

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 04/30/2014	<b>Task #:</b> 2014043024312501002	<b>Request #:</b> 20140430243125
<b>Procedure:</b> RNAV (GPS) RWY 10 AMDT 2				<b>Airport ID:</b> KXSA	<b>Airport:</b> TAPPAHANNOCK-ESSEX COUNTY	<b>Reimbursable #:</b> NO
<b>City:</b> TAPPAHANNOCK	<b>ST:</b> VA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 04/27/2017		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> SCOTT BAGENSIE	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	11/02/2016	12/28/2016	DANA MITCHELL			
<b>QA:</b>	12/28/2016		J ZEDER 01/25/2017 16			
<b>Liaison:</b>						
<b>Procedure Comments:</b>				<b>Remark Type:</b> INFORMATION		
<p>AMENDMENT TO UPDATE PROCEDURE TO CURRENT CRITERIA. RWY 20:1 OBSTACLES CLEARED AND GLIDESLOPE ADJUSTED TO MATCH VGSI.</p> <p>CONTACT: DANA MITCHELL, TEAM 3 SUB-TEAM 4 LEAD, 301.427.4897.</p>						

## Airport Managers Checklist



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

Southern Region Headquarters  
Eastern Flight Procedures  
Eastern Service Area/AJV-E24  
P O Box 20636  
Atlanta, GA 30320-0631

October 5, 2016

Jim Evans  
Tappahannock-Essex County  
1450 Aviation Road  
Tappahannock, VA, 22560

Dear Mr. Evans:

The FAA plans to amend the RNAV (GPS) Instrument Approach Procedure (IAP) to Runway 10 at Tappahannock-Essex County (XSA), Tappahannock, VA. 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
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 prohibits night minimums, unless mitigated.  
Explain: Yes, they are clear.
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?  
Existing approaches are adequate but precision approach would enhance operations and safety.



5. What improvements would you like to see in the design of instrument procedures at your airport?

Explain: Lower minimums and precision approach

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.

None. We have only one approach for this runway.

7. If you have had recent changes to Non-Fed VGSI (PAPI/VASI) approach aids; please fill out the attached VGSI Checklist. **NA, We have the information on file.**

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)? We have a runway marking project scheduled for 2017 that would only replace existing markings. Should not be an issue.

If you need assistance in filling out the enclosures or you have any questions, please call Bobby McCullar at 404-305-5949.

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: Tappahannock-Essex County, Tappahannock, VA

Projects/Actions: RNAV (GPS) Rwy 10

Prepared by: JAMES W. EVANS JR.

Signature: 

Date: 10-12-16

Circumstance	Impact Potential		<b>Comments / Follow-up</b> See attached comments if needed.
	Yes	No	
<b>Effect on Section 106 Historic Properties</b> 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.		✓	
<b>Effect on DOT Act, Section (4)(f) Lands</b> If no land is being taken, or used by the proposed action, it may be considered that there is no impact potential.		✓	
<b>Controversy on Environmental Grounds</b> If no controversy is known or expected based on the proposed action, it may be considered that there is no impact potential.		✓	
<b>Effect on Natural Systems</b> 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.		✓	
<b>Effect on Endangered Species</b> 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.		✓	
<b>Effect on Wetlands</b> 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.		✓	
<b>Effect on Floodplains</b> 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.		✓	
<b>Effect on Coastal Zones</b> 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.		✓	
<b>Effect on Prime/Unique Farmland</b> 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.		✓	
<b>Effect on Energy/Resources</b> If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		✓	
<b>Controversy Regarding Relocation Housing</b> If no relocation housing would be required as a result of the proposed action, it may be considered that there is no impact potential.		✓	



Circumstance	Impact Potential		Comments/Follow-up See attached comments if needed.
	Yes	No	
<b>Community Disruption</b> If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.		✓	
<b>Traffic Congestion</b> If the proposed action would cause no significant increase, or create ground traffic congestion, it may be considered that there is no impact potential.		✓	
<b>Effect on Noise Levels in Noise Sensitive Areas</b> Refer to your letter to us in response to the fifth paragraph of our Environmental Impact Study/Assessment letter to you.		✓	
<b>Effect on Air Quality</b> 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.		✓	
<b>Effect on Water Quality</b> 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.		✓	
<b>Contains/Affects Hazardous Materials</b> If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		✓	
<b>Land Use Conflicts</b> 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.		✓	
<b>Induced Impacts</b> If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.		✓	
<b>Wild and Scenic Rivers</b> 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.		✓	
<b>Cumulative Impacts</b> If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential.		✓	
<b>Inconsistent with Other Environmental Laws</b> If the proposed action is not inconsistent with other environmental laws, it may be considered that there is no impact potential.		✓	
<b>Environmental Justice</b> 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.		✓	
<b>Helicopter Tracks Over Major Thoroughfares</b> 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.		✓	

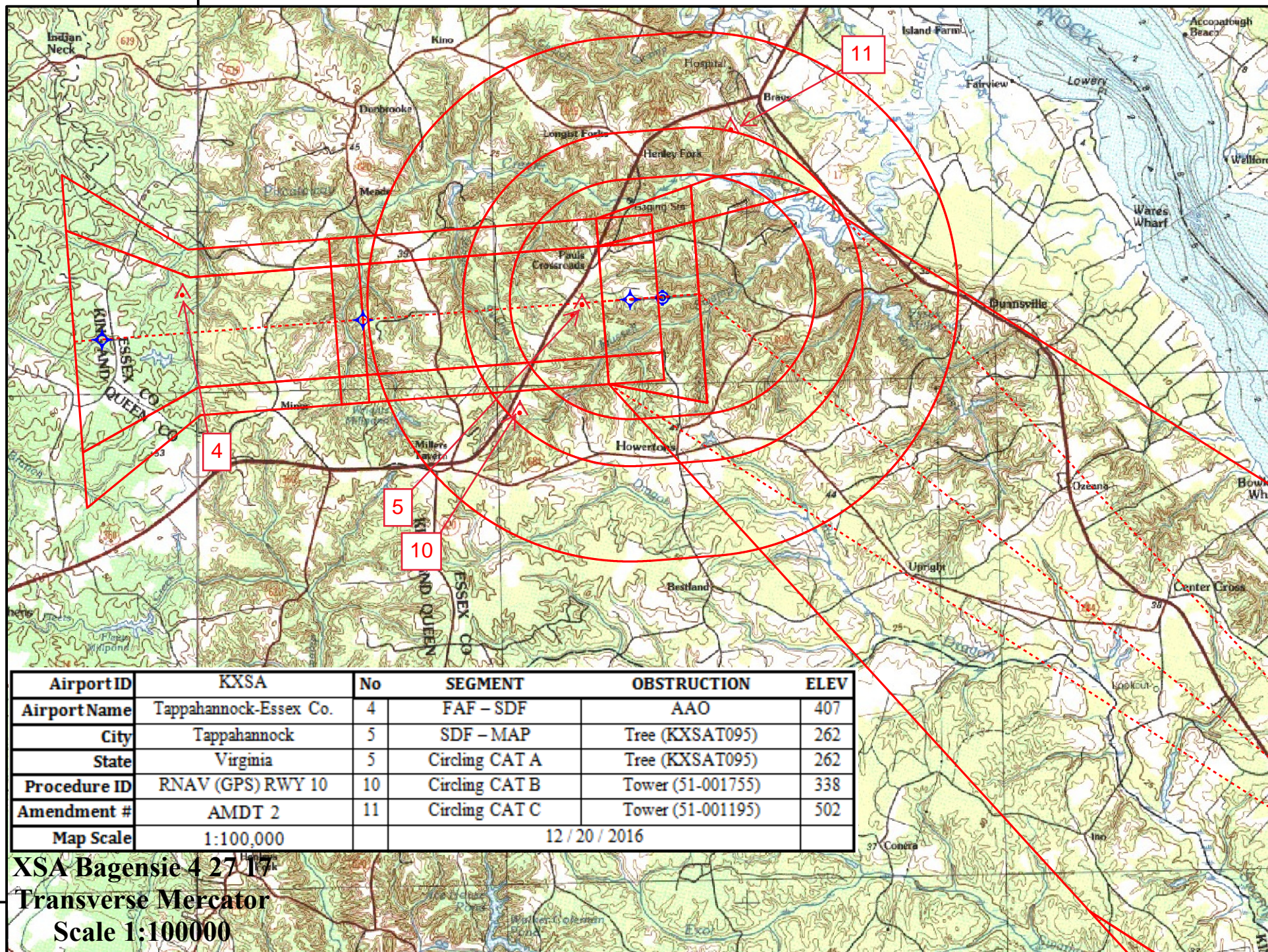
**Tappahannock-Essex County (XSA) Tappahannock, VA  
RNAV (GPS) Rwy 10**







77°0'0"W



37°45'0"N



# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: TAPPAHANNOCK

STATE: VA

AIRPORT NAME: TAPPAHANNOCK-ESSEX COUNTY

ID: KXSA

PROCEDURE: RNAV (GPS) RWY 10

AMDT: 2

DOCKET # : NOT REQUIRED

(96-AXX-X/Required/Not Required)

**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                 | 3.22        |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small>                           |            |                                |             |
| 2. Width of   | FINAL      | segment at 1000' point         | 1.20        |
| <small>(Enter appropriate segment , final, intermediate, etc.)</small>                    |            |                                |             |
| 3. True Course of   | FINAL      | segment containing 1000' point | 085.57      |
| 4. High Terrain in  | FINAL      | segment containing 1000' point | 182         |
| 5. Distance from  | THLD       | to 1500' point                 | 5.13        |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> |            |                                |             |
| 6. Width of   | FINAL      | segment at 1500' point         | 1.57        |
| 7. True Course of   | FINAL      | segment containing 1500' point | 085.57      |
| 8. High Terrain in  | FINAL      | segment containing 1500' point | 182         |
| 9. Threshold Coordinates (if straight-in) ...   | 375132.98N | /                              | 0765405.56W |
| 10. ARP Coordinates .....   | 375134.60N | /                              | 0765338.80W |
| 11. Runway Approach End and distance furthest from ARP.....RWY                            |            |                                | 10          |
|   |            | Distance                       | .35 NM      |
| 12. FAF Coordinates .....   | 375106.59N | /                              | 0770118.40W |
| <small>(Click to Select)</small>  |            |                                |             |

## REMARKS:

FAF - FEMAR



APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>135</b> <b>135</b>
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## RNAV (GPS) RWY 10

TAPPAHANNOCK-ESSEX COUNTY (XSA)



DME/DME RNP-0.3 NA. Rwy 10 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:**  
Climbing right turn to 2000  
direct MODEL and hold.

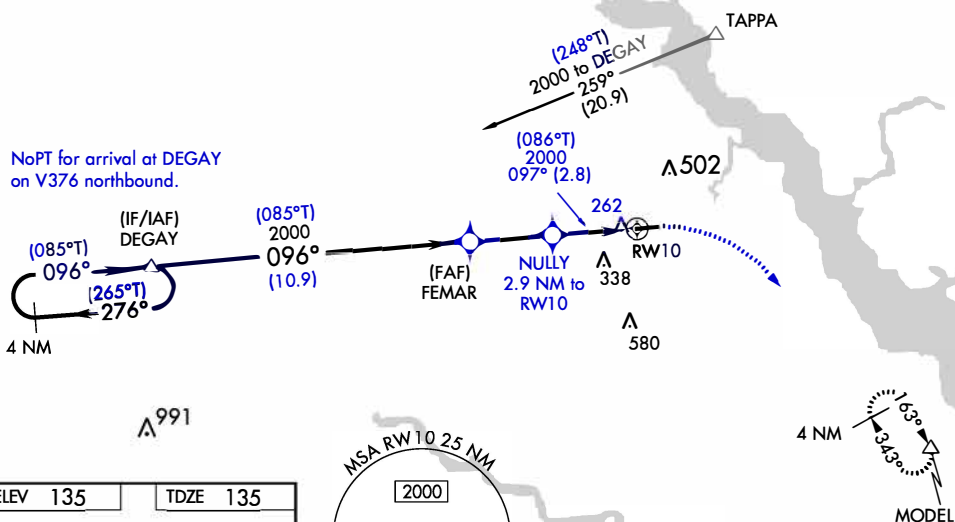
AWOS-3  
**125.775**

POTOMAC APP CON  
126.4 282.375

UNICOM  
**122.8 (CTAF) L**

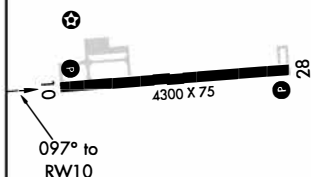
PROTOTYPE-NOT FOR NAVIGATION

Procedure NA for arrivals  
at TAPPA on V213 northeast bound  
and on V16-20-157 northeast bound.



ELEV 135

TDZE 135



REIL Rwy 10 and 28  
MIRL Rwy 10-28 **L**

TAPPAHANNOCK, VIRGINIA

Amdt 2 FIG

4 NM  
Holding Pattern

### Holding Pattern

9

104

(28)

2000 ← 2000

2000 09

(08)

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CATEGORY	
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CATEGORY	

LNAV MDA

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**C** CIRCULING

**CIRCLING**

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37°

TAPPAHANNOCK-ESSEX COUNTY (XSA)

## RNAV (GPS) RWY 10

37°52'N-76°54'W