




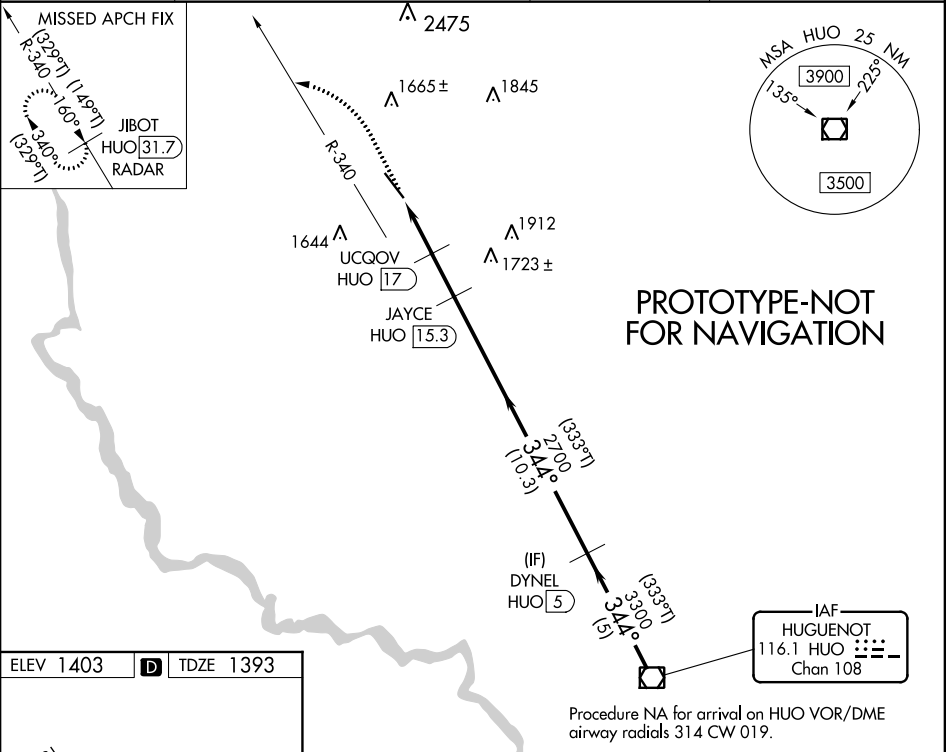
Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 12/19/2017	Task #: 2017121932661401002	Request #: 20171219326614
Procedure: VOR RWY 33 AMDT 4			Airport ID: KMSV	Airport: SULLIVAN COUNTY INTL		Reimbursable #: NO
City: MONTICELLO	ST: NY	GPS #:	Estimated Chart Date: 11/07/2019		FICO #:	
Fac ID: HUO		Fac. Type: VOR_DME			Specialist: ANDRE TUCKER	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	02/22/2019	07/09/2019	DAVID FRESELLA	 Digitally signed by		
QA:	07/09/2019			 DAVID W SAUER		
Liaison:				 Aug 09, 2019		
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION CLEARS NOTAM FDC 9/2940 AND 9/7153 CONTACT CASIMIR TABAKA (405) 954-7391.						

VOR/DME HUO 116.1 Chan 108	APP CRS 344°	Rwy Ldg TDZE Apt Elev 5798 1393 1403
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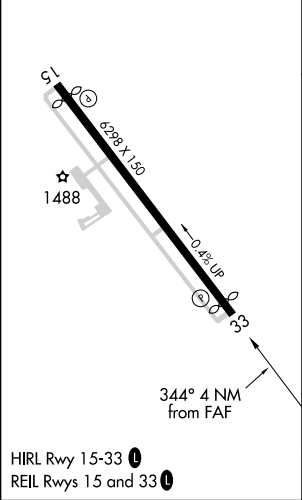
VOR RWY 33

SULLIVAN COUNTY INTL (MSV)

DME required		MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 on HUO VOR/DME R-340 to JIBOT/HUO 31.7 DME/RADAR and hold.	
AWOS-3PT 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0



ELEV 1403	D	TDZE 1393
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1900 ↑		4000 ↙		HUO R-340		JIBOT HUO 31.7 RADAR		DYNEL HUO 5		HUO VOR/DME	
				JAYCE HUO 15.3		3500					
				≤ 3.00° TCH 39		344°		3300			
		HUO 19.3		UCQOV HUO 17		2700					
		2140		2700		3300		344°		3500	
		2.3 NM		1.7 NM		10.3 NM		5 NM			
CATEGORY		A		B		C		D			
S-33		1900-1 507 (500-1)		1900-1 507 (500-1)		1900-1 507 (500-1)		507 (500-1)			
CIRCLING		1900-1 497 (500-1)		1900-1 497 (500-1)		2020-1 617 (700-1)		2180-2 777 (800-2)			

VOR RWY 33

MONTICELLO, NEW YORK

AL-5675 (FAA)

17285

VOR/DME HWO 116.1 Chan 108	APP CRS 344°	Rwy Ldg TDZE Apt Elev 5798 1390 1403
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VOR/DME RWY 33
SULLIVAN COUNTY INTL (MSV)

▼ Night landing: Rwy 33 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet and Cat B visibility ¼ mile, Cats C/D ¾ mile, Circling Cat B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile.

MISSED APPROACH:
Climb to 4000 direct
MS LOM and hold.

AWOS-3PT
124.725

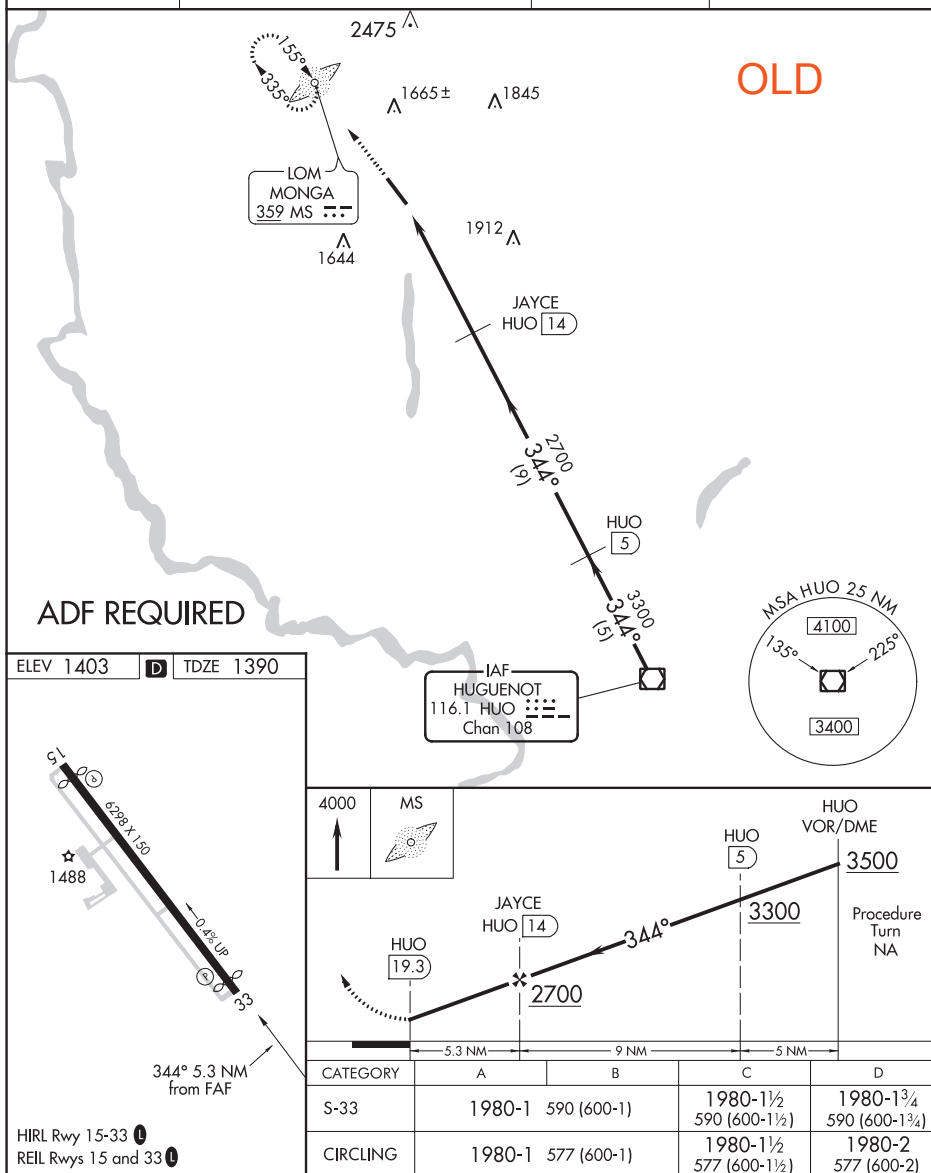
NEW YORK APP CON
132.75 363.1

CLNC DEL
121.6

UNICOM
122.8 (CTAF) 0

NE-2, 12 OCT 2017 to 09 NOV 2017

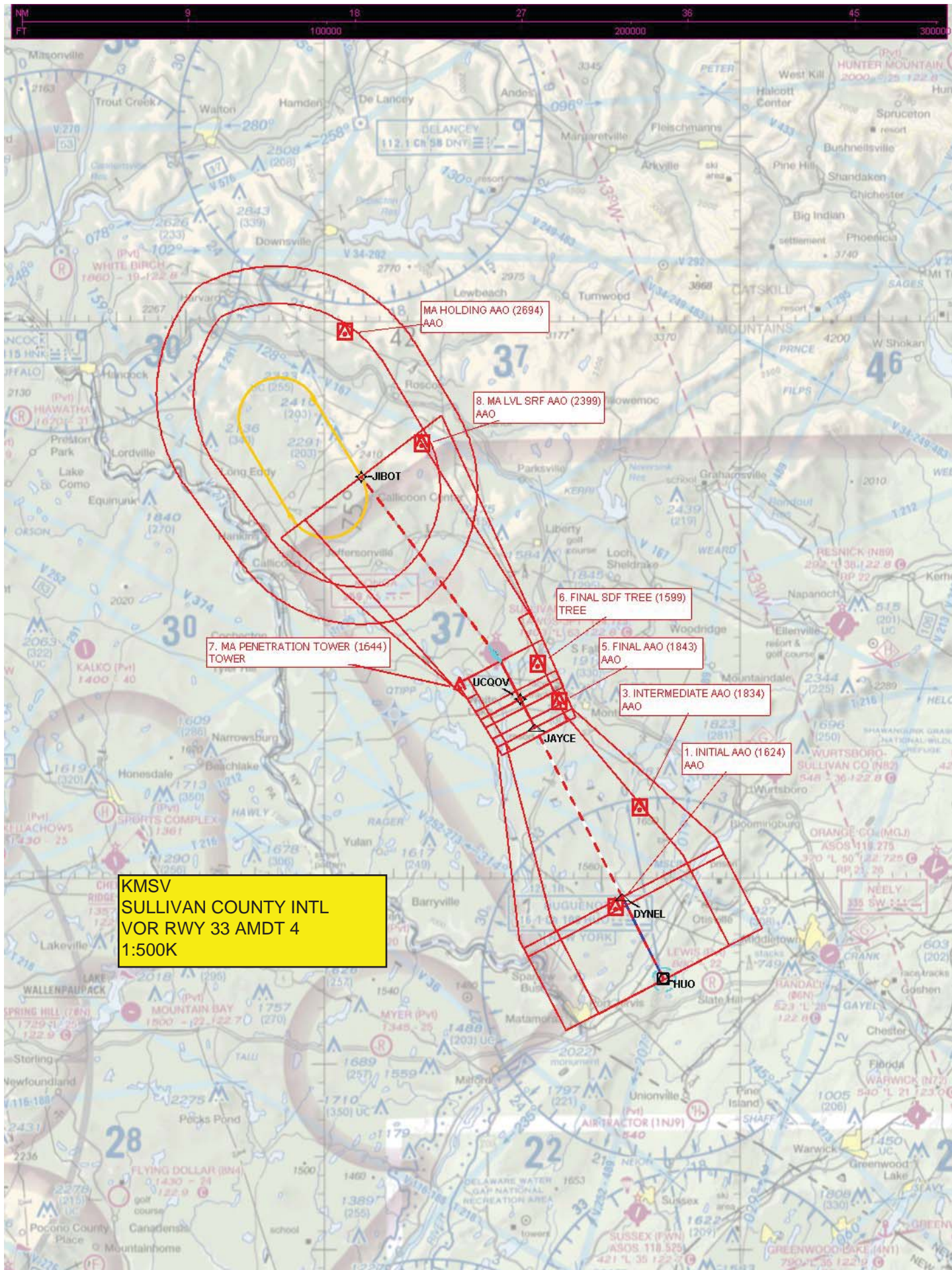
NE-2, 12 OCT 2017 to 09 NOV 2017

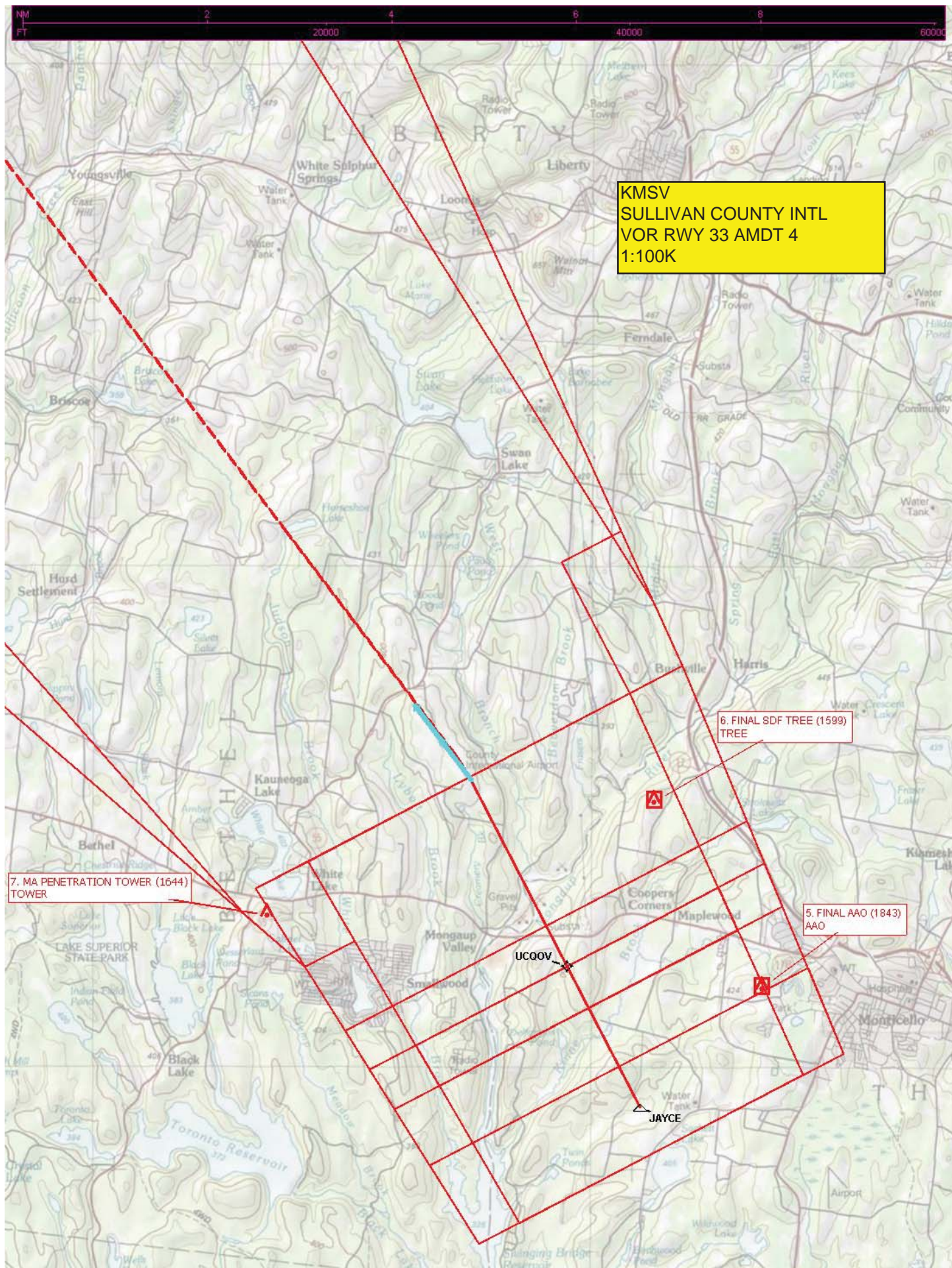


MONTICELLO, NEW YORK
Amdt 3A 03APR14

41°42'N-74°48'W

SULLIVAN COUNTY INTL (MSV)
VOR/DME RWY 33





Federal Aviation Administration Categorical Exclusion Declaration

Date: 02/07/2019

IFP: Griffin, Edward (Edward.CTR.Griffin@faa.gov)

Airport Contact: N/A

Request ID: KMSV_190131_03

Single or Multiple Procedure:

Multiple

Procedure Name(s):

ILS OR LOC RWY 15

VOR/DME RWY 33

Procedure Request Description:

ILS OR LOC RWY 15 - Remove MS OM/MONGA LOM. Replace with a radar fix. Change MA to BARTH Fi and hold SW, Right Turns. Change holding instructions to "Climb to 4000 direct BARTH and hold."
VOR/DME RWY 33 - Change MA to BARTH Fix and hold SW, Right Turns. Change MA instructions to "Climb to 2500 then climbing right turn to 4000 direct BARTH and hold."

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: February 7, 2019

Title: Environmental Protection Specialist

Approved By: Debra L Hogan

Date: February 7, 2019

Title: Manager, Airspace Environmental & Community Outreach