

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 10/30/2015	Task #: 2015103026233901002	Request #: 20151030262339	
Procedure: APPROACH RNAV (GPS) RWY 35 ORIG			Airport ID: K3K8	Airport: COMANCHE COUNTY		Reimbursable #: NO	
City: COLDWATER	ST: KS	GPS #:	Estimated Chart Date: 07/21/2016		FICO #:		
Fac ID: N/A		Fac. Type:			Specialist: DAN CAIRNS		
Procedure Review							
	Rec'd	Rel'd	Full Name	Comments			
Lead:	12/16/2015						
QA:							CWS 4/22/16
Liaison:							
Procedure Comments:			Remark Type: INFORMATION				
VFR TO IFR AIRPORT. ASSIGNED MAG VAR: K3K8: OLD 8E-NEW 5E. CONTACT: JACOB POWERS/PETE GETZ, AJV-5423 LEADS, 405.954.8702/4919.							

FIPC BASIC FORM										
PROCEDURE: RNAV (GPS) RWY 35 ORIG			AIRPORT NAME: COMANCHE COUNTY		AIRPORT ID: K3K8		SPECIAL CONTROL NO: OG-04-370-16			
FAC ID: K3K835		CITY: COLDWATER			ST: KS		ORIG CHART DATE: 07/21/2016			
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0598		PTS TASK ID:					
PREFLIGHT NOTES										
REVIEWER:					DATE:					
COMMENTS: There is a 424 coding issue with IDICU to GECKS and JANAX to GECKS transitions - they will not load in the FMS. This issue was found by Matt Johnson prior to takeoff. With exception of the above mentioned issue - the procedure flew fine and is satisfactory. Provided the CRC remainder does not change the two feeders that need to be recoded should be able to					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT					
									YES	NO
					CPV COMPLETE?					X
PROCEDURE RESULTS										
INSPECTION DATE: 05/10/2016		CREW #: VN291	N #: N89	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT			ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input checked="" type="checkbox"/> UNSAT			
FLIGHT INSPECTOR SIGNATURE: joel laplante @ 05/16/2016 15:21			PRINTED NAME: LAPLANTE, JOEL DONALD					NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
FLIGHT INSPECTOR REMARKS:										
IN-FLIGHT OBSTACLE REPORT										
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:			

CHECKLIST OF EXTRAORDINARY CIRCUMSTANCES IN SUPPORT OF A CATEGORICAL EXCLUSION (CE) DETERMINATION:Airport: Commanche County Airport (3K8), KS. Project/Action: RNAV Rwy 35Preparer: David Buzzell Signature: [Signature] Date: 12/14 /2015

Circumstance	Impact Potential		<u>Comments</u> / 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.		X	
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		Circumstance		Impact Potential	
	Yes	No			Yes	No
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				

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: COLDWATER

STATE: KS

AIRPORT NAME: COMANCHE COUNTY

ID: K3K8

PROCEDURE: RNAV (GPS) RWY 35

AMDT: ORIG

DOCKET # : 15-ACE-6

(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 | THLD | to 1000' point | 3.06 |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | FINAL | segment at 1000' point | 1.20 |
| <small>(Enter appropriate segment , final, intermediate, etc.)</small> | | | |
| 3. True Course of | FINAL | segment containing 1000' point | 355.30 |
| 4. High Terrain in | FINAL | segment containing 1000' point | 2139 |
| 5. Distance from | THLD | to 1500' point | 4.63 |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | FINAL | segment at 1500' point | 2.13 |
| 7. True Course of | FINAL | segment containing 1500' point | 355.30 |
| 8. High Terrain in | FINAL | segment containing 1500' point | 2139 |
| 9. Threshold Coordinates (if straight-in) ... | 371300.12N | / | 0991953.05W |
| 10. ARP Coordinates | 371322.30N | / | 0991955.30W |
| 11. Runway Approach End and distance furthest from ARP.....RWY | | | 35 |
| | | Distance | 0.37 NM |
| 12. FAF Coordinates | 370820.79N | / | 0991924.36W |
| <small>(Click to Select)</small> | | | |

REMARKS:

TAA: STRAIGHT-IN: IF/IAF GECKS: 370031.13N/0991836.28W LEFT BASE: IDICU: 365631.57N/0992547.07W
RIGHT BASE: JANAX: 365731.08N/0991042.55W. 30 NM RADIUS.

FIG

RNAV (GPS) RWY 35

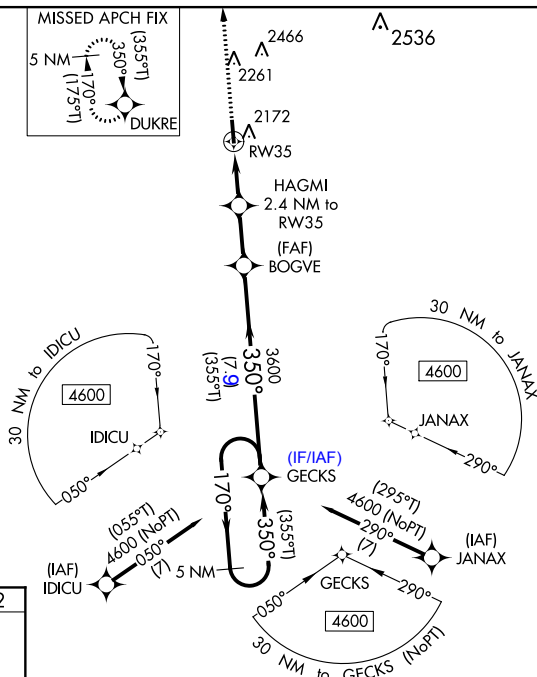
COMANCHE COUNTY (3K8)

WAAS CH 86839 W35A	APP CRS 350°	Rwy Idg 4500 TDZE 2082 Apt Elev 2086
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<p>V BARO-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Pratt altimeter setting; when not received use Dodge City altimeter setting and increase LPV DA to 2506 and LNAV/VNAV DA to 2524 feet and all MDA 80 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cat C visibility 1/8 mile, and increase Circling Cat C visibility 1/4 mile.</p>	<p>MISSED APPROACH: Climb to 4600 direct DUKRE and hold.</p>
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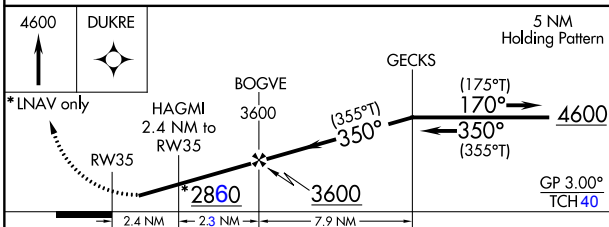
MISSED APPROACH: Climb to 4600 direct DUKRE and hold.

(CTAF)
122.9 **L**

PRATT AWOS-3
FREQUENCY

PROTOTYPE-NOT
FOR NAVIGATION

ELEV 2086		TDZE 2082
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CATEGORY	A	B	C	D
LPV DA	2443-1 $\frac{1}{4}$	361 (400-1 $\frac{1}{4}$)		
RNAV/ VNAV DA	2461-1 $\frac{1}{4}$	379 (400-1 $\frac{1}{4}$)		
RNAV MDA	2540-1	458 (500-1)	2540-1 $\frac{3}{8}$ 458 (500-1 $\frac{3}{8}$)	
C CIRCLING	2620-1	534 (600-1)	2940-2 $\frac{1}{2}$ 854 (900-2 $\frac{1}{2}$)	

REIL Rwy 17, 35 **L** ← 350° to
MIRL Rwy 17/35 **L** RW35

COMANCHE COUNTY (3K8)

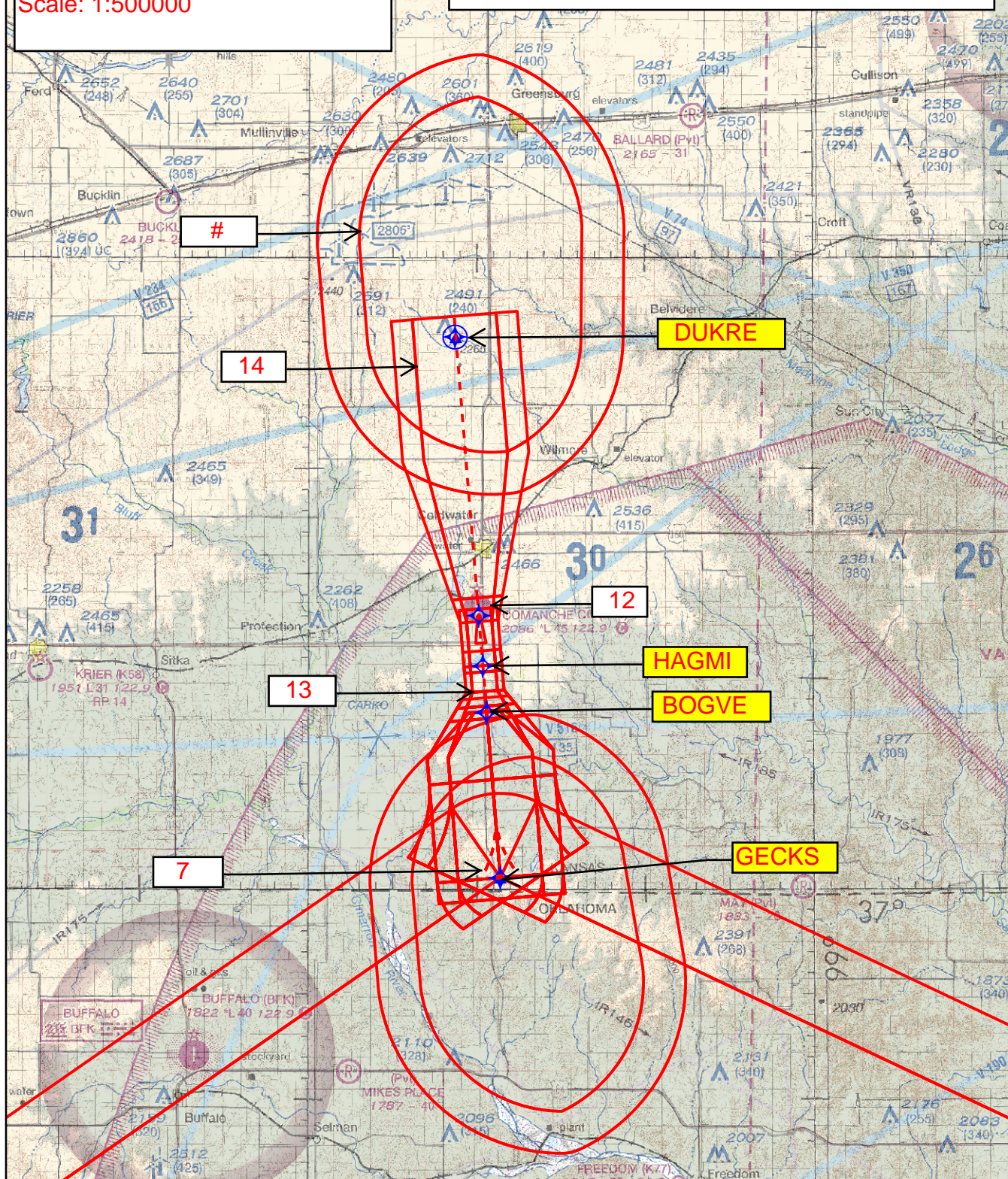
Orig FIG

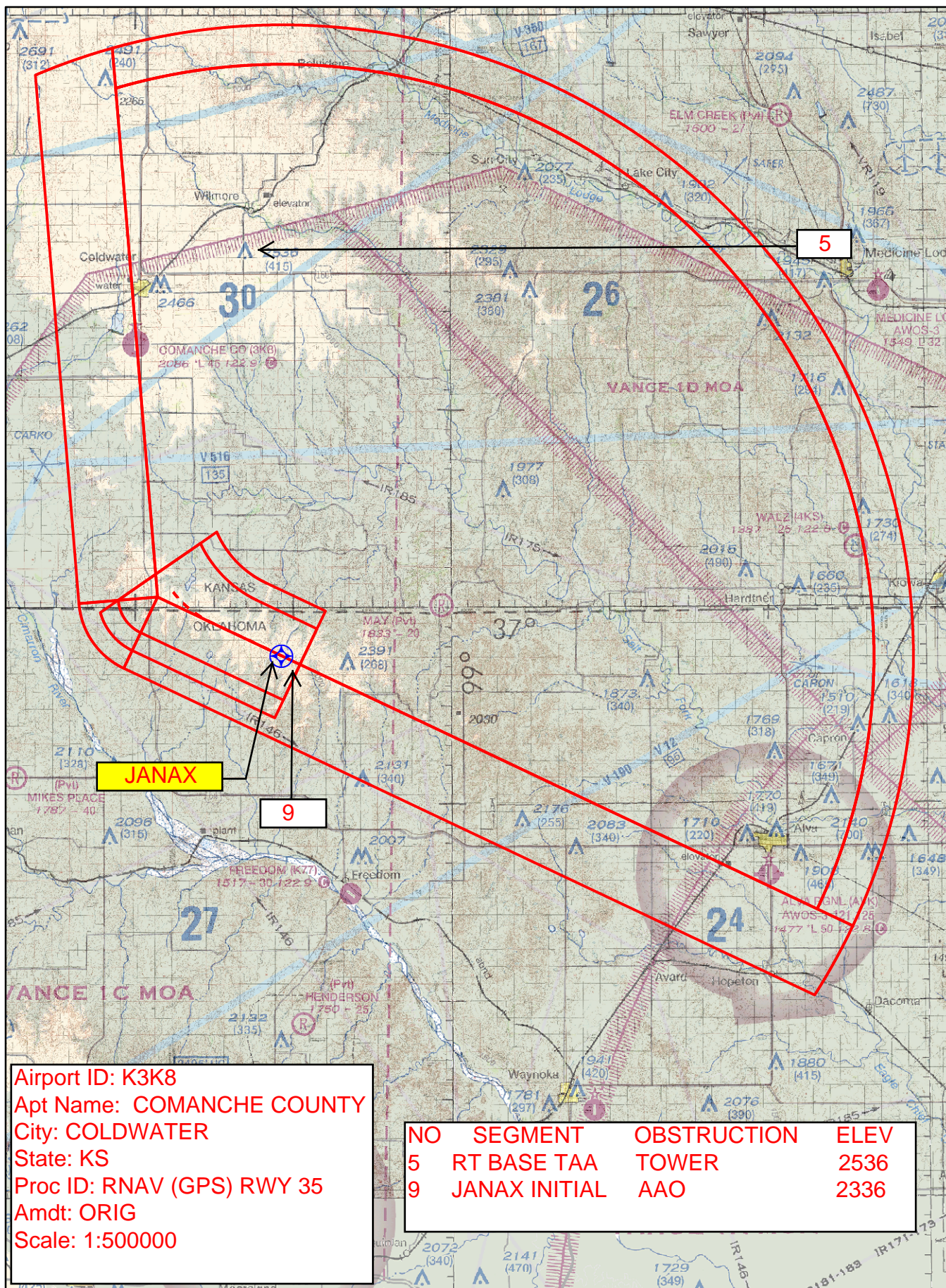
37°13'N-99°20'W

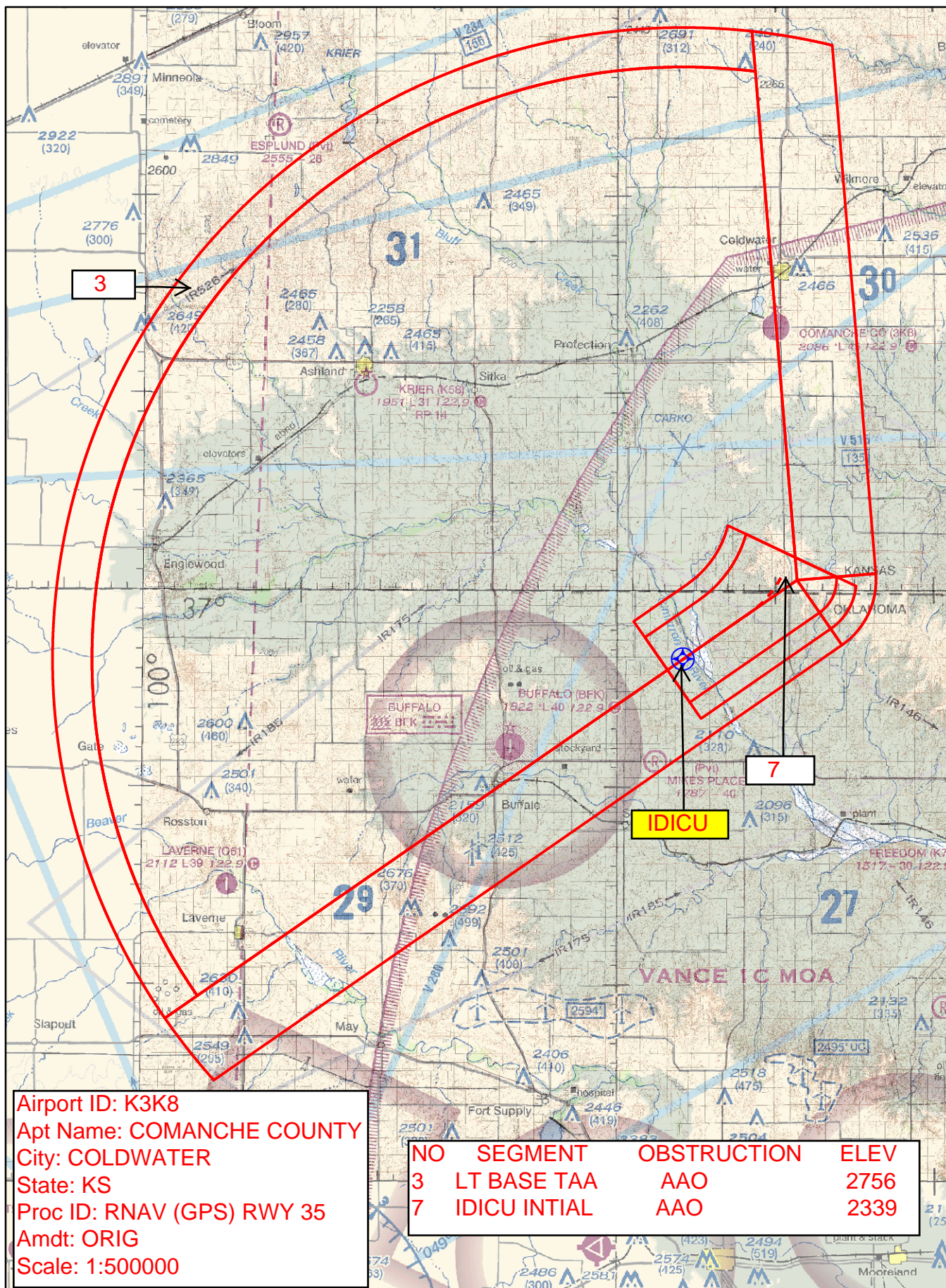
RNAV (GPS) RWY 35

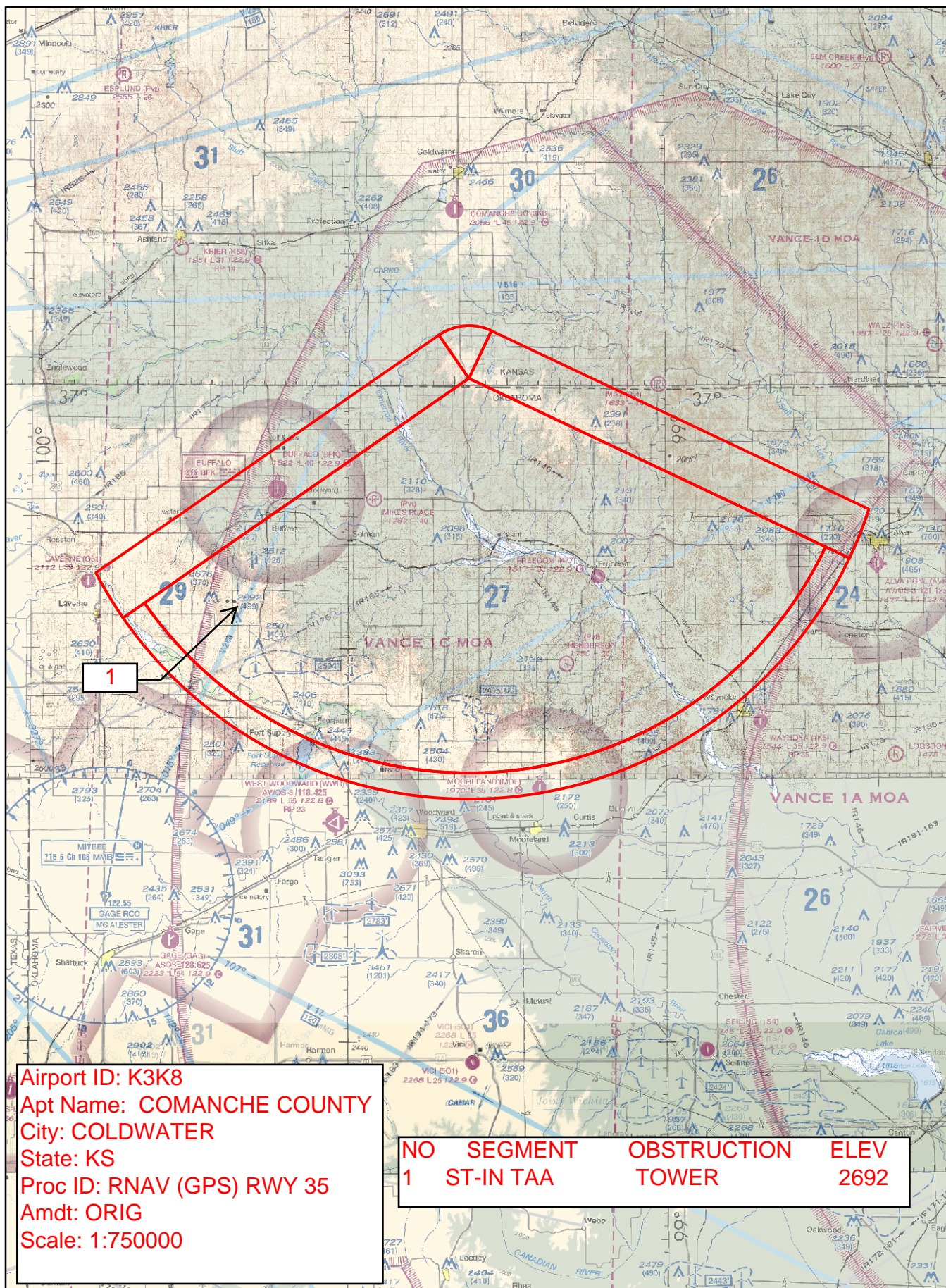
Airport ID: K3K8
 Apt Name: COMANCHE COUNTY
 City: COLDWATER
 State: KS
 Proc ID: RNAV (GPS) RWY 35
 Amdt: ORIG
 Scale: 1:500000

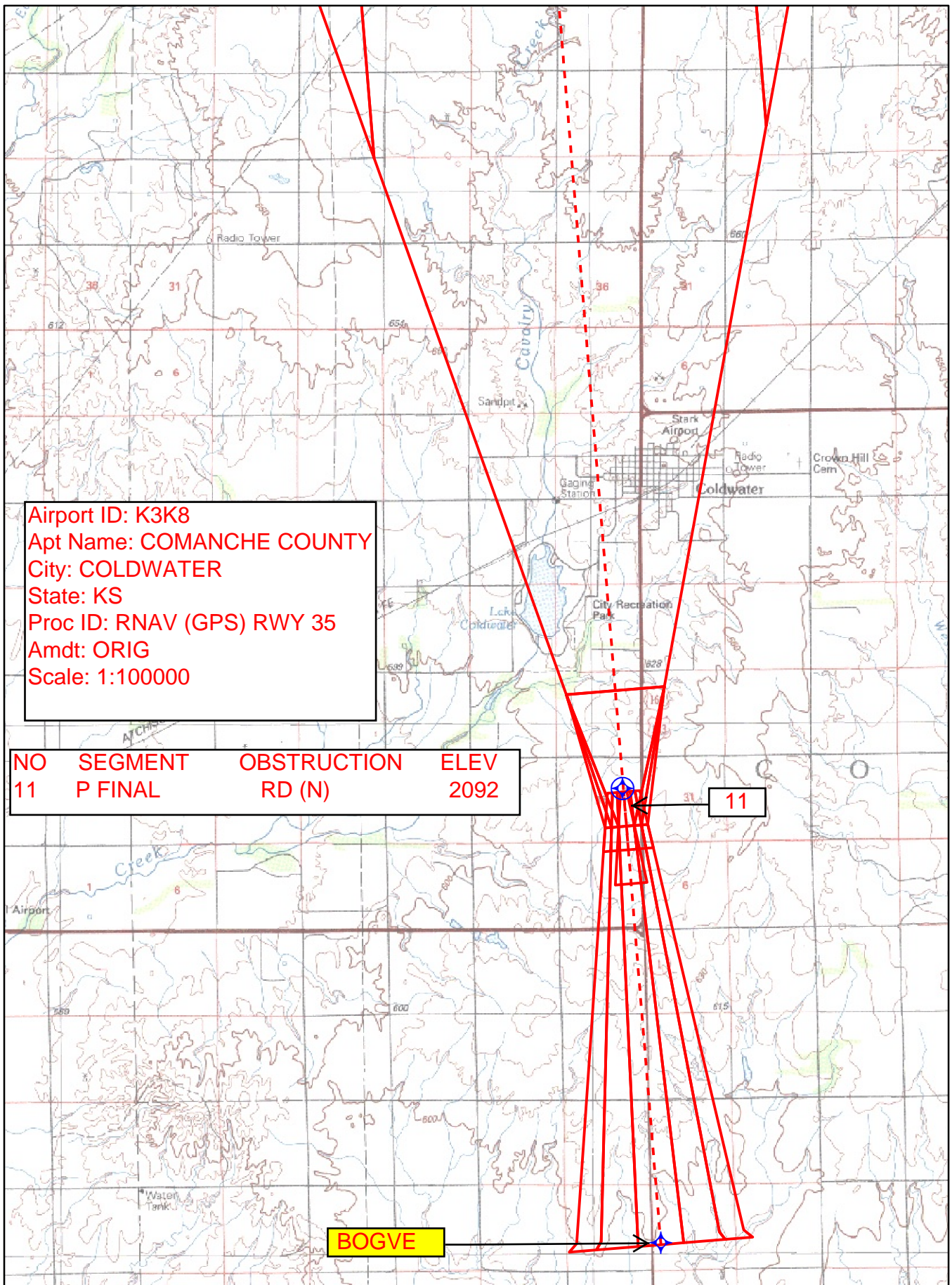
NO	SEGMENT	OBSTRUCTION	ELEV
7	INTERMEDIATE	AAO	2339
13	L FINAL	AAO	2259
12	L FINAL SD	POLE	2172
14	MA LVL SFC	AAO	2500
#	MISSED HOLD	WNDML	2805









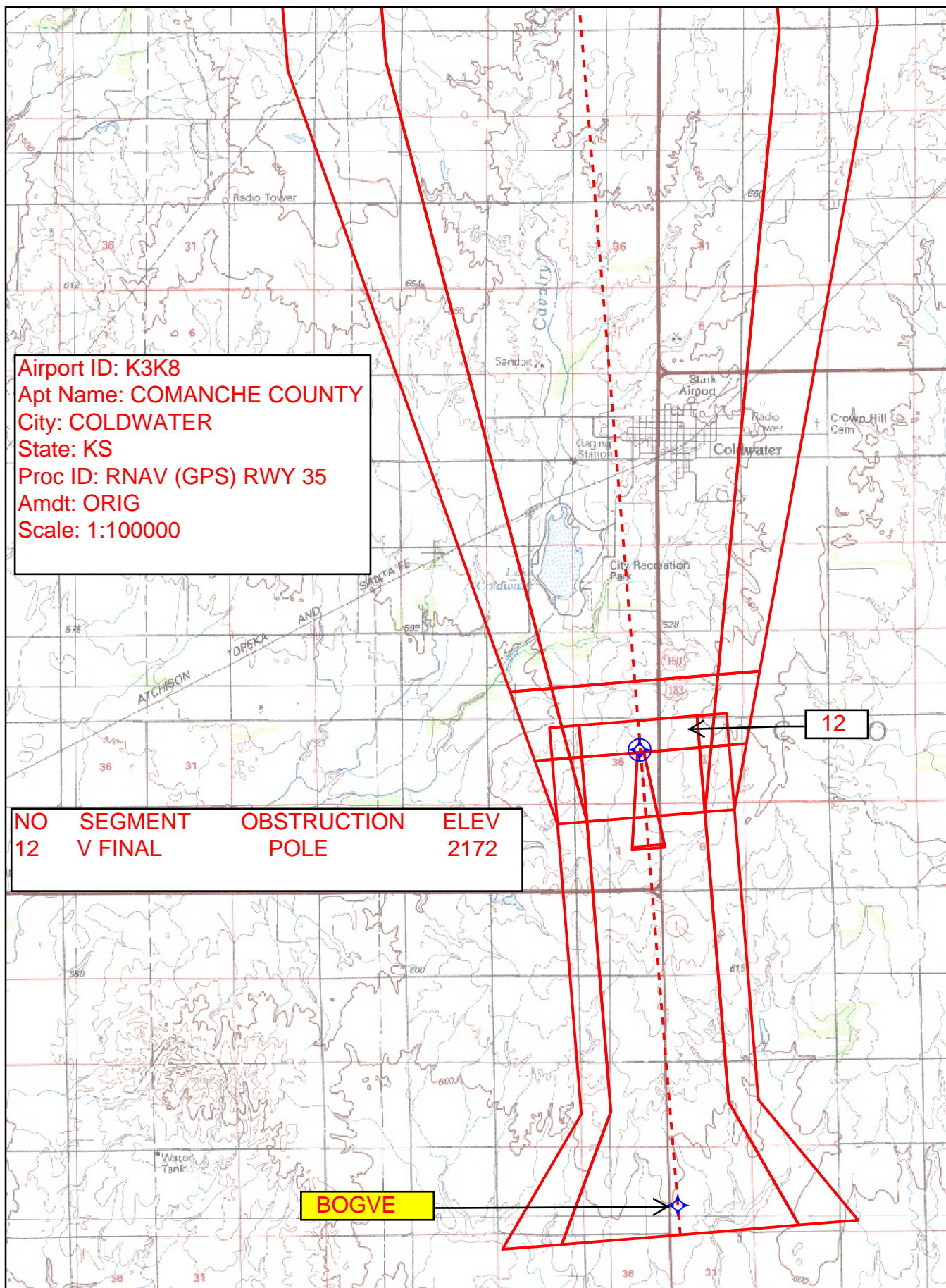


Airport ID: K3K8
Apt Name: COMANCHE COUNTY
City: COLDWATER
State: KS
Proc ID: RNAV (GPS) RWY 35
Amdt: ORIG
Scale: 1:100000

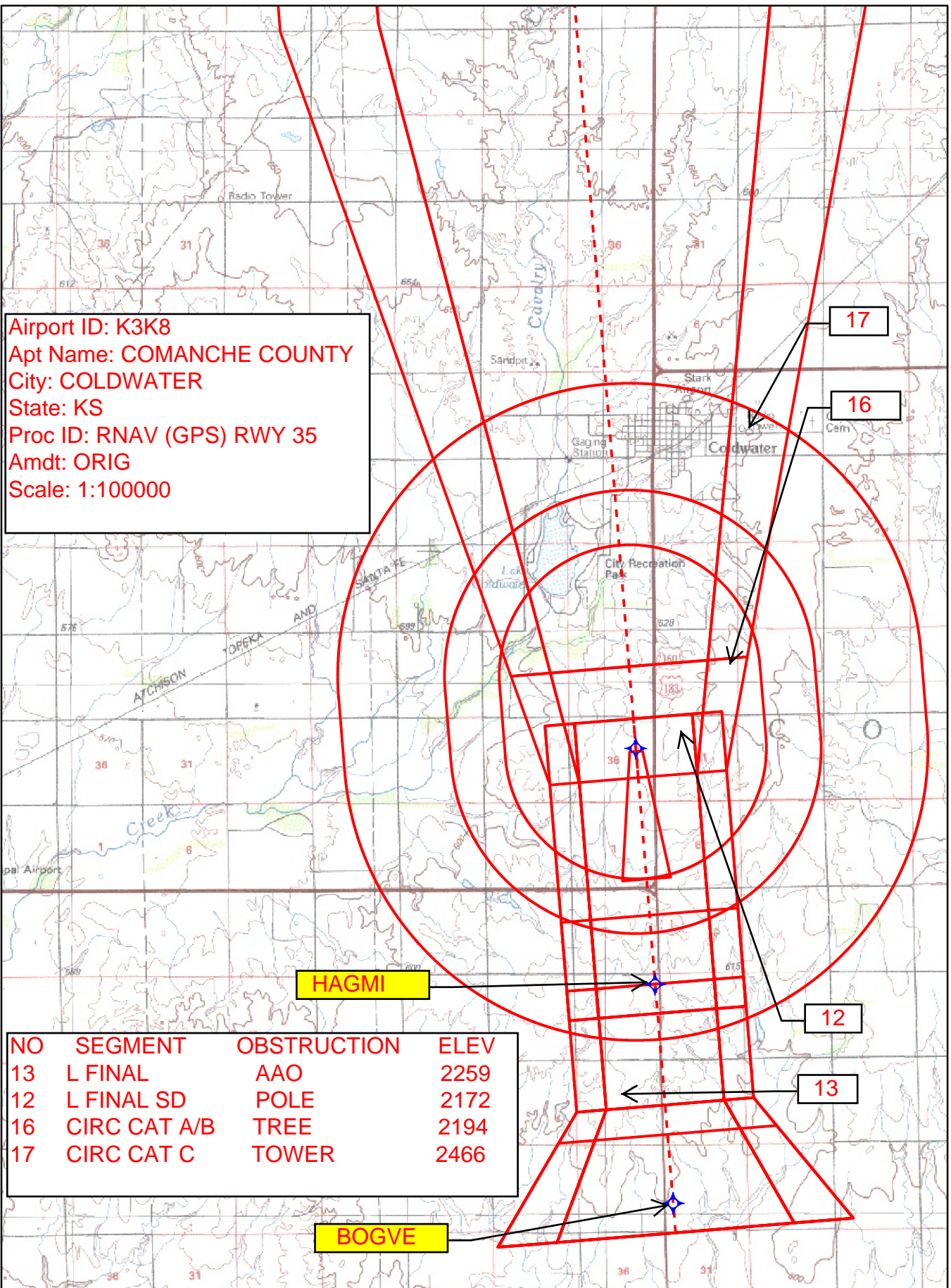
NO	SEGMENT	OBSTRUCTION	ELEV
11	P FINAL	RD (N)	2092

11

BOGVE



Airport ID: K3K8
Apt Name: COMANCHE COUNTY
City: COLDWATER
State: KS
Proc ID: RNAV (GPS) RWY 35
Amdt: ORIG
Scale: 1:100000



Airport ID: K3K8
Apt Name: COMANCHE COUNTY
City: COLDWATER
State: KS
Proc ID: RNAV (GPS) RWY 35
Amdt: ORIG
Scale: 1:100000

NO	SEGMENT	OBSTRUCTION	ELEV
13	L FINAL	AAO	2259
12	L FINAL SD	POLE	2172
16	CIRC CAT A/B	TREE	2194
17	CIRC CAT C	TOWER	2466