

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/07/2021	APWS Task ID: C2DA161A36614B69A941713361E965FE	APWS Project ID: D5C52034BBBBF4DACB65AE57962A1DC11
Procedure: RNAV (GPS) Z RWY 35 AMDT 2		Enroute: NO	Specialist: Snider, Heidi		Agreement Number:
Airport ID: KEVY			Airport City: MIDDLETOWN		State: DE
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE DATA</div> <div>CONTACT JOHN BORDY 405-954-0980</div> <div><div>QUALITY 10 CHECKED</div><div>QUALITY 38 CHECKED</div></div>					

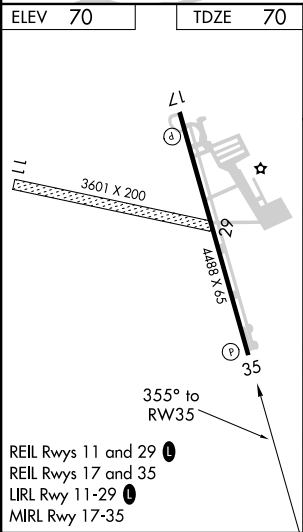
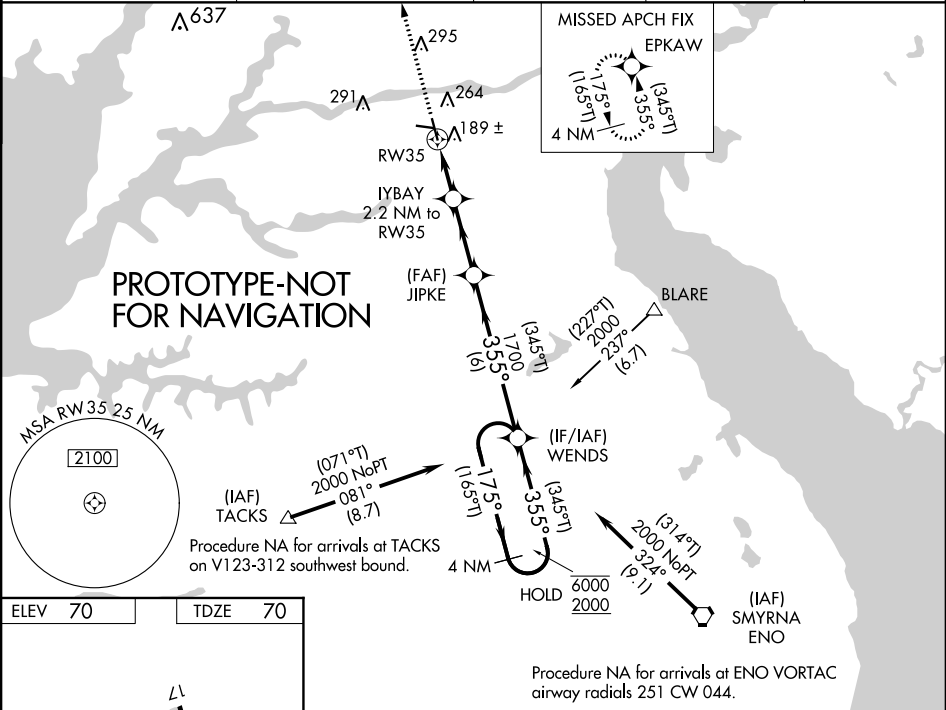
WAAS CH 40302 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev 70	4488 70 70
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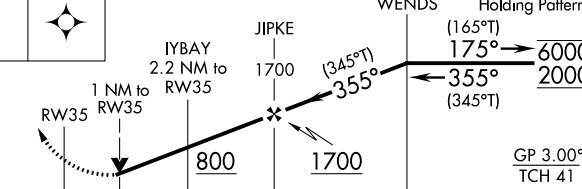
RNAV (GPS) Z RWY 35

SUMMIT (EVY)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct EPKAW and hold.	
<div><div></div><div></div></div> <div>Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div>			

AWOS-3 132.325	PHILADELPHIA APP CON 118.35 323.1	CLNC DEL 125.3	UNICOM 122.725 (CTAF)	123.5 0
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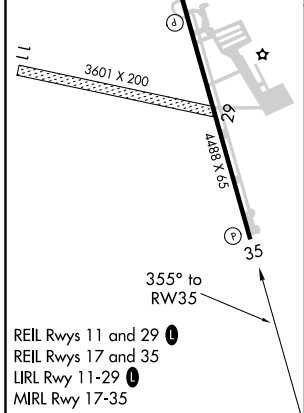
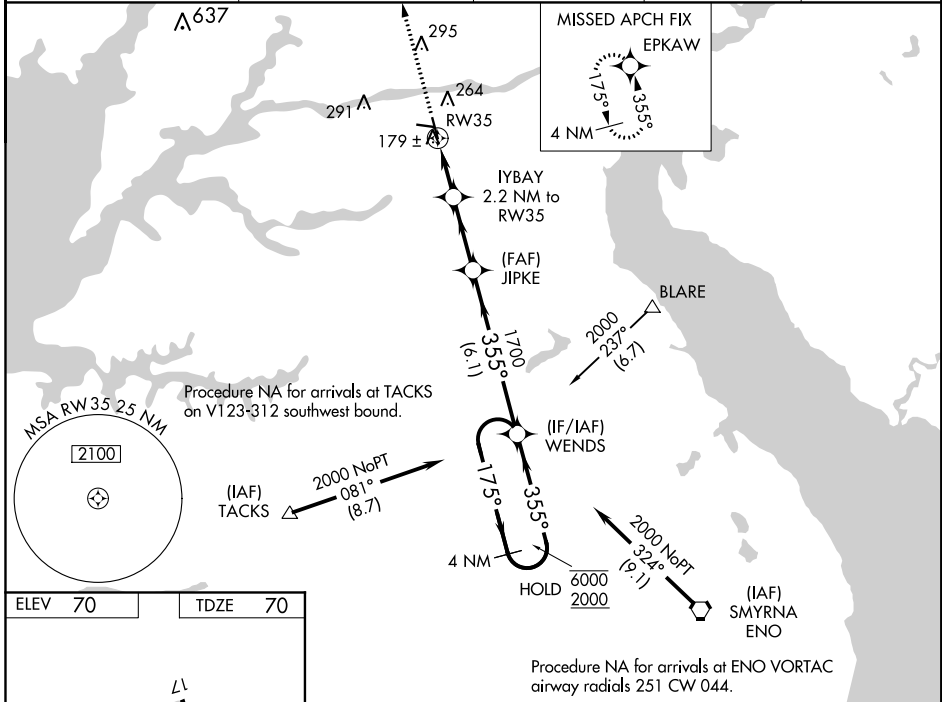
2000		EPKAW		4 NM Holding Pattern	
					
RW35		1 NM to RW35		GP 3.00° TCH 41	
1 NM		1.2 NM		2.8 NM	
CATEGORY		A		B	
LPV DA		320-¾		250 (300-¾)	
LNAV/ VNAV DA		385-⅞		315 (400-⅞)	
LNAV MDA		440-1		370 (400-1)	



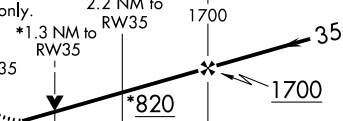
WAAS CH 40302 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev 70	4488 70 70
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RNAV (GPS) RWY 35 SUMMIT (EVY)

RNP APCH.	Baro-VNAV and VDP NA when using Wilmington altimeter setting. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 27 feet, all MDA 40 feet and LNAV Cat C visibility $\frac{1}{8}$ SM.	MISSED APPROACH: Climb to 2000 direct EPKAW and hold.
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AWOS-3 132.325	PHILADELPHIA APP CON 118.35 323.1	CLNC DEL 125.3	UNICOM 122.725 (CTAF)	123.5
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2000	EPKAW	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).			4 NM Holding Pattern
		IYBAY 2.2 NM to RW35	JIPKE 1700	WENDS	
* LNAV only.		* 1.3 NM to RW35	* 820	1700	175° → 6000 ← 355° 2000
					GP 3.00° TCH 50
CATEGORY		A	B	C	D
LPV DA	320-1 250 (300-1)				
LNAV/ VNAV DA	480-1½ 410 (500-1½)				
LNAV MDA	440-1 370 (400-1)				440-1¼ 370 (400-1¼)

Federal Aviation Administration Categorical Exclusion Declaration

Date: 04/13/21

IFP: Lebar, Gerard (gerard.g.lebar@faa.gov)

Airport Contact: -

Request ID: KEVY_21412

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV(GPS) Y RWY 35. (Same procedure that we use today RNAV(GPS) Rwy 35 just renamed adding the Y. RNAV(GPS) Z Rwy 35 Presidential TFR procedure - New procedure that's canted 20 degrees to the east to keep the procedure centerline out of the TFR. Approved by the Secret Service. No circling with this procedure

Procedure Request Description:

RNAV(GPS) Y Rwy 35 is the same procedure used today. Used when TFR not in effect.

RNAV(GPS) Z Rwy 35 - is a new procedure that's canted 20 degrees to keep the centerline of the approach out of the TFR area. Used when the TFR is in effect. No circling with this procedure

I have copies of the Targets and the Google but were too large to attach, I can send via email for your viewing.

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 are:

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)

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:

Andy Pieroni *C. Armstead*

Date: April 13, 2021

Title: Concurrence by: Andrew Pieroni

Environmental Protection Specialist - ESA OSG-ECINA

Reviewed by: Chuck Armstead - April 13 2021

/ NISC IV Contract Support - Env Engineer - ESA OSG-ECINA

Approved By:

Charles J. Gibson

Date: April 13, 2021

Title: Team Manager, ECINA, OSG, ESC

