

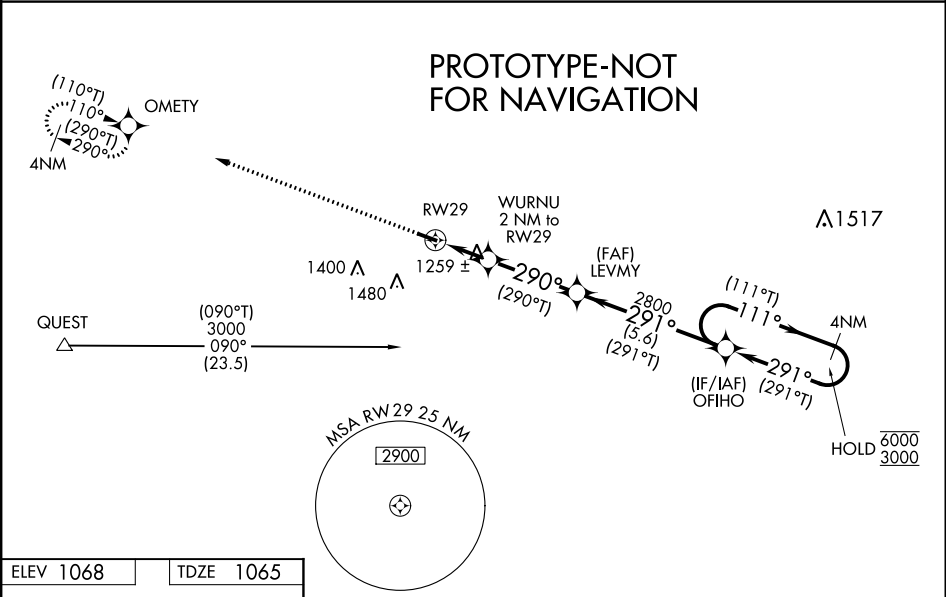
Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: IAP	Date Open: 03/28/2019	Task #: 201803213060660E001	Request #: 20180321306066
Procedure: RNAV (GPS) RWY 29 AMDT 1A			Airport ID: KWS51	Airport: LEEWARD FARM		Reimbursable #: NO
City: SOLDIERS GROVE	ST: WI	GPS #:	Estimated Chart Date: 12/05/2019		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: JAMES LAFFERTY		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	06/04/2019			QUALITY		
QA:				44		
Liaison:				CHECKED		
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION ACTIVE DATA USED FOR KWS51 AMENDMENT. PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED. AMENDMENT REMOVED INITIAL SEGMENT FROM LNR VOR/DME DUE TO DECOMMISSIONING. CONTACT DAVE TEFFETELLER AT 202-267-5177						

WAAS CH 53438 W29A	APP CRS 290°	Rwy Idg TDZE 1065 Apt Elev 1068
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RNAV (GPS) RWY 29

LEEWARD FARM (WS51)

RNP APCH	Baro-VNAV and VDP NA when using Boscobel altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Use of Leeward Farm requires permission of the owner; use of this procedure requires specific authorization by FAA flight standards. When local altimeter setting not received, use Boscobel altimeter setting and increase LPV DA to 1397 feet; increase LNAV/VNAV DA to 1442 feet; increase all MDA 100 feet and LNAV Cat C/D visibility ¼ SM, Circling Cat C visibility ½ SM, and Circling Cat D visibility ¼ SM.	MISSED APPROACH: Climb to 3000 direct OMETY and hold.
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ELEV 1068	TDZE 1065
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3000 OMETY					
*LNAV only					
WURNU 2 NM to RWY 29					
*1.3 NM to RWY 29					
RWY 29					
LEVMY 2800					
OFIHO 4 NM Holding Pattern					
GP 3.00° TCH 42					
CATEGORY	A	B	C	D	
LPV DA	1315-1		250 (300-1)		
LNAV/VNAV DA	1360-1		295 (300-1)		
LNAV MDA	1520-1 455 (500-1)		1520-1 3/8 455 (500-1 3/8)		
CIRCLING	1600-1 532 (600-1)	1660-1 592 (600-1)	1920-2 1/2 852 (900-2 1/2)	1920-2 3/4 852 (900-2 3/4)	

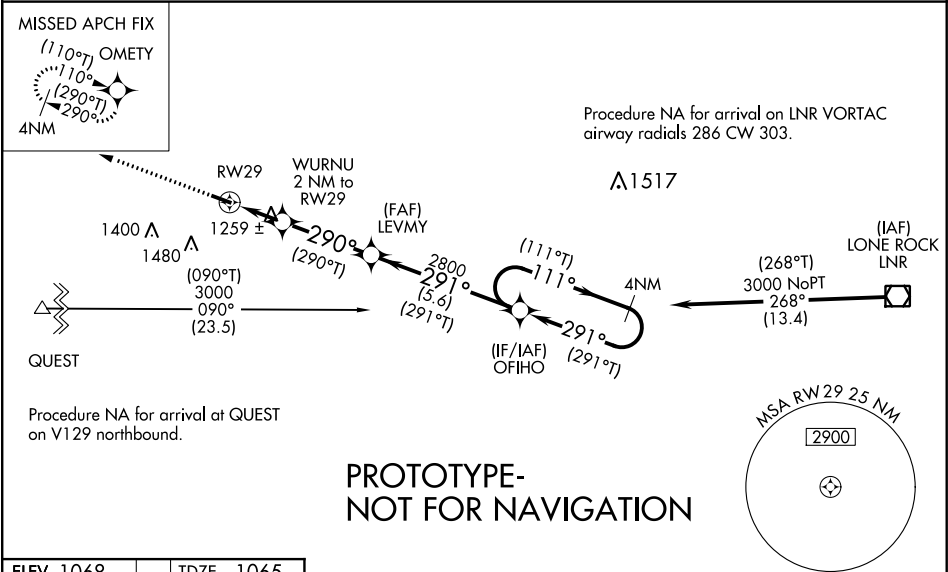
RNAV (GPS) RWY 29

WAAS CH 53438 W29A	APP CRS 290°	Rwy Idg TDZE 1065 Apt Elev 1068
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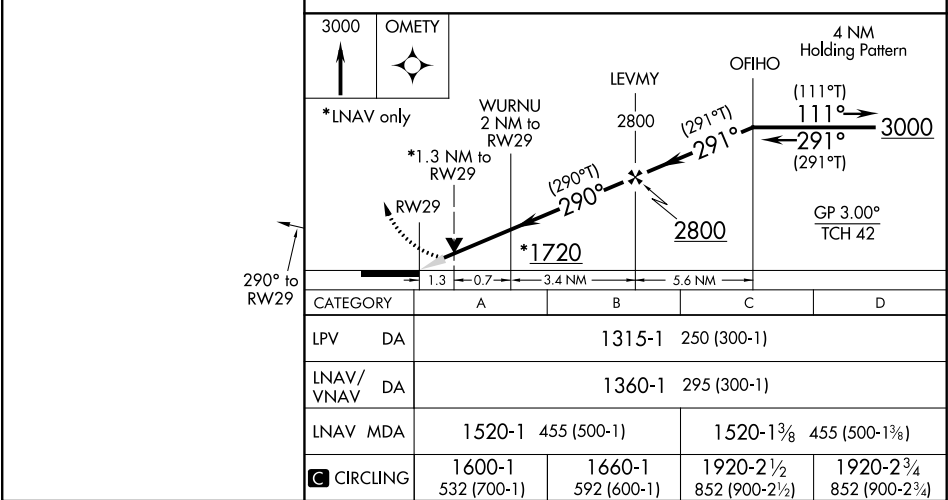
RNAV (GPS) RWY 29
LEEWARD FARM (WS51)

▲ NA DME/DME RNP-0.3 NA. Use of Leeward Farm requires permission of the owner; use of this procedure requires specific authorization by FAA flight standards. When local altimeter setting not received, use Boscobel altimeter setting and increase all DA 82 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¾ mile, and increase all MDA 100 feet and increase LNAV visibility Cat C/D ¼ mile, Circling visibility Cat C ½ mile, Cat D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA with Boscobel altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
OMETY and hold.



ELEV 1068	TDZE 1065
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Flight Procedures Team Comments:

Air Traffic Comments:

Airports Comments:

Flight Standards Comments:

Planning and Requirements Comments:



Federal Aviation Administration

Memorandum

Date:

To: FILE

From: George Gonzalez, Manager, IFP Team 2, AJV-542

Digitally signed by
JACOB POWERS
Oct 10, 2015

Subject: ACTION: Documentation of a Categorical Exclusion Under Order 1050.1

- A. Proposed Action: Amend a standard instrument approach procedure (IAP) titled RNAV (GPS) RWY 29, Amdt 1, Leeward Farm (KWS51), Soldiers Grove, WI.
- B. This action qualifies for consideration as a categorically excluded action as it falls under the following specific categorical exclusion provision: Publishing of Instrument Procedures conducted over noise sensitive areas; modifications to currently approved instrument procedures conducted below 3,000 feet AGL that do not increase minimum altitudes and landing minima.
- C. Other supporting information:
ASO-220 Memorandum dated April 5, 1989
AFS-1 Memorandum dated September 21, 1994
AVN-100 Memorandum dated July 23, 1996
- D. Review and analysis by the FAA does not indicate that any extraordinary circumstances listed in Order 1050.1 or other reasons exist that would cause undersigned to believe that the proposed action might have the potential for causing significant environmental impacts upon its implementation. The proposed action does not individually or cumulatively have a significant effort on the human environment and, therefore, is determined to be categorically excluded from further environmental documentation according to Order 1050.1.

Date: 9/17/2015

Cc: AJV-5rf, AJV-542

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

Airport: WS51 Project/Action: RNAV (GPS) RWYs 11 and 29

Preparer: Beau Serchen Signature: Beau Serchen Date: 9-17-15

Circumstance	Impact Potential		Comments / Follow-up See attached comment 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 (3)(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		<u>Comments/Follow-up</u> See attached comments if needed.	4
	Yes	No		
Community Disruption If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.		X		
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 These would include residential/educational, health, and religious structures and sites, and parks, recreational areas to include those with wilderness characteristics. If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.		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		