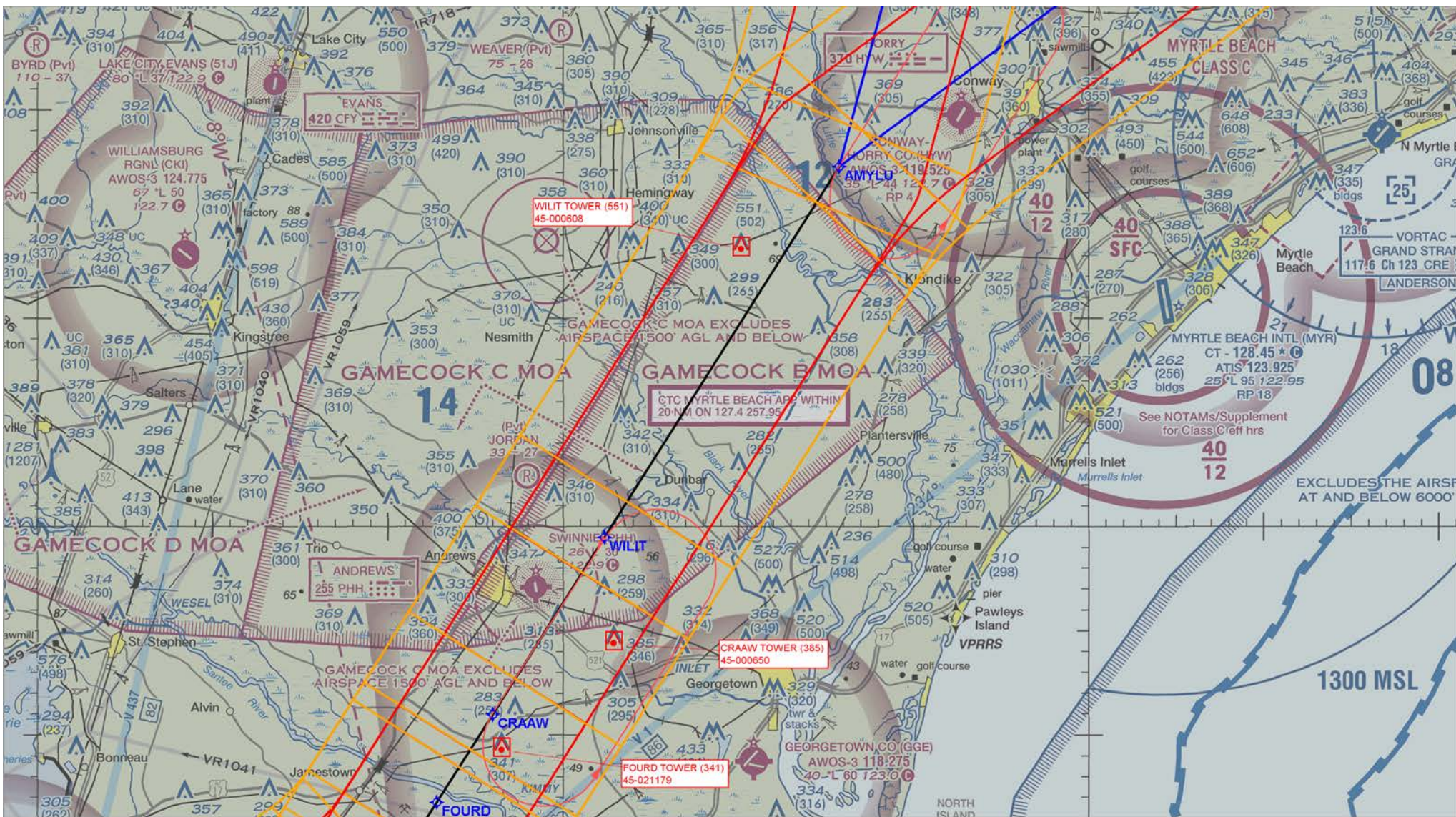
PROTOTYPE-NOT FOR NAVIGATION



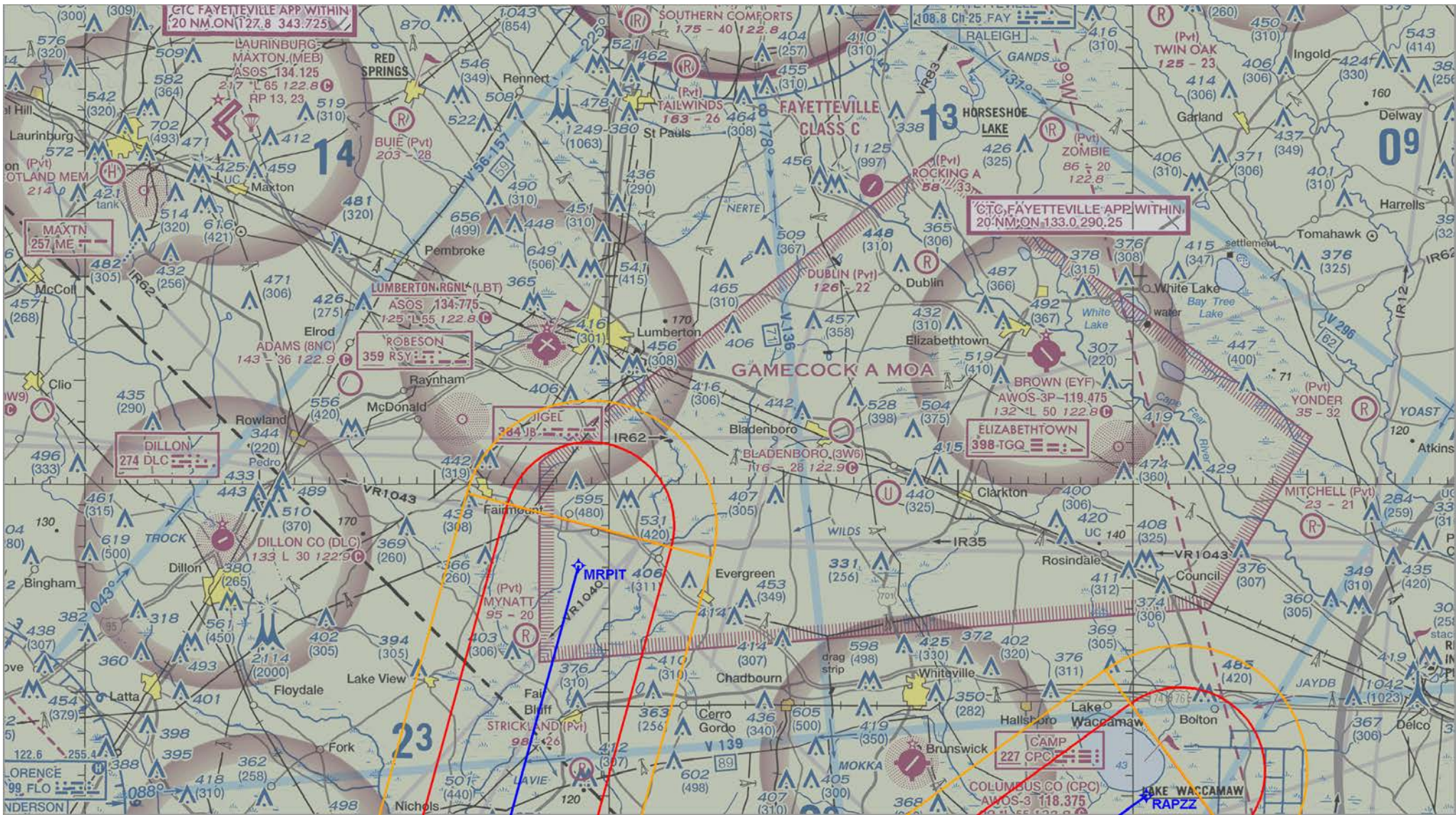
AMylU (RNAV)



AMylU (RNAV)



AMYLU (RNAV)



AMYL (RNAV)

RAPT Consensus Form

Charleston AFB, Charleston, SC (KCHS)

Project Request:

Amend RNAV STARS: AMYLU and
RSRVE

Project Request Approved:

Disapproved: (see comments)

Status/Issues:

Washington ARTCC (ZDC) requests amendment of AMYLU and RSRVE RNAV STARS to align with Atlantic Coast Route Project (ACRP) Q-Route Design.

AJV-14 Approved - 8/9/2016

Priority Assigned:

Project Tracking Number:

EFPT Internal Tracking Number:


16-3314


Service Center Flight Procedures Team


JAMES G Digitally signed by
JAMES G CARMAN

CARMAN Date: 2016.11.17
11:04:20 -05'00'

Flight Standards Division
NextGen Branch


Service Center Air Traffic Operations
Support


Airports Division


Service Center Planning and
Requirements Group

OCT 04 2016

Date

FAA Eastern Service Center, Air Traffic Division
Categorical Exclusion

Description of Federal Action: The Federal Aviation Administration (FAA) will replace the Charleston (KCHS), South Carolina AMYLU TWO ARRIVAL procedure with the AMYLU THREE ARRIVAL procedure and implement the following changes;

Description of Changes:

- AMYLUE THREE ARRIVAL will:
 - Have a procedural note: Radar required for non-GPS equipped aircraft.
 - Have a procedural note: RNAV 1.
 - Have a procedural note: DME/DME/IRU or GPS Required.
 - Have a procedural note: MRPIT TRANSITION ATC ASSIGNED ONLY.
 - Have a procedural note: MONITOR ATIS FOR RUNWAY IN USE.
 - Have a procedural note: EXPECT RUNWAY ASSIGNMENT FROM CHARLESTON APPROACH CONTROL ON INTIAL CONTACT.
 - Replace the AMYLU TWO Kinston (ISO) Very High Frequency Omnidirectional Range (VOR) and BARTL enroute transitions with the RAPZZ enroute transition beginning at waypoint (wp) RAPZZ and proceeding south/southwest to wp AMYLU.
 - Replace the AMYLU TWO BLAMO and MULLS enroute transitions with the MRPIT enroute transition beginning at wp MRPIT and proceeding south/southeast to wp AMYLU.
 - Overlay and replace the standard 10 nautical mile (nm) left turn holding pattern at wp AMYLU.
 - Overlay and replace the AMYLU TWO common route beginning at wp AMYLU, proceeding south/southwest to waypoints (wps) WILIT, CRAAW, FOURD and terminating at wp RSRVE for arrivals to Charleston International (KCHS) Airport, Charleston, South Carolina.
 - Overlay and replace the standard 10 nautical mile (nm) left turn holding pattern at wp CRAAW.
 - Overlay and replace the existing AMYLU TWO KREIS runway transition.
 - Overlay and replace the existing AMYLU TWO BAMDE runway transition.
 - Overlay and replace the existing AMYLU TWO WABLO runway transition with the STNSS runway transition beginning at wp RSRVE and proceeding south/southwest to wp ROHLO and terminating wp STNNS.
 - Overlay and replace the existing AMYLU TWO SNOBB runway transition.
 - Overlay and replace the existing AMYLU TWO RSRVE common route beginning at wp AMYLU, proceeding south/southwest to wps WILIT, CRAAW, FOURD, RSRVE, SKILR, SHOTZ and terminating at wp KIMBEE for arrivals to Charleston Executive Airport (KJZI), Charleston, South Carolina.
 - Remove the AMYLU TWO GEGDE runway transition from the procedure.

**FAA Eastern Service Center, Air Traffic Division
Categorical Exclusion**

Description of Changes (Continued):

- Have two enroute transitions, a common route and four runway transitions for arrivals to Charleston (KCHS) International Airport and a common route for arrivals to Charleston (KJZI) Executive Airport, Charleston, South Carolina as part of the legal description of the route. The RAPZZ enroute transition will begin at wp RAPZZ, proceed south/southwest and terminate at wp AMYLU. The MRPIT enroute transition will begin at wp MRPIT and proceed south/southeast and terminate at wp AMYLU. The AMYLU THREE common route for arrivals to KCHS will begin at wp AMYLU, proceed south/southwest to wps WILIT, CRAAW, FOURD and terminate at wp RSRVE. The KREIS runway transition will begin at wp RSRVE, proceed south/southwest and terminate at wp KREIS. The BAMDE runway transition will begin at wp RSRVE, proceed south/southwest and terminate at wp BAMDE. The STNNS runway transition will begin at wp RSRVE, proceed south/southwest to wps ROHLO, and terminate at wp STNNS. The SNOBB runway transition will begin at wp RSRVE, proceed south/southwest and terminate at wp SNOBB. The AMYLU THREE for arrivals to KJZI the common route will begin at wp AMYLU, proceed south/southwest to wps WILIT, CRAAW, FOURD RSRVE, SKILR, SHOTZ and terminate at wp KMBEE.

Basis for this Determination: An environmental review was conducted to ensure that the federal action is in compliance with the National Environmental Policy Act and its implementing regulations. This review was conducted in accordance with policies and procedures in FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures".

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 and will not result in any extraordinary circumstances according to 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. 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. (ATO, AVS)

After review of the MITRE Guidance for Noise Screening Air Traffic Actions and review of the amended procedures presented on Google Earth (with and without tracks), it was determined that the changes would not present a significant noise increase. Therefore, noise modeling was not recommended for this project. Additionally, based on the environmental review of the proposed action, there are no adverse impacts associated with the proposed action on any communities located beneath the proposed route path.

Reviewed by:



Chuck Armstead

Date

November 6, 2019

NISCIII Contract Support - Environmental Engineer
Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
Phone: Office: (404)-305-6692, Cell: (404)-368-0605

**FAA Eastern Service Center, Air Traffic Division
Categorical Exclusion**

Concurrence by:

Andrew Pieroni

Andrew Pieroni
Environmental Protection Specialist
Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
Phone: Office: (404)-305-5586

Date November 7, 2019

Approved by:

For *Matthew N Cathcart*

Debra L. Hogan
Manager - Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
Phone: Office: (404)-305-5618, Cell: (404)-772-7786

Date November 7, 2019

ATTACHMENTS

- Figure 1: KCHS AMYLU TWO (Existing)
- Figure 2-3: AMYLU TWO (Existing) enroute transitions and AMYLU THREE (Proposed) enroute transitions
- Figure 4: AMYLU TWO (Existing) enroute transitions and Native American location north of AMYLU THREE (Proposed) RAPZZ enroute transition
- Figure 5: AMYLU TWO (Existing) enroute transitions and Native American location north of AMYLU THREE (Proposed) RAPZZ enroute transition (PDARS View)
- Figure 6-7: AMYLU TWO (Existing) enroute transitions flight traffic and Native American location north of AMYLU THREE (Proposed) RAPZZ enroute transition (PDARS View)
- Figure 8: KCHS AMYLU THREE (Final)

ATTACHMENTS

KCHS AMYLU TWO (Existing)

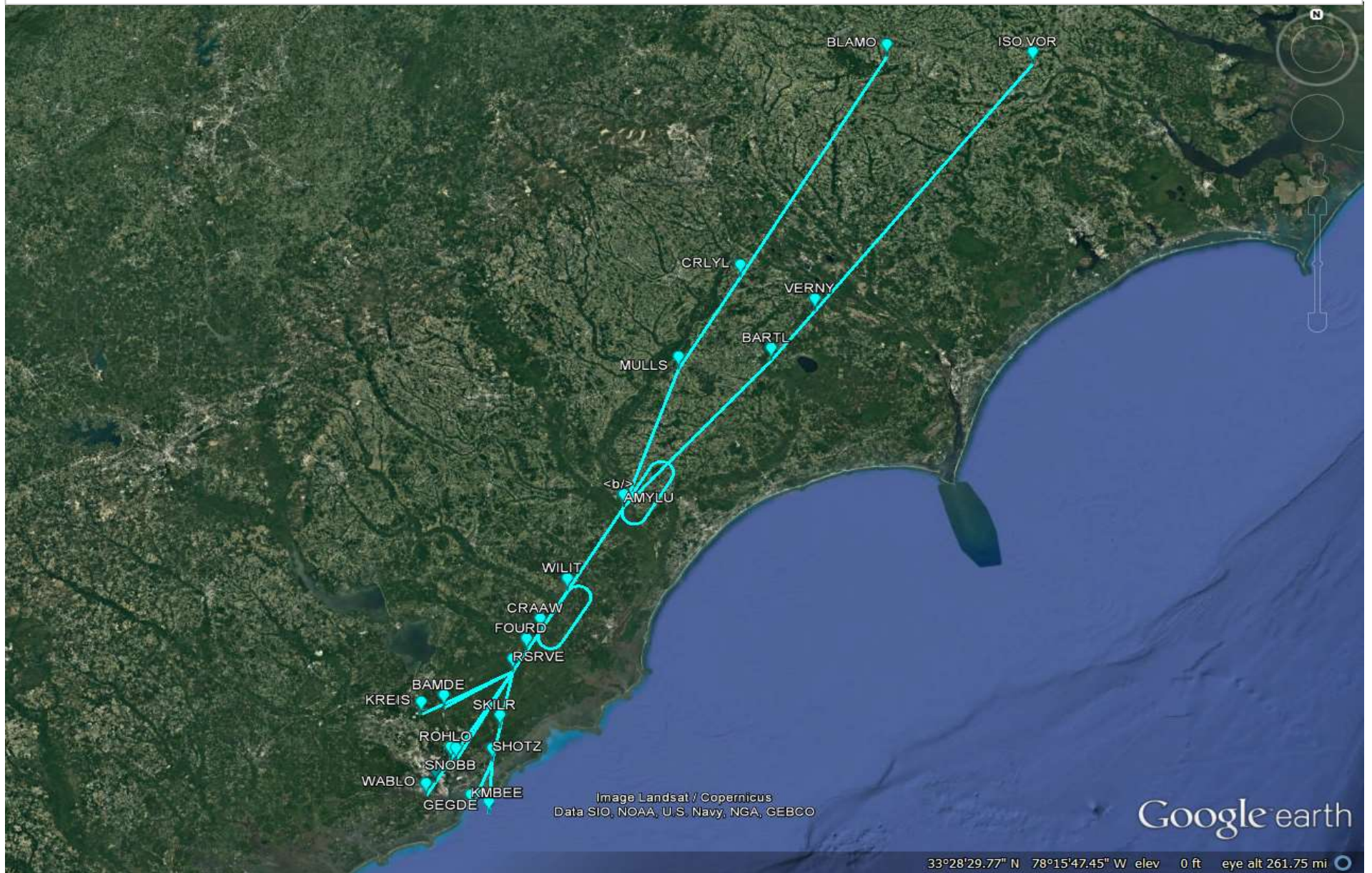


Figure No. 1

AMYLU TWO (Existing) enroute transitions and AMYLU THREE (Proposed) enroute transitions

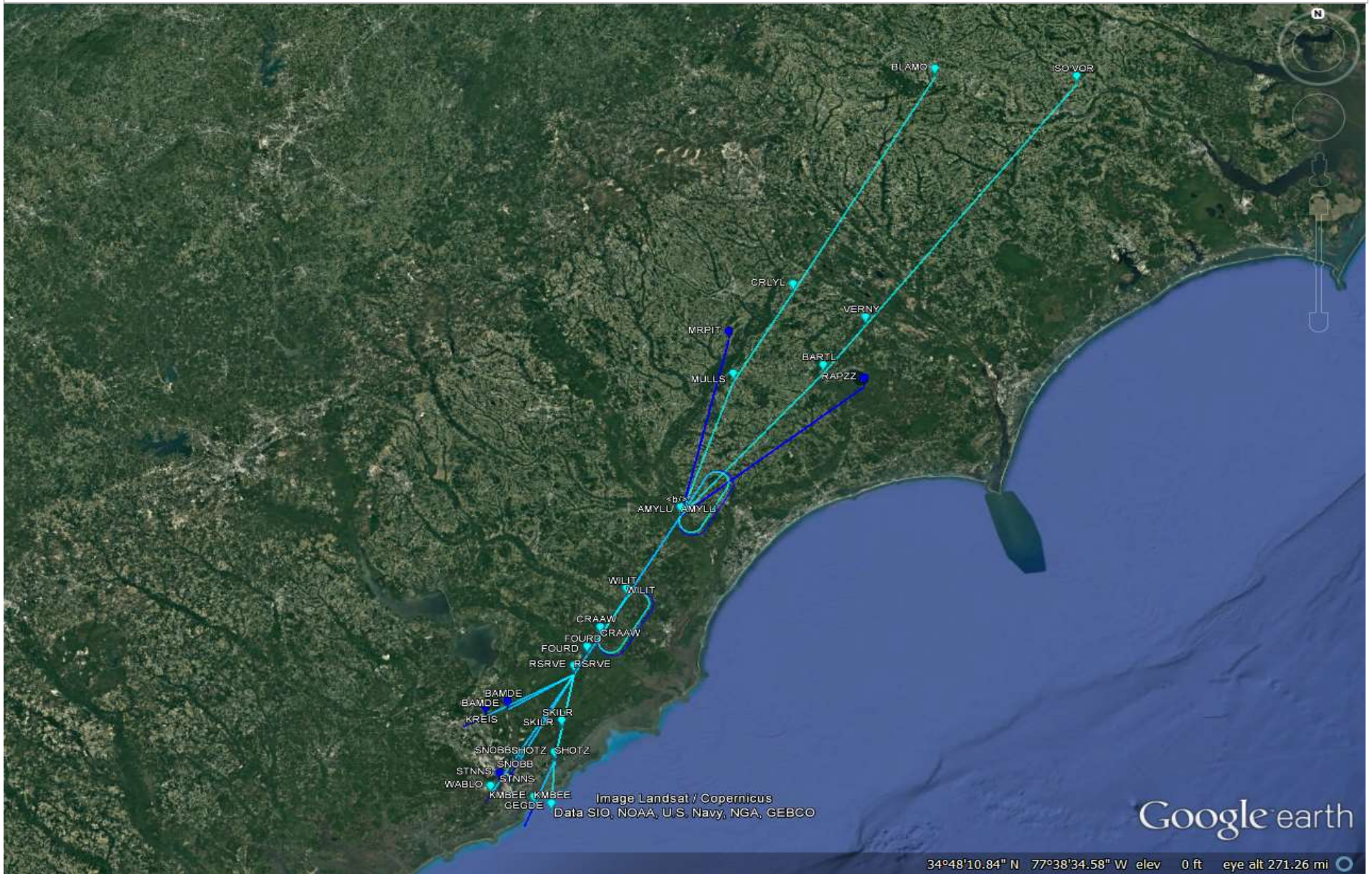


Figure No. 2

AMYLU TWO (Existing) enroute transitions and AMYLU THREE (Proposed) enroute transitions

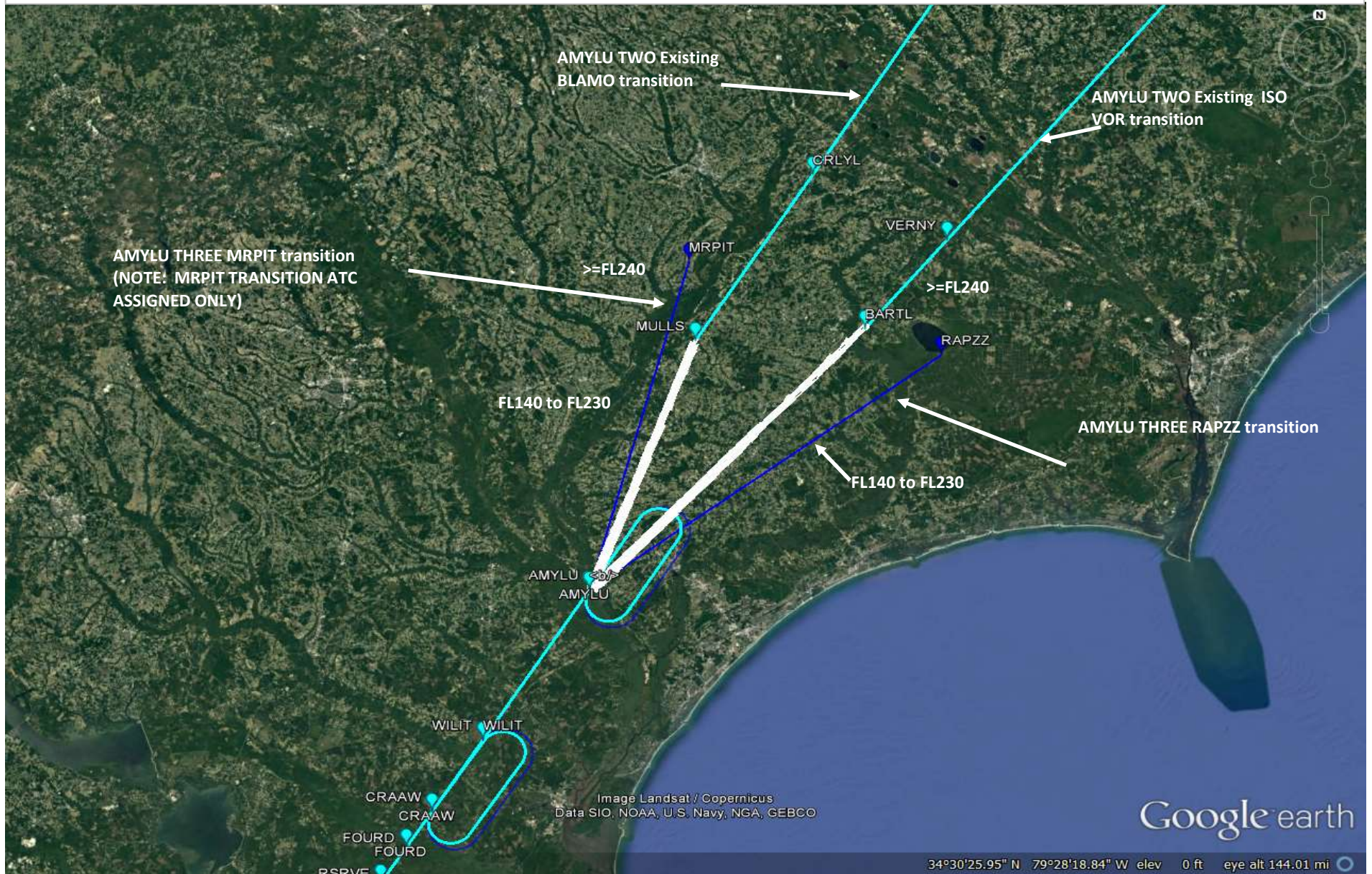


Figure No. 3

AMYLU TWO (Existing) enroute transitions and Native American location north of AMYLU THREE (Proposed) RAPZZ enroute transition

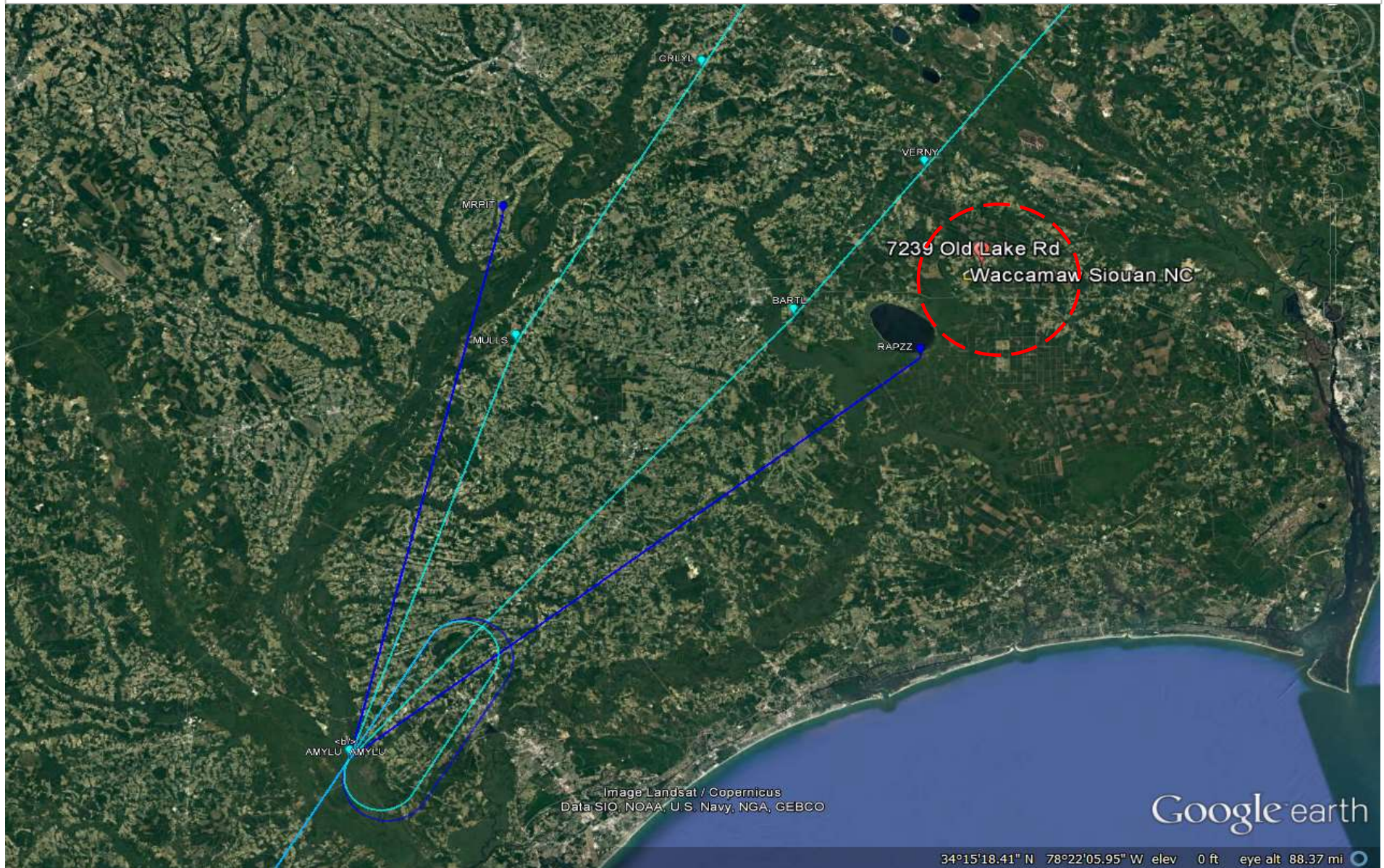


Figure No. 4

AMYLU TWO (Existing) enroute transitions and Native American location north of AMYLU THREE (Proposed) RAPZZ enroute transition

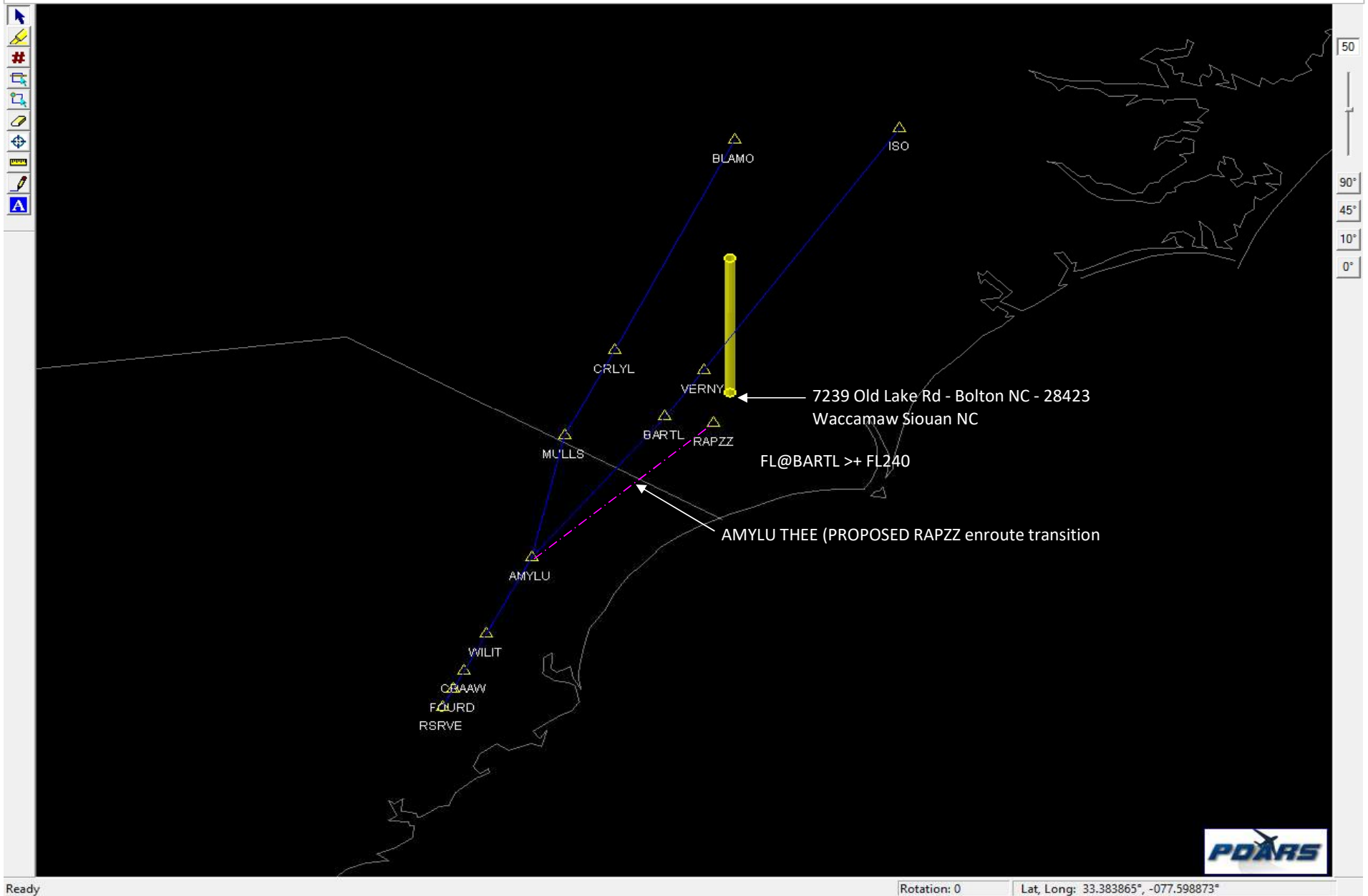


Figure No. 5

AMYLU TWO (Existing) enroute transitions flight traffic and Native American location north of AMYLU THREE (Proposed)
RAPZZ enroute transition (PDARS View 1)

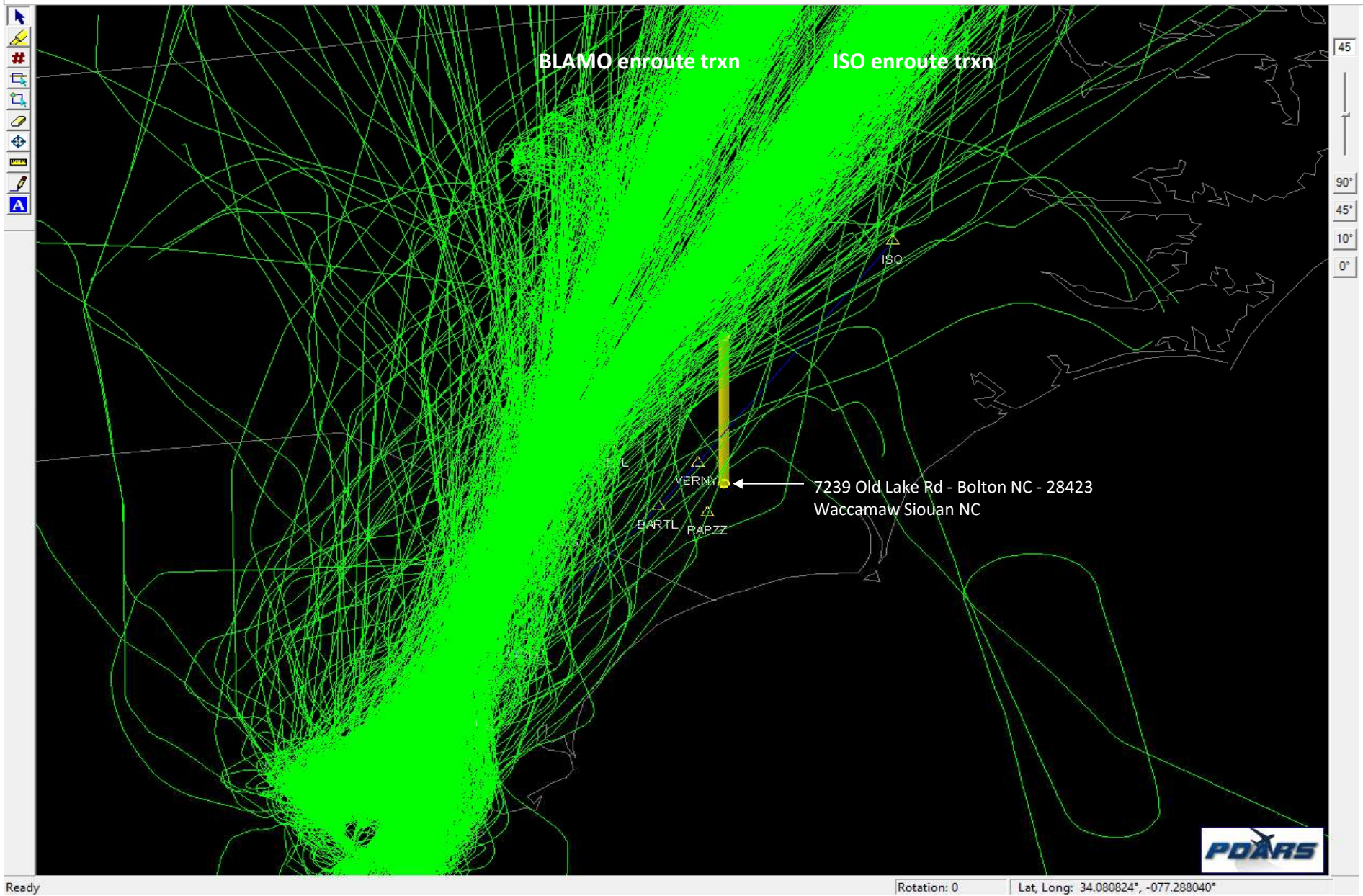


Figure No. 6

AMYLU TWO (Existing) enroute transitions flight traffic and Native American location north of AMYLU THREE (Proposed) RAPZZ enroute transition (PDARS View 2)

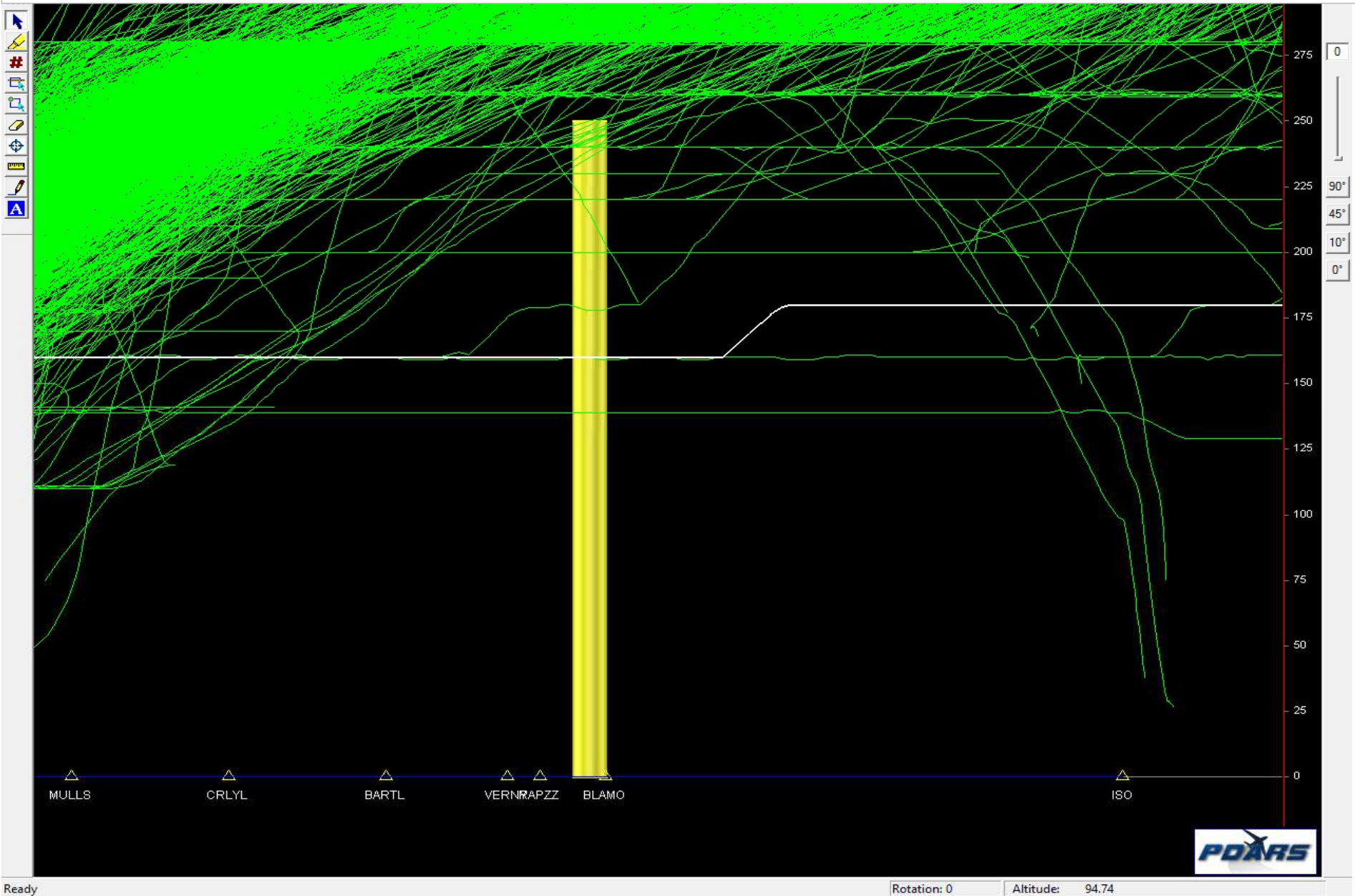


Figure No. 7

KCHS AMYLU THREE (Final)

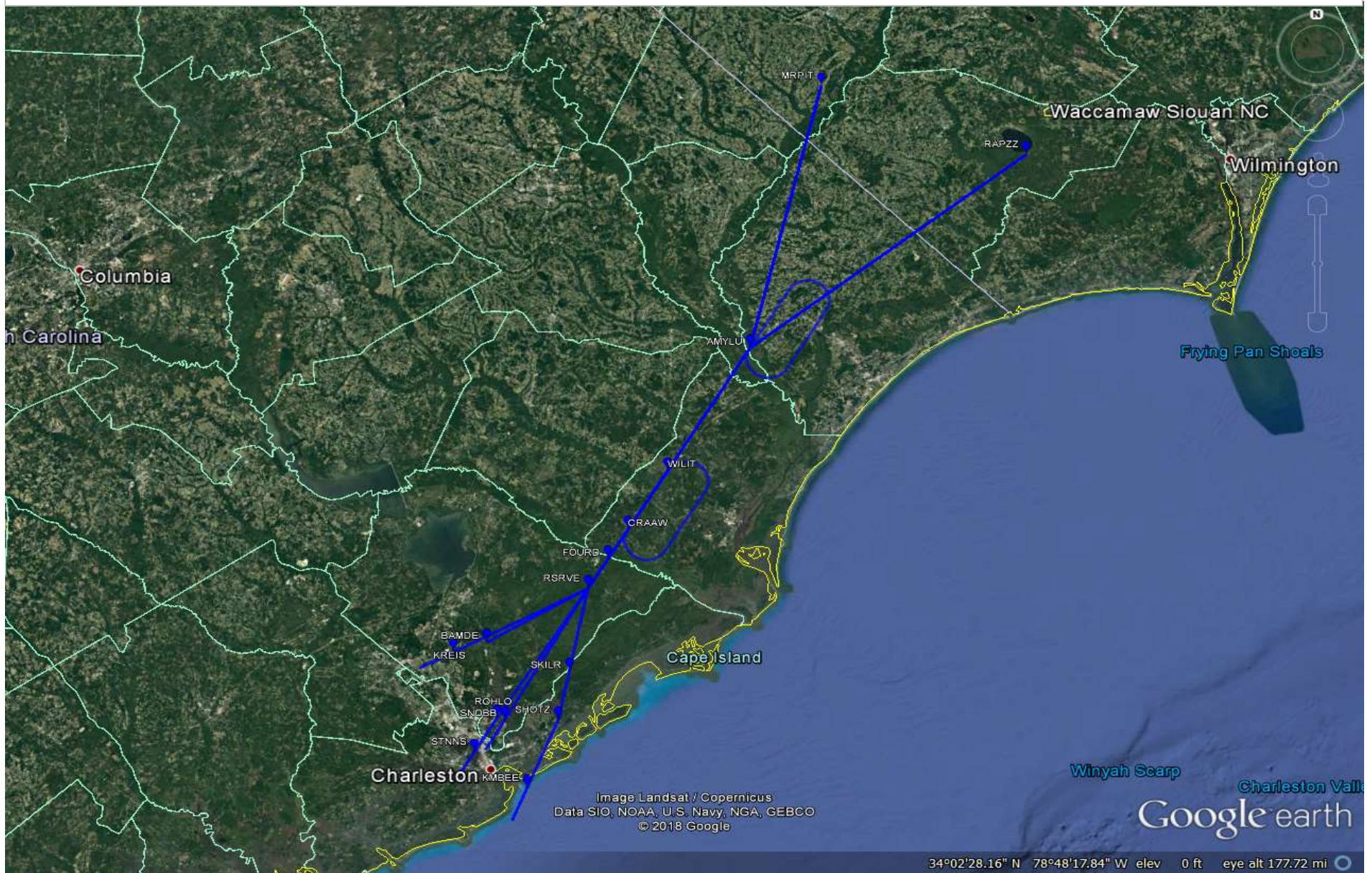


Figure No. 8

(AMYL.U.AMYLU2) 16035

AMYL U TWO ARRIVAL (RNAV)

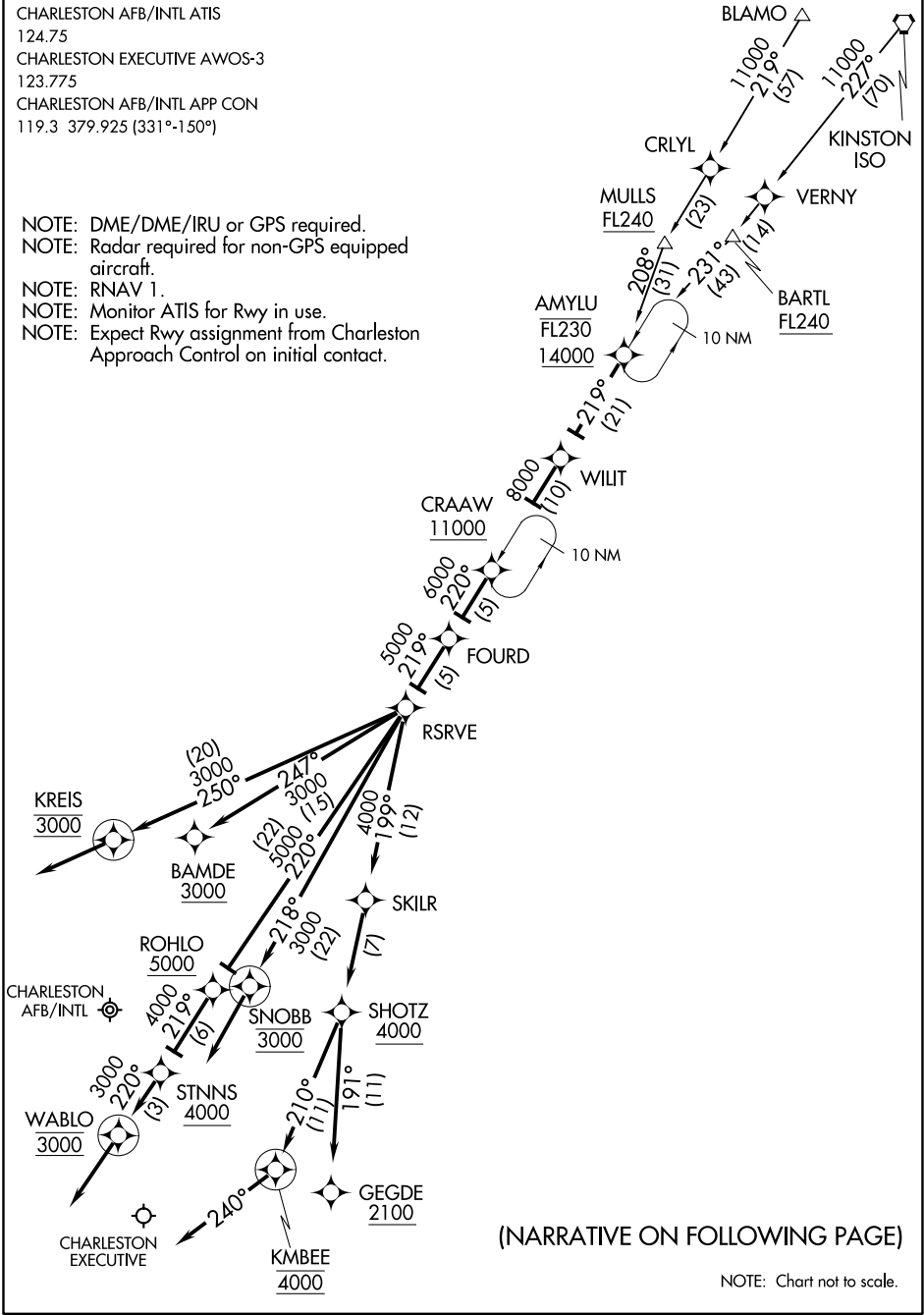
ST-76 (FAA)

CHARLESTON, SOUTH CAROLINA

OLD

CHARLESTON AFB/INTL ATIS
124.75
CHARLESTON EXECUTIVE AWOS-3
123.775
CHARLESTON AFB/INTL APP CON
119.3 379.925 (331°-150°)

- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: Monitor ATIS for Rwy in use.
- NOTE: Expect Rwy assignment from Charleston Approach Control on initial contact.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 30 JAN 2020 to 27 FEB 2020

SE-2, 30 JAN 2020 to 27 FEB 2020

AMYL U TWO ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

(AMYL.U.AMYLU2) 26JUL12

ARRIVAL ROUTE DESCRIPTION

- BARTL TRANSITION (BARTL.AMYLU2):
- BLAMO TRANSITION (BLAMO.AMYLU2):
- KINSTON TRANSITION (ISO.AMYLU2):
- MULLS TRANSITION (MULLS.AMYLU2):

From over AMYL.U on track 219° to WILIT, then on track 219° to CRAAW, then on track 220° to FOURD, then on track 219° to RSRVE. Thence assigned Rwy transitions. . . .

LANDING CHARLESTON AFB/INTL:

Rwy 3: From over RSRVE on track 220° to ROHLO, then on track 219° to STNNS, then on track 220° to WABLO, then on heading 220°, expect radar vectors to final approach course.

Rwy 15: From over RSRVE on track 250° to KREIS, then on heading 250°, expect radar vectors to final approach course.

Rwy 21: From over RSRVE on track 247° to BAMDE, expect RNAV (GPS) Y Rwy 21 approach.

Rwy 33: From over RSRVE on track 218° to SNOBB, then on heading 218°, expect radar vectors to final approach course.

LANDING CHARLESTON EXECUTIVE:

Rwys 4 and 9: From over RSRVE on track 199° to SKILR, then on track 199° to SHOTZ, then on track 210° to KMBEE, then on heading 240°, expect radar vectors to final approach course.

Rwy 27: From over RSRVE on track 199° to SKILR, then on track 199° to SHOTZ, then on track 191° to GEGDE, expect RNAV (GPS) Y Rwy 27 approach.

SE-2, 30 JAN 2020 to 27 FEB 2020

SE-2, 30 JAN 2020 to 27 FEB 2020