

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/21/2020	APWS Task ID: 6C48F5EA64F24DE1941FB18BB210F6C2	APWS Request ID: 11FD04B0B5E44EDD8239FE161C492EAC
Procedure: RNAV (GPS) RWY 35 AMDT 3		Enroute: NO	Specialist: Fulks, Matthew		Agreement Number:
Airport ID: KANW	Airport Name: AINSWORTH RGNL		Airport City: AINSWORTH		State: NE
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE AIRPORT DATA USED</div> <div>CONTACT DONALD LANIER 405-954-8242</div> <div>QUALITY 12 CHECKED</div> <div>QUALITY 24 CHECKED</div>					



# Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 09/05/19

**IFP:** Mitchell, Frederick (frederick.mitchell@faa.gov)

**Airport Contact:** -

**Request ID:** KANW\_190726\_28

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):** RNAV (GPS) Rwy 13, RNAV (GPS) Rwy 17, RNAV (GPS) Rwy 31, RNAV (GPS) Rwy 35

**Procedure Request Description:**

On December 15, 2011, the Federal Aviation Administration (FAA) published in the Federal Register a notice of proposed policy and request for comments (76 FR 77939) on the FAA's proposed strategy for gradually reducing the current Very High Frequency (VHF) Omnidirectional Range (VOR) network to a Minimum Operational Network (MON) as the National Airspace System (NAS) transitions to performance-based navigation (PBN) as part of the Next Generation Air Transportation System (NextGen). This project is a part of the national strategy, as the Winner (ISD) VOR located in Winner, South Dakota is being decommissioned in 2020. For additional information, see <https://www.federalregister.gov/documents/2016/07/26/2016-17579/provision>.

The action proposes to amend Instrument Flight Procedures (IFP) at Ainsworth Regional Airport (KANW) in Ainsworth, Nebraska. The ISD VOR is to be removed from all charts and publications. The FAA does not anticipate any changes to ground tracks or lowering of altitudes over noise sensitive areas with these changes. These procedure amendments require no further environmental review, as the modifications meet de minimis requirements in that Aircraft operations avg 77/week for 12-month period ending August 15, 2017. The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

**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: Jennifer Sheetz, NISC Contractor, Environmental Specialist, ATO Central Service Center, AJV-C2

Approved By: \_\_\_\_\_ Date: \_\_\_\_\_

Title: Steve Szukala, Manager (A), Operations Support Group, ATO Central Service Center, AJV-C2

AINSWORTH, NEBRASKA

AL-5681 (FAA)


10126

WAAS CH <b>81917</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>6824</b> <b>2589</b> <b>2589</b>
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**OLD**

# **RNAV (GPS) RWY 35** AINSWORTH MUNI (ANW)

For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility Cats A/B/C ¼ mile, increase all MDA 80 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

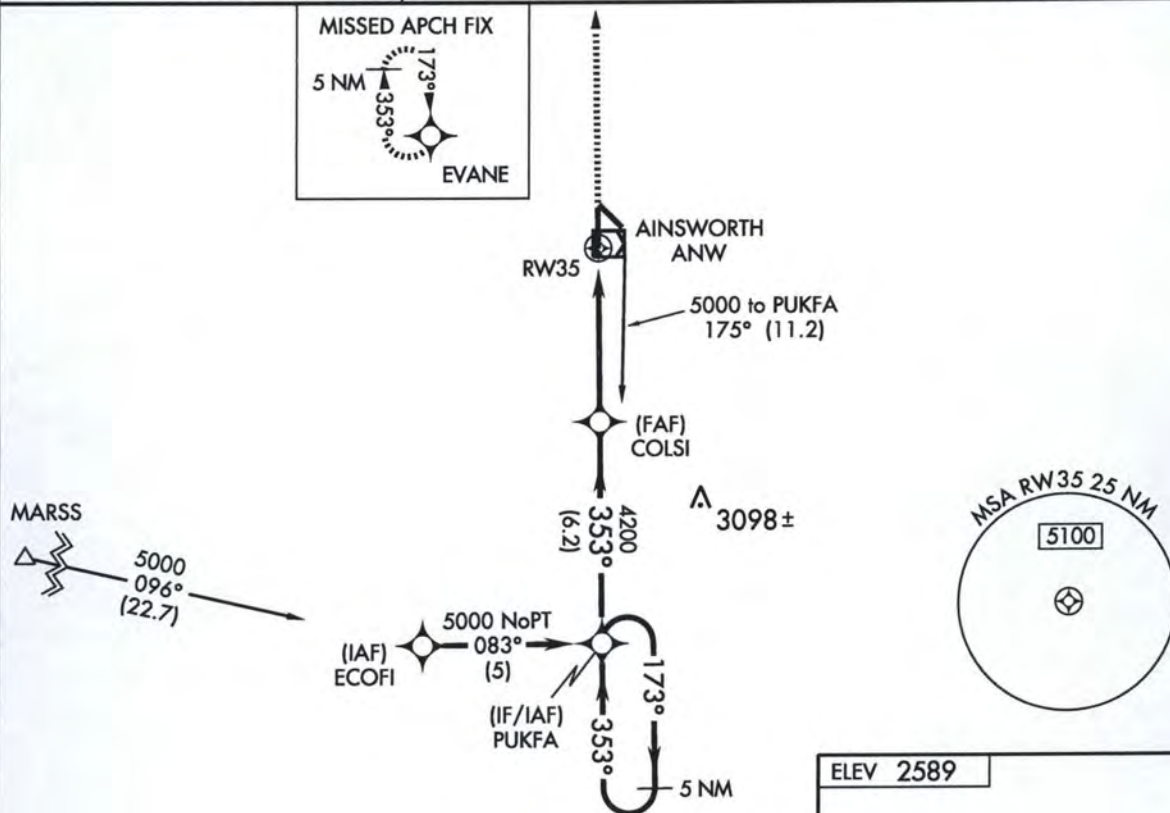
**MALSR**  
  
**MISSED APPROACH:**  
 Climb to 5000  
 direct EVANE  
 and hold.

AWOS-3  
**118.325**



DENVER CENTER  
**127.95 338.2**

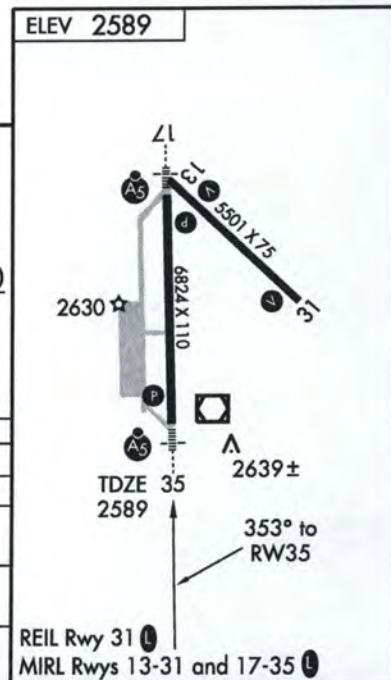
UNICOM  
**122.8 (CTAF) 0**

NC-2, 06 MAY 2010 to 03 JUN 2010



NC-2, 06 MAY 2010 to 03 JUN 2010

5000 ↑	EVANE 	PUKFA		5 NM Holding Pattern
* LNAV only	* 1.7 NM to RW35	COLSI 4200	353°	173° → 5000 ← 353°
RW35 	1.7	3.2 NM	6.2 NM	GS 3.00° TCH 45
4200				
CATEGORY	A	B	C	D
LPV DA	2789-½ 200 (200-½)			
LNAV/ VNAV DA	2909-½ 320 (400-½)			2909-¾ 320 (400-¾)
LNAV MDA	3160-½ 571 (600-½)		3160-1 571 (600-1)	3160-1¼ 571 (600-1¼)
CIRCLING	3160-1 571 (600-1)		3160-1½ 571 (600-1½)	3160-2 571 (600-2)



AINSWORTH, NEBRASKA  
Amdt 2 06MAY10

42°35'N - 100°00'W

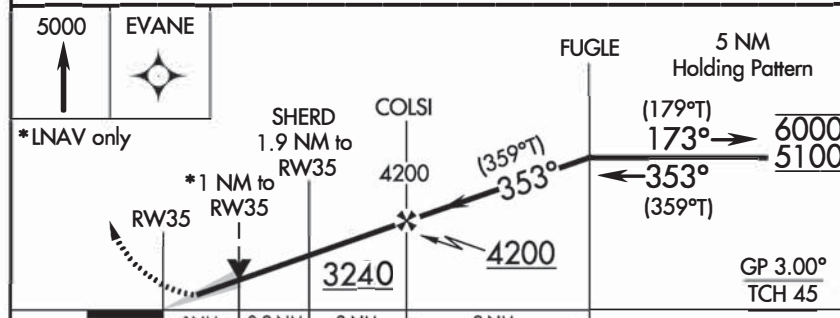
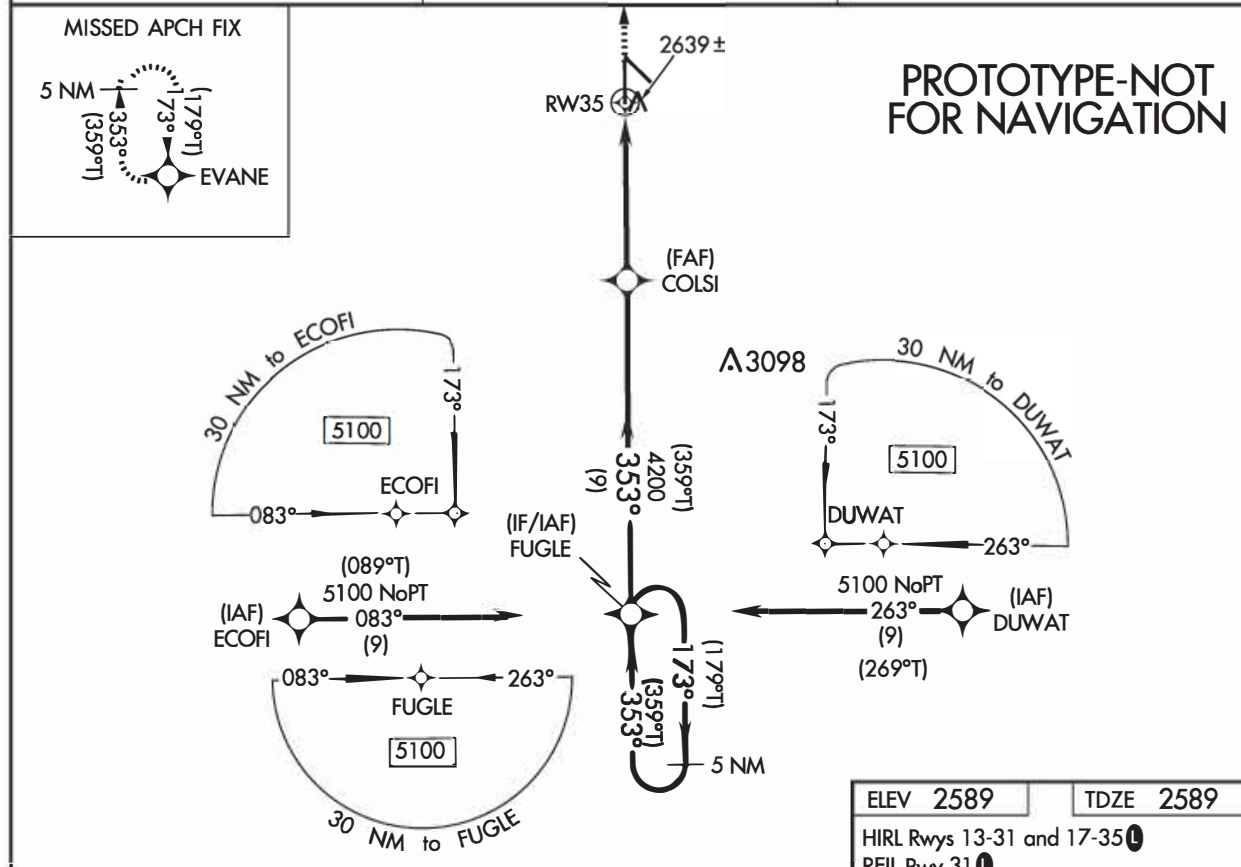
AINSWORTH MUNI (ANW)  
**RNAV (GPS) RWY 35**

WAAS CH <b>81917</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>6824</b> <b>2589</b> <b>2589</b>
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# **RNAV (GPS) RWY 35** AINSWORTH RGNL (ANW)

RNP APCH.	MALSRL A5	MISSED APPROACH: Climb to 5000 direct EVANE and hold.
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AWOS-3 <b>118.325</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	2789-1/2	200 (200-1/2)		
LNAV/VNAV DA	2839-1/2	250 (300-1/2)		
LNAV MDA	2960-3/4	371 (400-3/4)		
<b>C</b> CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1 1/2 451 (500-1 1/2)	3160-2 611 (700-2)

