



Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/24/2022	APWS Task ID: D3682CBB2046469A80F5DFA57FDA5A3C	APWS Project ID: 98E5E3A901444658831AC20F0C56177A
Procedure: RNAV (GPS) RWY 17 ORIG		Enroute: NO	Specialist: Johnson, Raymond		Agreement Number:
Airport ID: 1QK			Airport City: QUINTER		State: KS
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p><b>Procedure Comments:</b> PROCEDURE COMPLETED USING ACTIVE DATA.</p> <p>VFR TO IFR</p> <p>DOCKET NO. 19-ANM-97 establishes Class E airspace (WITHIN 5.5 MILES) extending upward from 700 feet above the surface of the earth at Gove County Airport, Quinter, KS, to accommodate new area navigation (RNAV) procedures at the airport.</p> <p>CONTACT JASON KRETSCHMER (405) 954-4019.</p> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p><i>Digitally signed by</i> <b>JASON KRETSCHMER</b> Dec 16, 2021</p> </div> <div style="text-align: center;">   12.10.2021 BD    </div> </div>					

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS) RWY 17 ORIG			<b>AIRPORT NAME:</b> GOVE COUNTY		<b>AIRPORT ID:</b> K1QK	<b>SPECIAL CONTROL NO:</b> OG-12-161-21
<b>FAC ID:</b> K1QK17		<b>CITY:</b> QUINTER			<b>ST:</b> KS	<b>ORIG CHART DATE:</b> 03/24/2022
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b> derek r neill					<b>DATE:</b> 01/13/2022	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 5px;"> <span></span> <span>YES</span> <span>NO</span> </div> <div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 5px;"> <span>CPV COMPLETE?</span> <span>X</span> <span></span> </div>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 01/13/2022	<b>CREW #:</b> VN498	<b>N #:</b> N66	<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 checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> derek r neill @ 01/13/2022 19:20			<b>PRINTED NAME:</b> NEILL, DEREK RAYMOND			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b>						
<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>		

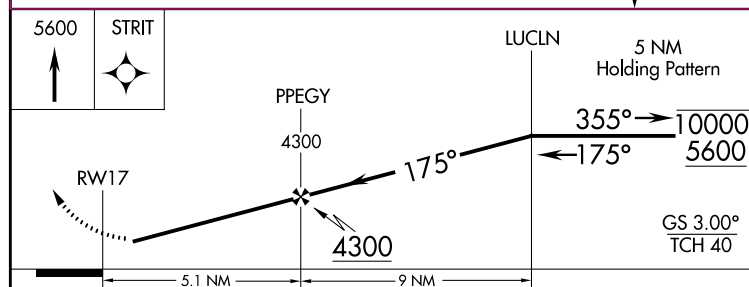
FIG


# RNAV (GPS) RWY 17

**MISSED APPROACH:** Climb to 5600 direct STRIT and hold.

**PROTOTYPE-NOT FOR NAVIGATION**

PROTOTYPE-NOT FOR NAVIGATION



CATEGORY	A	B	C	D
LPV DA	3007-1	370 (400-1)	NA	
LNAV/ VNAV DA	3430-2½	793 (800-2½)	NA	
LNAV MDA	3340-1	703 (800-1)	NA	
 CIRCLING	3340-1 703 (800-1)	3400-1 763 (800-1)	NA	

ELEV 2637	TDZE 2637
	← 175° to RW17

MIRL Rwy 17-35 **L**

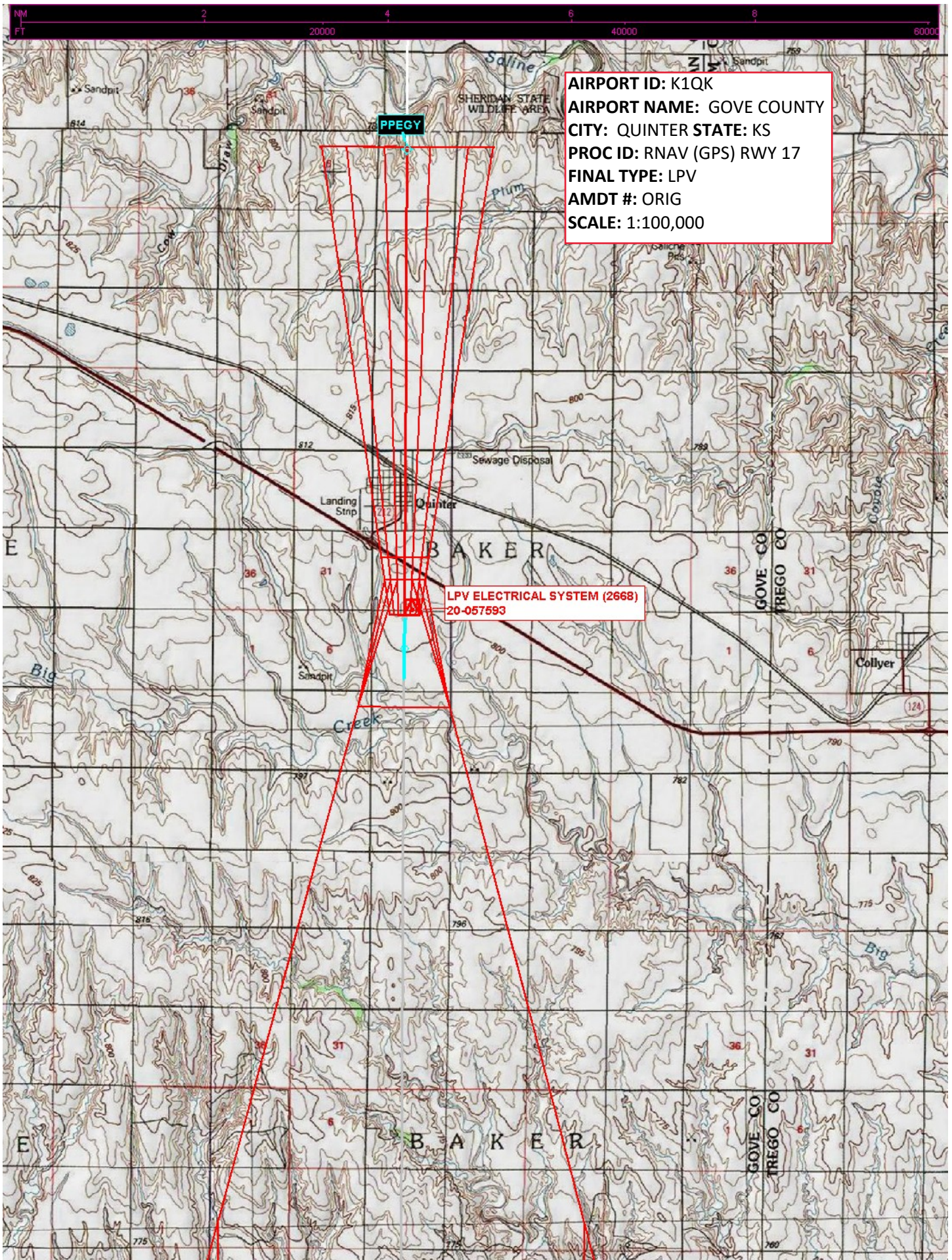
AUTOMATED AL-11599 RNAV (GPS) RWY 17

NC-2  
12-7-21  
COMPILER: JUN  
REVIEWER:  
DBL CHKR:  
EFF DATE: FIG

GOVE COUNTY(10K)

RNAV (GPS) RWY 17

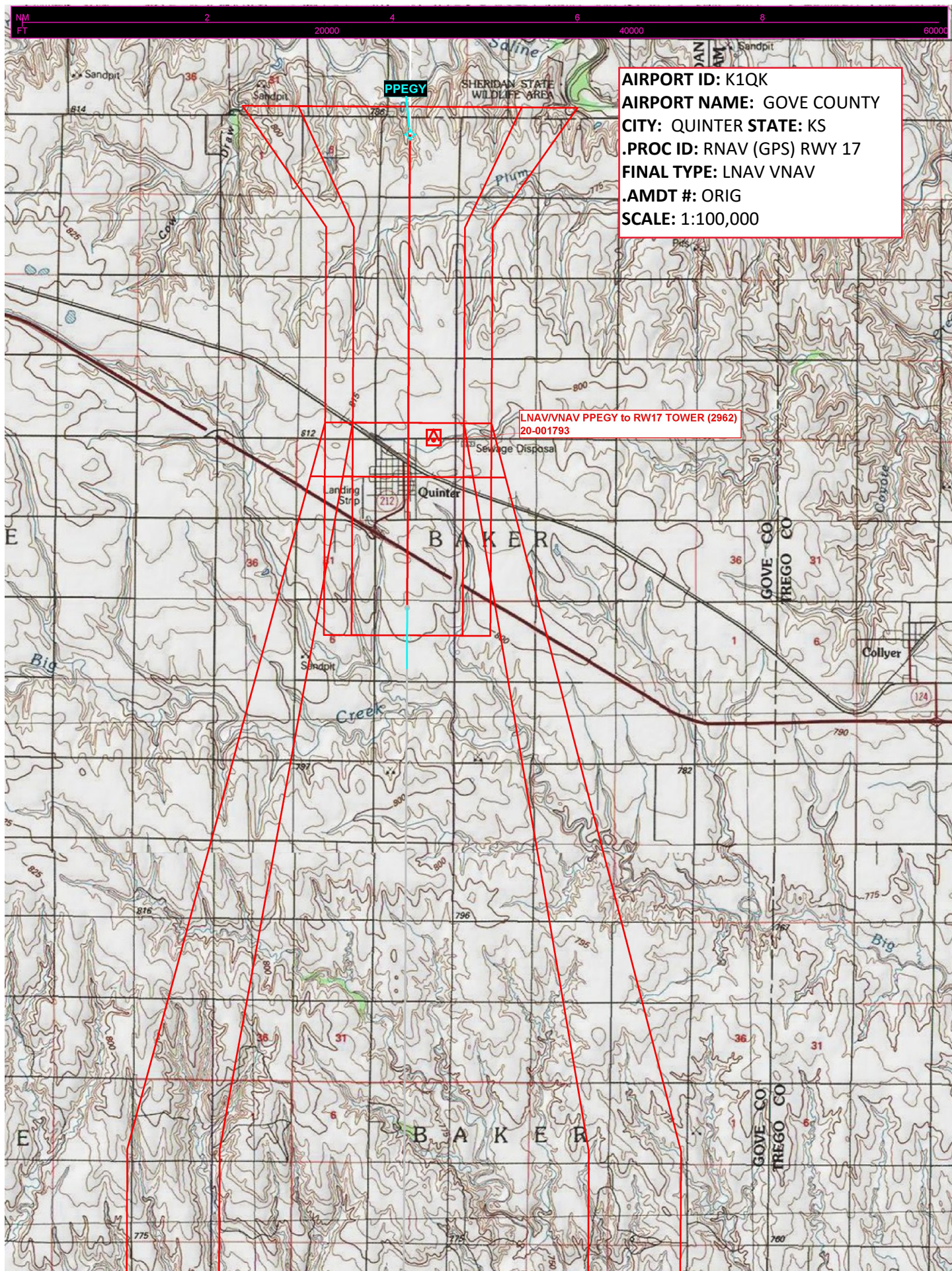




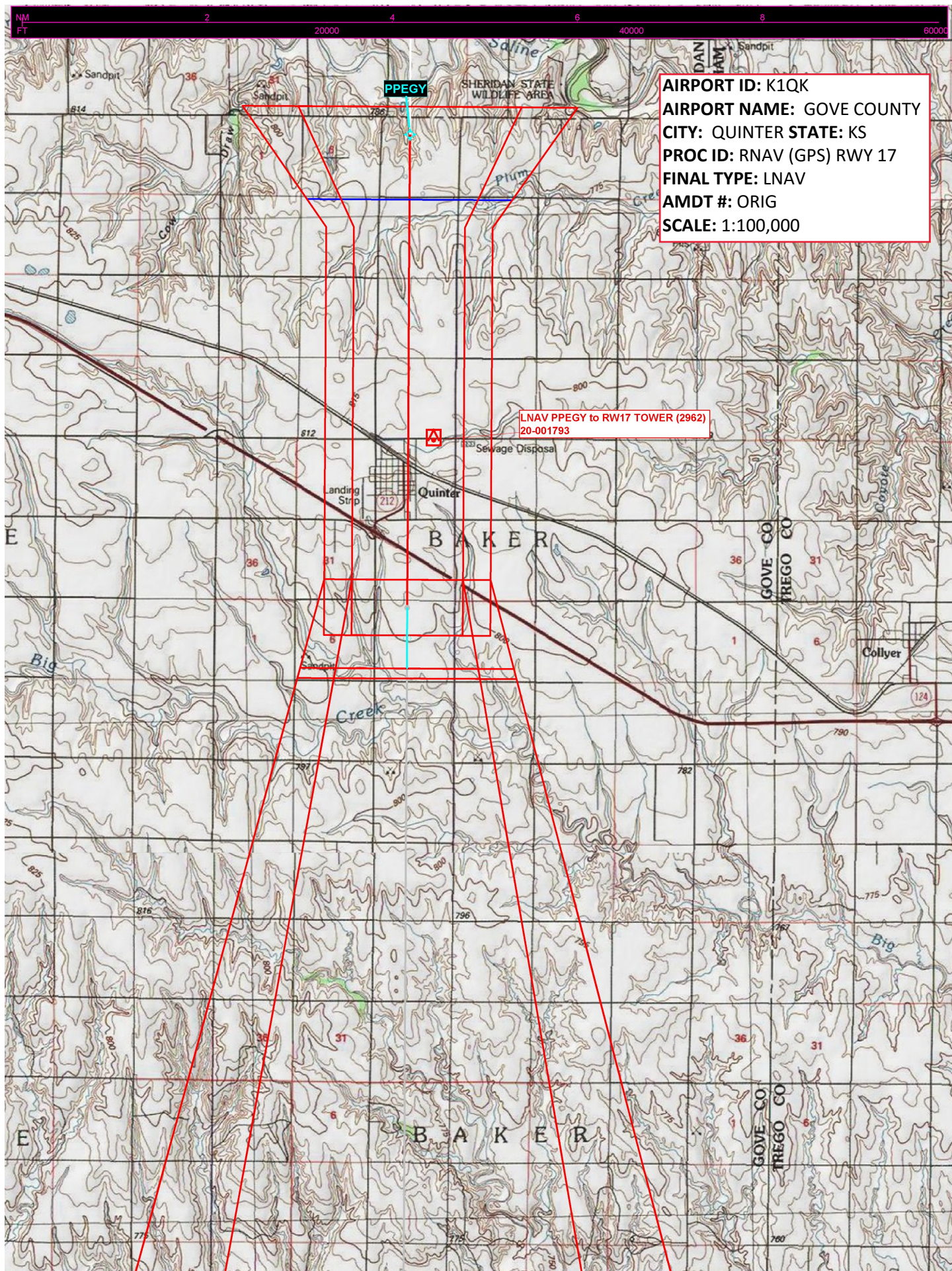
**AIRPORT ID:** K1QK  
**AIRPORT NAME:** GOVE COUNTY  
**CITY:** QUINTER **STATE:** KS  
**PROC ID:** RNAV (GPS) RWY 17  
**FINAL TYPE:** LPV  
**AMDT #:** ORIG  
**SCALE:** 1:100,000

**LPV ELECTRICAL SYSTEM (2668)**  
**20-057593**

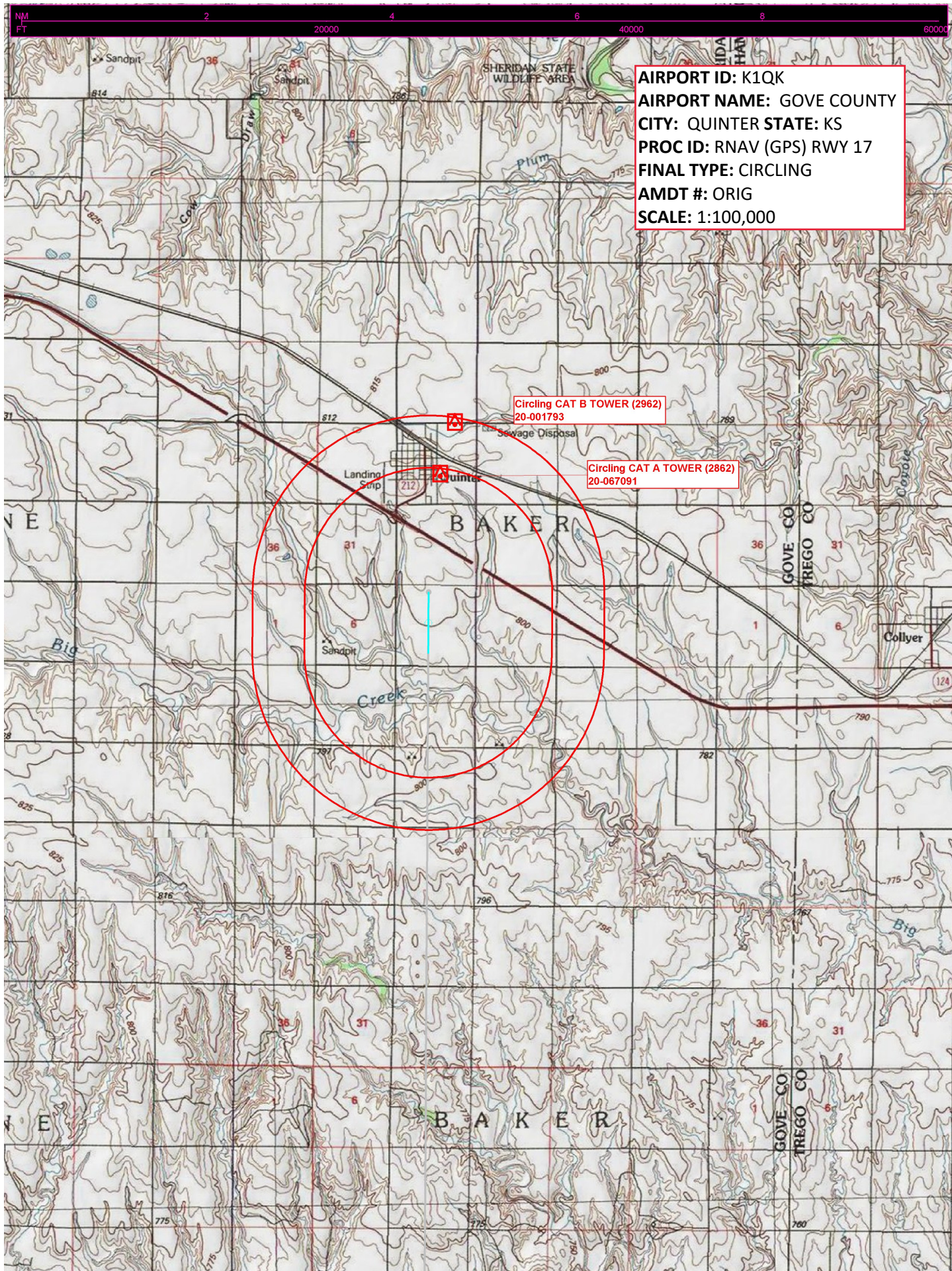




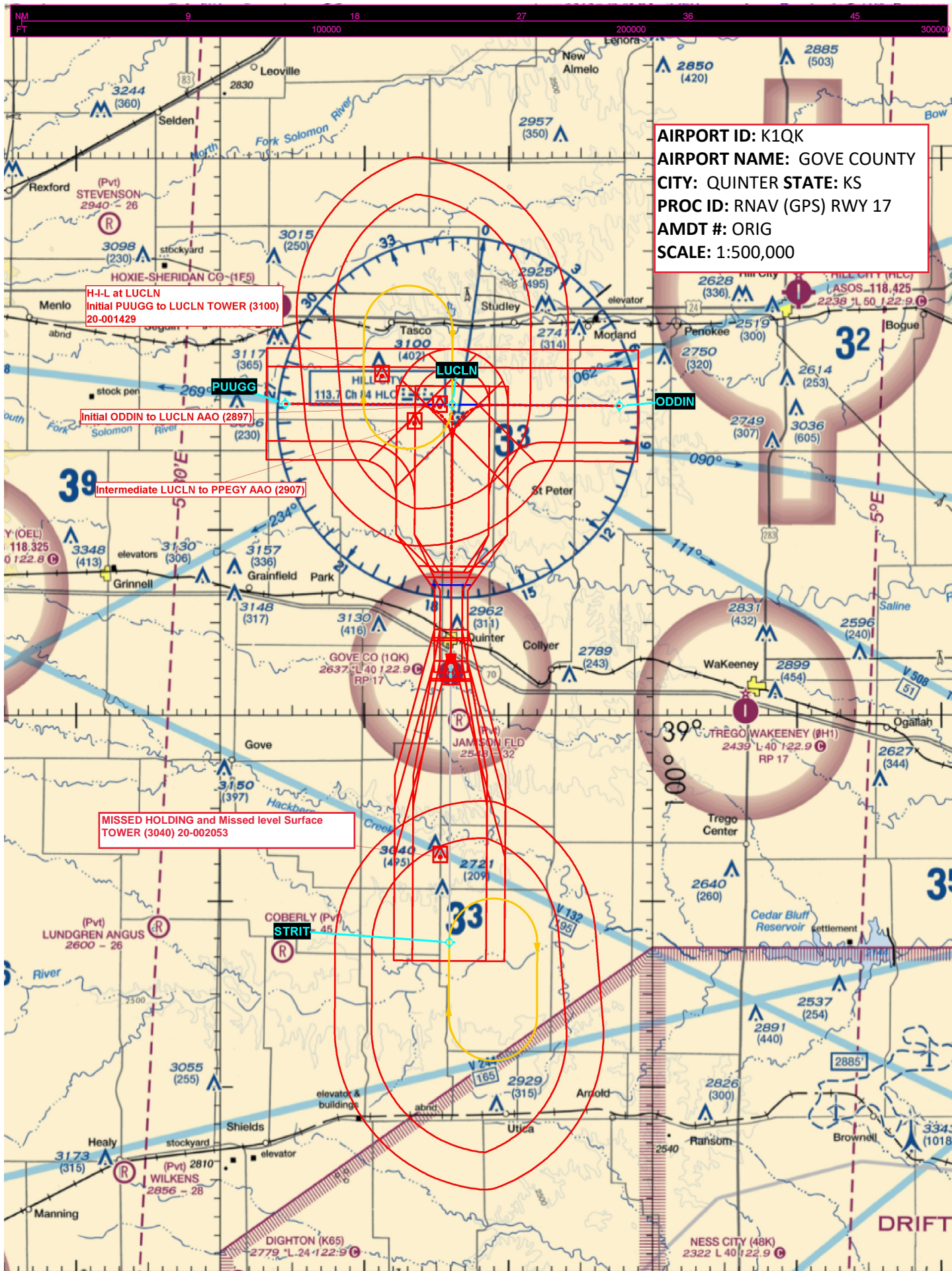




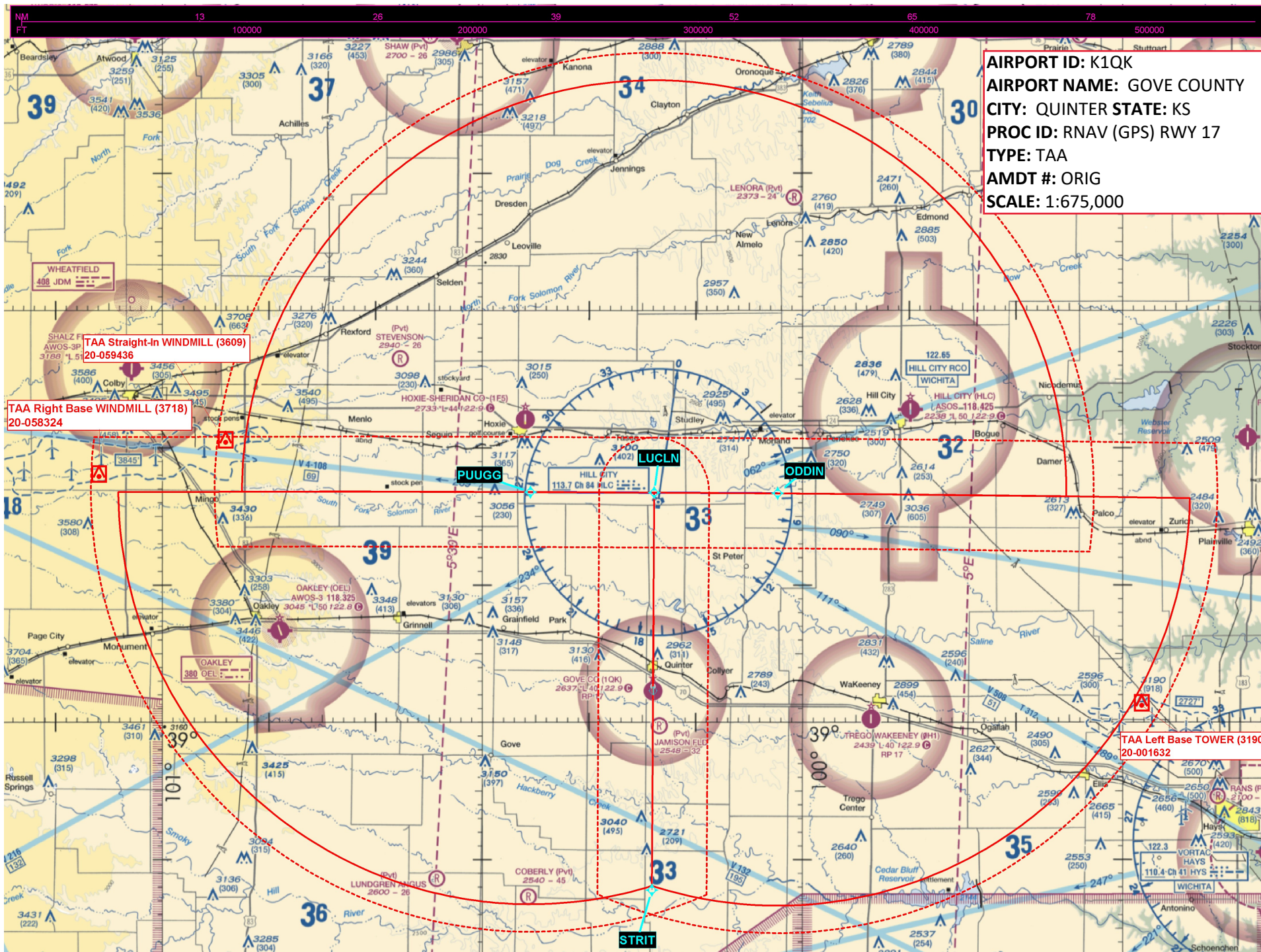












AIRPORT ID: K1QK  
AIRPORT NAME: GOVE COUNTY  
CITY: QUINTER STATE: KS  
PROC ID: RNAV (GPS) RWY 17  
TYPE: TAA  
AMD# #: ORIG  
SCALE: 1:675,000

TAA Straight-In WINDMILL (3609)  
20-059436

TAA Right Base WINDMILL (3718)  
20-058324

TAA Left Base TOWER (3190)  
20-001632

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Gove County Airport–Quinter, Kansas**

**RNAV (GPS) RWY 17 Approach  
RNAV (GPS) RWY 35 Approach  
Diverse Departure**

**Description of Action:**

Gove County Airport (1QK) is requesting two new area navigation (RNAV) (global positioning system [GPS]) approaches and a diverse departure. These approaches would change 1QK from a visual flight rules (VFR) to an instrument flight rules (IFR) airport and allow IFR certified aircraft to land and depart when the airport weather is below VFR requirements. The proposed changes are in support of a runway redesign intended to support Category B-II aircraft operations or aircraft whose approach speed is less than 121 knots. 1QK would reconstruct the runway to accommodate Class B-II aircraft operations between Wichita, Kansas, and Denver, Colorado.

**RNAV (GPS) RWY 17**

Two initial approach segments are proposed for the procedure, one beginning from the east and one beginning from the west. Aircraft entering from the east would begin the proposed procedure at ODDIN initial approach fix (IAF), at or above (AOA) 5,600 feet mean sea level (MSL) (approximately 3,108 feet above ground level [AGL]). From there, aircraft would proceed west to LUCLN intermediate fix (IF)/IAF between 5,600 and 10,000 feet MSL (approximately 2,978 to 7,378 feet AGL).

Aircraft entering from the west would begin the proposed procedure at PUUGG IAF AOA 5,600 feet MSL (approximately 2,810 feet AGL) and then proceed to LUCLN IF/IAF between 5,600 and 10,000 feet MSL (approximately 2,978 to 7,378 feet AGL).

Upon reaching LUCLN IF/IAF from either the east or west initial approach segments, aircraft would proceed south to PPEGY precision final approach fix (PFAF) AOA 4,300 feet MSL (approximately 1,694 feet AGL) on the final approach to Runway (RWY) 17.

**RNAV (GPS) RWY 35**

Two initial approach segments are proposed for the procedure, one beginning from the east and one beginning from the west. Aircraft entering the procedure from the east would begin the proposed procedure at WP15 IAF AOA 5,600 feet MSL (approximately 3,322 feet AGL) and then proceed west to STRIT IF/IAF between 6,200 and 10,000 feet MSL (approximately 3,810 to 7,610 feet AGL).

Aircraft entering from the west would begin the proposed procedure at STVNN IAF AOA 5,600 feet MSL (approximately 3,036 feet AGL) and proceed to STRIT IF/IAF.

Upon reaching STRIT IF/IAF from either the east or west initial approach segments, aircraft would then proceed north to KEERR PFAF AOA 4,300 feet MSL (approximately 1,710 feet



AGL) and proceed to YOUME step-down fix (SDF) AOA 3,960 feet MSL (approximately 1,335 feet AGL) on the final approach to RWY 35.

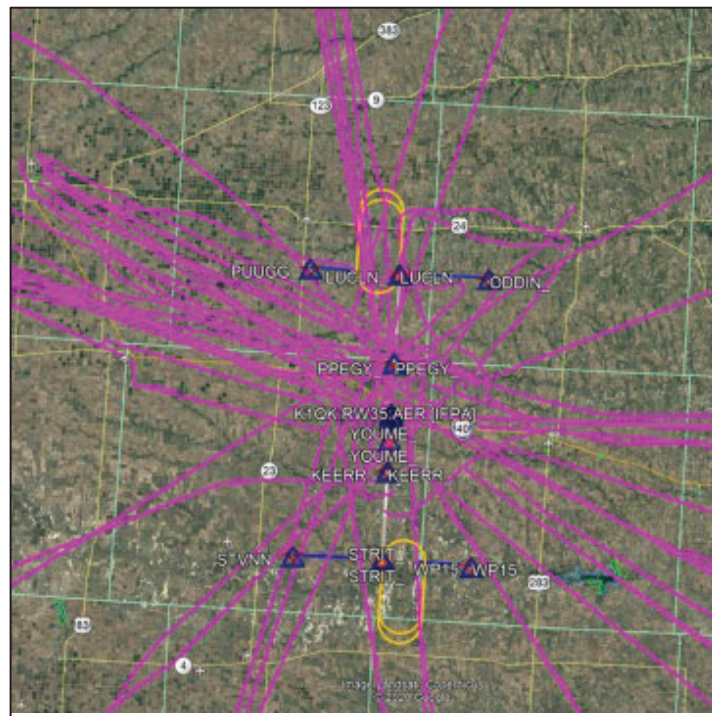
#### Diverse Departure

1QK has also requested a diverse departure procedure, as there is no published obstacle departure procedure (ODP). In order to qualify for a diverse departure procedure, the airport area must be analyzed to ensure that a standard rate climb of 200 feet per nautical mile will clear terrain by FAA standards.

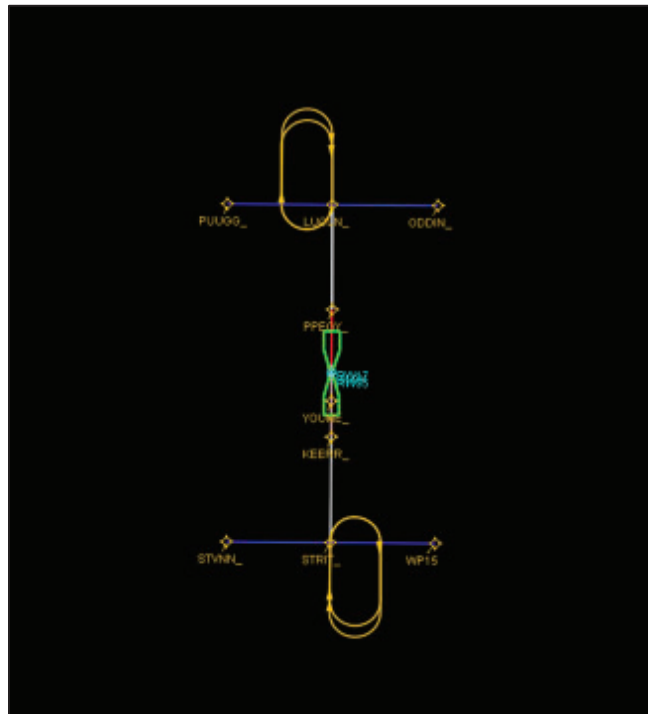
The proposed action's general study area is approximately one nautical mile on either side of the proposed procedures' centerline. The land use within the general study area under the proposed procedures is primarily agricultural. It was evaluated for the presence of noise sensitive receptors and to assess the potential for noise impacts. The land use under the proposed procedures was also evaluated for historical/cultural areas, critical biological areas, and 4(f) properties.

**Figure 1** depicts the historical flight tracks of aircraft operations at 1QK. There are no anticipated increases to operations, as this is not the intent of this proposed project's purpose and need. **Figures 2** and **3** depict the proposed flight procedures for 1QK.

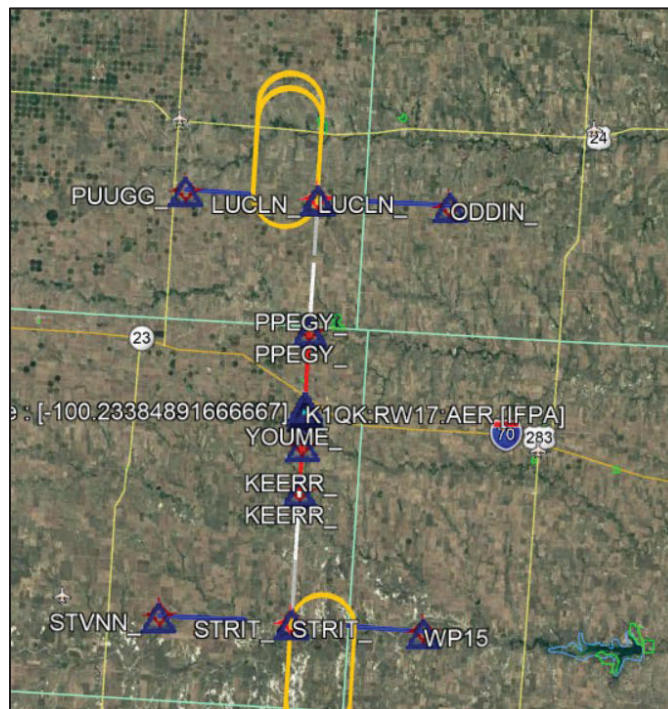
*Figure 1—Historical Air Traffic Flight Tracks Over 1QK*



**Figure 2—Proposed Procedures for 1QK as Shown in TARGETS**



**Figure 3—Overlay of the Proposed Arrival Procedures for 1QK on a Google Earth Map**



The Office of Environment and Energy has reviewed MITRE’s Center for Advanced Aviation System Development’s, *Guidance for Noise Screening of Air Traffic Actions* (Amefia, 2012), and approved its use in accordance with FAA Order 1050.1F, to complete the analysis of



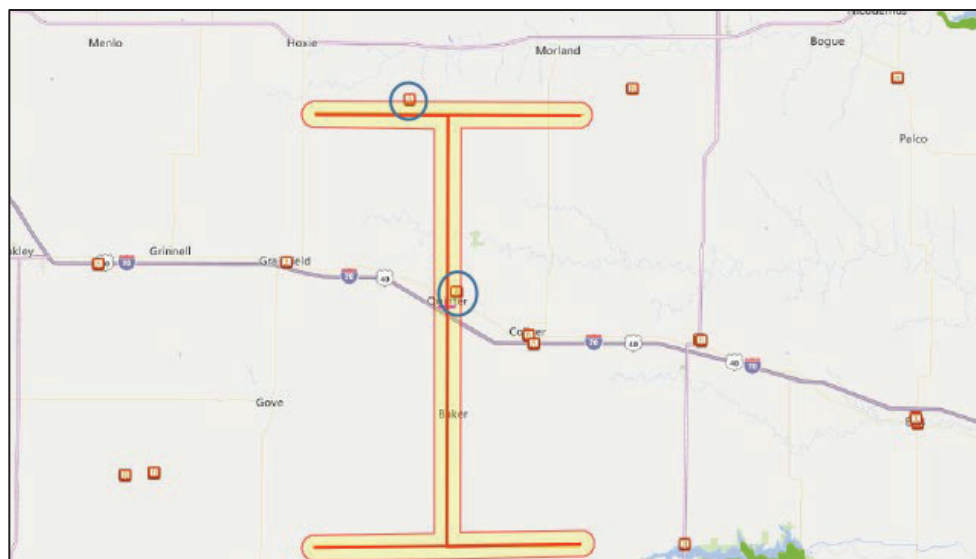
potential effects due to the change in aircraft noise exposure levels as a result of implementing the proposed action.

The Operations Test (OPS Test) helps determine if further noise screening is necessary based on the number of operations at the airport of interest. Noise analysis is not needed for proposals involving Design Group I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the environmental review do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations). 1QK averages 134 propeller operations per week and, therefore, falls below the threshold requiring a noise analysis.

A search of the National Register of Historic Places (NHRP), accessed through Google Earth, indicates two listed properties within the general study area of the proposed procedures. **Figure 4** depicts the location of listed properties (blue circles) in the vicinity of the proposed procedures.

NHRP Listing	Property Name	Area of Significance	Level of Significance	Website
08000303	Oxley Barn	Commerce Architecture Agriculture	Unknown	<a href="https://catalog.archives.gov/id/08000303">https://catalog.archives.gov/id/08000303</a>
09000195	Shafer Barn	Agriculture	Unknown	<a href="https://catalog.archives.gov/id/09000195">https://catalog.archives.gov/id/09000195</a>

**Figure 4—Overlay of Proposed Procedures for 1QK Showing Nearby Cultural Properties**



To determine if there were any potential biological impacts, the United States Fish and Wildlife Service (USFWS) iPaC website was accessed. The USFWS iPaC list of threatened and endangered species indicates two endangered species within the general study area. However, there is no critical habitat for any species located under the proposed procedures' flight path.

The general study area falls within the Central Flyway, a major north-south flyway for migratory birds. Each year, migratory birds travel some or all of this distance in spring and fall, following food sources, heading to breeding grounds, or traveling to overwintering sites. There are no anticipated impacts, as the Central Flyway area is currently overflowed.

A Google search was conducted to determine if the proposed project would impact 4(f) properties. The search does not indicate the presence of 4(f) resources. There is one golf course within the one-mile study area; however, it is privately owned. It is not anticipated there would be any impacts to resources protected under section 4(f), as the area is currently being overflowed. This project's purpose and need is not to increase the number of air traffic operations into 1QK.

There were no results from a Google search for the 1QK Airport Master Plan (AMP). Consideration of cumulative impacts applies to the effects resulting from implementing the proposed action combined with other actions. Because of the nature of the proposed procedures for 1QK, there are no anticipated changes to operations or flight tracks. Analyzing cumulative effects is considered within geographic (spatial) and time (temporal) boundaries. Reasonably foreseeable future actions refer to projects that would likely be completed within the next five years and do not include highly speculative or indefinite actions.

In accordance with FAA Order 1050.1F, Paragraph 5-2, regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

**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:**

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. 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.

The applicable categorical exclusion is:

***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)***

**Recommended by:**

**Facility Airspace Manager Review/Concurrence**

Signature: **REBECCA C SCUDDER** Digitally signed by REBECCA C SCUDDER  
Date: 2021.02.02  
07:02:35 -07'00' Date: **02/02/2020**  
Name: Rebecca Scudder  
Air Traffic Manager  
Denver Air Route Traffic Control Center

**Concurrence by:**

**Western Service Area Environmental Specialist**

Signature: **KAREN LYNN EVERITT** Digitally signed by KAREN LYNN  
EVERITT  
Date: 2021.02.03 12:37:44 -08'00' Date: **02/03/2021**  
Name: Karen L. Everitt  
Environmental Protection Specialist, Operations Support Group  
Western Service Center, AJV-W25

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature: **BYRON G Y CHEW** Digitally signed by BYRON G Y  
CHEW  
Date: 2021.02.08 14:30:46 -08'00' Date: \_\_\_\_\_  
Name: B. G. Chew  
Acting Group Manager, Operations Support Group  
Western Service Center, AJV-W2