

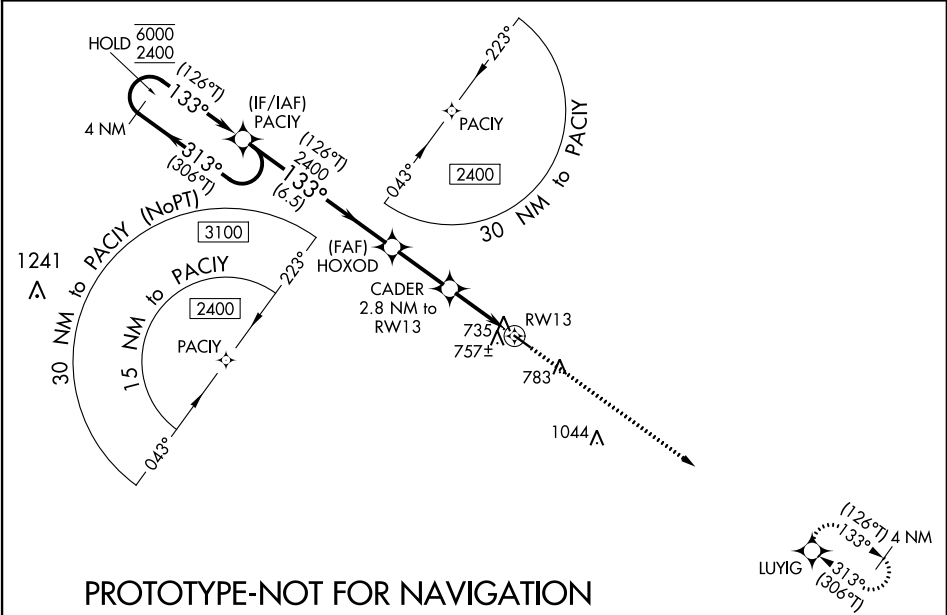
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/27/2022	APWS Task ID: 71C4F0D7CBAE4418BCD0D74B322F233D	APWS Project ID: D754842BC6A14D86956ACDA955B42ACC
Procedure: RNAV (GPS) RWY 13 AMDT 2		Enroute: NO	Specialist: Gorman, Barbara		Agreement Number:
Airport ID: KIIY			Airport City: WASHINGTON		State: GA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: PENDING DATA USED FOR AIRPORT AND RUNWAYS. MAGVAR UPDATED FROM 3W/1985 TO 7W/2025. REMOVED NOTAM FDC 1/3339. CONTACT: JON DENTON 405.954.5467</div> <div><div>Digitally signed by JON DENTON Nov 29, 2021</div><div><div>QUALITY 9 CHECKED</div><div>J ZEDER 09/30/2021</div><div>QUALITY 16 CHECKED</div></div></div>					

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 13 AMDT 2			AIRPORT NAME: WASHINGTON-WILKES COUNTY		AIRPORT ID: KIIY	SPECIAL CONTROL NO: AG-10-056-21	
FAC ID: KIIY13.02		CITY: WASHINGTON			ST: GA	ORIG CHART DATE: 01/27/2022	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0721		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: 11/26/2021		CREW #: VN364	N #: N84	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input checked="" 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: kevin riese @ 11/26/2021 16:58			PRINTED NAME: RIESE, KEVIN JOHN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: RNAV (GPS) RWY 13 Amdt 2 completed satisfactory with change. Communications with Augusta Approach on 126.8 unsatisfactory below 4500 ft. Recommend raising IAP to 4500 or utilizing ATL approach on frequency 132.47 as communications were satisfactory at IAP 2400 ft MSL. Talked with approach and they now have radar coverage for KIIY due to fusion from Augusta.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

WAAS CH 62809 W13A	APP CRS 133°	Rwy Idg 4020 TDZE 646 Apt Elev 646
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RNAV (GPS) RWY 13
WASHINGTON-WILKES COUNTY (IIY)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2400 direct LUYIG and hold.
<div><div><div></div><div></div></div><div>Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div>		
AWOS-3 118.375	AUGUSTA APP CON ★ 126.8 270.3	UNICOM 122.7(CTAF) 0



PROTOTYPE-NOT FOR NAVIGATION

					ELEV 646	TDZE 646
<div><div>4 NM Holding Pattern</div><div><div><div>6000 2400</div><div><div>(306°T) 313°</div><div><div>133° (126°T)</div></div></div><div>133° (126°T)</div><div>GP 3.00° TCH 52</div></div><div><div>PACIY</div><div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).</div><div>HOXOD</div><div>2400</div><div>CADER 2.8 NM to RW13</div><div>1.1 NM to RW13</div><div>1600</div><div>RW13</div><div>6.5 NM</div><div>2.5 NM</div><div>1.7 NM</div><div>1.1</div></div><div><div>2400</div><div>LUYIG</div><div>133° to RW13</div></div></div></div>						
CATEGORY	A	B	C	D		
LPV DA	958-7/8	312 (400-7/8)		NA		
LNAV/ VNAV DA	907-7/8	261 (300-7/8)		NA		
LNAV MDA	1020-1	374 (400-1)		NA		
CIRCLING	1080-1 434 (500-1)	1100-1 454 (500-1)	1100-1½ 454 (500-1½)	NA		
					MIRL Rwy 13-31	

MIRL Rwy 13-31 **0**

WAAS CH 62809 W13A	APP CRS 129°	Rwy Idg 4020 TDZE 646 Apt Elev 646
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RNAV (GPS) RWY 13
WASHINGTON-WILKES COUNTY (IIY)

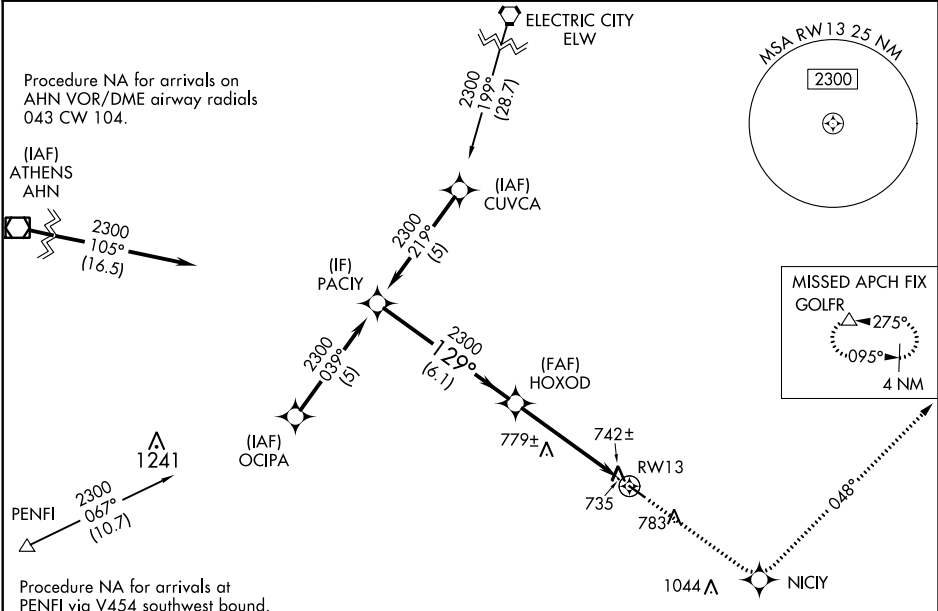
⚠ NA

Baro-VNAV NA when using Athens 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.

Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1082, LNAV/VNAV DA to 1098, and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2400 direct NICIY and via 048° track to GOLFR and hold.

AWOS-3 118.375	AUGUSTA APP CON★ 126.8 270.3	UNICOM 122.7 (CTAF) 0
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ELEV 646		TDZE 646	
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PACIY

HOXOD

2300

129°

2300

RW13

GP 3.00°
TCH 33

6.1 NM

5 NM

CATEGORY	A	B	C	D
LPV DA	996-1¼ 350 (400-1¼)			NA
LNAV/VNAV DA	1012-1¼ 366 (400-1¼)			NA
LNAV MDA	1040-1 394 (400-1)			NA
CIRCLING	1080-1 434 (500-1)	1100-1 454 (500-1)	1100-1½ 454 (500-1½)	NA

2400

NICIY

tr 048°

GOLFR

129° to RW13

4020 X.72

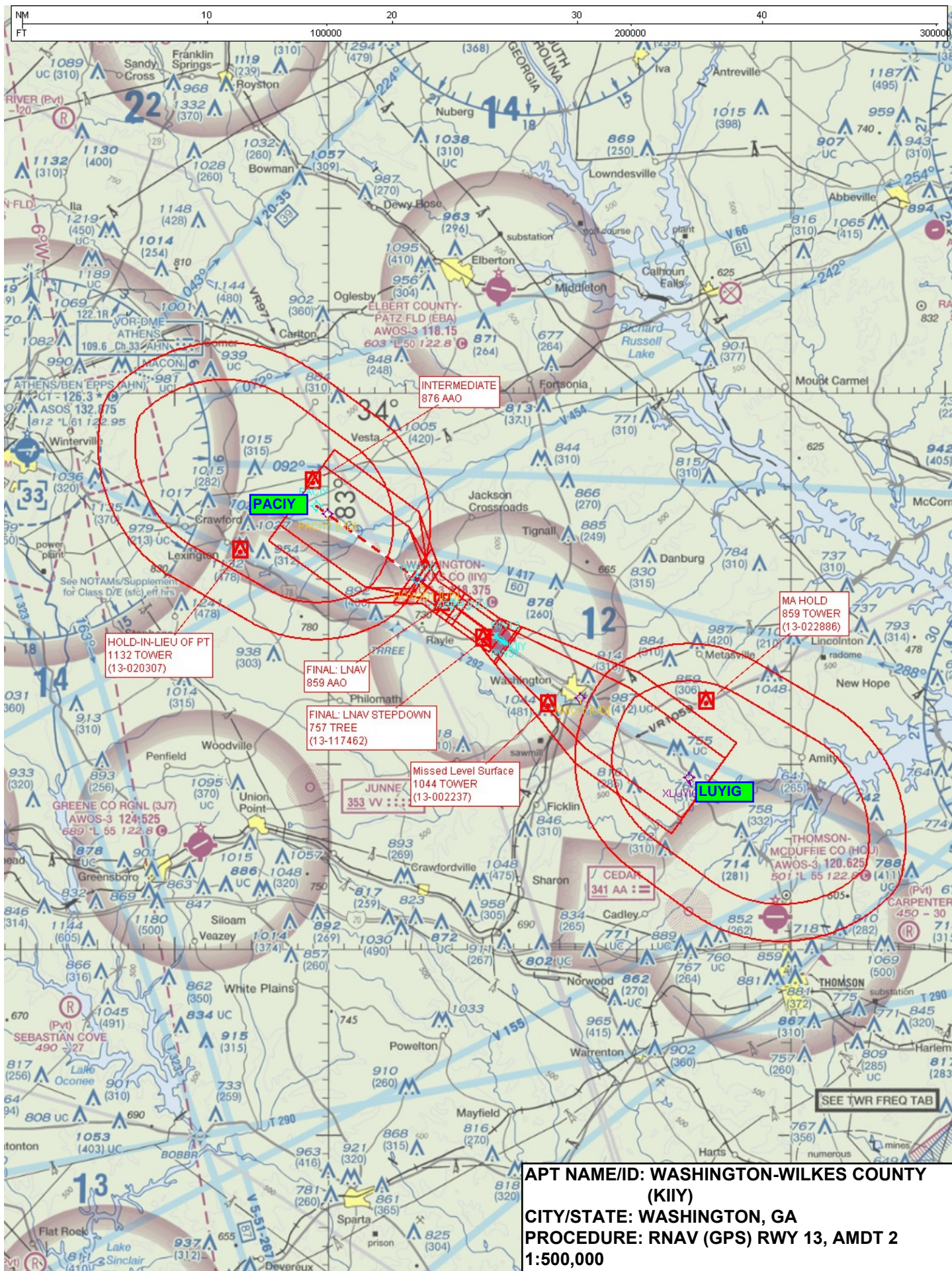
-0.3% UP

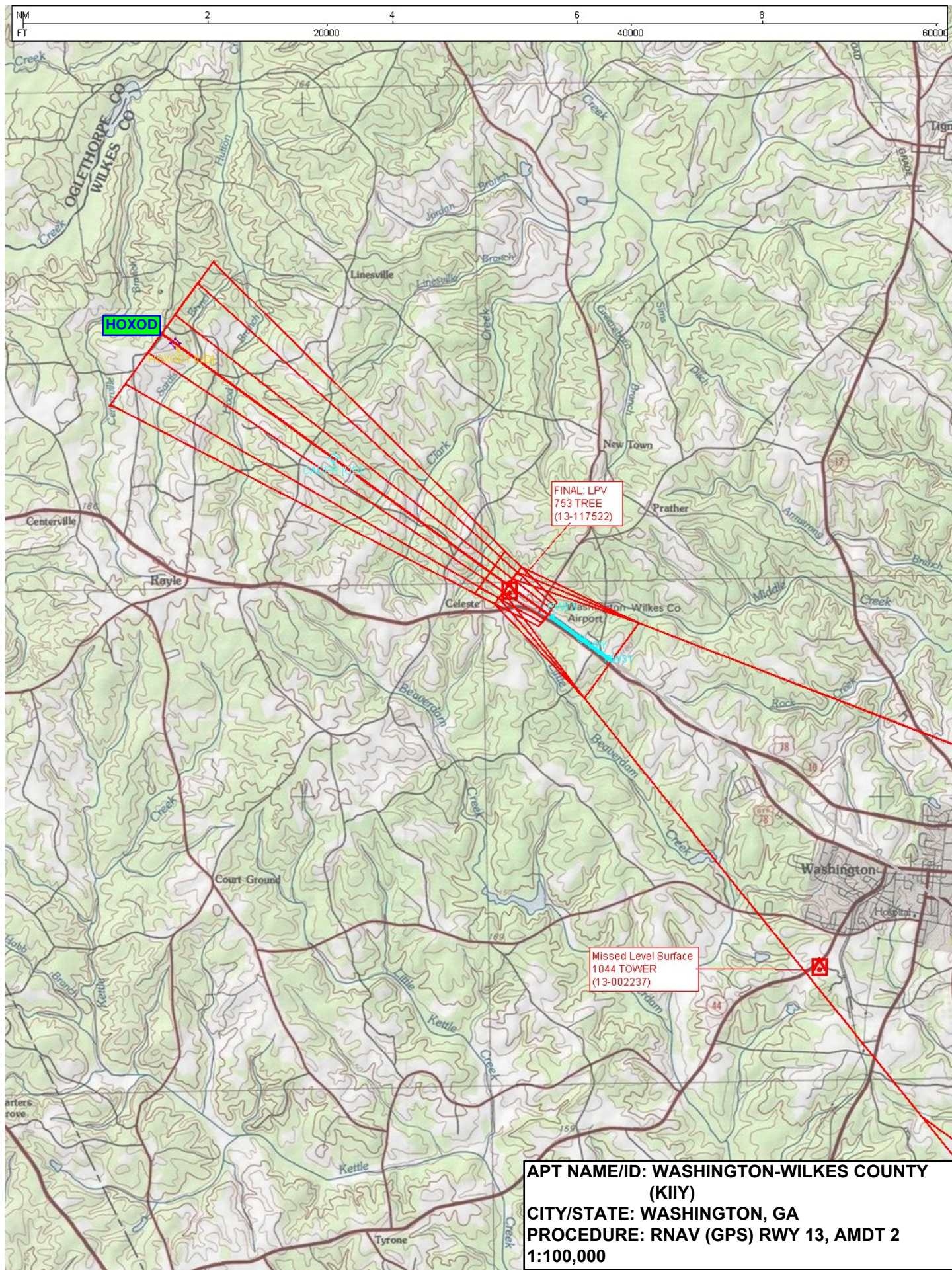
MIRL Rwy 13-31 0

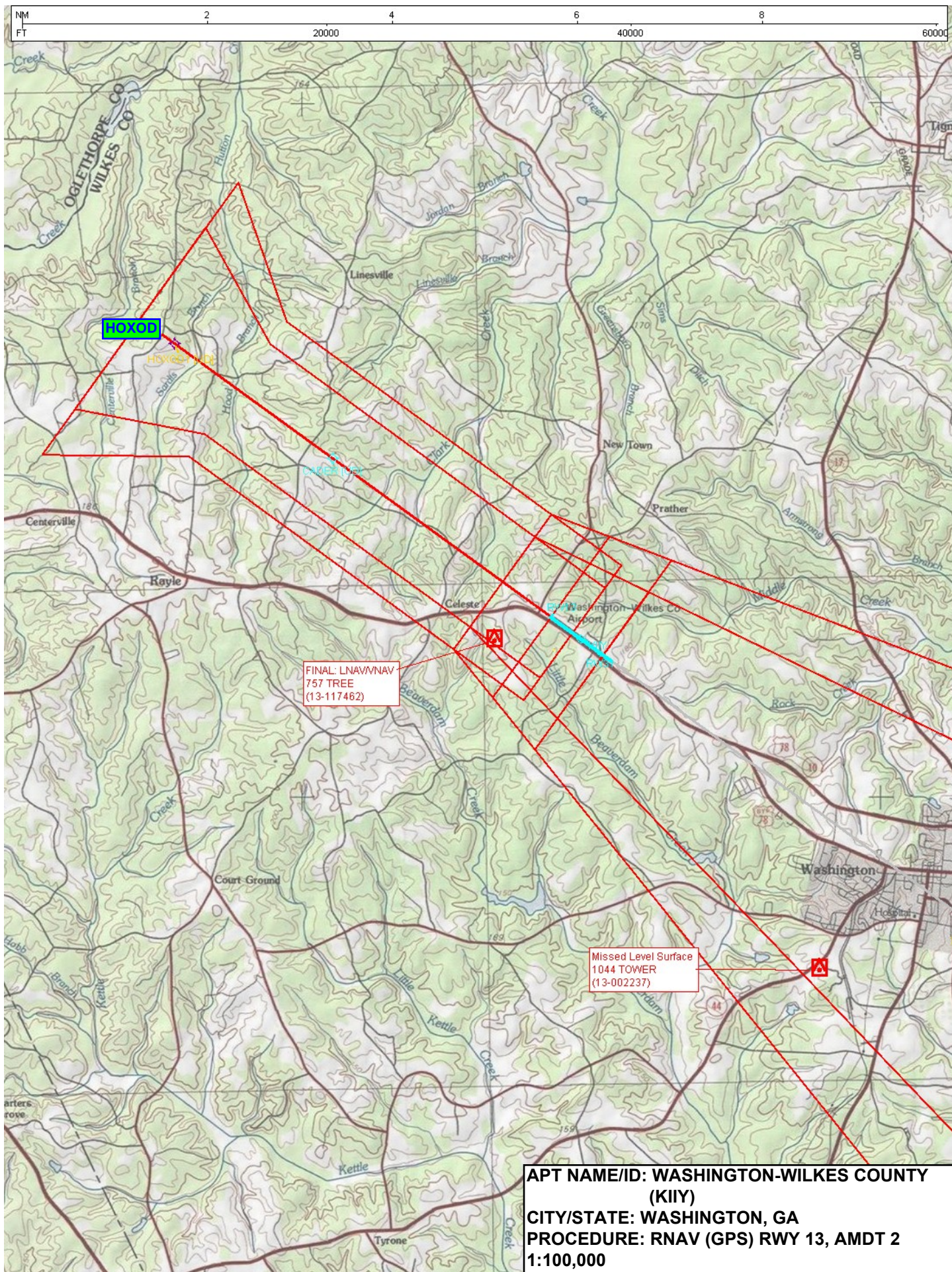
SE-4, 09 SEP 2021 to 07 OCT 2021

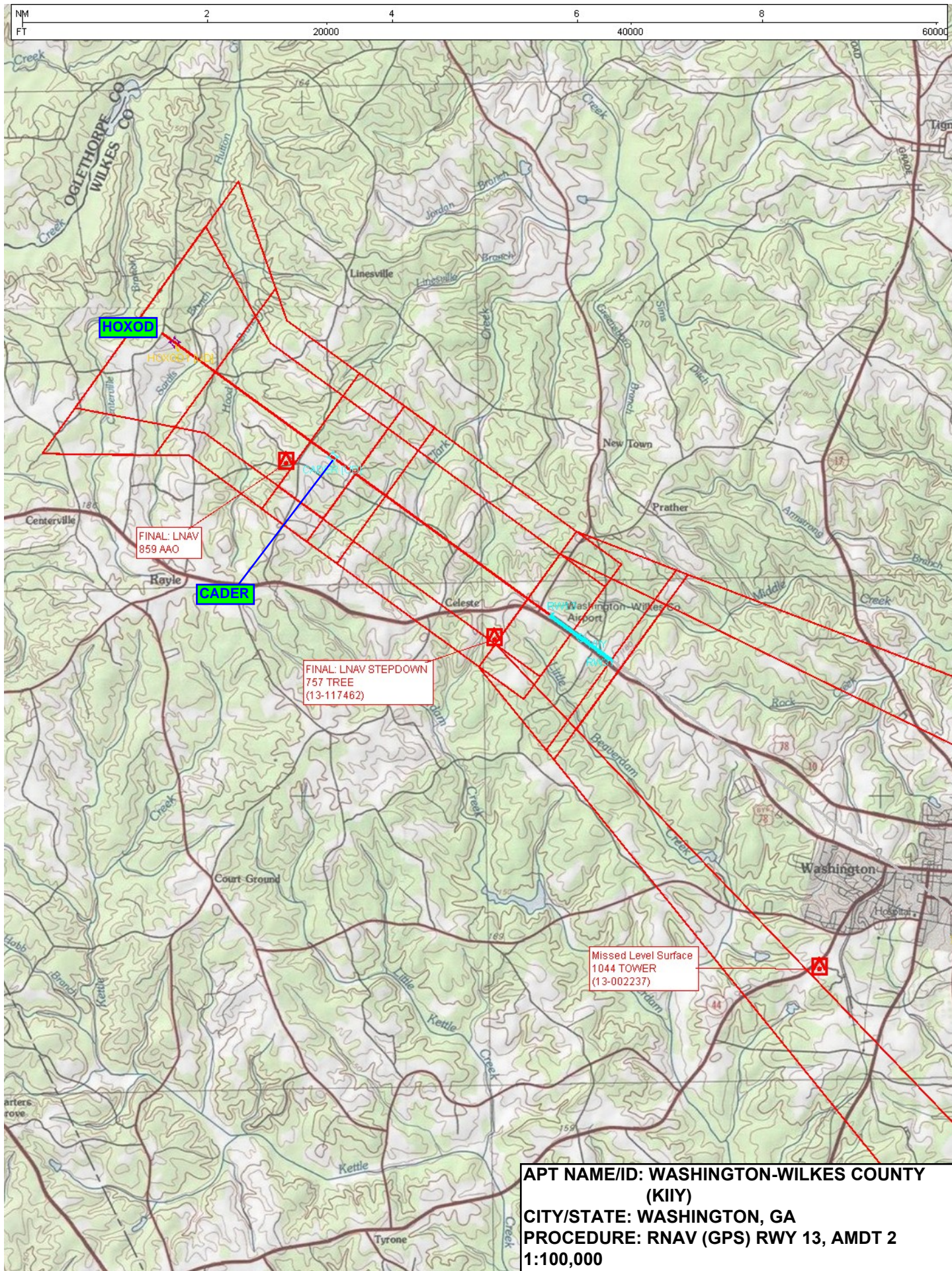
SE-4, 09 SEP 2021 to 07 OCT 2021

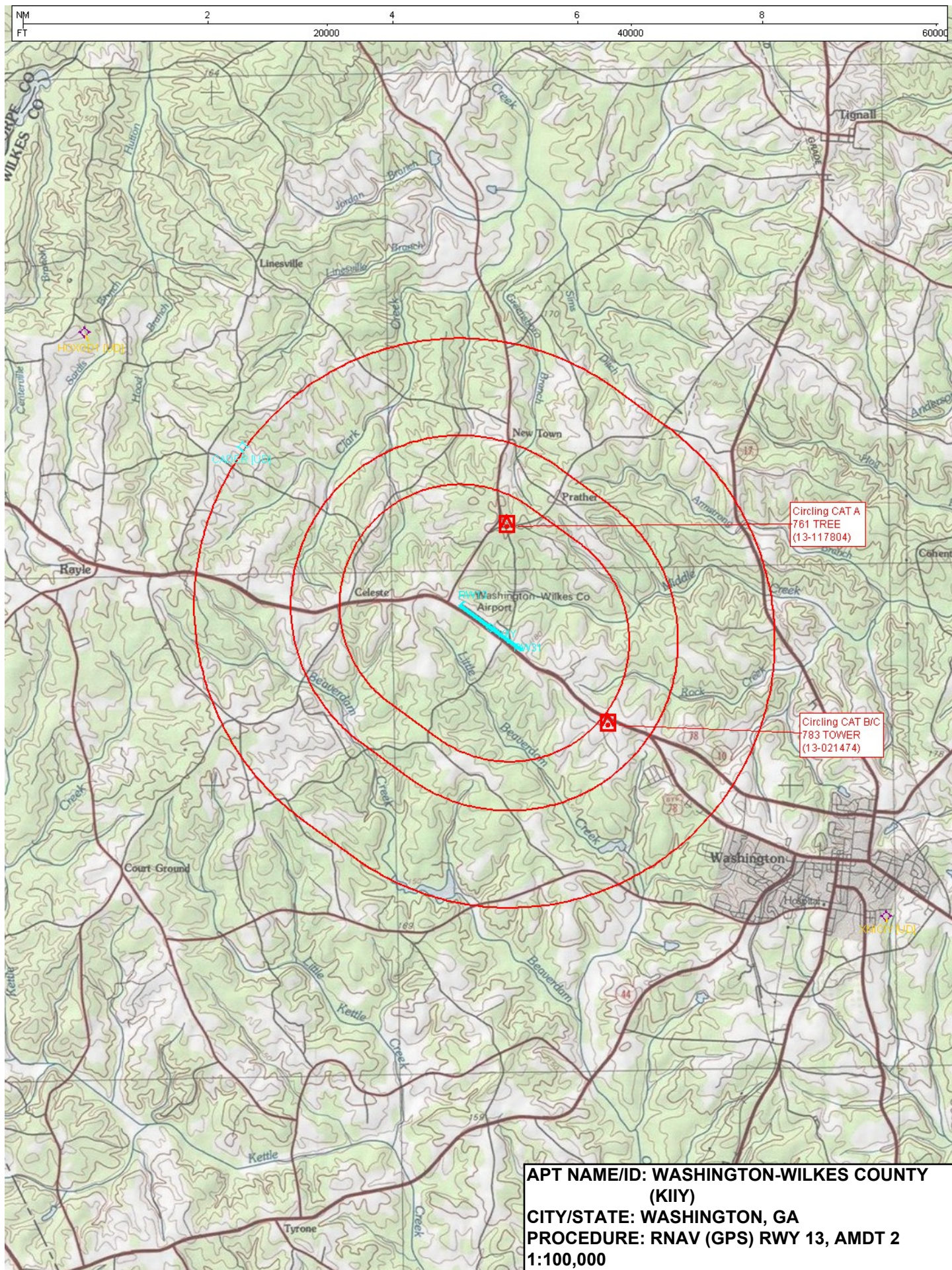












Federal Aviation Administration Categorical Exclusion Declaration

Date: 04/13/21

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

Airport Contact: -

Request ID: KIIY_2147

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV (GPS) 13 Amdt 2 RNAV (GPS 31 Amdt 2 T/O DEP PROC Amdt 1 VOR/DME 13 CANCEL

Procedure Request Description:

RNAVs, and T/O Dep ODP amend due to recent runway extension, and GRD VOR decommissioning. TAAs added to RNAVs, MAHP changes. VOR/DME to be cancelled due to FLC results/ NPA assessment of little used procedure.

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: April 13, 2021

Title:

Environmental Protection Specialist

Approved By:

Charles J GibsonDate: April 13, 2021

Title:

Manager, Environmental, CI & NAS Analytics