

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 07/07/2015	Task #: 2015070725151603002	Request #: 20150707251516
Procedure: RNAV (GPS) RWY 9 ORIG			Airport ID: K33N	Airport: DELAWARE AIRPARK		Reimbursable #: NO
City: DOVER/CHESWOLD	ST: DE	GPS #:	Estimated Chart Date: 10/12/2017		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: WILLIAM HANBY	
Procedure Review						
	Rec'd	Rel'd	Full Name		Comments	
Lead:	05/08/2017	06/30/2017	DION LANCIA			
QA:	06/30/2017		J ZEDER 07/15/2017 16			
Liaison:						
Procedure Comments:			ENROUTE-NON			
			Remark Type: INFORMATION			
NEW RUNWAY CONSTRUCTED APPROXIMATELY 400 FEET NORTH OF EXISTING RUNWAY.						
REQUEST FLIGHT INSPECTION CHECK DQO VORTAC R-225 FOR USE BELOW 10,000 FT AT FIX GOLDA FOR GOLDA TO JOSEM FEEDER.						
CONTACT MANAGER: DION LANCIA 405-954-1267.						

APP CRS
085°

Rwy Idg **4200**
TDZE **55**
Apt Elev **55**

RNAV (GPS) RWY 9

DELAWARE AIRPARK (33N)

T Rwy 9 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA DME/DME RNP-0.3 NA. Use Dover AFB altimeter setting

MISSED APPROACH: Climbing left turn to 2000 direct JOSEM and hold.

DOVER AFB ATIS
135.05 273.5

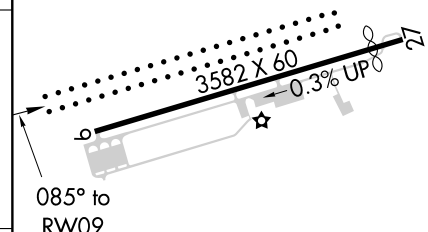
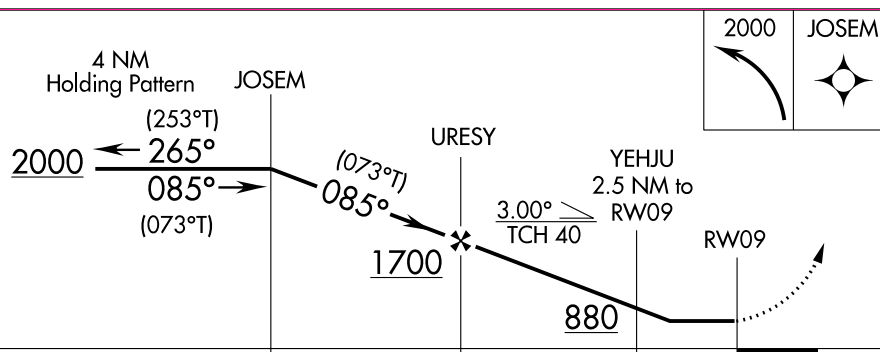
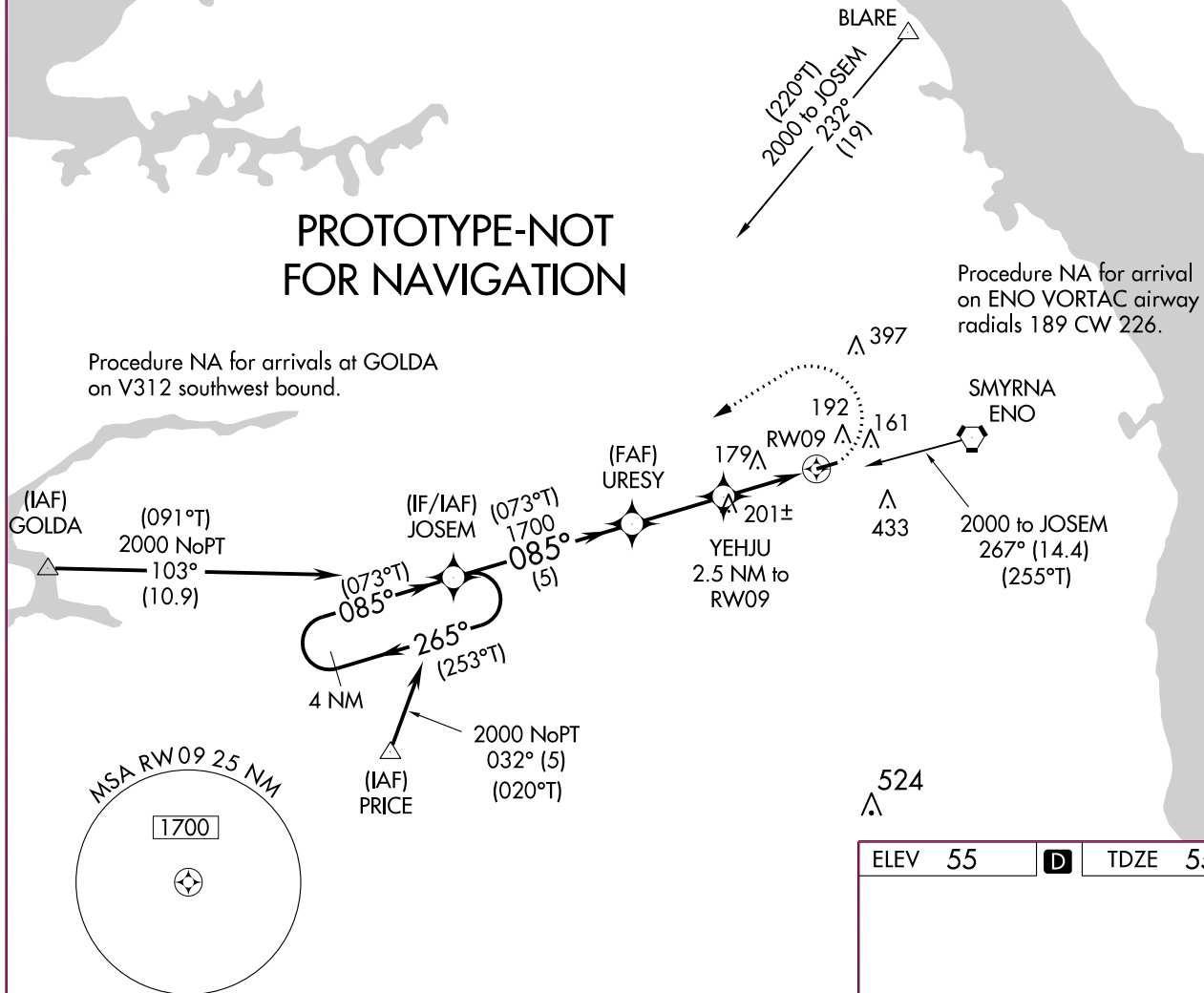
DOVER APP CON
132.425 257.875

CLNC DEL
125.55

UNICOM
123.0 (CTAF) 1

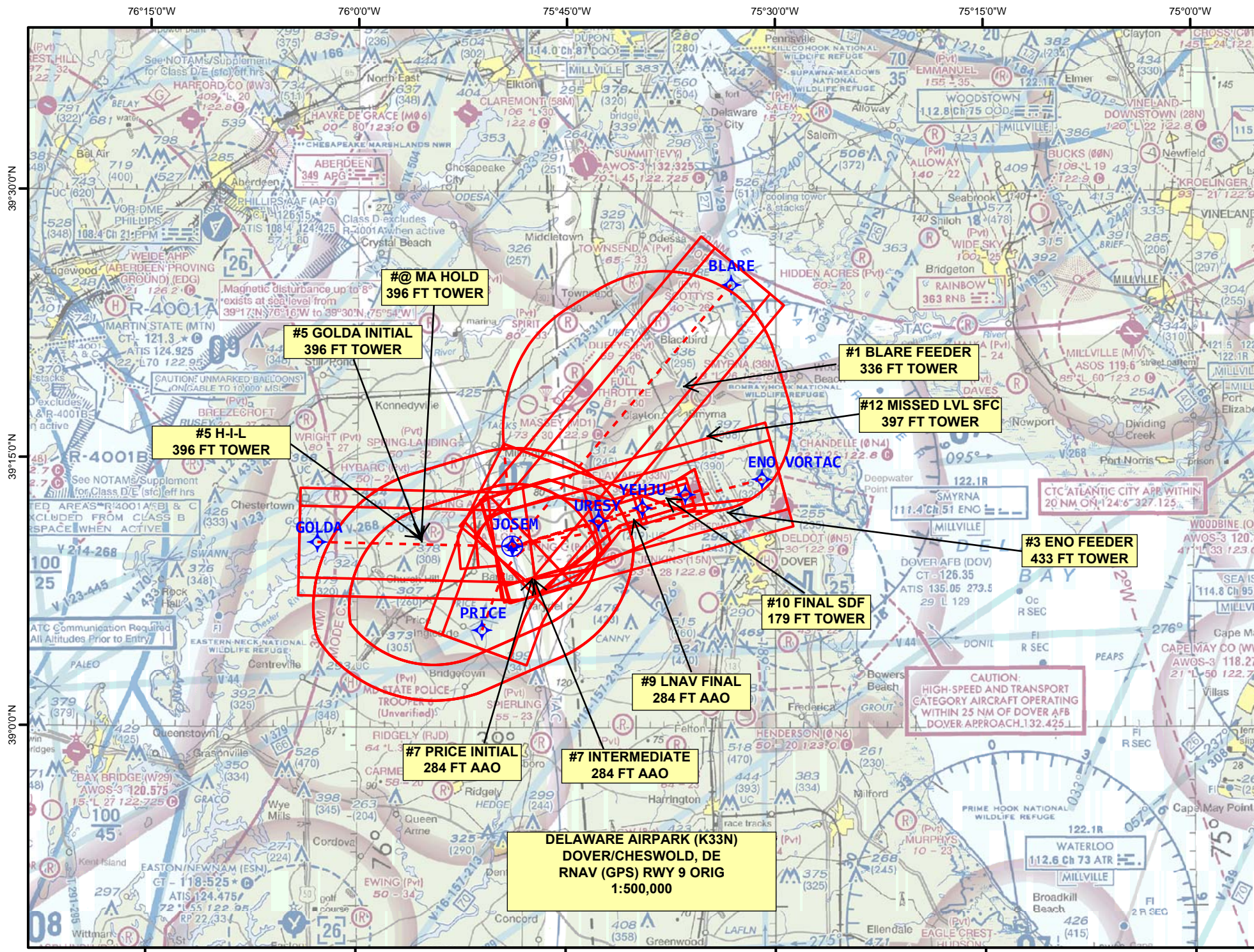
PROTOTYPE-NOT FOR NAVIGATION

Procedure NA for arrivals at GOLDA on V312 southwest bound.



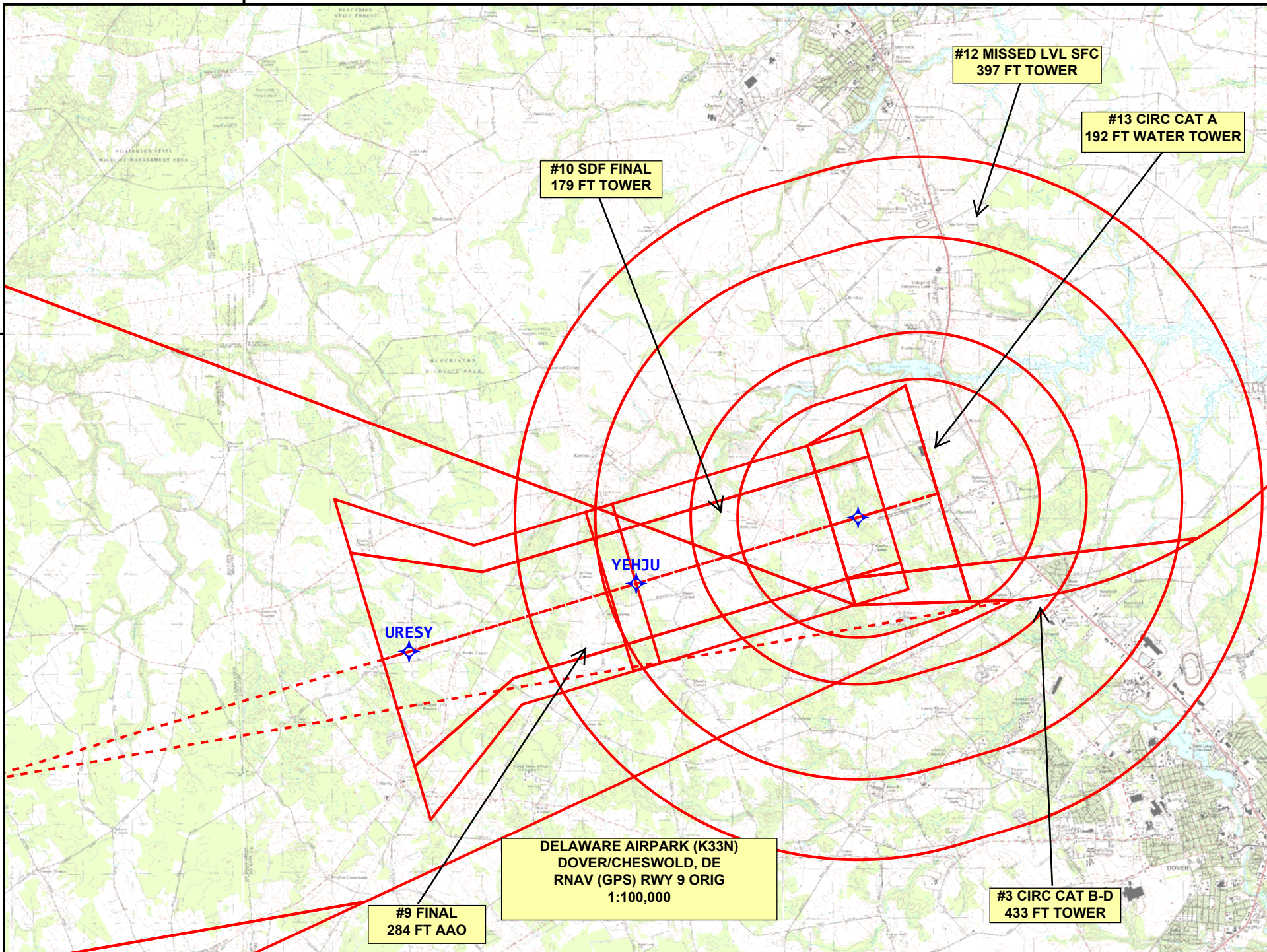
CATEGORY	A	B	C	D
LNAV MDA	460-1 405 (500-1)	460-1 405 (500-1)	460-1 405 (500-1)	460-1 405 (500-1)
C CIRCLING	520-1 465 (500-1)	820-1 765 (800-1)	820-2 765 (800-2)	820-2 765 (800-2)

MIRL Rwy 9-27 **1**



75°45'0"W

39°15'0"N



TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **DOVER/CHESWOLD**

STATE: **DE**

AIRPORT NAME: **DELAWARE AIRPARK**

ID: **K33N**

PROCEDURE: **RNAV (GPS) RWY 9**

AMDT: **ORIG**

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>3.06</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>073.26</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>84</u> |
| 5. Distance from | <u>THLD</u> | to 1500' point | <u>4.86</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>073.26</u> |
| 8. High Terrain in | <u>FINAL</u> | segment containing 1500' point | <u>84</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>391301.36N / 0753627.23W</u> | | |
| 10. ARP Coordinates | <u>391307.32N / 0753601.67W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>9</u> | |
| | Distance | <u>0.35</u> | NM |
| 12. FAF Coordinates | <u>391133.99N / 0754241.35W</u> | | |

REMARKS: Approach/Drawing attached.

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

Date

Ben Clendaniel
Delaware Airpark
127 Durham Lane
Dover, DE 19904

Dear Mr. Clendaniel:

The Federal Aviation Administration plans to establish an RNAV (GPS) Instrument Approach Procedure (IAP) to Runway(s) 9 and 27 ORIG at Delaware Airpark (K33N) Dover/Cheswold, DE. 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 objection

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: The approach is in development for a new runway that meets FAA obstruction criteria

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: The approach is in development for a new runway that meets FAA obstruction criteria

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?

World like development of LPV capability with DA

5. What improvements would you like to see in the design of instrument procedures at your airport?
Explain: N/A

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

7. If you have had recent changes to Non-Fed VGSI (PAPI/VASI) approach aids; please fill out the attached VGSI Checklist. The new runway will have non-Fed PAPIs for Rwy's 9/27

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. YES

9. Are you aware of any pending airport projects affecting the runways (extensions, painting, displacement for RSA's, etc)? N/A NEW Runway being developed

If you need assistance in filling out the enclosures or you have any questions, please call Jerry Lebar at 404-305-5953.

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: Delaware Airpark (K33N), Dover/Cheswold, DE

Projects/Actions: RNAV (GPS) ORIG RWY 9

Prepared by: Benjamin S. Clendone Signature: _____

Date: 07/26/2016

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	NEW Runway being developed under existing AIP.
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	
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 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	

**Delaware Airpark (K33N) Dover/Cheswold, DE
RNAV (GPS) RWY # 9**

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

Airport: Delaware Airpark (K33N), Dover/Cheswold, DE

Projects/Actions: RNAV (GPS) ORIG RWY 27

Prepared by: Benjamin S. Clendaniel Signature: _____

Date: 07/26/2016

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	New Runway being developed UNDER AIP.
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	
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 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	

Delaware Airpark (K33N) Dover/Cheswold, DE
RNAV (GPS) RWY # 27