

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 12/01/2022	APWS Task ID: 4DA6ACF23A794EFCB98370834CE945AD	APWS Project ID: F6A0D0CEB117451F83A6E099259D564A
Procedure: COPTER RNAV (GPS) Y RWY 14 ORIG		Enroute: YES	Specialist: Dumar, Ralph		Agreement Number:
Airport ID: 1B9			Airport City: MANSFIELD		State: MA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div> <div> Procedure Comments:  K1B9: ACTIVE DATA USED FOR AIRPORT AND RUNWAYS.  REMARKS: NEW COPTER RNAV PROCEDURE.  CONTACT ALLAN WILL, 405-954-6103 </div> <div> <div>QUALITY 26 CHECKED</div> <div>QUALITY 41 CHECKED</div> </div> </div>					

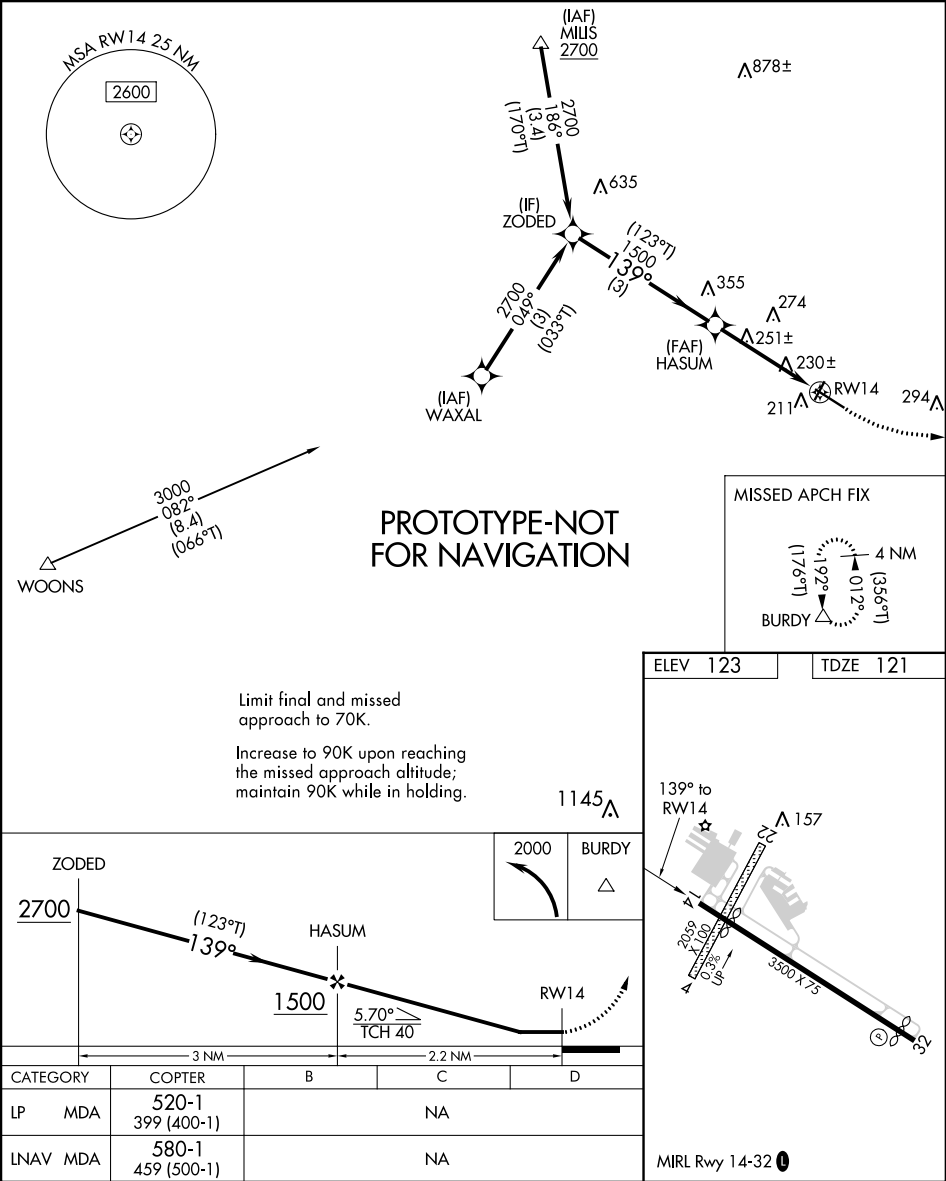
FIPC BASIC FORM						
PROCEDURE: COPTER RNAV (GPS) Y RWY 14 ORIG			AIRPORT NAME: MANSFIELD MUNI		AIRPORT ID: K1B9	SPECIAL CONTROL NO: YG-08-234-22
FAC ID: 32321		CITY: MANSFIELD			ST: MA	ORIG CHART DATE: 11/03/2022
DFL TYPE: PROC/H	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER: AC0598	PTS TASK ID: 4DA6ACF23A794EFCB98370834CE945AD		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE:	
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 09/23/2022	CREW #: VN469	N #: N90	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: james d arnold @ 10/04/2022 12:26			PRINTED NAME: ARNOLD, JAMES DAVID			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Completed Sat						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

WAAS CH <b>50444</b> <b>W14B</b>	APP CRS <b>139°</b>	Rwy Idg TDZE <b>121</b> Apt Elev <b>123</b>	<b>2991</b>
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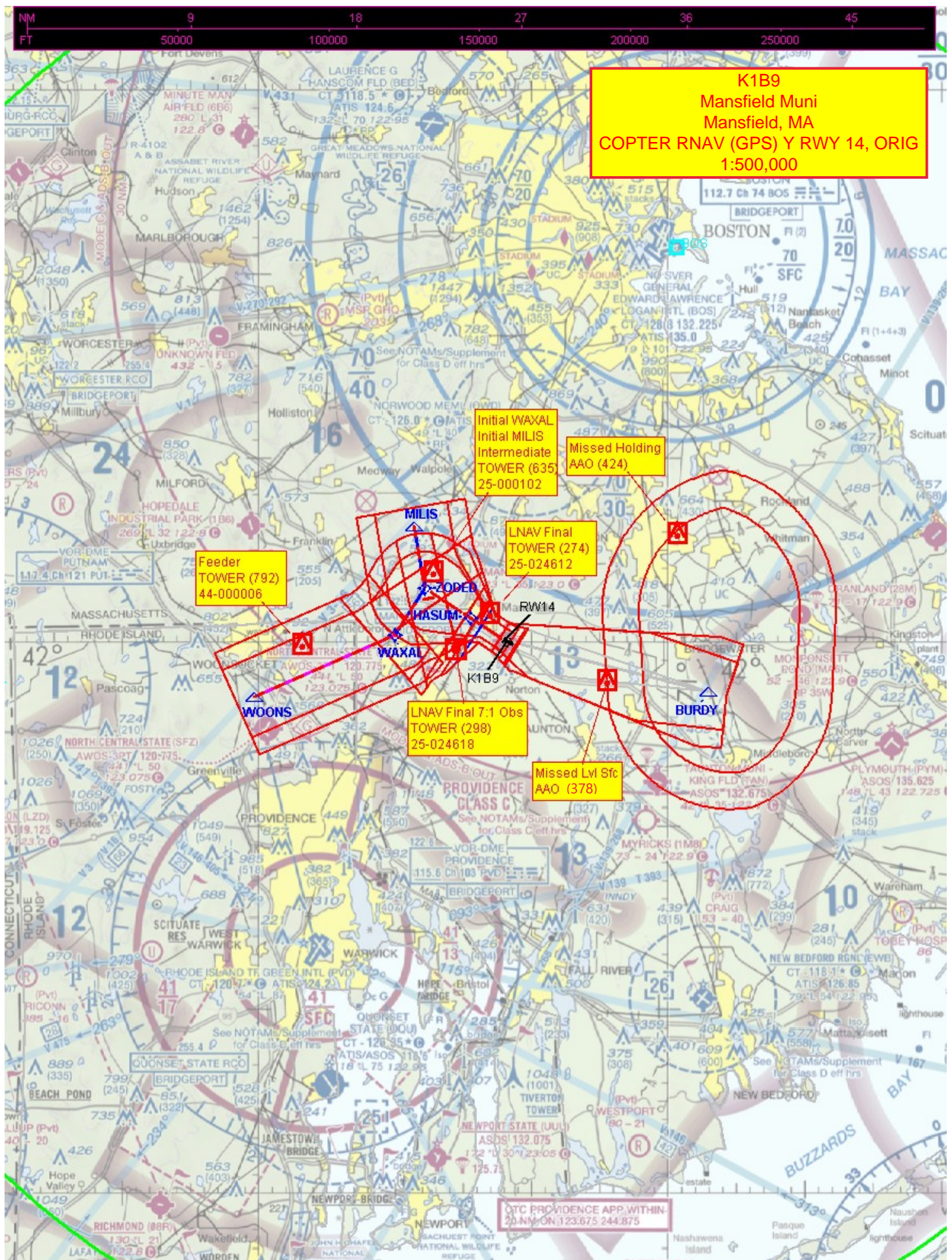
COPTER RNAV (GPS) Y RWY 14

MANSFIELD MUNI (1B9)

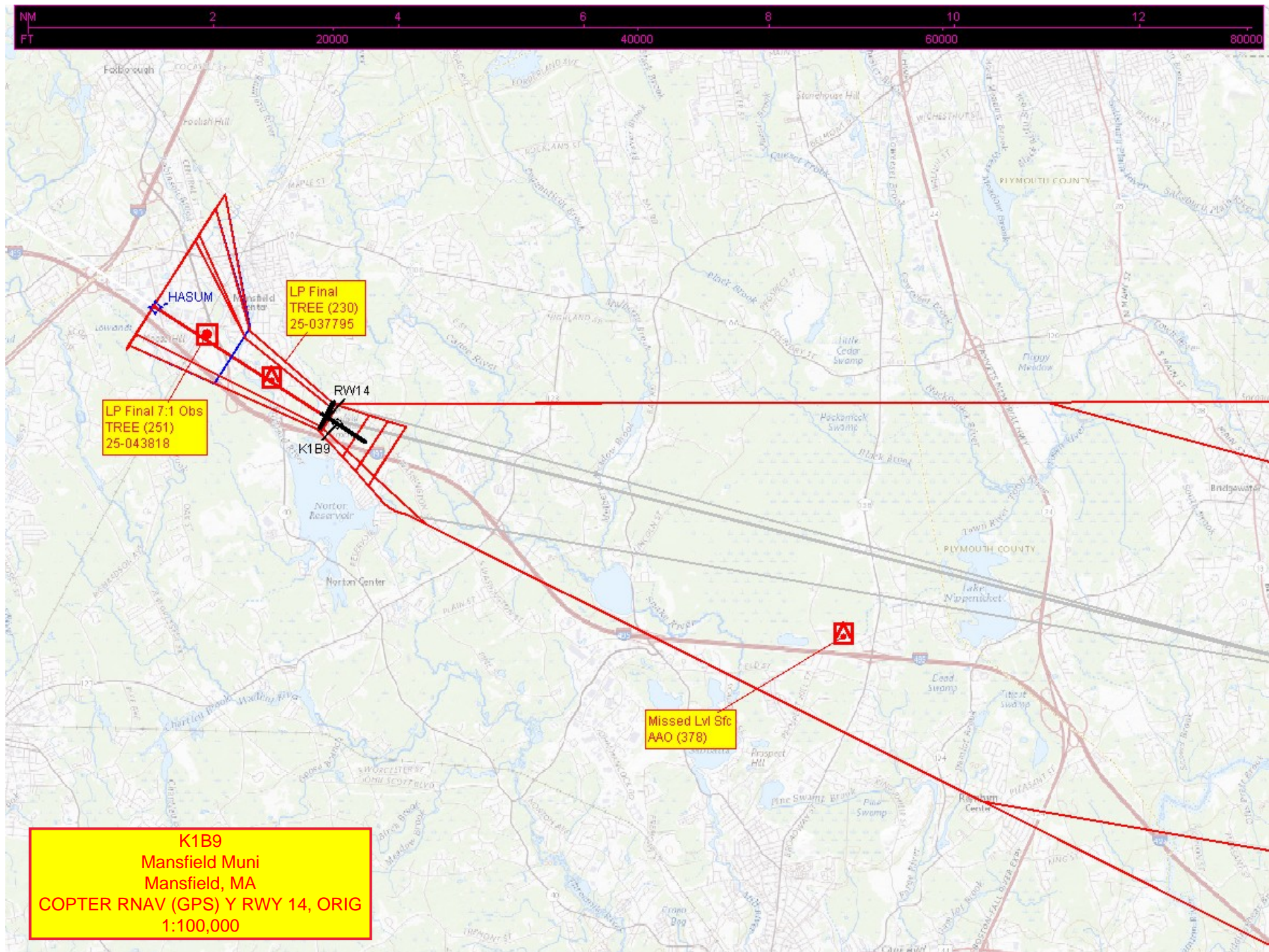
RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 2000 direct BURDY and hold.
Procedure NA at night. Use Taunton altimeter setting.		
NA		
TAN ASOS <b>132.675</b>	BOSTON APP CON <b>124.1</b>	UNICOM <b>123.0 (CTAF) 0</b>



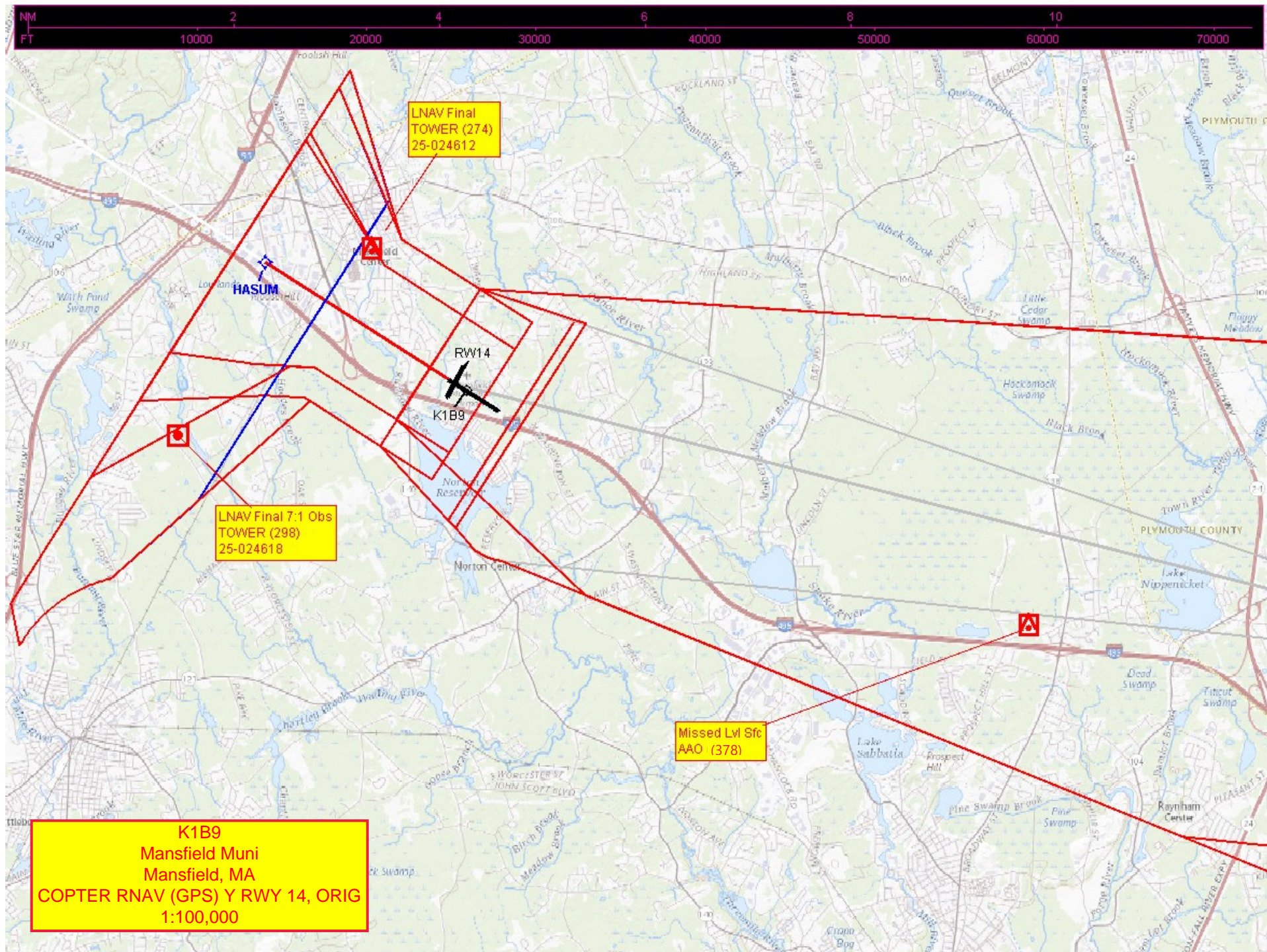












# Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 02/02/22

**IFP:** Newton, Carl (carl.v.newton@faa.gov)

**Airport Contact:** -

**Request ID:** 1B9\_22124

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):** RNAV (GPS) RWY 32 RNAV (GPS) RWY14 Night Evaluation PinS ( Direction to be determined by the production)

**Procedure Request Description:**

The Mansfield Municipal Airport (1B9) in Mansfield, Massachusetts requested procedure changes to enhance safer operations of the airspace during periods of Instrument Meteorological Conditions (IMC). These procedure changes include adding a Localizer Performance w/Vertical Guidance (LPV) to procedure RNAV (GPS) RWY 32; adding a new procedure RNAV (GPS) RWY14; and creating a new Point in Space (PinS) on the runway that will conclude approximately 500 feet above ground level (ABL). The FAA reports that developing a PinS may increase the Height Above Airport (HAA) operators usage of the airport during critical missions. When Instrument Flight Rule (IFR) conditions exist at the airport (i.e. a ceiling less than 1000 feet), HAA operator(s) have diverted air traffic to a different airport location and has included critical transportation due to the Not Available (N/A) restriction at night. Based on the information provided, the FAA reviewed these changes and concluded that any discernable noise impacts will be negligible to the subject property.

**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 HOGARD Digitally signed by JEREMY ALAN HOGARD  
Date: 2022.02.02 09:05:54 -05'00' Date: \_\_\_\_\_

Title: Environmental Protection Specialist

Approved By: Charles J Gibson Jr Digitally signed by Charles J Gibson Jr  
Date: 2022.02.02 09:40:18 -05'00' Date: \_\_\_\_\_

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