

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/16/2020	APWS Task ID: BDC59E903E594CA19F99CCCB0FDCA7F6	APWS Request ID: 554EBD2B857942739D78E45B87BD88B2
Procedure: RNAV (GPS) RWY 14 AMDT 2		Enroute: NO	Specialist: Taylor, Jantzen		Agreement Number:
Airport ID: KHOE	Airport Name: HOMERVILLE		Airport City: HOMERVILLE		State: GA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
ACTIVE DATA USED FOR AIRPORT AND RUNWAYS
CONTACT: WARDELL HENNING: 405.954.9954.

Digitally signed by
JON DENTON
Jan 04, 2021

QUALITY
21
CHECKED

QUALITY
12
CHECKED

page 1 of 1

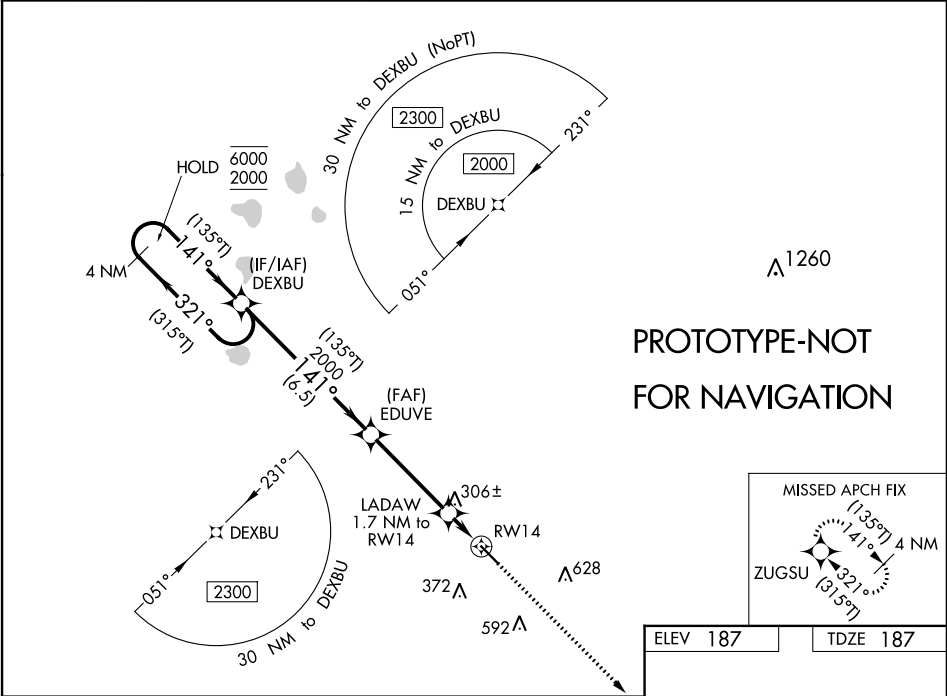
Data as of: 02/11/2020 12:15:08 CST

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 14 AMDT 2			AIRPORT NAME: HOMERVILLE		AIRPORT ID: KHOE	SPECIAL CONTROL NO: AG-09-087-20
FAC ID: KHOE14.02		CITY: HOMERVILLE			ST: GA	ORIG CHART DATE: 12/31/2020
DFL TYPE: PROC/S	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	NO
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 12/28/2020	CREW #: VN364	N #: N70	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: kevin riese @ 12/29/2020 06:06			PRINTED NAME: RIESE, KEVIN JOHN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: RNAV (GPS) RWY 14 Amit 2 completed SAT/GOLD.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

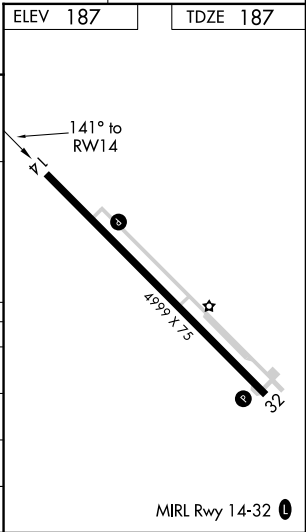
WAAS CH 69518 W14A	APP CRS 141°	Rwy Idg 4999 TDZE 187 Apt Elev 187
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RNAV (GPS) RWY 14
HOMERVILLE (HOE)

RNP APCH		MISSED APPROACH: Climb to 2000 direct ZUGSU and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.		
AWOS-3 118.725	VALDOSTA APP CON★ 126.6 285.6	CTAF 122.9 0



4 NM Holding Pattern		DEXBU	EDUVE	LADAW	ZUGSU
6000 ← 321° (315°T)		141° (135°T)	2000	1.7 NM to RW14	* LNAV only
2000 → 141° (135°T)		2000	* 760	* 1.1 NM to RW14	
GP 3.00° TCH 40		6.5 NM	3.9 NM	0.6 NM	1.1
CATEGORY	A	B	C	D	
LPV DA	437-1		250 (300-1)		
LNAV/VNAV DA	461-1		274 (300-1)		
LNAV MDA	560-1		373 (400-1)		
CIRCLING	680-1 493 (500-1)	740-1 553 (600-1)	940-2¼ 753 (800-2¼)	940-2½ 753 (800-2½)	



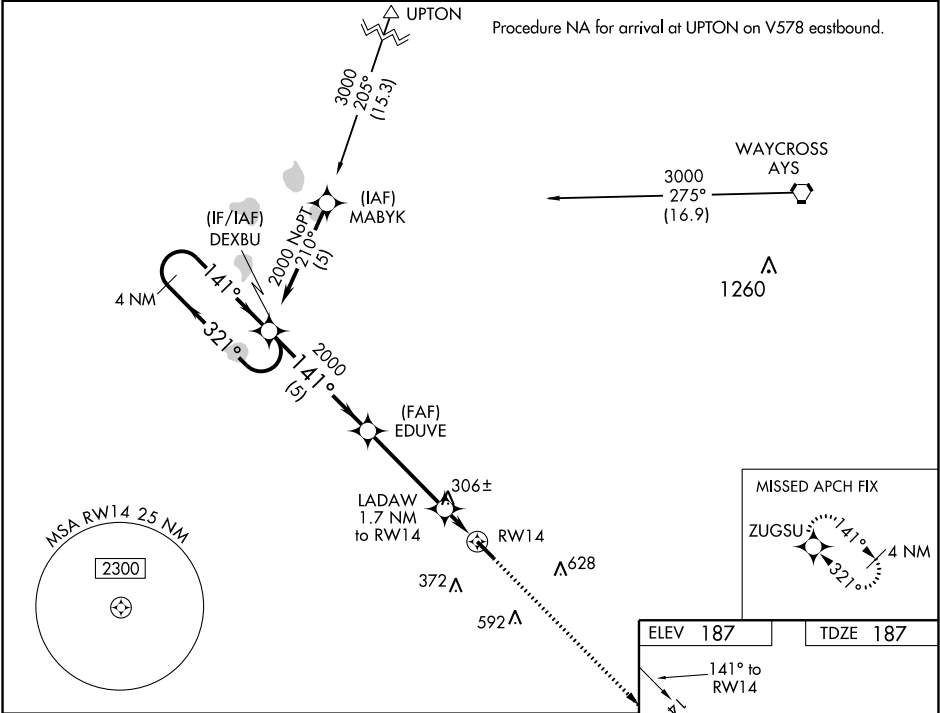
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⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Waycross altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ½ mile and LNAV and Circling Cat C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Waycross altimeter setting.

MISSED APPROACH:
Climb to 2000 direct ZUGSU and hold.

AWOS-3 118.725	VALDOSTA APP CON★ 126.6 285.6	CTAF 122.9 0
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4 NM Holding Pattern		2000 ZUGSU	
DEXBU		EDUVE	
2000 ← 321° 141° →		2000	
GP 3.00° TCH 40		LADAW 1.7 NM to RWY 14	
5 NM		* 760	
3.9 NM		* 1 NM to RWY 14	
0.7 NM		RWY 14	
1 NM		RWY 14	
CATEGORY	A	B	C
LPV DA		437-1	250 (300-1)
LNAV/VNAV DA		461-1	274 (300-1)
LNAV MDA		560-1	373 (400-1)
CIRCLING	680-1 493 (500-1)	740-1 553 (600-1)	940-2¼ 753 (800-2¼)

ELEV 187

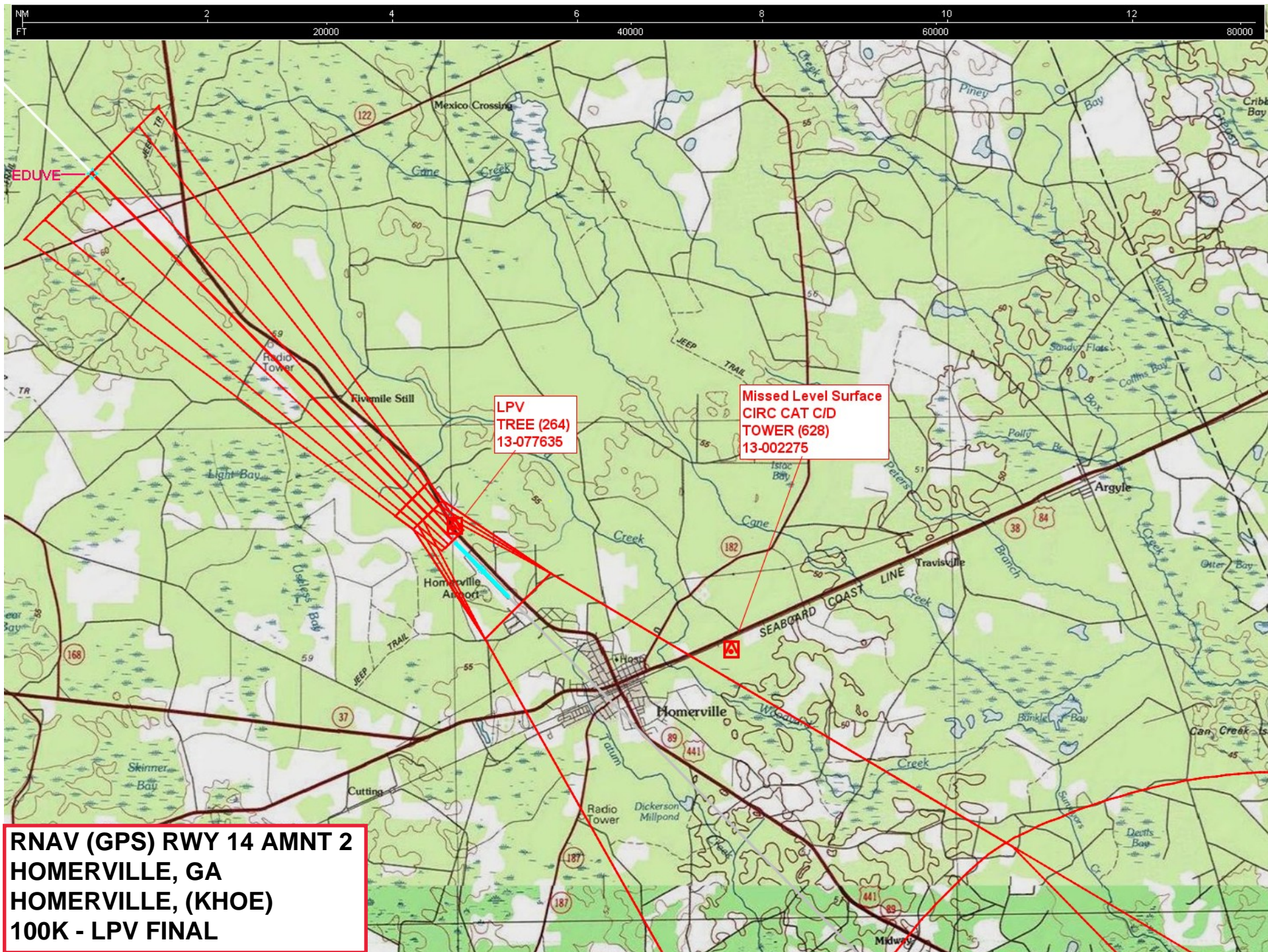
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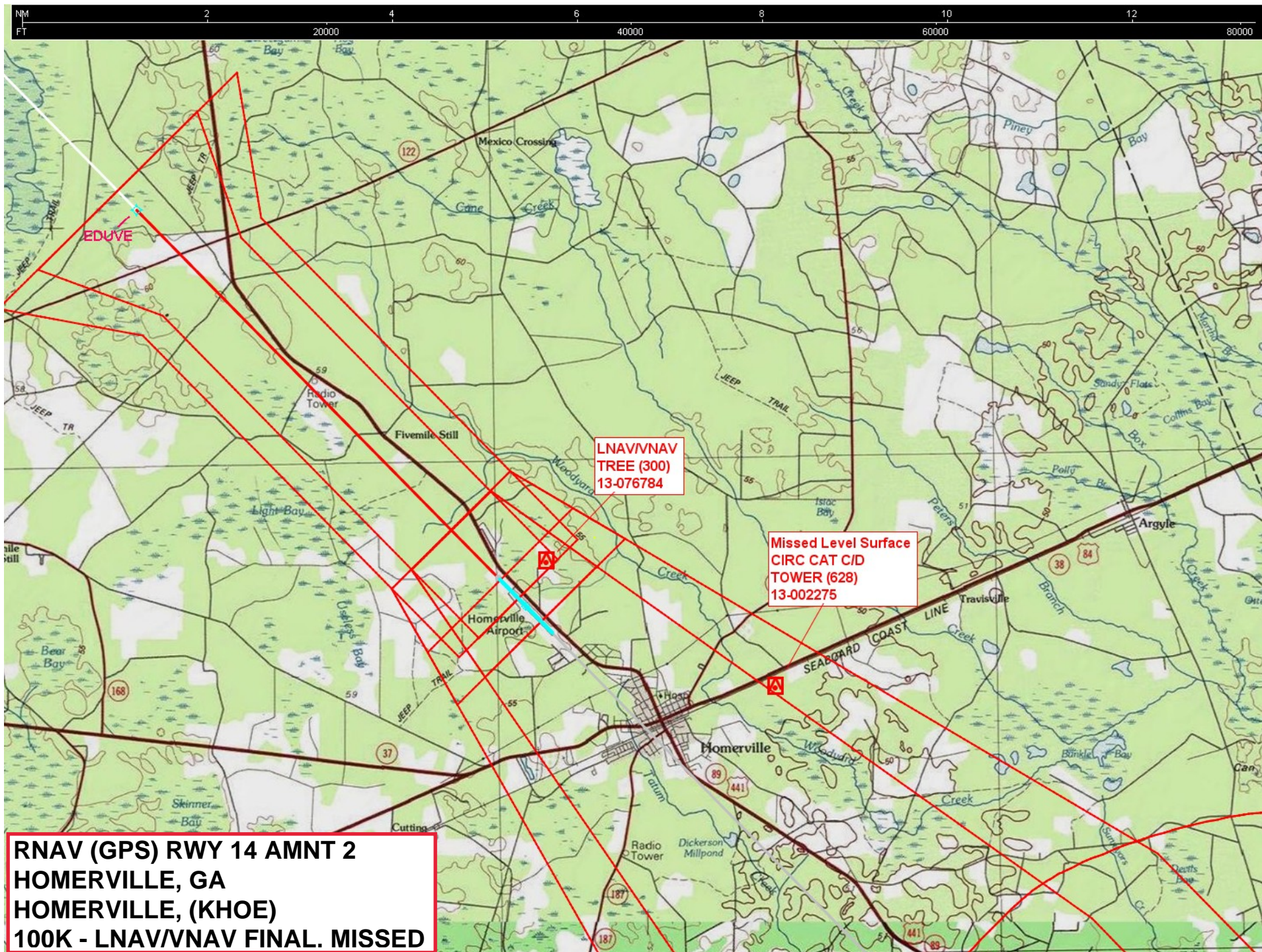
141° to RWY 14

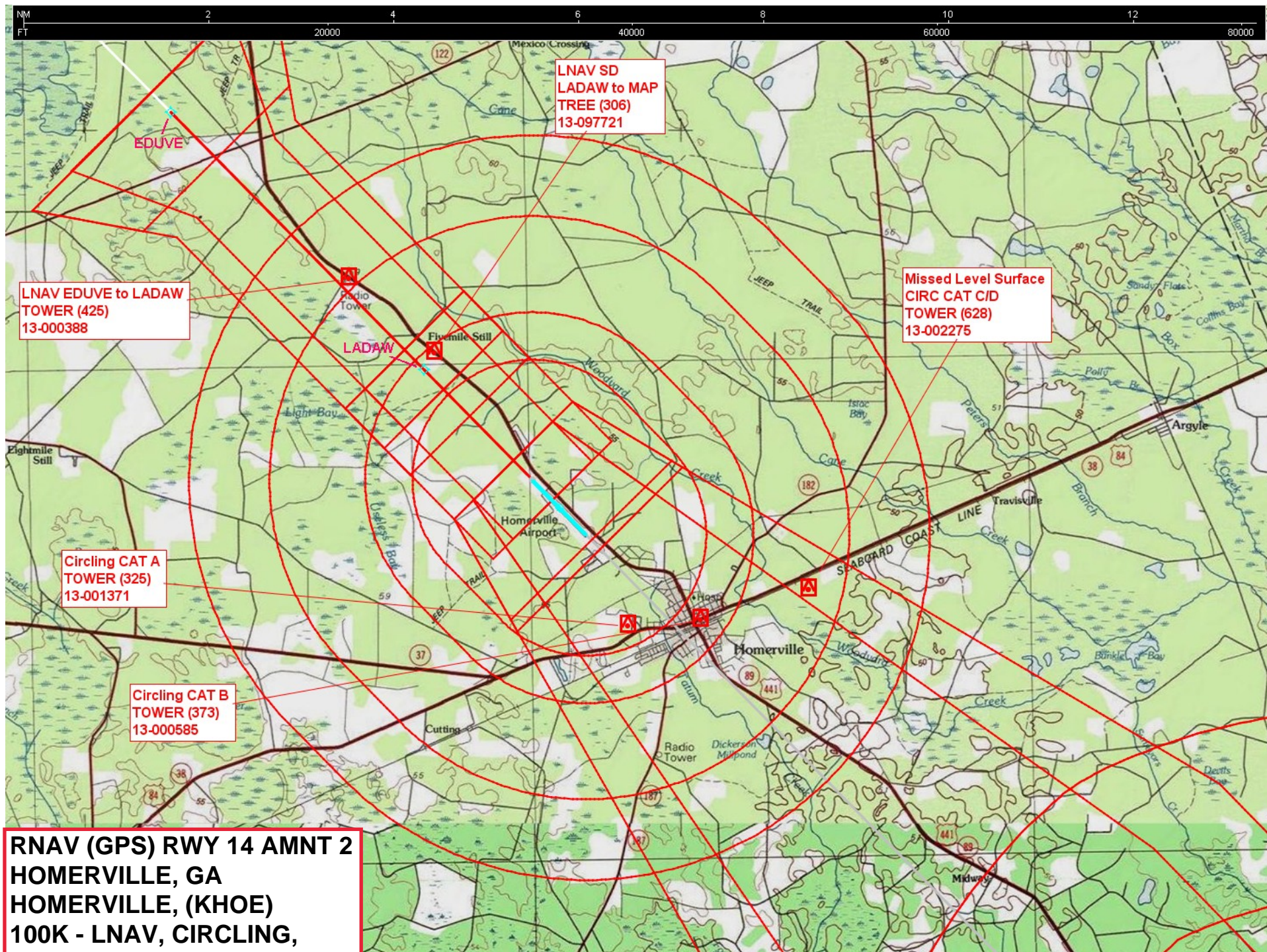
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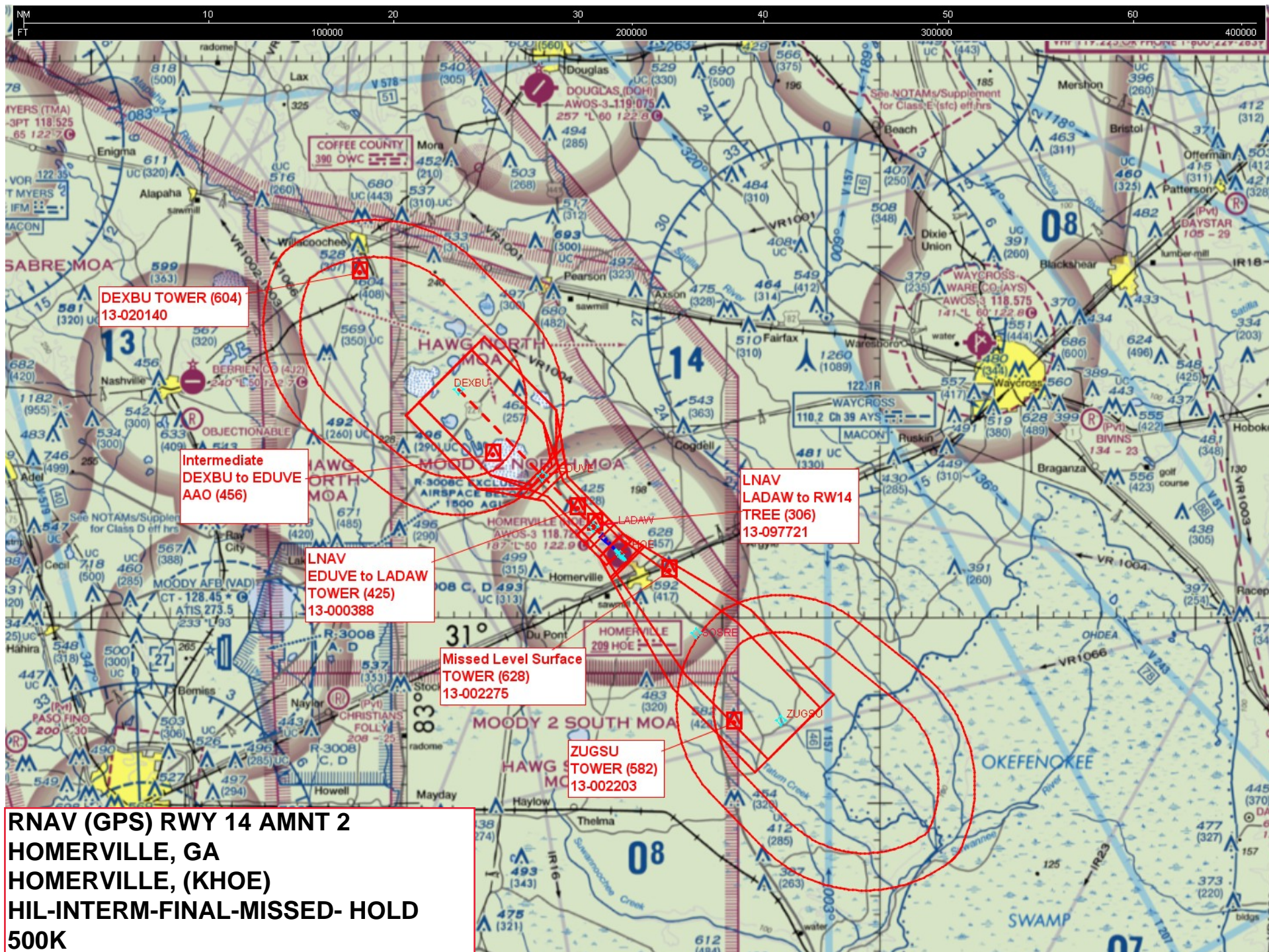
32°

MIRL Rwy 14-32 0













Federal Aviation Administration Categorical Exclusion Declaration

Date: 04/08/2019

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

Airport Contact: N/A

Request ID: KHOE_190405_24

Single or Multiple Procedure:

Multiple

Procedure Name(s):

RNAV (GPS) 14 Amdt 2; RNAV (GPS) Amdt 2; NDB 14 Amdt 3A

Procedure Request Description:

Amend procedures to remove TAY VTAC as part of the VOR MON National Program and amend IAF to NextGen TERPs design criteria/principles. See uploaded documents for details. Changes include removing existing feeder route/ IAF route structure, adding TAAs to replace, moving existing fixes to meet current criteria.

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-** Publication of existing air traffic control procedures that do not essentially change existing tracks, create new
6.5.k: 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: Veronda Johnson Date: April 8, 2019

Title: Environmental Protection Specialist

Approved By: Debra L Hogan Date: April 8, 2019

Title: Manager, Environmental, CI & NAS Analytics