


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 07/11/2017	<b>Task #:</b> 2017071133806001001	<b>Request #:</b> 20170711338060
<b>Procedure:</b> COPTER RNAV (GPS) 090 ORIG			<b>Airport ID:</b> K79PN	<b>Airport:</b> GEISINGER ROOFTOP		<b>Reimbursable #:</b> YES
<b>City:</b> DANVILLE	<b>ST:</b> PA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 01/04/2018		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> KELLY DEAN	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	07/12/2017					
<b>QA:</b>						
<b>Liaison:</b>						
<b>Procedure Comments:</b> ENROUTE-NON <b>Remark Type:</b> INFORMATION  SPECIAL USE PROCEDURE  FLT CK: VFY POWERLINES/POLES (405843N/0763645W) DO NOT EXCEED 100 FT AGL  POC FOR THIS ACTION IS DON LANIER 405-954-8242						

APP CRS <b>090°</b>	Rwy Idg Sfc Elev Pad Elev	<b>N/A</b> <b>1110</b> <b>674</b>
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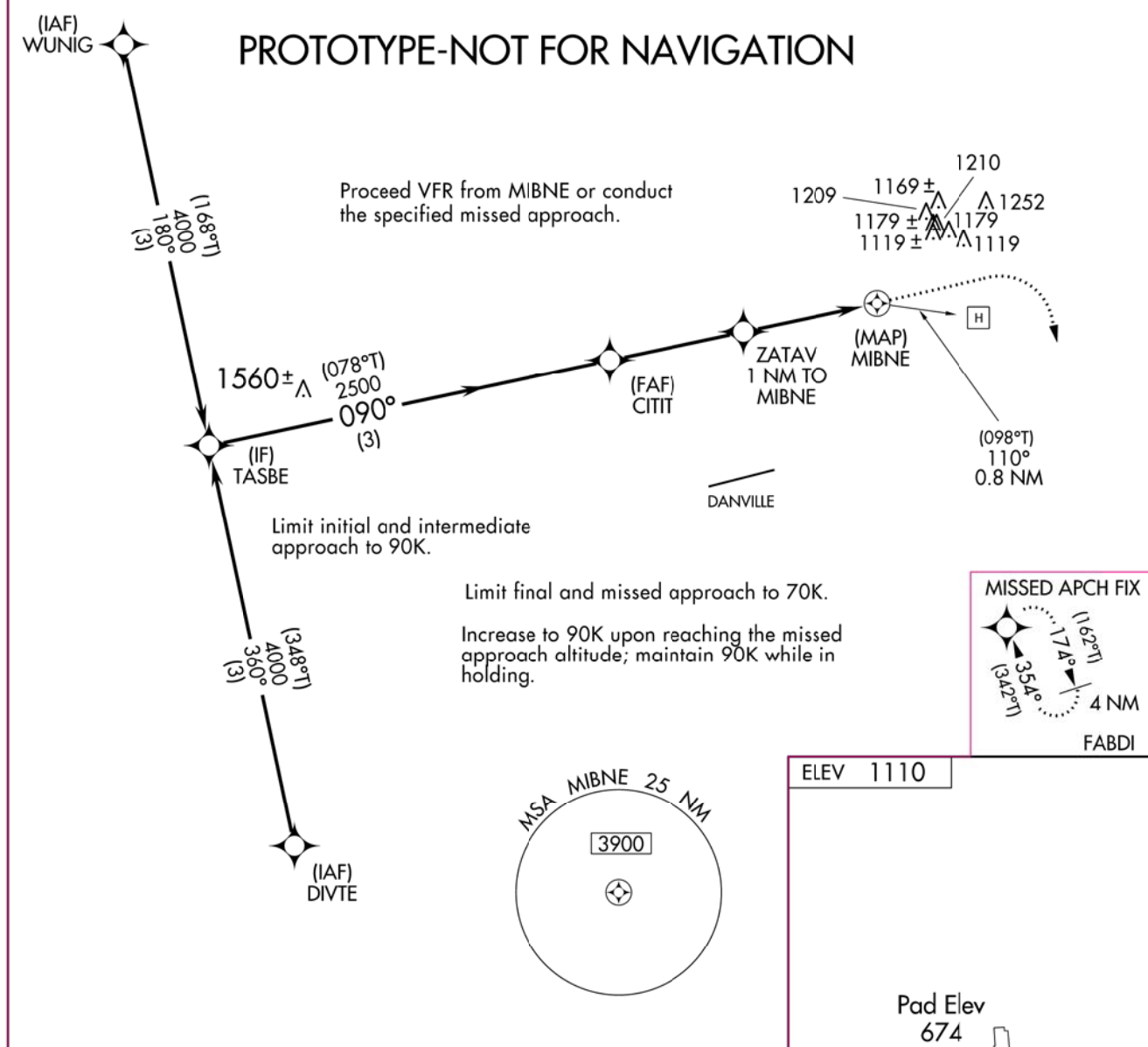
# COPTER RNAV (GPS) 090°

GEISINGER ROOFTOP (79PN)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase MDA 80 feet. Use of GEISINGER rooftop requires permission of the owner; use of this procedure requires specific authorization by FAA flight standards.</p>	<p>MISSED APPROACH: Climb to 1520 then climbing right turn to 4000 direct FABDI and hold.</p>
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AWOS-3  
**118.075**

WILKES-BARRE APP CON  
**126.3 256.7**

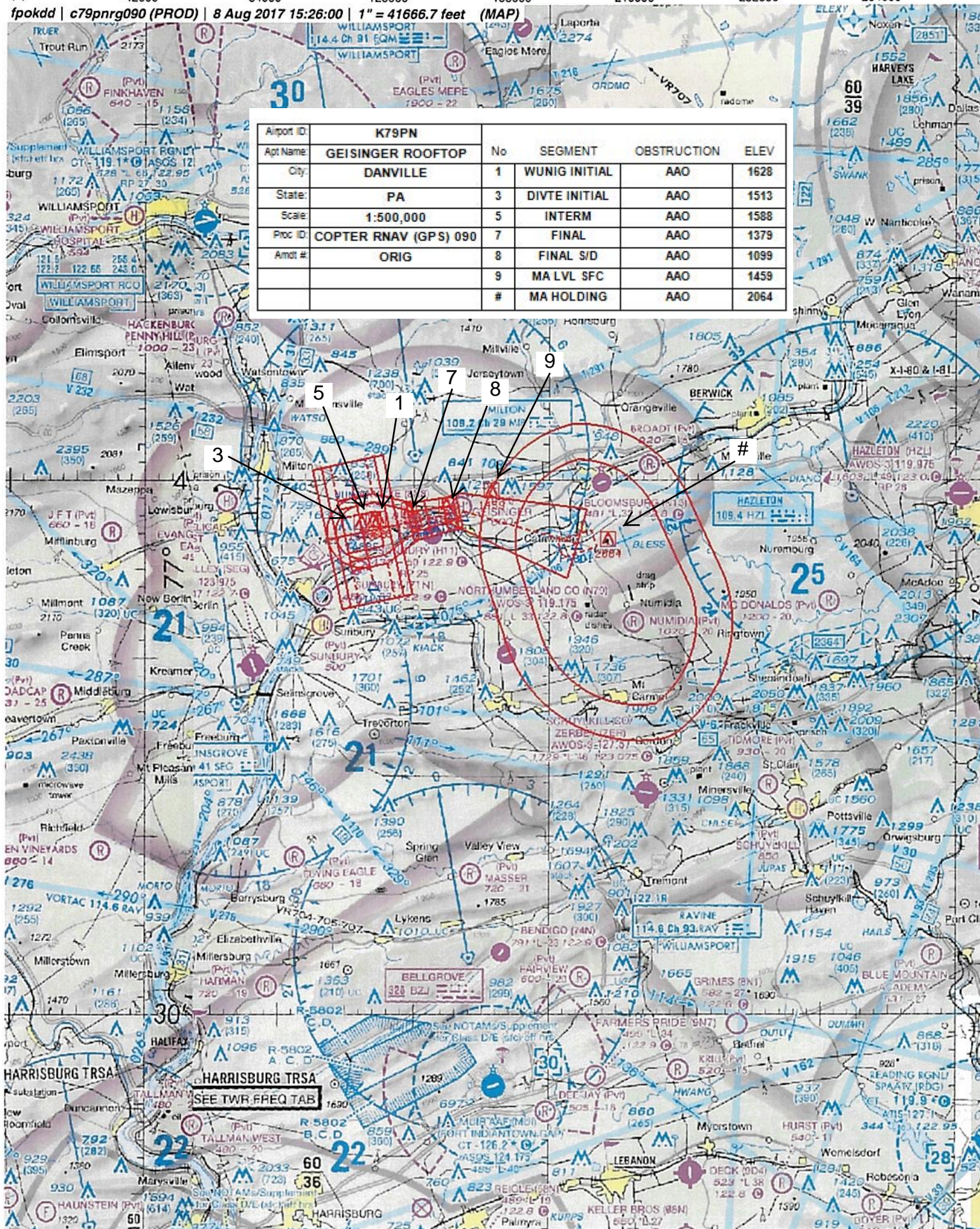


TASBE	CITIT	ZATAV 1 NM to MIBNE	MIBNE	FABDI
4000	2500	1700		
3 NM	1 NM	1 NM	0.8 NM	
CATEGORY	COPTER			
LNAV MDA	1360-¾ 250 (300-¾)			



fpokdd | c79pnrg090 (PROD) | 8 Aug 2017 15:26:00 | 1" = 41666.7 feet (MAP)

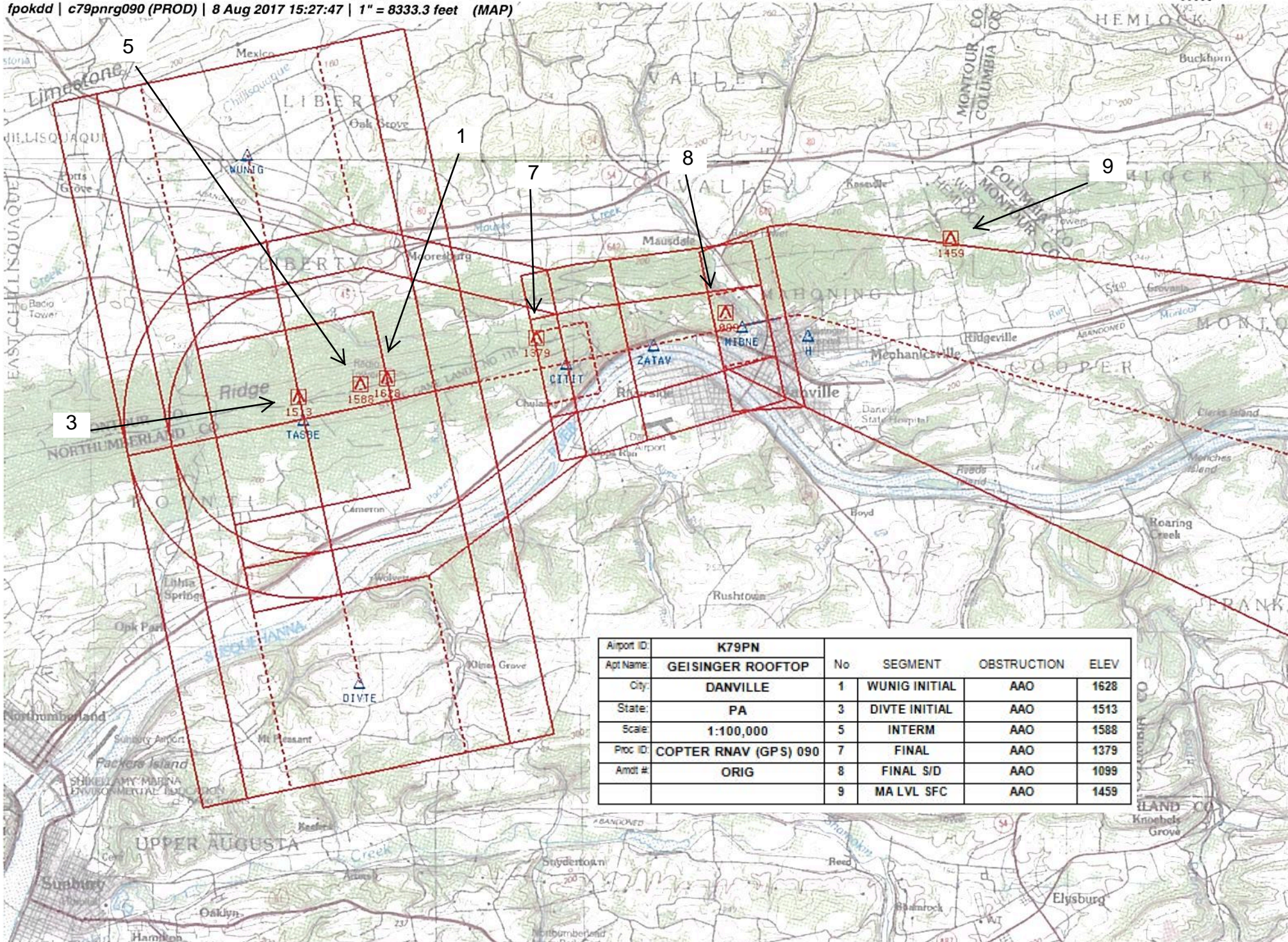
Appt ID	K79PN				
Appt Name	GEISINGER ROOFTOP	No	SEGMENT	OBSTRUCTION	ELEV
City:	DANVILLE	1	WUNIG INITIAL	AAO	1628
State:	PA	3	DIVTE INITIAL	AAO	1513
Scale:	1:500,000	5	INTERM	AAO	1588
Proc ID:	COPTER RNAV (GPS) 090	7	FINAL	AAO	1379
Amdt #	ORIG	8	FINAL S/D	AAO	1099
		9	MA LVL SFC	AAO	1459
		#	MA HOLDING	AAO	2064





NM 1 2 3 4 5 6 7 8 9 10 11 12 13 14  
FT 8000 16000 24000 32000 40000 48000 56000 64000 72000 80000

fpokdd | c79pnrg090 (PROD) | 8 Aug 2017 15:27:47 | 1" = 8333.3 feet (MAP)

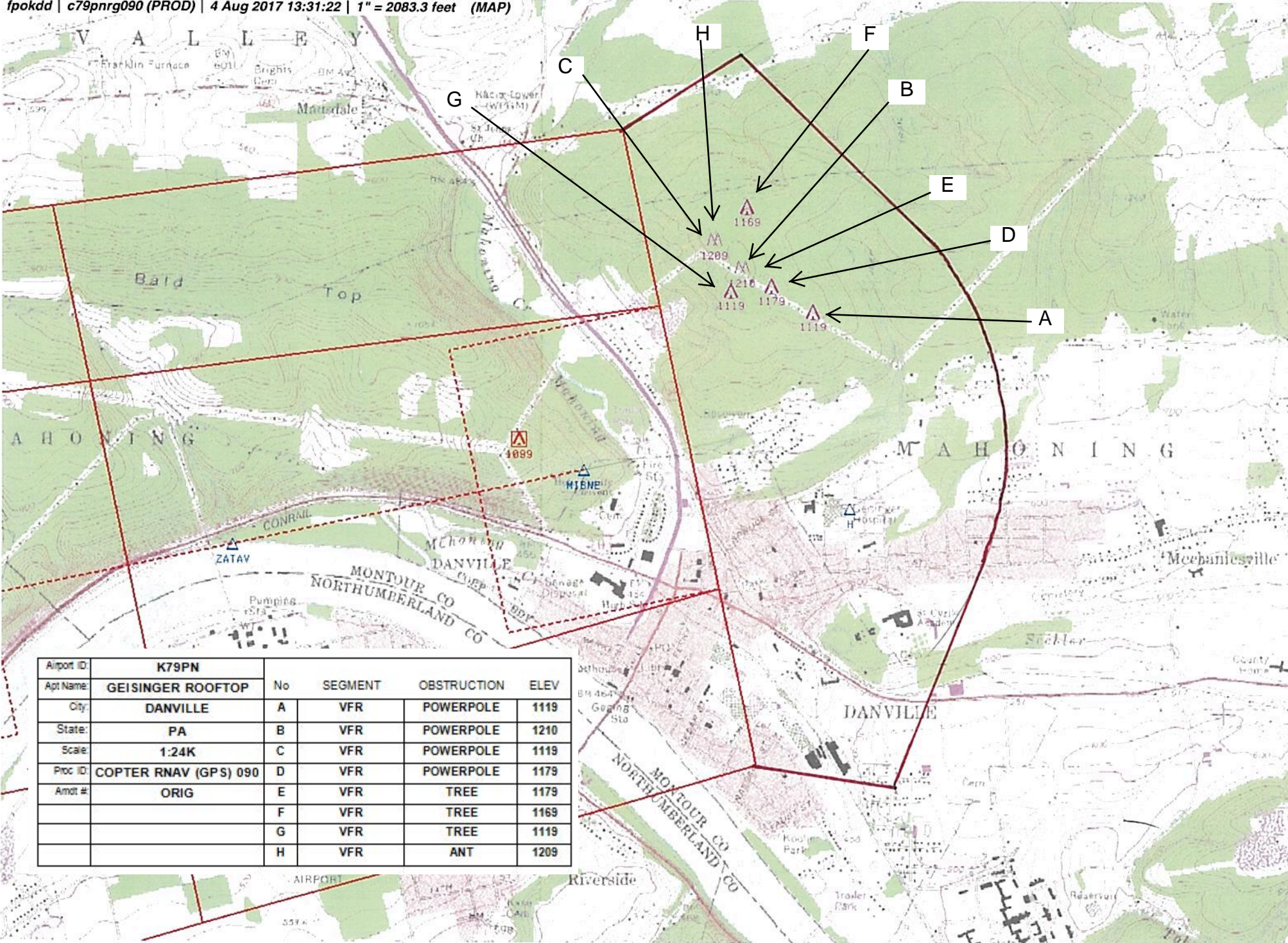


Airport ID:	K79PN				
Apt Name:	GEISINGER ROOFTOP	No	SEGMENT	OBSTRUCTION	ELEV
City:	DANVILLE	1	WUNIG INITIAL	AAO	1628
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Scale:	1:100,000	5	INTERM	AAO	1588
Proc ID:	COPTER RNAV (GPS) 090	7	FINAL	AAO	1379
Amot #	ORIG	8	FINAL S/D	AAO	1099
		9	MA LVL SFC	AAO	1459



NM 0.3 0.6 0.9 1.2 1.5 1.8 2.1 2.4 2.7 3.0 3.3  
FT 2000 4000 6000 8000 10000 12000 14000 16000 18000 20000

fpokdd | c79pnrg090 (PROD) | 4 Aug 2017 13:31:22 | 1" = 2083.3 feet (MAP)



# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: DANVILLE

STATE: PA

AIRPORT NAME: GEISINGER ROOFTOP

ID: K79PN

PROCEDURE: COPTER RNAV (GPS) 090

AMDT: ORIG

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  | MAP          | to 1000' point                 | 1.00        |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small>                           |              |                                |             |
| 2. Width of   | FINAL        | segment at 1000' point         | 0.95        |
| <small>(Enter appropriate segment , final, intermediate, etc.)</small>                    |              |                                |             |
| 3. True Course of   | FINAL        | segment containing 1000' point | 077.97      |
| 4. High Terrain in  | FINAL        | segment containing 1000' point | 1179        |
| 5. Distance from  | MAP          | to 1500' point                 | 4.20        |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> |              |                                |             |
| 6. Width of   | INTERMEDIATE | segment at 1500' point         | 3.00        |
| 7. True Course of   | INTERMEDIATE | segment containing 1500' point | 077.93      |
| 8. High Terrain in  | INTERMEDIATE | segment containing 1500' point | 1388        |
| 9. Surface Elevation .....  | 405843.10N   | /                              | 0763644.60W |
| 10. Helipad Coordinates .....   | 405804.41N   | /                              | 0763620.60W |
| 11. Runway Approach End and distance furthest from ARP.....                               | RWY          | NA                             |             |
|   | Distance     | NA                             | NM          |
| 12. FAF Coordinates .....   | 402745.68N   | /                              | 0763954.37W |
| <small>(Click to Select)</small>  |              |                                |             |

## REMARKS:

POINT IN SPACE APPROACH

MAP (MIBNE): 405810.67N/0763719.43W



## 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.		✓	