

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 08/12/2021	APWS Task ID: 8D05F44CA9F24EAF5A41942EC2C30B6	APWS Project ID: EAAC697FC6144256A33CA1361ECB633E
Procedure: RNAV (GPS) RWY 17AMDT 1		Enroute: NO	Specialist: Carlson, Kelly		Agreement Number:
Airport ID: KGIN			Airport City: OBERLIN		State: KS
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div> <div> Procedure Comments: FULL AMENDMENT COMPLETED UTILIZING PENDING DATA (8/12/2021) CONTACT JON DENTON 405-954-5467 </div> <div> <div> <div>QUALITY</div> <div>SN 5/13/21 6</div> <div>CHECKED</div> </div> <div> <div>QUALITY</div> <div>41</div> <div>CHECKED</div> </div> </div> </div>					

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 17 AMDT 1			AIRPORT NAME: OBERLIN MUNI		AIRPORT ID: KOIN	SPECIAL CONTROL NO: OG-05-101-21	
FAC ID: KOIN17.01		CITY: OBERLIN			ST: KS	ORIG CHART DATE: 08/12/2021	
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: 06/22/2021		CREW #: VN417	N #: N87	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: karl kuehner @ 06/22/2021 19:50			PRINTED NAME: KUEHNER, KARL REINHARD				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:							

OBERLIN, KANSAS

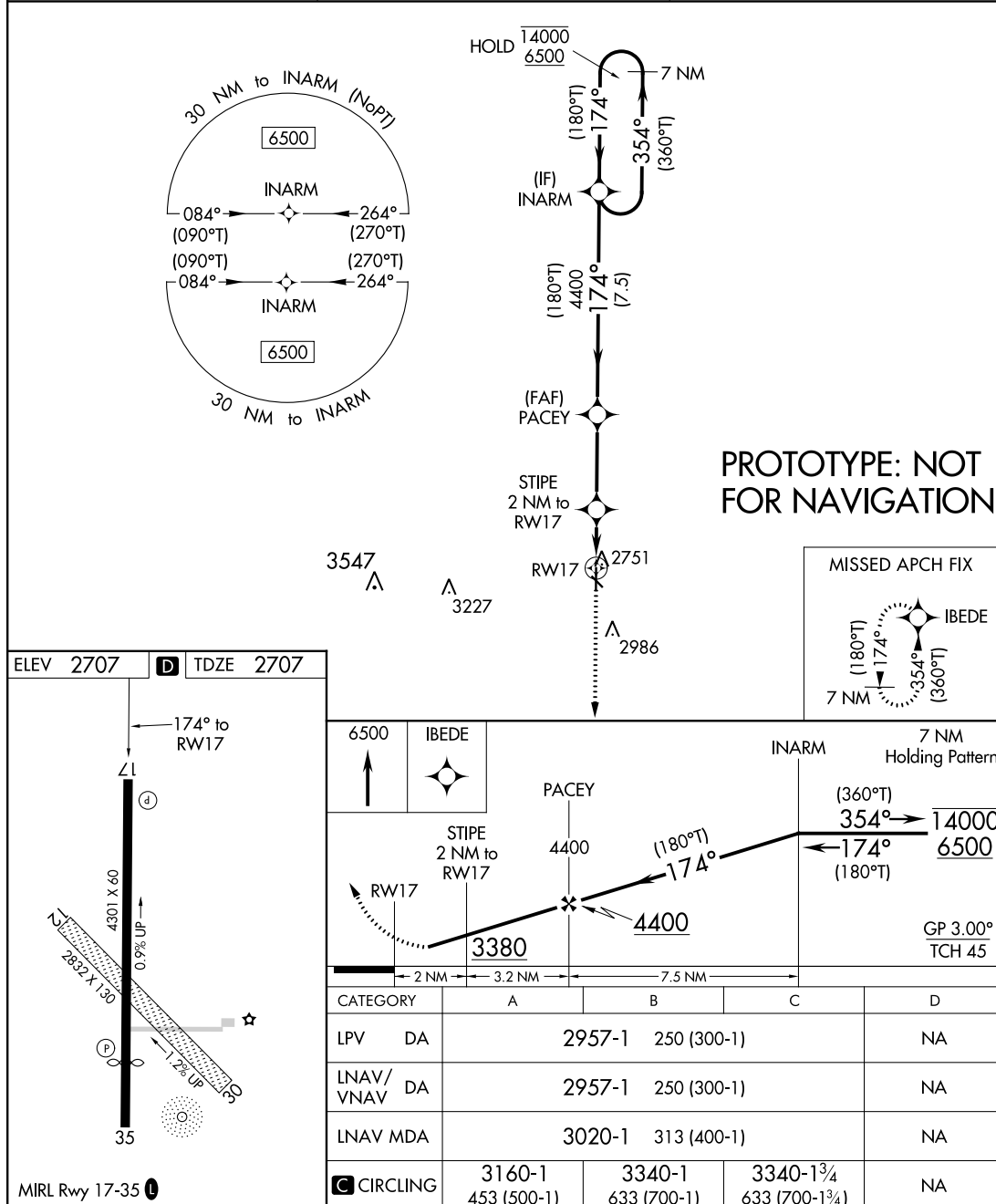
AL-6792 (FAA)

FIG

WAAS CH 63037 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev 4301 2707 2707
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RNAV (GPS) RWY 17 OBERLIN MUNI (OIN)

RNP APCH - GPS.		
<p>⚠ Circling Rwy 12, 30 NA at night. Helicopter visibility reduction below 1 SM NA. Rwy 17 Straight-in and Circling minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.</p>		<p>MISSED APPROACH: Climb to 6500 direct IBEDE and hold, continue climb-in-hold to 6500.</p>
AWOS-3 119.225	DENVER CENTER 132.7 226.675	UNICOM 122.8 (CTAF) 0



AUTOMATED AL-6792 RNAV (GPS) RWY 17

NC-2
7 MAY 2021
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF DATE: FIG

OBERLIN, KANSAS

Amdt 1 FIG

39°50'N-100°32'W

OBERLIN MUNI (OIN)
RNAV (GPS) RWY 17

WAAS CH 63037 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	3501 2707 2707
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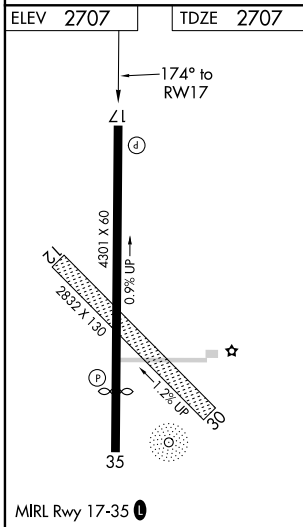
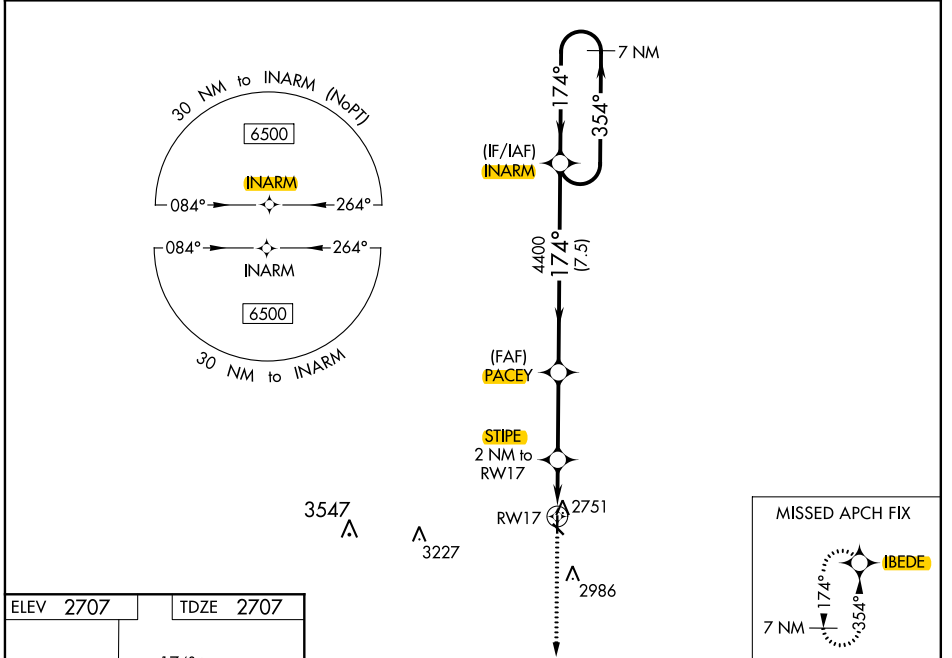
RNAV (GPS) RWY 17
OBERLIN MUNI (OIN)

NA

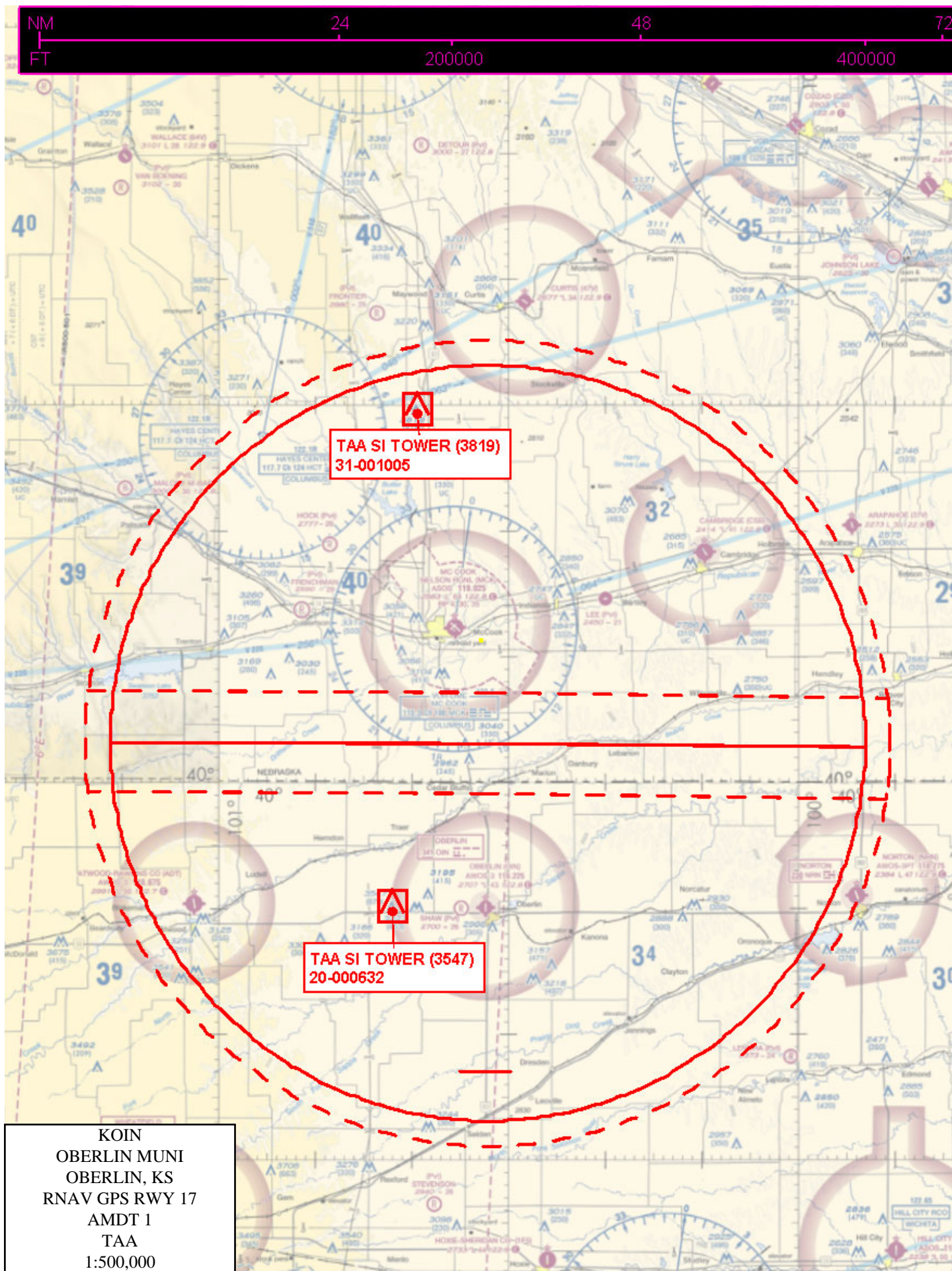
DME/DME RNP-0.3 NA: Helicopter visibility reduction below 1 SM NA. Use McCook altimeter setting; when not received, use Hill City altimeter setting and increase all DA 94 feet and all MDA 100 feet, and increase LPV and LNAV/VNAV visibilities all Cats 3/4 mile, LNAV visibility Cat C 3/4 mile, and Circling Cat C visibility 1/4 mile. Procedure NA at night. Baro-VNAV NA.

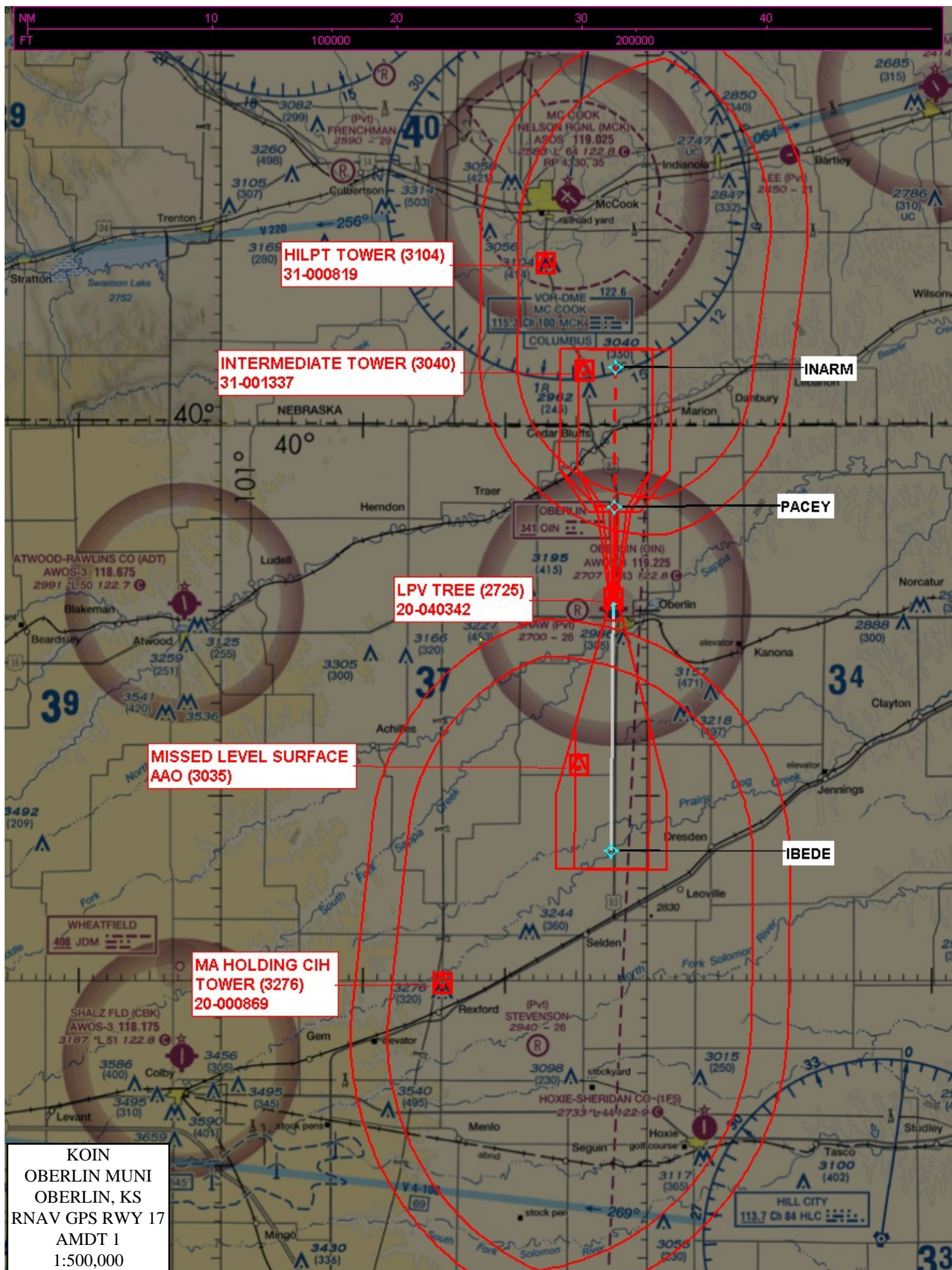
MISSED APPROACH: Climb to 6500 direct IBEDE and hold, continue climb-in-hold to 6500.

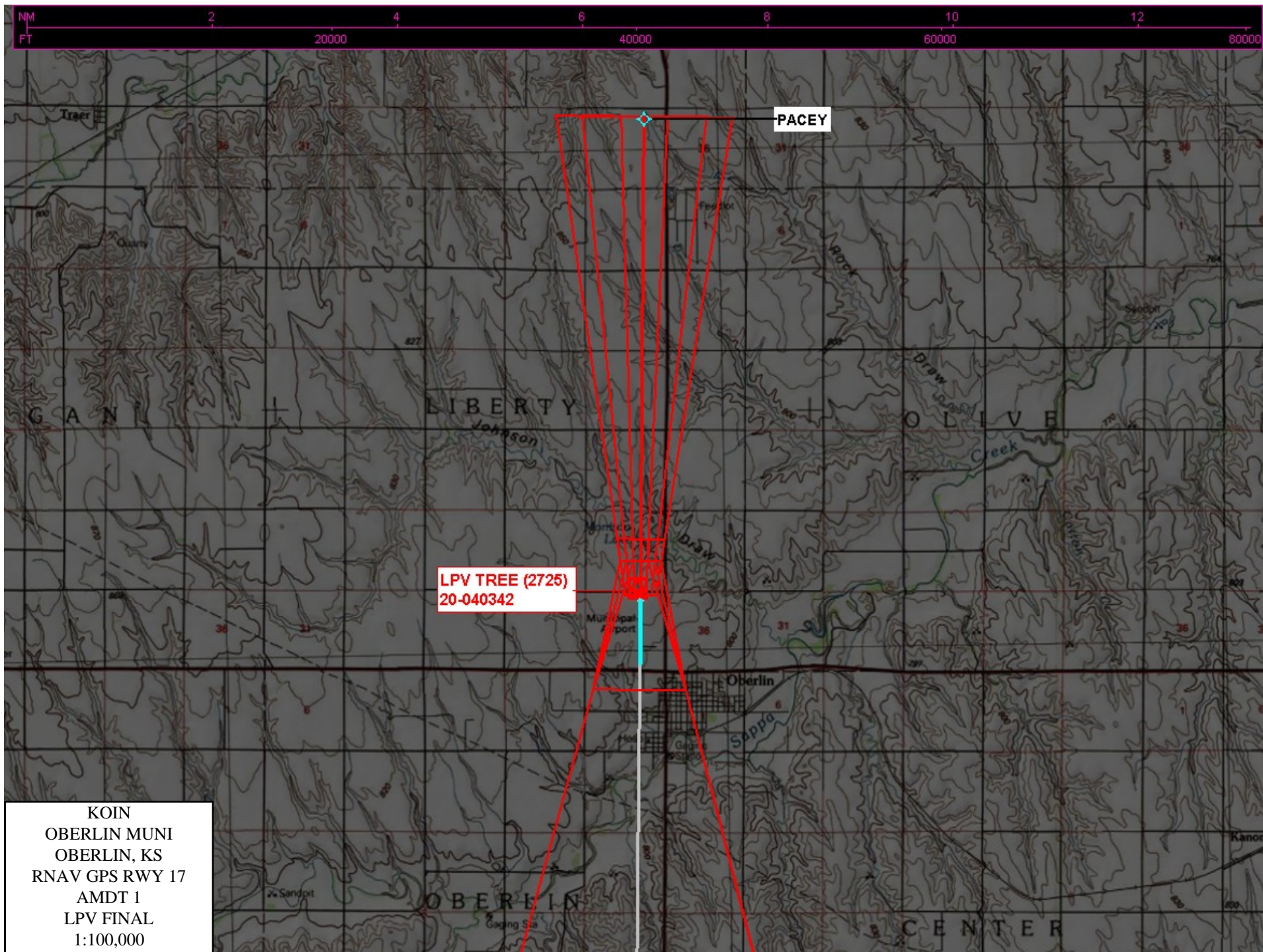
MCK ASOS 119.025	AWOS-3 119.225	DENVER CENTER 132.7 226.675	UNICOM 122.8 (CTAF) 0
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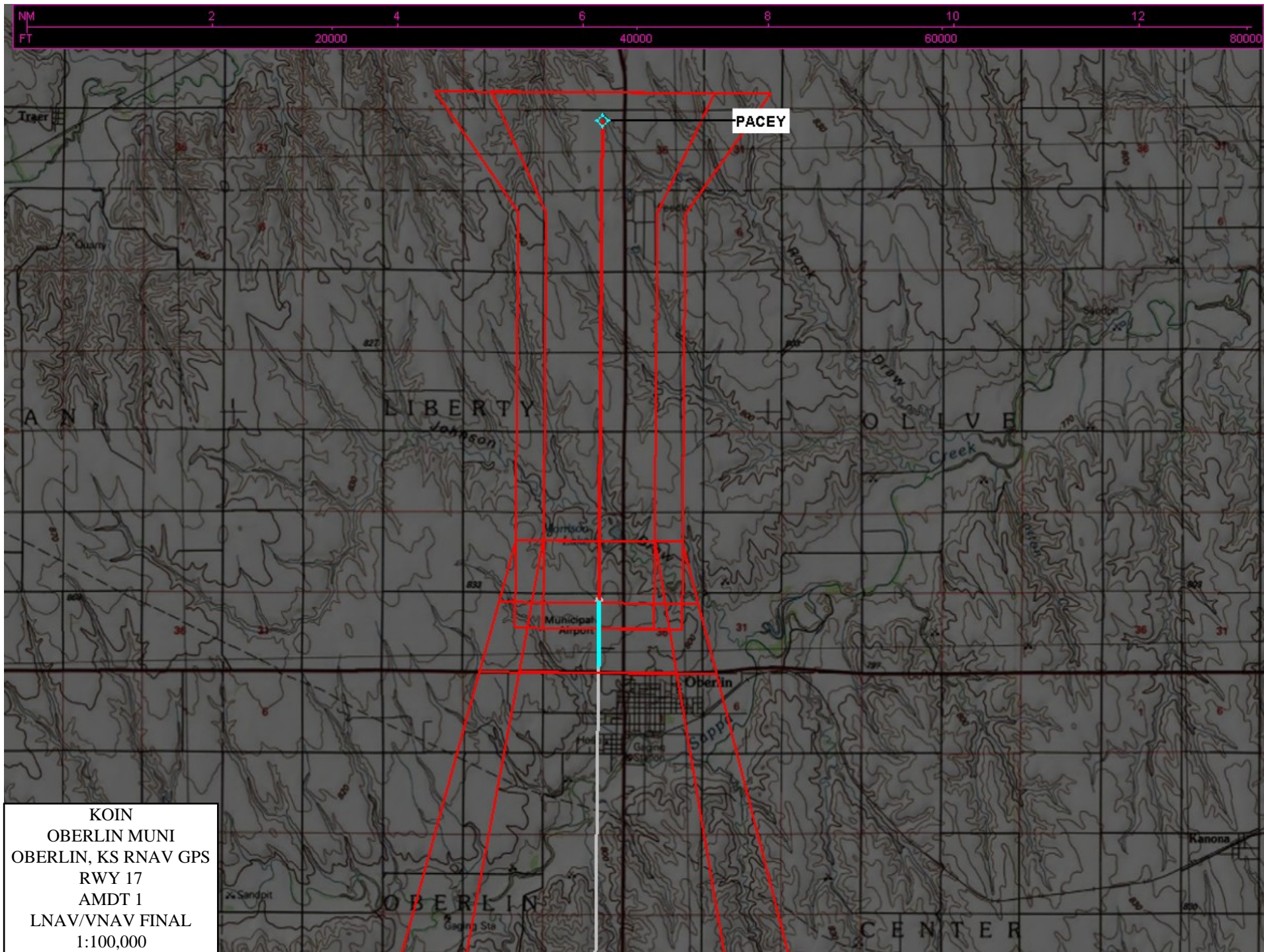


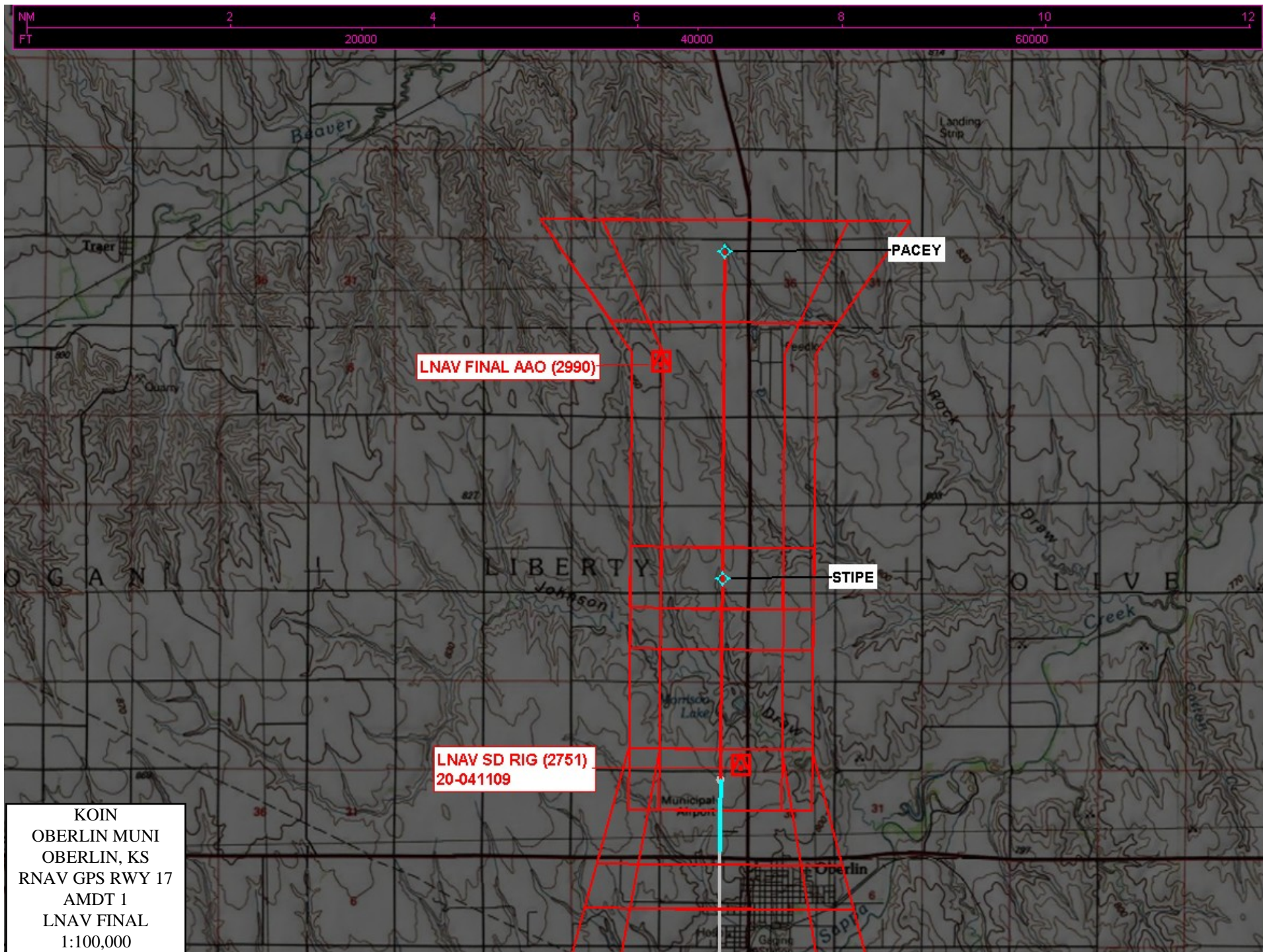
	6500	IBEDE					
			PACEY		INARM	7 NM Holding Pattern	
			4400				
			3400*				
			2 NM	3.1 NM	7.5 NM		
CATEGORY	A	B	C	D			
LPV DA	3026-1	319 (400-1)		NA			
LNAV/VNAV DA	3026-1	319 (400-1)		NA			
LNAV MDA	3080-1	373 (400-1)		NA			
CIRCLING	3240-1 533 (600-1)	3420-1 713 (800-1)	3420-2 713 (800-2)	NA			



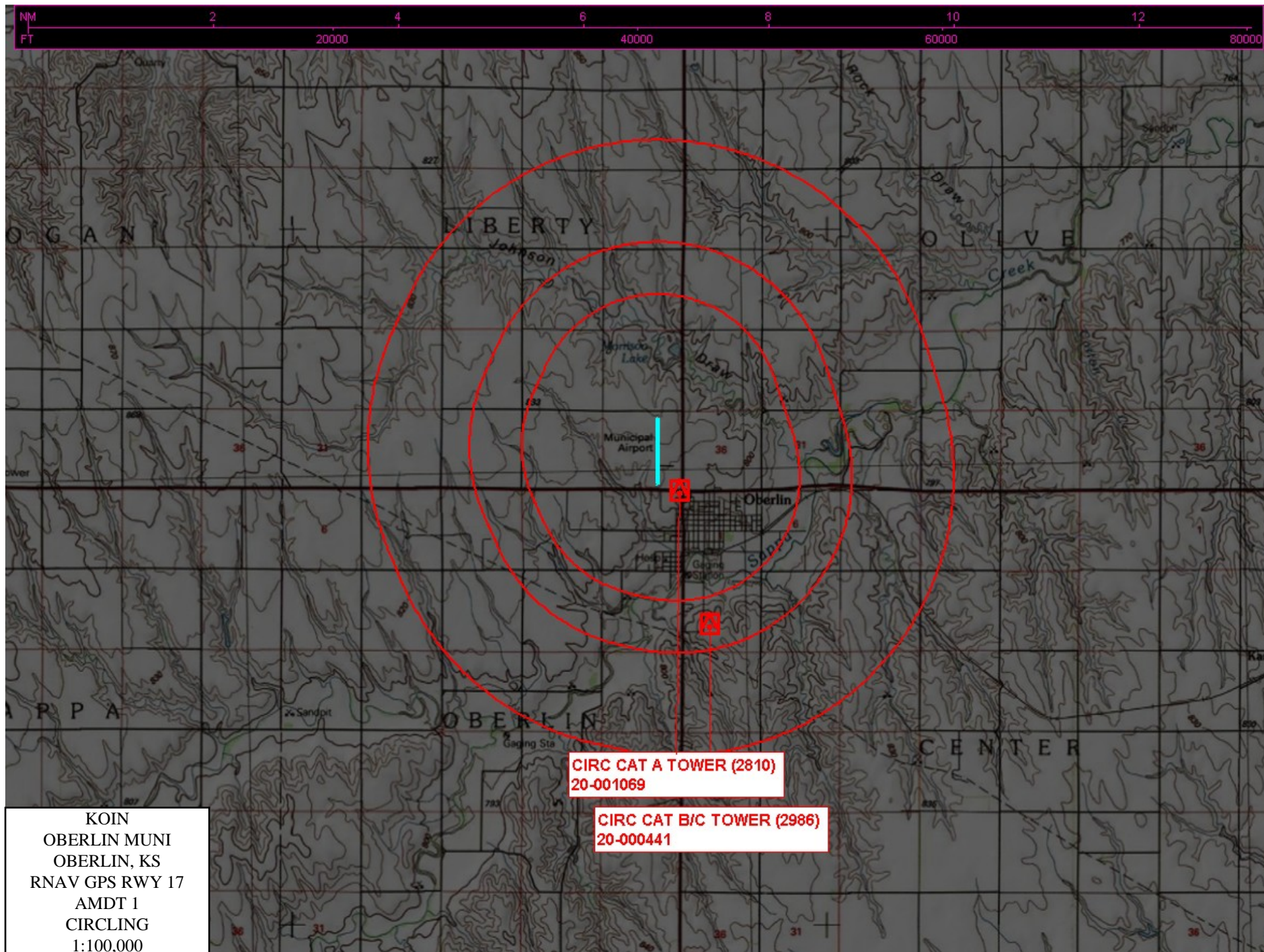








KOIN
OBERLIN MUNI
OBERLIN, KS
RNAV GPS RWY 17
AMDT 1
LNAV FINAL
1:100,000



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

Oberlin Municipal Airport – Oberlin, KS

NDB RWY 35

RNAV (GPS) RWY 17

RNAV (GPS) RWY 35

TAKEOFF MINIMUMS RWY 17

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend four procedures at Oberlin Municipal Airport (KOIN), in Oberlin, Kansas. The amended procedures include two area navigation (RNAV) global positioning system (GPS) procedures, one obstacle departure procedure (ODP) with changes to takeoff minimums, and changes to a non-directional beacon (NDB). A change in runway length necessitated an evaluation and revision of the current instrument procedures associated with KOIN. Following is a list of the four procedures being amended.

NDB RWY 35

1. The minimum descent altitude (MDA) and circling minimum descent altitude (CMDA) would increase 100 feet (to 3,600 feet mean sea level [MSL]).
2. The missed approach climb-to altitude would increase 100 feet (to 4,500 feet MSL).

RNAV (GPS) RWY 17

1. The altitude at PACEY waypoint (WP) would decrease 100 feet (to 4,300 feet MSL, approximately 1,567 feet above ground level [AGL]).
2. The altitude at STIPE WP would increase 20 feet (to 3,420 feet MSL, approximately 699 feet AGL).
3. The localizer performance with vertical guidance (LPV) and lateral navigation/vertical navigation (LNAV/VNAV) decision altitude (DA) for category (CAT) A–C aircraft would increase 1 foot (to 3,027 feet MSL).
4. The LNAV MDA for CAT A–C aircraft would increase 120 feet (to 3,200 feet MSL).

RNAV (GPS) RWY 35

1. A step-down fix would be added 2.23 nautical miles from the threshold with an altitude of 3,420 feet MSL (approximately 834 feet AGL).
2. The LPV DA for CAT A-C aircraft would increase 1 foot (to 2,972 feet MSL).
3. The LNAV/VNAV DA for CAT A-C aircraft would decrease 74 feet (to 3,360 feet MSL).

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES RWY 17

The proposal for the visual climb over airport (VCOA) utilization would read as follows.
RWY 17: 1,000-foot ceiling -3 mile (mi) visibility (vis) FOR VCOA:
RWY 17: Obtain Air Traffic Control (ATC) approval for VCOA when requesting Instrument Flight Rules (IFR) clearance. Climb in visual conditions to cross Oberlin

Municipal Airport at or above 3,500 ft MSL before proceeding on course.

Figure 1 – Procedures to be Amended

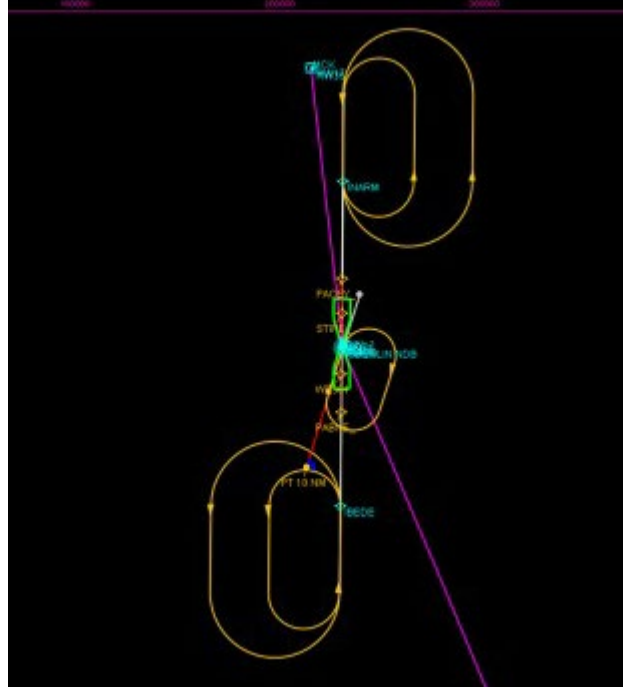
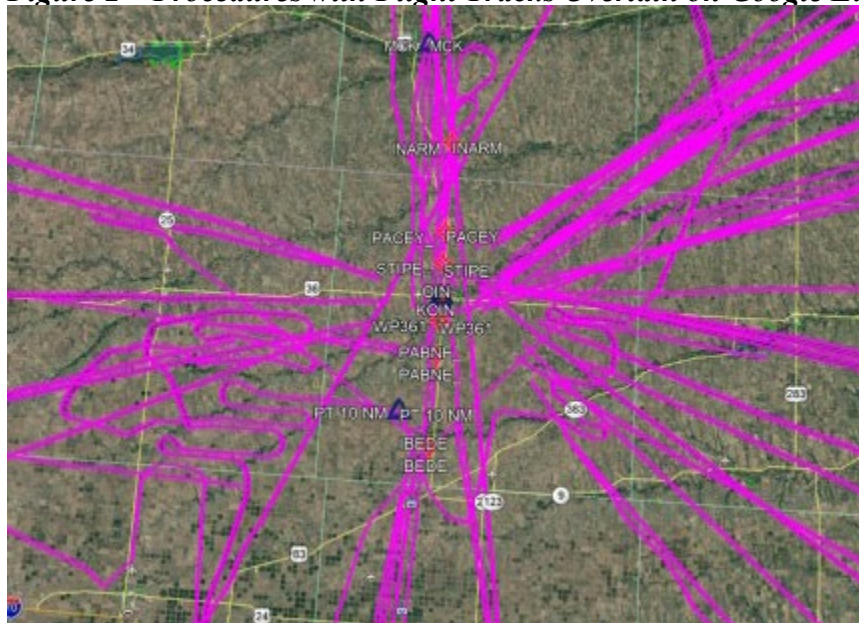


Figure 2 – Procedures with Flight Tracks Overlain on Google Earth



Land use under the proposed procedures was evaluated to identify the presence of noise sensitive areas and to assess the potential for noise impacts from the proposed procedure amendments. In addition to noise sensitive areas, the land use under the proposed procedures was also evaluated for historical/cultural areas, critical biological areas, and 4(f) properties. The Office of Environment and Energy has reviewed MITRE's *Center for Advanced Aviation System Development's, Guidance for Noise Screening of Air Traffic Actions* (Amefia, 2012), and

approved its use in accordance with FAA Order 1050.1F to complete the analysis of potential effects due to the change in aircraft noise exposure levels as a result of implementation the proposed action.

The Operations Test (OPS Test) helps determine if further noise screening is necessary based on the number of operations at the airport of interest. No noise analysis is needed for proposals involving Design Group I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the environmental review do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations). KOIN averages 134 propeller operations per week and, therefore, falls below the threshold requiring a noise analysis.

According to AirNav.com, the following information is available regarding fleetmix:

Aircraft based on the field:	17
Single-engine airplanes:	17

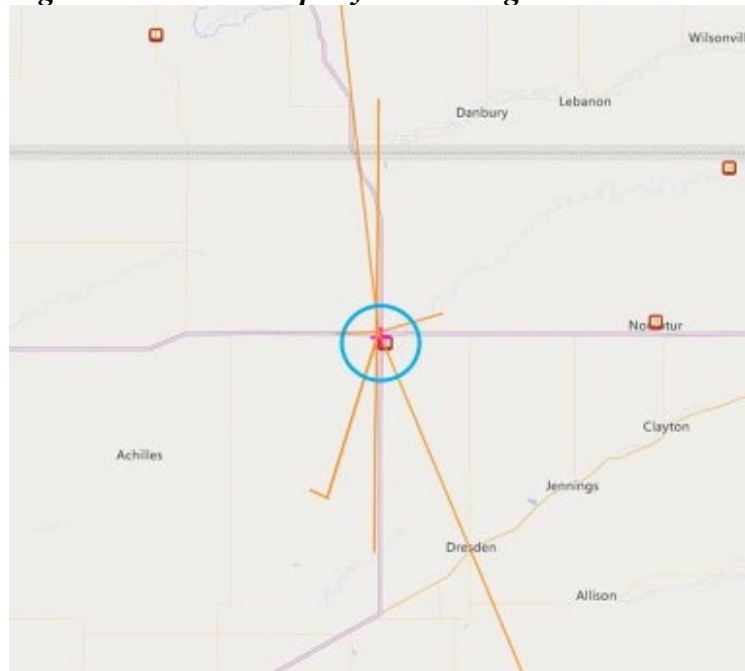
Aircraft operations: Average 5/day*

Transient general aviation:	60%
Local general aviation:	40%
Military:	<1%

* For the 12-month period ending September 16, 2017.

A search of the National Register of Historic Places (NRHP), accessed through Google Earth, indicated there was one listed property within a one-mile radius of the airport. The property is the Decatur County Courthouse and has local importance. Noise is not an attribute of this property. The proposed procedures would not introduce new audible or visual elements.

Figure 3 – NRHP Property Under Flight Path



The U.S. Fish & Wildlife Service's Information for Planning and Consultation (IPaC) website was accessed to determine if there are any potential biological impacts, specifically to avian or bat species. One endangered species of bat (Northern Long-eared Bat) and one endangered species of bird (Whooping Crane) can be found in the general area; however, there is no critical habitat for these species found within the study area. There are potentially four migratory bird species that may transect the area on occasion. KOIN falls within the Central Flyway, which is a major north-south flyway for migratory birds. The area is currently being overflown, and the proposed procedure amendments are not anticipated to increase the number of air traffic operations into KOIN.

A Google Earth search was conducted to determine if the proposed project would have any effect on 4(f) properties. The search did not indicate the presence of 4(f) resources within the study area. It is not anticipated there would be any impacts to resources protected under section 4(f), as the area is currently being overflown. The purpose and need of this project is not to increase the number of air traffic operations into KOIN.

A Google search conducted for the KOIN Airport Master Plan (AMP) did not yield any results with pertinent information. Consideration of cumulative impacts applies to the impacts resulting from the implementation of the proposed actions combined with other actions. Because of the nature of the proposed amendments for KOIN, there are no anticipated changes to operations or flight tracks. Analyzing cumulative effects is considered within geographic (spatial) and time (temporal) boundaries. Reasonably foreseeable future actions refer to projects that would likely be completed within the next five years and do not include those actions that are highly speculative or indefinite.

In accordance with FAA Order 1050.1F, Paragraph 5-2, regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

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 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

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)

Recommended by:

Facility Manager Review/Concurrence

Signature: _____ Date: 1/12/2021
Name: Rebecca Scudder
Air Traffic Manager
Denver Air Route Traffic Control Center

Concurrence by:

Western Service Area Environmental Specialist

Signature: _____ Date: _____
Name: Ryan Weller
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:

Western Service Area Director or Designee Approval

Signature: _____ Date: _____
Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2