

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 06/12/2025	APWS Task ID: 839CA0145D584FD4A51BF284FF96928D	APWS Project ID: 1A9A21436FC64156AB3A0B0714CDCD86
Procedure: VOR RWY 11 ORIG		Enroute: NO	Specialist: Davis, Patrick		Agreement Number:
Airport ID: KCMY			Airport City: SPARTA		State: WI
Facility ID: ODI	Facility Type: VORTAC	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>ACTIVE DATA USED.</div> <div>ADDED NEW PROCEDURE: VOR RWY 11 AND ELIMINATED NDB RWY 29 PER ATC REQUEST.</div> <div>03/13/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/27/24. 8260-5 S-11 CAT B VISIBILITY CHANGED FROM 1/2 TO 1 1/2 - CORRECTED DOCUMENTATION ERROR.</div> <div>S-FILE CHANGED ESTIMATED CHART DATE FROM 04/17/2025 TO 06/12/2025. WAIVER: BLOCK 4: REMOVE REASON #1, REASON #3 CHANGED FROM "OBSTACLE EVALUATION WILL BE DONE..." TO "OBSTACLE EVALUATION HAS BEEN DONE..."</div> <div>WAIVER REQUIRED AND APPLICABLE STANDARD: TO PERMIT A VOR FINAL APPROACH THAT IS MORE THAN 30 MILES FROM AIRPORT.</div> <div>POC: JOHN BORDY, AJV-A330 MANAGER, 405-954-0980.</div> <div>07/23/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 07/10/2025. 1. MOVED "CHART R-6109 A/B." FROM NOTES TO ADDITIONAL FLIGHT DATA. 2. CORRECTED NOTE FROM FINAL OFFSET ANGLE: 27.86 RIGHT TO CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 27.86 DEGREES.</div> <div>07/24/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 07/10/2025. ADDITIONAL FLIGHT DATA: CORRECTED R-6109 A/B TO R-6901 A/B.</div>					



FIPC BASIC FORM								
PROCEDURE: VOR RWY 11 ORIG			AIRPORT NAME: SPARTA/FORT MC COY		AIRPORT ID: KCMY	SPECIAL CONTROL NO: BP-03-286-25		
FAC ID: ODI		CITY: SPARTA			ST: WI	ORIG CHART DATE: 07/10/2025		
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: 839CA0145D584FD4A51BF284FF96928D			
PREFLIGHT NOTES								
REVIEWER:					DATE:			
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 07/01/2025	CREW #: VN356	N #: N78	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 type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
FLIGHT INSPECTOR SIGNATURE: shawn d maxwell @ 07/01/2025 22:19			PRINTED NAME: MAXWELL, SHAWN DOUGLAS				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:			

1. FLIGHT PROCEDURE IDENTIFICATION:

Sparta, WI
KCMY
VOR RWY 11

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

To permit a VOR final approach that is more than 30 miles from facility. FAA Order 8260.3F, para 5-2-4b, Final approaches may be made to airports a maximum of 30 NM from the facility.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

To have a VOR type approach originating from NODINE (ODI) VORTAC to Rwy 11 at KCMY. The runway threshold is 31.42 NM from the facility and obstacle clearance must be maintained to this point. Criteria limits the maximum distance from facility to 30 NM. NODINE (ODI) VORTAC is the closest and only usable facility that supports ground-based procedure at KCMY. The VOR Rwy 11 is the only ground based procedure at KCMY.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. New VOR approach will have a HAT of over 1100.
2. Obstacle evaluation has been done along the expansion of the VOR signal.
3. DME is required.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

No other VORTAC in the surrounding area within reasonable distance.
The Army requires aircraft to have an alternate capability for IFR recovery, and in the event of degraded RNAV for all missions. Although this airfield has an NDB, the capability of using the VOR would be significantly better than an NDB. The Army is pushing to eliminate NDBs.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
06/25/24		

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

Digitally signed by
ERIC N SUSKI
Apr 02, 2025

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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AIRPORT ID: KCMY
AIRPORT NAME: SPARTA/
MCCOY
CITY/STATE: SPARTA, WI
PROCEDURE: VOR
AMDT: ORIG
SCALE: 1:500,000

MAHIN to COMPT TERRAIN+AAO (1572)
TP1503352

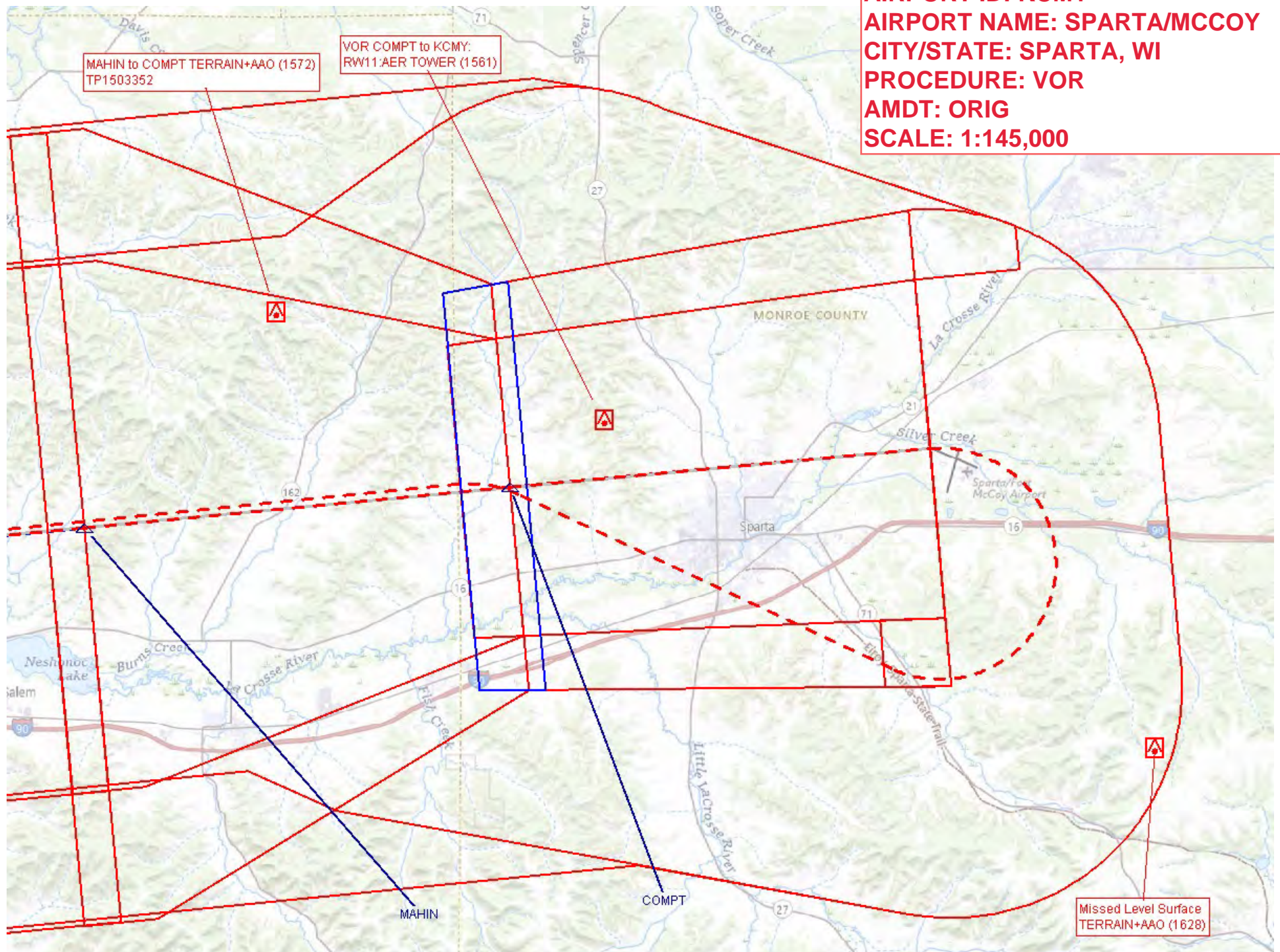
VOR COMPT to KCMY:
RW11:AER TOWER (1561)

ODI TOWER (1723)
27-002085

ODI:VORTAC to MAHIN TOWER (1599)
27-020460

Missed Level Surface
TERRAIN+AAO (1628)

AIRPORT ID: KCMY
AIRPORT NAME: SPARTA/MCCOY
CITY/STATE: SPARTA, WI
PROCEDURE: VOR
AMDT: ORIG
SCALE: 1:145,000



AIRPORT ID: KCMY
AIRPORT NAME: SPARTA/MCCOY
CITY/STATE: SPARTA, WI
PROCEDURE: VOR ORIG
AMDT: ORIG
SCALE: 1:100,000

VOR COMPT to KCMY:
RW11: AER TOWER (1561)



COMPT

Missed Level Surface
TERRAIN+AAO (1628)



MCCOY N

AIRPORT ID: KCMY
AIRPORT NAME: SPARTA/MCCOY
CITY/STATE: SPARTA, WI
PROCEDURE: VOR ORIG
AMDT: ORIG
SCALE: 1:100,000

