

**Figure 2-1-2. Special Instrument Procedure Checklist**

<b>Special Procedure Checklist</b>		
Location:	ID/Region:	Type of Procedure/Name:
RAPT Priority:	Type Aircraft expected to use procedure:	RNGB:
<b>Special Instrument Procedure Information Required:</b>		
Why is this a Special?		
Is there a similar Public Procedure?		
Is procedure use limited?		
Is the procedure developed using non-standard criteria?		
Is a waiver and/or Flight Standards approval letter required?		
Obstruction Evaluation (OE) Study Plan		
NOTAM Plan		
Periodic Review Plan		
Flight Inspection/Validation Plan		
Environmental Assessment		
ATC and Airspace Coordination Completed		
Airport/Heliport Management Coordination Complete		
POI or FSDO Name and Contact Information		
Proponent/User( s )		
Comments		

## RAPT Consensus Form

79PN Geisinger Rooftop, (79PN), Danville, PA

Project Request:

Addition of an approach / departure at 79PN

Project Request Approved: ☐

Disapproved: ☐ (see comments)

### Status/Issues:

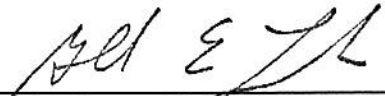
Proponent requests a new Copter RNAV (GPS) approach (with associated departure procedure) from the west side of the heliport. Proponent sites technical constraints concerning fuel vs. range with respect to available alternate airports when utilizing existing approaches in inclement weather (more alternate options lie to the west than any other direction). A newly established arrival (with associated departure) from the west would maximize flexibility during inclement weather operations. The new procedure would also allow the operator to avoid direct overflight of the hospital when executing the existing RNAV GPS procedure.

Priority Assigned: \_\_\_\_\_

Project Tracking Number: \_\_\_\_\_

EFPT Internal Tracking Number: \_\_\_\_\_

17-1129

  
Service Center Flight Procedures Team


**WILLIAM T  
GIANETTA**

Digitally signed by  
WILLIAM T GIANETTA  
Date: 2017.01.03 10:01:06  
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Flight Standards Division  
NextGen Branch

  
Service Center Air Traffic Operations  
Support

  
Airports Division

  
Service Center Planning and  
Requirements Group

**JAN 17 2017**

\_\_\_\_\_  
Date

## 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: 79PN; Danville, PA / Danville/Geisinger Rooftop

Projects/Actions: \_\_\_\_\_

Prepared by: Kevin Lucia

Signature: \_\_\_\_\_

Date: 12 JUL 2017

Circumstance	Impact Potential		<b>Comments / Follow-up</b> 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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	

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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<b>Induced Impacts</b> If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	
<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.		✓	