

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/19/2022	APWS Task ID: 9FBB5526B3794810A673C99F216BCC65	APWS Project ID: AEEA575DFD0A4CD6B51C60D2B29FB98F
Procedure: VOR RWY 18 AMDT 1E		Enroute: NO	Specialist: Campbell, Colin		Agreement Number:
Airport ID: KTYQ			Airport City: INDIANAPOLIS		State: IN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>KOKOMO VORTAC (OKK) VORMON</p> <p>CLEARs NOTAM FDC 1/1576</p> <p>SUMMARY OF DESIGN CHANGES: OKK FEEDER REMOVED CONTROLLING OBSTACLE IN FINAL STEPDOWN SEGMENT CHANGED FROM "1069 TREE" TO "1133 ANTENNA (18-072314)"; MINIMA ADJUSTED ACCORDINGLY. CONTROLLING OBSTACLE FOR CIRCLING CAT C CHANGED FROM "1086 TOWER (18-002215)" TO "1133 ANTENNA (18-072314)"; MINIMA ADJUSTED ACCORDINGLY. VDP LOCATION ADJUSTED FOR NEW MINIMUMS.</p> <p>ACTIVE AIRPORT (KTYQ) DATA USED FOR PROCEDURE ACTIVE NAVAID (VHP) DATA USED FOR PROCEDURE</p> <p>PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION.</p> <p>CONTACT: JASON KRETSCHMER, AJV-A421, (405) 954-4019</p> <p style="text-align: center;"><i>Digitally signed by</i> <b>JASON KRETSCHMER</b> Feb 07, 2022</p>					

J ZEDER 01/31/2022



<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> VOR RWY 18 AMDT 1E			<b>AIRPORT NAME:</b> INDIANAPOLIS EXEC		<b>AIRPORT ID:</b> KTYQ	<b>SPECIAL CONTROL NO:</b> BP-02-108-22
<b>FAC ID:</b> VHP		<b>CITY:</b> INDIANAPOLIS			<b>ST:</b> IN	<b>ORIG CHART DATE:</b> 05/19/2022
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b> AC0721	<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						<b>YES</b>
					<b>CPV COMPLETE?</b>	<b>X</b>
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 02/16/2022	<b>CREW #:</b> VN285	<b>N #:</b> N79	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> michael a greenwood @ 02/16/2022 10:44			<b>PRINTED NAME:</b> GREENWOOD, MICHAEL AARON			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Sat as proposed with new step-down controlling obstacle checked.						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

OLD

INDIANAPOLIS, INDIANA

AL-5438 (FAA)

21224

VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	201°	TDZE	922
Chan 110		Apt Elev	922

**VOR RWY 18**  
INDIANAPOLIS EXEC (TYQ)

**⚠** Rwy 18 helicopter visibility reduction below 3/4 SM NA. DME required. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 80 feet and S-18 Cats C/D visibilities 1/4 mile. VDP NA when using Indianapolis Intl altimeter setting.

**MISSED APPROACH:** Climb to 2700 direct VHP VORTAC and hold.

AWOS-3PT  
120.725

INDIANAPOLIS APP CON  
124.65 127.15 317.8

GCO  
121.725

UNICOM  
123.05 (CTAF)

Procedure NA  
for arrivals at OKK VORTAC  
on V305 northbound.

2700 NoPT  
197° (15.4)  
(IF)  
YUKUL  
VHP 29.8  
R-021

IAF  
KOKOMO  
113.5 OKK  
Chan 82

2700  
201°  
(10)  
-246°  
066°

1169 A

(IAF)  
ZUTID  
VHP 19.8

1069 ±  
A  
VUVUY  
VHP 16.7

1086 A  
953  
A 1068

MSA VHP 25 NM  
3100

MISSED APCH FIX

BRICKYARD  
VHP 116.3  
Chan 110

BRICKYARD  
116.3 VHP  
Chan 110

2700 to ZUTID  
021° (19.8)

A 1866

2700  
VHP

VUVUY  
VHP 16.7

ZUTID  
VHP 19.8

Remain  
within 10 NM

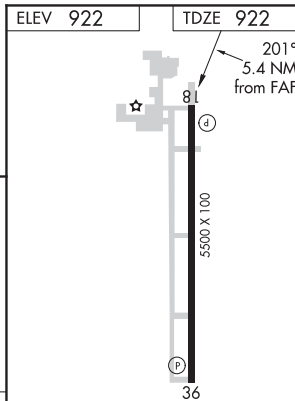
VHP 14.4  
VHP 15.5

1620  
TCH 51  
3.04°

2700  
201°

2700  
021°

CATEGORY	A	B	C	D
S-18	1320-1 398 (400-1)		1320-1 1/8 398 (400-1 1/8)	
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1400-1 1/2 478 (500-1 1/2)	1480-2 558 (600-2)



HIRL Rwy 18-36  
REIL Rws 18 and 36

INDIANAPOLIS, INDIANA  
Amdt 1D 27APR17

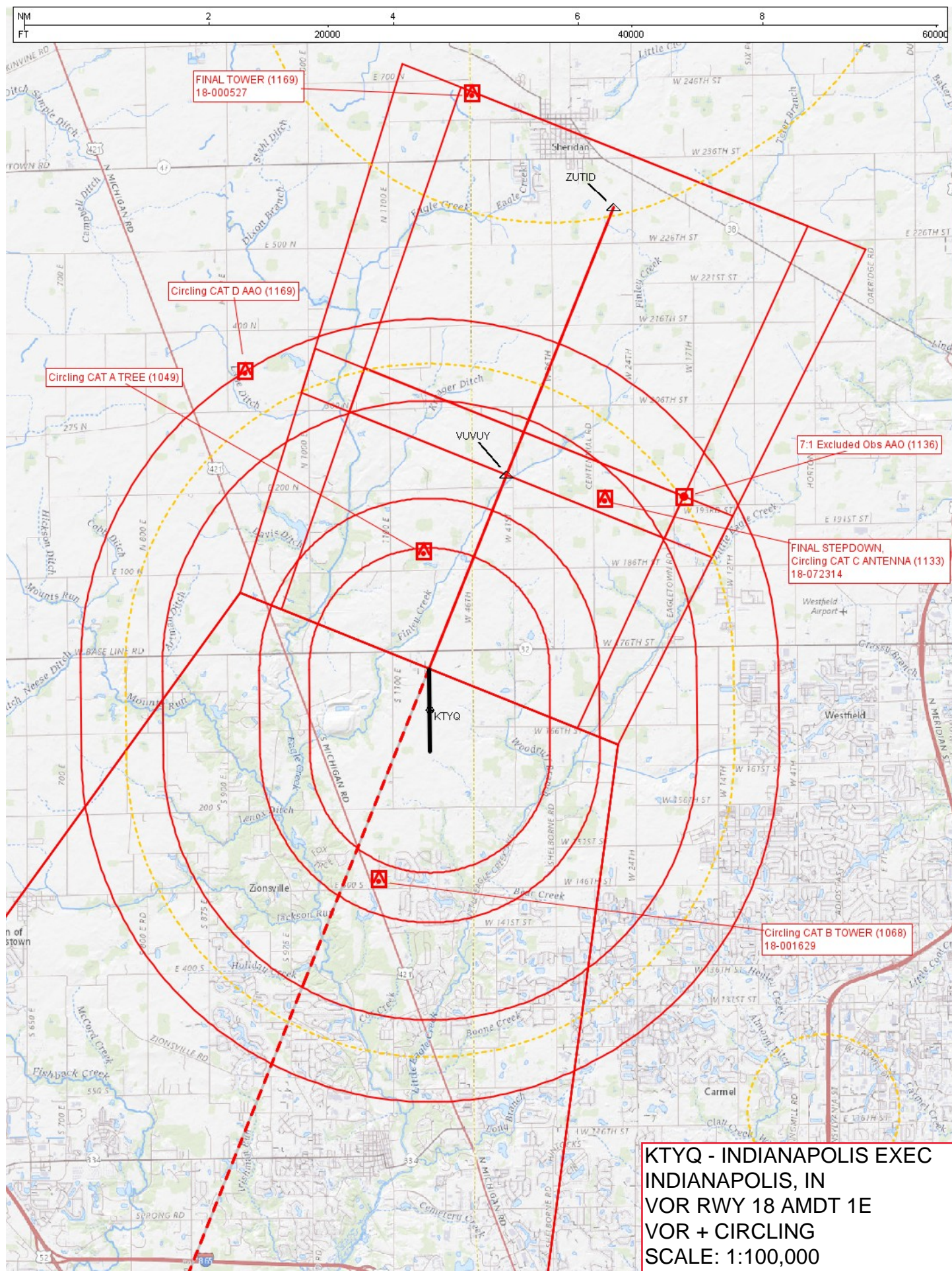
40°02'N-86°15'W

INDIANAPOLIS EXEC (TYQ)  
**VOR RWY 18**

EC-2, 04 NOV 2021 to 02 DEC 2021

EC-2, 04 NOV 2021 to 02 DEC 2021







**Federal Aviation Administration**  
**Categorical Exclusion Declaration for**  
**Proposed Amendment of VOR Federal Airways V-214, V-285, and V-305, and**  
**Revocation of V-96 in the Vicinity of Kokomo, IN**

**Background:**

On July 26, 2016 the FAA published in the Federal Register a notice of proposed policy and request for comments (81 FR 48694) on the FAA's proposed strategy for gradually reducing the current 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 part of the national strategy.

**Description of Action:**

The FAA is proposing an to modify the legal descriptions of three Very High Frequency Omnidirectional Range (VOR) Federal Airways; V-214, V-285 and V-305, and the removal of one VOR Federal Airway; V-96, in the vicinity of the Kokomo, Indiana. The Air Traffic Service (ATS) route modifications are necessary due to the planned decommissioning of the VOR portion of the Kokomo, IN (OKK) VOR/Tactical Air Navigation (VORTAC) navigational aid (NAVAID). The OKK VOR provides navigation guidance for portions of the affected ATS routes. The VOR is being decommissioned as part of the Federal Aviation Administration's (FAA) VOR Minimum Operational Network (MON) program and is scheduled for decommissioning on July 14, 2022. The collocated Distance Measuring Equipment (DME) will be retained in support of current and future RNAV procedures and the TACAN azimuth will be retained to support the Department of Defense mission requirements. With the planned decommissioning of the Kokomo VOR, the remaining ground-based NAVAID coverage in the area is insufficient to enable the continuity of the affected airways. As such, proposed modifications to V-214, V-285, and V-305 would result in the airways being shortened, as well as the proposed revocation of V-96 in its entirety. The proposed airway changes are described below along with the associated flight procedures connected to the action.

**Proposed VOR Federal airway changes:**

**V-96:** V-96 currently extends between the Brickyard, IN, VORTAC and the intersection of the Fort Wayne, IN, VORTAC 071° and Flag City, OH, VORTAC 289° radials (TWERP fix). The FAA proposes to remove the airway in its entirety.

**V-214:** V-214 currently extends between the Kokomo, IN, VORTAC and the Muncie, IN, VOR/Distance Measuring Equipment (VOR/DME); between the intersection of the Appleton, OH, VORTAC 236° and Zanesville, OH, VOR/DME 274° radials (GLOOM fix) and the Bellaire, OH, VOR/DME; and between the Martinsburg, WV, VORTAC and the Teterboro, NJ, VOR/DME. The FAA proposes to remove the airway segment between the Kokomo, IN, VORTAC and the Muncie, IN, VOR/DME. The unaffected portions of the existing airway would remain as charted.

***V-285:*** *V-285* currently extends between the Brickyard, IN, VORTAC and the White Cloud, MI, VOR/DME. The FAA proposes to remove the airway segment between the Brickyard, IN, VORTAC and Goshen, IN, VORTAC. The unaffected portions of the existing airway would remain as charted.

***V-305:*** *V-305* currently extends between the El Dorado, AR, VOR/DME and the Kokomo, IN, VORTAC. The FAA proposes to remove the airway segment between the Brickyard, IN, VORTAC and Kokomo, IN, VORTAC. The unaffected portions of the existing airway would remain as charted.

**Additional flight procedure changes at the airport are described below.**

**SHERIDAN AIRPORT (K514):**

**RNAV (GPS) RWY 23, AMDT 1:**

- Delete OKK Feeder

Extend “T-Legs” for min leg length criteria. SOUKS fix name will be retained, and a new fix name established for the Southeast AF. SOUKS: 402227.90N/0860804.76W, SE IAF: 401124.30N/0855651.01W.

**ANDERSON MUNICIPAL AIRPORT-DARLINGTON FIELD (KAID):**

**ILS or LOC RWY 30, AMDT 3**

- Delete OKK Feeder

**NDB RWY 30, AMDT 9**

- Delete OKK Feeder

**EAGLE CREEK AIRPARK (KEYE):**

**LOC RWY 21, AMDT 5**

- Amend WELDO fix make-up

**INDIANAPOLIS EXECUTIVE AIRPORT (KTYO):**

**RNAV (GPS) RWY 18 AMDT**

- Delete OKK Initial

**VOR RWY 18, AMDT 2**

- Delete OKK Initial

**INDIANAPOLIS INTERNATIONAL AIRPORT (KIND):**

**INDY ONE SID**

- Delete OKK from chart

#### **MEARZ SEVEN SID**

- Delete OKK Transition

#### **FRANKFORT MUNICIPAL AIRPORT (KFKR):**

##### **RNAV (GPS) RWY 27**

- Remove OKK Feeder and procedure note

#### **LOGANSPOUT/CASS COUNTY AIRPORT (KGGP):**

##### **VOR-A**

- Cancel Procedure

#### **PERU MUNICIPAL AIRPORT (KI76):**

##### **VOR RWY1**

- Cancel Procedure

#### **WABASH MUNICIPAL AIRPORT (KIWH):**

##### **RNAV (GPS) RWY 9**

- IAF Fixes will need to be moved due to leg length issue

##### **VOR-A**

- Cancel Procedure

#### **PURDUE UNIVERSITY AIRPORT (KLAF):**

##### **ILS or LOC RWY 10**

- Remove OKK Feeder

#### **MARION MUNICIPAL AIRPORT- MCKINNEY FIELD (KMZZ):**

##### **ILS or LOC RWY 4**

- Amend fixes to be DME only

#### **KOKOMO MUNICIPAL AIRPORT (KOKK):**

**RNAV (GPS) RWY 23-** Remove OKK Feeder and Procedure NA notes

**RNAV (GPS) RWY 5-** Remove OKK Feeder and Procedure NA notes

**ILS or LOC RWY 23-** Remove OKK Feeder and Procedure NA notes

- Change missed approach from OKK to MZZ

**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:**

This review was conducted in accordance with policies and procedures in FAA Order 1050.1F. 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, *Environmental Impacts: Policies and Procedures*. 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).

**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.

**RECOMMENDED BY:**

**GREGORY L HINES** Digitally signed by GREGORY L HINES  
Date: 2022.01.18 07:24:16 -06'00'

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Gregory L. Hines

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

**APPROVED BY:**

**WAYNE L  
ECKENRODE** Digitally signed by WAYNE L  
ECKENRODE  
Date: 2022.01.18 07:34:41 -06'00'

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Christopher L. Southerland

Manager, Operations Support Group, ATO Central Service Center, AJV-C2