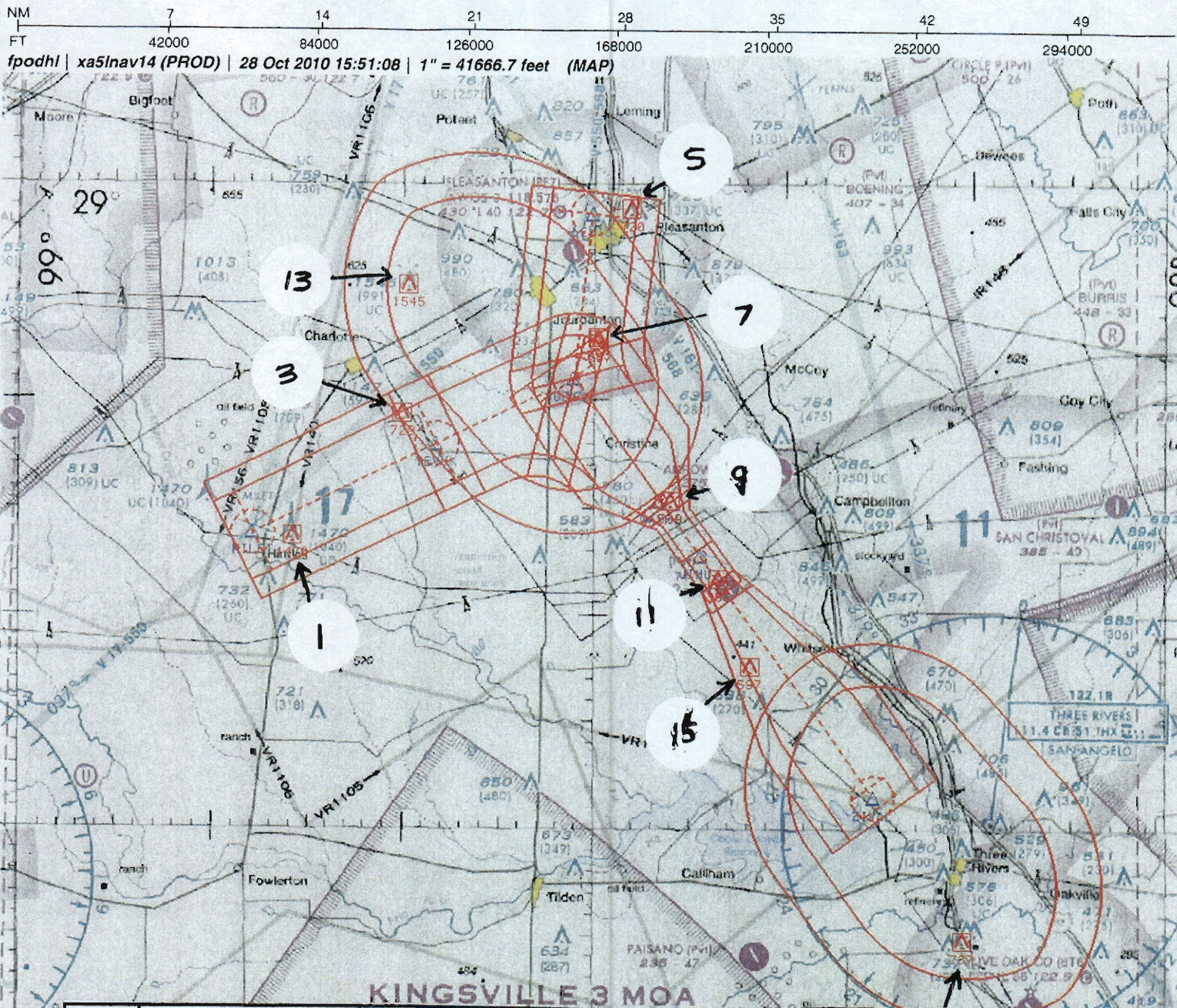


Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: IAP	Date Open: 06/15/2015	Task #: 2015061530183701001	Request #: 20150615301837
Procedure: RNAV (GPS) RWY 14 AMDT 0A			Airport ID: K0XA5	Airport: 74 RANCH		Reimbursable #: NO
City: CAMPBELLTON	ST: TX	GPS #:	Estimated Chart Date: 06/20/2019		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: CHRISTINE BAYSE	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	06/24/2015	06/06/2017	MIKE MELSSEN	Digitally signed by		
QA:	06/06/2017			WARDELL HENNING		
Liaison:				Mar 04, 2019		
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION SPECIAL ABBREVIATED AMENDMENT PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33_ MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED. CONTACT: PAT MULQUEEN 405-954-4073 OR WARDELL HENNING 405-436-1902						

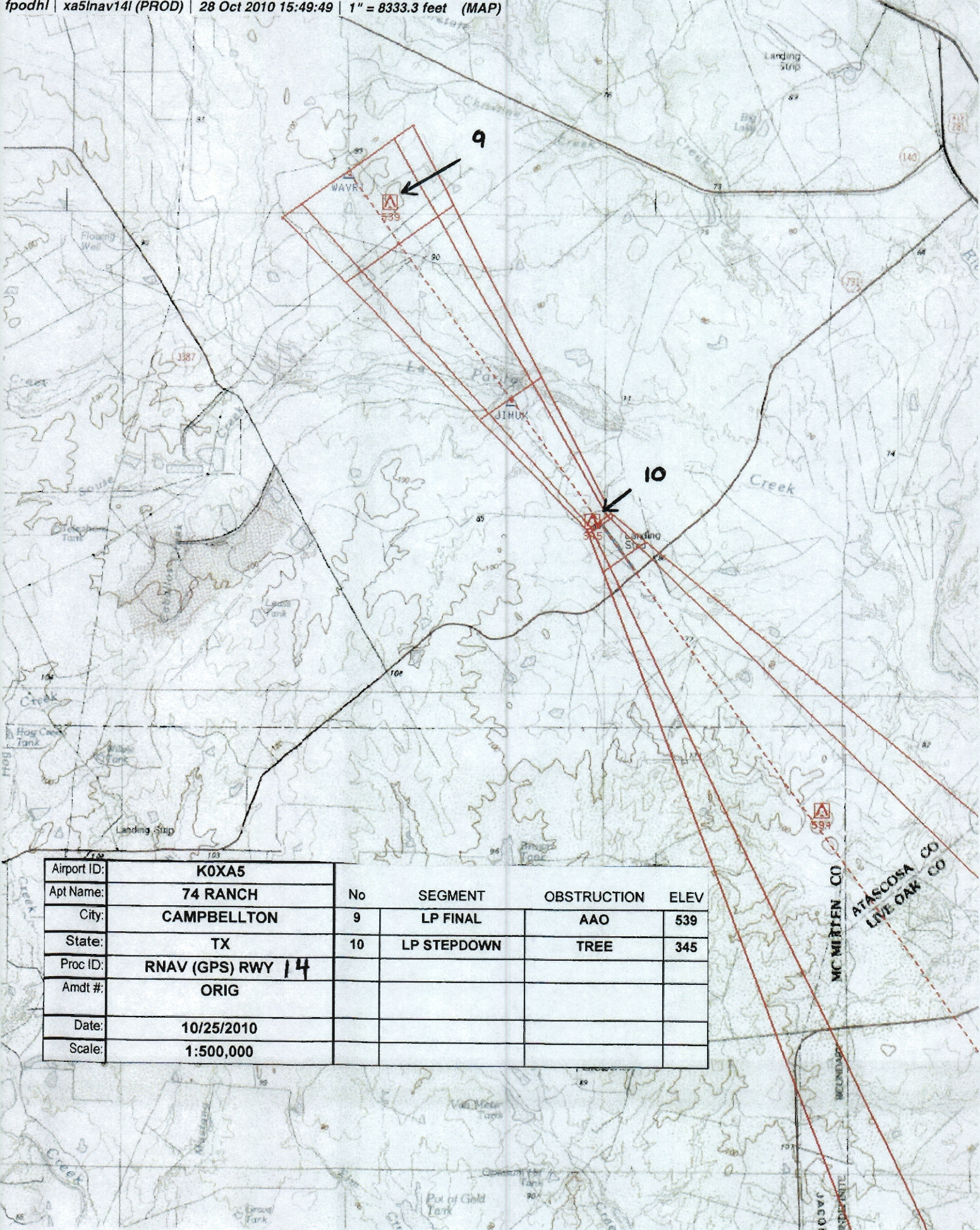


Airport ID:	K0XA5				
Apt Name:	74 RANCH	No	SEGMENT	OBSTRUCTION	ELEV
City:	CAMPBELLTON	1	MILET FEEDR	TOWER	1470
State:	TX	3	YEVUK INITIAL	AAO	729
Proc ID:	RNAV (GPS) RWY 14	13	HOLD IN LIEU	TOWER	1545
Amdt #:	ORIG	5	LEMIG INITIAL	TOWER	720
Date:	10/25/2010	7	INTERMEDIATE	AAO	693
Scale:		9	LNAV FINAL	AAO	539
Scale:	1:500,000	11	LNAV STEPDOWN	TREE	355
		15	MA LEVEL SFC	AAO	597
		@	MA HOLDING	TOWER	737

CAUTION
Request status from Range Control
Officer 119.35

Joins San Antonio

NM 1 2 3 4 5 6 7 8 9 10
FT 8000 16000 24000 32000 40000 48000 56000 64000
fpodhl | xa5lnav14l (PROD) | 28 Oct 2010 15:49:49 | 1" = 8333.3 feet (MAP)

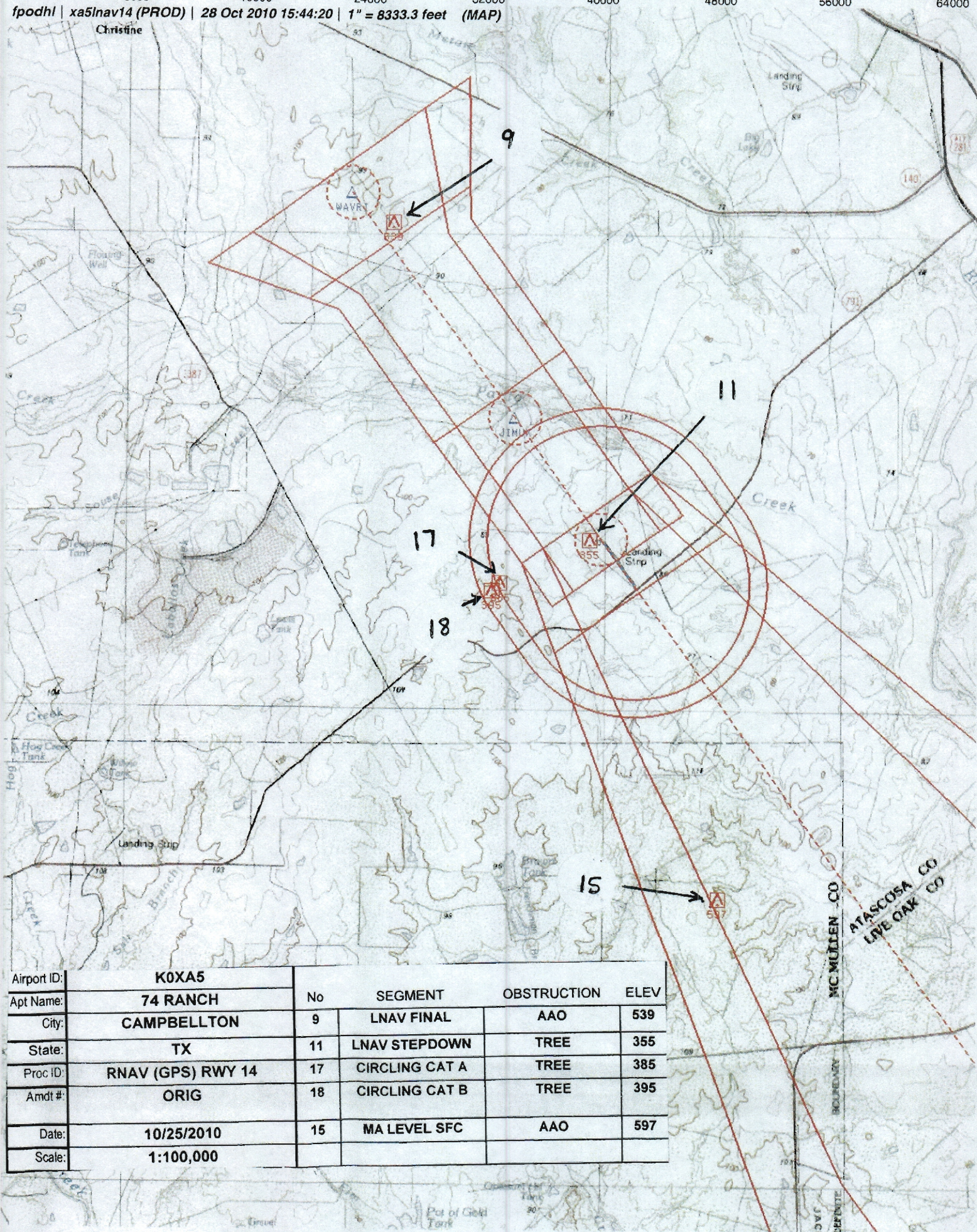


Airport ID:	K0XA5				
Apt Name:	74 RANCH	No	SEGMENT	OBSTRUCTION	ELEV
City:	CAMPBELLTON	9	LP FINAL	AAO	539
State:	TX	10	LP STEPDOWN	TREE	345
Proc ID:	RNAV (GPS) RWY 14				
Amdt #:	ORIG				
Date:	10/25/2010				
Scale:	1:500,000				

NM 1 2 3 4 5 6 7 8 9 10
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpodhl | xa5lnav14 (PROD) | 28 Oct 2010 15:44:20 | 1" = 8333.3 feet (MAP)

Christine



Airport ID:	K0XA5				
Apt Name:	74 RANCH				
City:	CAMPBELLTON	No	SEGMENT	OBSTRUCTION	ELEV
State:	TX	9	LNAV FINAL	AAO	539
Proc ID:	RNAV (GPS) RWY 14	11	LNAV STEPDOWN	TREE	355
Amdt #:	ORIG	17	CIRCLING CAT A	TREE	385
		18	CIRCLING CAT B	TREE	395
Date:	10/25/2010	15	MA LEVEL SFC	AAO	597
Scale:	1:100,000				




Federal Aviation Administration

Memorandum

Date: **MAR 03 2011**

To: FILE

From: 
Greg Yamamoto, Manager, Terminal Procedures and Charting Services,
Central Team, AJV-353

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

- A. Proposed Action: Established a standard instrument approach procedure (IAP) titled RNAV (GPS) RWY 14, 74 Ranch (K0XA5), Campbellton, TX.
- B. This action qualifies for consideration as a categorically excluded action as it falls under the 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.

Originated by: Tom Lattimer
Title: FPO Manager

Date: 9/28/09

**CHECKLIST OF ENVIRONMENTAL IMPACT CATEGORIES IN SUPPORT OF A CATEGORICAL
EXCLUSION (CE) DETERMINATION:**

Airport: 74 Ranch(0XA5) Project/Action: GPS Approach

Preparer: Jim Kane Signature: [Signature] Date: 9/28/2009

Circumstance	Impact Potential		Comments / Follow-up See attached comments if needed.
	Yes	No	
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	
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	
Natural Resources, Energy Supply and Sustainable Design 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	
Fish, Wildlife and Plants 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	
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	
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	
Coastal Resources 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	
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	
Light Emissions and Visual Impacts 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	<u>Impact Potential</u>		<u>Comments/Follow-up</u> See attached comments if needed.
	Yes	No	
Construction Impacts 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	
Noise Impact/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	
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	
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	
Hazardous Materials, Pollution Prevention and Solid Waste If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		X	
Compatible Land Use 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	
Secondary (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	
Socioeconomic Impacts, Environmental Justice and Children's Environmental Health and Safety Risks 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	