

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 09/08/2022	APWS Task ID: 3D330A37F17744579D62AC8C22254E5A	APWS Project ID: 6D978C08C5EE4644A1E57431499D75E8
Procedure: RNAV (GPS) Z RWY 10 ORIG		Enroute: NO	Specialist: Barnes, Kellie		Agreement Number:
Airport ID: KJPX			Airport City: EAST HAMPTON		State: NY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE DATA USED FOR KJPX AND RUNWAYS  APPROVAL LETTER REQUEST FOR VGSI MITIGATION OF 20:1 PENETRATIONS  CONTACT ALLAN WILL 405-954-6103</div> <div><div>QUALITY 25 CHECKED</div><div>QUALITY 15 CHECKED</div></div>					

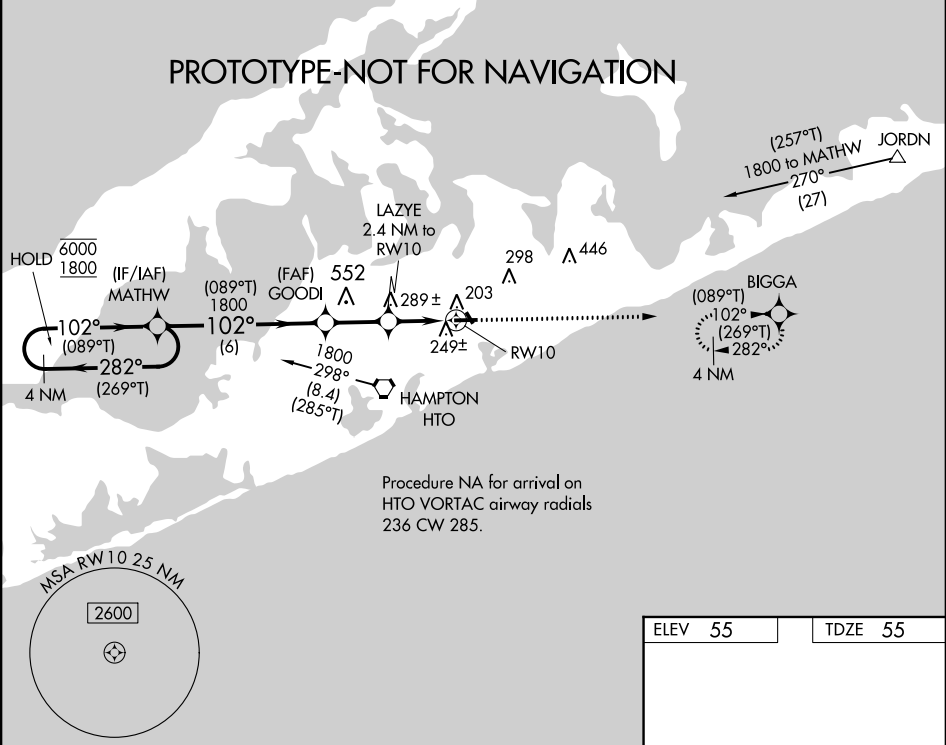
<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV GPS RWY 10 Z ORIG			<b>AIRPORT NAME:</b> EAST HAMPTON TOWN		<b>AIRPORT ID:</b> KJPX	<b>SPECIAL CONTROL NO:</b> YG-06-204-22
<b>FAC ID:</b> KJPX10Z		<b>CITY:</b> EAST HAMPTON			<b>ST:</b> NY	<b>ORIG CHART DATE:</b> 09/08/2022
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						<b>YES</b>
					<b>CPV COMPLETE?</b>	<b>X</b>
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 07/27/2022	<b>CREW #:</b> VN137	<b>N #:</b> N67	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> bob s pressler @ 07/27/2022 12:19			<b>PRINTED NAME:</b> PRESSLER, ROBERT STEPHEN			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> SAT						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

WAAS CH <b>77844</b> <b>W10A</b>	APP CRS <b>102°</b>	Rwy Idg <b>4255</b> TDZE <b>55</b> Apt Elev <b>55</b>
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RNAV (GPS) Z RWY 10

EAST HAMPTON TOWN (JPX)

RNP APCH - GPS.					MISSED APPROACH: Climb to 2000 direct BIGGA and hold.
<div><div><div>▼</div><div>Rwy 10 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Westhampton Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Westhampton Beach altimeter setting; increase LPV DA to 404 feet; increase LNAV/VNAV DA to 543 feet; and increase all MDAs 60 feet. Straight-in Rwy 10 at night, operational VGSi required, remain on or above VGSi glidepath until threshold.</div></div></div>					
AWOS-3PT 118.075	NEW YORK APP CON 125.975 343.65	EAST HAMPTON TOWER ★ 125.225 (CTAF) 0	GND CON 121.9	CLNC DEL 118.95	



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 49°).		ELEV 55	TDZE 55
MATHW		GOODI		BIGGA	
6000 1800		1800		2000	
GP 3.42° TCH 60		980		RW10	
6 NM		2.2 NM		2.4 NM	
CATEGORY	A	B	C	D	
LPV DA	361-1		306 (400-1)	NA	
LNAV/VNAV DA	500-1 3/8		446 (500-1 3/8)	NA	
LNAV MDA	500-1	445 (500-1)	500-1 3/8 445 (500-1 3/8)	NA	

MIRL Rwy 10-28 0

REIL Rwy 10

REIL Rwy 28 0

KHTO RNAV (GPS) Z RWY 10, ORIG

Request for approval to utilize VGSI to mitigate straight-in visual surface penetrations, per 8260.3E 3-3-2(c)4.b.1.

RWY 10 has an ANALPV survey dated 08/08/2007. The VGSI (PAPA-2L) was commissioned on 07/24/2013 at 3.30/48.7. The VGSI obstruction is clear.

The RNAV (GPS) Z RWY 10, AMDT 1A that was cancelled 05/19/2022 previously had a VGSI mitigation approval letter (dated 04/16/2015) and had the required chart notes added to the plate. Without the VGSI mitigation approval, there will be no approaches available to runway 10 at night, and no circling option from runway 28.

RWY 10 LPV, LNAV/VNAV, LNAV 20:1 penetrations:

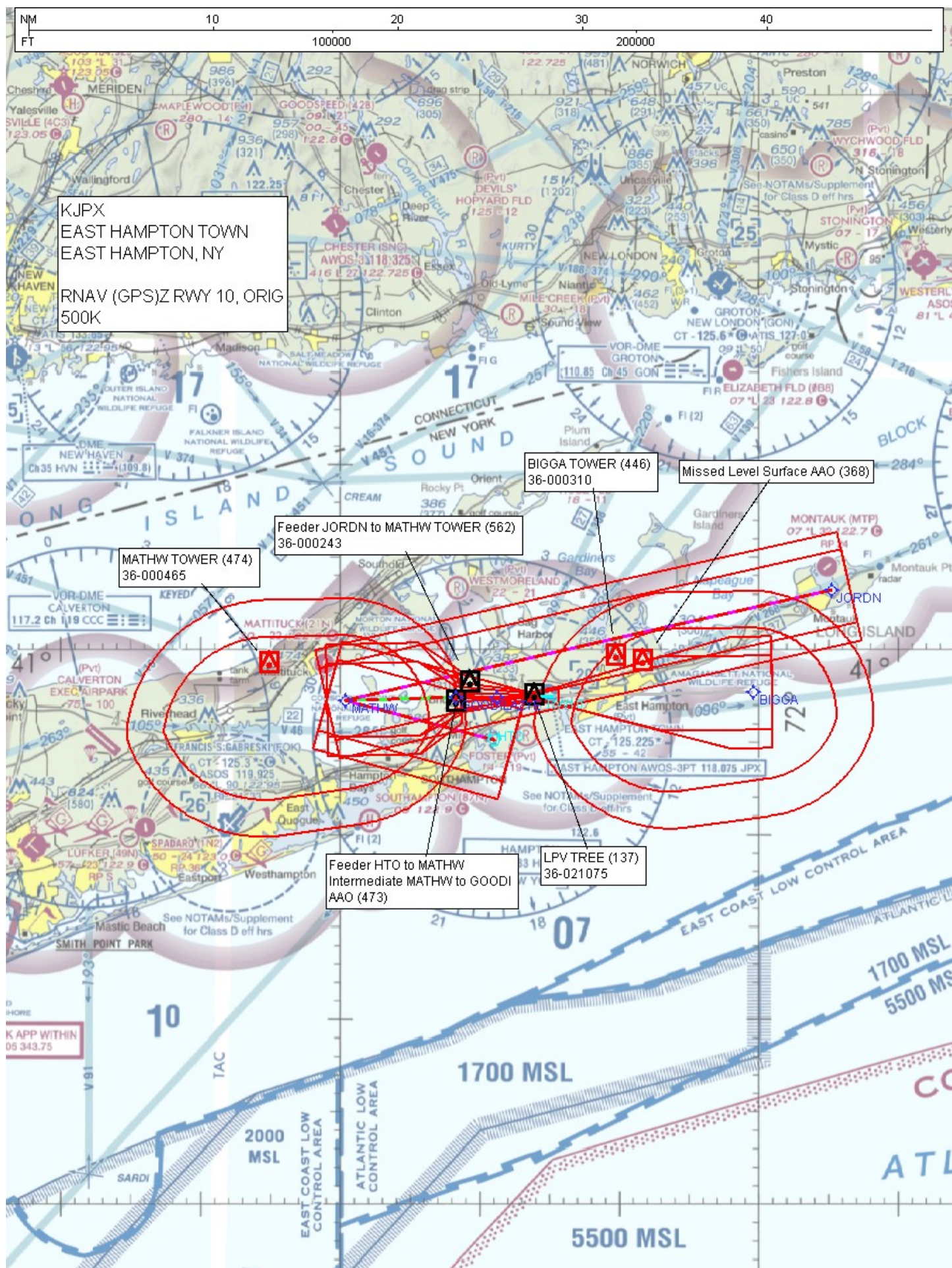
126 TREE (36-021071) 405734.2800N/0721557.2000W (4.16)

133 TREE (36-021072) 405734.9700N/0721559.2000W (3.56)

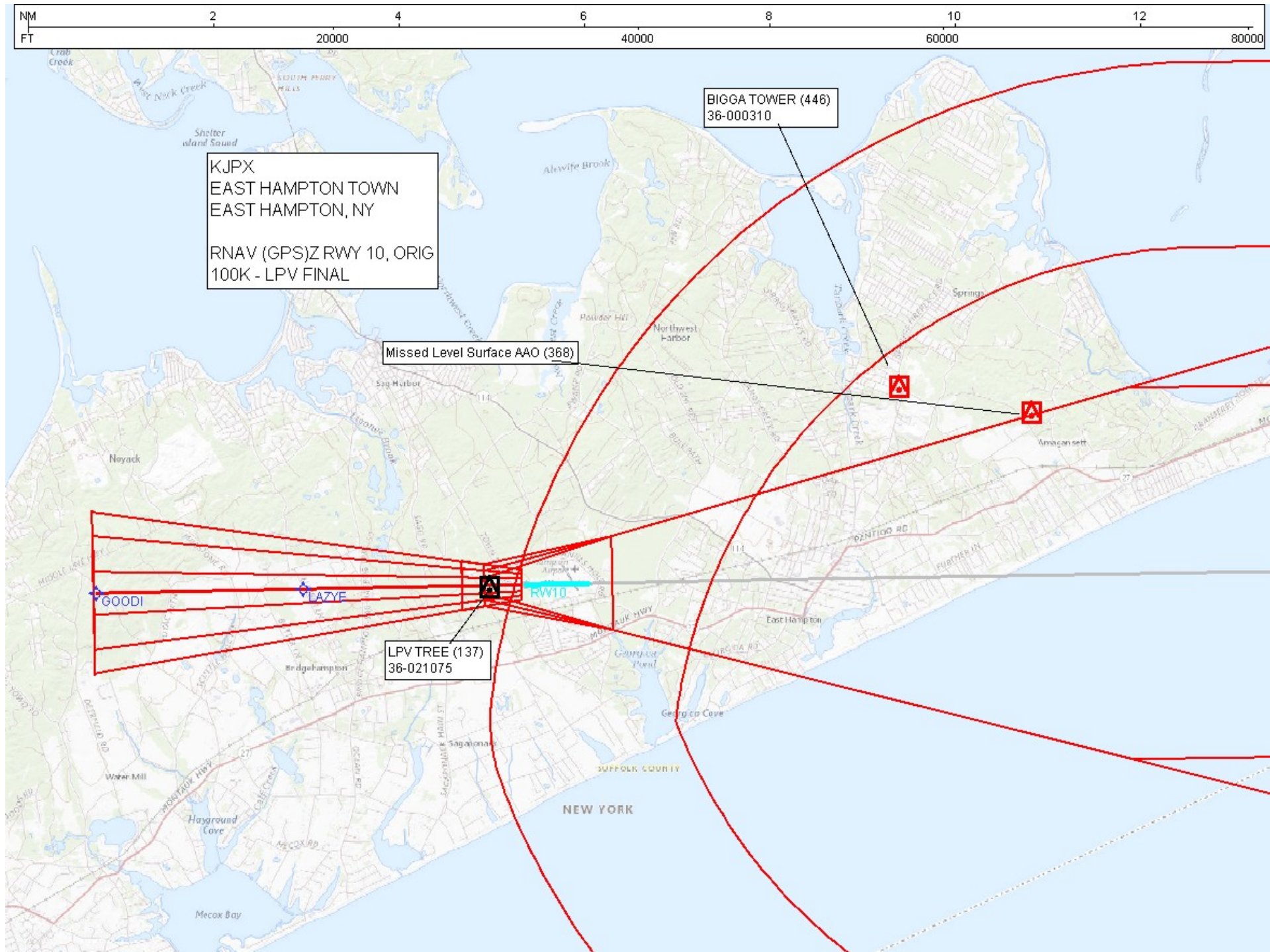
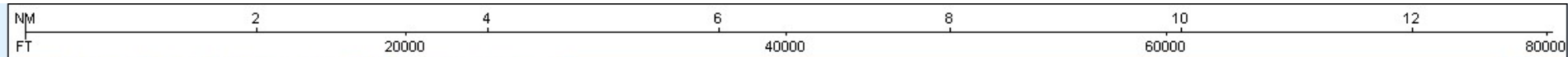
108 TREE (36-021050) 405728.7500N/0721553.2400W (0.82)

The above obstacles are included on the 8260-9 form.

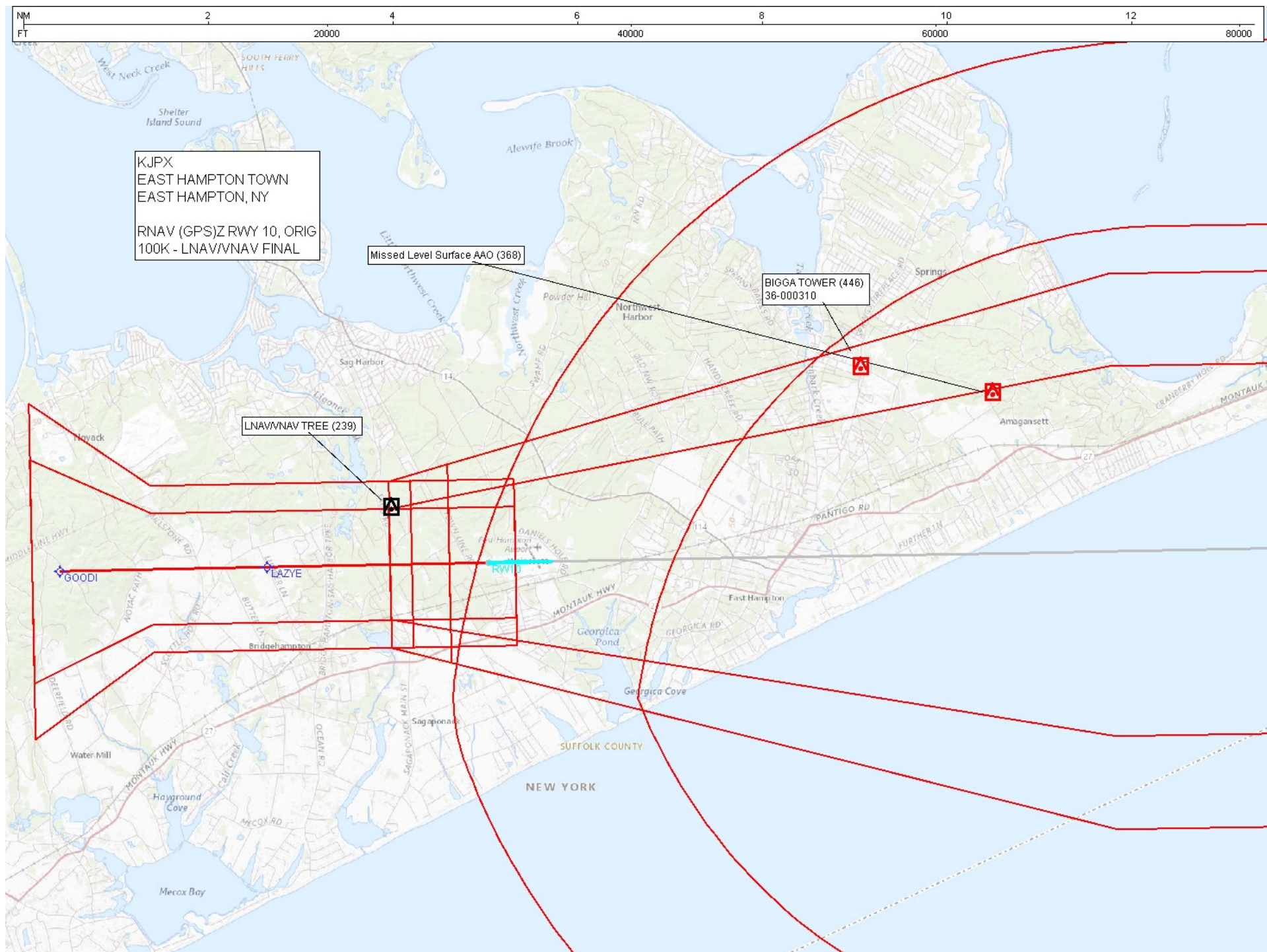
Request to retain night operations with "CHART NOTE: STRAIGHT-IN RWY 10 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD."



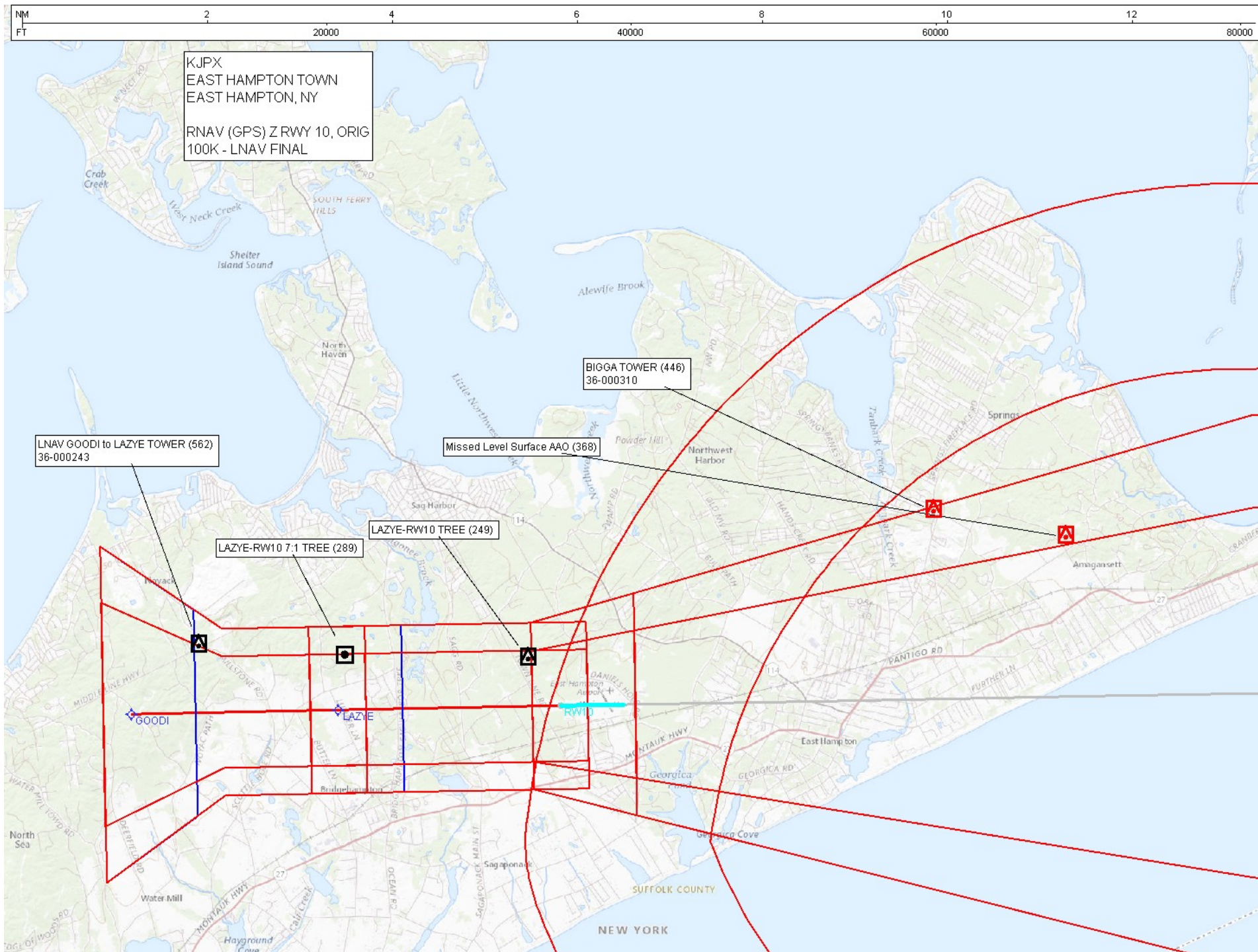














# Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 07/27/22

**IFP:** Reddinger, Shawn (Shawn.Reddinger@faa.gov)

**Airport Contact:** -

**Request ID:** KHTO\_2268

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):** RNAV (GPS) Z RWY 10 Orig RNAV (GPS) Z RWY 28 Orig TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

**Procedure Request Description:**

The East Hampton Town Airport (JPX - Formerly HTO) in East Hampton, New York, was scheduled to become a private use airport in May 2022. However, immediately following the privatization effort, litigation ensued and Temporary Restraining Orders were issued in the New York State Supreme Court. Those Temporary Restraining Orders require the Town of East Hampton to maintain public access to JPX.

The FAA's primary Mission is to ensure a safe airspace. To meet that requirement the FAA is reviewing/approving Public flight procedures while the pending litigation is being resolved. While FAA does not usually publish Public Instrument Flight (IFR) procedures for private-use airports, JPX is currently operating as a public-use airport because of the aforementioned Temporary Restraining Orders.

When the Airport previously operated in Public status it served a mix of private pilots, charter flights, and medevac flights. Also, there were approximately 30,000 annual operations, with the majority of that traffic occurring between the months of May to September. In May 2022, all Public IFR procedures were cancelled and private Special use procedures were established. Although JPX has procedures that were established by the Town of East Hampton in conjunction with Flight Tech Engineering (a third party flight procedure design consulting service), these procedures are not immediately available to all pilots because they require FAA authorization in advance to use. FAA believes that establishment of Public IFR procedures will enhance safety for pilots who unexpectedly find themselves in an emergency situation or inclement weather seeking to land at JPX. The Public IFR procedures being approved are the "RNAV (GPS) Z RWY 10 Orig", "RNAV (GPS) Z RWY 28 Orig", and Takeoff Minimums and Obstacle Departure Procedures (ODP). These procedures are direct overlays of the previously approved Public IFR procedures and Special use procedures (i.e. design work was previously completed, and flight check was completed). Based on the information reviewed, the FAA anticipates comparable noise impacts to the air traffic patterns of when the airport was a Public use airport and as currently operated with the Special use procedures.

**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 are:**

- 5-6.5.i:** 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)
- 5-6.5.k:** Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

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

Concurrence/Reviewed By: JEREMY ALAN Digitally signed by JEREMY ALAN

HOGARD

Date: 2022.07.27  
16:05:55 -04'00'

Title: Environmental Protection Specialist

Approved By: **Charles J Gibson Jr** Digitally signed by Charles J Gibson Jr

Date: 2022.07.27 16:15:47 -04'00'

Date: \_\_\_\_\_

Title: Team Manager, OSG ESC ECINA (AJV-E25)