

Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: IAP	Date Open: 08/10/2015	Task #: 2015030329867901006	Request #: 20150303298679
Procedure: RNAV (GPS) RWY 36 AMDT 3			Airport ID: KHSA	Airport: STENNIS INTL		Reimbursable #: NO
City: BAY ST LOUIS	ST: MS	GPS #:	Estimated Chart Date: 05/26/2016		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: MIKE MELSEN	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	09/17/2015			QUALITY Digitally signed by		
QA:				24 DAVID W SAUER		
Liaison:				CHECKED Mar 09, 2016		
Procedure Comments: ENROUTE Remark Type: INFORMATION ASSIGNED MAG/VAR: KHSA: OLD 1E - NEW 2W I-HSA: OLD 1E - NEW 2W HSA NDB: OLD 1E - NEW 2W PENDING DATA USED FOR KHSA CONTACTS: MARLON ROBINSON/JULIE MORGAN; AJV-5410 LEADS; 405.954.3636/8568.						

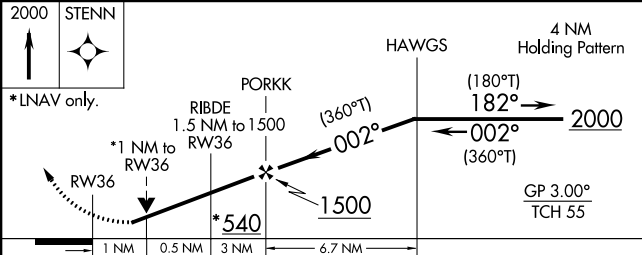
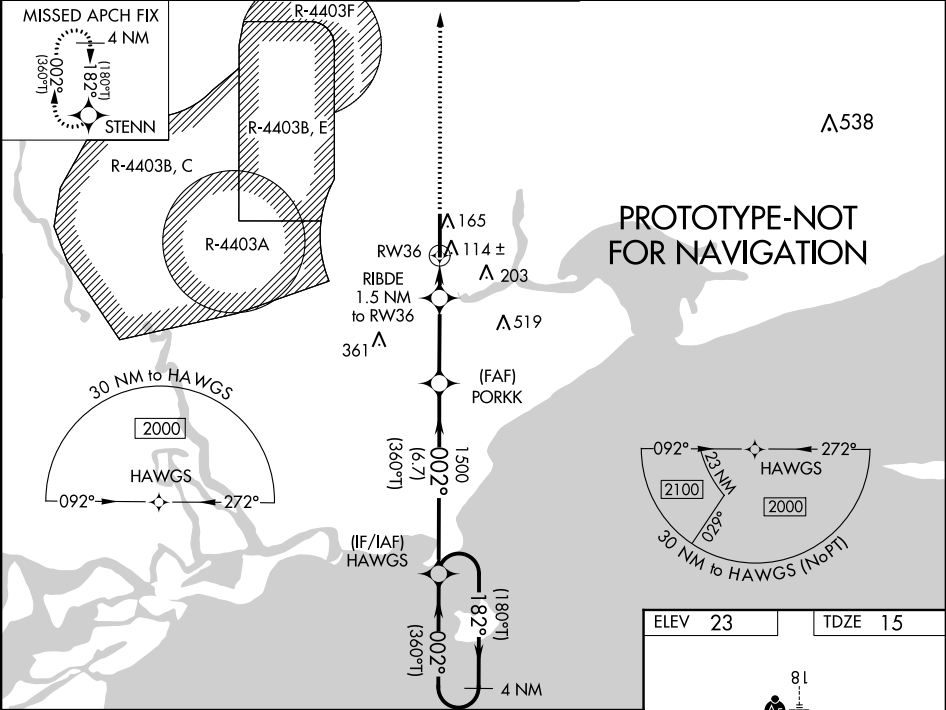
WAAS CH 63109 W36A	APP CRS 002°	Rwy Idg 8497 TDZE 15 Apt Elev 23
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RNAV (GPS) RWY 36
STENNIS INTL (HSA)

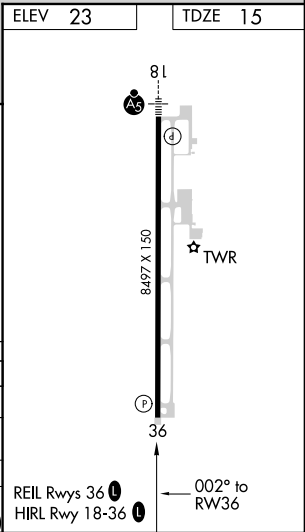
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA for Cat E West of RWY 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Gulfport altimeter setting. When local altimeter setting not recieved, use Gulfport altimeter setting and increase LPV DA to 332 feet and LNAV/VNAV DA to 344 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D/E and Circling Cats D/E visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

AWOS-3 118.375	GULFPORT APP CON ★ 124.6 354.1	STENNIS TOWER ★ 127.15 (CTAF) 0	GND CON 121.725	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		285-7/8	270 (300-7/8)		
LNAV/VNAV DA		297-7/8	282 (300-7/8)		
LNAV MDA		380-1	365 (400-1)		
CIRCLING	480-1	457 (500-1)	520-1 1/2 497 (500-1 1/2)	820-2 1/2 797 (800-2 1/2)	820-2 3/4 797 (800-2 3/4)



BAY ST. LOUIS, MISSISSIPPI

OLD
AL-5860 (FAA)

15176

WAAS CH 63109 W36A	APP CRS 359°	Rwy Idg 8497 TDZE 15 Apt Elev 23
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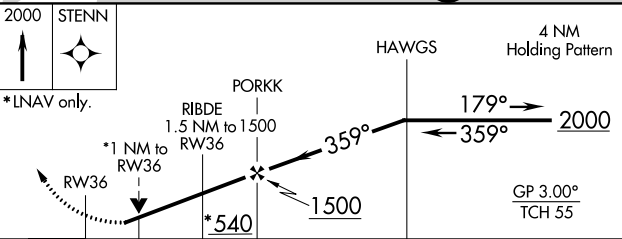
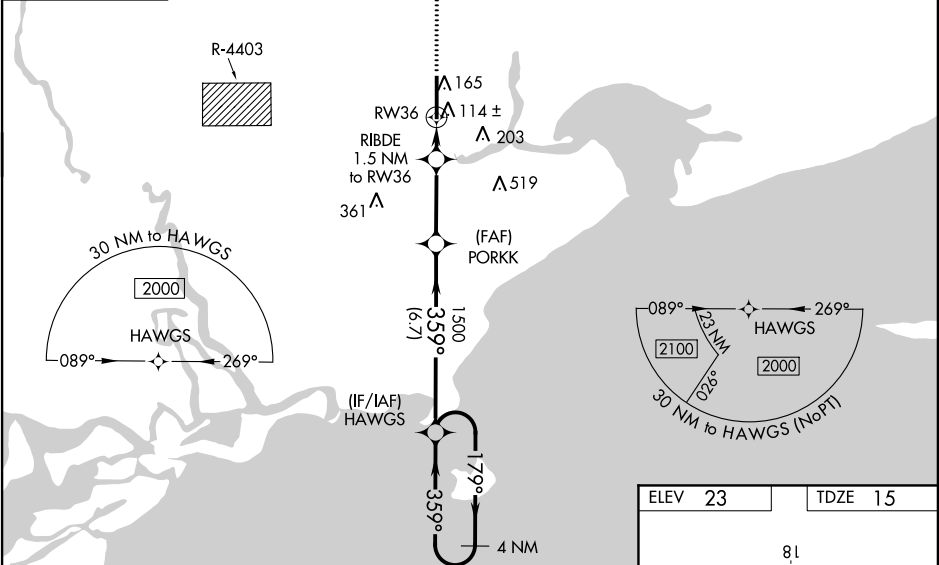
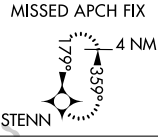
RNAV (GPS) RWY 36

STENNIS INTL (HSA)

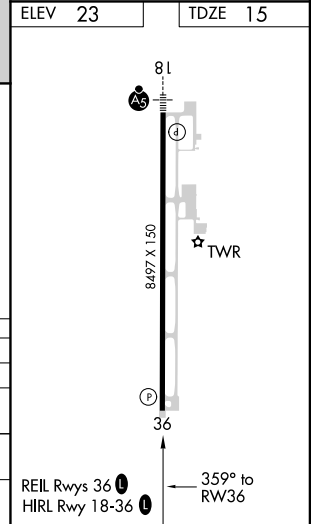
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Gulfport altimeter setting. When local altimeter setting not received, use Gulfport altimeter setting: increase all DA 47 feet and all LPV and LNAV/VNAV visibility 1/8 mile; increase all MDA 60 feet and LNAV Cats C and D visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

AWOS-3 118.375	GULFPORT APP CON* 124.6 354.1	STENNIS TOWER* 127.15 (CTAF) 0	GND CON 121.725	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		285-7/8	270 (300-7/8)	
LNAV/VNAV DA		297-7/8	282 (300-7/8)	
LNAV MDA		380-1	365 (400-1)	
CIRCLING	480-1	457 (500-1)	480-1 1/2 457 (500-1 1/2)	580-2 557 (600-2)



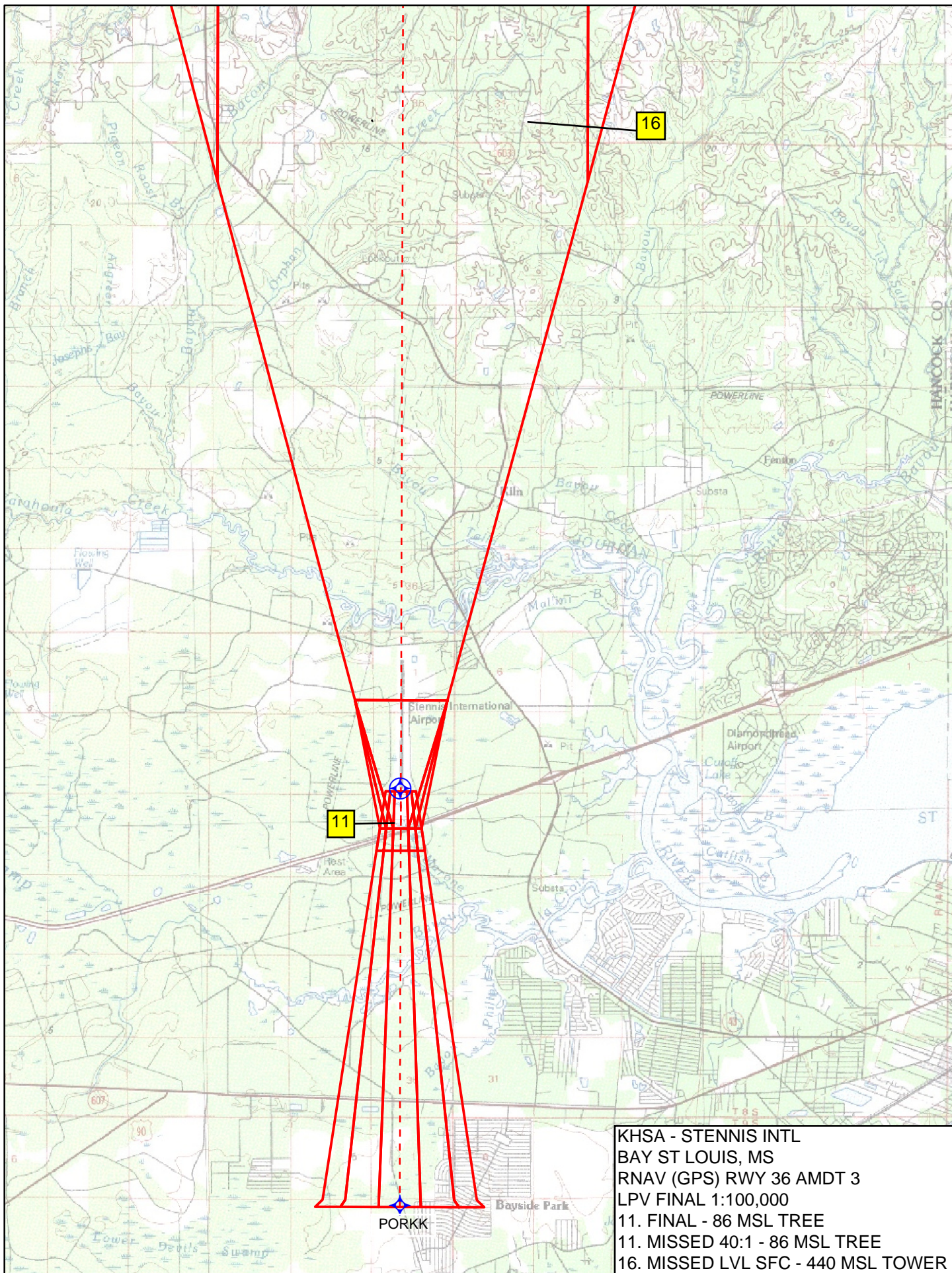
BAY ST. LOUIS, MISSISSIPPI
Amdt 2A 18SEP14

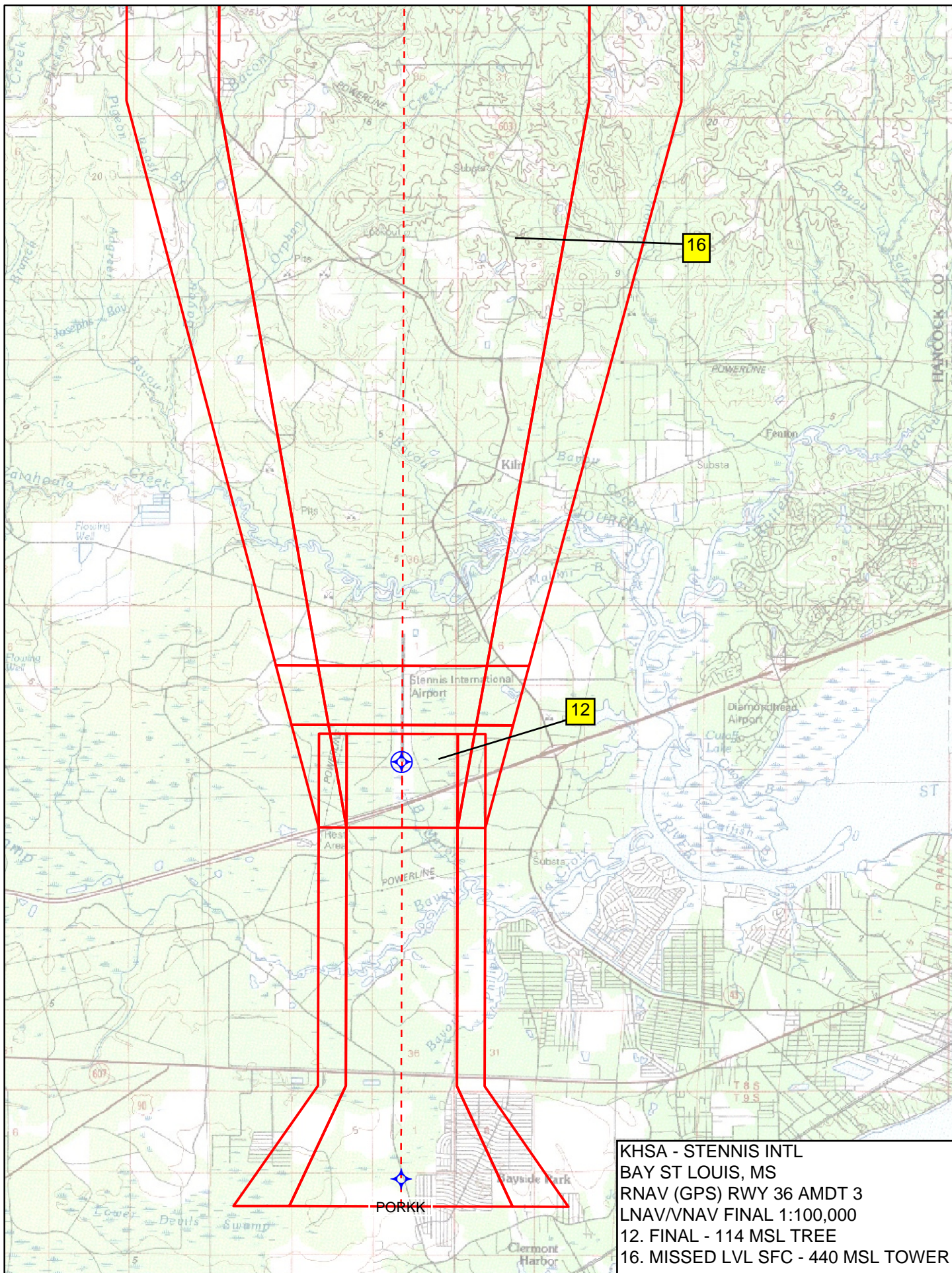
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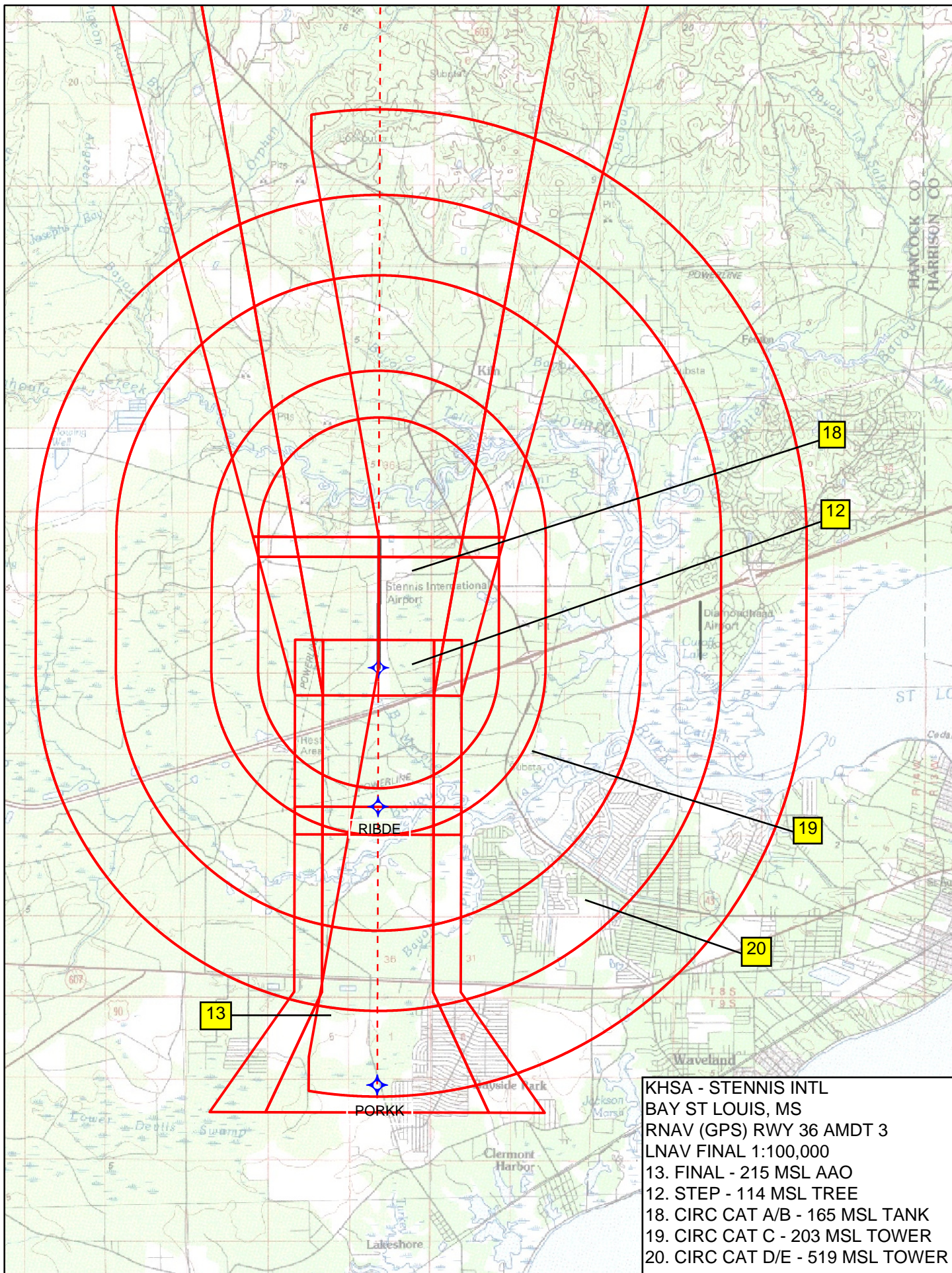
STENNIS INTL (HSA) RNAV (GPS) RWY 36

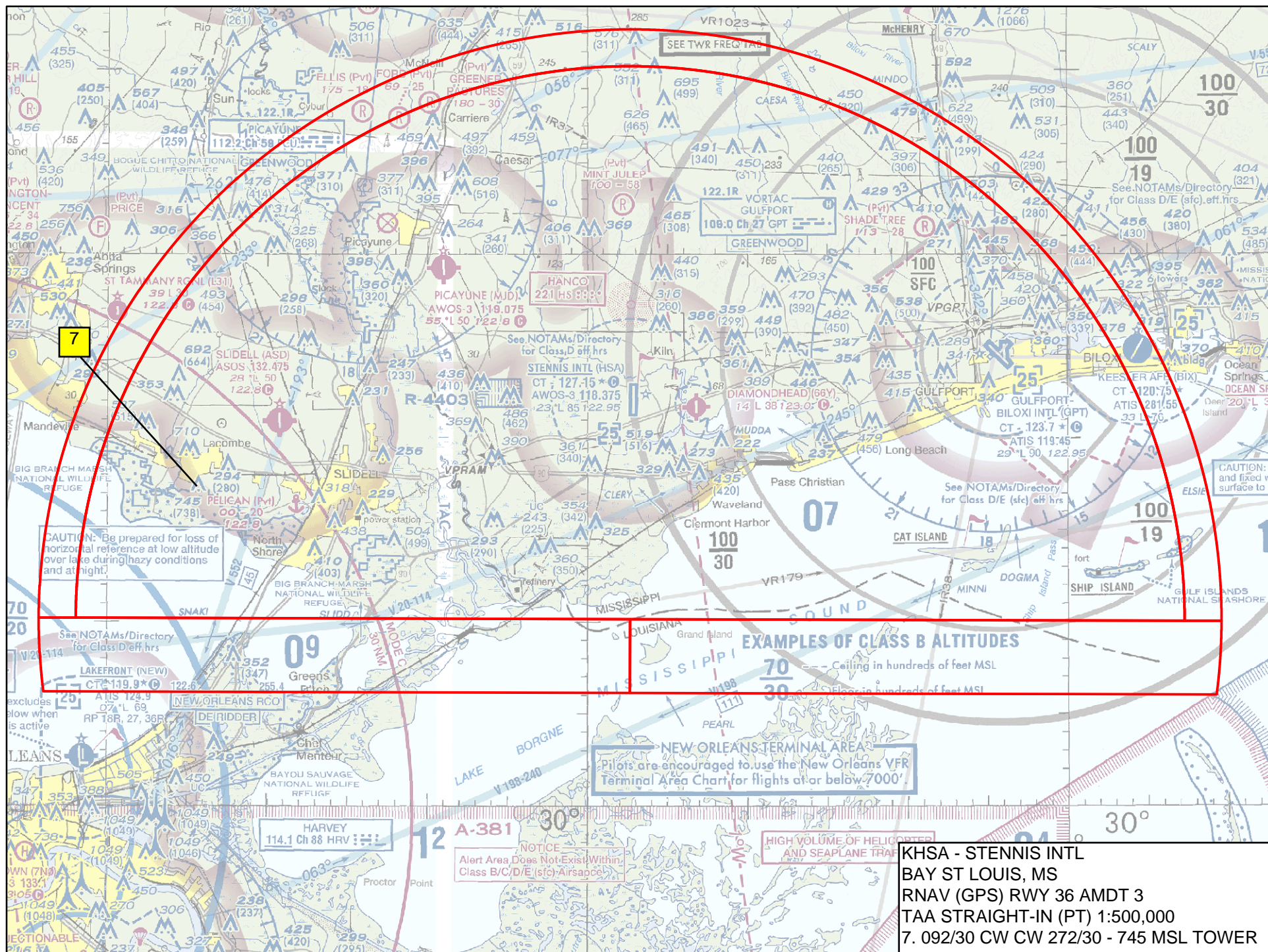
SC-4, 07 JAN 2016 to 04 FEB 2016

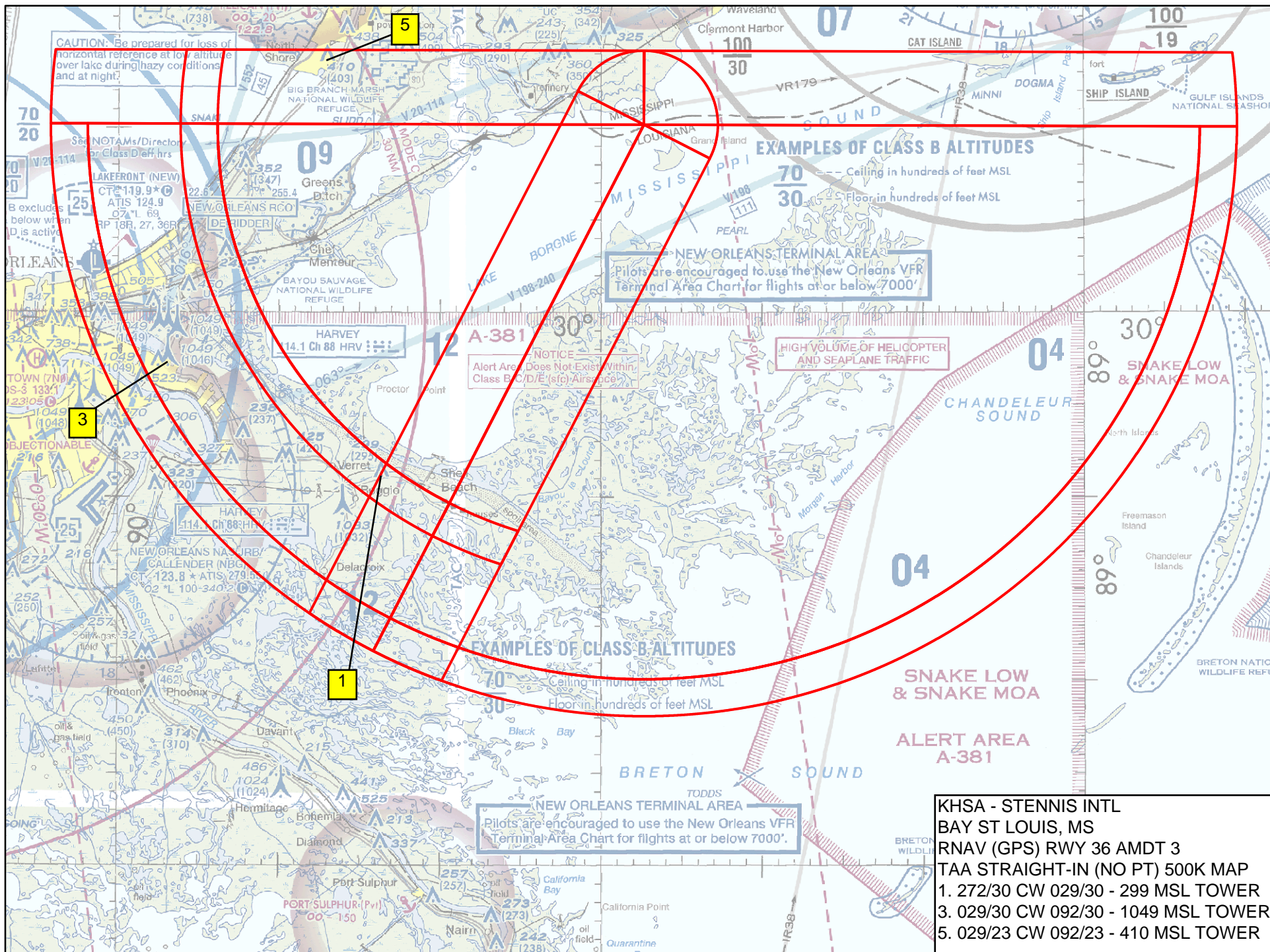
SC-4, 07 JAN 2016 to 04 FEB 2016











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

Airport: **Stennis International (HSA) Bay St Louis, MS**

Projects/Actions: **Amend RNAV(GPS) RWY 36**

Prepared by: William P. Cotter Signature: _____

Date: 9/9/15

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.			Unable to respond at this time - unknown
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.		XX	
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.		XX	
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.		XX	
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.			Unable to respond at this time - unknown
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.		XX	
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.		XX	
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.		XX	
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.		XX	
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.		XX	
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.		XX	

Circumstance	<u>Impact Potential</u>		<u>Comments/Follow-up</u> 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.		XX	
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.		XX	
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.		XX	
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.		XX	
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.		XX	
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.		XX	
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.		XX	
Induced Impacts If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.		XX	
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.		XX	
Cumulative Impacts If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential.		XX	
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.		XX	
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.		XX	
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.		XX	

Stennis International (HSA) Bay St Louis, MS
Amend RNAV(GPS) RWY 36