



Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 08/12/2021	APWS Task ID: 4EBED01728DB4BD79C1CA1D8C35D04CD	APWS Project ID: 643C7E584F9647C18B8C9DE55E83D9D7
Procedure: RNAV (GPS) RWY 11 AMDT 0C		Enroute: NO	Specialist: Sarmiento, April		Agreement Number:
Airport ID: 7G8			Airport City: MIDDLEFIELD		State: OH
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE DATA USED FOR AIRPORT AND RUNWAY</p> <p>CRC REMAINDER CHANGED FROM 63C6EAE2 TO B7CDDEED</p> <p>CONTACT JON DENTON (405) 954-5467</p>					



4/19/21 J. DuBois

Digitally signed by 
MARY MCDONALD
Apr 20, 2021

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 11 AMDT 0C			AIRPORT NAME: GEAUGA COUNTY		AIRPORT ID: K7G8	SPECIAL CONTROL NO: BG-06-213-21	
FAC ID: K7G811		CITY: MIDDLEFIELD			ST: OH	ORIG CHART DATE: 08/12/2021	
DFL TYPE: PROC/W	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:		
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: 08/01/2021		CREW #: VN357	N #: N80	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 onieal @ 08/01/2021 23:49			PRINTED NAME: ONIEAL, JAMES BRIAN				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 11 AMDT 0C			AIRPORT NAME: GEAUGA COUNTY		AIRPORT ID: K7G8	SPECIAL CONTROL NO: BG-05-035-21	
FAC ID: K7G811		CITY: MIDDLEFIELD			ST: OH	ORIG CHART DATE: 08/12/2021	
DFL TYPE: PROC/W	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:		
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: 05/18/2021		CREW #: VN285	N #: N66	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: michael a greenwood @ 06/01/2021 12:42			PRINTED NAME: GREENWOOD, MICHAEL AARON				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: SAT as Proposed.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

WAAS CH 97633 W11A	APP CRS 109°	Rwy Idg TDZE 1172 Apt Elev 1174
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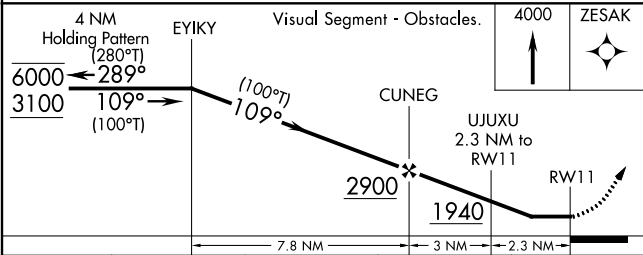
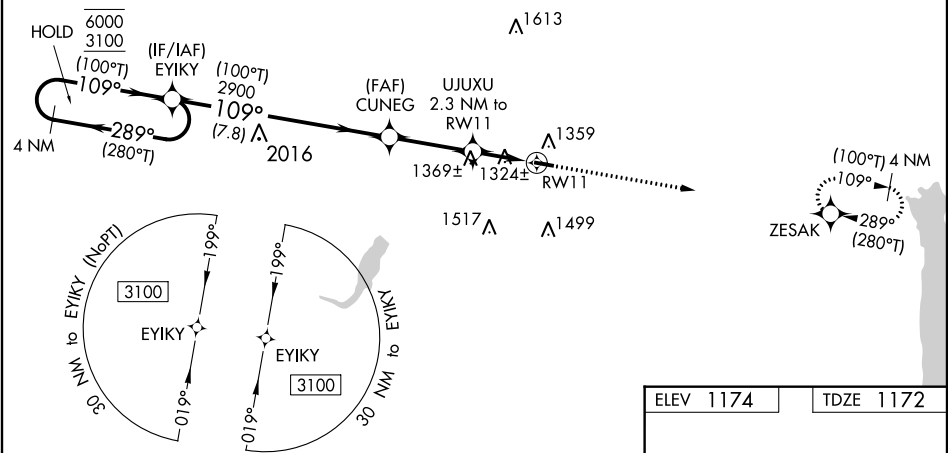
RNAV (GPS) RWY 11

GEAUGA COUNTY (7G8)

RNP APCH - GPS	<div><div>▼</div><div>NA</div><div>Rwy 11 helicopter visibility reduction below 1 SM NA. Use Youngstown/Warren altimeter setting; when not received, use Cuyahoga County altimeter setting and increase all MDAs 40 feet and increase LNAV Cat C and Circling Cat C visibilities ¼ SM. Straight-in Rwy 11 NA at night, Circling Rwy 11 NA at night.</div></div>	<div>MISSED APPROACH: Climb to 4000 direct ZESAK and hold, continue climb-in-hold 4000.</div>
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YNG ASOS 123.75	CLEVELAND APP CON 125.35 346.325	UNICOM 123.0 (CTAF) 1
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PROTOTYPE-NOT FOR NAVIGATION



ELEV 1174	TDZE 1172
<div>109° to RW11</div> <div>3500 X 65</div> <div>0.5% UP</div>	
REIL Rwy 11 and 29 1	
MIRL Rwy 11-29 1	

CATEGORY	A	B	C	D
LP MDA	1640-1	468 (500-1)	1640-1 3/8 468 (500-1 3/8)	NA
LNAV MDA	1680-1	508 (600-1)	1680-1 3/8 508 (600-1 3/8)	NA
CIRCLING	1760-1	586 (600-1)	1900-2 726 (800-2)	NA

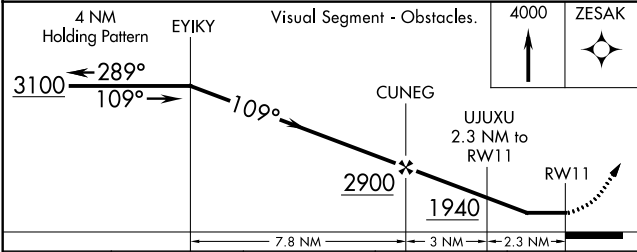
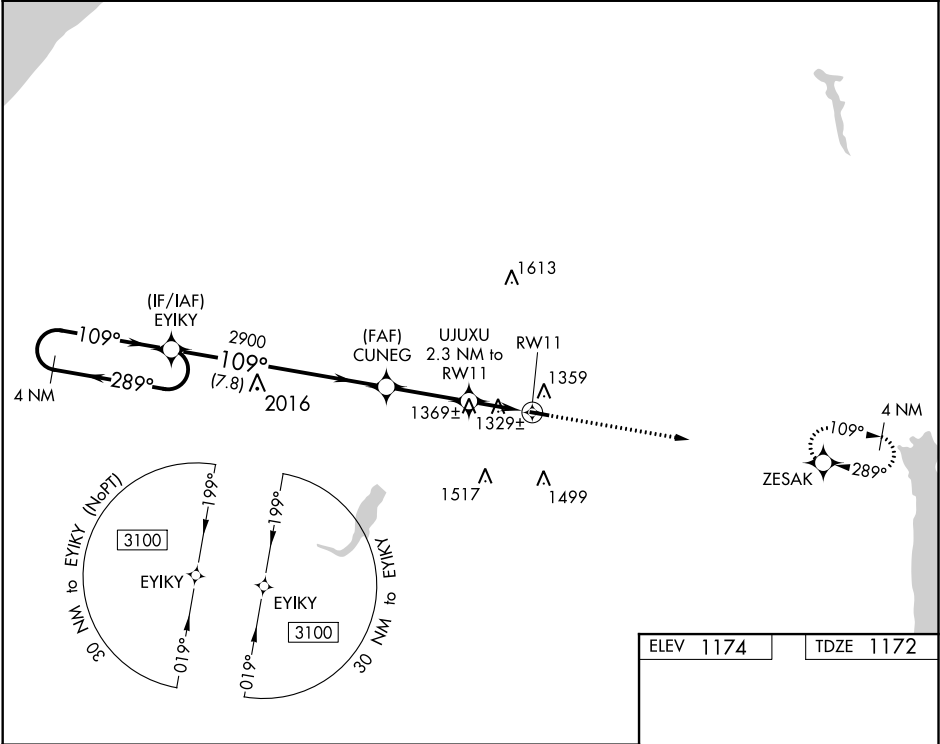
WAAS CH 97633 W11A	APP CRS 109°	Rwy Idg TDZE 1172 Apt Elev 1174
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OLD

RNAV (GPS) RWY 11
GEAUGA COUNTY (7G8)

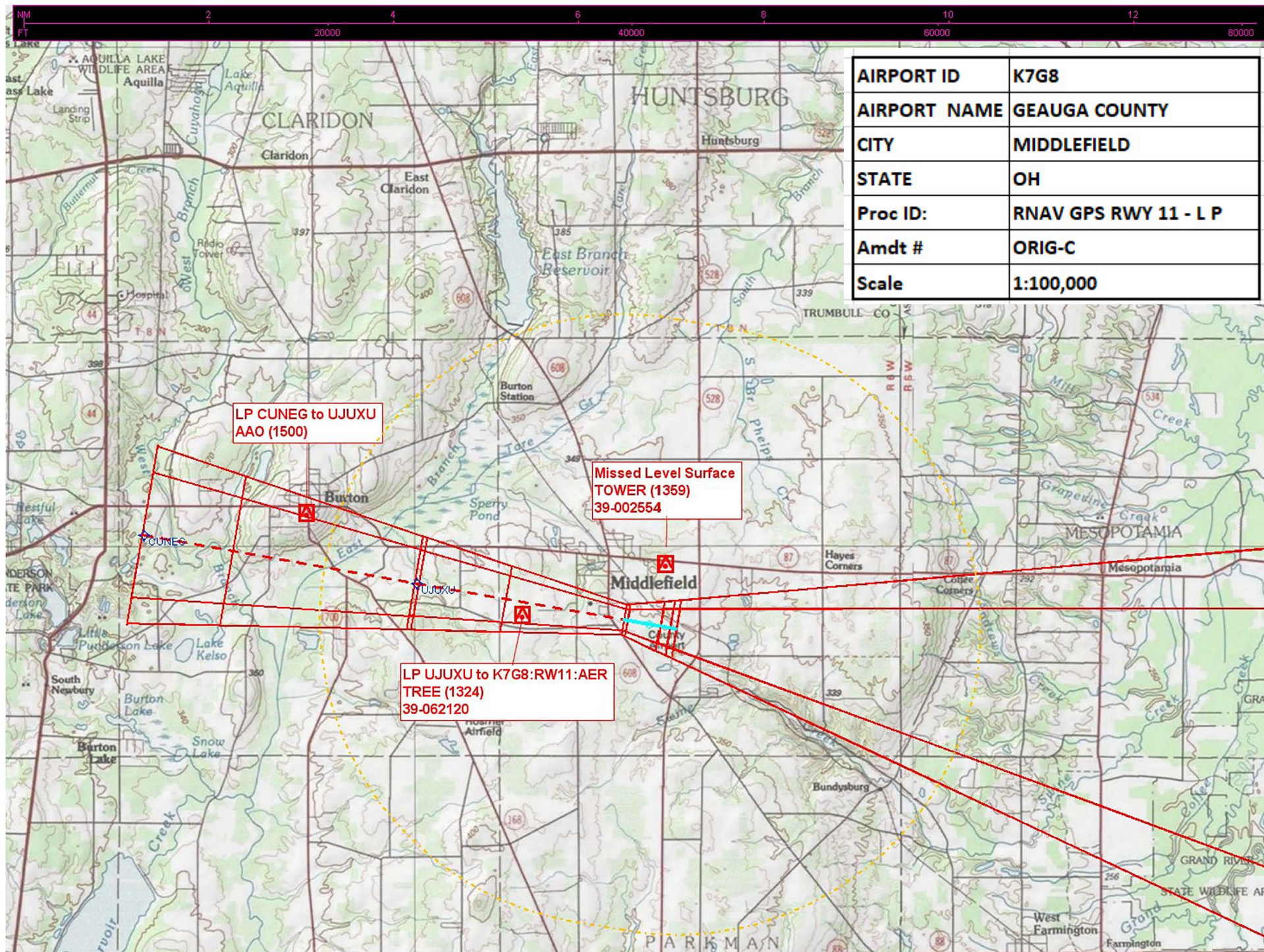
<p>NA</p> <p>DME/DME RNP-0.3 NA. Use Youngstown-Warren altimeter setting; when not received use Cuyahoga County altimeter setting and increase all MDA 40 feet, and increase LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.</p>	<p>MISSED APPROACH: Climb to 4000 direct ZESAK and hold.</p>
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CLEVELAND APP CON 125.35 346.325	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1640-1	468 (500-1)	1640-1½ 468 (500-1½)	NA
LNAV MDA	1680-1	508 (600-1)	1680-1½ 508 (600-1½)	NA
C CIRCLING	1760-1	586 (600-1)	1900-2 726 (800-2)	NA

ELEV 1174	TDZE 1172
REIL Rwy 11 and 29 0 MIRL Rwy 11-29 0	

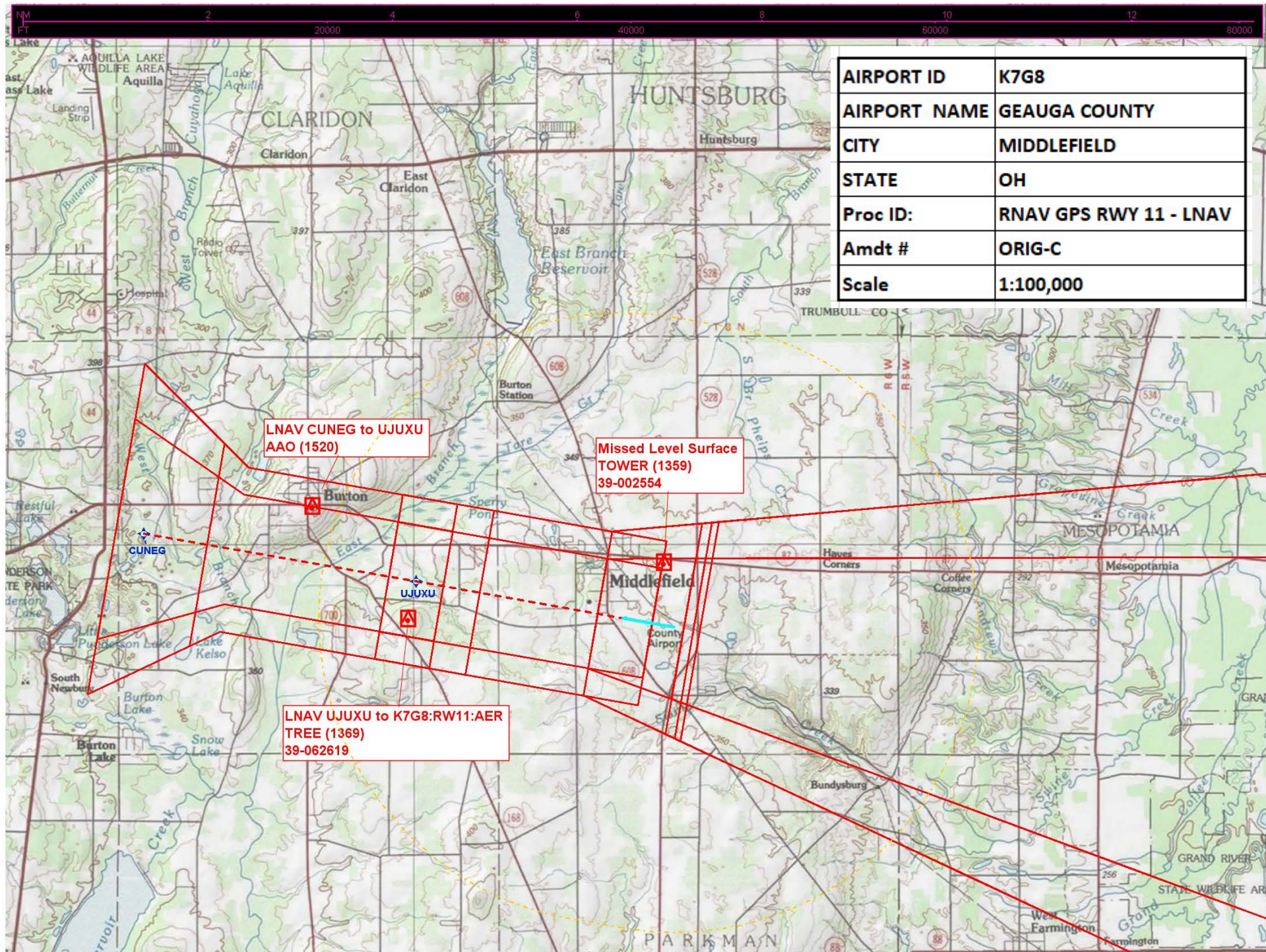


AIRPORT ID	K7G8
AIRPORT NAME	GEAUGA COUNTY
CITY	MIDDLEFIELD
STATE	OH
Proc ID:	RNAV GPS RWY 11 - L P
Amdt #	ORIG-C
Scale	1:100,000

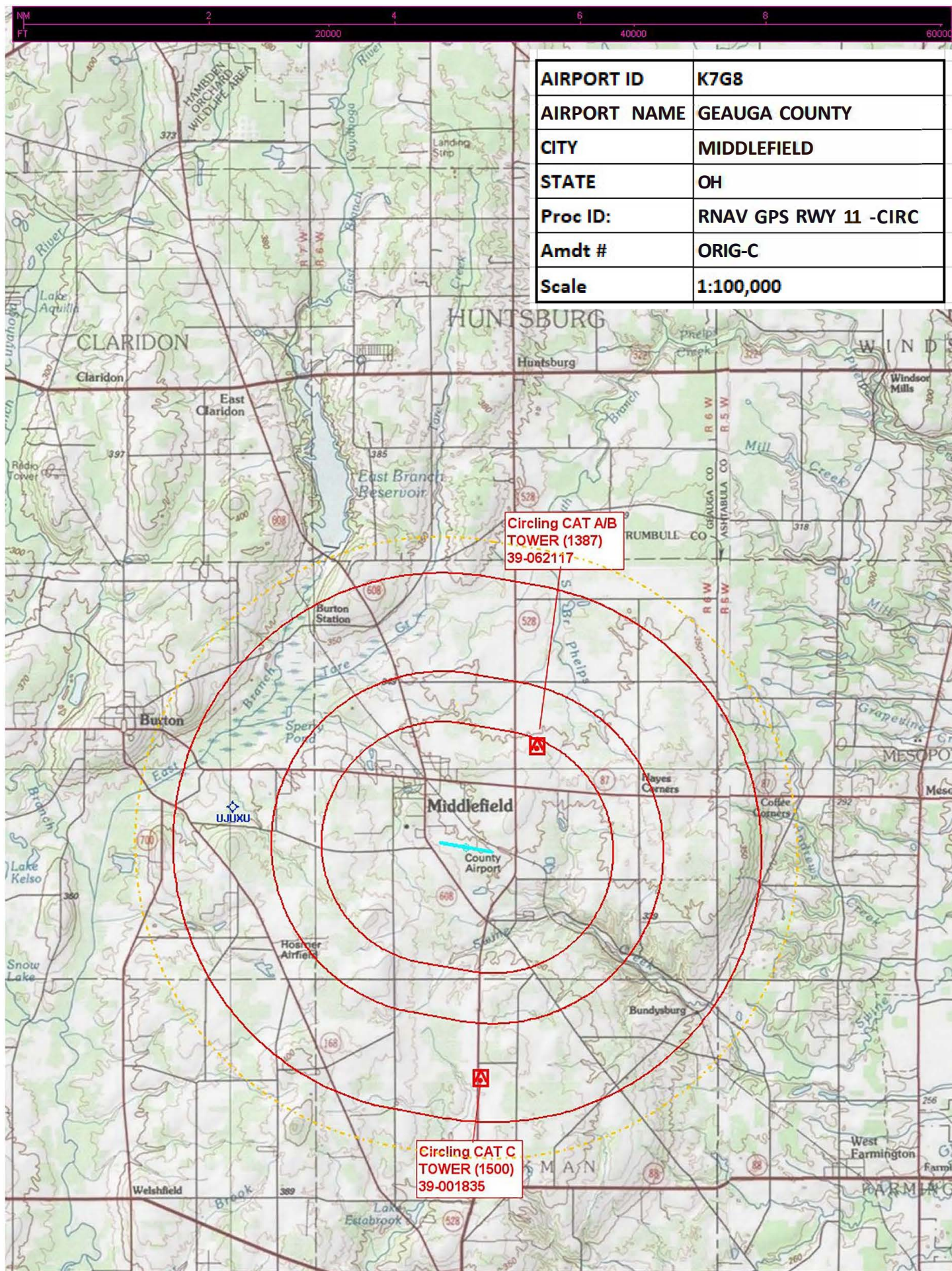
LP CUNEG to UJUXU
AAO (1500)

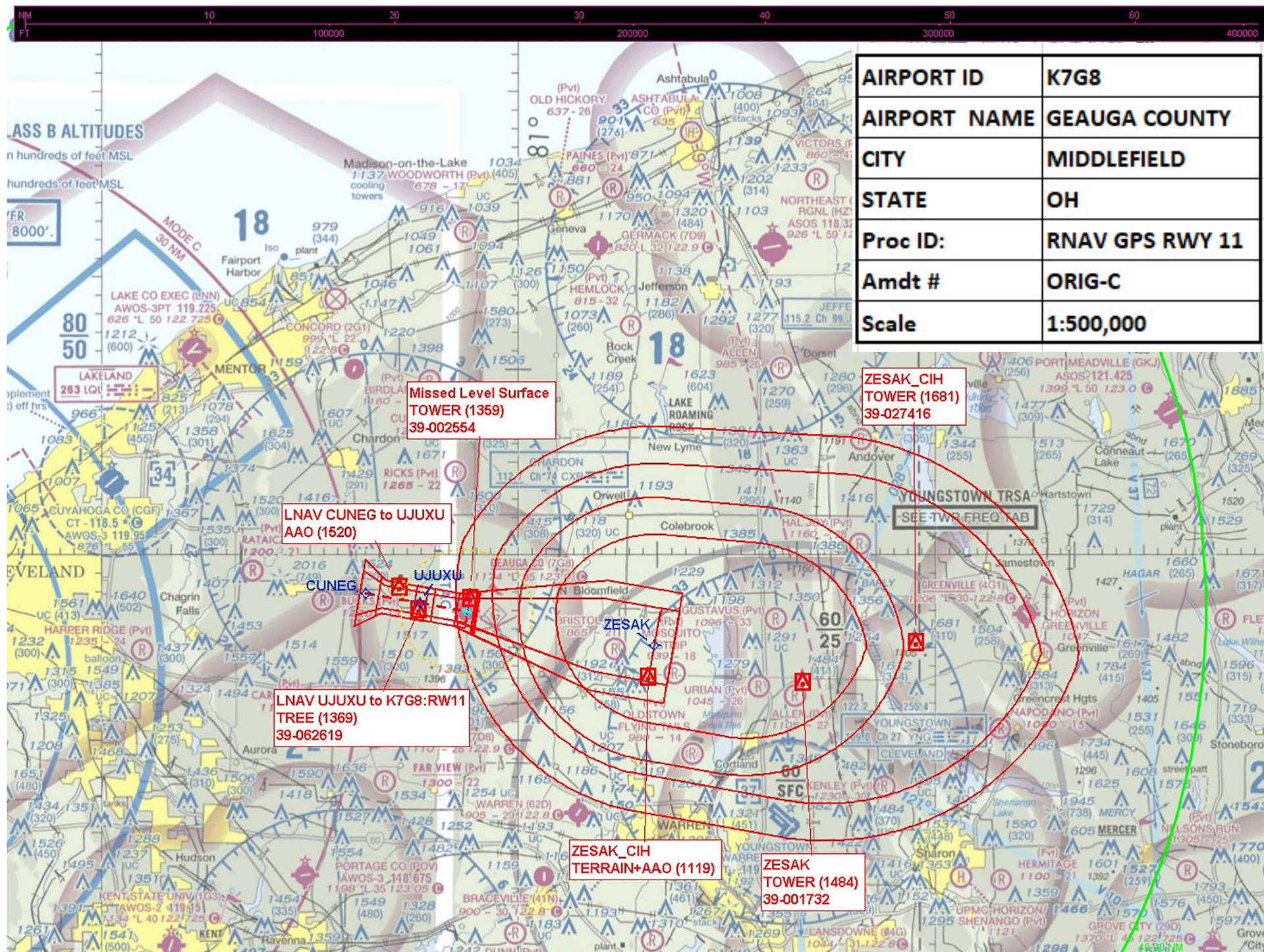
Missed Level Surface
TOWER (1359)
39-002554

LP UJUXU to K7G8:RW11:AER
TREE (1324)
39-062120



AIRPORT ID	K7G8
AIRPORT NAME	GEAUGA COUNTY
CITY	MIDDLEFIELD
STATE	OH
Proc ID:	RNAV GPS RWY 11 - LNAV
Amdt #	ORIG-C
Scale	1:100,000





Federal Aviation Administration Categorical Exclusion Declaration

Date: 12/01/20

IFP: Maxfield, Jacob (Jacob.Maxfield@faa.gov)

Airport Contact: -

Request ID: 7G8_20109

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV (GPS) RWY 11 RNAV (GPS) RWY 29

Procedure Request Description:

7G8 Geauga County Airport, 7G8, in Middlefield, Ohio proposes to amend GPS-based Area Navigation (RNAV) procedures for Runway (RWY) 11 and RWY 29. The proposed action would remove the RWY 11 night approach and allow night approach on RWY 29 when the vertical glides slope indicator is active. This allows for night approach for local aircraft and ambulatory services. The proposed action only includes the procedure amendments and no disqualifying changes were identified.

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:

5-6.5.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: _____ Date: _____

Title: Robb Ramos, Environmental Protection Specialist
ATO Central Service Center, Operations Support Group, AJV-C25

Approved By: _____ Date: _____

Title: Christopher L. Southerland, Manager
ATO Central Service Center, Operations Support Group, AJV-C25



Office of the Chief Pilot

February 11, 2021

Mr. Richard Blamer- Airport Manager
Geauga County Airport Authority
PO Box 1308 / 15421 Old State Road, Hangar 3
Middlefield, OH 44062

Re: IFR Approach Restrictions at Night

Mr. Blamer,

PHI Health LLC, doing business as PHI Air Medical, operates helicopter air ambulances (HAA) in Ohio, as well as in 17 different states. We operate one aircraft based in Middlefield, contracted to the University Hospitals, with a general service area extending approximately 150nm from the airport. We have transitioned the Middlefield base from a VFR to IFR recently, and are requesting your assistance in the removal of the NA for Night restrictions from the approach procedures into Middlefield.

If unaware, in addition to Middlefield we operate HAA aircraft in Cleveland, Wadsworth, and Medina Ohio. The Medina aircraft is also contracted to UH, and there is a collaborative agreement between UH and the Cleveland Clinic to provide back-up services to each other.

All aircraft operate 24 hrs./day, in both VMC and IMC conditions, and we are finding that the lack of night IFR procedures in Middlefield, along other OH airports, has the potential to be problematic for us. If not aware, the ability to have an IFR HAA aircraft based in Middlefield is relatively new to the community; we acquired the UH contract last summer from an operator that I am told was operating only VFR.

The ability to recover to the airport when conditions are IMC at night is more than a mere convenience. In addition to get the crew back to their base of location, for resupply etc., it also puts the aircraft back at the center-point of the intended service area. It also puts the crew back at a location where they can get proper crew rest between flight requests, and facilitates crew changes the following morning. All combine to allow us to provide the proper service to our customer, and your community.

I understand that you are already in discussion with the FAA about rectifying the reasons for the NA at Night restriction on both of the RNAV/GPS approaches. In my experience, either a required obstruction survey has expired, or some obstruction (tree, construction) has penetrated the required obstacle free zone. I hope that this letter describing our operations and impact to the community might help expedite the process.

Please contact me via email or by phone (337) 278-3146 if I can assist further,

A handwritten signature in black ink that reads 'Wade Cook'.

Wade Cook
Chief Pilot, PHI Health LLC
337-278-3146
wcook@phiairmedical.com