

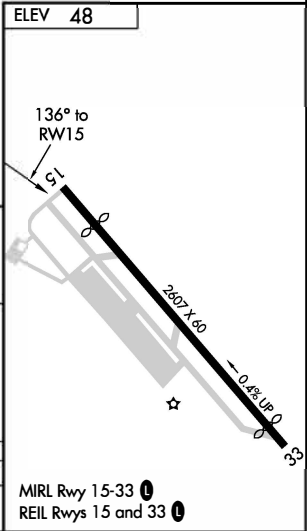
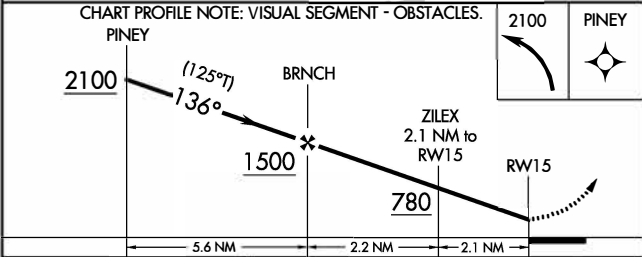
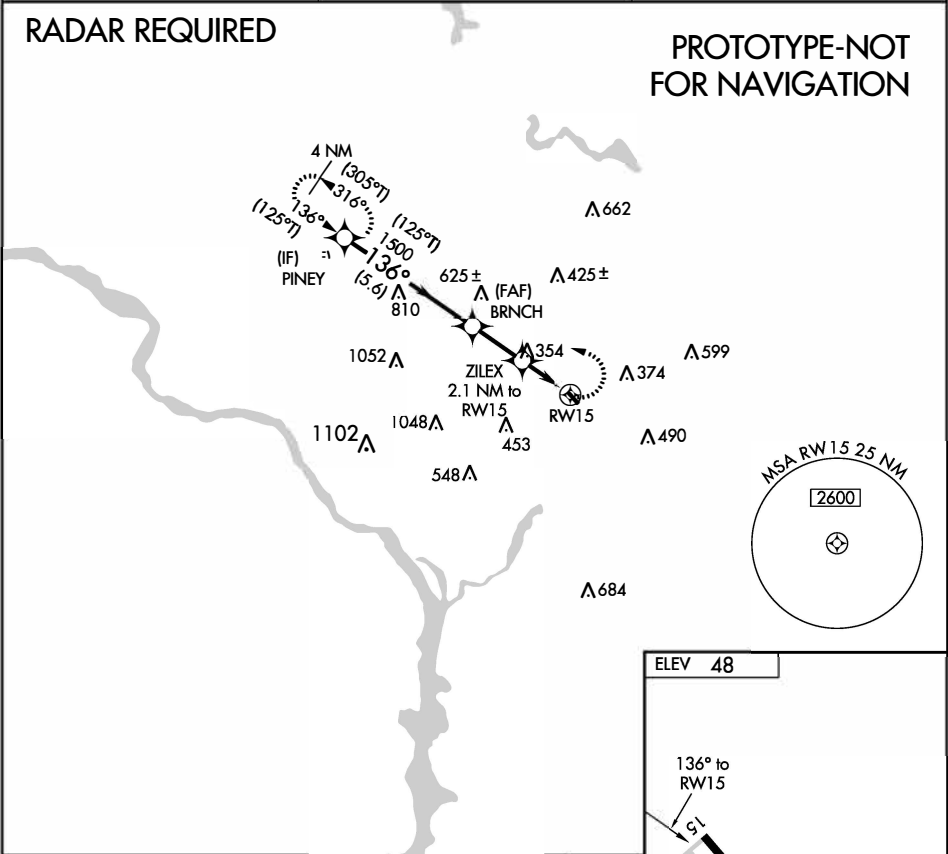
Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 03/01/2016	Task #: 2014021129228201002	Request #: 20140211292282
Procedure: RNAV (GPS)-A ORIG			Airport ID: KCGS	Airport: COLLEGE PARK		Reimbursable #: NO
City: COLLEGE PARK	ST: MD	GPS #:	Estimated Chart Date: 12/07/2017		FICO #: 1194332	
Fac ID: N/A		Fac. Type:		Specialist: ROSE BOONE		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	07/02/2014	09/01/2017	ANDI LAU	QUALITY Digitally signed by		
QA:	09/01/2017	09/01/2017	ANDI LAU	32 PABLO ORTIZ-JR		
Liaison:	09/01/2017	09/05/2017	MARY MCDONALD	CHECKED Oct 03, 2017		
Procedure Comments:			ENROUTE-NON	Remark Type: INFORMATION		
<p>CONTACT: STEVE VARGAS AJV-5420 LEAD: 405.954.0695</p> <p>08/29/2017: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/10/2017.</p> <p>1. CHANGED INTERMEDIATE COURSE FROM 135.98 TO 135.89.</p> <p>08/31/2017: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/10/2017.</p> <p>1. UPDATED TERMINAL ROUTE FROM PINEY (IF/IAF) TO PINEY (IF).</p> <p>2. REMOVED CHART NOTE: PROCEDURE NA AT NIGHT.</p> <p>10/02/2017: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/27/20.</p> <p>8260-2: PINEY</p> <p>1. REMOVED DME FROM FIX TYPE.</p>						

APP CRS 136°	Rwy Idg TDZE Apt Elev	N/A N/A 48
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RNAV (GPS)-A
COLLEGE PARK (CGS)

▼ DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 2100 direct PINEY and hold.
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AWOS-3 121.225	POTOMAC APP CON 125.65 348.725	UNICOM 122.975 (CTAF) ①
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CATEGORY	A	B	C	D
■ CIRCLING	660-1 612 (700-1)	720-1 672 (700-1)	NA	

MIRL Rwy 15-33 **①**
REIL Rwys 15 and 33 **①**

TERMINAL AIRSPACE DATA REQUIREMENTS

City: COLLEGE PARK		State: MD	
Airport Name: COLLEGE PARK		ID: KCGS	
Procedure: RNAV (GPS)-A		Amendment: 0	
Docket #:			
ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.			
1.	Distance from	THLD	to 1000' point 3.92
2.	Width of	FINAL	segment at 1000' point 1.82
3.	True Course of	FINAL	segment containing 1000' point 124.95
4.	High Terrain in	FINAL	segment containing 1000' point 397
5.	Distance from	THLD	to 1500' point 5.05
6.	Width of	INTERMEDIATE	segment at 1500' point 4.00
7.	True Course of	INTERMEDIATE	segment containing 1500' point 124.89
8.	High Terrain in	INTERMEDIATE	segment containing 1500' point 519
9.	Threshold Coordinates (if straight-in) /		
10.	ARP Coordinates 38 58 50.10 N / 076 55 20.30 W		
11.	Runway Approach End and distance furthest from ARP: Runway 33 Distance 0.21 NM		
12.	FAF Coordinates 39 01 22.99 N / 076 59 55.76 W		
Remarks:			
RUNWAY 15 DISPLACED THRESHOLD 416 FT			

77°00'W

KCGS
COLLEGE PARK
COLLEGE PARK, MD
RNAV (GPS) - A
ORIG

BRNCH

ZILEX

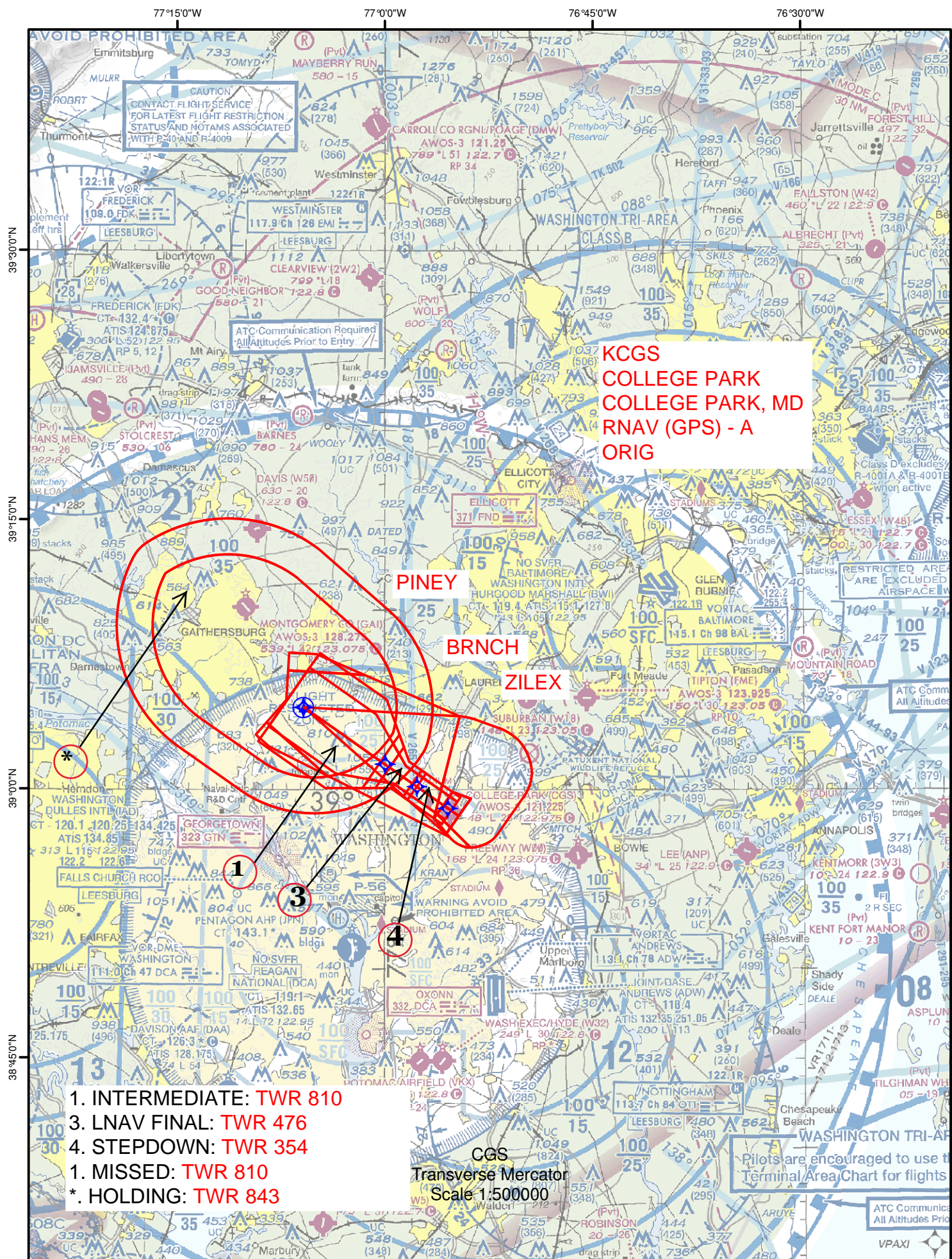
3

4

3. LNAV FINAL: TWR 476
4. STEPDOWN: TWR 354

CGS
Transverse Mercator
Scale 1:100000

39°00'N



KCGS
COLLEGE PARK
COLLEGE PARK, MD
CIRCLING
ORIG

5

6

5. CAT A: POLE 310
6. CAT B: AAO 420

CGS
Transverse Mercator
Scale 1:100000

N.00.36

Airport Managers Checklist



U.S. Department
of Transportation
**Federal Aviation
Administration**

Southern Region Headquarter
Eastern Flight Procedures
Eastern Service Area/AJV-E24
1701 Columbia Avenue
College Park, GA 30337

May 18, 2017

Lee Sommer
College Park Airport
1909 Corporal Frank Scott Drive
College Park, MD 20740

Dear Mr. Sommer:

The FAA plans to establish an RNAV GPS A and RNAV GPS B Instrument Approach Procedure (IAP) to Runway(s) 15 and 33 at College Park (CGS) College Park, MD. The National Environment Policy Act and FAA order 1050.1 and FAA Notice 7210.360 govern all instrument approaches. Most instrument approaches may be eligible for the “Categorically Excluded” (CE) status as opposed to the more detailed “Environmental Assessment” (EA) or “Environmental Impact Statement” (EIS).

To aid the FAA in its decision of whether or not the approach may be eligible for CE status, we request you, the sponsor, to respond to the questions on the enclosed checklist. Please answer the questions as accurately as possible and return your answers and the checklist to our office **within 15 working days of receipt of this memo**. Supplying the FAA with more information does not automatically indicate that an EA or EIS is needed. These may not be needed unless FAA identifies an impact based on the information provided.

We also request you, the sponsor, respond to the following questions:

1. Do you, the airport manager, have any objections to the development of the proposed Approach/s listed above:

No, An approach to RWY 33 is needed as well as the existing approach to RWY 15

2. Are you aware of any obstructions in the final segment, or RSA that would prevent the development of the proposed approaches listed in the first paragraph above?

Explain:

No

3. Do you know if the 20:1 (Non-Precision Approach) or 34:1 (Precision or Vertical Guided (WAAS)) surfaces are clear? **Note: 20:1 penetrations of the visual surface prohibit night minimums, unless mitigated.**

Explain:

Yes, surveyed by Maryland state certified surveyor and submitted to MAA. Findings showed no obstructions

4. Do the existing procedures at your airport meet your operational needs?
If they do not meet your needs, what type of procedure can we provide that would?
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15
5. What improvements would you like to see in the design of instrument procedures at your airport?
Explain: No, An approach to RWY 33 is needed as well as the existing approach to RWY 15
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15
6. Do you know of any instrument procedures that are seldom or never used at your airport?
Please indicate the instrument approaches that could be canceled.
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15
7. If you have had recent changes to Non-Fed VGSI (PAPI/VASI) approach aids; please fill out the attached VGSI Checklist.
8. Do you know whom to contact concerning questions or suggestions to instrument approach procedures at your airport? Initial contact should be Eastern FPO at 404-305-5940.
9. Are you aware of any pending airport projects affecting the runways (extensions, painting, displacement for RSA's, etc)? **Not at this time**

If you need assistance in filling out the enclosures or you have any questions, please call Jerry Lebar at 404-305-5953.

Sincerely,

// signed//

Gerald E. Lynch
Manager, Eastern Flight Procedures Team

Attachments

ENVIRONMENTAL IMPACT STUDY / ASSESSMENT

The following are subject to environmental procedures, analysis, and FAA environmental approval: new instrument approach, departure, and en route procedures, and modifications to currently approved instrument flight procedures, which are conducted below 3,000 feet above the surface, and which may impact the environment or may tend to increase noise over noise sensitive areas. This requires consideration of those operations that will routinely be routed over noise sensitive areas, and includes, but is not limited to: residential neighborhoods, educational, health, and religious sites; and cultural, historical, and recreational areas.

The new procedure(s) that you are requesting may require an environmental assessment (EA). In order for this office to make that determination, you must submit, in writing, your expectations of any environmental impact in the area of the proposed instrument procedure. Since impacts are dependent upon the flight track, completion of any EA may be required following FAA design of the procedure. FAA will determine, based on your environmental input, whether preparation of an EA is required. FAA environmental approval is required before the proposed flight procedure can be authorized or submitted for publication.

An instrument approach is normally aligned as nearly as possible with the runway centerline, but may be angled slightly to avoid terrain or obstructions in order to achieve the lowest landing minimums. If you believe that this flight track may cause environmental concerns, please advise us of a more favorable flight track. If there are desired routings to the airport from the en route structure, or preferred locations for missed approach, advise us accordingly.

In some circumstances, the FAA can determine that a *Categorical Exclusion* (CE) for the EA is appropriate and would negate the requirement for the EA. To that end, please complete the attached checklist. All items on the checklist must be addressed. Any **Yes** replies on the checklist must be justified or a complete EA may be required.

In addition to the attached checklist, please include a short letter to us describing your evaluation of any *noise impact potential* relative to the proposed instrument approach procedure. Address the following subjects:

- Are there noise sensitive areas underlying the proposed flight track? Or, if the underlying area is unpopulated or sparsely populated, so state.
- Is the proposed procedure intended to increase the number of aircraft, or change the type of aircraft, using the airport? Please explain.
- Has there been any publicizing through media or town or airport meetings concerning the proposed approach procedure, and has there been any public comment? Please explain.
- Is public controversy expected concerning the proposed procedure? Please explain.

If you have any questions concerning this matter, please call our office at (404) 305-5940.

**CHECKLIST OF EXTRAORDINARY CIRCUMSTANCES IN SUPPORT OF A
CATEGORICAL EXCLUSION (CE) DETERMINATION:**

Airport: College Park (CGS), College Park, MD

Projects/Actions: RNAV GPS A RWY 15

Prepared by: LeRoy Sommer Signature: LeRoy Sommer

Digitally signed by LeRoy Sommer
DN: cn=LeRoy Sommer, o=M-NCCPC, ou=KCGS,
email=lee.sommer@gsa.gov, c=US
Date: 2017.05.23 08:46:22 -0400

Date: 5/23/2017

Circumstance	Impact Potential		Comments / Follow-up See attached comments if needed.
	Yes	No	
Effect on Section 106 Historic Properties If no properties in or eligible for inclusion in, the National Register of Historic Places have been identified within the area of proposed action, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Airport is included in National Register. Approach will have no effect.
Effect on DOT Act, Section (4)(f) Lands If no land is being taken, or used by the proposed action, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Controversy on Environmental Grounds If no controversy is known or expected based on the proposed action, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Natural Systems If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Endangered Species If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Wetlands If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Floodplains If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Coastal Zones If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Prime/Unique Farmland If the overflight of aircraft as a result of this proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Energy/Resources If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Controversy Regarding Relocation Housing If no relocation housing would be required as a result of the proposed action, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Circumstance	Impact Potential		Comments/Follow-up See attached comments if needed.
	Yes	No	
Community Disruption If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Traffic Congestion If the proposed action would cause no significant increase, or create ground traffic congestion, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Noise Levels in Noise Sensitive Areas Refer to your letter to us in response to the fifth paragraph of our Environmental Impact Study/Assessment letter to you.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Air Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Water Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Contains/Affects Hazardous Materials If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Land Use Conflicts If the proposed action would not result in conflicting land use (with the exception of airport property), it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	County zoning based on Part 77 standards and State regulations
Induced Impacts If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Wild and Scenic Rivers If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Cumulative Impacts If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Inconsistent with Other Environmental Laws If the proposed action is not inconsistent with other environmental laws, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Environmental Justice If the proposed action has not been designed to overfly or avoid specific areas based on underlying area economic considerations, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Helicopter Tracks Over Major Thoroughfares This is a VFR consideration. Helicopters flying Instrument Approaches will not be following major thoroughfares. This proposed action may be considered to have no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Assumes relative straight-in finals with circle to land

College Park (CGS) College Park, MD
RNAV GPS A #15

**CHECKLIST OF EXTRAORDINARY CIRCUMSTANCES IN SUPPORT OF A
CATEGORICAL EXCLUSION (CE) DETERMINATION:**

Airport: College Park (CGS), College Park, MD

Projects/Actions: RNAV GPS B RWY 33

Prepared by: LeRoy V Sommer Signature: LeRoy Sommer

Digitally signed by LeRoy Sommer
DN: cn=LeRoy Sommer, o=MVA/CGPC, ou=KCGS,
email=lee.sommer@spartan.com, c=US
Date: 2017.05.23 06:49:40 -04'00'

Date: 2/23/2017

Circumstance	Impact Potential		Comments/Follow-up See attached comments if needed.
	Yes	No	
Effect on Section 106 Historic Properties If no properties in or eligible for inclusion in, the National Register of Historic Places have been identified within the area of proposed action, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Airport is included in National Register. Approach will have no effect
Effect on DOT Act, Section (4)(f) Lands If no land is being taken, or used by the proposed action, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Controversy on Environmental Grounds If no controversy is known or expected based on the proposed action, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Natural Systems If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Endangered Species If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Wetlands If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Floodplains If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Coastal Zones If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Prime/Unique Farmland If the overflight of aircraft as a result of this proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Energy/Resources If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Controversy Regarding Relocation Housing If no relocation housing would be required as a result of the proposed action, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Circumstance	Impact Potential		Comments/Follow-up See attached comments if needed.
	Yes	No	
Community Disruption If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Traffic Congestion If the proposed action would cause no significant increase, or create ground traffic congestion, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Noise Levels in Noise Sensitive Areas Refer to your letter to us in response to the fifth paragraph of our Environmental Impact Study/Assessment letter to you.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Air Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Effect on Water Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Contains/Affects Hazardous Materials If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Land Use Conflicts If the proposed action would not result in conflicting land use (with the exception of airport property), it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	County zoning based on Part 77 standards and State regulations
Induced Impacts If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Wild and Scenic Rivers If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Cumulative Impacts If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Inconsistent with Other Environmental Laws If the proposed action is not inconsistent with other environmental laws, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Environmental Justice If the proposed action has not been designed to overfly or avoid specific areas based on underlying area economic considerations, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Helicopter Tracks Over Major Thoroughfares This is a VFR consideration. Helicopters flying Instrument Approaches will not be following major thoroughfares. This proposed action may be considered to have no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Assumes relative straight-in finals with circle to land

College Park (CGS) College Park, MD
RNAV GPS B #33