
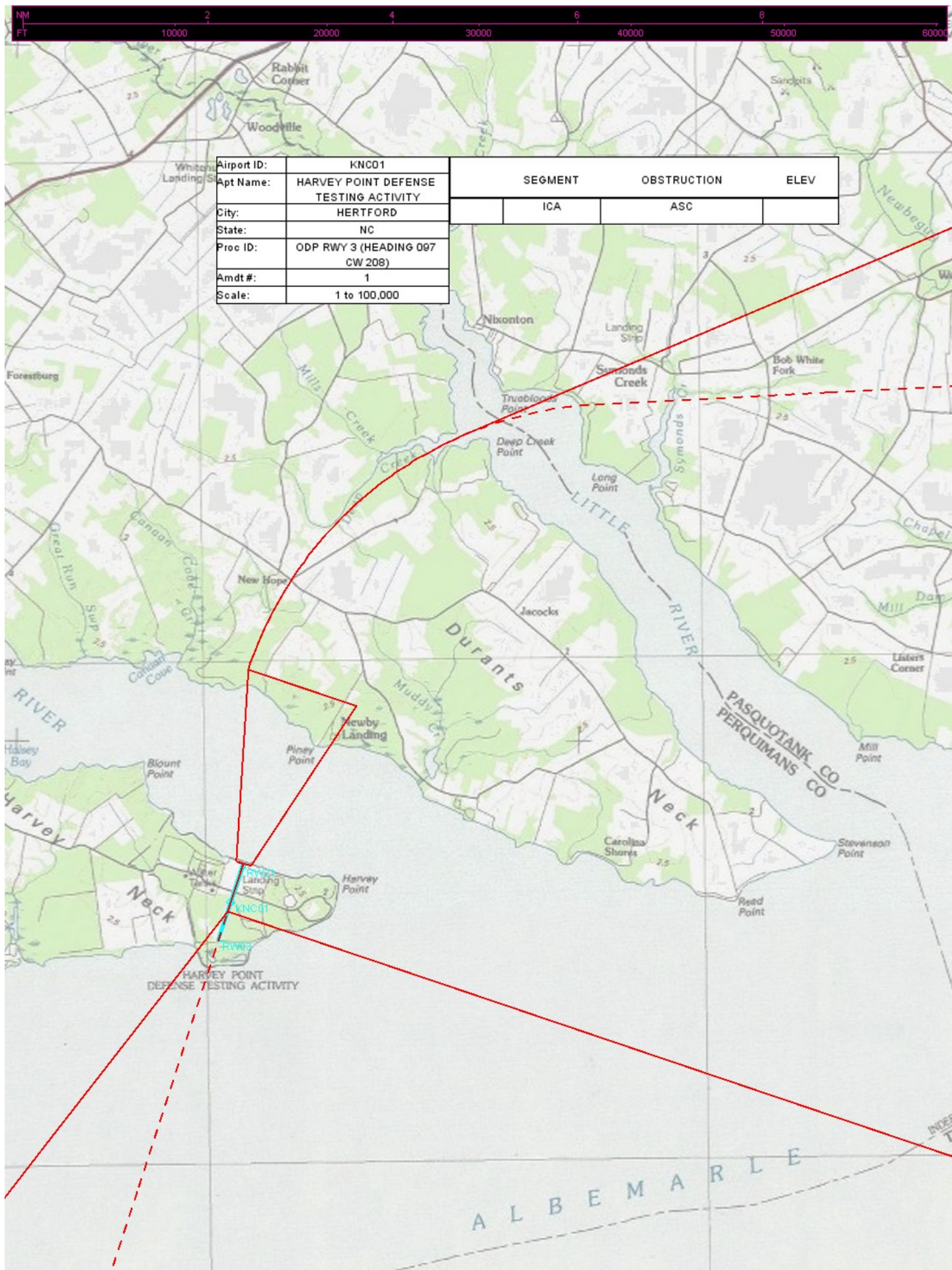
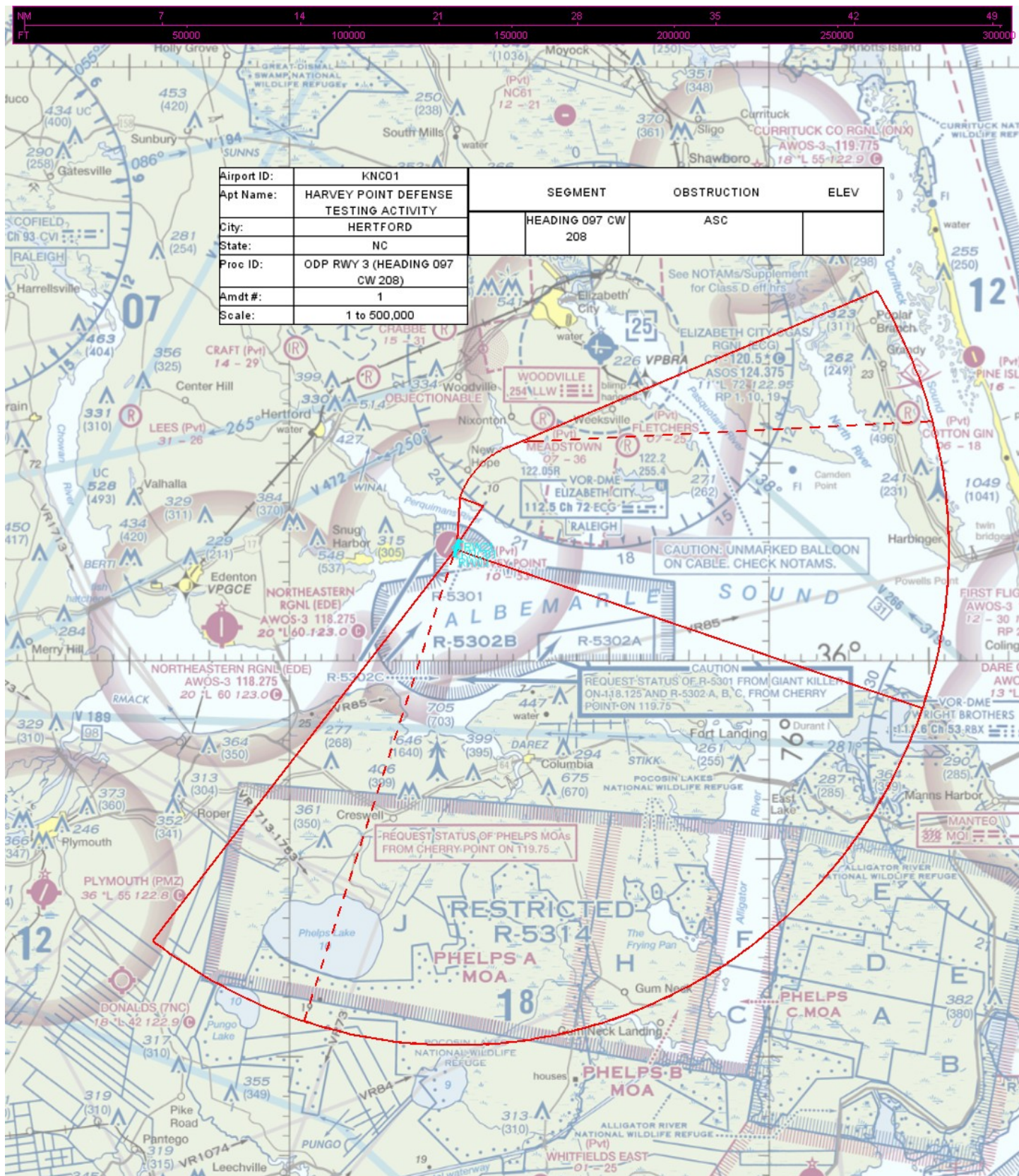


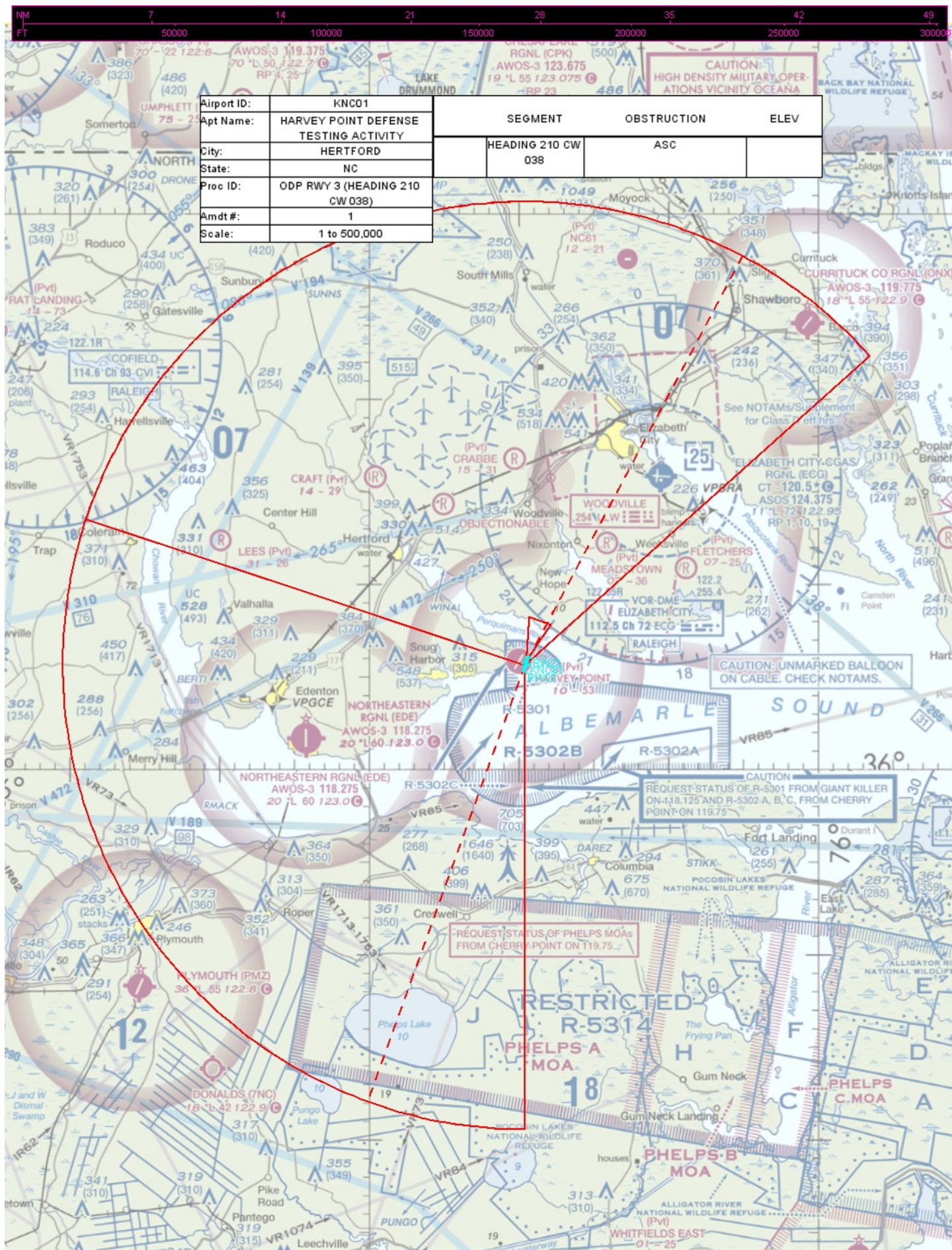
Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: TEXTUAL DP	Date Open: 12/18/2017	Task #: 2017121834402702001	Request #: 20171218344027
Procedure: HERTFORD NC KNC01 AMDT 1			Airport ID: KNC01	Airport: HARVEY POINT DEFENSE TESTING ACTIVITY		Reimbursable #: NO
City: HERTFORD	ST: NC	GPS #:	Estimated Chart Date: 10/10/2019		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: JAMES LAFFERTY	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	06/18/2018	02/20/2019	DAVID TEFFETELLER	 <i>Digitally signed by</i> SEAN BARBEE Jul 01, 2019		
QA:	02/20/2019					
Liaison:						
Procedure Comments:			ENROUTE-NON	Remark Type: INFORMATION		
SPECIAL OBSTACLE DEPARTURE PROCEDURE ACTIVE DATA USED FOR KNC01 CONTACT DAVE TEFFETELLER AT 202-267-5177						

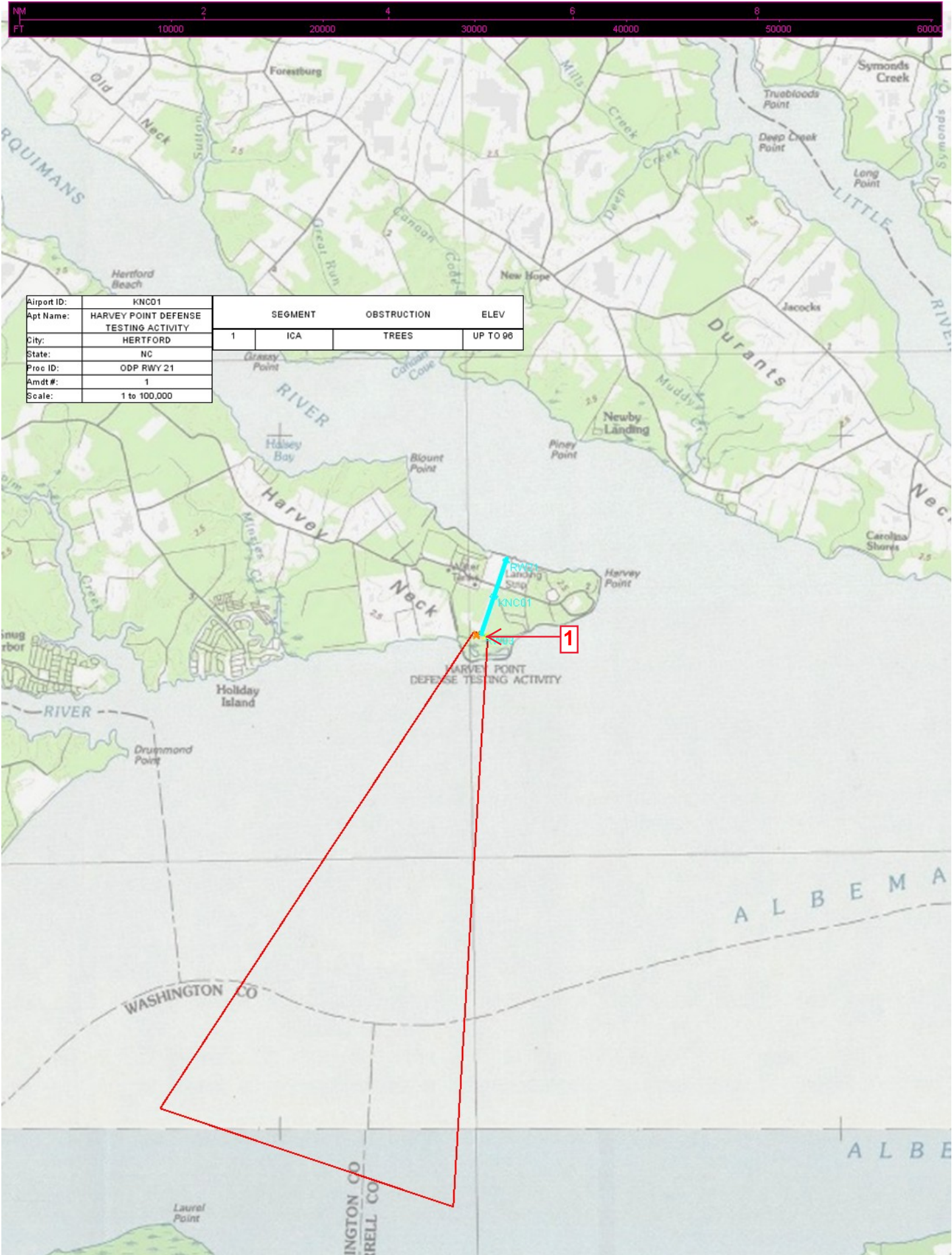
FIPC BASIC FORM						
PROCEDURE: HERTFORD, NC, KNC01, 1			AIRPORT NAME: HARVEY POINT DEFENSE TESTING		AIRPORT ID: KNC01	SPECIAL CONTROL NO: AP-07-102-19
FAC ID: KNC01		CITY: HERTFORD			ST: NC	ORIG CHART DATE: 10/10/2019
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AAC14A467	PTS TASK ID: 2017121834402702001		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 5px;"> YES NO </div>	
					CPV COMPLETE? <div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 5px;"> </div>	
PROCEDURE RESULTS						
INSPECTION DATE: 08/29/2019	CREW #: VN327	N #: N66	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: jeffrey eckman @ 08/29/2019 20:31			PRINTED NAME: ECKMAN, JEFFREY ALAN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Procedure SAT as proposed.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		











Airport ID:	KNCD1	SEGMENT			OBSTRUCTION	ELEV
Apt Name:	HARVEY POINT DEFENSE TESTING ACTIVITY	1	ICA		TREES	UP TO 96
City:	HERTFORD					
State:	NC					
Proc ID:	ODP RWY 21					
Amdt#:	1					
Scale:	1 to 100,000					



Federal Aviation Administration Categorical Exclusion Declaration

Date: 07/23/2019

IFP: Walker, Jon (jon.s.walker@faa.gov)

Airport Contact: N/A

Request ID: NC01_190719_11

Single or Multiple Procedure:

Multiple

Procedure Name(s):

RNAV (GPS) RWY 3, AMDT 1; RNAV (GPS) RWY 21, AMDT 1 & OBSTACLE DEPARTURE PROCEDURE (ODP), AMDT 1.

Procedure Request Description:

THESE ARE AMENDMENTS REQUIRED TO BRING THE APPROACHES INTO COMPLIANCE/CRITERIA. ALL FORMS AND GRAPHICS ARE ATTACHED. FOR DETAILED CHANGES TO THE PREVIOUS EDITIONS, SEE CHANGES/REASONS ON THE RESPECTIVE FORMS.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

- 5- Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: Veronda Johnson Date: July 23, 2019

Title: Environmental Protection Specialist

Approved By: Debra L Hogan Date: July 23, 2019

Title: Manager, Environmental, CI & NAS Analytics