



Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/07/2021	APWS Task ID: 5BB06E80330C491480BFCF1E6B596F82	APWS Project ID: DE1247DF8E214506A83E536CD46387D6
Procedure: RNAV (GPS) RWY 29 AMDT 1		Enroute: NO	Specialist: Cappabianco, Anthony		Agreement Number:
Airport ID: KMQS		Airport City: COATESVILLE		State: PA	
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>KMQS ACTIVE DATA USED FOR DEVELOPMENT.</p> <p>CONTACT JOHN BORDY 405-954-0980.</p>					

Digitally signed by
SEAN BARBEE
Jun 30, 2021

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 29 AMDT 1			AIRPORT NAME: CHESTER COUNTY G O CARLSON		AIRPORT ID: KMQS	SPECIAL CONTROL NO: YG-07-046-21
FAC ID: KMQS29.01		CITY: COATESVILLE			ST: PA	ORIG CHART DATE: 10/07/2021
DFL TYPE: PROC/S	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: 08/03/2021	CREW #: VN137	N #: N67	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 checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: bob s pressler @ 08/03/2021 15:43			PRINTED NAME: PRESSLER, ROBERT STEPHEN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: SAT						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

COATESVILLE, PENNSYLVANIA

AL-5134 (FAA)

FIG

WAAS CH 82506 W29A	APP CRS 293°	Rwy Idg 5400 TDZE 660 Apt Elev 660
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RNAV (GPS) RWY 29

CHESTER COUNTY G O CARLSON (MQS)

RNP APCH - GPS.

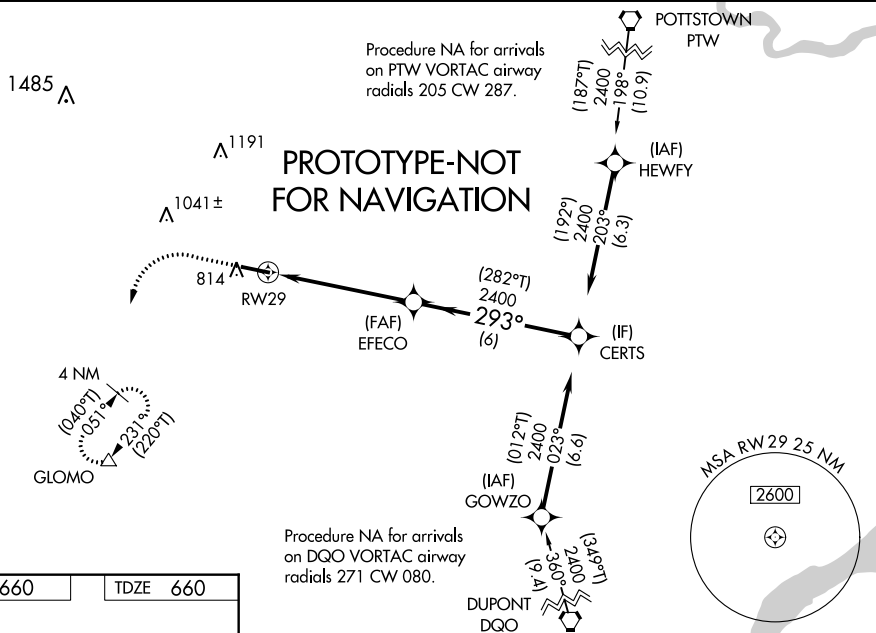
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct GLOMO and hold, continue climb-in-hold to 3000.

AWOS-3
126.25

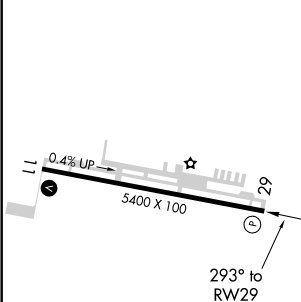
PHILADELPHIA APP CON
124.35 319.15

CLNC DEL
125.6

UNICOM
122.7 (CTAF) 

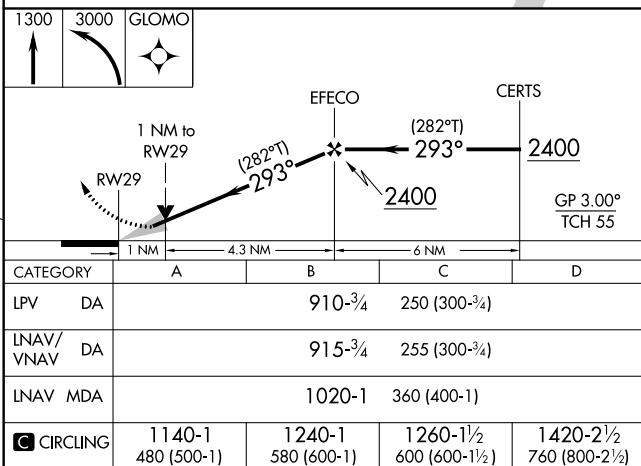
ELEV 660

TDZE 660



HIRI Rwy 11-29 L

REIL Rwy 11-29 L



COATESVILLE, PENNSYLVANIA

Amdt 1 FIG

CHESTER COUNTY G O CARLSON (MOS)

39°59'N-75°52'W

RNAV (GPS) RWY 29

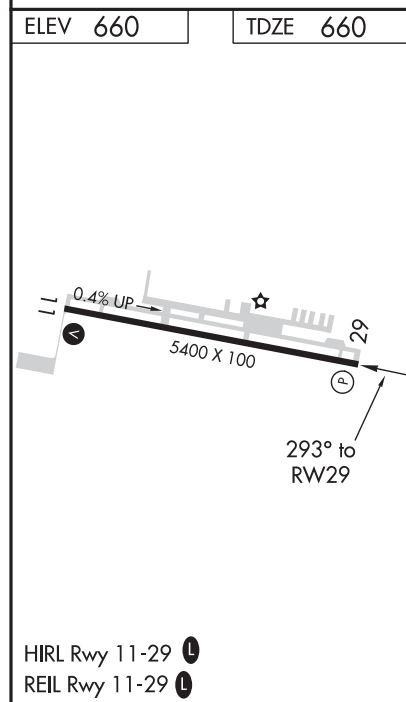
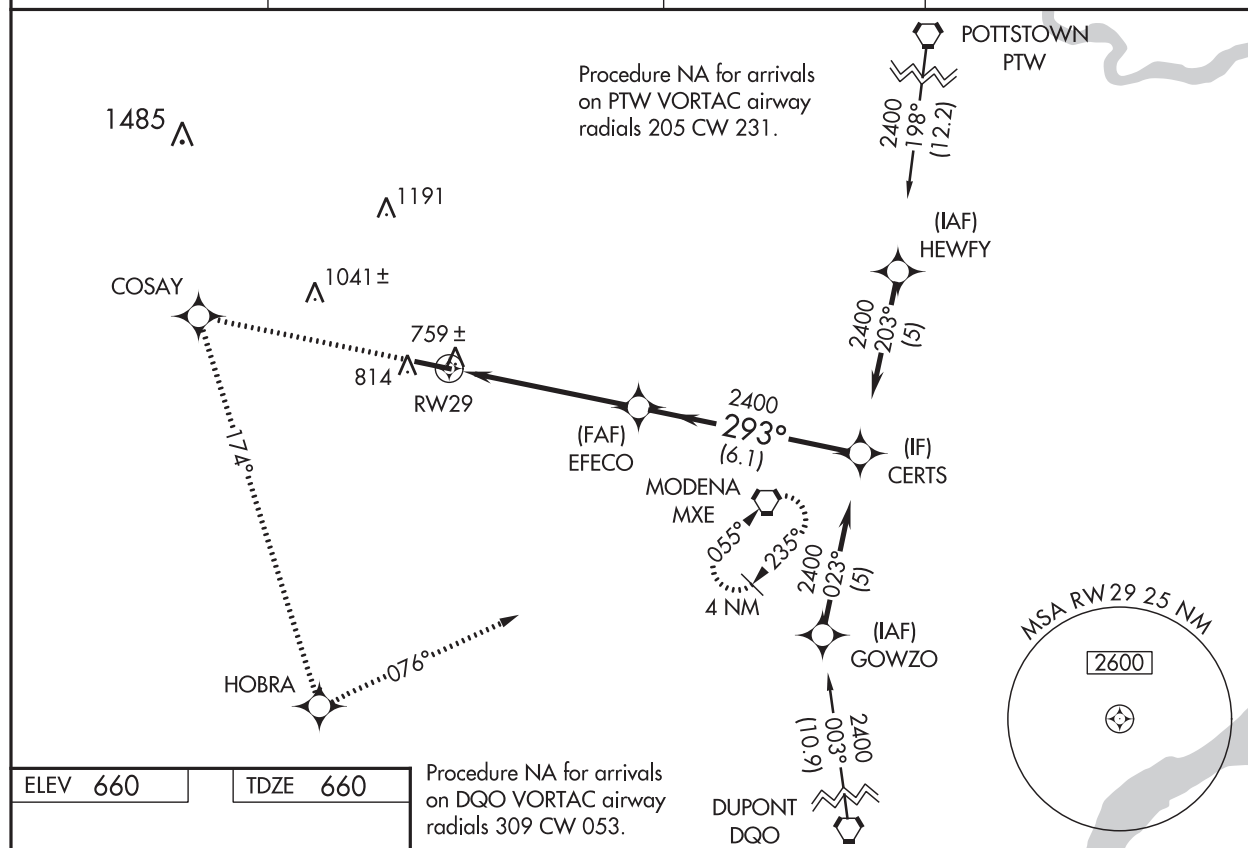
WAAS CH 82506 W29A	APP CRS 293°	Rwy Idg TDZE Apt Elev	5400 660 660
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OLD

RNAV (GPS) RWY 29

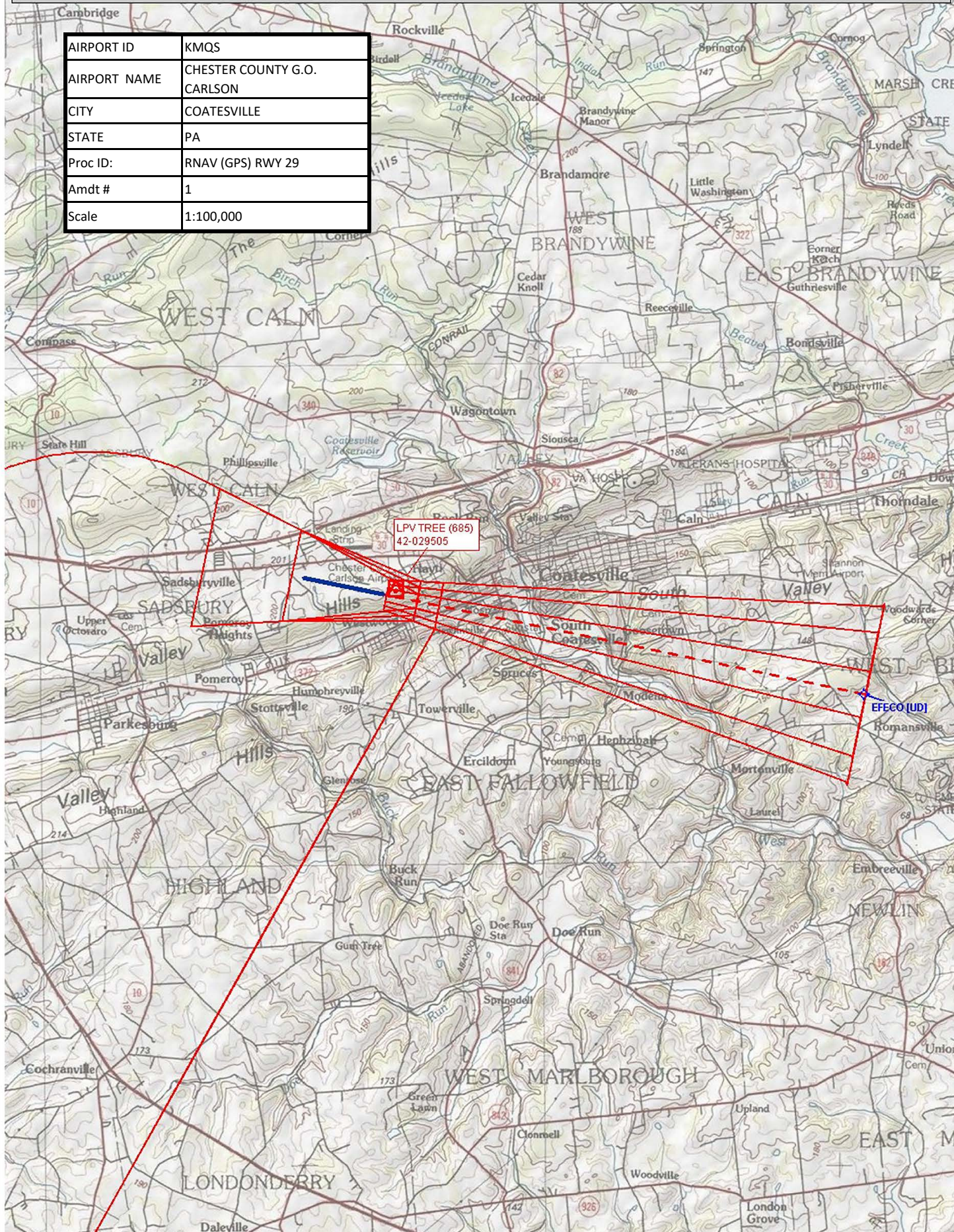
CHESTER COUNTY G O CARLSON (MQS)

<p>T Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting. Rwy 29 helicopter visibility reduction below ¾ SM NA.</p>		<p>MISSED APPROACH: Climb to 2400 direct COSAY and left turn on 174° track to HOBRA and left turn on 076° track to MXE VORTAC and hold.</p>	
AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) ①



2400	COSAY	174° tr	HOBRA	076° tr	MXE	Procedure Turn NA
* LNAV only						
* 1 NM to RW29						
EFECO						
CERTS						
293° 2400						
GP 3.00° TCH 56						
1 NM 4.3 NM 6.1 NM						
CATEGORY	A	B	C	D		
LPV DA	938-1		278 (300-1)			
LNAV/VNAV DA	1029-1¼		369 (400-1¼)			
LNAV MDA	1020-1		360 (400-1)		1020-1¼	360 (400-1¼)
CIRCLING	1140-1		480 (500-1)		1220-1½	1260-2
					560 (600-1½)	600 (600-2)

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STATE	PA
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Amdt #	1
Scale	1:100,000



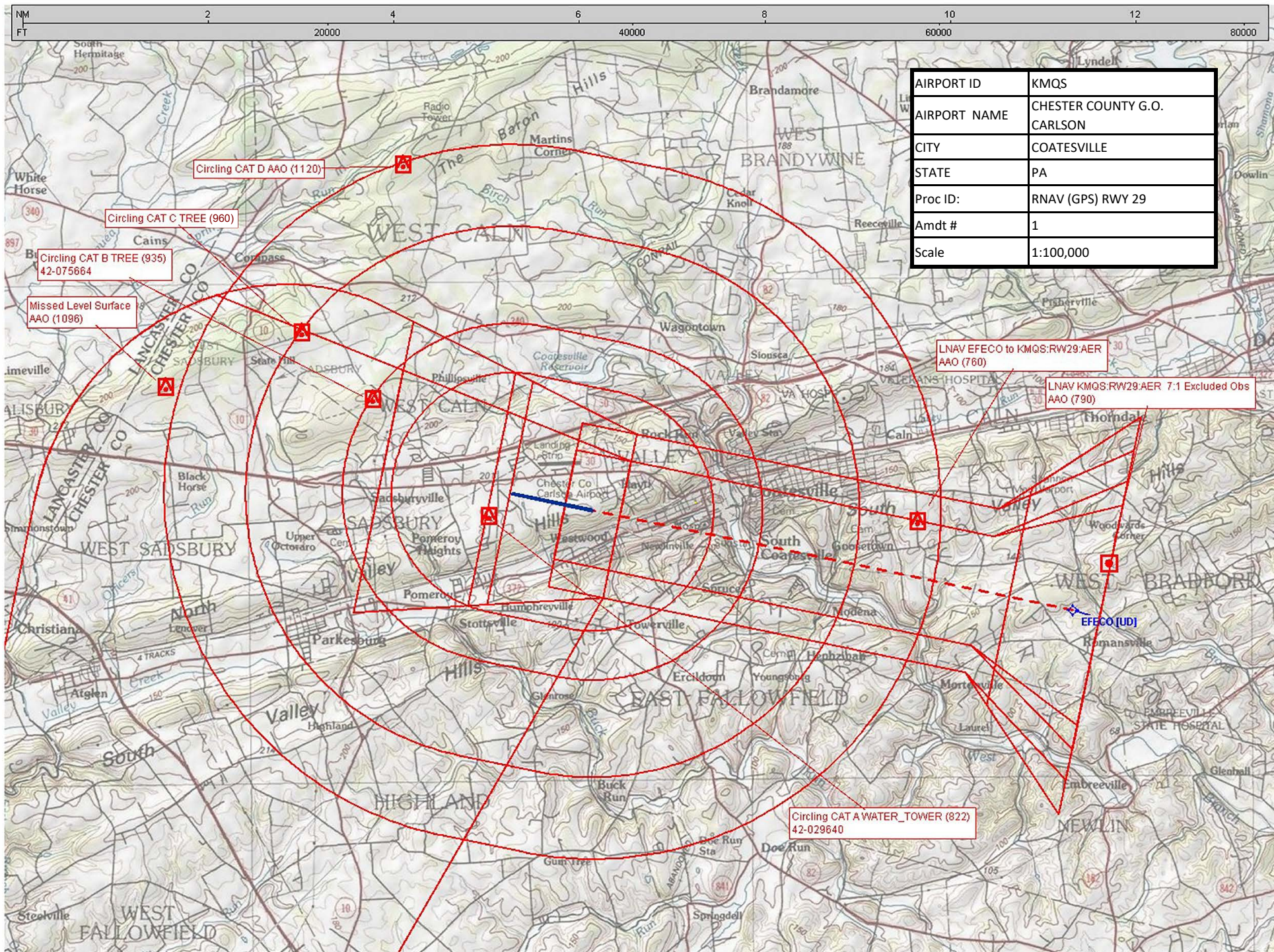


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LNAV/VNAV ASC

LNAV/VNAV MA
ADJUSTMENT
TREE (789) 42-028827

EFECO (UDI)



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Amdt #	1
Scale	1:500,000

MISSED CLIMB-IN-HOLD TOWER (1485) 42-001206

LNNAV EFECO to KMQS:RW29:AER AAO (760)

Feeder POTTSTOWN VORTAC to HEWFLY Initial HEWFLY to CERTS TOWER (1168) 42-001022

LNNAV KMQS:RW29:AER 7:1 Excluded Obs AAO (790)

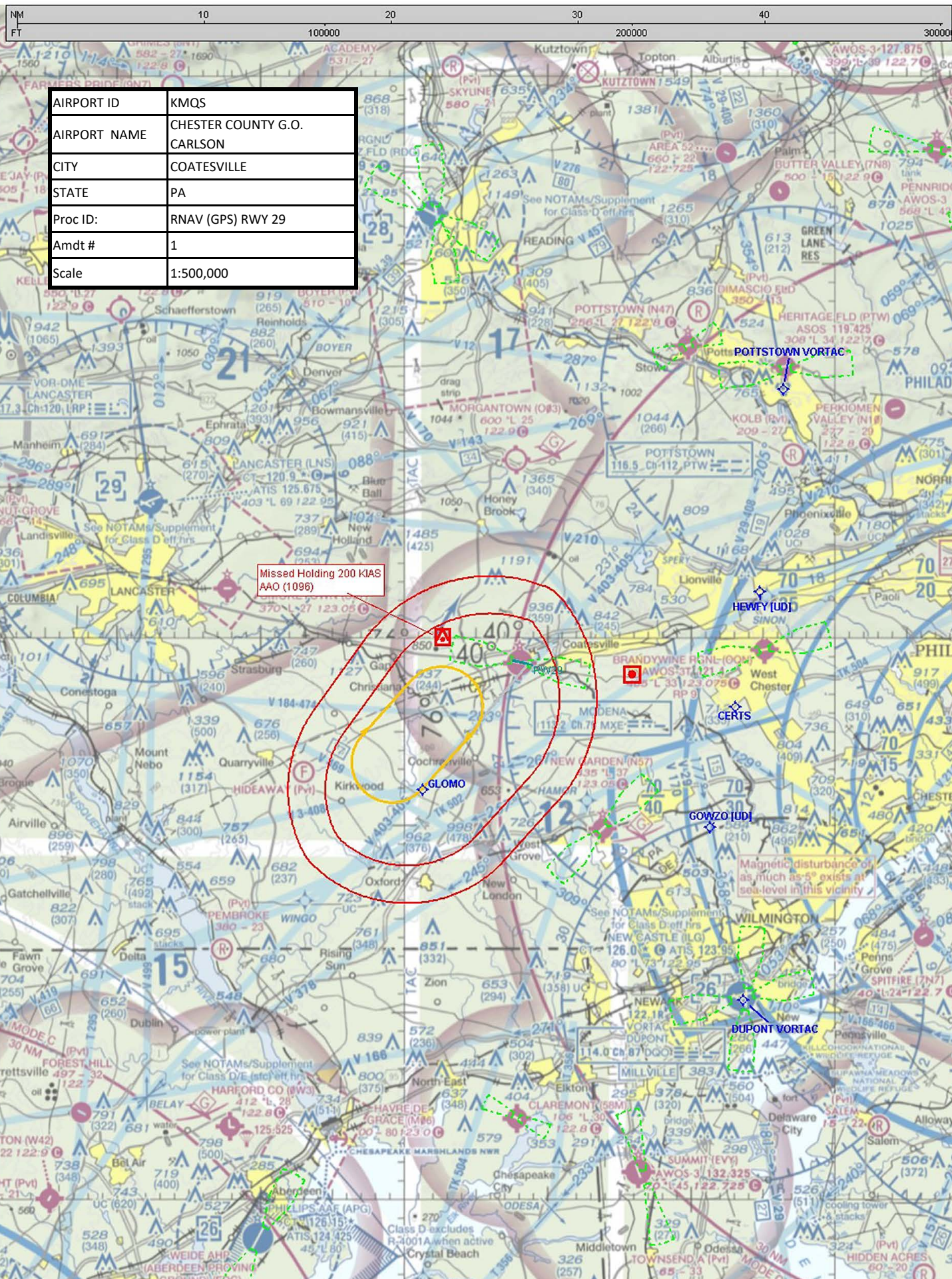
Intermediate CERTS to EFECO AAO (801)

Initial GOWZO to CERTS TOWER (712) 42-002061

Feeder DUPONT VORTAC to GOWZO AAO (637)

Magnetic disturbance of as much as 5° exists at sea level in this vicinity

Magnetic disturbance of as much as 5° exists at sea level in this vicinity.



Federal Aviation Administration Categorical Exclusion Declaration

Date: 03/26/21

IFP: Lebar, Gerard (gerard.g.lebar@faa.gov)

Airport Contact: -

Request ID: KMQS_21325

Single or Multiple Procedure: Multiple

Procedure Name(s): ILS or LOC Rwy 29 RNAV(GPS) Rwy 29 RNAV (GPS) Rwy 11

Procedure Request Description:

MQS

ILS or LOC Rwy29- Climb to 3000 on heading 170 (about) And PTW R-231 to GLOMO INT and hold N, RT, 231 inbound. (PTW and DQO used for GLOMO intersection makeup)

RNAV(GPS) Rwy29- Turn left, climb to 3000 direct GLOMO and hold N, RT, 231 inbound. (same as ILS)

RNAV(GPS) Rwy11- Turn Right, climb to 3000 direct GLOMO and hold N, RT, 231 inbound. (same as ILS)

about = AIS will determine the exact heading to turn and intercept PTW R-231. it will be approximately the 170 heading

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.j: Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts. (ATO)

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

Concurrence/Reviewed By:

AP



Date: March 26, 2021

Title: Concurrence by: Andrew Pieroni

Environmental Protection Specialist - ESA OSG ECINA

Reviewed by: Chuck Armstead - March 26, 2021

NISC IV Contract Support - Environmental Engineer - ESA OSG ECINA

Approved By:



Date: March 26 2021

Title: Team Manager, ECINA, OSG, ESC

Note: A Temporary Flight Restriction (TFR) is a restriction on an area of airspace due to the movement of government VIPs, special events, natural disasters, or other unusual events. ... Once finalized, TFR information is typically distributed via Flight Data Center (FDC) Notice to Airmen (NOTAM) in advance of the event.