


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 10/01/2015	<b>Task #:</b> 2015092511133601001	<b>Request #:</b> 20150925111336
<b>Procedure:</b> RNAV (GPS) RWY 22 AMDT 1			<b>Airport ID:</b> KCFJ	<b>Airport:</b> CRAWFORDSVILLE MUNI		<b>Reimbursable #:</b> NO
<b>City:</b> CRAWFORDSVILLE	<b>ST:</b> IN	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 11/10/2016		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> PABLO ORTIZ	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	05/17/2016					
<b>QA:</b>						
<b>Liaison:</b>						
<b>Procedure Comments:</b> ENROUTE-NON <b>Remark Type:</b> INFORMATION  ASSIGNED MAG/VAR FWA NDB : OLD 2W - NEW 4W KCFJ: OLD 2W - NEW 4W  PENDING DATA USED FOR KCFJ AIRPORT AND RUNWAYS PENDING DATA USED FOR FWA NDB  CONTACT MANAGERS: JACOB POWERS AJV-5421/PETER GETZ AJV-5422/THOMAS KIRKPATRICK, AJV-5423, 405.954.8702/4919/0654						

# RNAV (GPS) RWY 22

**MISSED APPROACH:**  
Climb to 2700 direct  
YONUG and hold.

UNICOM  
122.8 (CTAF) **L**

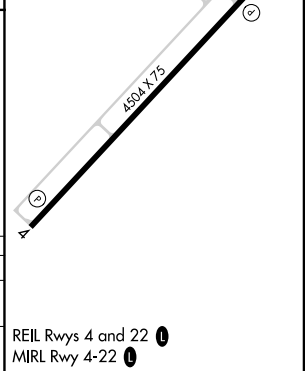
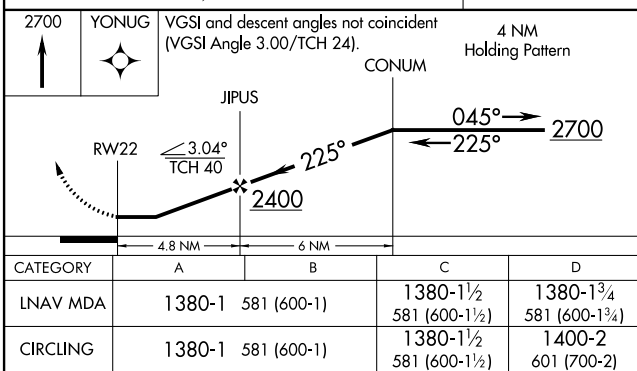
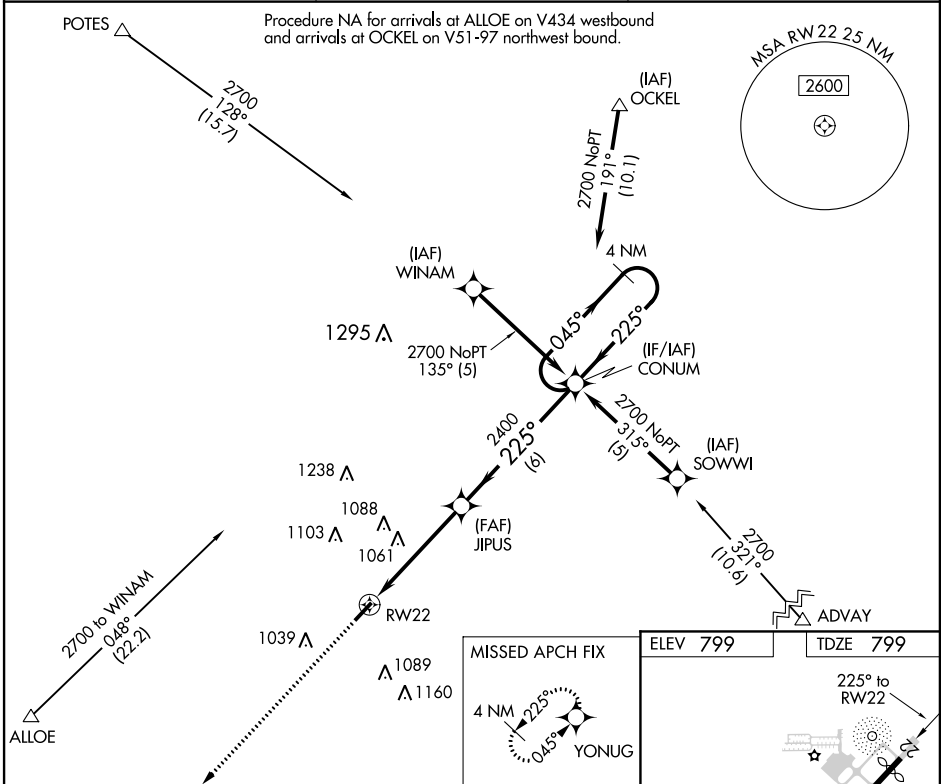
RNAV (GPS) RWY 22

APP CRS	Rwy Idg	4302
225°	TDZE	799
	Apt Elev	799

RNAV (GPS) RWY 22  
CRAWFORDSVILLE MUNI (CFJ)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Putnam County altimeter setting, when not received use Indianapolis Intl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2700 direct YONUG and hold.</p>
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AWOS-3PT 125.65	INDIANAPOLIS APP CON 119.05 317.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	581 (600-1)	1380-1½ 581 (600-1½)	1380-1¾ 581 (600-1¾)
CIRCLING	1380-1	581 (600-1)	1380-1½ 581 (600-1½)	1400-2 601 (700-2)

CRAWFORDSVILLE, INDIANA  
Orig 03JUN10  
39°59'N-86°55'W  
CRAWFORDSVILLE MUNI (CFJ)  
RNAV (GPS) RWY 22

EC-2, 21 JUL 2016 to 18 AUG 2016

EC-2, 21 JUL 2016 to 18 AUG 2016

# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **CRAWFORDSVILLE**

STATE: **IN**

AIRPORT NAME: **CRAWFORDSVILLE MUNI**

ID: **KCFJ**

PROCEDURE: **RNAV (GPS) RWY 22**

AMDT: **1**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

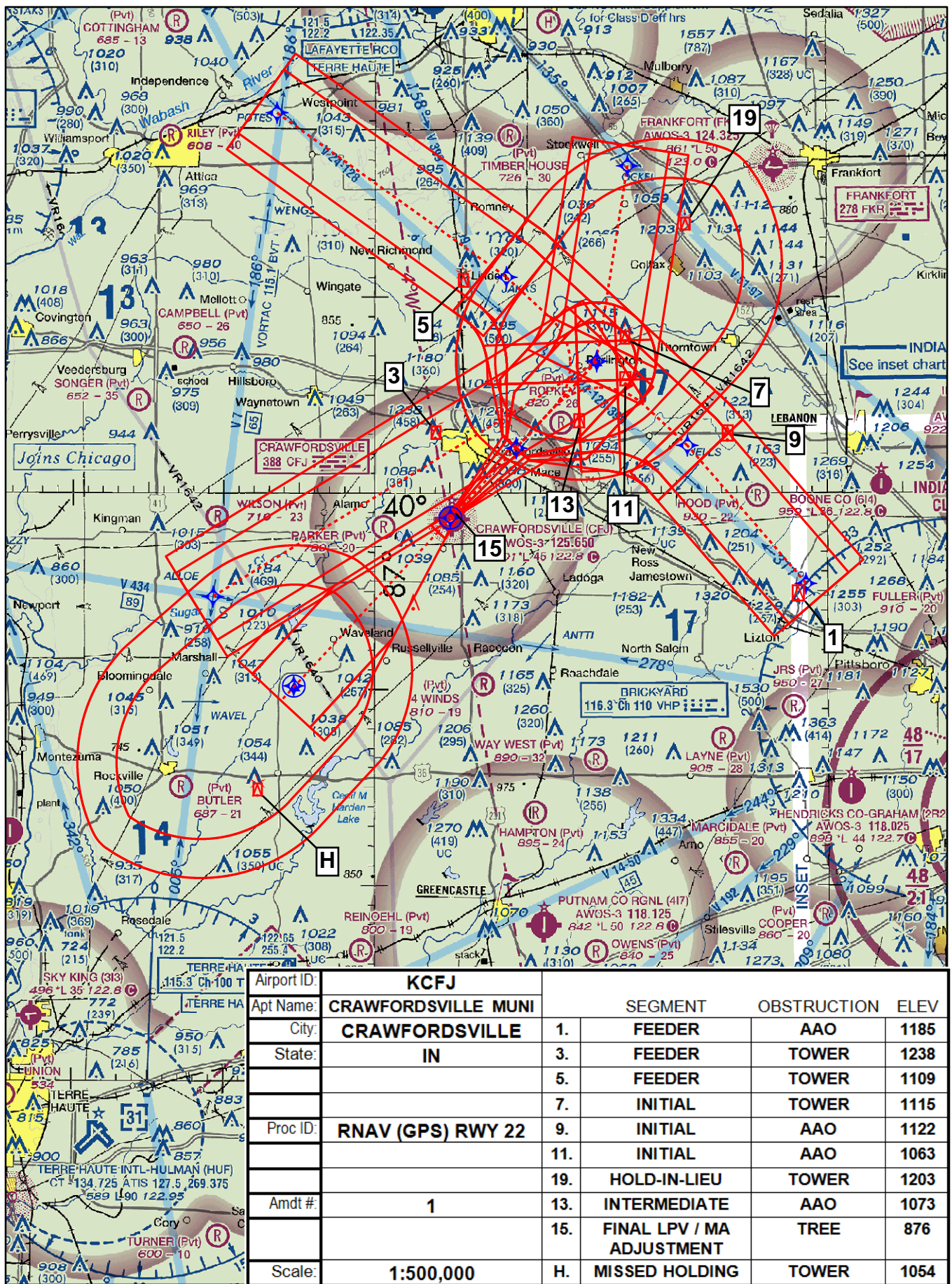
**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

- |   |                                  |                                |               |
|---|----------------------------------|--------------------------------|---------------|
| 1. Distance from  | <u>THLD</u>                      | to 1000' point                 | <u>3.02</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>222.97</u> |
| 4. High Terrain in  | <u>FINAL</u>                     | segment containing 1000' point | <u>839</u>    |
| 5. Distance from  | <u>THLD</u>                      | to 1500' point                 | <u>4.67</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>222.97</u> |
| 8. High Terrain in  | <u>FINAL</u>                     | segment containing 1500' point | <u>839</u>    |
| 9. Threshold Coordinates (if straight-in) ...   | <u>*395844.94N / 0865456.18W</u> |                                |               |
| 10. ARP Coordinates .....   | <u>395828.70N / 0865515.90W</u>  |                                |               |
| 11. Runway Approach End and distance furthest from ARP .....                              | RWY                              | <u>4</u>                       |               |
|   | Distance                         | <u>0.45</u>                    | NM            |
| 12. FAF Coordinates .....   | <u>400218.96N / 0865037.16W</u>  |                                |               |

**REMARKS: Approach/Drawing attached.**

\* DISPLACED THRESHOLD

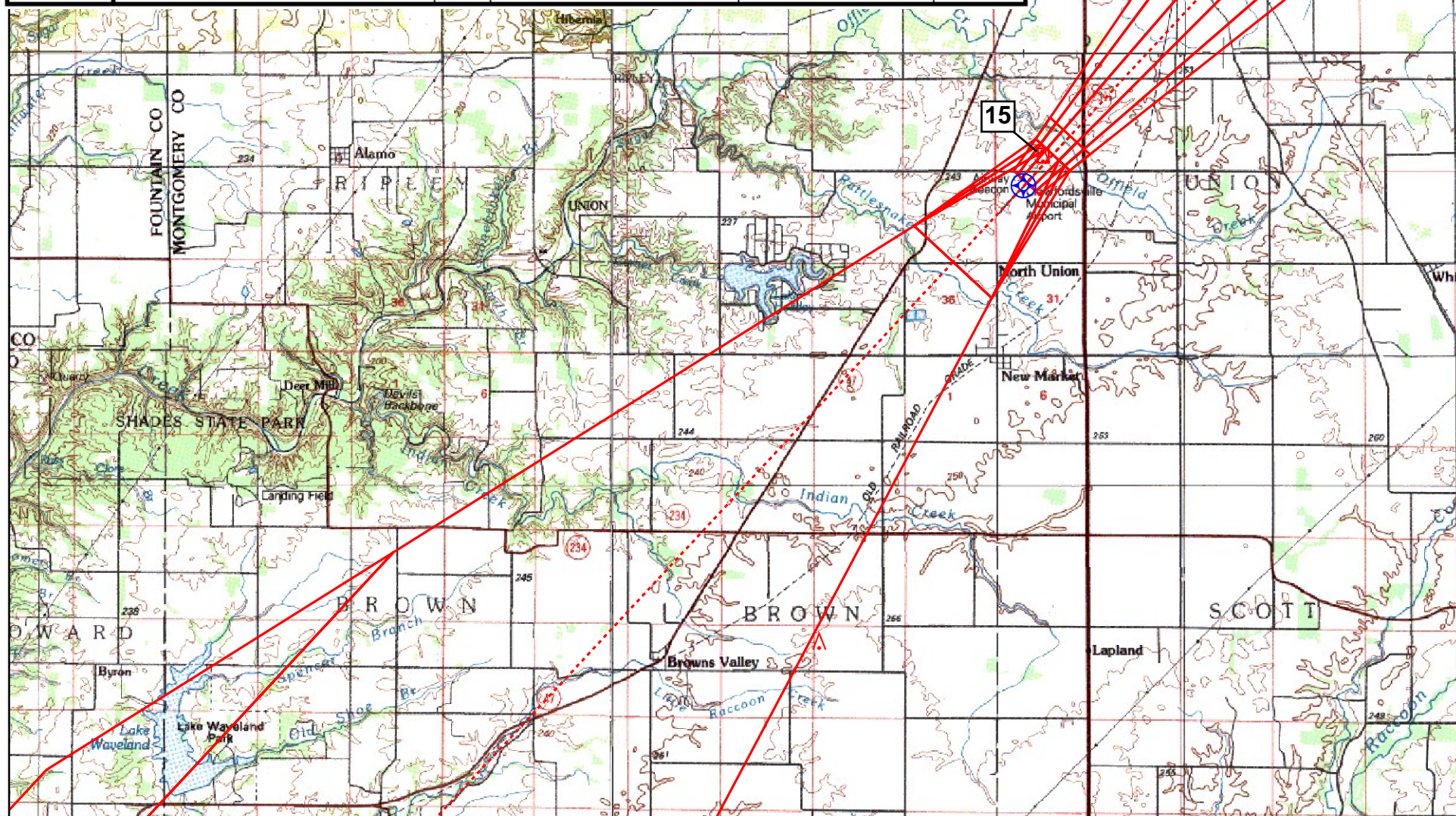




Airport ID:	<b>KCFJ</b>				
Apt Name:	<b>CRAWFORDSVILLE MUNI</b>				
City:	<b>CRAWFORDSVILLE</b>	1.	<b>FEEDER</b>	<b>AAO</b>	<b>1185</b>
State:	<b>IN</b>	3.	<b>FEEDER</b>	<b>TOWER</b>	<b>1238</b>
		5.	<b>FEEDER</b>	<b>TOWER</b>	<b>1109</b>
		7.	<b>INITIAL</b>	<b>TOWER</b>	<b>1115</b>
Proc ID:	<b>RNAV (GPS) RWY 22</b>	9.	<b>INITIAL</b>	<b>AAO</b>	<b>1122</b>
		11.	<b>INITIAL</b>	<b>AAO</b>	<b>1063</b>
		19.	<b>HOLD-IN-LIEU</b>	<b>TOWER</b>	<b>1203</b>
Amdt #:	<b>1</b>	13.	<b>INTERMEDIATE</b>	<b>AAO</b>	<b>1073</b>
		15.	<b>FINAL LPV / MA ADJUSTMENT</b>	<b>TREE</b>	<b>876</b>
Scale:	<b>1:500,000</b>	H.	<b>MISSED HOLDING</b>	<b>TOWER</b>	<b>1054</b>

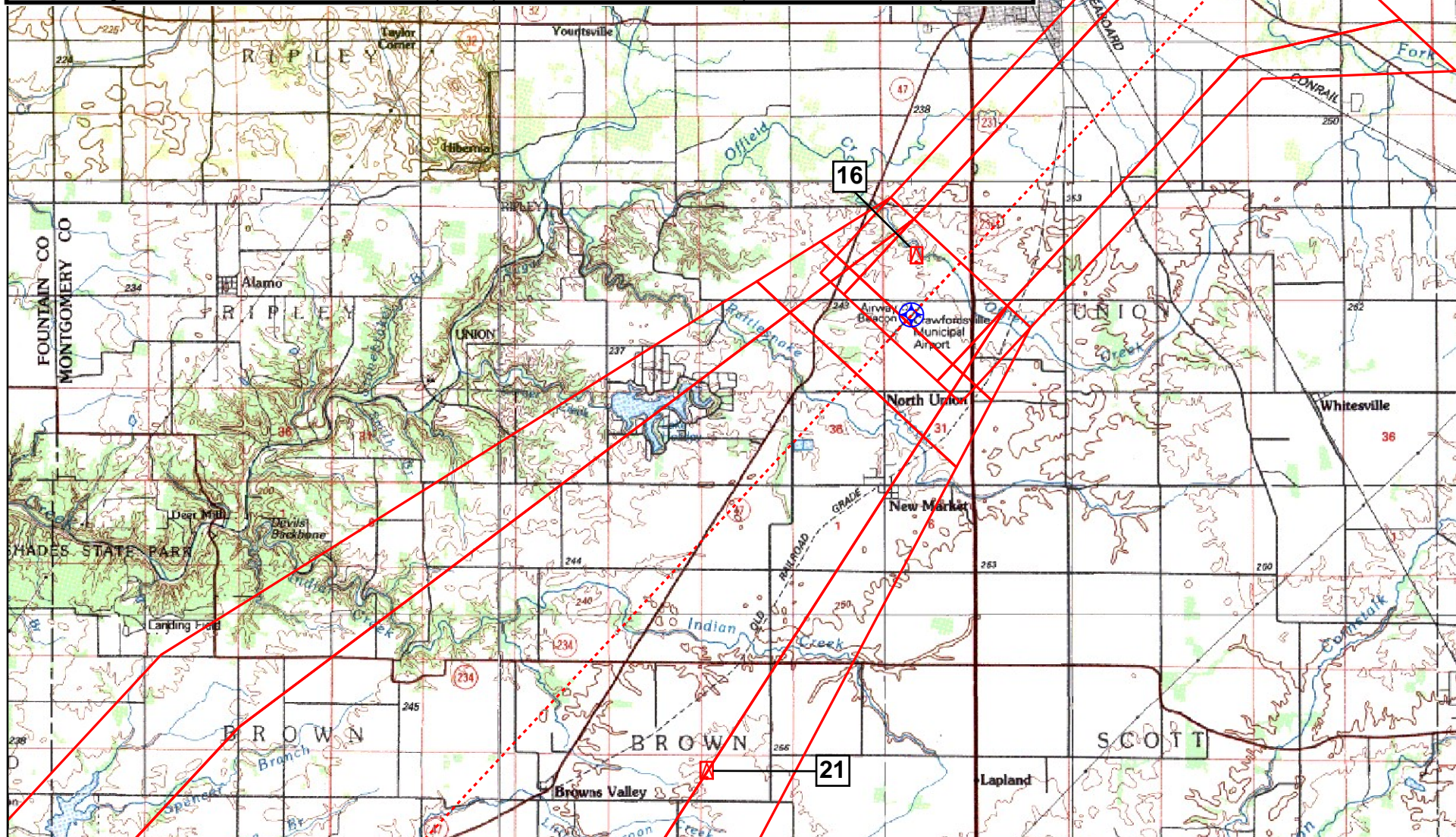


Airport ID:	<b>KCFJ</b>				
Apt Name:	<b>CRAWFORDSVILLE MUNI</b>				
City:	<b>CRAWFORDSVILLE</b>	<b>15.</b>	<b>FINAL LPV / MA ADJUSTMENT</b>	<b>TREE</b>	<b>876</b>
State:	<b>IN</b>				
Proc ID:	<b>RNAV (GPS) RWY 22</b>				
Amdt #:	<b>1</b>				
Scale:	<b>1:100,000</b>				



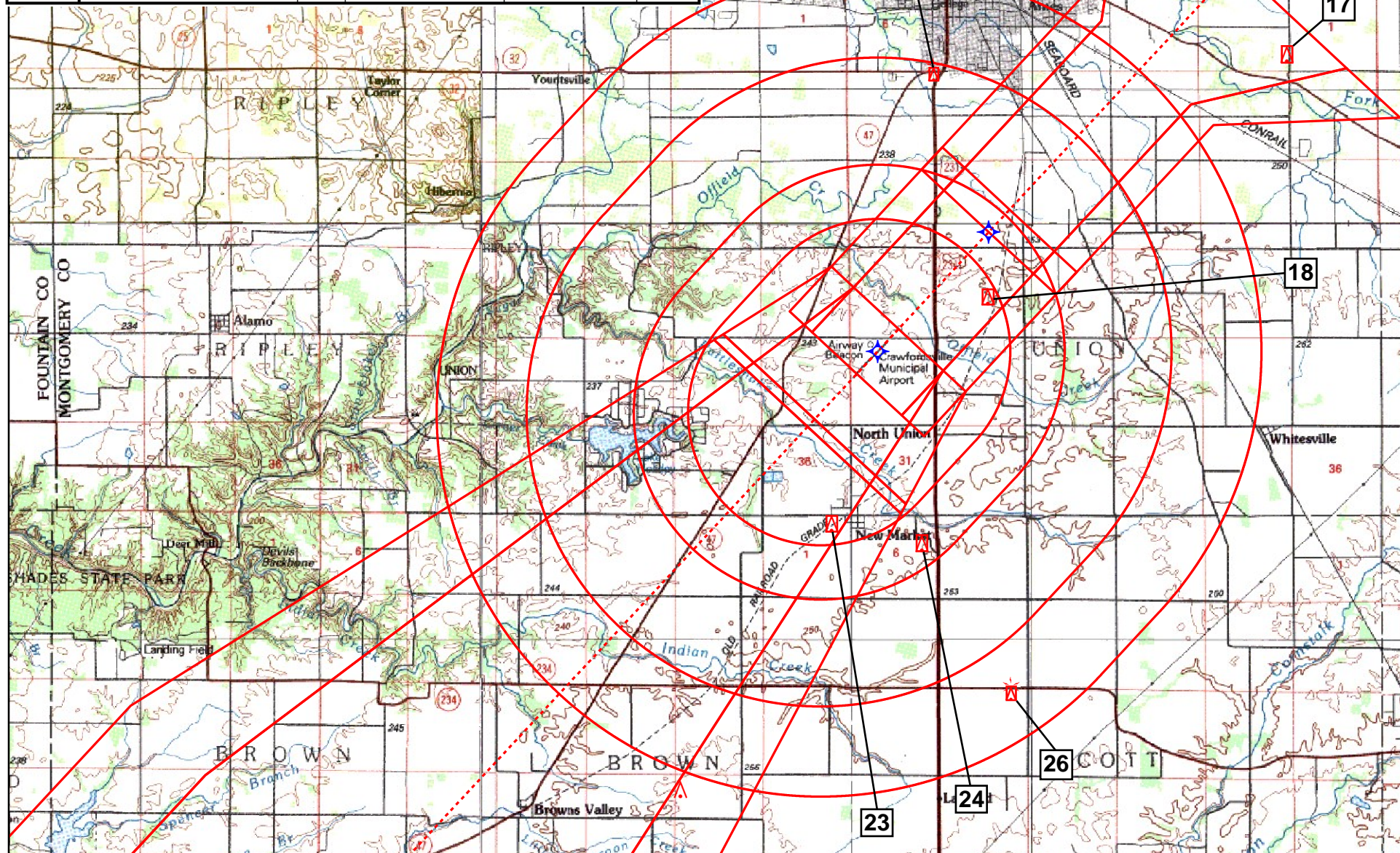


Airport ID:	<b>KCFJ</b>				
Apt Name:	<b>CRAWFORDSVILLE MUNI</b>				
City:	<b>CRAWFORDSVILLE</b>	16.	<b>FINAL LNAV/VNAV</b>	<b>TREE</b>	<b>902</b>
State:	<b>IN</b>	21.	<b>MISSED LVL SFC</b>	<b>AAO</b>	<b>1063</b>
Proc ID:	<b>RNAV (GPS) RWY 22</b>				
Amdt #:	<b>1</b>				
Scale:	<b>1:500,000</b>				





irport ID:	<b>KCFJ</b>				
Apt Name:	<b>CRAWFORDSVILLE MUNI</b>		SEGMENT	OBSTRUCTION	ELEV
City:	<b>CRAWFORDSVILLE</b>	17.	<b>FINAL LNAV</b>	<b>AAO</b>	<b>1029</b>
State:	<b>IN</b>	18.	<b>FINAL LNAV STEP</b>	<b>TREE</b>	<b>927</b>
Proc ID:	<b>RNAV (GPS) RWY 22</b>	23.	<b>CIRC CAT A</b>	<b>TANK</b>	<b>932</b>
Amdt #:	<b>1</b>	24.	<b>CIRC CAT B</b>	<b>ANT</b>	<b>955</b>
		25.	<b>CIRC CAT C</b>	<b>TOWER</b>	<b>1088</b>
Scale:	<b>1:100,000</b>	26.	<b>CIRC CAT D</b>	<b>TOWER</b>	<b>1160</b>





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

Airport: Crawfordsville Municipal Airport (CFJ), IN. Project/Action: RNAV Rwy 22

Preparer: Tony McMichael Signature: Tony McMichael Date: 01/22/2016

Circumstance	Impact Potential		Comments / Follow-up See attached comments if needed.
	Yes	No	
<b>Effect on Section 106 Historic Properties</b> 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	
<b>Effect on DOT Act, Section (4)(f) Lands</b> If no land is being taken, or used by the proposed action, it may be considered that there is no impact potential.		X	
<b>Controversy on Environmental Grounds</b> If no controversy is known or expected based on the proposed action, it may be considered that there is no impact potential.		X	
<b>Effect on Natural Systems</b> 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	
<b>Effect on Endangered Species</b> 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	
<b>Effect on Wetlands</b> 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	
<b>Effect on Floodplains</b> 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	
<b>Effect on Coastal Zones</b> 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	
<b>Effect on Prime/Unique Farmland</b> 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	
<b>Effect on Energy/Resources</b> If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		X	
<b>Controversy Regarding Relocation Housing</b> 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		
	Yes	No	
<b>Traffic Congestion</b> 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	
<b>Effect on Noise Levels in Noise Sensitive Areas</b> Refer to your letter to us in response to the fifth paragraph of our Environmental Impact Study/Assessment letter to you.		X	
<b>Effect on Air Quality</b> 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	
<b>Effect on Water Quality</b> 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	
<b>Contains/Affects Hazardous Materials</b> If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential.		X	
<b>Land Use Conflicts</b> 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	
<b>Induced Impacts</b> If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.		X	
<b>Wild and Scenic Rivers</b> 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	
<b>Cumulative Impacts</b> If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential.		X	
<b>Inconsistent with Other Environmental Laws</b> If the proposed action is not inconsistent with other environmental laws, it may be considered that there is no impact potential.		X	
<b>Environmental Justice</b> 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	
<b>Helicopter Tracks Over Major Thoroughfares</b> 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	