

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 04/22/2021	APWS Task ID: DB9EAA4AF9184AA996F2A80A4AE0830C	APWS Project ID: 388910C962FB4CBDBC06E453D182B4E8
Procedure: RNAV (RNP) Z RWY 10R AMDT 2		Enroute: NO	Specialist: Gorman, Barbara		Agreement Number:
Airport ID: KCMH			Airport City: COLUMBUS		State: OH
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			

**Procedure Comments:**

ACTIVE DATA USED FOR AIRPORT AND RUNWAYS.  
REMOVE NOTAM FDC 9/1340.  
CONTACT: JON DENTON (AJV-A432) 405.954.5467

3/17/2021 THIS IS AN UPDATED COPY OF THE FORM APPROVED ON 2/1/2021

1. CHANGED PUBLICATION FROM ROUTINE TO HARD DATE (4/22/2021).

*Digitally signed by*

**JON DENTON**

Mar 17, 2021



APP CRS	Rwy Idg	<b>10113</b>
<b>101°</b>	TDZE	<b>809</b>
	Apt Elev	<b>815</b>

# RNAV (RNP) Z RWY 10R

## JOHN GLENN COLUMBUS INTL (CMH)

A-2049

RNP AR APCH.



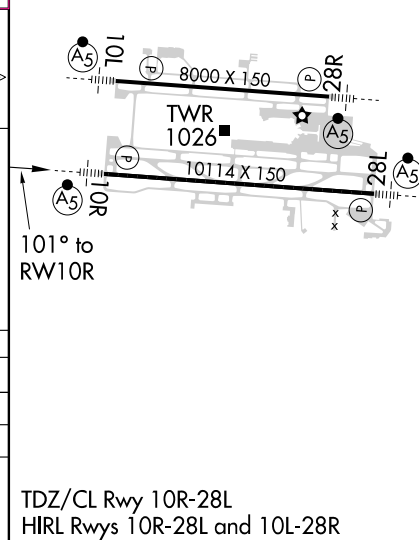
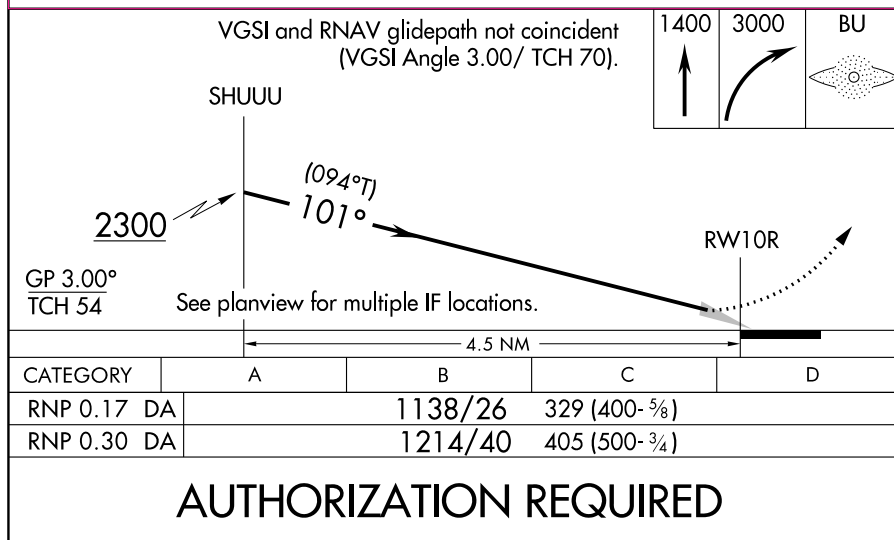
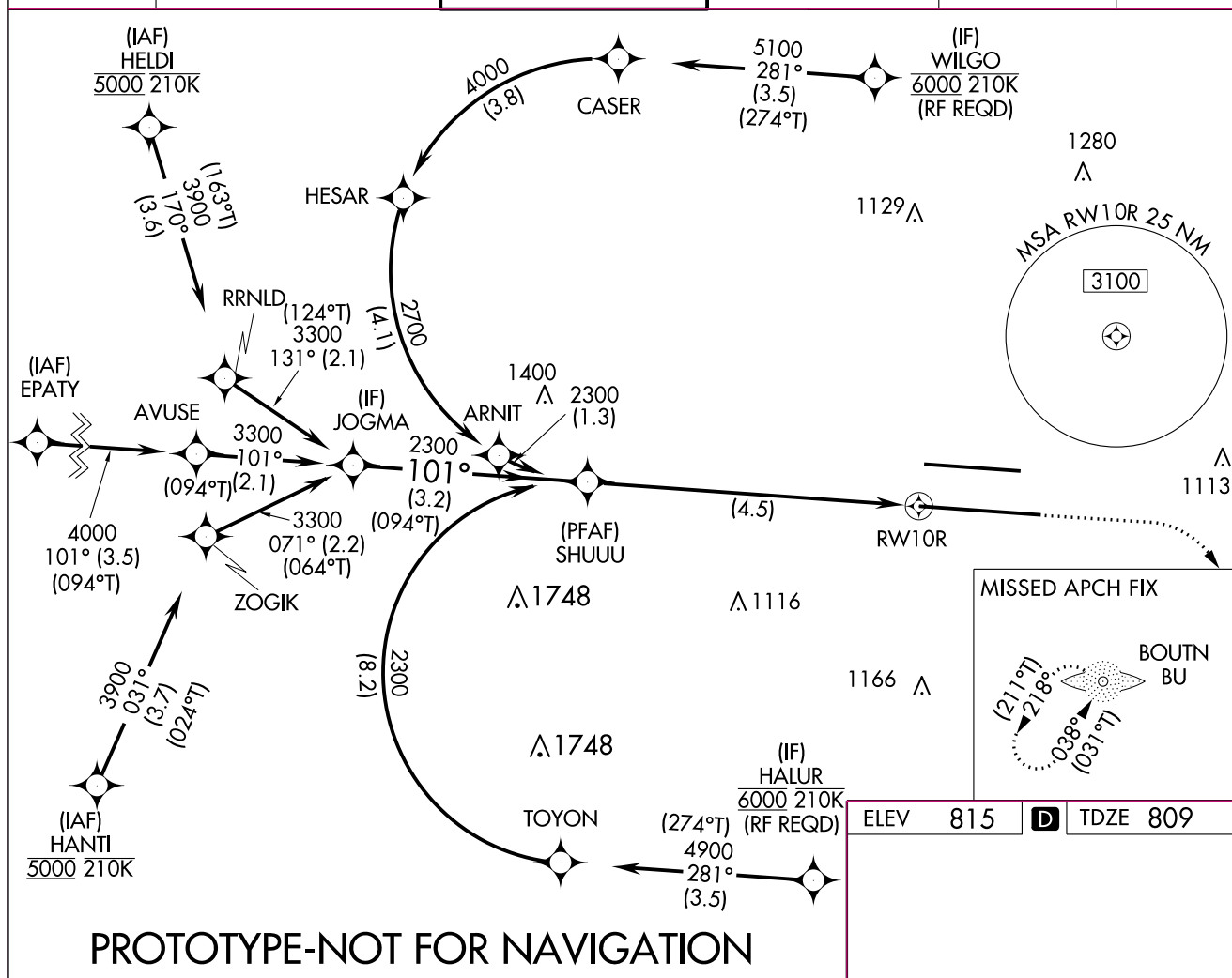
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inoperative ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR




MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct BU LOM and hold.

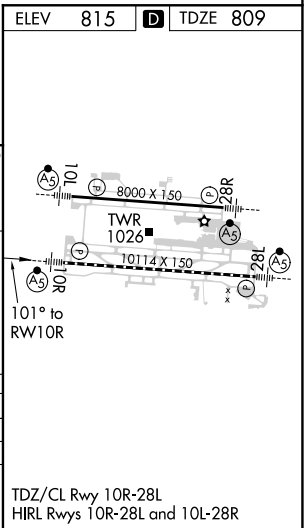
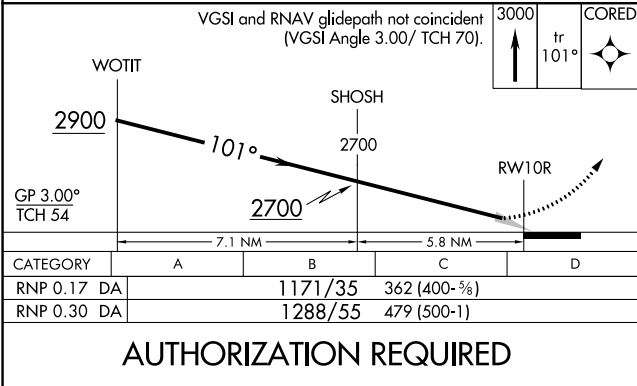
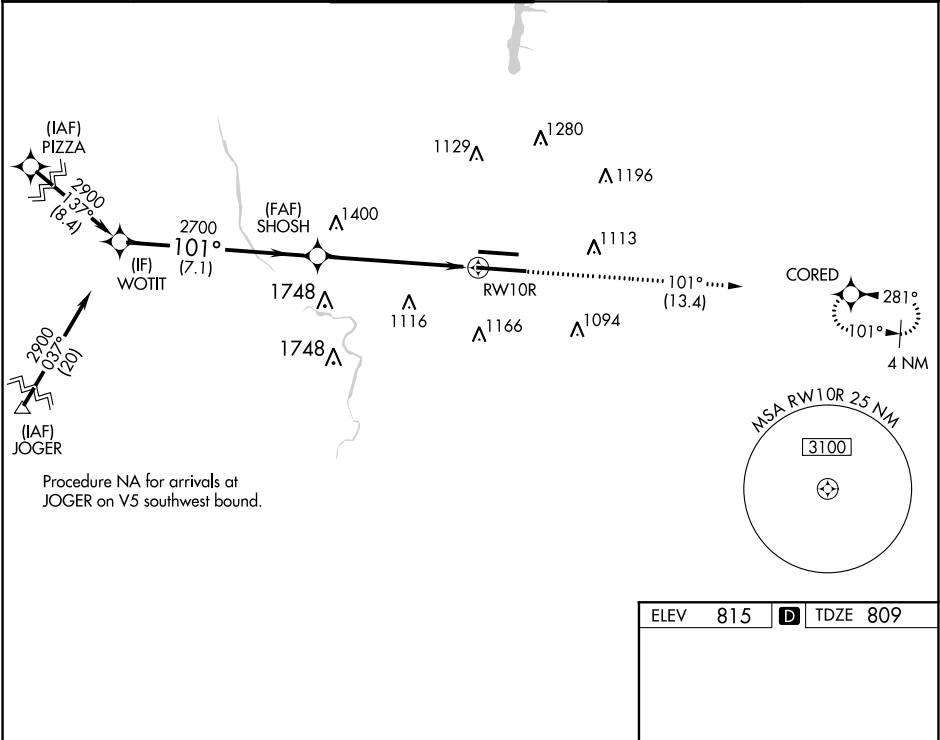
D-ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	CPDLC
<b>124.6</b>	<b>125.95 371.975</b>	<b>132.7 257.8</b>	<b>121.9 348.6</b>	<b>126.3</b>	



APP CRS	Rwy Idg	10113
101°	TDZE	809
	Apt Elev	815

RNAV (RNP) Z RWY 10R  
JOHN GLENN COLUMBUS INTL (CMH)

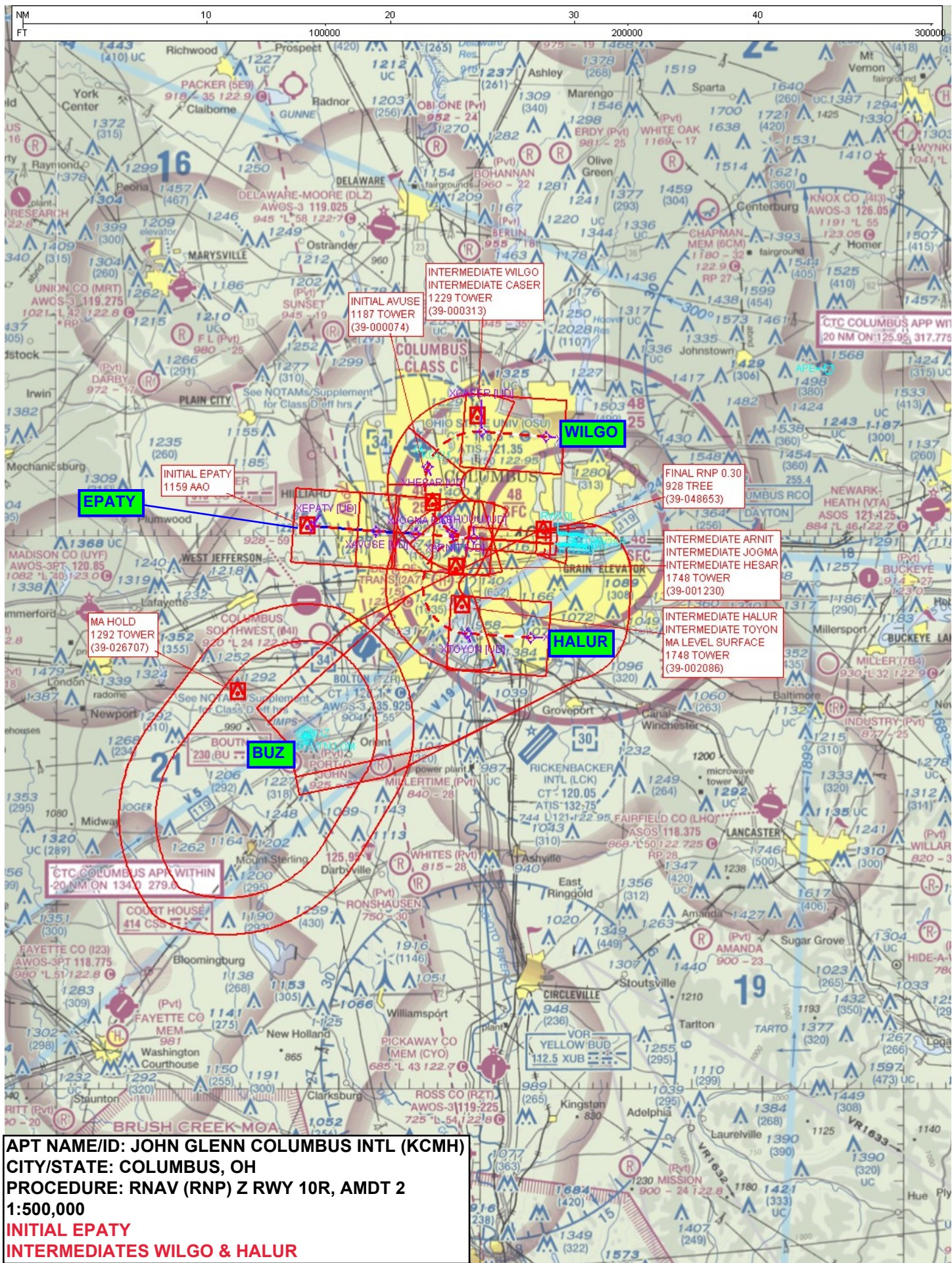
RNP AR APCH.				MALSR		MISSED APPROACH: Climb to 3000 on track 101° to CORED and hold.
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inoperative ALS, increase RNP 0.17 all Cats visibility to RVR 5900, increase RNP 0.30 all Cats visibility to 1% SM.						
D-ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	CPDLC	
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3		



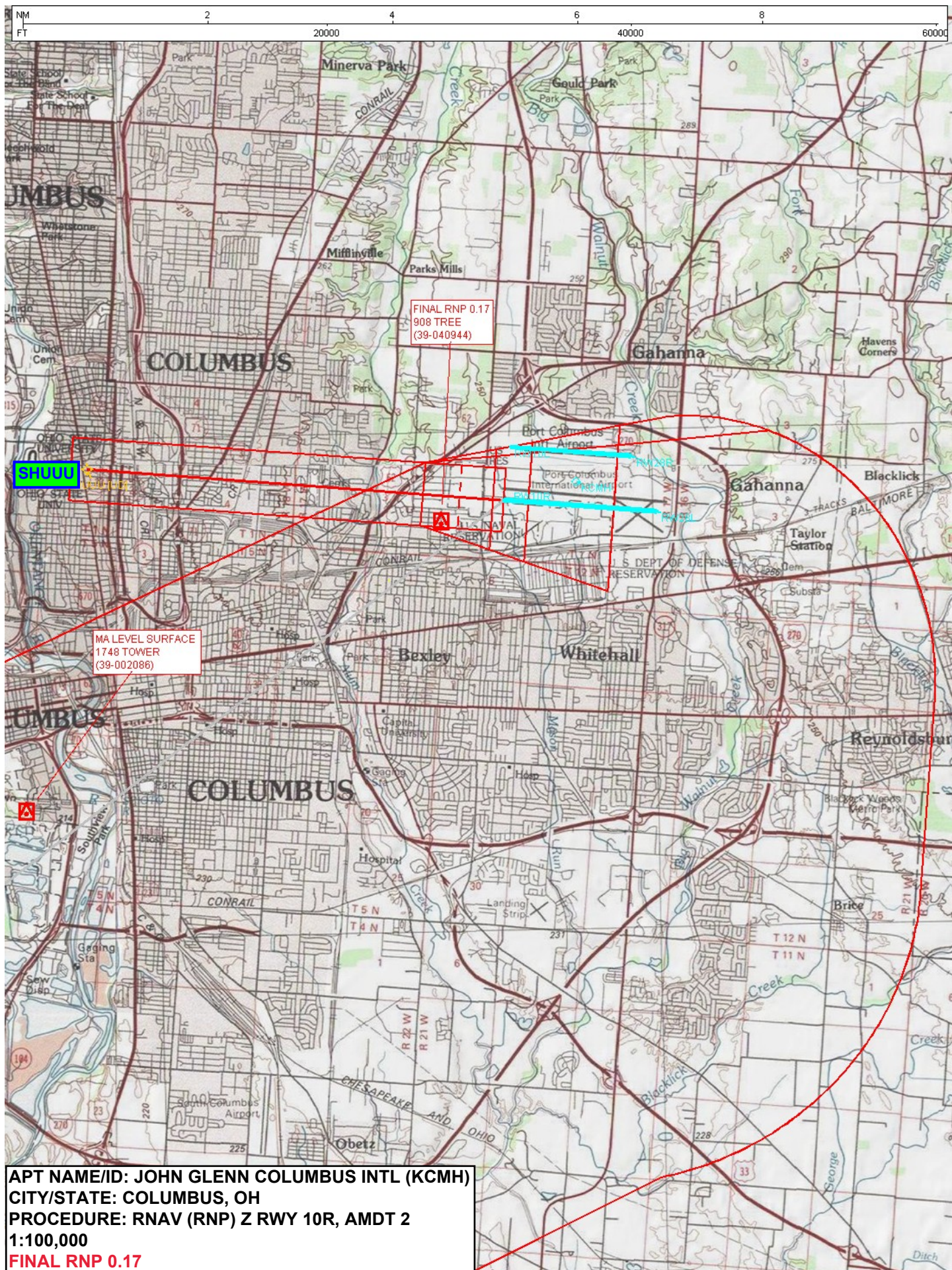




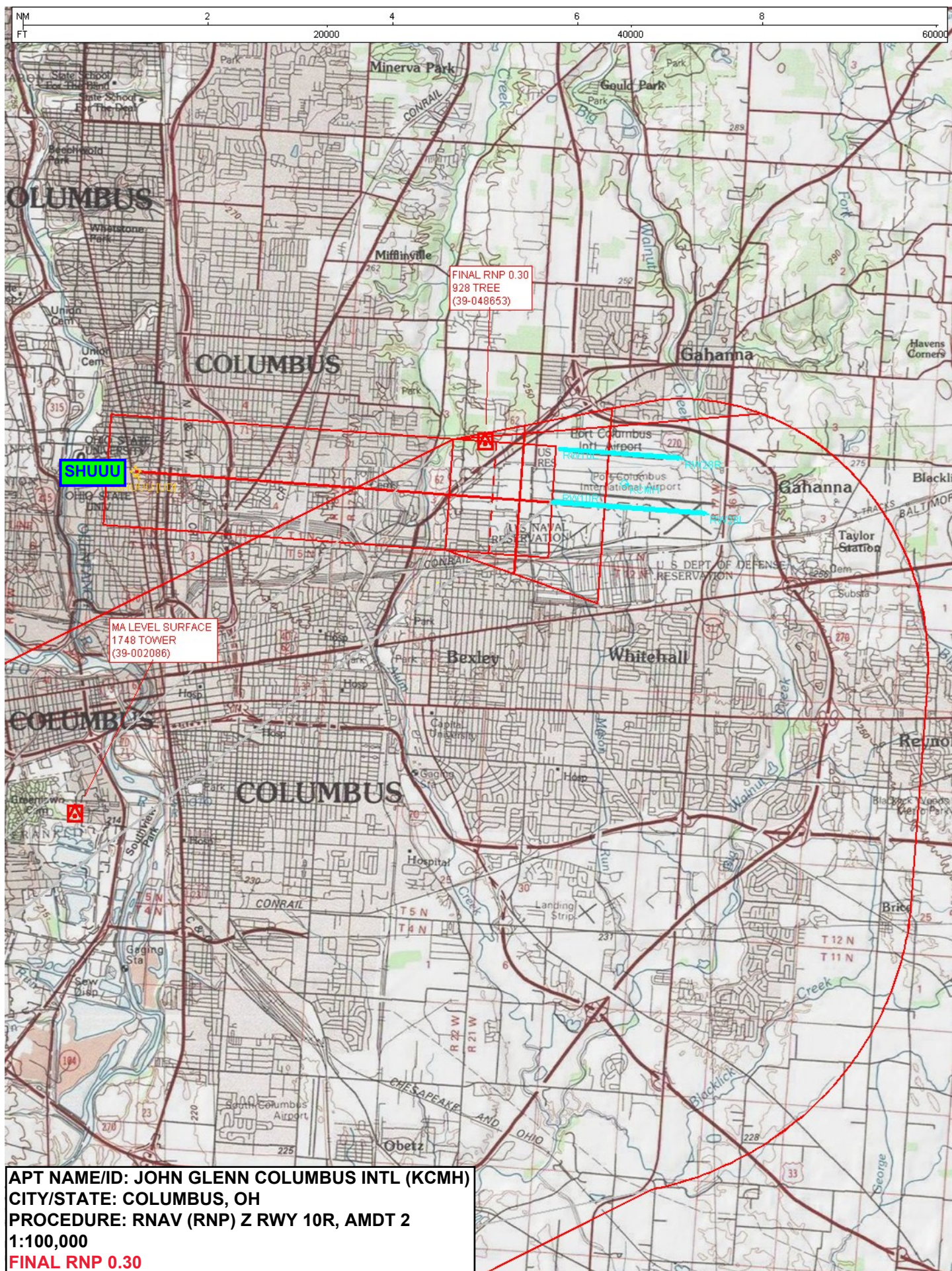














**Federal Aviation Administration  
Categorical Exclusion Declaration (CATEX)  
Amendment of RNAV (RNP), STAR's, SIDs ILS or LOC Procedures  
John Glenn Columbus, International Airport, Columbus Ohio**

Description of Action

The Federal Aviation Administration (FAA) is proposing changes to the Performance Based Navigation (PBN) Standard Terminal Arrival (STAR's) project designed for Instrument Approach connectivity. The changes will be to additional Lines of Minimum, missed approaches and/or Missed approach holding patterns, adding, amending, and removing notes to procedures. The changes will be to CBUSS ONE (STAR) DUBLN ONE (STAR) GAILL FOUR (STAR) NCLUS ONE (SID) ILS or LOC Rwy 10L, Amdt 20 ILS or LOC Rwy 10R, Amdt 10; and ILS or LOC Rwy 10R (SA Cat I-II), Amdt 10 ILS or LOC Rwy 28L, Amdt 31; and ILS or LOC Rwy 28L (SA Cat I-II), Amdt 31 ILS or LOC Rwy 28R, Amdt 5 RNAV (RNP) Z Rwy 10L, Amdt 2 RNAV (RNP) Z Rwy 10R, Amdt 2 RNAV (RNP) Z Rwy 28L, Amdt 2 RNAV (RNP) Z Rwy 28R, Amdt 2 RNAV (GPS) Y Rwy 10L, Amdt 4 RNAV (GPS) Y Rwy 10R, Amdt 4 RNAV (GPS) Y Rwy 28L, Amdt 4 RNAV (GPS) Y Rwy 28R, Amdt 3. The No Action alternative for the procedures fails to take advantage of technology that reduces user fuel consumption and maintains current noise levels. Implementation of procedures reduces noise levels due to predictive nature of the applied software reducing changes in engine thrust levels. These reductions in thrust changes will increase fuel efficiency and reduce perceived noise levels on the community

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 Order 1050.1F, "Environmental Impacts: Policies and Procedures". The implementation of this action will not result in any extraordinary circumstances in accordance with Order 1050.1F.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in FAA Order 1050.1F. Service Center 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 noise analysis was completed to assess potential impacts resulting from proposed air traffic actions at John Glenn Columbus International Airport in Columbus, Ohio, using the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) Environmental Plug-in tool and the Aviation Environmental Design Tool (AEDT). Historical radar track data was used to create a baseline scenario. After the baseline scenario was built, aircraft operations were reassigned to the proposed procedures, which provides the alternative scenario. Once the baseline and alternative scenarios were built, the TARGETS Environmental Plug-in Tool was used to generate noise outputs for both scenarios using AEDT. The scenarios were then compared to determine the potential for significant noise impacts. In the case of CMH, there were **no significant or reportable impacts** resulting from the proposed action. The following procedures **RNAV (RNP) Z RWY 10 L, RNAV (RNP) Z RWY 10R, RNAV (RNP) Z RWY**



**28L, RNAV (RNP) Z RWY 28R** were re-evaluated for noise analysis due to several waypoints moving laterally from one location to the other. This was different from what was originally submitted for publication. There was no change in the current noise modeling analysis already accomplished for the project. The community involvement (CI) process for the project was conducted with members of Operations Support, Group, Great Lakes Regional Office, Airport Owner operator, Columbus ATCT and the general public. It was determined based on meetings and workshops that CI portion has been satisfied for the project.

The proposed project meets the following categorical exclusion contained in FAA Order 1050.1F listed below:

**5.6.5i.** 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:

**GREGORY L  
HINES**

Digitally signed by  
GREGORY L HINES  
Date: 2020.12.11 08:03:22  
-06'00'

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

Approved by:

**CHRISTOPHER L  
SOUTHERLAND**

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CHRISTOPHER L SOUTHERLAND  
Date: 2020.12.17 10:42:49 -06'00'

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