

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 12/29/2022	APWS Task ID: F16EE8AF62AD4266B6054661CEB7A03F	APWS Project ID: 61734082BEF143B282F22FE04680452D
Procedure: RNAV (GPS) RWY 19 AMDT 1C		Enroute: NO	Specialist: Boone, Victor		Agreement Number:
Airport ID: KIRS			Airport City: STURGIS		State: MI
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<p>Procedure Comments:</p> <p>PENDING DATA USED.</p> <p>MAG VAR KIRS: OLD 4W-NEW 6W</p> <p>CONTACT INFO: CASIMIR TABAKA, AJV-A432 MANAGER, 405.954.7931</p> <p>8260-2 WIREP</p> <p>10/3/2022: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 8/24/2022 REMOVED CONTROLLER FROM REQUIRED CHARTING.</p> <p>10/19/2022: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 8/24/2022 PROFILEVIEW LINE 5 ADDED DIST TO THLD FROM 314 HAT:0.86</p>					

Digitally signed by
CASIMIR L TABAKA
 Aug 24, 2022

[illegible]

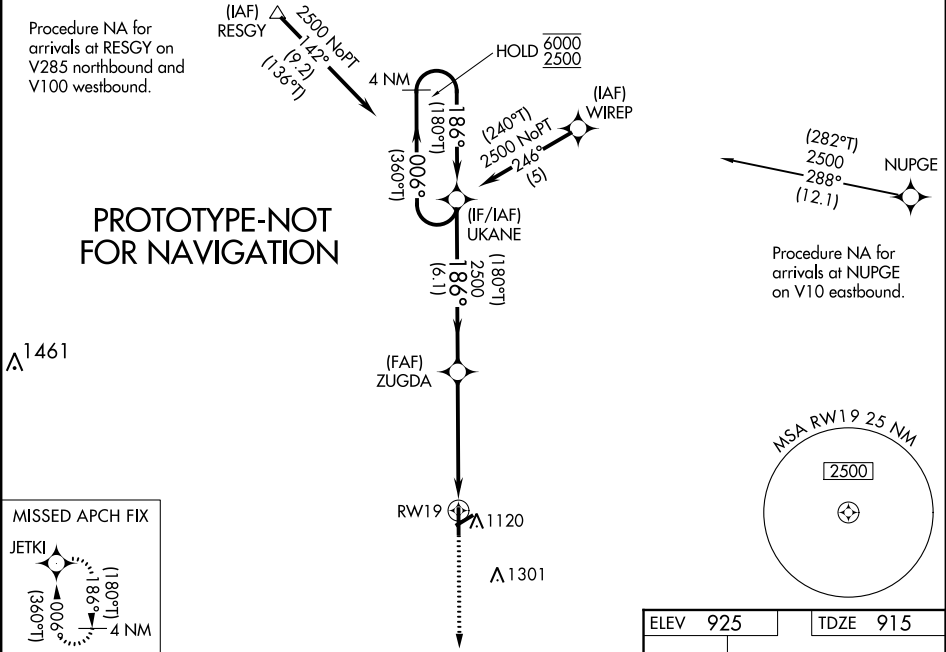
WAAS CH 90230 W19A	APP CRS 186°	Rwy Idg TDZE Apt Elev	5201 915 925
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RNAV (GPS) RWY 19

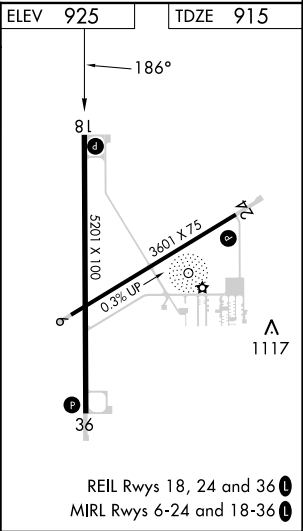
KIRSCH MUNI (IRS)

RNP APCH - GPS.	<p>⚠ Circling Rwy 6 NA at night. Rwy 19 helicopter visibility reduction below ¼ SM NA. Baro-VNAV NA.</p> <p>⚠ When local altimeter setting not received, use Three Rivers altimeter setting and increase LPV DA to 1276 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1270 feet and all visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.</p>	MISSED APPROACH: Climb to 3000 direct JETKI and hold.
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AWOS-3 121.325	GREAT LAKES APP CON ★ 121.2 239.25	CLNC DEL 118.325	UNICOM 123.05 (CTAF) 1
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).				
4 NM Holding Pattern UKANE				
ZUGDA				
3000 JETKI				
GP 3.00° TCH 40				
6.1 NM 3.4 NM 1.5 NM				
CATEGORY	A	B	C	D
LPV DA	1235-7/8		320 (400-7/8)	
LNAV/ VNAV DA	1229-7/8		314 (400-7/8)	
LNAV MDA	1400-1	485 (500-1)	1400-1 3/8	485 (500-1 1/8)
CIRCLING	1440-1	515 (600-1)	1620-2 695 (700-2)	1620-2 1/4 695 (700-2 1/4)

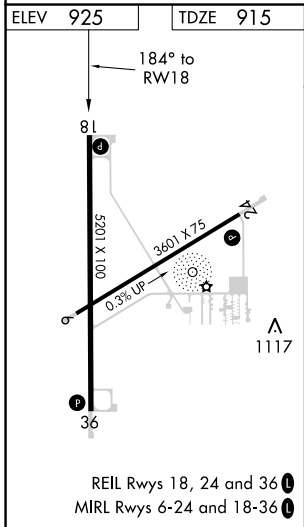
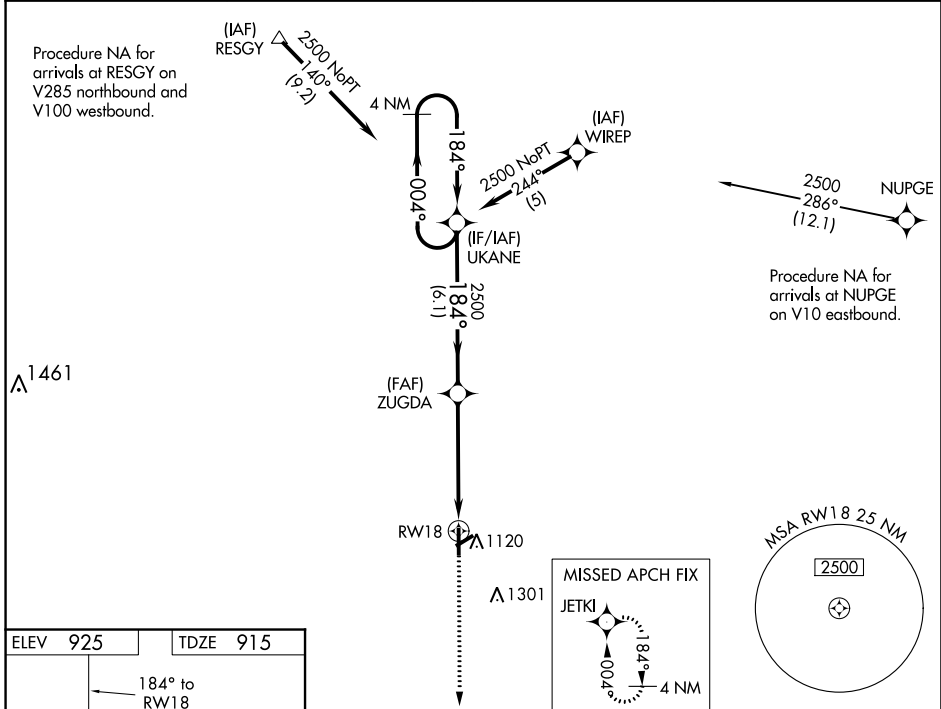


WAAS CH 90230 W18A	APP CRS 184°	Rwy Idg TDZE Apt Elev	5201 915 925
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Baro-VNAV NA. When VGSI inop, Straight-In/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Three Rivers altimeter setting and increase all DA/MDA 40 feet; increase LPV visibility all Cats and LNAV Cat C and D ½ mile, increase LNAV/VNAV vis all Cats ¼ mile.

MISSED APPROACH:
Climb to 3000 direct JETKI and hold.

AWOS-3 121.325	GREAT LAKES APP CON ★ 121.2 239.25	CLNC DEL 118.325	UNICOM 123.05 (CTAF)
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3000	JETKI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).				4 NM Holding Pattern
		ZUGDA	UKANE			
		2500	2500	184°	004°	2500
		RWY 18		184°		GP 3.00° TCH 40
		4.9 NM	6.1 NM			
CATEGORY	A	B	C	D		
LPV DA	1235-1 1/8		320 (400-1 1/8)			
LNAV/VNAV DA	1229-1		314 (400-1)			
LNAV MDA	1400-1	485 (500-1)	1400-1 3/8	485 (500-1 3/8)		
CIRCLING	1440-1	515 (600-1)	1620-2 695 (700-2)	1620-2 1/4 695 (700-2 1/4)		

OLD

RNAV (GPS) RWY 18
KIRSCH MUNI (IRS)

OLD

RNAV (GPS) RWY 18
KIRSCH MUNI (IRS)

Federal Aviation Administration Categorical Exclusion Declaration

Date: 03/01/21

IFP: Barber, Ponce (ponce.barber@faa.gov)

Airport Contact: -

Request ID: KIRS_2123

Single or Multiple Procedure: Multiple

Procedure Name(s): Textual DPs APPROACH RNAV (GPS) RWY 1 APPROACH RNAV (GPS) RWY 19 NBD RWY 19

Procedure Request Description:

Kirsch Municipal Airport (KIRS) in Sturgis, Michigan, is updating procedures and runway (RWY) renumbering due to magnetic variation (MagVar) changes. These magnetic variations occur when a shifting of the Earth's magnetic field affects airports and airline operations, and may result in changes to RWY names. This would allow the airport to resurface the RWY and change the RWY numbering from 18/36 to 1/19, and change for the Area Navigation (RNAV) Global Positioning System (GPS) procedures as well as the RWY 36 Non-Directional Beacon (NDB) procedure. The RNAV (GPS) RWY 18 would change to RWY 19 with no change in track direction or altitude. The RNAV (GPS) RWY 36 would change to RWY 1 with no change in track direction or altitude. The NDB RWY 18 would change to RWY 19 with no change in track direction or altitude.

KIRS Departure Procedure: RWY 18 would change to RWY 19 with no change in the climb heading or altitude.

KIRS Obstacle Departure Procedures: RWY 18 would change to RWY 19 with no change to the takeoff obstacle notes. RWY 36 would change to RWY 1 due with no change to the takeoff obstacle notes.

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.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: William Douglas Brewer  Digitally signed by William Douglas Brewer
Date: 2021.03.01 10:02:25 -06'00' Date: _____

Title: William Brewer, Environmental Protection Specialist
ATO Central Service Center, Operations Support Group, AJV-C25

Approved By: CHRISTOPHER L SOUTHERLAND  Digitally signed by CHRISTOPHER L SOUTHERLAND
Date: 2021.03.01 16:36:56 -06'00' Date: _____

Title: Christopher L. Southerland, Group Manager
ATO Central Service Center, Operations Support Group, AJV-2



Federal Aviation Administration

Initial Development Notification for AIRNAV Pending Records

To: Scott Jerden, Manager Aeronautical Data Team, AJV-A31

From: Bev Bordy, Manager Instrument Flight Procedures Projects Team, AJV-A4

Subject: **ACTION:** Request for Pending Records **KIRS__KIRSCH MUNI, , MI US**

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed will be revised effective concurrent with the publication of the procedure(s) listed below. Estimated Chart Date: 12/29/2022

Current/Assigned MV W 4 1995 New MV W 6 2025

ECD	Airport ID	Procedure Name	AMDT #	Task Report Type Selections
12/29/2022	KIRS	NBD RWY 19 AMDT 6A		MAGVAR
12/29/2022	KIRS	RNAV (GPS) RWY 1 ORIG-B		MAGVAR
12/29/2022	KIRS	RNAV (GPS) RWY 19 AMDT 1C		MAGVAR
12/29/2022	KIRS	TAKEOFF MINIMUMS AND ODP AMDT 4A		MAGVAR

NAVAID ID / RWY	Type / Old No.	Use / New RWY/Note
RWY	36	01
RWY	18	19

RUNWAY 18/36 WILL BE RENUMBERED TO RWY 01/19. NDB NAVAID IS NOT BEING UPDATED PER FPT.

IF you have any questions please notify: Casimir.L.Tabaka@faa.gov

Processed Tuesday, July 12, 2022