

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/25/2021	APWS Task ID: A2C158A24F2D414DAE96699D74EE6768	APWS Project ID: 3B50AF6D897C4A75BC94609A21D893F1
Procedure: RADAR 1 AMDT 11		Enroute: NO	Specialist: Dumar, Ralph		Agreement Number:
Airport ID: KHSV	Airport Name: HUNTSVILLE INTL-CARL T JONES FIELD		Airport City: HUNTSVILLE		State: AL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
VOR MON PROJECT

REMARKS: NEW MISSED APPROACH TO RQZ VORTAC AND NEW CIRCLING ADDED.
CONTACT JOHN BORDY 405-954-0980.

J ZEDER 10/23/2020

QUALITY
16
CHECKED

QUALITY
26
CHECKED

FIPC BASIC FORM						
PROCEDURE: RADAR 1 AMDT 11			AIRPORT NAME: HUNTSVILLE INTL-CARL T JONES		AIRPORT ID: KHSV	SPECIAL CONTROL NO: AP-11-088-20
FAC ID: HSV		CITY: HUNTSVILLE			ST: AL	ORIG CHART DATE: 02/25/2021
DFL TYPE: PROC/A	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? <input checked="" type="checkbox"/> X <input type="checkbox"/> NO	
PROCEDURE RESULTS						
INSPECTION DATE: 11/24/2020	CREW #: VN364	N #: N75	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: kevin riese @ 11/24/2020 15:50			PRINTED NAME: RIESE, KEVIN JOHN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: RADAR 1, Amdt 11 complete satisfactory.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

Federal Aviation Administration Categorical Exclusion Declaration

Date: 03/24/20

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

Airport Contact: -

Request ID: KHSV_2035

Single or Multiple Procedure: Single

Procedure Name(s): RADAR 1 Amdt 11

Procedure Request Description:

On December 15, 2011, the Federal Aviation Administration (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 (VHF) Omnidirectional Range (VOR) network to a Minimum Operational Network (MON) as the National Airspace System (NAS) transitions to performance-based navigation (PBN). For additional information, see

<https://www.federalregister.gov/documents/2016/07/26/2016-17579/provision-of-navigation-services-for-the-nextgeneration-air-transportation-system-nextgen>. This project is a part of the national strategy. The above referenced announcement included decommission of the Decatur (DCU) VOR. Therefore Air Traffic Control (ATC) will update the following procedures at Huntsville International Airport (KHSV) to eliminate the DCU VOR reference. The RADAR procedure, used primarily by the military, will be updated to utilize the Rocket (RQZ) VOR, located in Huntsville, AL for Missed Approaches.

The FAA does not anticipate any changes to ground tracks or lowering of altitudes over noise sensitive areas with these changes. The FAA has determined that no significant impacts would occur to the environment.

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.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. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: _____ Date: _____

Title: Jennifer Sheetz, NISC Contractor, Environmental Specialist, ATO Central Service Center, AJV-C2

Approved By: _____ Date: _____

Title: Steve Szukala, Manager (A), Operations Support Group, ATO Central Service Center, AJV-C2

RADAR INSTRUMENT APPROACH MINIMUMS


HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 19227 USA) ELEV **41**
RADAR - (E) 127.65 134.7 307.125 317.475  NA Pro NA when Hunter Ctl Twr clsd.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
RADAR 1 (SAVANNAH) ^{1 2} ASR	10 ³		AB	460 -¾	434	(500-¾)
C			460 -1¼	434	(500-1¼)	
D			460 -1½	434	(500-1½)	
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR ⁴	10-28		A	540 -1	499	(500-1)
			B	580 -1	539	(600-1)
			C	580 -1½	539	(600-1½)
			D	600 -2	559	(600-2)
RADAR 2 (HUNTER) ⁵						
PAR	28 ⁸	3.0°/50/842	ABCD	241/24	200	(200-½)
	10 ^{6 7}	3.0°/49/937	ABCD	226 -¾	200	(200-¾)

¹Opr 1100-0500Z++.
²Wx radar avbl.
³For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D.
⁴Circling NA N of Rwy 10-28 for CAT D.
⁵Opr 1230-0400Z++ Mon-Thu; 1230-0200Z++ Fri, exc hol.
⁶Inop table does not apply to ALSF.
⁷PAR Rwy 10 VGSI and PAR glidepath not coincident.
⁸PAR Rwy 28 VGSI and PAR glidepath not coincident.

HUNTSVILLE, AL Amdt 10A, 01FEB18 (18032) (FAA)  ELEV **629**

HUNTSVILLE INTL-CARL T JONES FIELD (HSV)

RADAR-1 125.6 354.1 											
	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>		<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	
ASR	36L		AB	1000/24	385	(400-½)	CDE	1000/35	385	(400-¾)	
	36R		AB	1020/24	425	(500-½)	CDE	1020/40	425	(500-¾)	
	18R		AB	1060/24	431	(500-½)	CDE	1060/40	431	(500-¾)	
	18L		AB	1160/24	551	(600-½)	CDE	1160/60	551	(600-1¼)	
CIRCLING	ALL RWY		AB	1160 -1	531	(600-1)	C	1160 -1½	531	(600-1¼)	
			D	1240 -2	611	(700-2)	E	1240 -2¼	611	(700-2¼)	

When control tower closed, procedure NA.
CAT E circling NA east of Rwy 36R/18L.
For inoperative ALS, increase S-ASR 18L CAT E visibility to 2 SM, S-36L and 36R CAT D visibility to 1¼ SM, CAT E visibility to 1½ SM.
For inoperative ALS, increase S-ASR 18R CAT E visibility to 1½ SM.

RADAR INSTRUMENT APPROACH MINIMUMS

