

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 06/17/2021	APWS Task ID: EFC4D40461B4429B9DB0912FCC0552B0	APWS Project ID: C607BF3567304BD6862ACFB3834EEABB
Procedure: ILS OR LOC RWY 16 AMDT 3		Enroute: NO	Specialist: Tucker, Andre		Agreement Number:
Airport ID: KPWK			Airport City: CHICAGO/PROSPECT HEIGHTS/WHEELING		State: IL
Facility ID: PWK	Facility Type: ILS	Flight Inspection Remark Type: Hold FC Slot			
<p>Procedure Comments: PAMME OM DECOMM and added dme to I-pwk</p> <p>PENDING AIRNAV DATA 4-22-21 USED FOR KPWK. PENDING AIRNAV DATA 4-22-21 USED FOR I-PWK.</p> <p>CNX NOTAM FDC 1/8463.</p> <p>CONTACT JOHN BORDY 405-954-0980.</p> <p>03/31/2021: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/04/2021: 1. CHANGED REQUIRED EFFECTIVE DATE FROM "ROUTINE" TO 06/17/2021 - PROCEDURE REQUIRES HARD DATE</p> <p>04/16/2021: THIS IS AN UPDATED COPY OF THE FORM APPROVED ON 03/31/2021: 1. CHANGED REQUIRED EFFECTIVE DATE FROM "06/17/2021" TO "ROUTINE" - HARD DATE NOT REQUIRED</p>					

Digitally signed by
JOHN BORDY
Apr 16, 2021



[illegible]

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

AL-5028 (FAA)

20254

LOC I-PWK	APP CRS	Rwy Idg	5001
109.75	161°	TDZE	643
		Apt Elev	647

OLD

ILS or LOC RWY 16

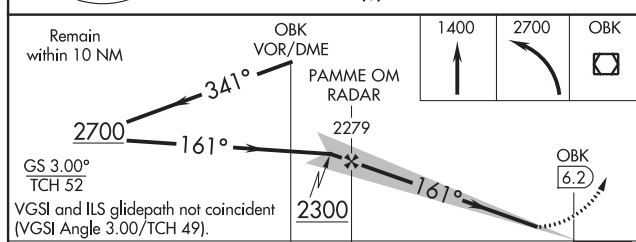
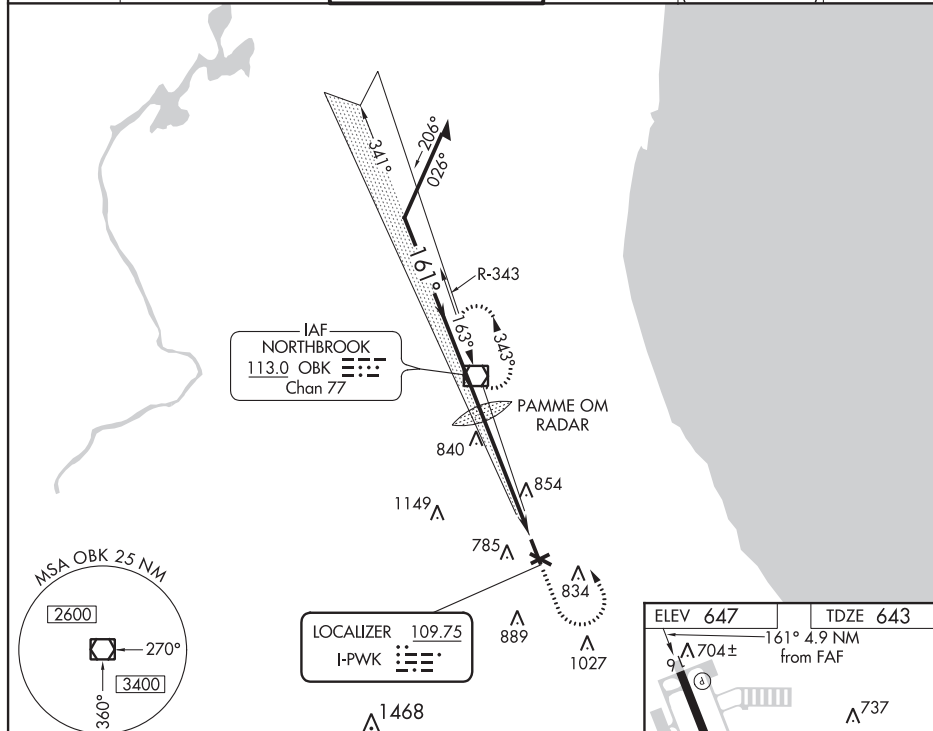
CHICAGO EXECUTIVE (PWK)

RADAR required for procedure entry.

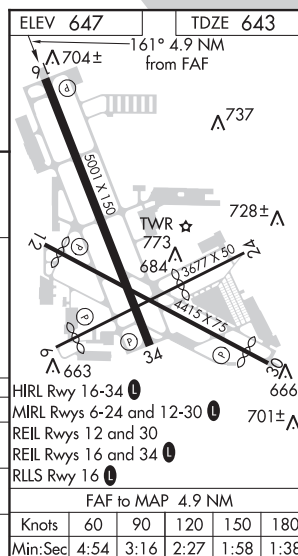
▼ When local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting: increase DA to 949 feet and all visibilities ¼ SM; increase all MDAs 40 feet and visibility S-LOC 16 Cats C and D ¼ SM. Rwy 16 helicopter visibility reduction below ¾ SM NA. Circling Rwy 6, 12, 24, 30, 34 NA at night. Autopilot coupled approach NA below 1125.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7 (when tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 16		927-1 284 (300-1)		
S-LOC 16	1140-1 497 (500-1)	1140-1¼ 497 (500-1¼)	1140-1½ 497 (500-1½)	
CIRCLING	1140-1 493 (500-1)	1160-1½ 513 (600-1½)	1200-2 553 (600-2)	



CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
Amdt 2E 20JUN19

42°07'N-87°54'W

CHICAGO EXECUTIVE (PWK)

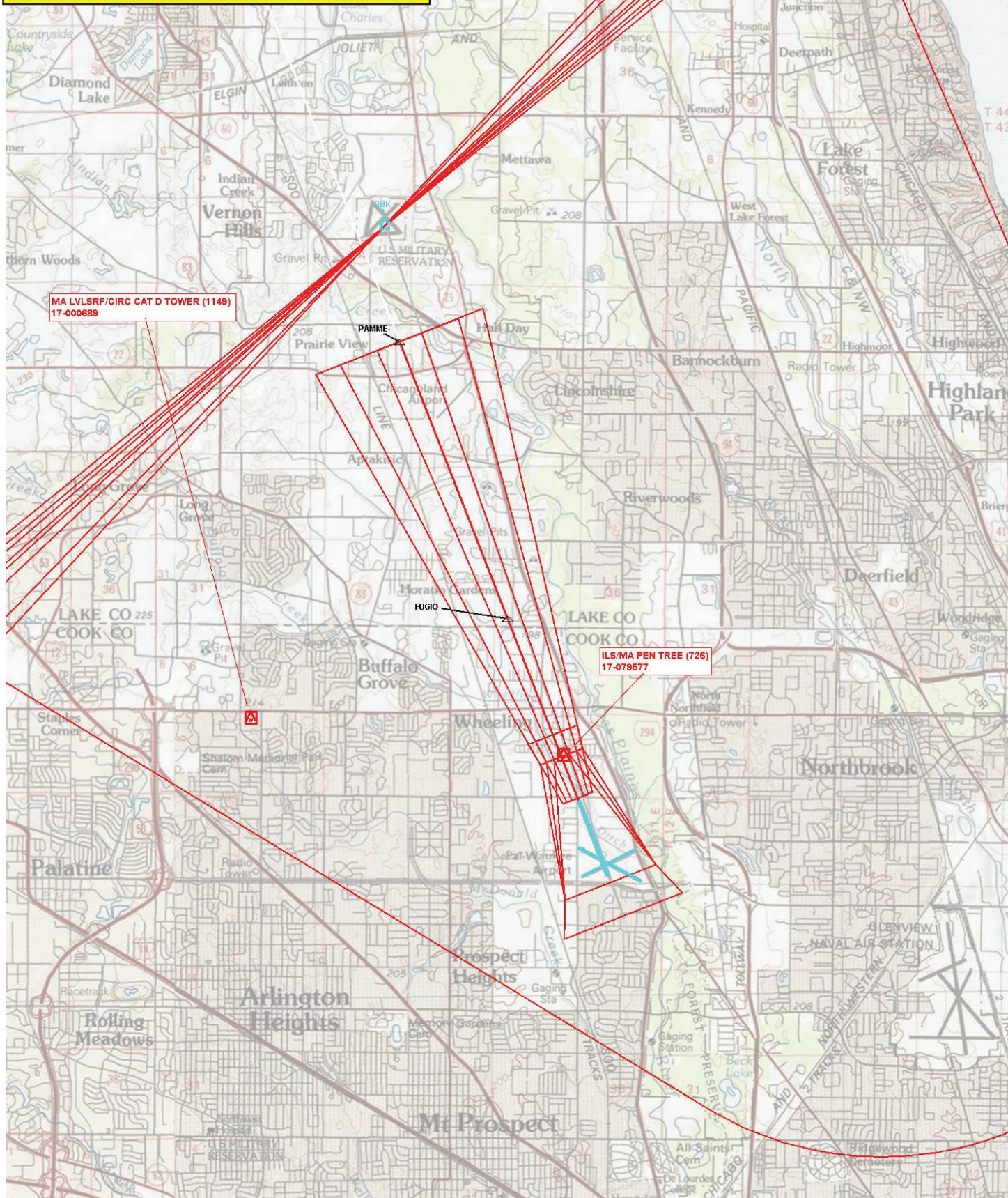
ILS or LOC RWY 16

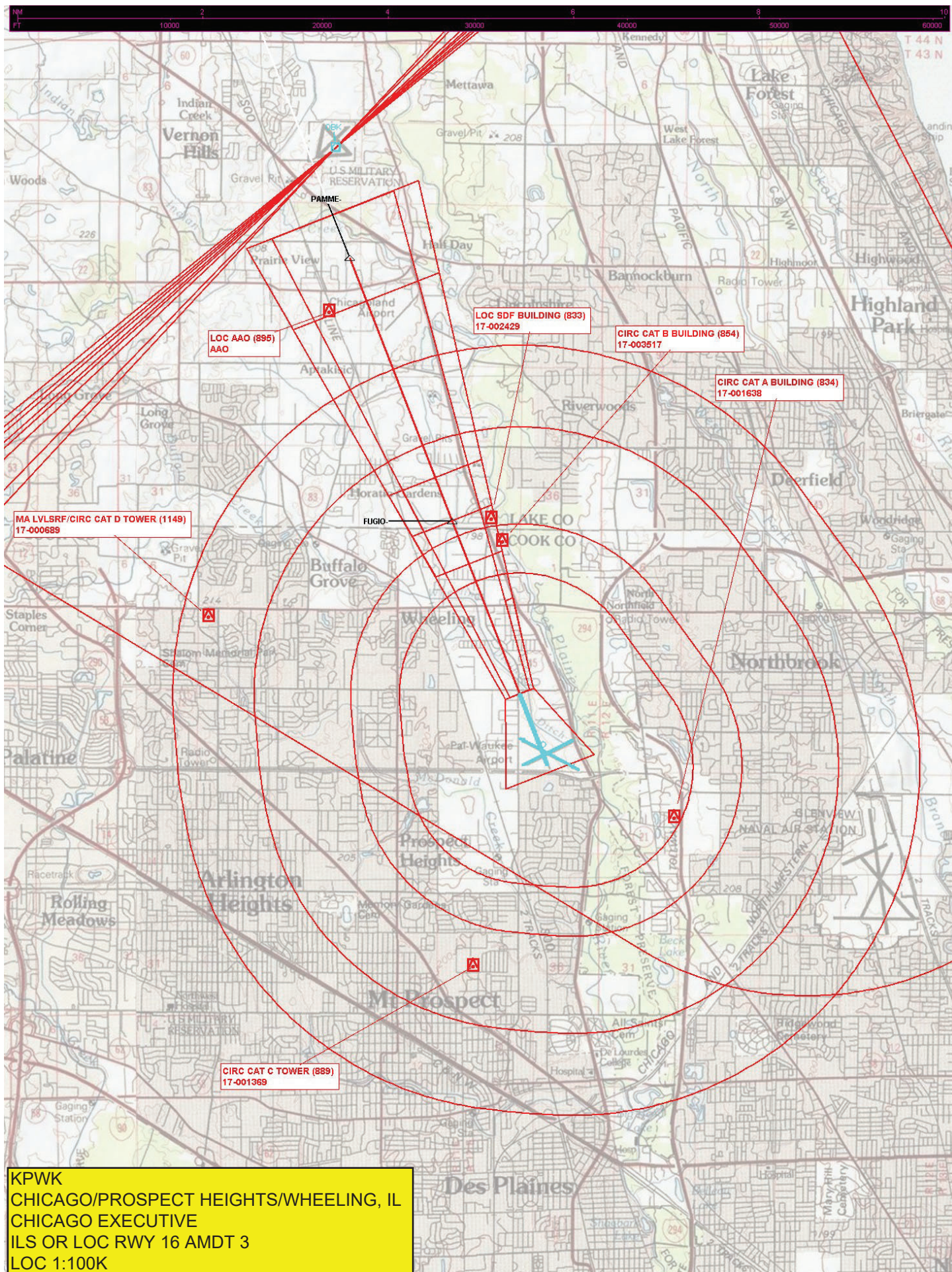
EC-3, 03 DEC 2020 to 31 DEC 2020

EC-3, 03 DEC 2020 to 31 DEC 2020



KPWK
CHICAGO/PROSPECT HEIGHTS/WHEELING, IL
CHICAGO EXECUTIVE
ILS OR LOC RWY 16 AMDT 3
ILS 1:100K





**Federal Aviation Administration
Categorical Exclusion Declaration (CATEX)
PWK RNAV(GPS) RWY 16 and PWK ILS or LOC RWY 16
Chicago Executive Airport, Chicago, Illinois**

Description of Action

The Federal Aviation Administration (FAA) is proposing changes to the Performance Based Navigation (PBN) Standard Instrument Approach Procedures (SIAPs) designed for CHICAGO EXECUTIVE (PWK). The changes are proposed for two SIAPs: PWK RNAV (GPS) RWY 16 and PWK ILS or LOC RWY 16. The change will add two (2) transition fixes (T-Fixes), one 090 degrees right of the procedures and the other 090 degrees left of the procedures. Add two (2) transition fixes (T-Fixes), one 090 degrees right of the Straight-In final approach course of the procedure and the other 090 degrees left of the Straight-In final approach course of the procedure. The T-Fixes will be added to both the PWK RNAV (GPS) RWY 16 and the PWK ILS or LOC RWY 16 procedures. Each T-Fix will be eight (8) NM (Nautical Miles) from the Straight-In final approach course to meet current criteria. The crossing altitudes at the T-Fixes will be 3000' MSL, which is higher than the altitudes used for the current procedures (please see I. B. above for more details.) The T-Fixes avoid delaying arrivals into PWK due to aircraft inadvertently flying an extended downwind (away from the airport on a heading parallel to the final approach course) for either procedure, or inadvertently flying across the PWK ILS OR LOC RWY 16 final approach due to the workload or distractions associated with air traffic control. No change to fleet mix, number of aircraft on the route or altitudes along the route.

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 Chicago Executive Airport (PWK) in Chicago, Illinois, 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 GYY, there were **no significant or reportable impacts** resulting from the proposed action.

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: 2021.01.27 08:23:14 -06'00'

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

Approved by:

**CHRISTOPHER L
SOUTHERLAND**

Digitally signed by

CHRISTOPHER L SOUTHERLAND

Date: 2021.01.28 12:23:08 -06'00'

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