Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 12/02/2021	APWS Task ID: 981D70385BAA4CD4AF88B85E752F0396	APWS Project ID: 634E866788EB4EC6AE46016E13115E4A
Procedure: ILS OR LOC RWY 28 AMDT 2		Enroute: NO	Specialist: Jackson, Frank		Agreement Number:
Airport ID: KMBL			Airport City: MANISTEE		State: MI
Facility ID: MBL	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
PENDING AIRPORT DATA USED FOR KMBL.
PENDING NAVIAD DATA USED FOR: MBL DME AND MBL ILS.
VOR MON FOR MBL VORTAC.

CONTACT: DON LANIER, AJV-A430 405.954.8242.

QUALITY 29 CHECKED

8/18/21 J. DuBois

QUALITY 38 CHECKED

Data as of: 07/29/2021 15:51:04 CDT

FIPC BASIC FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
ILS OR LOC RWY 28 AMDT 2	MANISTEE COUNTY-BLACKER	KMBL	BP-08-195-21

FAC ID: MBL	CITY: MANISTEE	ST: MI	ORIG CHART DATE: 12/02/2021

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/A	☐ YES	0.4	AC0721	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
09/08/2021	VN357	N76	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☒ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
james onieal @ 09/08/2021 22:50	ONIEAL, JAMES BRIAN	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

LOC I-MBL	APP CRS	Rwy ldg	5501
108.35	277°	TDZE	621
		Apt Elev	621

NEW

ILS or LOC RWY 28
MANISTEE COUNTY-BLACKER (MBL)

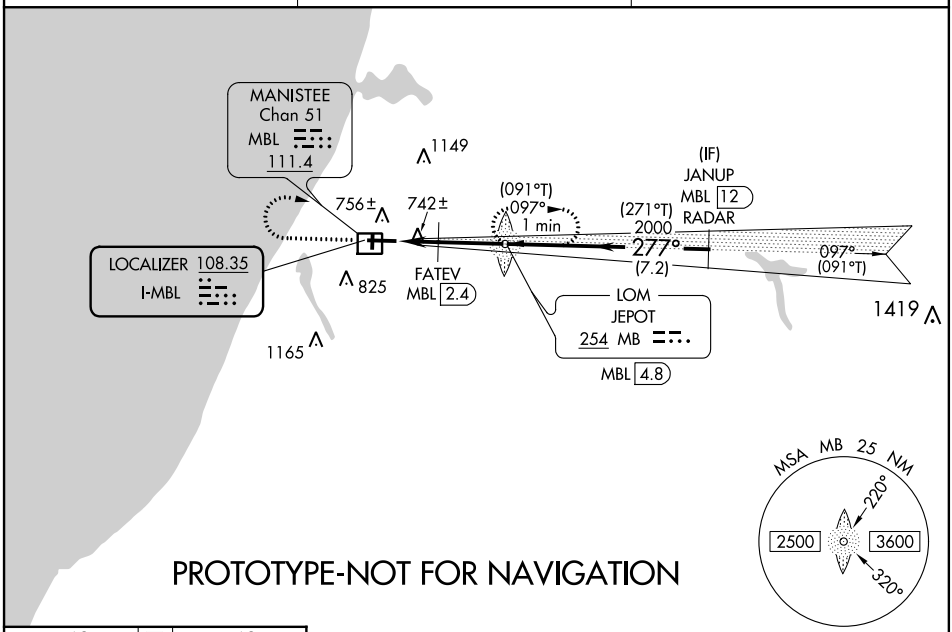
ADF required for missed approach. RADAR required for procedure entry. DME or RADAR required.

Circling Rwy 1, 19 NA at night. DME from MBL DME. DME use requires simultaneous reception of I-MBL and MBL DME. For inoperative ALS, increase FATEV fix minimums S-LOC 28 Cat C and D visibility to 1 SM.

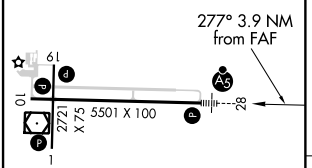
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct JEPOT LOM/MBL 4.8 DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
111.4	120.85 322.35	122.8 (CTAF) L

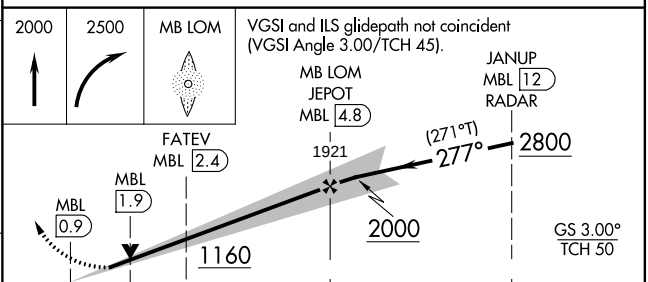


ELEV 621 D TDZE 621



HIRL Rwys 10-28 L
MIRL Rwys 1-19 L
REIL Rwy 10 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-ILS 28	821-½ 200 (200-½)			
S-LOC 28	1160-½ 539 (600-½)		1160-1 539 (600-1)	
C CIRCLING	1160-1 539 (600-1)	1220-1 599 (600-1)	1400-2¼ 779 (800-2¼)	1520-3 899 (900-3)
FATEV FIX MINIMUMS				
S-LOC 28	1000-½ 379 (400-½)		1000-⅝ 379 (400-⅝)	
C CIRCLING	1160-1 539 (600-1)	1220-1 599 (600-1)	1400-2¼ 779 (800-2¼)	1520-3 899 (900-3)

LOC I-MBL	APP CRS	Rwy ldg	5501
108.35	277°	TDZE	621
		Apt Elev	621

OLD

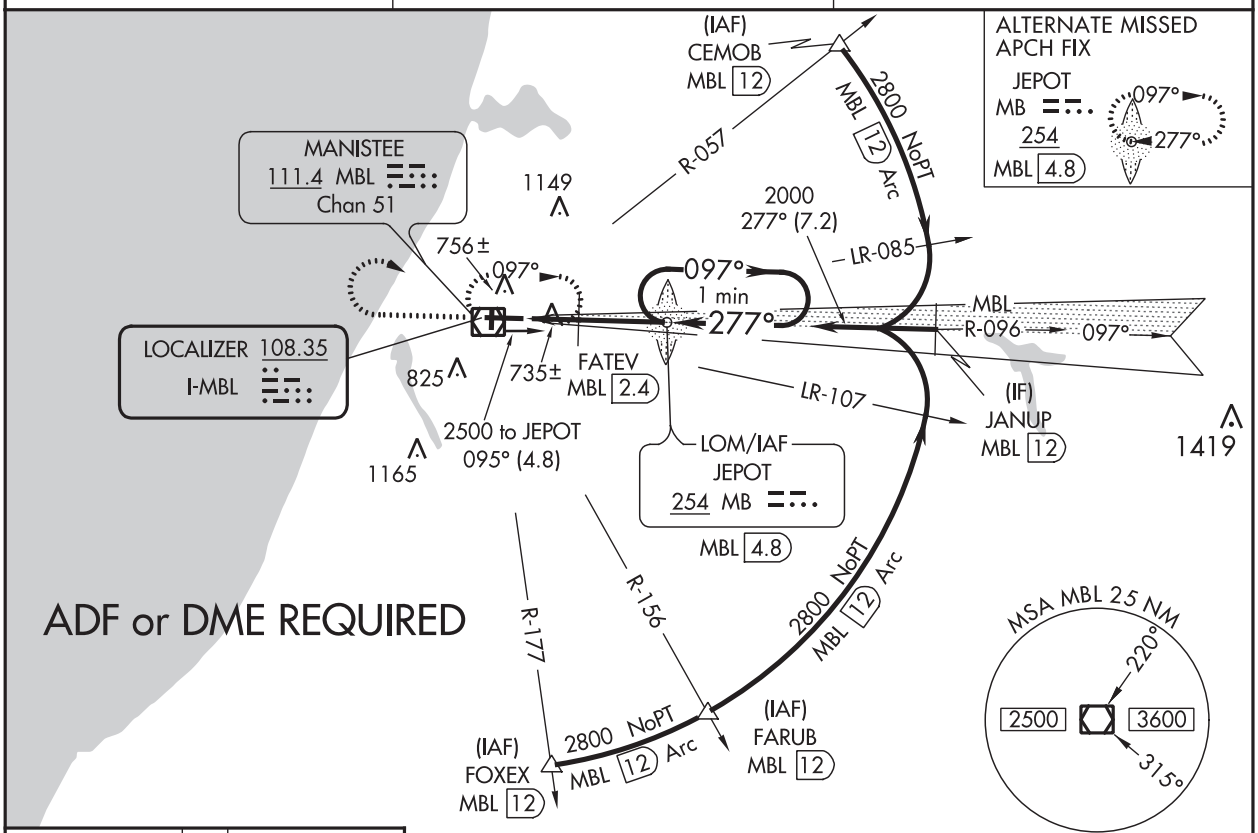
ILS or LOC RWY 28
MANISTEE COUNTY-BLACKER (MBL)

T ANA Night landing: Rwy 1/19 NA. When local altimeter setting not received, use Ludington altimeter setting: increase DA 871 feet and all MDA 60 feet; increase S-LOC 28 Cat C/D and Circling Cat C/D visibility ¼ SM. FATEV FIX minimums: increase S-LOC 28 Cat C/D visibility ⅛ SM and Circling Cat C/D ¼ SM.

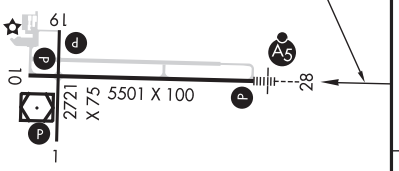
MALSR A5

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct MBL VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
111.4	120.85 322.35	122.8 (CTAF) L



ELEV 621 D TDZE 621



HIRL Rwys 10-28 L
MIRL Rwys 1-19 L
REIL Rwys 10 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
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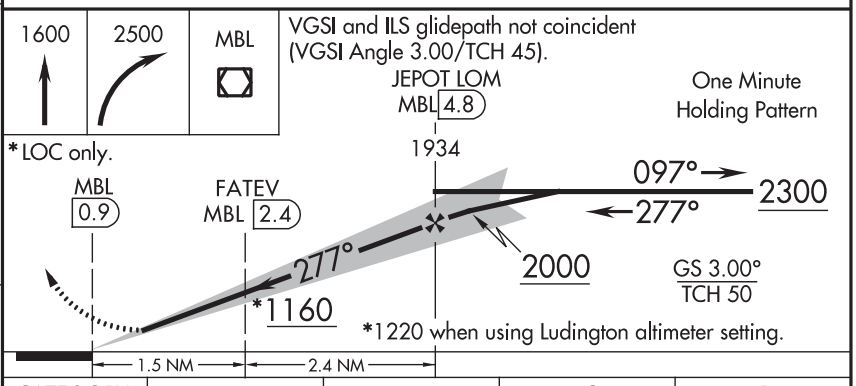
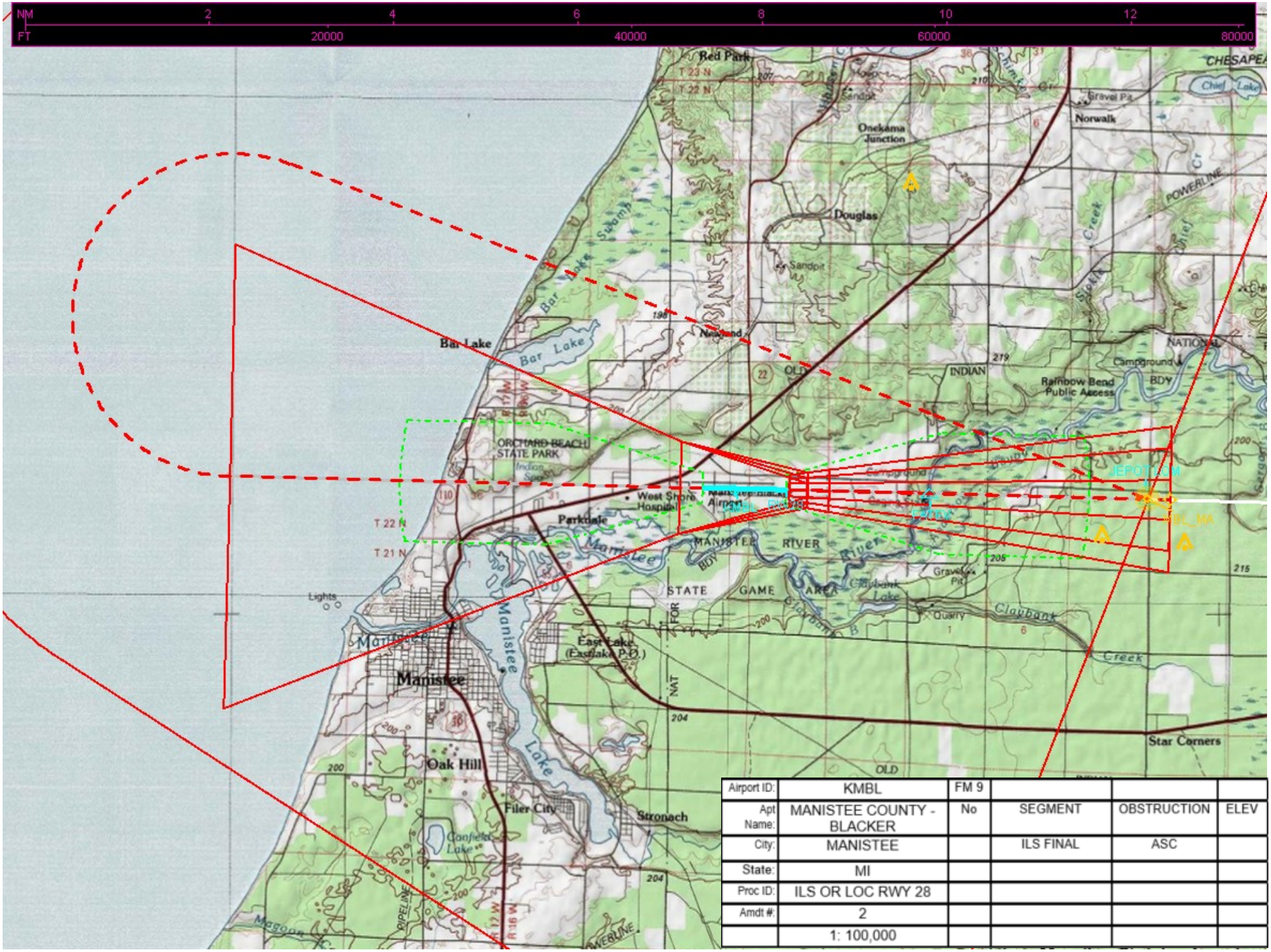


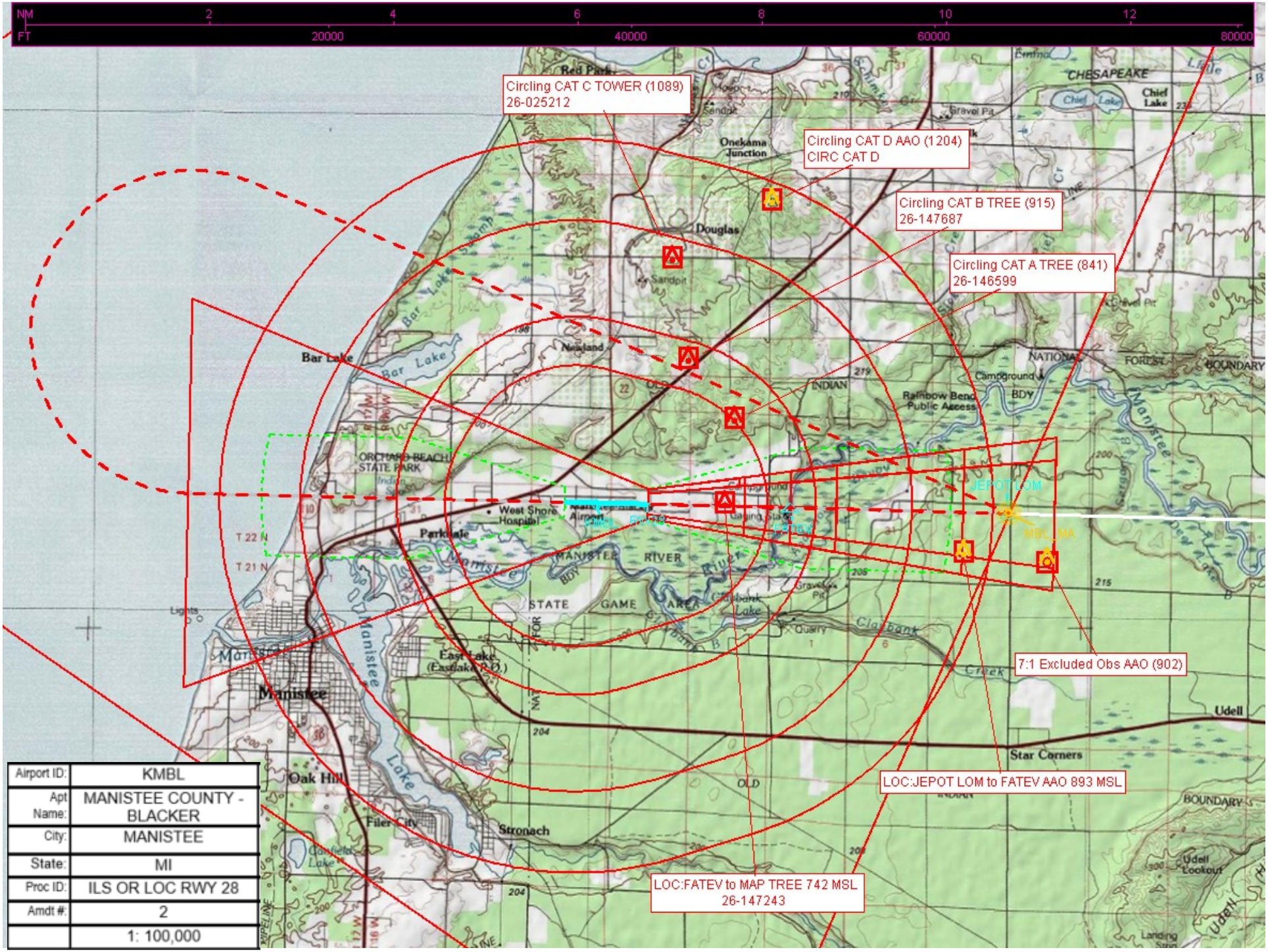
CATEGORY	A	B	C	D
S-ILS 28	821-½ 200 (200-½)			
S-LOC 28	1160-½ 539 (600-½)		1160-1 539 (600-1)	
CIRCLING	1160-1 539 (600-1)	1200-1 579 (600-1)	1400-2¼ 779 (800-2¼)	1500-2¾ 879 (900-2¾)
FATEV FIX MINIMUMS				
S-LOC 28	1000-½ 379 (400-½)		1000-⅝ 379 (400-⅝)	
CIRCLING	1140-1 519 (600-1)	1200-1 579 (600-1)	1400-2¼ 779 (800-2¼)	1500-2¾ 879 (900-2¾)

EC-1, 17 JUN 2021 to 15 JUL 2021

EC-1, 17 JUN 2021 to 15 JUL 2021

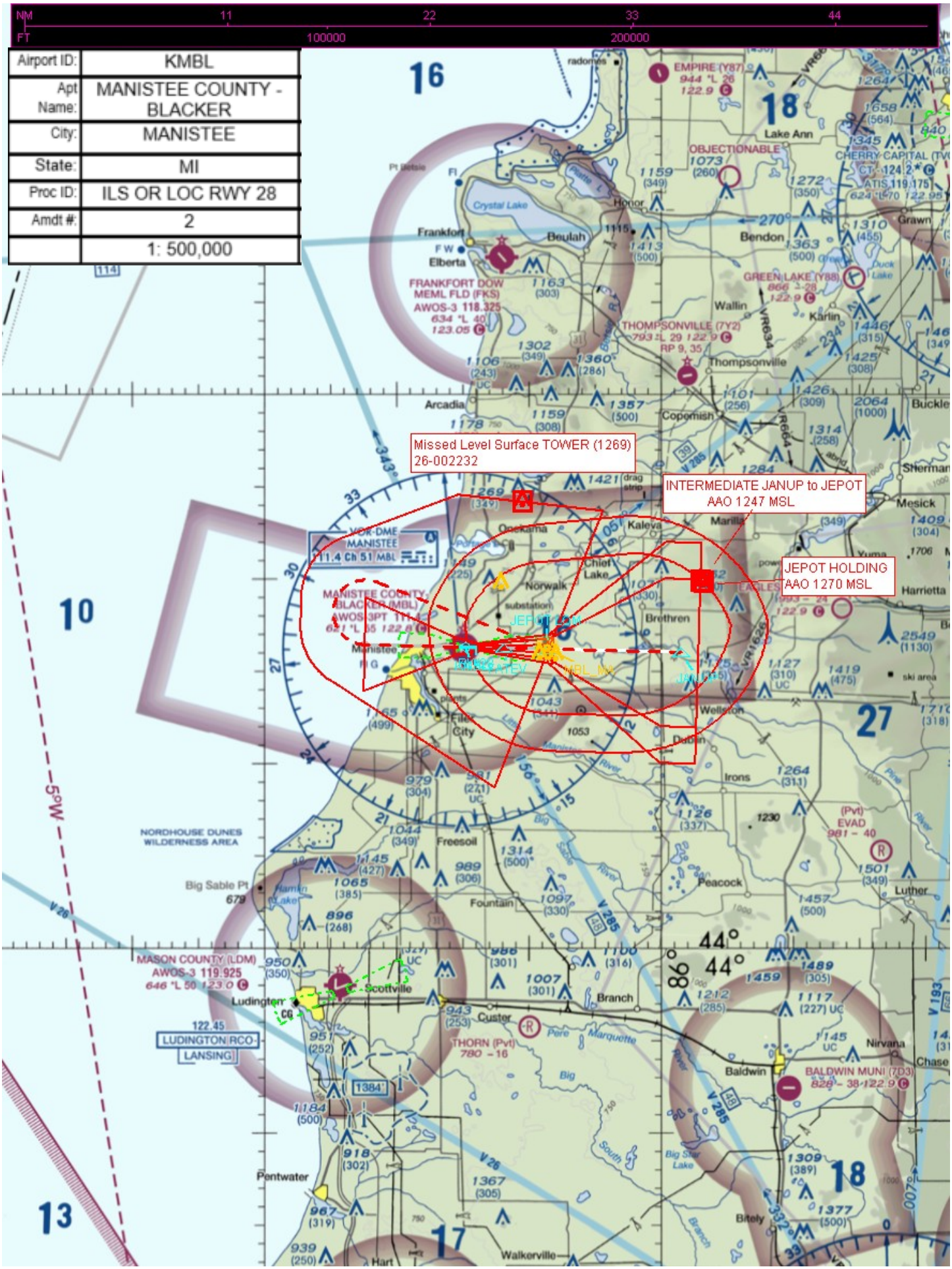


Airport ID:	KMBL	FM 9			
Apt Name:	MANISTEE COUNTY - BLACKER	No	SEGMENT	OBSTRUCTION	ELEV
City:	MANISTEE		ILS FINAL	ASC	
State:	MI				
Proc ID:	ILS OR LOC RWY 28				
Amdt #:	2				
	1: 100,000				



Airport ID:	KMBL
Apt Name:	MANISTEE COUNTY - BLACKER
City:	MANISTEE
State:	MI
Proc ID:	ILS OR LOC RWY 28
Amdt #:	2
	1: 100,000

Airport ID:	KMBL
Apt Name:	MANISTEE COUNTY - BLACKER
City:	MANISTEE
State:	MI
Proc ID:	ILS OR LOC RWY 28
Amdt #:	2
	1: 500,000



Federal Aviation Administration
Categorical Exclusion Declaration

Decommissioning of Manistee VHF Omnidirectional Range and Modification of Air Traffic Service Routes

Background:

On December 15, 2011 the 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 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). The FAA announced that, as part of a NAS Efficient Streamlined Services Initiative, the number of conventional navigational aids (NAVAIDs) would be reduced while more efficient Area Navigation (RNAV) routes and procedures are implemented throughout the NAS. See https://www.federalregister.gov/d/2016-17579/p-3. This Project is a part of the national strategy.

Description of Action:

This action proposes to decommission the Manistee VOR/Tactical Air Navigation (VORTAC), amend two Jet Routes and one VOR Federal airway, and to establish one new low altitude RNAV route. Although the VOR portion of the Manistee VORTAC is planned for decommissioning, the co-located distance measuring equipment (DME) portion of the NAVAID is being retained.

The Air Traffic Services (ATS) routes affected by the Manistee VOR are V-271 and V-285. With the planned decommissioning of the Manistee VOR, there are no remaining ground-based navigational aid coverage in the area that would support continuity of these airways. As a result, proposed modifications would result in V-271 being revoked and V-285 being shortened with a new end point. To overcome the loss of route segments in the ATS routes, instrument flight rules (IFR) traffic may use adjacent ATS Routes, V-26, V-193, V-420, or request Air Traffic Control (ATC) radar vectors to fly through or navigate around the affected area. Pilots equipped with RNAV capabilities may also use an existing RNAV Route, T-265, or navigate point to point using the existing fixes that will remain in place to support continued operations through the affected area. Visual flight rules (VFR) pilots who elect to navigate through the affected area may utilize the ATC services previously listed.

A description of all the ATS route changes are below.

V-271: V-271 currently extends between the Manistee, MI, VOR/DME and the Escanaba, MI, VOR/DME. The FAA proposes to revoke the airway.

V–285: V–285 currently extends between the Brickyard, IN, VOR/ Air Navigation (VORTAC) and the Traverse City, MI, VOR/DME. The FAA proposes to delete a portion of the airway between the White Cloud, MI, VOR/DME and the Traverse City, MI, VOR/DME. The airway would then terminate at the White Cloud, MI, VOR/DME. The unaffected portions of the existing airway would remain as charted.

The Instrument Approach Procedures at Wexford County Airport, Mason County Airport, and Manistee County-Blacker Airport will be amended to compensate for the loss of the MBL VOR.

Additional procedure changes at these airports are described below.

Wexford County Airport (KCAD): The RNAV GPS Runway 7 will be revised from MBL VOR/DME to MBL DME. The HIC feeder fix will be removed. The RNAV GPS Runway 25 will be revised from MBL VOR/DME to MBL DME. The ILS/LOC Runway 7 will be revised with radar added to the MIXXR fix. The note "ADF or radar required" will be added.

Mason County Airport (KLDM): The RNAV GPS Runway 26 will be revised from MBL VOR/DME to MBL DME. The HIC feeder fix will be removed. The RNAV GPS Runway 8 will be revised from MBL VOR/DME to MBL DME. The HIC feeder fix will be removed.

Manistee County-Blacker Airport (KMBL): The alternate missed approach procedure will become the primary missed approach procedure. It will no longer have an alternate missed approach procedure. Center MSA will change to JEPOT LOM. Radar will be added to the JANUP fix. The 12 DME Arc along the FOXEX, FARUB, and CEMOB initial approach fixes will be removed.

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

Basis for this Determination:

This review was conducted in accordance with policies and procedures in FAA Order 1050.1F. The Service Area Environmental Specialist determined no extraordinary circumstances exist that would have the potential to cause significant environmental impacts as a result of implementing the proposed project.

The proposed project meets the following categorical exclusion contained in FAA Order 1050.1F:

5.6-5
(a). Rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, *Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points*).

(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.

Recommended by:

KRISTI REGOTTI

Digitally signed by KRISTI REGOTTI
Date: 2021.06.09 06:54:39 -05'00'

Kristi Regotti, Environmental Protection Specialist, Operations Support Group, ATO Central Service Center, AJV-C25

Approved by:

Christopher L. Southerland, Manager, Operations Support Group, ATO Center Service Center, AJV-C2