


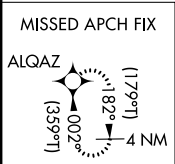
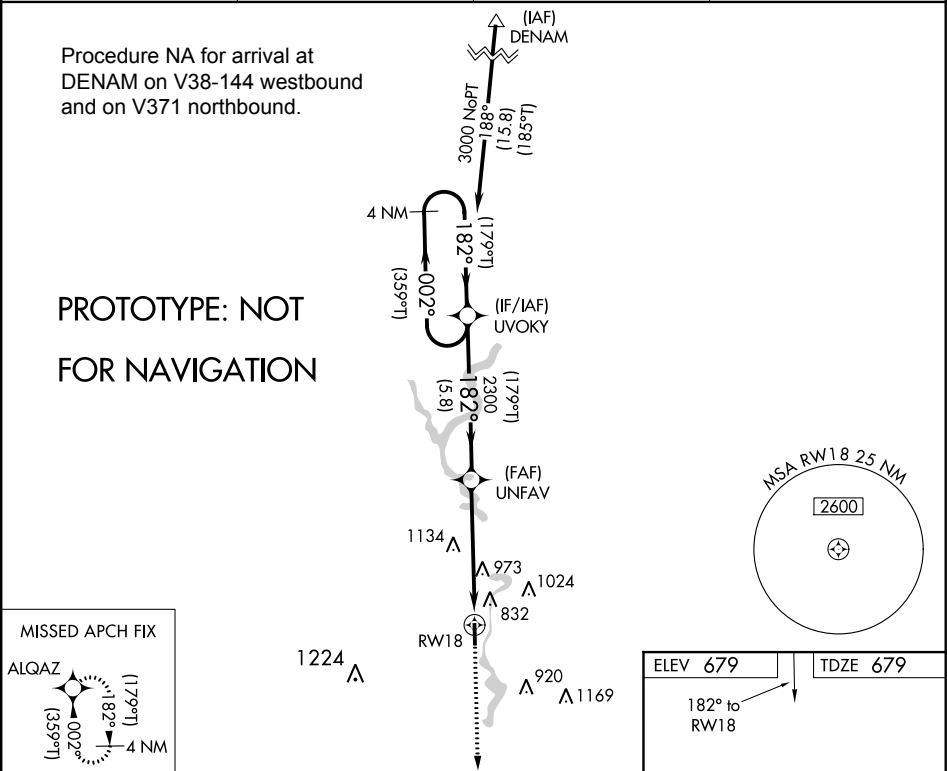
Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 03/24/2016	Task #: 2014100813523401001	Request #: 20141008135234
Procedure: RNAV (GPS) RWY 18 AMDT 1			Airport ID: KMCX	Airport: WHITE COUNTY		Reimbursable #: NO
City: MONTICELLO	ST: IN	GPS #:	Estimated Chart Date: 11/10/2016		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: LUCAS MCCLOUD	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	05/06/2016					
QA:						
Liaison:						
Procedure Comments:			ENROUTE-NON			
			Remark Type: INFORMATION			
<p>DUE TO RUNWAY EXTENSION, DO NOT SLIP CHART DATE.</p> <p>MULTIPLE SURVEYED UNLIT 20:1S FOUND ON RWY 36 APPROACH, TRACKER RECORD ADDED, PENDING T-NOTAMS.</p> <p>CONTACT: JACOB POWERS 405-954-8702 / KISSY MAXFIELD 405-954-8986 / TOM KIRKPATRICK 405-954-0654 - AJV-5420 POC'S.</p>						

WAAS CH 70728 W18A	APP CRS 182°	Rwy Idg TDZE 679 Apt Elev 679	5001
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RNAV (GPS) RWY 18
WHITE COUNTY (MCX)

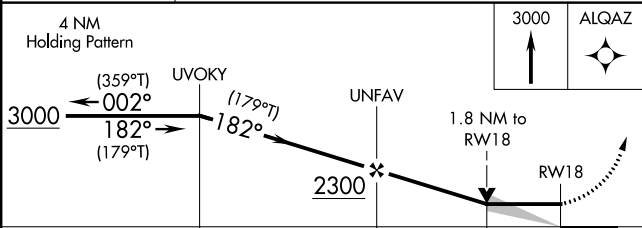
 Circling RWY 36 NA at night. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct ALQAZ and hold.
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AWOS-3P 124.05	PURDUE UNIVERSITY ASOS 127.75	GRISSEM APP CON ★ 123.85 291.675	UNICOM 122.8 (CTAF)
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ELEV 679	TDZE 679
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182° to RW18



CATEGORY	A	B	C	D
LP MDA	1280-1	601 (700-1)	1280-1¾	601 (700-1¾)
LNAV MDA	1440-1 761 (800-1)	1440-1¼ 761 (800-1¼)	1440-2½	761 (800-2½)
CIRCLING	1440-1 761 (800-1)	1440-1¼ 761 (800-1¼)	1500-2½ 821 (900-2½)	1500-2¾ 821 (900-2¾)

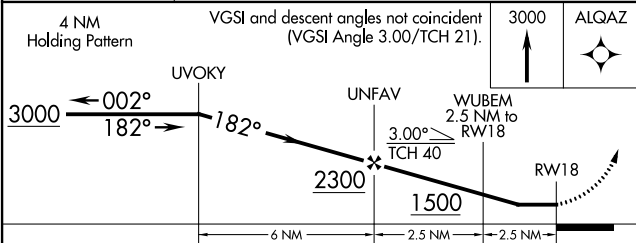
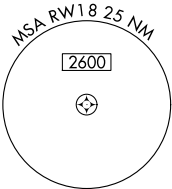
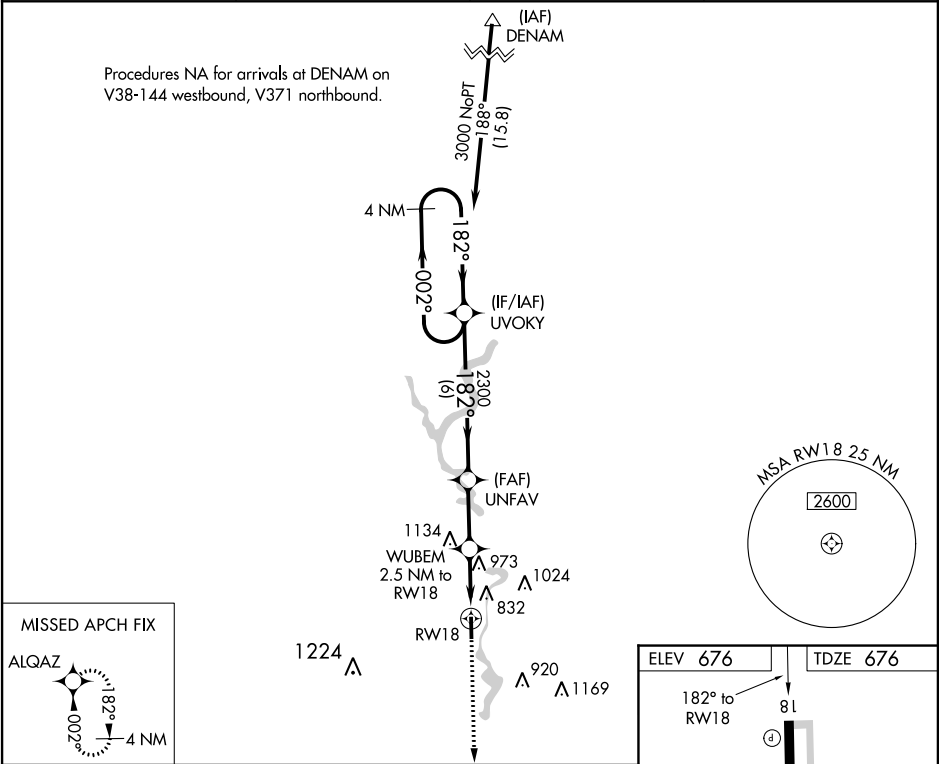
REIL Rwy 18 and 36
MIRL Rwy 18-36

WAAS CH 70728 W18A	APP CRS 182°	Rwy Idg 4002 TDZE 676 Apt Elev 676
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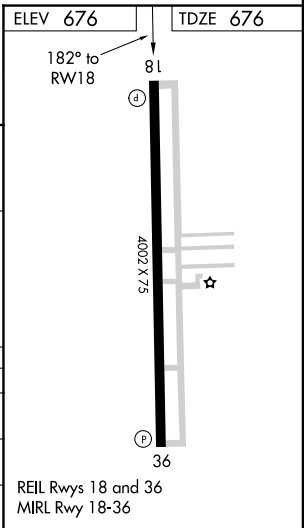
RNAV (GPS) RWY 18
WHITE COUNTY (MCX)

 NA	DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Lafayette altimeter setting, when not received use Rensselaer altimeter setting. When VGSi inop, procedure NA at night.	MISSED APPROACH: Climb to 3000 direct ALQAZ and hold.
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AWOS-3P 124.05	PURDUE UNIVERSITY ASOS 127.75	GRISSOM APP CON ★ 123.85 291.675	UNICOM 122.8 (CTAF)
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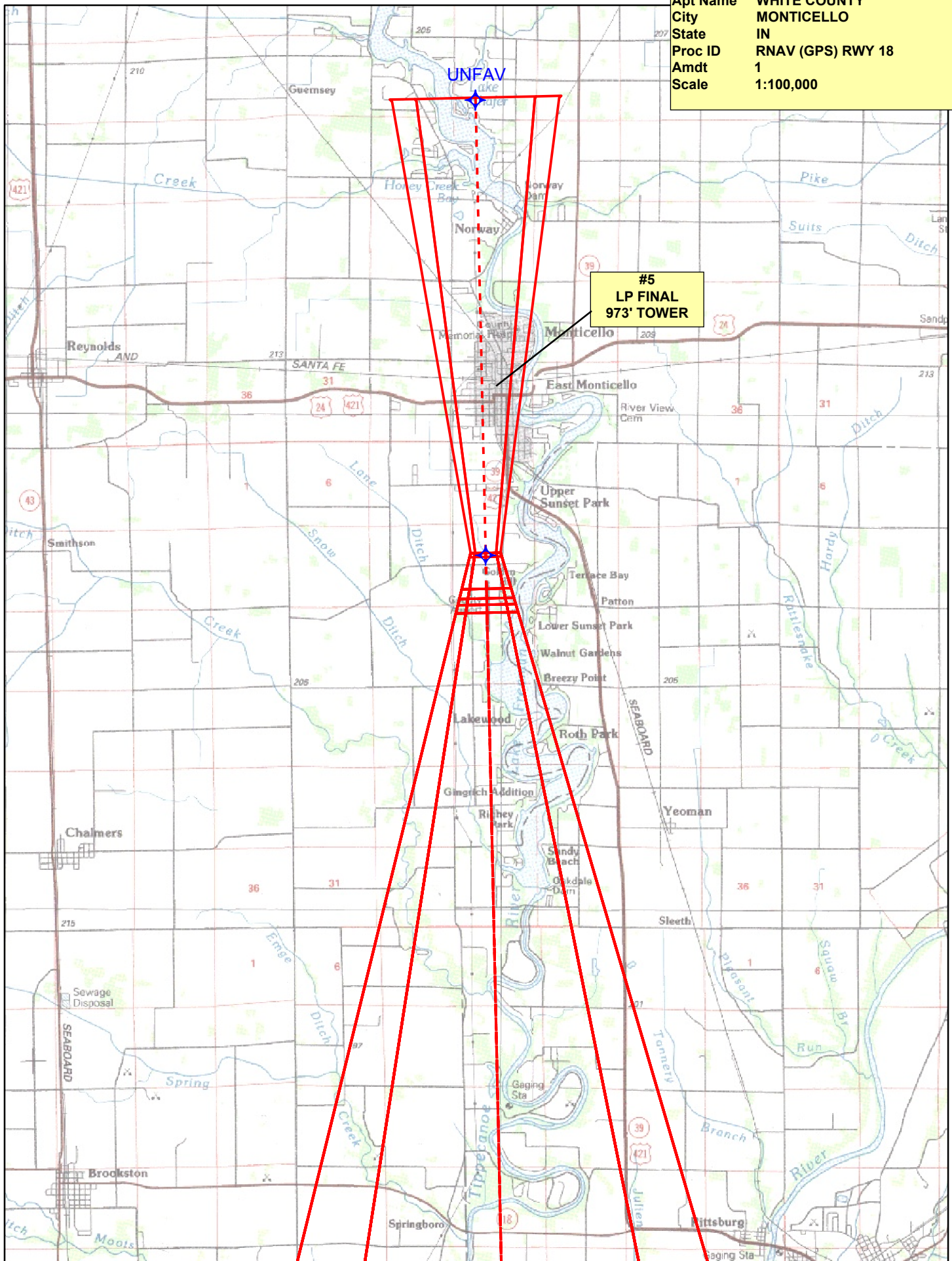
CATEGORY	A	B	C	D
LP MDA	1340-1	664 (700-1)	1340-1½ 664 (700-1½)	NA
LNAV MDA	1360-1	684 (700-1)	1360-2 684 (700-2)	NA
CIRCLING	1360-1	684 (700-1)	1360-2 684 (700-2)	NA



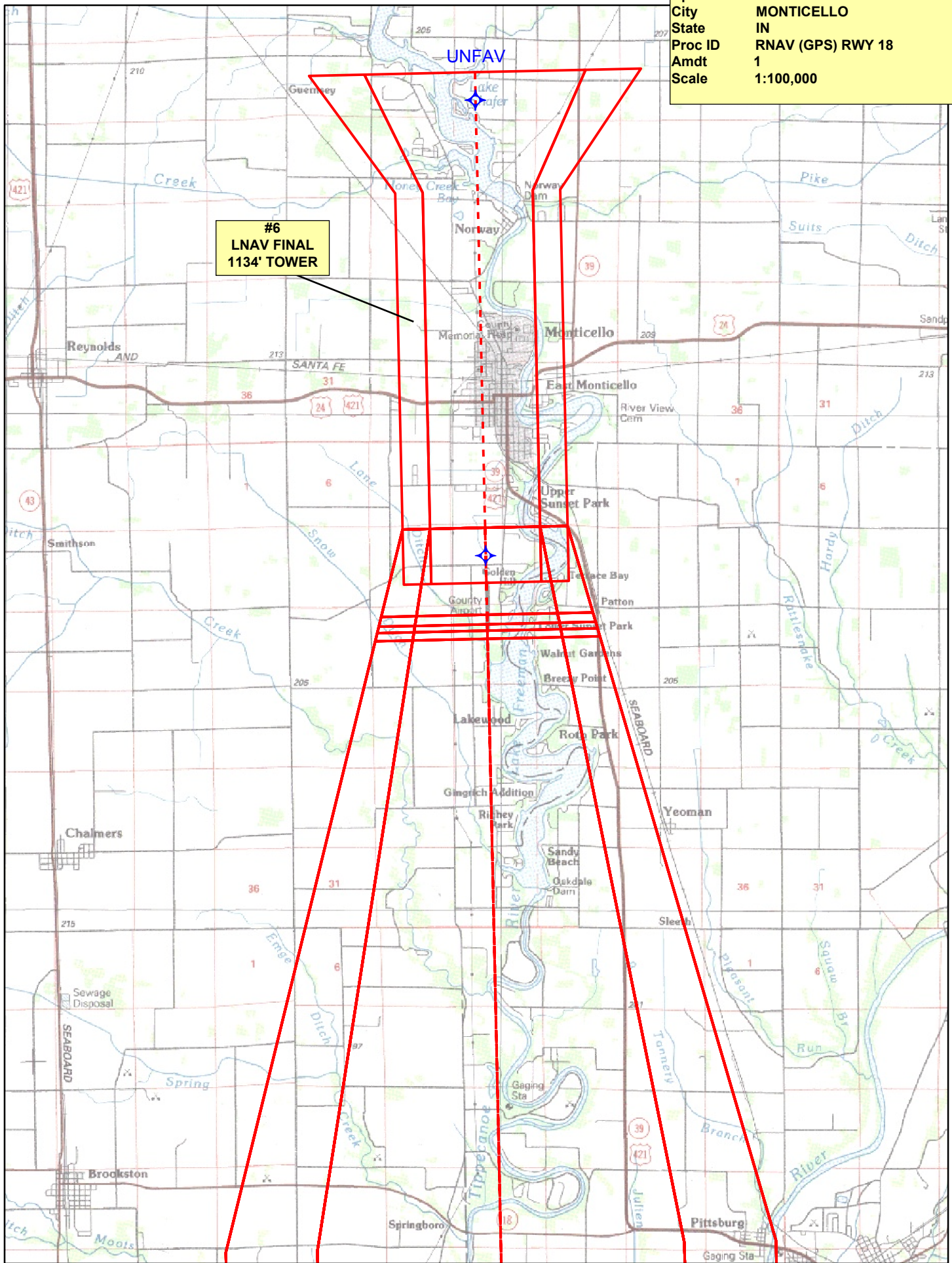
EC-2, 21 JUL 2016 to 18 AUG 2016

EC-2, 21 JUL 2016 to 18 AUG 2016

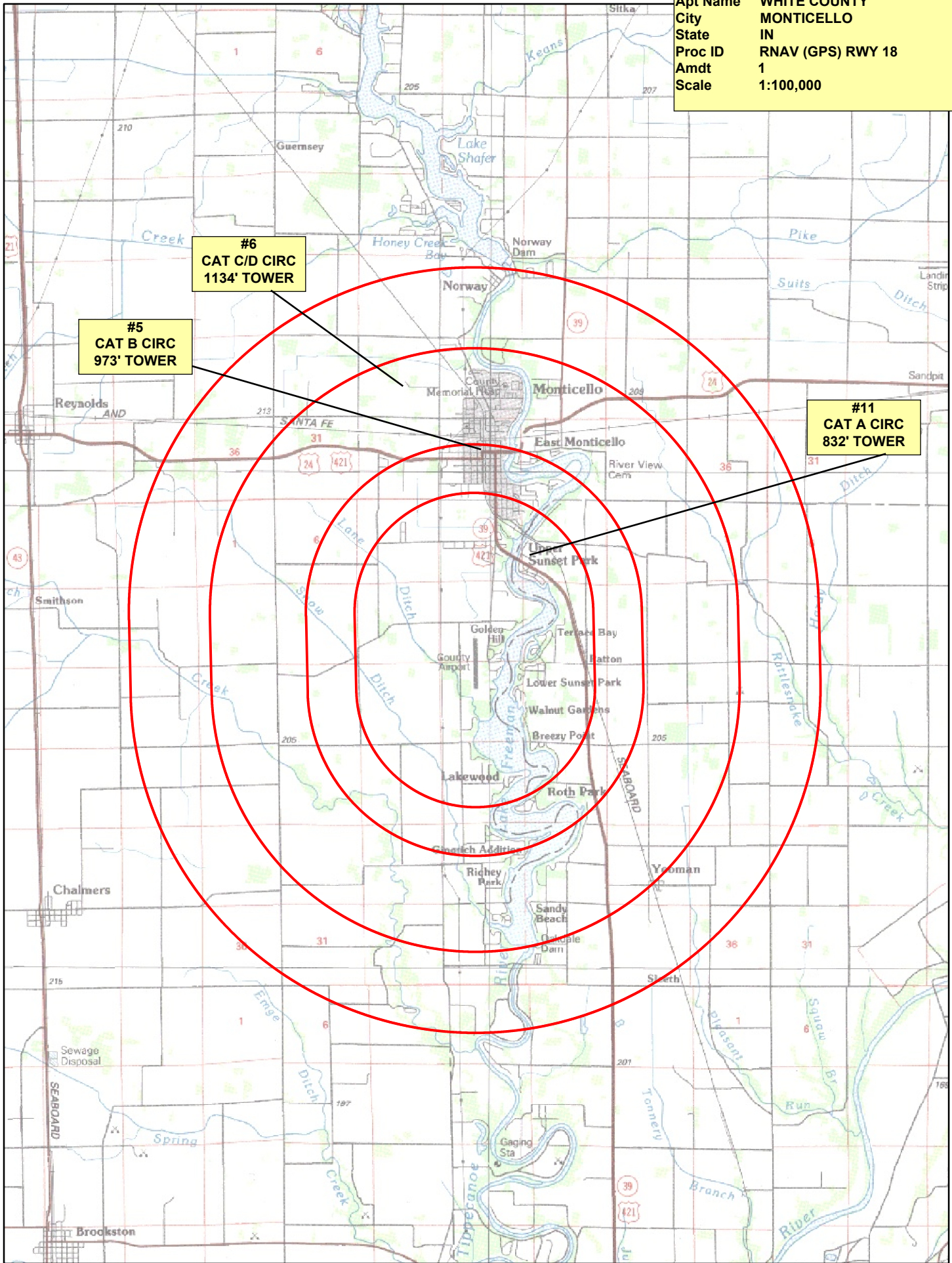
Airport ID	KMCX
Apt Name	WHITE COUNTY
City	MONTICELLO
State	IN
Proc ID	RNAV (GPS) RWY 18
Amdt	1
Scale	1:100,000



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TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **MONTICELLO**

STATE: **IN**

AIRPORT NAME: **WHITE COUNTY**

ID: **KMCX**

PROCEDURE: **RNAV (GPS) RWY 18**

AMDT: **AMDT 1**

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 | <u>THLD</u> | to 1000' point | <u>2.97</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>FINAL</u> | segment at 1000' point | <u>1.20</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>FINAL</u> | segment containing 1000' point | <u>178.73</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>716</u> |
| 5. Distance from | <u>THLD</u> | to 1500' point | <u>4.77</u> |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | <u>FINAL</u> | segment at 1500' point | <u>1.95</u> |
| 7. True Course of | <u>FINAL</u> | segment containing 1500' point | <u>178.73</u> |
| 8. High Terrain in | <u>FINAL</u> | segment containing 1500' point | <u>716</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>404301.40N / 0864601.18W</u> | | |
| 10. ARP Coordinates | <u>404236.70N / 0864600.50W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>18</u> | |
| | Distance | <u>0.33</u> | NM |
| 12. FAF Coordinates | <u>404759.47N / 0864609.89W</u> | | |

REMARKS: Approach/Drawing attached.

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

Airport: White County Airport (MCX), IN. Project/Action: Rwy 18

Preparer:  Signature: Simon Davies Date: 03/23/2016

Circumstance	Impact Potential		<u>Comments / Follow-up</u> 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.		X	
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.		X	
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.		X	
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.		X	
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.		X	
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.		X	
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.		X	
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.		X	
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.		X	
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.		X	
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.		X	

Circumstance	Impact Potential		Comments / Follow-up See attached comments if needed.
	Yes	No	
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.		X	
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.		X	
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.		X	
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.		X	
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.		X	
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.		X	
Induced Impacts If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.		X	
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.		X	
Cumulative Impacts If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential.		X	
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.		X	
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.		X	
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.		X	