

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 04/17/2017	<b>Task #:</b> 2015121715110501001	<b>Request #:</b> 20151217151105
<b>Procedure:</b> RNAV (GPS)-B ORIG			<b>Airport ID:</b> KCGS	<b>Airport:</b> COLLEGE PARK		<b>Reimbursable #:</b> NO
<b>City:</b> COLLEGE PARK	<b>ST:</b> MD	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 12/07/2017		<b>FICO #:</b> 1192628	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> ROSE BOONE	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	05/24/2017	08/15/2017	ANDI LAU	QUALITY		
<b>QA:</b>	08/15/2017	08/15/2017	ANDI LAU	4 9/1CTabaka		
<b>Liaison:</b>	08/15/2017	08/15/2017	MARY MCDONALD	CHECKED		
<b>Procedure Comments:</b>			<b>Remark Type:</b> INFORMATION			
<p>ENROUTE-NON</p> <p>CONTACT: STEVE VARGAS AJV-5420 LEAD: 405.954.0695</p> <p>08/31/2017: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/05/2017.</p> <p>1. UPDATED TERMINAL ROUTE FROM JAXXS (IF/IAF) TO JAXXS (IF).</p> <p>2. REMOVED CHART NOTE: PROCEDURE NA AT NIGHT.</p>						

COLLEGE PARK, MARYLAND

AL-6720 (FAA)

FIG

APP CRS <b>329°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>48</b>
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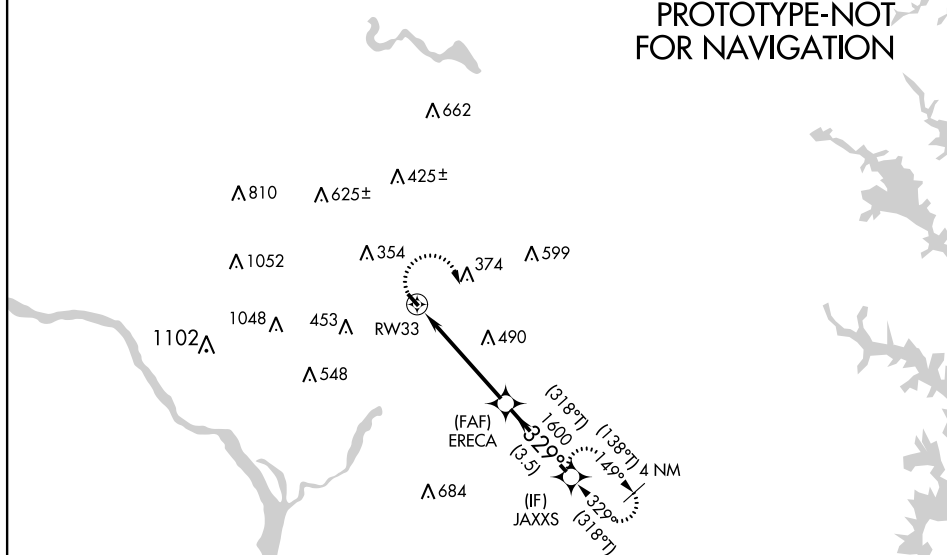
RNAV (GPS)-B  
COLLEGE PARK (CGS)

	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 2400 direct JAXXS and hold.
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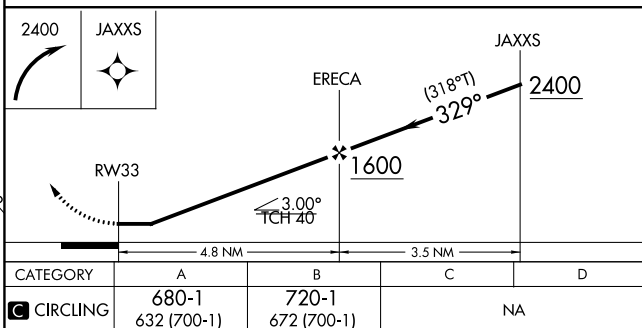
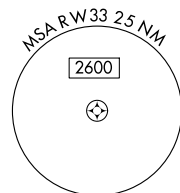
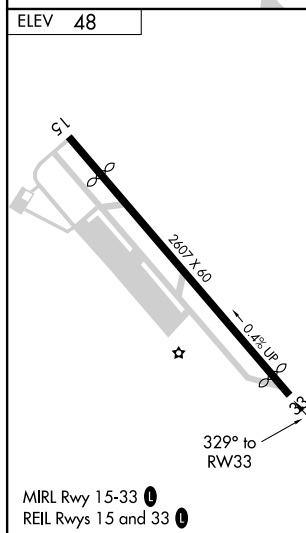
AWOS-3 <b>121.225</b>	POTOMAC APP CON <b>125.65 348.725</b>	UNICOM <b>122.975 (CTAF) 0</b>
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## RADAR REQUIRED

PROTOTYPE-NOT  
FOR NAVIGATION



ELEV 48

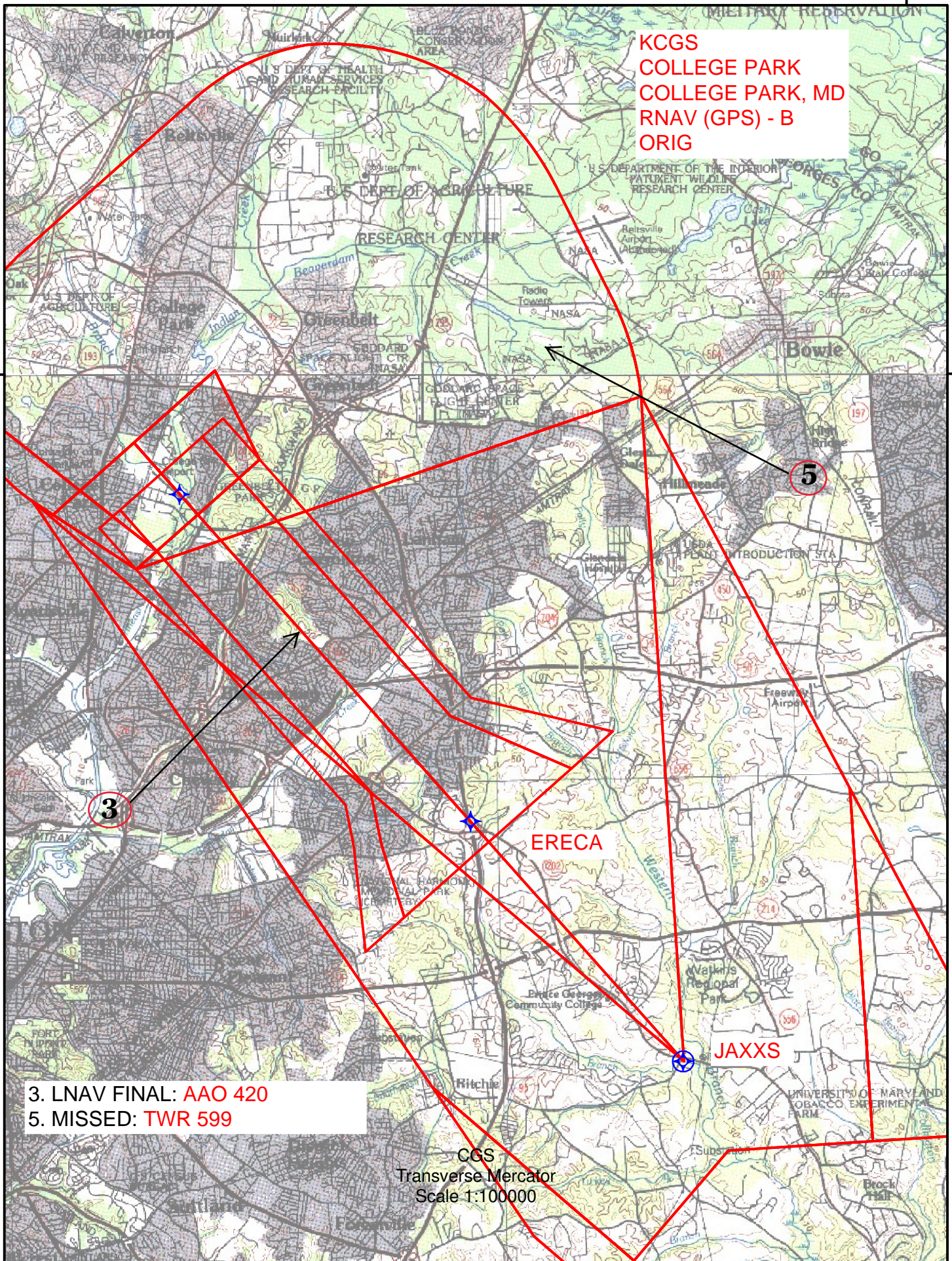


COLLEGE PARK, MARYLAND  
Orig FIG

38°59'N - 76°55'W

COLLEGE PARK (CGS)  
RNAV (GPS)-B



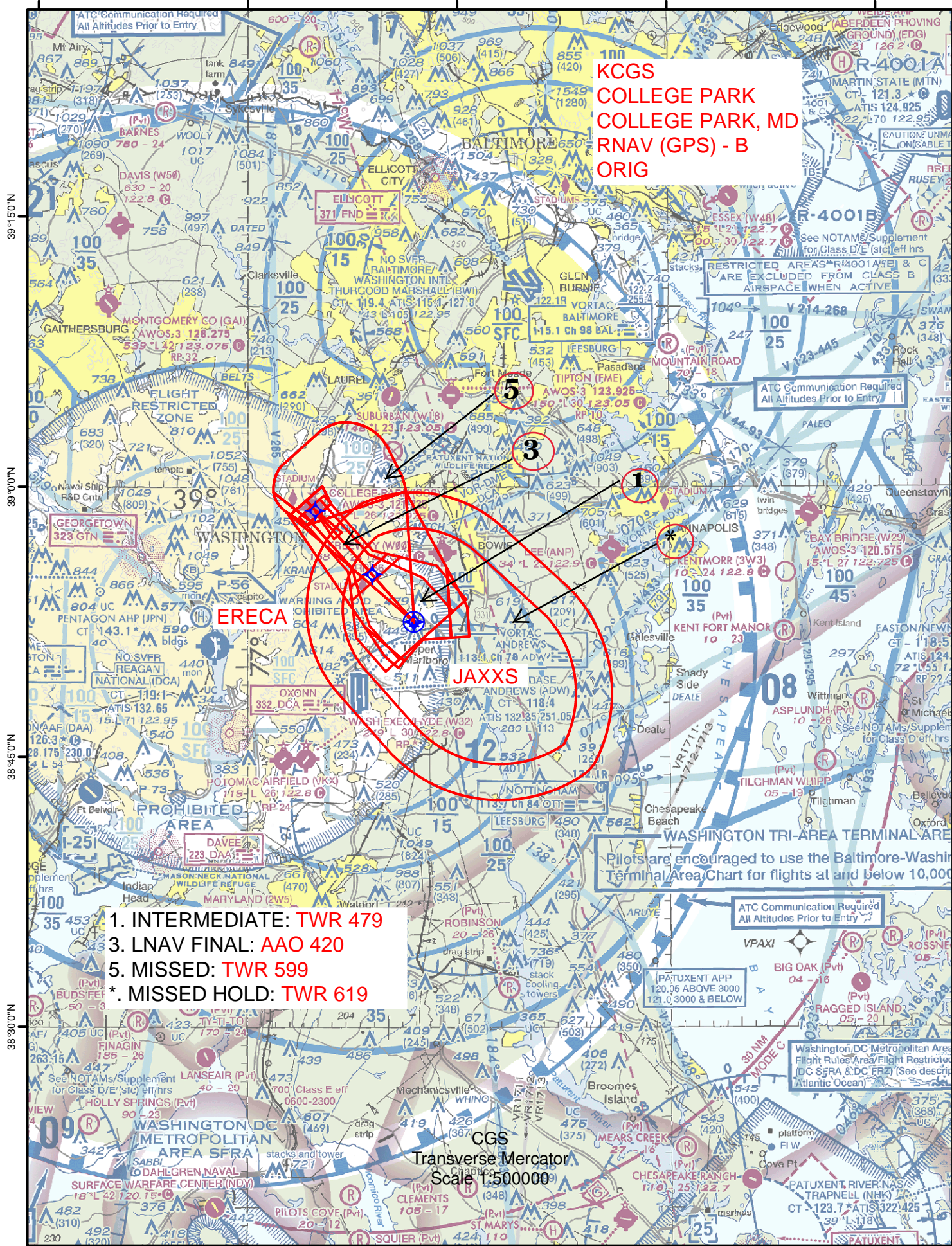


3. LNAV FINAL: **AAO 420**

5. MISSED: **TWR 599**



76°15'0"W





KCGS  
COLLEGE PARK  
COLLEGE PARK, MD  
CIRCLING  
ORIG

4

3

3. CAT A: POLE 310  
4. CAT B: AAO 420

CGS  
Transverse Mercator  
Scale 1:100000

N.00.36



# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY:

STATE:

AIRPORT NAME:

ID:

PROCEDURE:

AMDT:

DOCKET # :

(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 \_\_\_\_\_ to 1000' point \_\_\_\_\_

(Enter THLD, FAF, ARP, FACILITY, as appropriate)

2. Width of \_\_\_\_\_ segment at 1000' point \_\_\_\_\_

(Enter appropriate segment , final, intermediate, etc.)

3. True Course of \_\_\_\_\_ segment containing 1000' point \_\_\_\_\_

4. High Terrain in \_\_\_\_\_ segment containing 1000' point \_\_\_\_\_

5. Distance from \_\_\_\_\_ to 1500' point \_\_\_\_\_

(If 1500' point in PT maneuvering area or holding pattern note in remarks)

6. Width of \_\_\_\_\_ segment at 1500' point \_\_\_\_\_

7. True Course of \_\_\_\_\_ segment containing 1500' point \_\_\_\_\_

8. High Terrain in \_\_\_\_\_ segment containing 1500' point \_\_\_\_\_

9. Threshold Coordinates (if straight-in) ... \_\_\_\_\_ / \_\_\_\_\_

10. ARP Coordinates ..... \_\_\_\_\_ / \_\_\_\_\_

11. Runway Approach End and distance furthest from ARP.....RWY \_\_\_\_\_

Distance \_\_\_\_\_ NM

12. FAF Coordinates ..... \_\_\_\_\_ / \_\_\_\_\_

(Click to Select)

**REMARKS:**

## Airport Managers Checklist



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Southern Region Headquarter  
Eastern Flight Procedures  
Eastern Service Area/AJV-E24  
1701 Columbia Avenue  
College Park, GA 30337

May 18, 2017

Lee Sommer  
College Park Airport  
1909 Corporal Frank Scott Drive  
College Park, MD 20740

Dear Mr. Sommer:

The FAA plans to establish an RNAV GPS A and RNAV GPS B Instrument Approach Procedure (IAP) to Runway(s) 15 and 33 at College Park (CGS) College Park, MD. 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, An approach to RWY 33 is needed as well as the existing approach to RWY 15

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:

No

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 prohibit night minimums, unless mitigated.**

Explain:

Yes, surveyed by Maryland state certified surveyor and submitted to MAA. Findings showed no obstructions

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?  
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15  
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15  
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15
5. What improvements would you like to see in the design of instrument procedures at your airport?  
Explain: No, An approach to RWY 33 is needed as well as the existing approach to RWY 15  
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15
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.  
No, An approach to RWY 33 is needed as well as the existing approach to RWY 15
7. If you have had recent changes to Non-Fed VGSI (PAPI/VASI) approach aids; please fill out the attached VGSI Checklist.
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.
9. Are you aware of any pending airport projects affecting the runways (extensions, painting, displacement for RSA's, etc)? **Not at this time**

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: College Park (CGS), College Park, MD

Projects/Actions: RNAV GPS A RWY 15

Prepared by: LeRoy Sommer Signature: LeRoy Sommer

Digitally signed by LeRoy Sommer  
DN: cn=LeRoy Sommer, o=M-NCCPC, ou=KCGS,  
email=lee.sommer@gsa.gov, c=US  
Date: 2017.05.23 08:46:22 -0400

Date: 5/23/2017

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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Airport is included in National Register. Approach will have no effect.
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	



Circumstance	Impact Potential		Comments/Follow-up See attached comments if needed.
	Yes	No	
<b>Community Disruption</b> If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	County zoning based on Part 77 standards and State regulations
<b>Induced Impacts</b> If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Assumes relative straight-in finals with circle to land

**College Park (CGS) College Park, MD**  
**RNAV GPS A #15**

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

Airport: College Park (CGS), College Park, MD

Projects/Actions: RNAV GPS B RWY 33

Prepared by: LeRoy V Sommer Signature: LeRoy Sommer

Digitally signed by LeRoy Sommer  
DN: cn=LeRoy Sommer, o=MVA/CGPC, ou=KCGS,  
email=lee.sommer@spartan.com, c=US  
Date: 2017.05.23 06:49:40 -04'00'

Date: 2/23/2017

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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Airport is included in National Register. Approach will have no effect
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<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	



Circumstance	Impact Potential		Comments/Follow-up See attached comments if needed.
	Yes	No	
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<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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<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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Assumes relative straight-in finals with circle to land

**College Park (CGS) College Park, MD**  
**RNAV GPS B #33**