

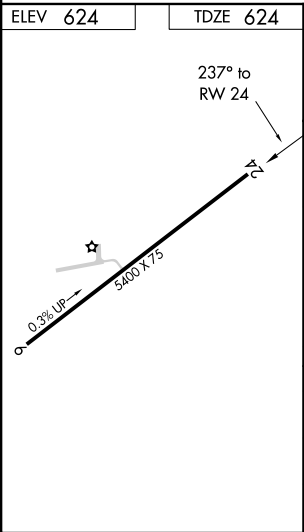
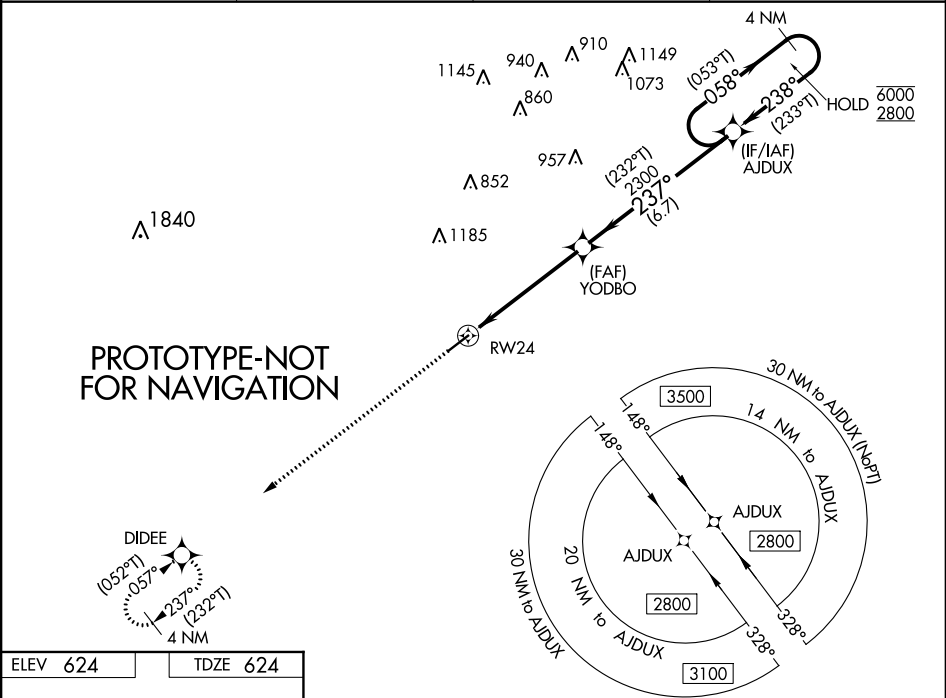
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/27/2022	APWS Task ID: 5EC0F4859F1140DF9287D7C868F991D3	APWS Project ID: 70F5FED2406948FF97E3F68DD7FC1709
Procedure: RNAV (GPS) RWY 24 ORIG		Enroute: NO	Specialist: Vega, Ana		Agreement Number:
Airport ID: 7A3			Airport City: LANETT		State: AL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p><b>Procedure Comments:</b>  HARD DATE DUE TO AIRPORT CONSTRUCTION.</p> <p>ADDED RNAV GPS RWY 6 AND RNAV GPS RWY 24.</p> <p>PENDING AIRPORT DATA USED.  ACTIVE RUNWAY DATA USED.</p> <p>CONTACT: CASIMIR TABAKA 405-954-7931</p> <p>12/16/21: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 12/01/21  CHANGED CRC VALUE FROM BFF5CD41 TO 961A3CBA</p>					

*Digitally signed by*  
**CASIMIR L TABAKA**  
Dec 16, 2021

WAAS CH <b>97444</b> <b>R24A</b>	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>624</b> <b>624</b>
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RNAV (GPS) RWY 24  
LANETT MUNI (7A3)

RNP APCH - GPS. ▼ Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Lagrange altimeter setting.		MISSED APPROACH: Climb to 2900 direct DIDEE and hold.	
LGC AWOS-3 <b>126.325</b>	ATLANTA CENTER <b>120.45 298.85</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	UNICOM <b>122.8</b> (CTAF) 0



2900		DIDEE	4 NM Holding Pattern	
RWY24		YODBO	AJDUX	
5.1 NM		6.7 NM	(053°T) 058°	6000
			238° (233°T)	2800
			Visual segment - obstacles.	
CATEGORY	A	B	C	D
LP MDA	1160-1	536 (600-1)	1160-1½	536 (600-1½)
LNAV MDA	1340-1	716 (800-1)	1340-2	716 (800-2)
CIRCLING	1340-1	716 (800-1)	1620-3	996 (1000-3)

# Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 05/18/21

**IFP:** Erstfeld, David (David.F.Erstfeld@faa.gov)

**Airport Contact:** -

**Request ID:** 7A3\_21514

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):** RNAV (GPS) 6, Orig RNAV (GPS) 24, Orig T/O and Departure (ODP) VOR/DME or GPS A CANCEL

**Procedure Request Description:**

Airport in process of finishing up airport redesign which included reorienting runway (6-24), removing old runway (8-26). They have completed extensive obstacle removal process, mainly supporting Runway 6. The RNAV procedures now ready to be developed to support this effort which has been ongoing for 5-7 years. The RNAVs will be design with standard approximate 5 NM final segment, approximate 6.5 to 7 NM intermediate/initial segment with Hold in lieu (HIL) course reversal at the IF/IAF T30 NM /terminal Arrival Areas (TAA) to connect into the IF/IAF final approach course. All standard design. Uploaded documents show locations of PFAFs, IF/IAFs and MAHPs (opposite approach's IF/IAF). Also, T/O Departure Proc will need updating due to runway reorientation and the old VOR/DME or GPS A circling only procedure will be cancelled since CSG VOR is slated to be decommissioned.

Procedure Benefit and Need: RNAVs needed, VOR/DME A will be cancelled.

**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.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)

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

Concurrence/Reviewed By:

Veronda JohnsonDate: May 18, 2021

Title:

Environmental Protection Specialist

Approved By:

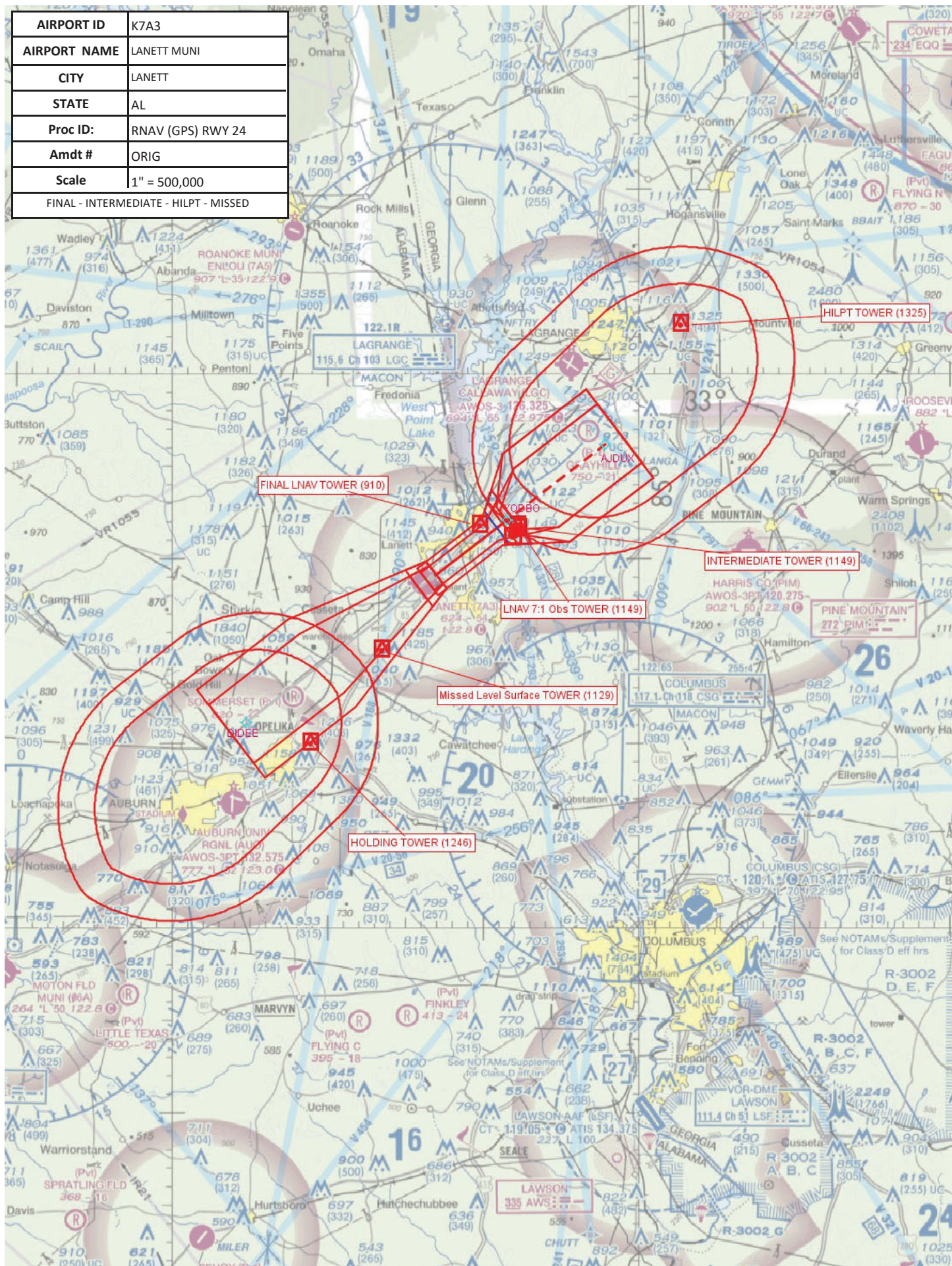
Charles J. GibsonDate: May 18, 2021

Title:

Manager, Environmental, CI & NAS Analytics

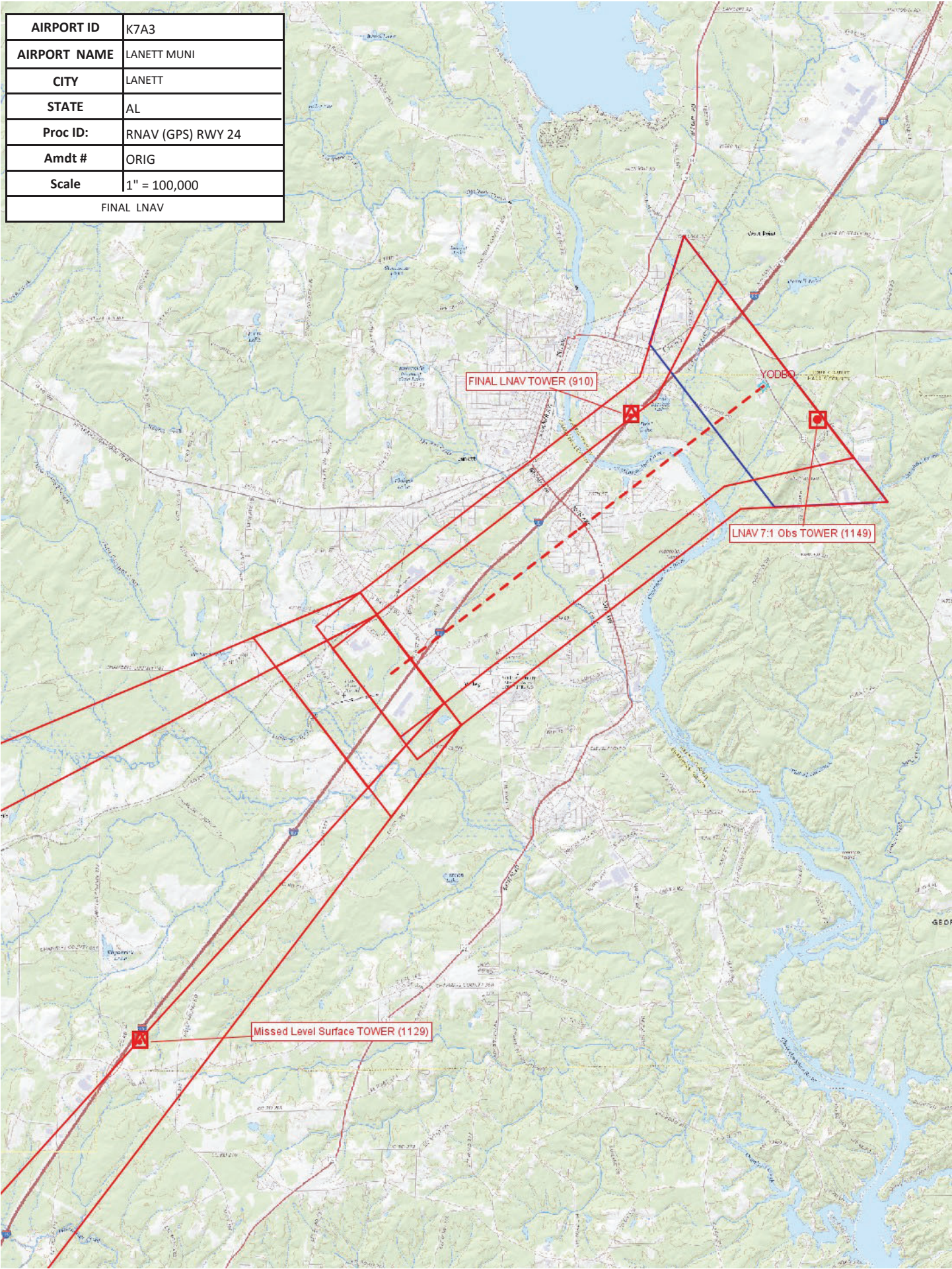


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AIRPORT NAME	LANETT MUNI
CITY	LANETT
STATE	AL
Proc ID:	RNAV (GPS) RWY 24
Amdt #	ORIG
Scale	1" = 500,000
FINAL - INTERMEDIATE - HILPT - MISSED	

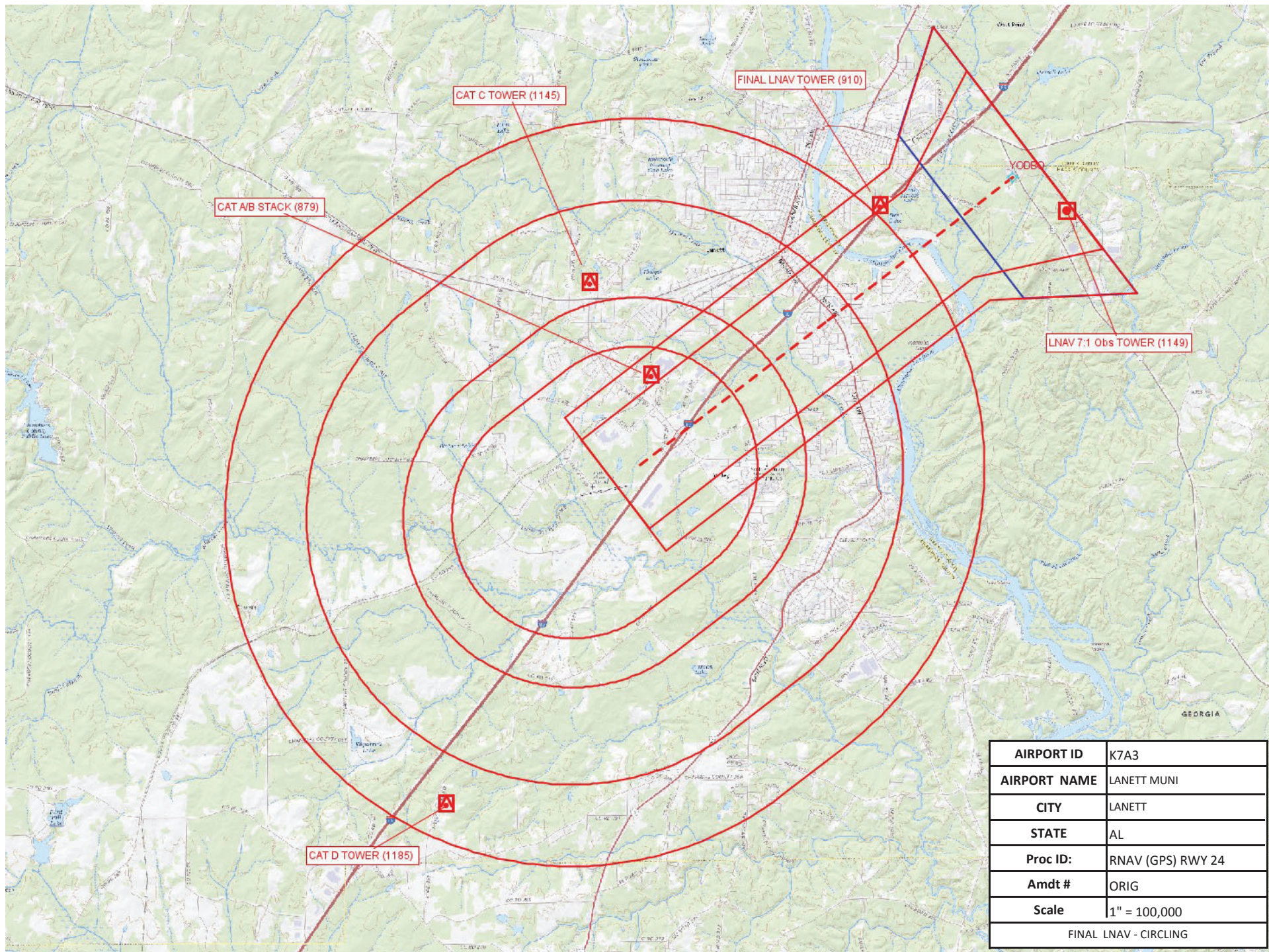




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Proc ID:	RNAV (GPS) RWY 24
Amdt #	ORIG
Scale	1" = 100,000
FINAL LNAV	



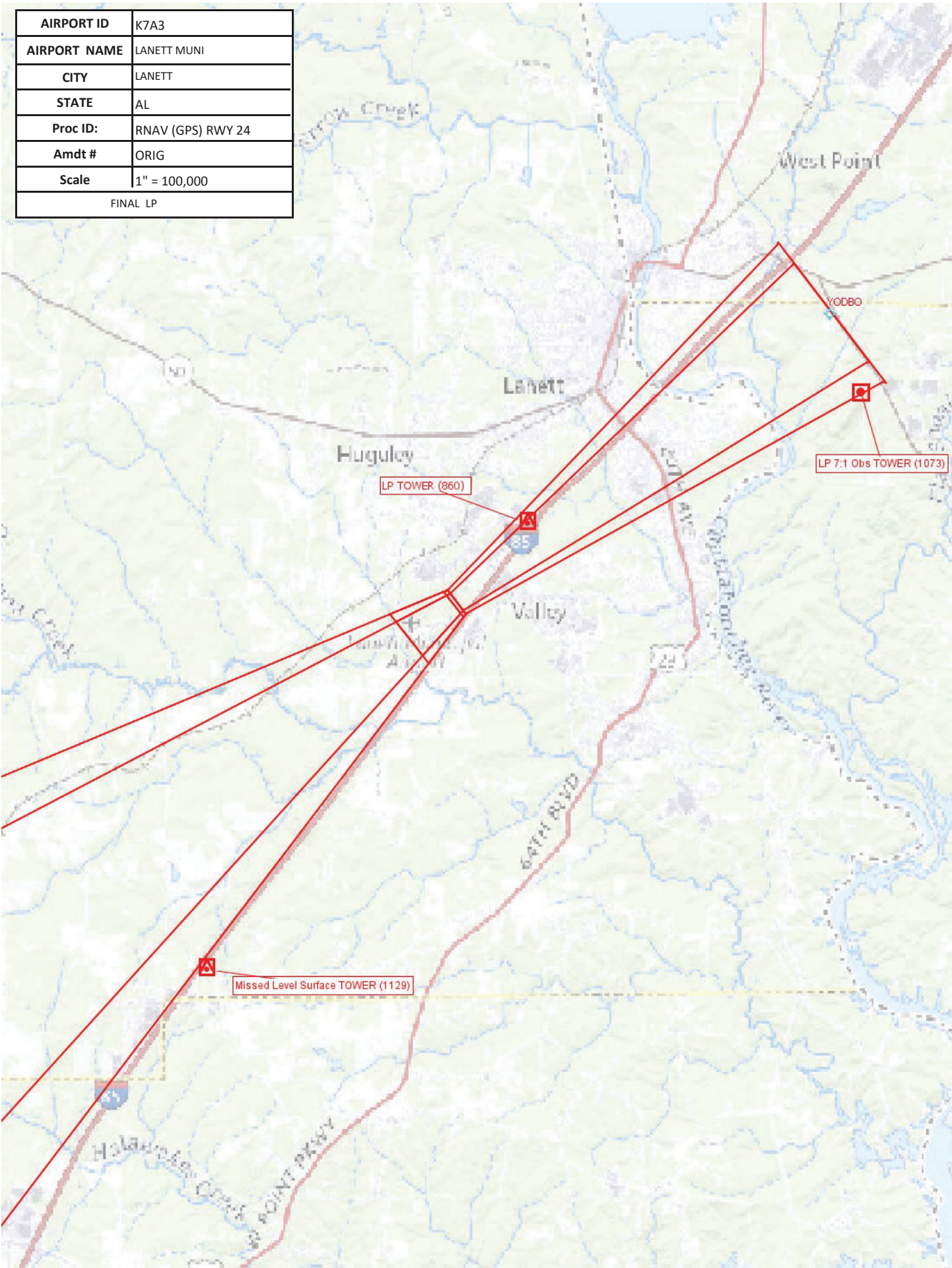




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FINAL LNAV - CIRCLING	



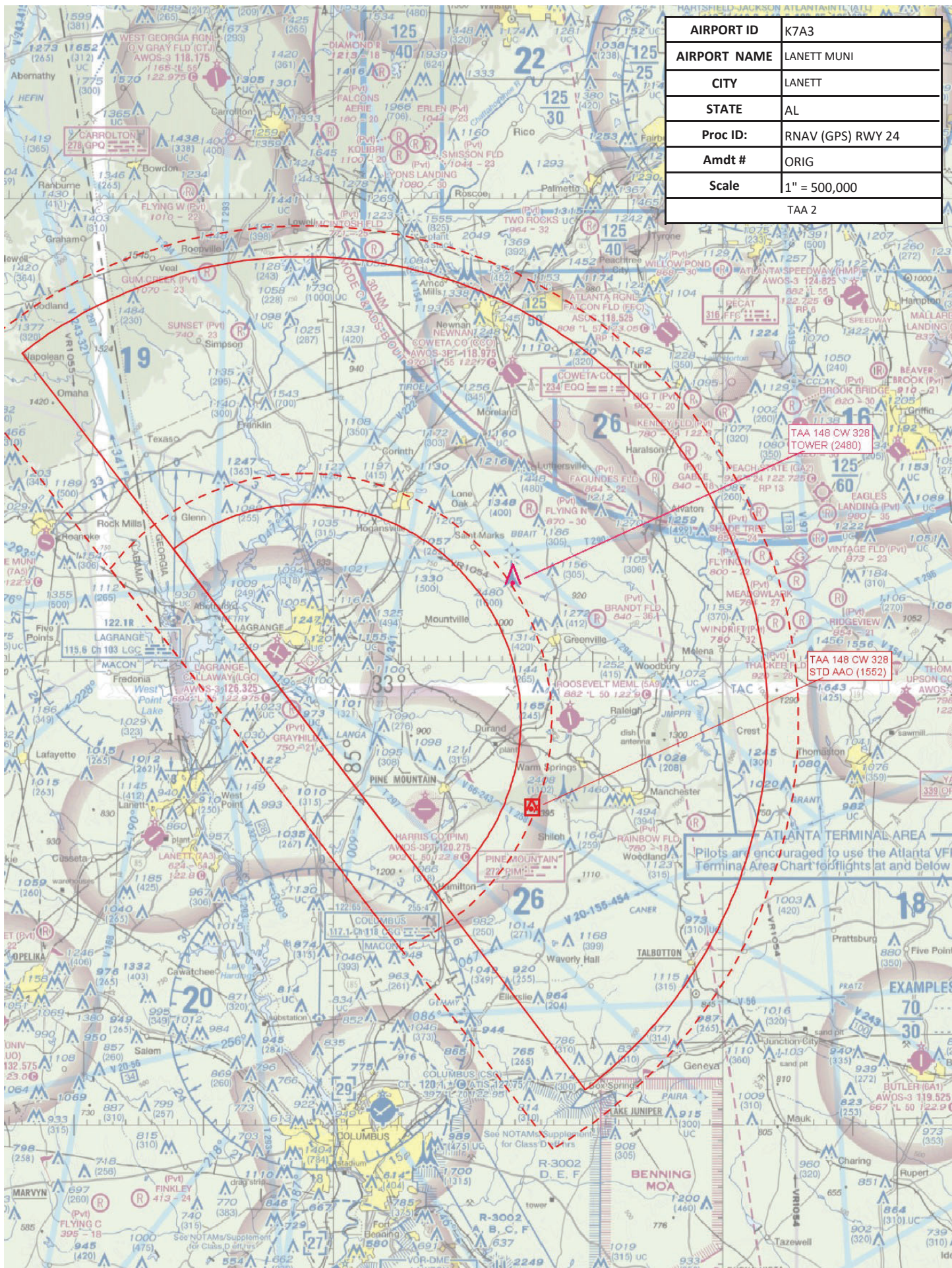
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FINAL LP	











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TAA 2	