


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 06/05/2017	Task #: 2017060531920001007	Request #: 20170605319200
Procedure: NDB RWY 10 ORIG			Airport ID: KUWL	Airport: NEW CASTLE-HENRY CO MUNI		Reimbursable #: NO
City: NEW CASTLE	ST: IN	GPS #:	Estimated Chart Date: 02/01/2018		FICO #:	
Fac ID: UWL		Fac. Type: NDB			Specialist: DEANNA FIELDS	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	08/11/2017					
QA:						
Liaison:						
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION CONTACT: JACOB POWERS, SUB-TEAM MANAGER, IFP TEAM 3, 405.954.8702 (OR) PATRICK MULQUEEN, MANAGER, AJV-543, INSTRUMENT FLIGHT PROCEDURES TEAM 3, 405.954.4073. AIRPORT ASSIGNED MAG VAR, OLD W02/1980 - NEW W06/2020. UWL NDB OLD W02/1980 - NEW W06/2020.						

NDB UWL	APP CRS	Rwy Idg	4201
385	087°	TDZE	1088
		Apt Elev	1090

NDB RWY 10

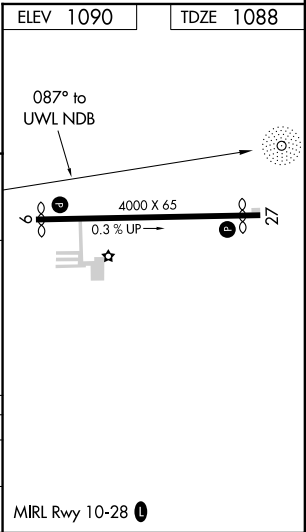
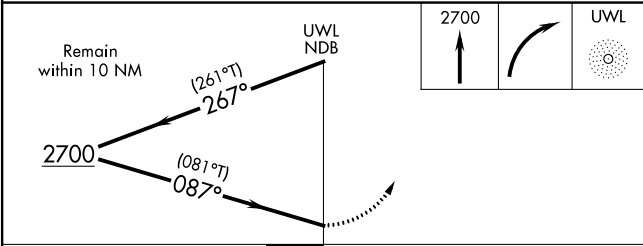
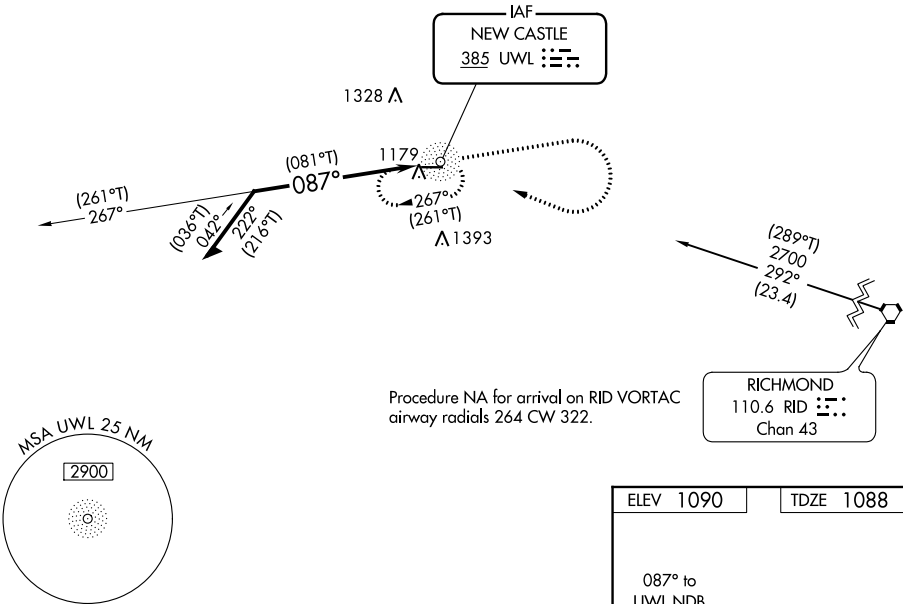
NEW CASTLE-HENRY COUNTY MUNI (UWL)

<p>⚠ NA</p>	<p>Rwy 10 helicopter visibility reduction below 3/4 SM NA. Use Anderson altimeter setting; when not recieved, use Muncie altimeter setting and increase all MDA 20 feet; increase S-10 Cat C/D visibility 1/8 SM.</p>	<p>MISSED APPROACH: Climb to 2700 then right turn direct UWL NDB and hold.</p>
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INDIANAPOLIS APP CON 135.45 317.8	UNICOM 123.05 (CTAF) 1
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PROTOTYPE: NOT FOR NAVIGATION

1724 ⚠



CATEGORY	A	B	C	D
S-10	1760-1	672 (700-1)	1760-17/8	672 (700-17/8)
CIRCLING	1760-1	670 (700-1)	1780-2 690 (700-2)	1780-21/4 690 (700-21/4)

fpodmf | *uwl (PROD)* | 29 Aug 2017 15:04:10 | 1" = 41666.7 feet (MAP)

Airport ID: KUWL

**Apt Name: NEW CASTLE-HENRY CO
MUNI**

City: NEW CASTLE

State: IN

Proc ID: NDB RWY 10

Amdt: ORIG

Scale: 1:500,000

#3
FINAL PT
1330' AAO

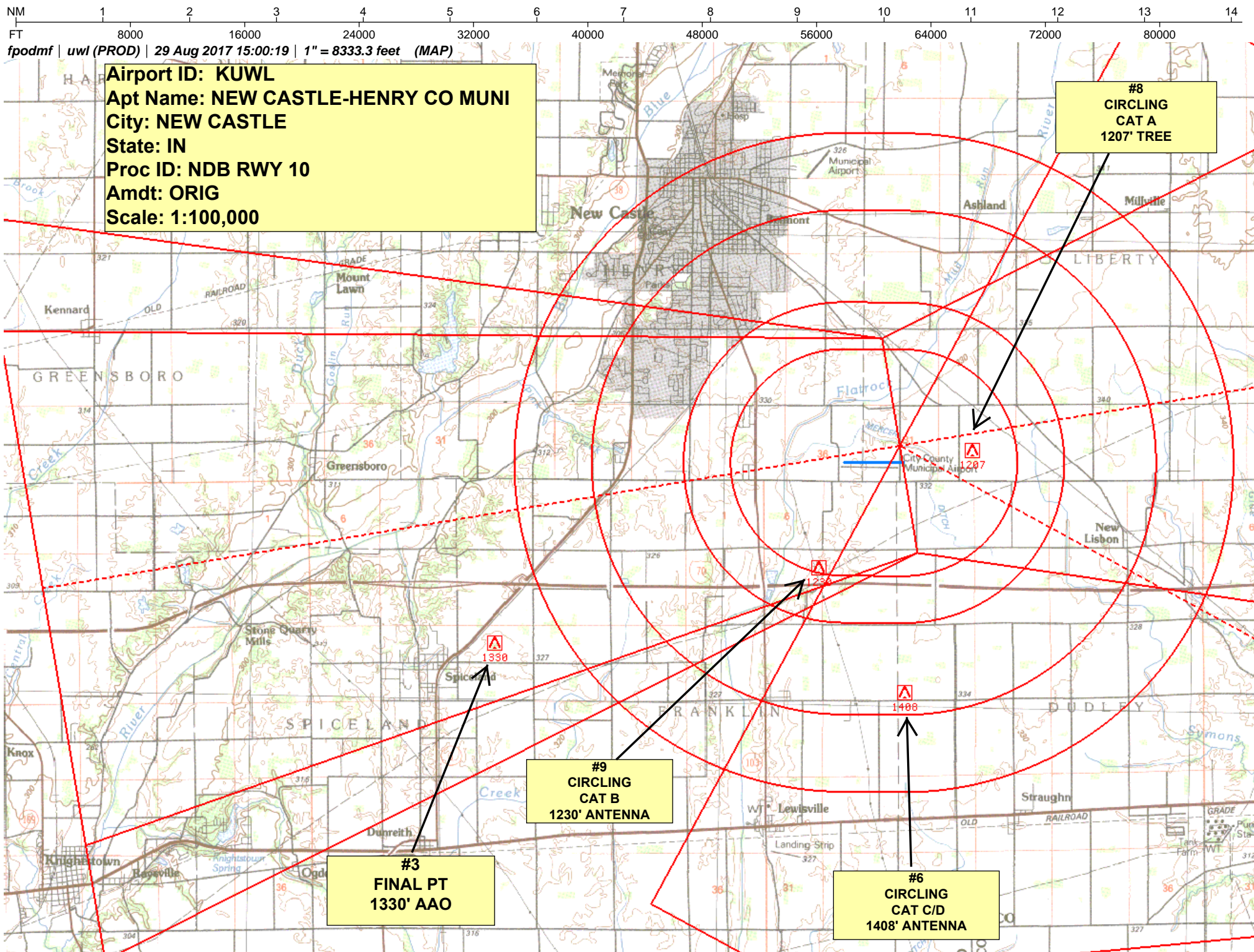
CTC INDIANAPOLIS APP WITHIN
20 NM ON 127.15-317.8

#4
PROCEDURE TURN
1542' TOWER

#6
MISSED
LEVEL SURFACE
1408' ANTENNA

**MISSED
HOLDING
1408' ANTENNA**

#1 FEEDER 1475' TOWER



TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **NEW CASTLE**

STATE: **IN**

AIRPORT NAME: **NEW CASTLE-HENRY CO MUNI**

ID: **KUWL**

PROCEDURE: **NDB RWY 10**

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 UWL NDB to 1000' point 7.00
(Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of FINAL segment at 1000' point 4.95
(Enter appropriate segment, final, intermediate, etc.)
3. True Course of FINAL segment containing 1000' point 080.62
4. High Terrain in FINAL segment containing 1000' point 1130
5. Distance from UWL NDB to 1500' point 7.00
(If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of FINAL segment at 1500' point 4.95
7. True Course of FINAL segment containing 1500' point 080.62
8. High Terrain in FINAL segment containing 1500' point 1130
9. Threshold Coordinates (if straight-in) ... 395236.38N / 0851957.97W
10. ARP Coordinates 395236.20N / 0851931.00W
11. Runway Approach End and distance furthest from ARP RWY 10
Distance 0.35 NM
12. FAF Coordinates NA / NA

REMARKS: Approach/Drawing attached.

Federal Aviation Administration

Initial Development Notification for AIRNAV Pending Records

To: Janet Myers, National Flight Data Center, Sub Team B, AJV-5332

From: Lonnie Everhart, Manager IFP Coordination Team, AJV-531

Subject: **ACTION:** Request for Pending Records **KUWL_UWL__NEW CASTLE-HENRY CO MUNI, NEW CASTLE, IN US**

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed will be revised effective concurrent with the publication of the procedure(s) listed below. Estimated Chart Date: 2/1/2018

Current/Assigned MV W 2 1980 New MV W 6 2020

ECD	Airport ID		Procedure Name	AMDT #	Task Report Type Selections
2/1/2018	KUWL	UWL	NDB RWY 10 ORIG	/A	ENROUTE-NON, FPT-INITIATED, MAGVAR
2/1/2018	KUWL	UWL	NEW CASTLE IN UWL AMDT 1	/A	FPT-INITIATED, MAGVAR
2/1/2018	KUWL	UWL	RNAV (GPS) RWY 10 ORIG	/A	ENROUTE-NON, FPT-INITIATED, MAGVAR
2/1/2018	KUWL	UWL	RNAV (GPS) RWY 28 ORIG	/A	ENROUTE-NON, FPT-INITIATED, MAGVAR

NAVAID ID / RWY	Type / Old No.	Use / New RWY/Note
RWY	27	28
RWY	9	10
UWL NDB (NEW CASTLE)	NDB/H	NDB/H

RWY NUMBERS WILL CHANGE FROM 9/27 TO 10/28.

If you have any questions please notify: patrick.j.mulqueen@faa.gov

(405) 954-4576

Processed Wednesday, August 23, 2017



August 9, 2017

Mr. Thomas Inkman
FAA Southwest Regional Office
10101 Hillwood Pkwy
Fort Worth, TX, 76177

Dear Mr. Inkman,

The proposed New Castle – Henry County Municipal Airport RNAV (GPS) RWY 10 and 28 flight procedure change is a candidate for Categorical Exclusion from further environmental review. Attached are three sets of documents to support this assertion. The first document is the Categorical Exclusion checklist itself. All environmental concerns mentioned in the enclosed checklist have been considered and addressed appropriately. The last two sets of documents are supporting literature and graphics that are referenced within the Categorical Exclusion checklist.

Further information about the airport is provided in this paragraph.

- What type of instrument approaches do you routinely fly at your airport?
Answer: RNAV (GPS) RWY 09 and 27, VOR RWY 27, NDB RWY 09
- Are you satisfied with the existing procedures and the minimums they provide at your airport?
Answer: Yes, the airport is satisfied with the existing procedures and minimums.
- 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?
Answer: Yes, the existing procedures do meet the current operational needs of the airport.
- What improvements would you like to see in the design of instrument procedures at your airport?
Answer: No improvements are necessary at this time.
- Do you know of any instrument procedures that are seldom or never used at your airport? Each approach procedure has an average yearly cost of \$X,XXX to publish and maintain.
Answer: There are currently no instrument procedures that are seldom or never used.
- Do you know whom to contact concerning questions or suggestions to instrument approach procedures at your airport?
Answer: John Marlatt, Airport Manager. Phone: 765-529-7903, Email: skyca@nltc.net)

If there are any questions about this Categorical Exclusion submittal, please do not hesitate to contact me at 317.223.2428 or via email at john.baer@woolpert.com.

Thank you,

John Baer, PE
Project Manager

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.


DISCUSSION OF POTENTIAL RESULTING IMPACTS

This project is a relocation of the approach and departure for the New Castle – Henry County Airport. The instrument approach procedure (IAP) will be moved to align with the new runway that was shifted approximately 300 feet to the north. The old runway is now a parallel taxiway and the existing approach aligns with the taxiway and not the runway, which is the reason for the change. A full Environmental Assessment (EA) was completed for the runway project and a resulting Finding of No Significant impact memo (FONSI) was issued by the FAA dated 2-25-2011 (see Enclosure 1 & 2). The area surrounding the airport is mainly comprised of agricultural land and rural residential land (see Enclosure 3). This area is largely unpopulated, with some areas housing isolated residential homes.

Changing the instrument approach procedure will not affect the amount or type of aircraft that visit the airport. A public hearing and comment period was held with the EA. The change will move the procedure north, remaining close to the original procedure. The relocation will not have an impact on any communities or natural systems, as discussed below and in the EA.

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

Airport: New Castle-Henry County Municipal Airport Project/Action: RNAV (GPS) RWYs 10 and 28

Preparer: Edith Boiquaye Signature:  Date: 8/7/17

Circumstance	Impact Potential		Comments / Follow-up See attached comment 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	See Attachment A for the historic list, provided by the National Register of Historic Places. This IAP is replacing an existing IAP and shifting it slightly northerly of its existing location. Therefore, as indicated in the original EA and resulting FONSI for the runway, there will be no impact to historic properties.
Effect on DOT Act, Section (3)(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	The slight shift of the IAP will not result in interaction with any Section (3)(f) land.
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	The slight shift of the IAP will not result in any controversy based on environmental grounds, as indicated in the original EA and resulting FONSI for the project.
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	This slight shift does not require a tangible interaction with the surrounding environment, apart from what was already indicated in the EA and approved by the FAA with a FONSI.
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	This shift in IAP does not introduce aircraft to any significant amount of airspace that they are not already operating in under visual conditions.
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	Because this shift in the IAP does not interfere with any land, no wetlands will be affected. Additionally, the EA done previously indicates that there are no wetlands within the area of the proposed shift (See Attachment B for the National Wetland Inventory).
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	The airport is not located on any floodplains (see the previous EA). Shifting the AIP will not change an airplane's lack of interaction with floodplains.
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	Because of New Castle's land-locked nature, there are no coastal zones in or near the airport.
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	Farmland conversion associated with the runway shift was addressed in the EA and approved with the FONSI. Shifting the IAP will not require the conversion of additional farmland.
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	Slightly shifting the IAP does not interfere with any energy sources or natural resources.

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	Shifting the IAP does not require the relocation of any houses.
Community Disruption If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.		X	As can be seen in Attachment C, the area surrounding the airport is sparsely populated. Shifting the IAP does not disrupt any traffic or the community in general.
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	Shifting the IAP does not result in interaction with any land or roadways.
Effect on Noise Levels in Noise Sensitive Areas These would include residential/educational, health, and religious structures and sites, and parks, recreational areas to include those with wilderness characteristics. If the proposed action would cause no significant disruption, it may be considered that there is no impact potential.		X	According to FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, no noise analysis is needed for projects involving Design Group I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations). The airport is not projected to have these sorts of operations per the EA, FAA TAF and FAA TFMSC.
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	The shift in the IAP simply entails a slight movement of the procedure, but not the production or release of any pollutants.
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	The shift in the IAP simply entails a slight movement of the procedure, but not the production or release of any runoff or water-borne pollutants.
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	The shift in the IAP simply entails a slight movement of the IAP, but not the production or release of any hazardous materials.
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	The slight shift in the IAP does not produce conflict with other land uses as detailed in the EA for the project.
Induced Impacts If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.		X	The shift in the IAP will not induce impacts in any other sectors.

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	There are no wild and scenic rivers located in Henry County, according to the Indiana Natural Resources Commission (Attachment D). The proposed change in airspace will therefore not affect any wild and scenic rivers.
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	There are no impacts with the relocation, so there will be no cumulative impacts resulting from this relocation.
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	The relocation is not inconsistent with other environmental laws. A relocation on such a small scale does not interfere with or trigger other environmental concerns.
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	The proposed IAP, will be so similar to the existing IAP that there is no anticipated affect to the underlying communities.
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	There are no registered helicopters at the airport, per the FAA Registry, so helicopter tracks over major thoroughfares are not a major concern (Attachment E).

RAPT Consensus Form

<u>UWL</u>	<u>NEW CASTLE-HENRY CO MUNICIPAL</u>	<u>NEW CASTLE, IN</u>
Airport ID	Airport Name	Airport Location (City, ST)

Project Request:

Project Request Approved: ☒

Disapproved: ☐ (see comments)

RNAV (GPS) RWY 27, ORIG-A

RNAV (GPS) RWY 9, ORIG-A

NDB OR GPS RWY 9, AMDT 5C

NDB RWY 10, ORIG

RNAV (GPS) RWY 10, ORIG

RNAV (GPS) RWY 28, ORIG

VOR RWY 27, AMDT 10A

Status/Issues:

RWY will be relocated 300 ft to the north.

Priority Assigned:

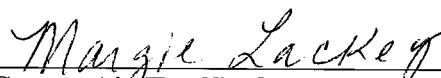
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Project Tracking Number:

2017060531920001



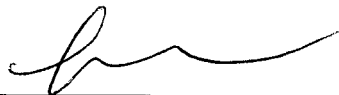
Service Center Flight Procedures Team



Service Center Air Traffic Operations
Support

Flight Standards Division NextGen
Branch

Airports Division



Service Center Planning and
Requirements Group

Date

8/2/17

RAPT Consensus Form

<u>UWL</u>	<u>NEW CASTLE-HENRY CO MUNICIPAL</u>	<u>NEW CASTLE, IN</u>
Airport ID	Airport Name	Airport Location (City, ST)


Project Request: RNAV (GPS) RWY 27, ORIG-A
Project Request Approved: ☐ RNAV (GPS) RWY 9, ORIG-A
Disapproved: ☐ (see comments) NDB OR GPS RWY 9, AMDT 5C
NDB RWY 10, ORIG
RNAV (GPS) RWY 10, ORIG
RNAV (GPS) RWY 28, ORIG
Status/Issues: VOR RWY 27, AMDT 10A

RWY will be relocated 300 ft to the north.

Priority Assigned: 1
Project Tracking Number: 2017060531920001

Service Center Flight Procedures Team

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Support


Flight Standards Division NextGen
Branch


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Service Center Planning and
Requirements Group

Date