



Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/27/2022	APWS Task ID: DE6A54020786453E93C122BE364F08D2	APWS Project ID: 980DC3F897DE4C0CB5C0FF528579E254
Procedure: RNAV (GPS) RWY 13 AMDT 1		Enroute: NO	Specialist: Johnsen, Daniel		Agreement Number:
Airport ID: KDVK			Airport City: DANVILLE		State: KY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>Major amendment using active data for KDVK airport and pending data for runways 13/31; active data for runways 1/19.</p> <p>Runway renumbered to RWY 13/31.</p> <p>Cancels NOTAM LOU 09/049.</p> <p>Contact Jason Kretschmer, AJV-A421, 405-954-4019.</p> <div style="text-align: center;"> <p><i>Digitally signed by</i> JASON KRETSCHMER Oct 28, 2021</p> </div> <div style="text-align: right;">   </div>					

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 13AMDT 1			AIRPORT NAME: STUART POWELL FLD		AIRPORT ID: KDVK	SPECIAL CONTROL NO: AG-11-019-21	
FAC ID: KDVK13.01		CITY: DANVILLE			ST: KY	ORIG CHART DATE: 01/27/2022	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		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?		X
PROCEDURE RESULTS							
INSPECTION DATE: 11/26/2021		CREW #: VN364	N #: N84	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: kevin riese @ 11/26/2021 16:54			PRINTED NAME: RIESE, KEVIN JOHN				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: RNAV (GPS) RWY 12 Amdt 1 completed satisfactory.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

WAAS
CH **93706**
W12A

APP CRS
124°

Rwy Idg
TDZE **1017**
Apt Elev **1022**

OLD

RNAV (GPS) RWY 12

STUART POWELL FIELD (DVK)

RNP APCH.

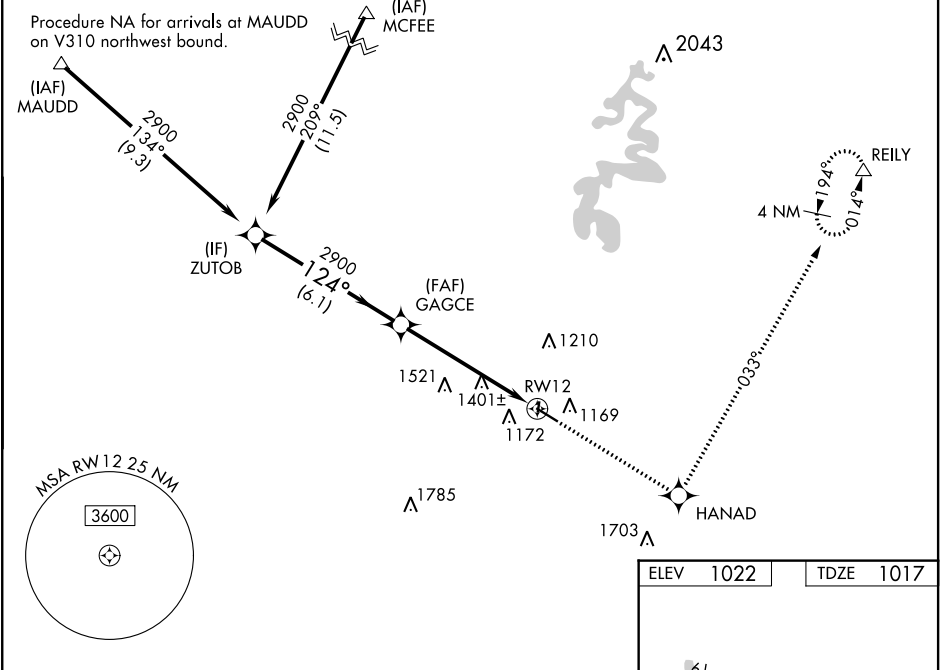
▼

▲NA

When local altimeter setting not received, use Lexington altimeter setting: increase all DA/MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats and LNAV all Cats visibility ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 47° C. Baro-VNAV NA when using Lexington altimeter setting. Rwy 12 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HANAD and left turn on 033° track to REILY and hold.

AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI 3.50/TCH 35).

Procedure Turn NA

GP 3.00° TCH 35

ZUTOB

GAGCE

RW12

3000

HANAD

REILY

tr 033°

6.1 NM

5.7 NM

CATEGORY	A	B	C	D
LPV DA	1357-1¼ 340 (400-1¼)			
LNAV/VNAV DA	1785-2¾ 768 (800-2¾)			
LNAV MDA	1660-1 643 (700-1)	1660-1¾ 643 (700-1¾)	1660-2 643 (700-2)	

REIL Rwy 30 0

MIRL Rwy 12-30 0

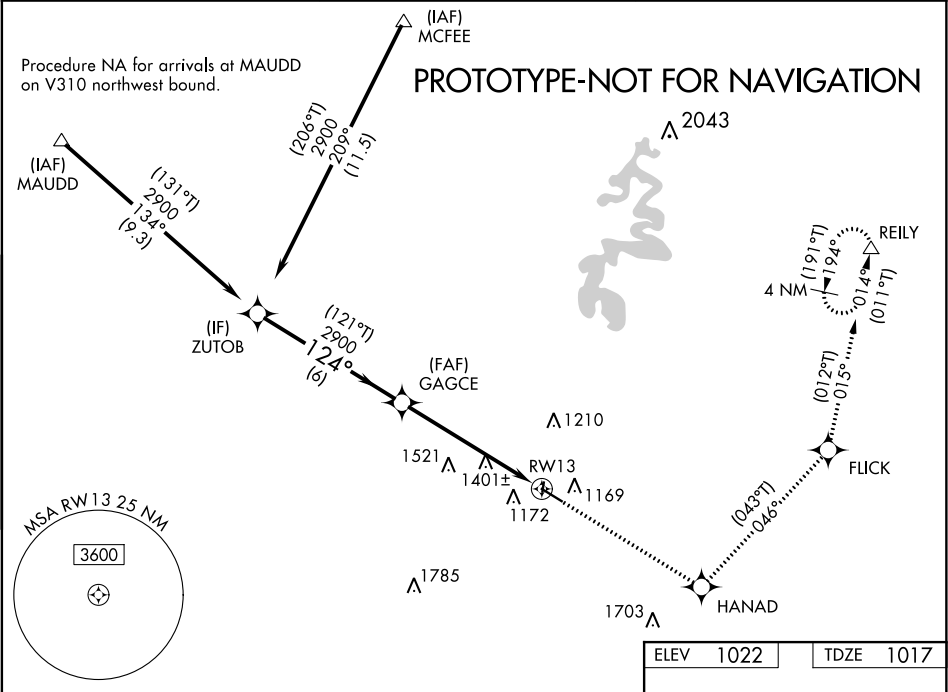
WAAS CH 93706 W13A	APP CRS 124°	Rwy Idg TDZE Apt Elev 5000 1017 1022
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RNAV (GPS) RWY 13

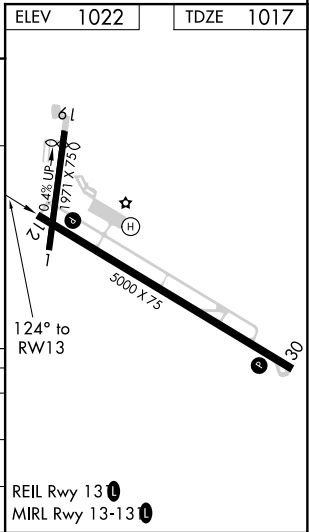
STUART POWELL FLD (DVK)

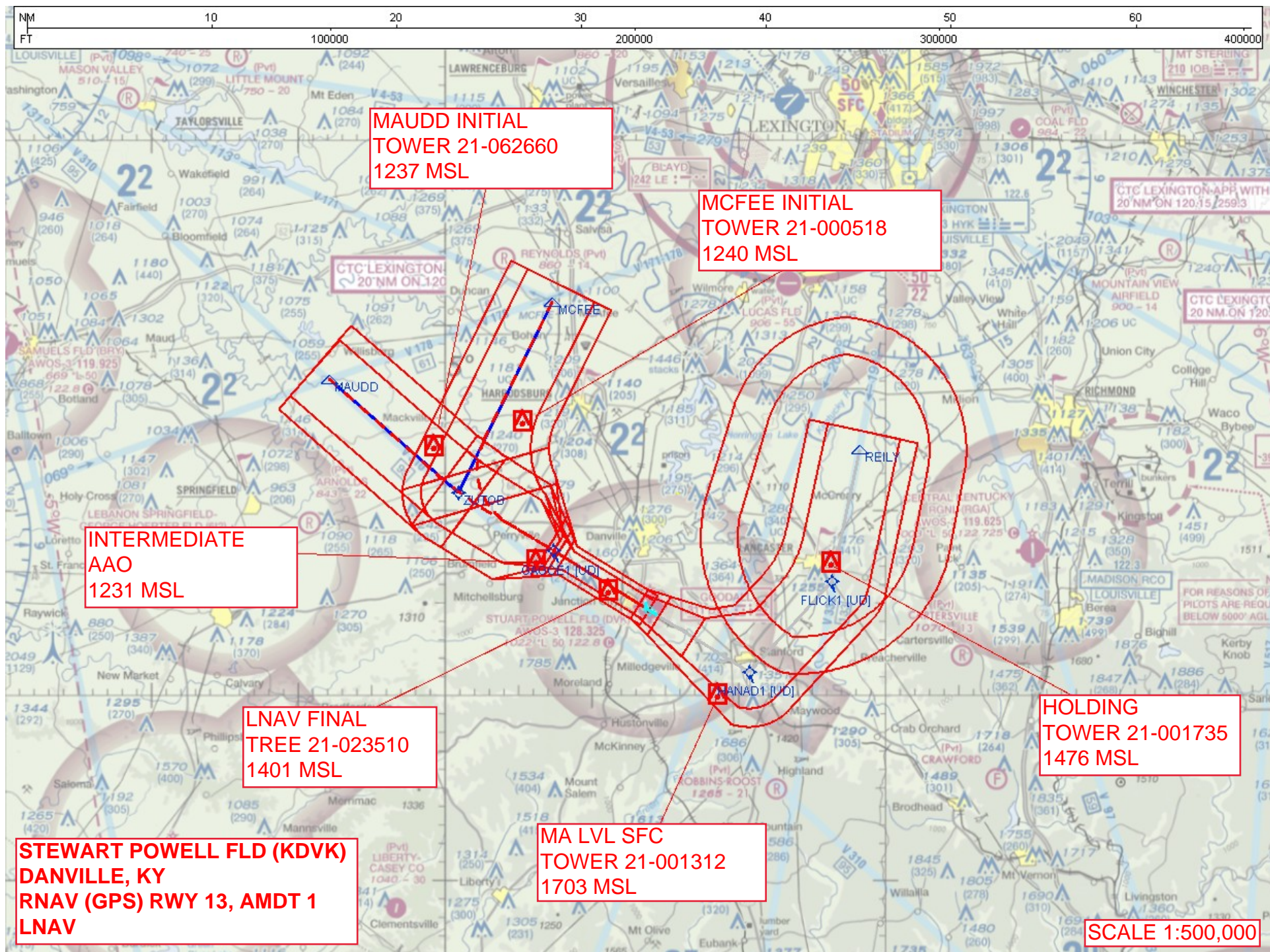
RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct HANAD and on track 046° to FLICK then on track 015° to REILY and hold.
▼ Rwy 13 helicopter visibility reduction below ¾ NA.	
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

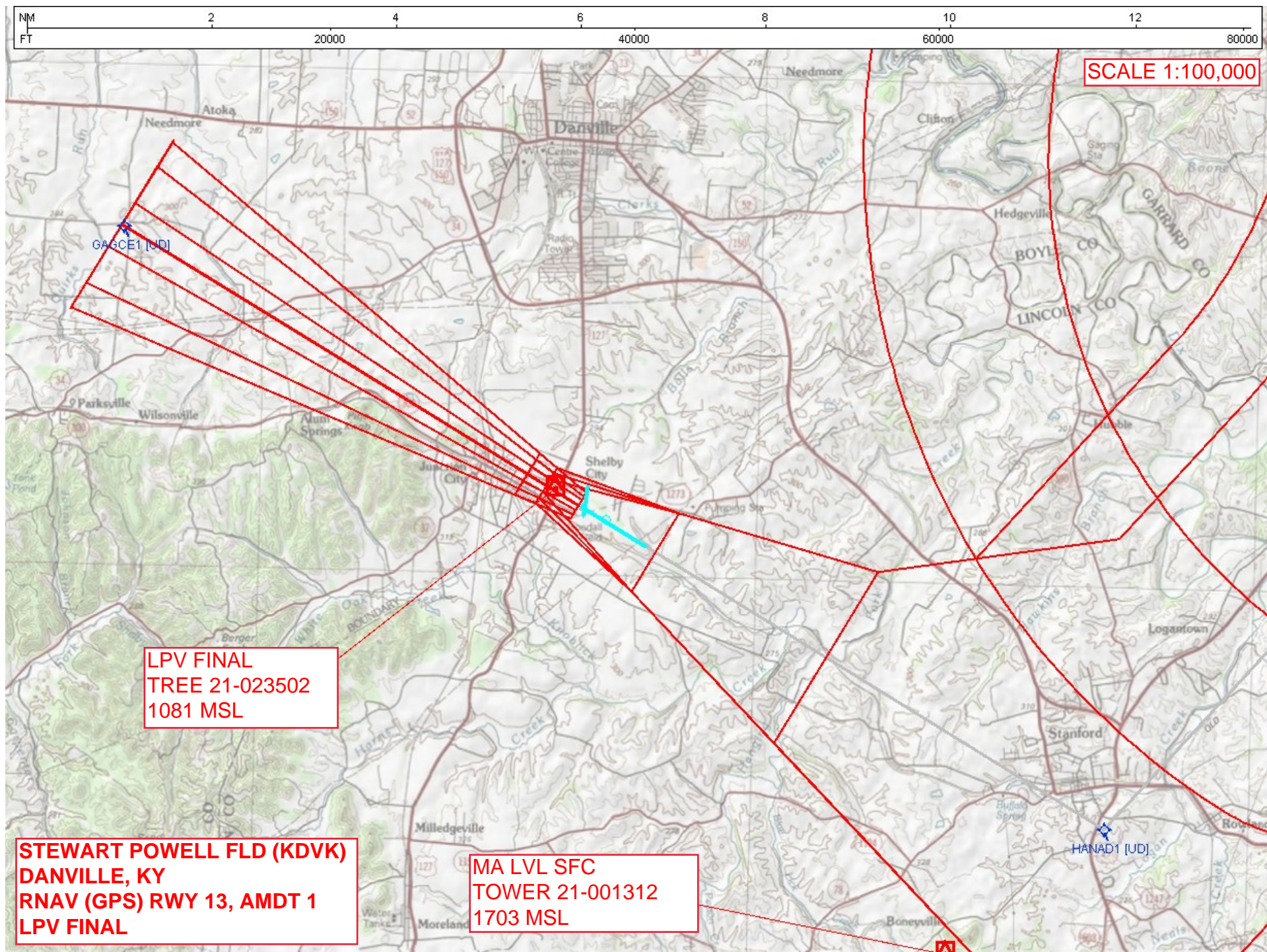
AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF) 0
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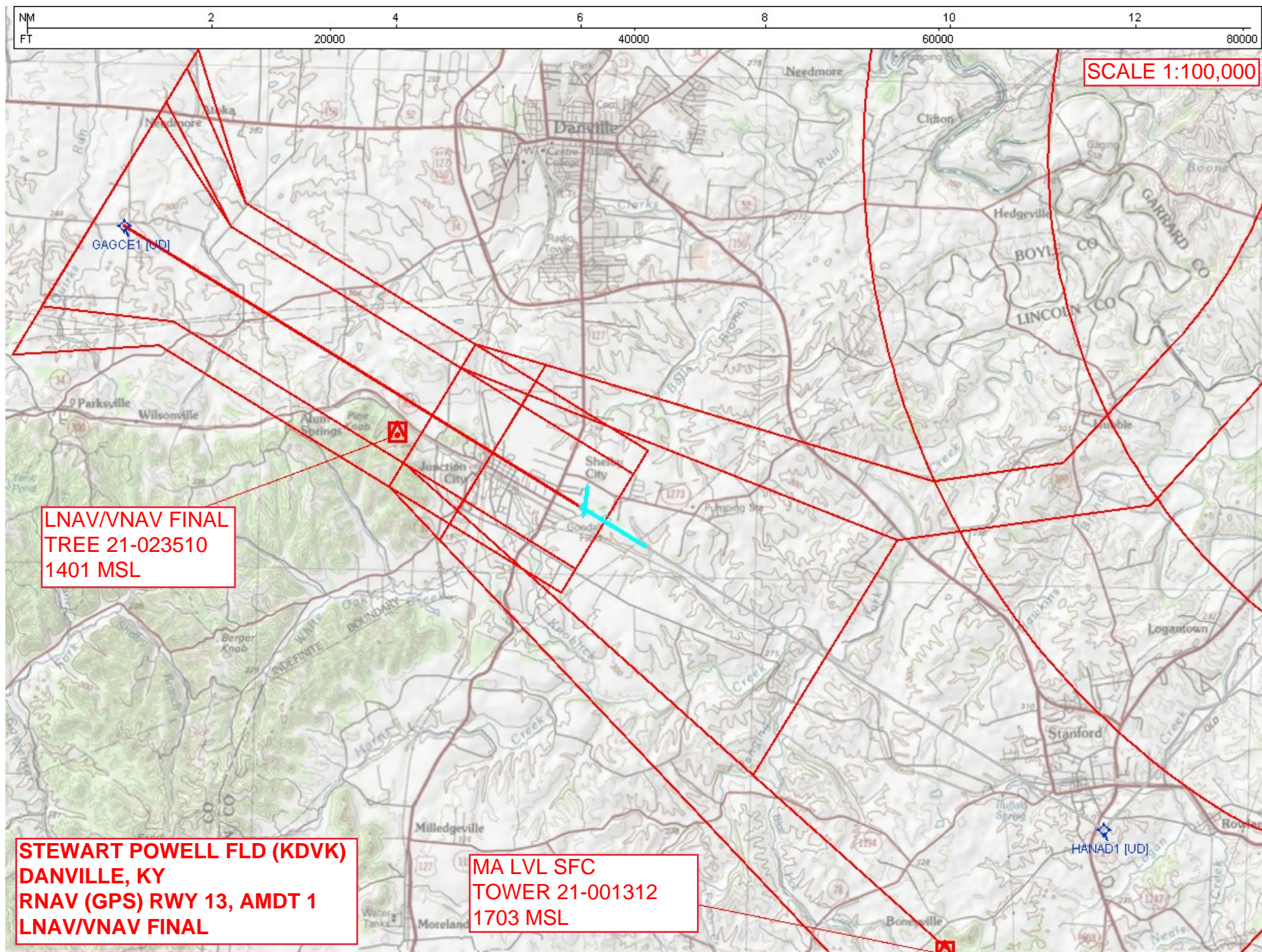


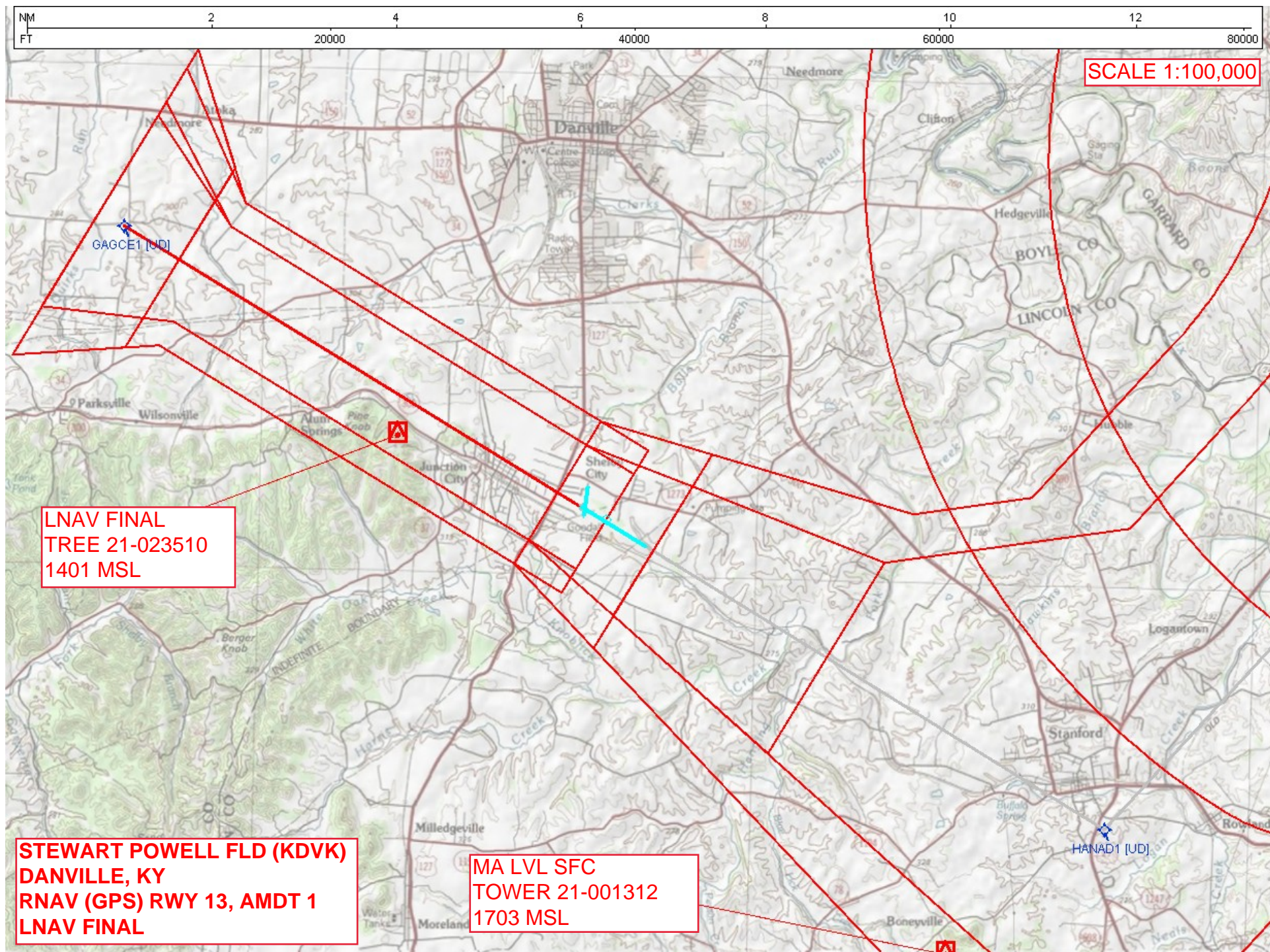
3000		HANAD	FLICK	REILY
↑		tr 046°	tr 015°	△
ZUTOB		GAGCE	RW13	
2900		2900	1.9 NM to RW13	
GP 3.00° TCH 34				
6 NM		3.9 NM	1.9 NM	
CATEGORY	A	B	C	D
LPV DA	1267-1 250 (300-1)			
LNAV/VNAV DA	1660-1¾ 643 (700-1¾)			
LNAV MDA	1660-1 643 (700-1)		1660-1¾ 643 (700-1¾)	











Federal Aviation Administration Categorical Exclusion Declaration

Date: 10/28/21

IFP: Currie, Roy (Roy.E.Currie@faa.gov)

Airport Contact: -

Request ID: KDVK_2178

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV (GPS) Rwy 13, Amdt 1 RNAV (GPS) Rwy 31, Amdt 1 LOC Rwy 31, Amdt 1F

Procedure Request Description:

Stuart Powell Field Airport, KDVK in Danville, Kentucky, requests amendments to the following procedures:

RNAV (GPS) Rwy 13, Amdt 1

RNAV (GPS) Rwy 31, Amdt 1

LOC Rwy 31, Amdt 1F

Procedure Description:

The airport has renumbered the runways which requires updates to the existing published procedures. During the evaluation of current criteria standards, some changes are necessary for the area navigation (RNAV (GPS)) procedures. RNAV (GPS) for Runway (RWY) 12 requires a less than 90 degree turn in the Missed Approach segment, therefore, an additional waypoint was added to decrease the angle. RNAV (GPS) RWY31 has a precision final approach fix (PFAF) that is too low and will be raised from 2700 to 2900. Additionally, the T-Leg Initial Approach Fix (IAFs) segments are too short and will be extended from 5NM to 7.1NM. In both of these RNAV (GPS) procedures, the minimums may be lowered due to previous tree clearing. The LOC RWY 31 procedure is a minor amendment to change the runway numbering only.

Procedure Need:

These changes are to bring the published procedures into criteria compliance.

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.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)

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

Concurrence/Reviewed By: **ROBERTO I RAMOS**  Digitally signed by ROBERTO I RAMOS
Date: 2021.10.28 14:49:22 -05'00' Date: _____

Title: Robb Ramos, Environmental Protection Specialist
ATO Central Service Center, Operations Support Group

Approved By: **CHRISTOPHER L SOUTHERLAND**  Digitally signed by CHRISTOPHER L SOUTHERLAND
Date: 2021.11.02 10:36:21 -05'00' Date: _____

Title: Christopher L. Southerland, Manager
ATO Central Service Center, Operations Support Group
