


|   |               |                                |   |   |                                       |                                     |
|---|---------------|--------------------------------|---|---|---------------------------------------|-------------------------------------|
| <b>Flight Procedure Tracking Form</b>   |               | <b>Action:</b><br>FLIGHT CHECK | <b>Task Type:</b><br>IAP                | <b>Date Open:</b><br>10/01/2015   | <b>Task #:</b><br>2015092511133601002 | <b>Request #:</b><br>20150925111336 |
| <b>Procedure:</b> RNAV (GPS) RWY 4 AMDT 1   |               |                                | <b>Airport ID:</b><br>KCFJ              | <b>Airport:</b><br>CRAWFORDSVILLE MUNI  |                                       | <b>Reimbursable #:</b><br>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<br>FWA NDB : OLD 2W - NEW 4W<br>KCFJ: OLD 2W - NEW 4W<br><br>PENDING DATA USED FOR KCFJ AIRPORT AND RUNWAYS<br>PENDING DATA USED FOR FWA NDB<br><br>CONTACT MANAGERS: JACOB POWERS AJV-5421/PETER GETZ AJV-5422/THOMAS KIRKPATRICK, AJV-5423, 405.954.8702/4919/0654 |               |                                |   |   |                                       |                                     |

# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **CRAWFORDSVILLE**

STATE: **IN**

AIRPORT NAME: **CRAWFORDSVILLE MUNI**

ID: **KCFJ**

PROCEDURE: **RNAV (GPS) RWY 4**

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>042.86</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>4.68</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>042.86</u> |
| 8. High Terrain in  | <u>FINAL</u>                    | segment containing 1500' point | <u>839</u>    |
| 9. Threshold Coordinates (if straight-in) ...   | <u>395808.74N / 0865539.93W</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>395432.86N / 0870000.42W</u> |                                |               |

**REMARKS: Approach/Drawing attached.**

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82739</b><br><b>W04A</b> | APP CRS<br><b>047°</b> | Rwy Idg <b>4504</b><br>TDZE <b>797</b><br>Apt Elev <b>800</b> |
|--|------------------------|---|

RNAV (GPS) RWY 4

CRAWFORDSVILLE MUNI (CFJ)

⚠

Baro-VNAV NA when using GREENCASTLE altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use GREENCASTLE altimeter setting: increase LPV DA to 1128 feet and all visibilities ¼ SM; LNAV/VNAV DA to 1118 feet and all visibilities ¼ SM; increase all MDA 60 feet and Circling Cats C and D visibilities ¼ SM. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct CONUM and hold.

|                           |   |                                 |
|---------------------------|---|---------------------------------|
| AWOS-3PT<br><b>125.65</b> | INDIANAPOLIS APP CON<br><b>119.05 317.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------|---|---------------------------------|

PROTOTYPE-NOT FOR NAVIGATION

Procedure NA for arrivals on TTH VORTAC airway radials 303 CW 077.

4 NM Holding Pattern

GP 3.00° TCH 40

| CATEGORY     | A                      | B                        | C                        | D                        |
|--------------|------------------------|--------------------------|--------------------------|--------------------------|
| LPV DA       | 1076-7⁄8 279 (300-7⁄8) |                          |                          |                          |
| LNAV/VNAV DA | 1066-7⁄8 269 (300-7⁄8) |                          |                          |                          |
| LNAV MDA     | 1240-1 443 (500-1)     | 1240-13⁄8 443 (500-13⁄8) |                          |                          |
| CIRCLING     | 1240-1 440 (500-1)     | 1260-1 460 (500-1)       | 1440-13⁄4 640 (700-13⁄4) | 1520-21⁄4 720 (800-21⁄4) |

ELEV 800 TDZE 797

REIL Rwy 4 and 22 0  
MRL Rwy 4-22 0

CRAWFORDSVILLE, INDIANA  
Amdt 1 FIG

39°59'N-86°55'W

CRAWFORDSVILLE MUNI (CFJ)

RNAV (GPS) RWY 4

AL-6014 (FAA)

CRAWFORDSVILLE, INDIANA

13122

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>045°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4504</b><br><b>797</b><br><b>799</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 4

## CRAWFORDSVILLE MUNI (CFJ)

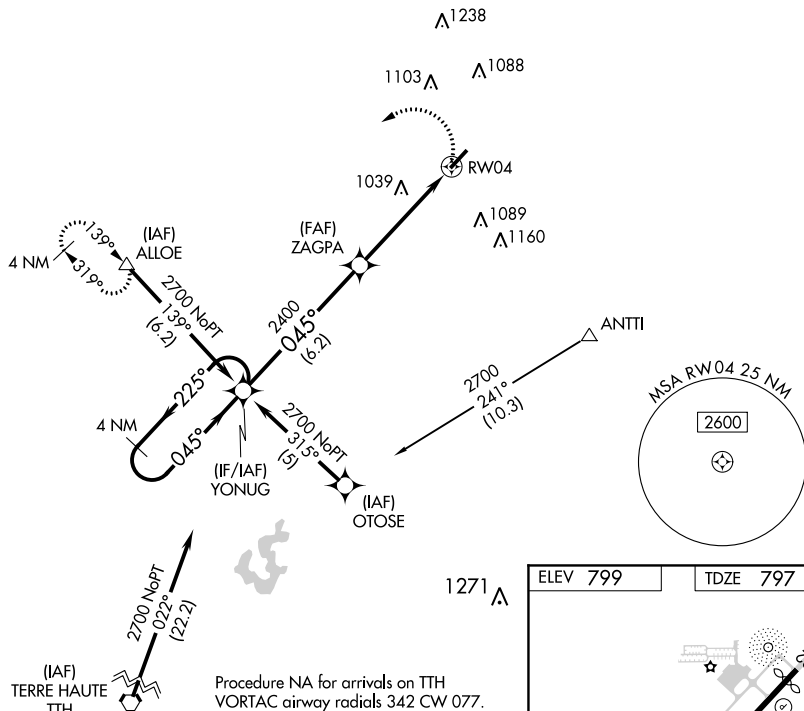


DME/DME RNP-0.3 NA. Use Putnam County altimeter setting, when not received, use Indianapolis Intl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2700 direct ALLOE and hold.

AWOS-3PT  
**125.65**

INDIANAPOLIS APP CON  
119.05 317.8

UNICOM  
122.8 (CTAF) **L**4 NM  
Holding Pattern

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 24).

2700

---

$$\underline{2700} \xleftarrow[0.45^\circ]{225^\circ}$$

A diagram showing a corner joint between two plates. A fillet weld is applied to the joint, with the weld angle labeled as  $045^\circ$ .

ZAGPA

1

$$\frac{3.04^\circ}{\text{TCU } 40}$$

RW04

← 62

← 49 N

045° to  
RW04

| CATEGORY |
|----------|
|----------|

---

A

---

|  |  |      |
|--|--|------|
|  |  | SIZE |
|  |  | B    |

C

D

LNAV MDA

136

563 (600-1)

563 (600-1½)

563 (600-1 $\frac{3}{4}$ )

REIL Rwy 4 and 22 (L)  
MIRL Rwy 4-22 (L)

CRAWFORDSVILLE, INDIANA  
Orig 03JUN10

39°59'N-86°55'W

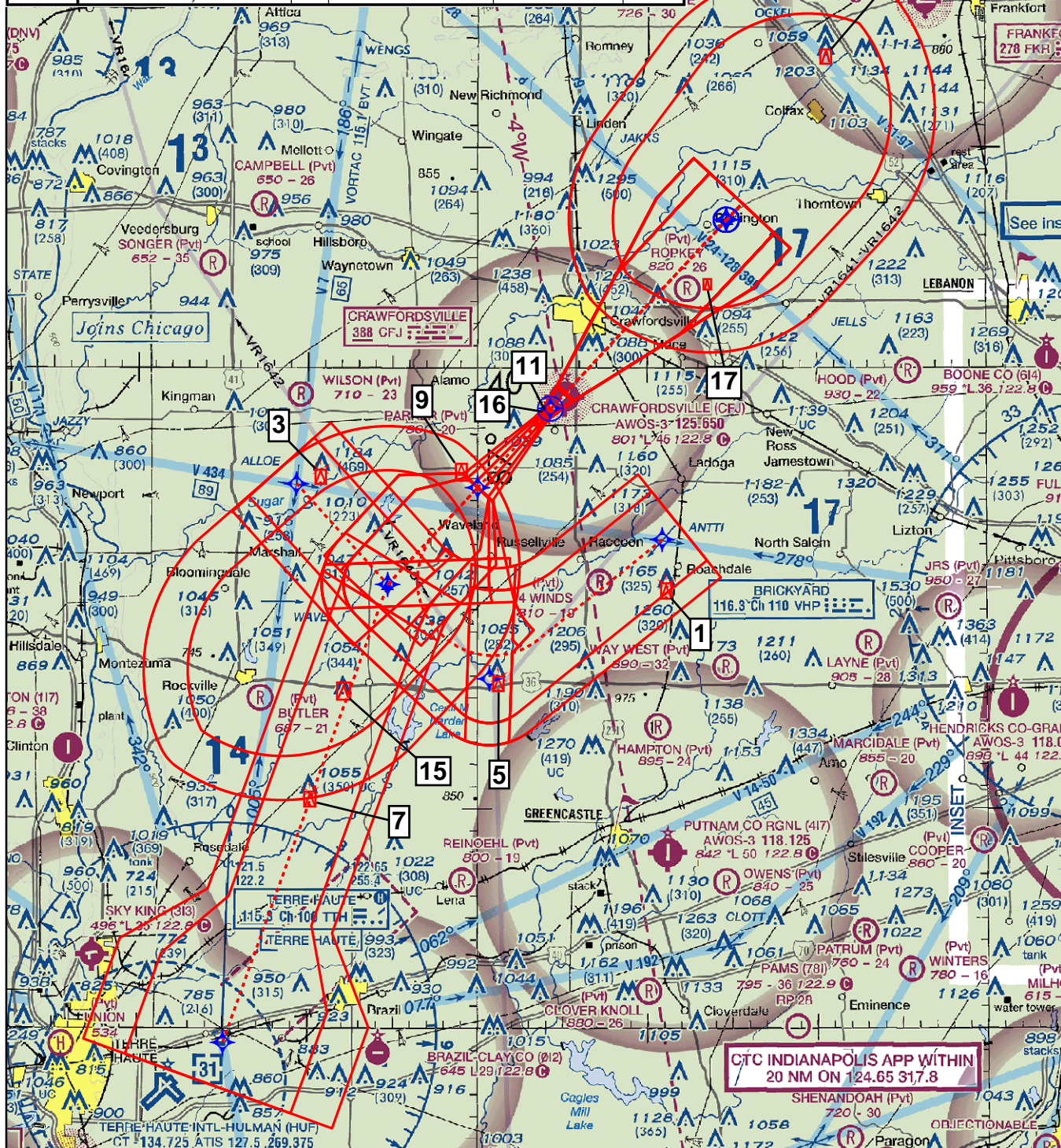
CRAWFORDSVILLE MUNI (CFJ)  
RNAV (GPS) RWY 4

EC-2, 23 JUN 2016 to 21 JUL 2016

EC-2, 23 JUN 2016 to 21 JUL 2016

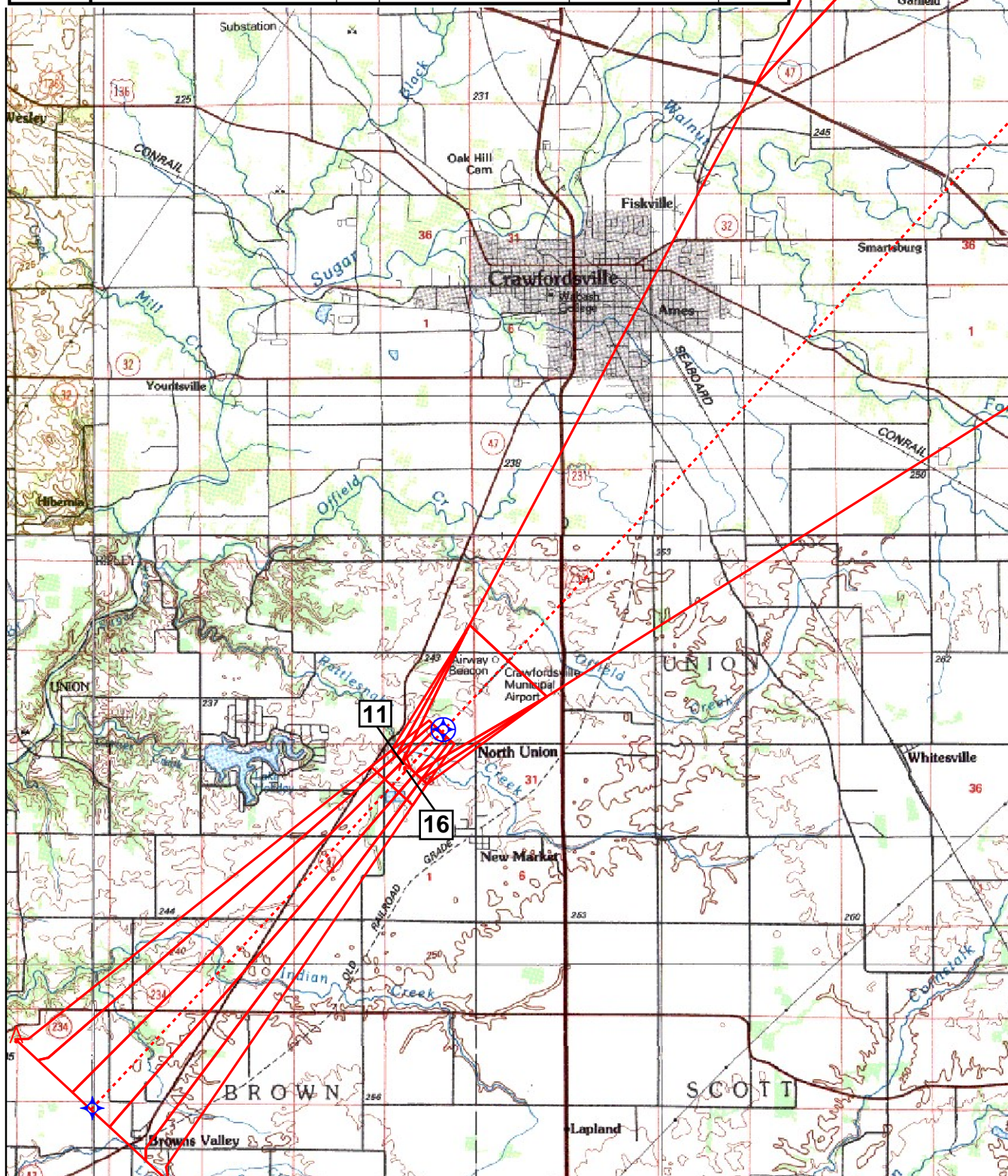


|             |                     |         |                |             |      |
|-------------|---------------------|---------|----------------|-------------|------|
| Airport ID: | KCFJ                |         |                |             |      |
| Apt Name:   | CRAWFORDSVILLE MUNI | SEGMENT |                | OBSTRUCTION | ELEV |
| City:       | CRAWFORDSVILLE      | 1.      | FEEDER         | TOWER       | 1165 |
| State:      | IN                  | 3.      | FEEDER         | TOWER       | 1184 |
|             |                     | 5.      | INITIAL        | TOWER       | 1085 |
|             |                     | 7.      | INITIAL        | TOWER       | 1055 |
|             |                     | 15.     | HOLD-IN-LIEU   | TOWER       | 1054 |
| Proc ID:    | RNAV (GPS) RWY 4    | 9.      | INTERMEDIATE   | AAO         | 1044 |
|             |                     | 11.     | FINAL LPV      | TREE        | 879  |
| Amdt #      | 1                   | 16.     | MA ADJUSTMENT  | TREE        | 877  |
|             |                     | 17.     | MISSED LVL SFC | AAO         | 1073 |
| Scale:      | 1:500,000           | H.      | MISSED HOLDING | TOWER       | 1203 |



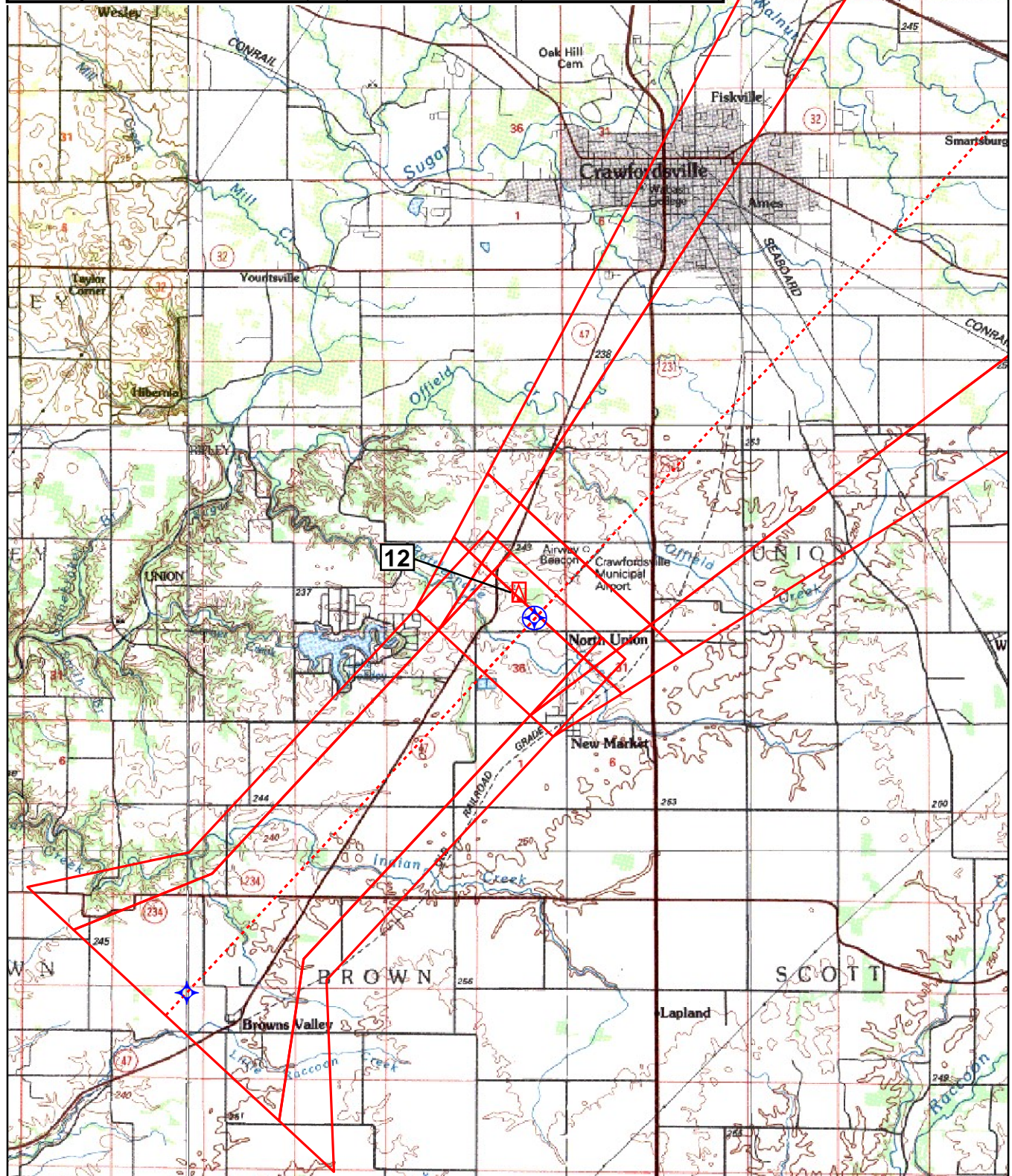


|             |                            |     |                      |             |            |
|-------------|----------------------------|-----|----------------------|-------------|------------|
| Airport ID: | <b>KCFJ</b>                |     |                      |             |            |
| Apt Name:   | <b>CRAWFORDSVILLE MUNI</b> |     | SEGMENT              | OBSTRUCTION | ELEV       |
| City:       | <b>CRAWFORDSVILLE</b>      | 11. | <b>FINAL LPV</b>     | <b>TREE</b> | <b>879</b> |
| State:      | <b>IN</b>                  | 16. | <b>MA ADJUSTMENT</b> | <b>TREE</b> | <b>877</b> |
| Proc ID:    | <b>RNAV (GPS) RWY 4</b>    |     |                      |             |            |
| Amdt #:     | <b>1</b>                   |     |                      |             |            |
| Scale:      | <b>1:100,000</b>           |     |                      |             |            |



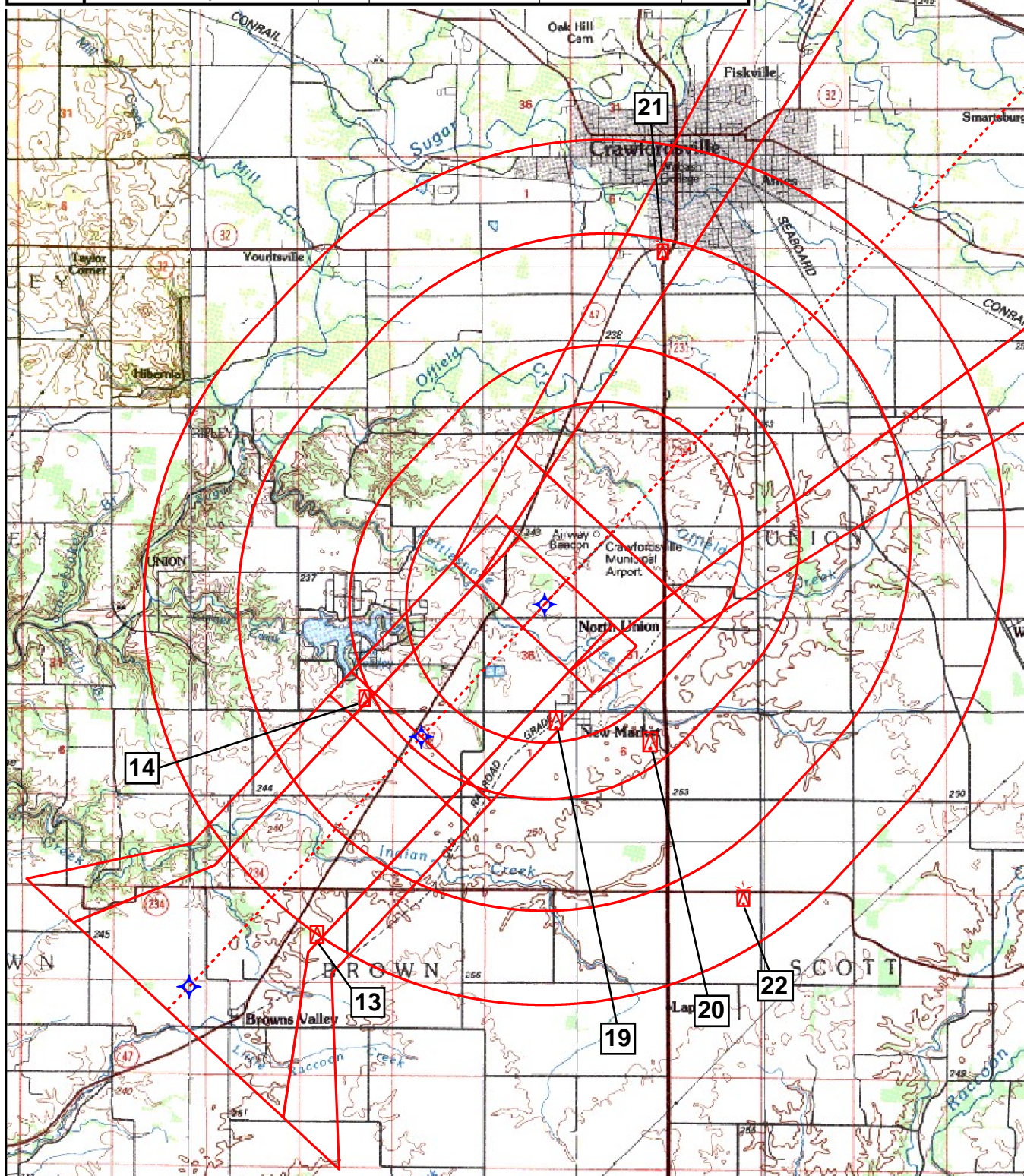


|             |                     |                     |             |      |
|-------------|---------------------|---------------------|-------------|------|
| Airport ID: | KCFJ                |                     |             |      |
| Apt Name:   | CRAWFORDSVILLE MUNI | SEGMENT             | OBSTRUCTION | ELEV |
| City:       | CRAWFORDSVILLE      | 12. FINAL LNAV/VNAV | TREE        | 905  |
| State:      | IN                  |                     |             |      |
| Proc ID:    | RNAV (GPS) RWY 4    |                     |             |      |
| Amdt #:     | 1                   |                     |             |      |
| Scale:      | 1:500,000           |                     |             |      |





|             |                            |     |                 |             |      |
|-------------|----------------------------|-----|-----------------|-------------|------|
| airport ID: | <b>KCFJ</b>                |     |                 |             |      |
| Apt Name:   | <b>CRAWFORDSVILLE MUNI</b> |     | SEGMENT         | OBSTRUCTION | ELEV |
| City:       | <b>CRAWFORDSVILLE</b>      | 13. | FINAL LNAV      | AAO         | 1039 |
|             |                            | 14. | FINAL LNAV STEP | TOWER       | 1039 |
| State:      | <b>IN</b>                  | 19. | CIRC CAT A      | TANK        | 932  |
| Proc ID:    | <b>RNAV (GPS) RWY 4</b>    | 20. | CIRC CAT B      | ANT         | 955  |
| Amdt #:     | <b>1</b>                   | 21. | CIRC CAT C      | TOWER       | 1088 |
| Scale:      | <b>1:100,000</b>           | 22. | CIRC CAT D      | TOWER       | 1160 |



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

Airport: Crawfordsville Municipal Airport (CFJ), IN. Project/Action: RNAV Rwy 4

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

| Circumstance   | Impact Potential |    | Comments / Follow-up<br>See attached comments if needed. |
|--|------------------|----|--|
|  | Yes              | No |  |
| <b>Effect on Section 106 Historic Properties</b><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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><br>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  |  |