

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/03/2022	APWS Task ID: 1A0A15C7D2B548B78EA803BB0C14FEC7	APWS Project ID: 21B87C06063043D3B07EC38766F73B6B
Procedure: RNAV (GPS) RWY 13 AMDT 1		Enroute: NO	Specialist: Damron, Todd		Agreement Number:
Airport ID: 59B			Airport City: JACKMAN		State: ME
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<p>Procedure Comments: PENDING AIRPORT DATA USED.</p> <p>CONTACT: ALLAN WILL 405-954-6103.</p> <p>08/05/2022: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/29/2022. 1. CHANGED TO HARD DATE FROM 09/08/2022 TO 11/03/2022.</p>					



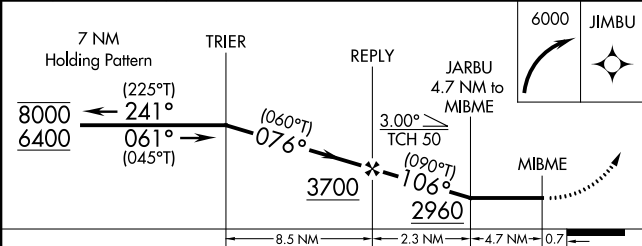
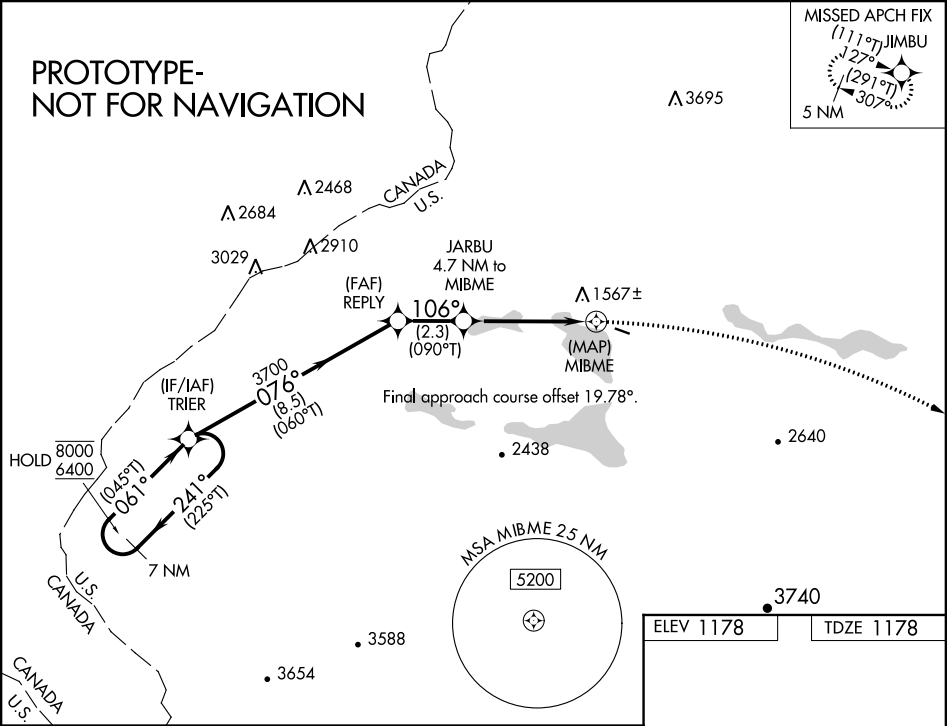
WAAS CH 97742 W13A	APP CRS 106°	Rwy Idg TDZE Apt Elev 3601 1178 1178
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NEW

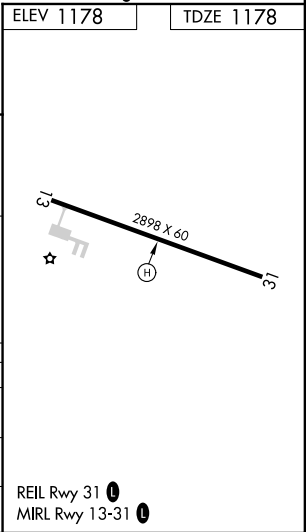
RNAV (GPS) RWY 13
NEWTON FLD (59B)

RNP APCH - GPS.	Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rangeley altimeter setting and increase all MDAs 200 feet and LP visibility Cat B/C ½ SM.	MISSED APPROACH: Climbing right turn to 6000 direct JIMBU and hold, continue climb-in-hold to 6000.
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AWOS-3 122.9	BOSTON CENTER 120.25 346.4	CTAF 122.9 0
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CATEGORY	A	B	C	D
LP MDA	2080-1¼ 902 (1000-1¼)	902 (1000-1¼)	2080-2½ 902 (1000-2½)	NA
LNAV MDA	2160-1¼ 982 (1000-1¼)	2160-1½ 982 (1000-1½)	2160-3 982 (1000-3)	NA
CIRCLING	2160-1¼ 982 (1000-1¼)	2340-1½ 1162 (1200-1½)	2500-3 1322 (1400-3)	NA



WAAS CH 97742 W13A	APP CRS 106°	Rwy Idg TDZE Apt Elev	2898 1178 1178
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OLD

RNAV (GPS) RWY 13

NEWTON FLD (59B)

RNP APCH.

▼ Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Steven A Bean Muni altimeter setting and increase all MDA 200 feet and LP Cat B visibility $\frac{1}{4}$ and Cat C visibility $\frac{1}{2}$. Straight-in and Circling minimums Rwy 13 NA at night.

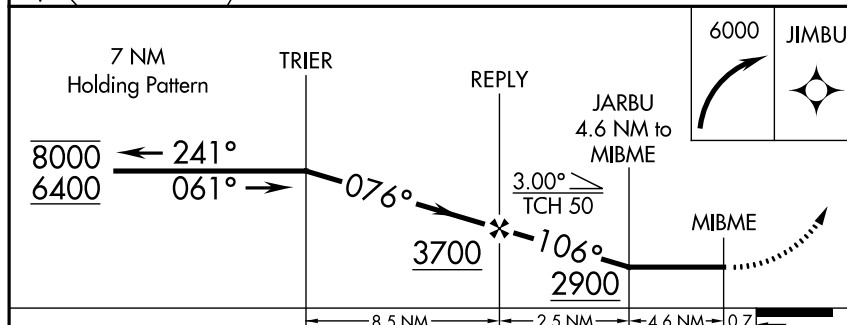
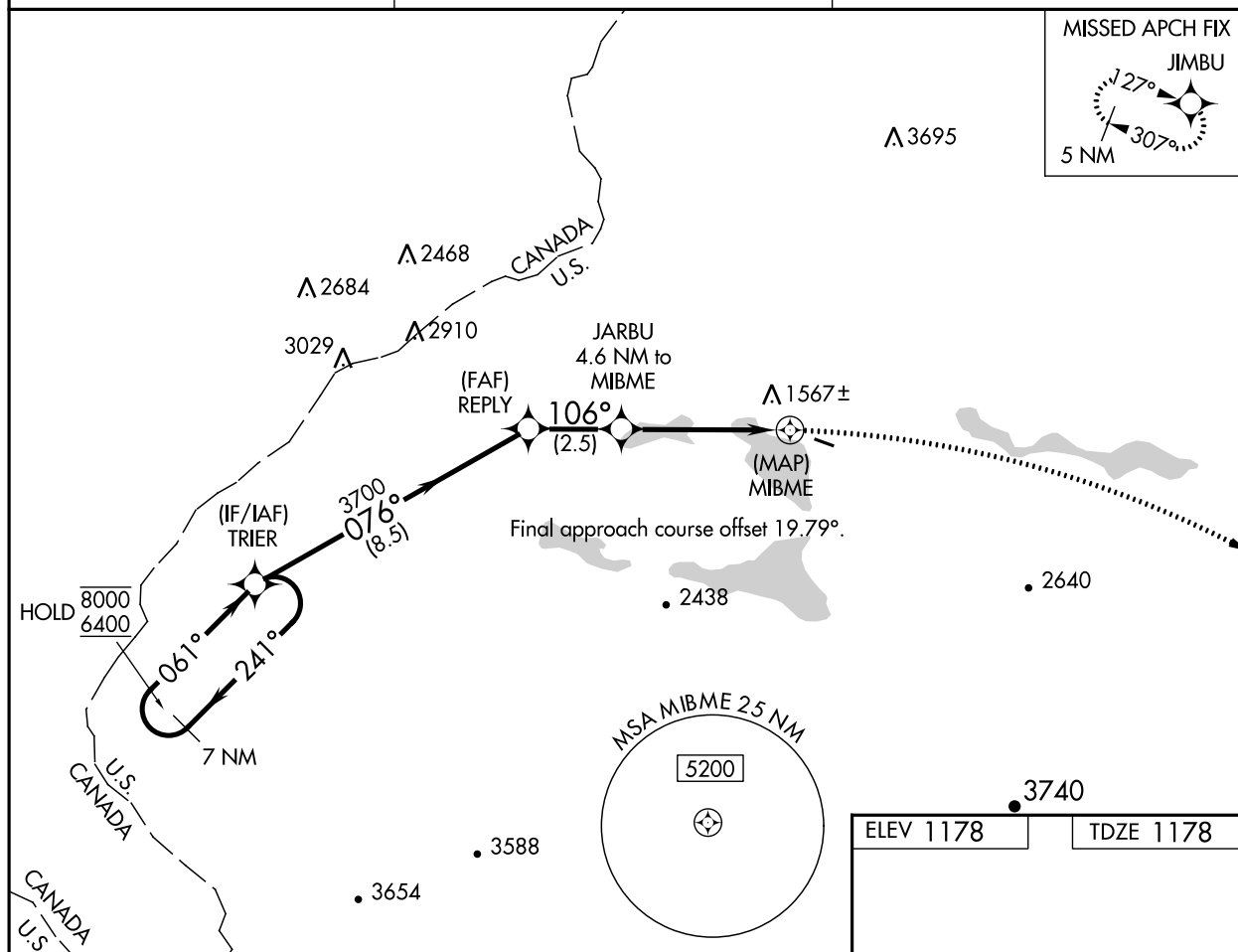
⚠ **21°C**

MISSED APPROACH: Climbing right turn to 6000 direct JIMBU and hold, continue climb-in-hold to 6000.

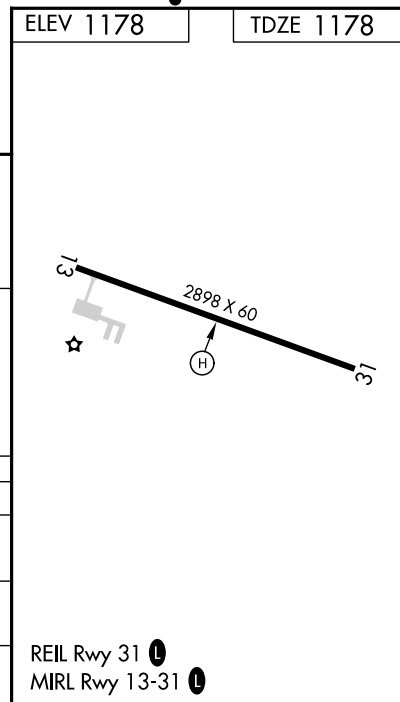
AWOS-3
122.9

BOSTON CENTER
120.25 346.4

CTAF
122.9 0

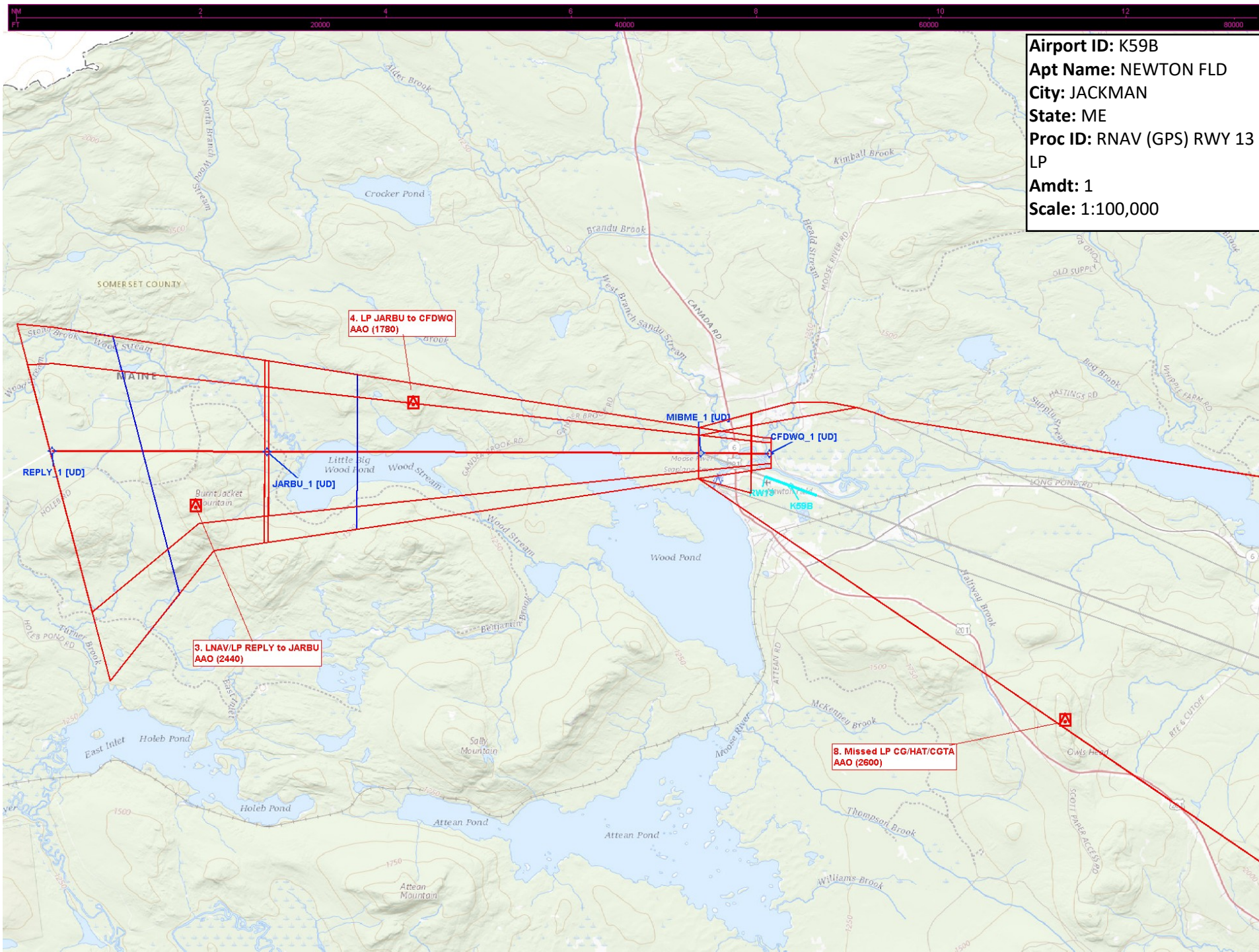


CATEGORY	A	B	C	D
LP MDA	2080-1 $\frac{1}{4}$ 902 (1000-1 $\frac{1}{4}$)	2080-2 $\frac{1}{2}$ 902 (1000-2 $\frac{1}{2}$)	2080-3 902 (1000-3)	NA
LPNAV MDA	2260-1 $\frac{1}{4}$ 1082 (1100-1 $\frac{1}{4}$)	2260-1 $\frac{1}{2}$ 1082 (1100-1 $\frac{1}{2}$)	2260-3 1082 (1100-3)	NA
CIRCLING	2260-1 $\frac{1}{4}$ 1082 (1100-1 $\frac{1}{4}$)	2340-1 $\frac{1}{2}$ 1162 (1200-1 $\frac{1}{2}$)	2500-3 1322 (1400-3)	NA

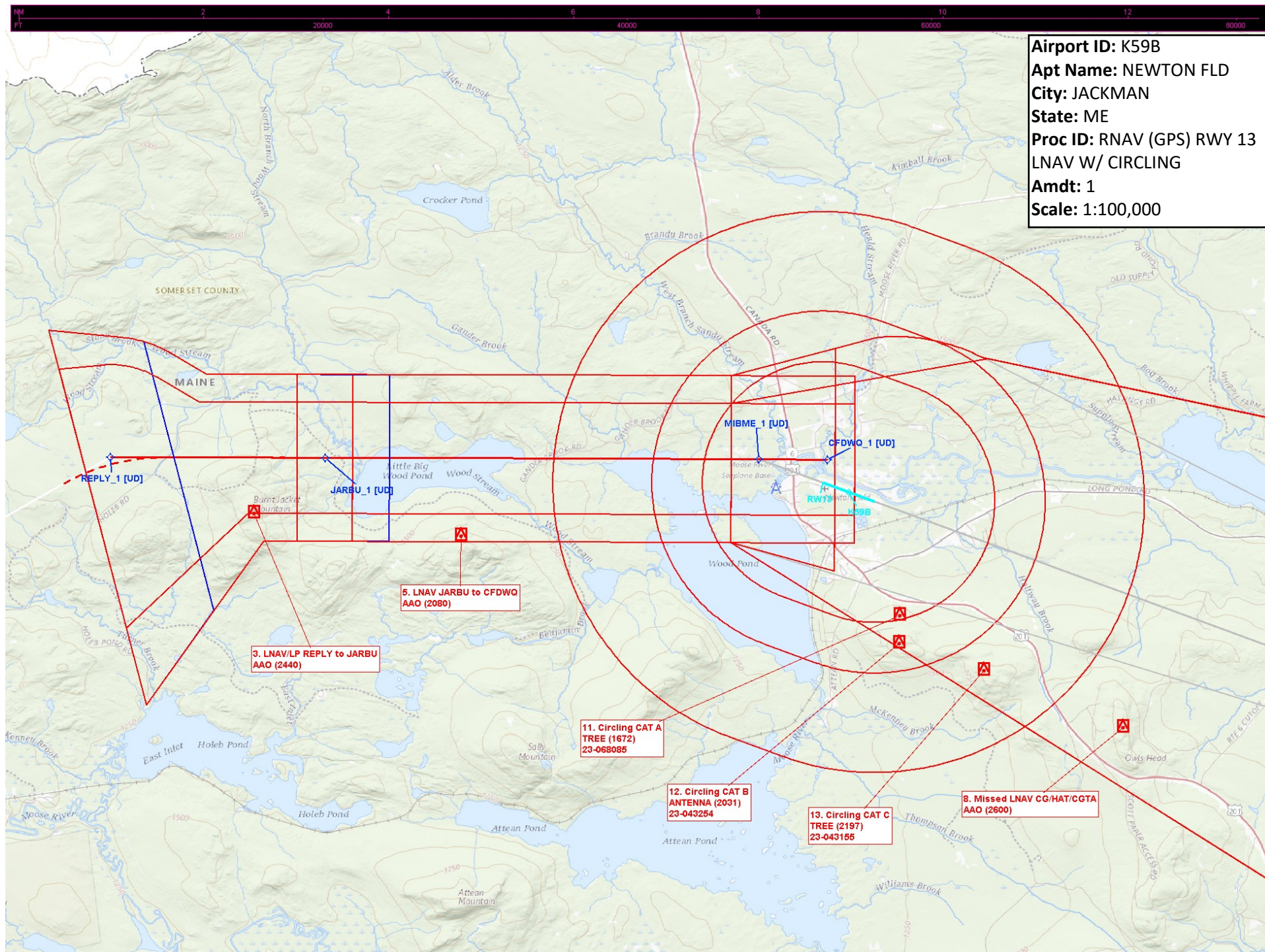


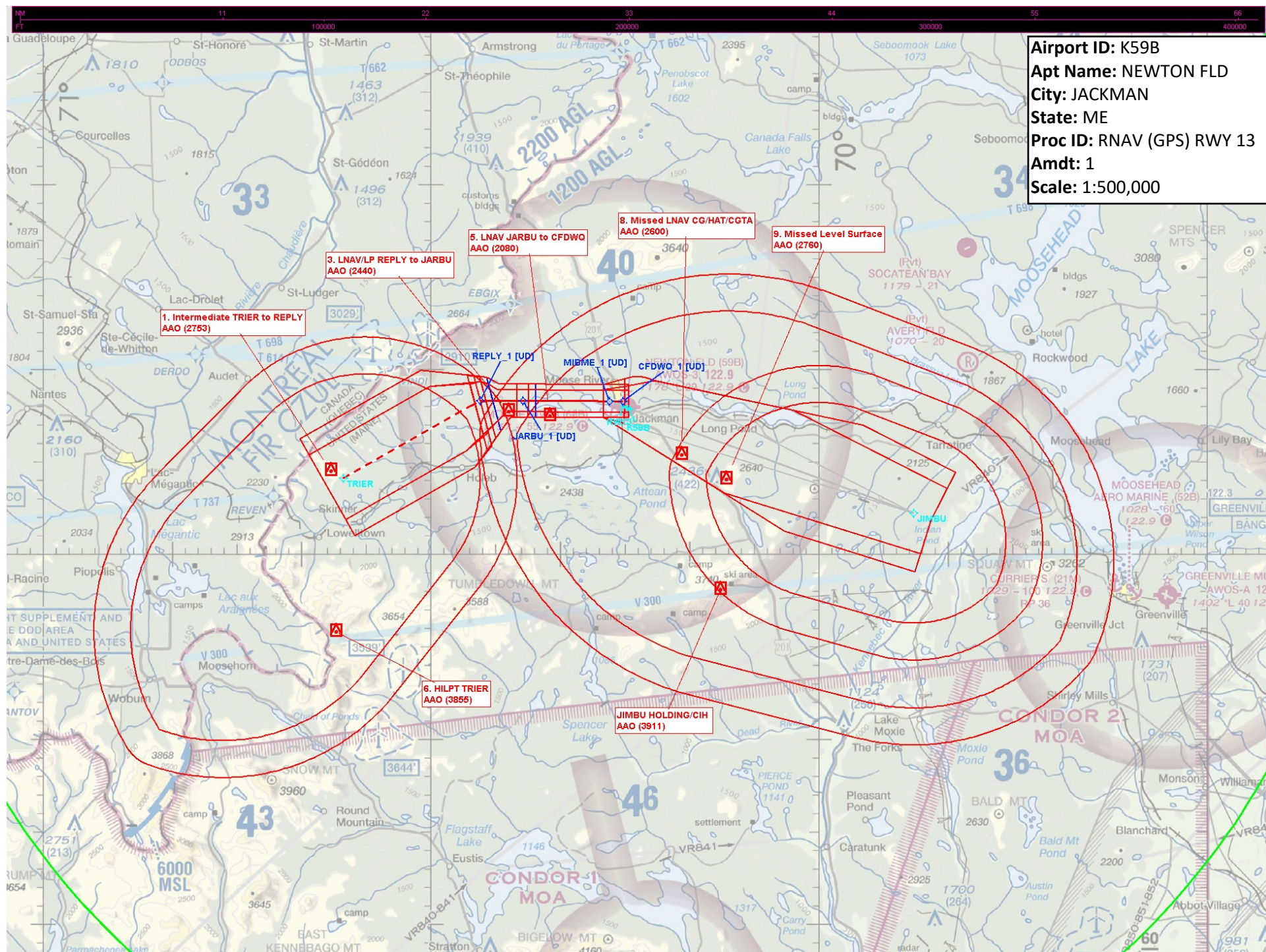
NE-1, 24 MAR 2022 to 21 APR 2022

NE-1, 24 MAR 2022 to 21 APR 2022



Airport ID: K59B
Apt Name: NEWTON FLD
City: JACKMAN
State: ME
Proc ID: RNAV (GPS) RWY 13 LP
Amdt: 1
Scale: 1:100,000





FAA EASTERN SERVICE CENTER, AIR TRAFFIC DIVISION CATEGORICAL EXCLUSION

Description of Federal Action:

The Federal Aviation Administration (FAA) will amend the following arrival and obstacle departure procedures (ODP) for Deerfield Valley Regional (4V8), West Dover, Vermont and Newton Field Airport (59B), Jackman, Maine to support the closure of 4V8 and runway construction at 59B.

4V8_IFP Submission_21210_2741

Procedure Name

RNAV GPS1

ODP K4V8

59B_IFP Submission_21210_2742

Procedure Name

RNAV (GPS) RWY 13

RNAV (GPS) RWY 31

Take-off Minimums and ODP Alt Minimums

Note: This project will ultimately include adding 15 feet to the north side of the runway, shifting the runway centerline 7.5 feet to the North, creating an ultimate width of 75 feet and extending the threshold on the 31 end 700 feet to the East. Upon project completion, runway 13-31 will have dimensions of 3600'x75' and all obstruction on the R/W 31 and R/W 13 ends will be removed. Obstruction removal is scheduled to be complete by February 1st, 2021. Project completion is estimated to have the runway reopen August 2021.

Purpose and Need:

The purpose and need for the proposed action is the closure of the Deerfield Valley Regional Airport (4V8) and to update the current Newton Field Airport (59B) procedures to accommodate planned runway construction.

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 federal action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation as it is not expected to impact environmental resource categories including extraordinary circumstances as described in FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures."

The Applicable Categorical Exclusion is:

- §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. (ATO, AVS)

**FAA EASTERN SERVICE CENTER, AIR TRAFFIC DIVISION
CATEGORICAL EXCLUSION**

Reviewed by:



Chuck Armstead

NISCH Contract Support - Environmental Engineer


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Eastern Service Center Air Traffic Organization

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Date February 17, 2021

Concurrence by:



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Environmental, CI and NAS Analytics (ECINA)

Eastern Service Center Air Traffic Organization

Phone: Office: (404)-305-5556

Date February 17, 2021

Approved by:



Charles Gibson

Manager

Environmental, CI and NAS Analytics (ECINA)

Eastern Service Center Air Traffic Organization

Phone: Office: (404)-305-5618

Date February, 17, 2021