

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/21/2020	APWS Task ID: 8D18E95EEC15457A9370E5493501133F	APWS Request ID: E4BB59ABC9A441B98657967B50A3C23A
Procedure: RNAV (GPS) RWY 10 AMDT 2		Enroute: NO	Specialist: Copeland, Guy		Agreement Number:
Airport ID: K39N	Airport Name: PRINCETON		Airport City: PRINCETON/ROCKY HILL		State: NJ
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: AMENDMENT</div> <div>CONTACT: DAVID TEFFETELLER 202-267-5177</div> <div>PENDING DATA 1/02/2020 USED FOR K39N AIRPORT AND RUNWAY</div> <div>QUALITY 24 CHECKED</div> <div>QUALITY 26 CHECKED</div>					

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 10 AMDT 2			AIRPORT NAME: PRINCETON		AIRPORT ID: K39N	SPECIAL CONTROL NO: YG-02-205-20
FAC ID: K39N10.02		CITY: PRINCETON/ROCKY HILL			ST: NJ	ORIG CHART DATE: 05/21/2020
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	NO
					CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>	
PROCEDURE RESULTS						
INSPECTION DATE: 03/18/2020	CREW #: VN137	N #: N79	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: bob s pressler @ 03/18/2020 16:59			PRINTED NAME: PRESSLER, ROBERT STEPHEN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: SAT. Rwy Survey Undetermined.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

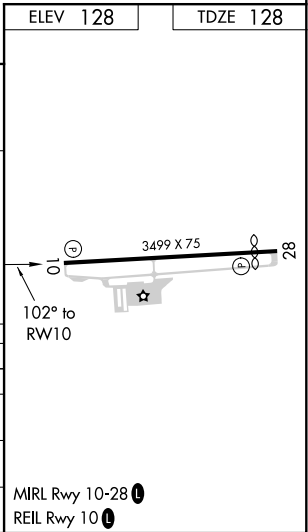
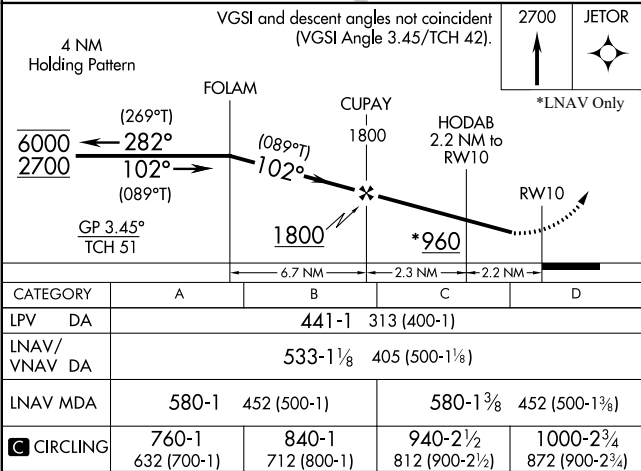
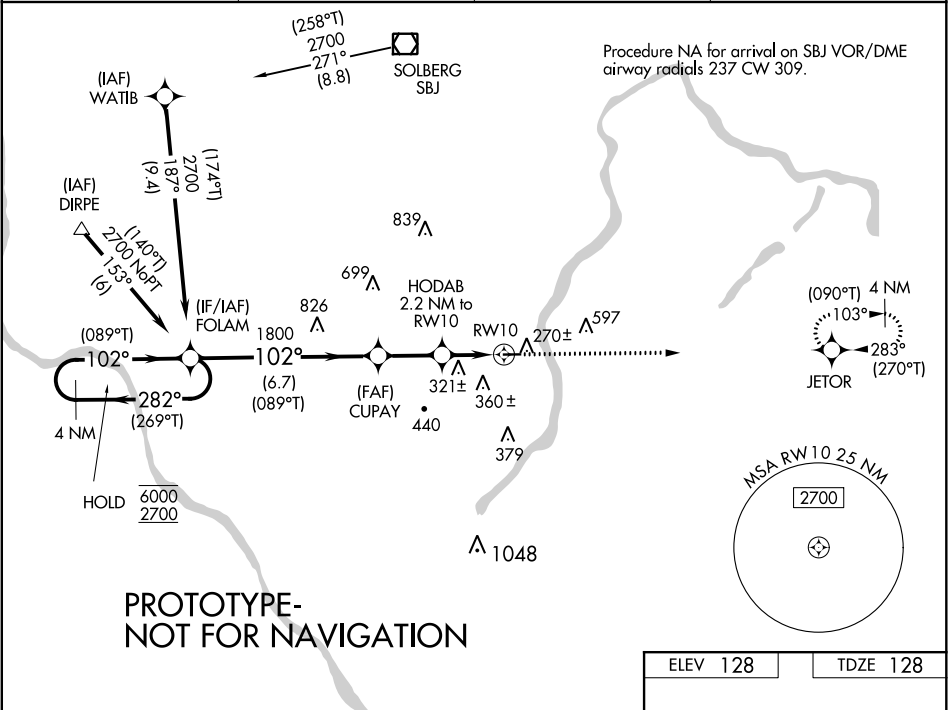
WAAS CH 86843 W10A	APP CRS 102°	Rwy Idg TDZE 128 Apt Elev 128	3499
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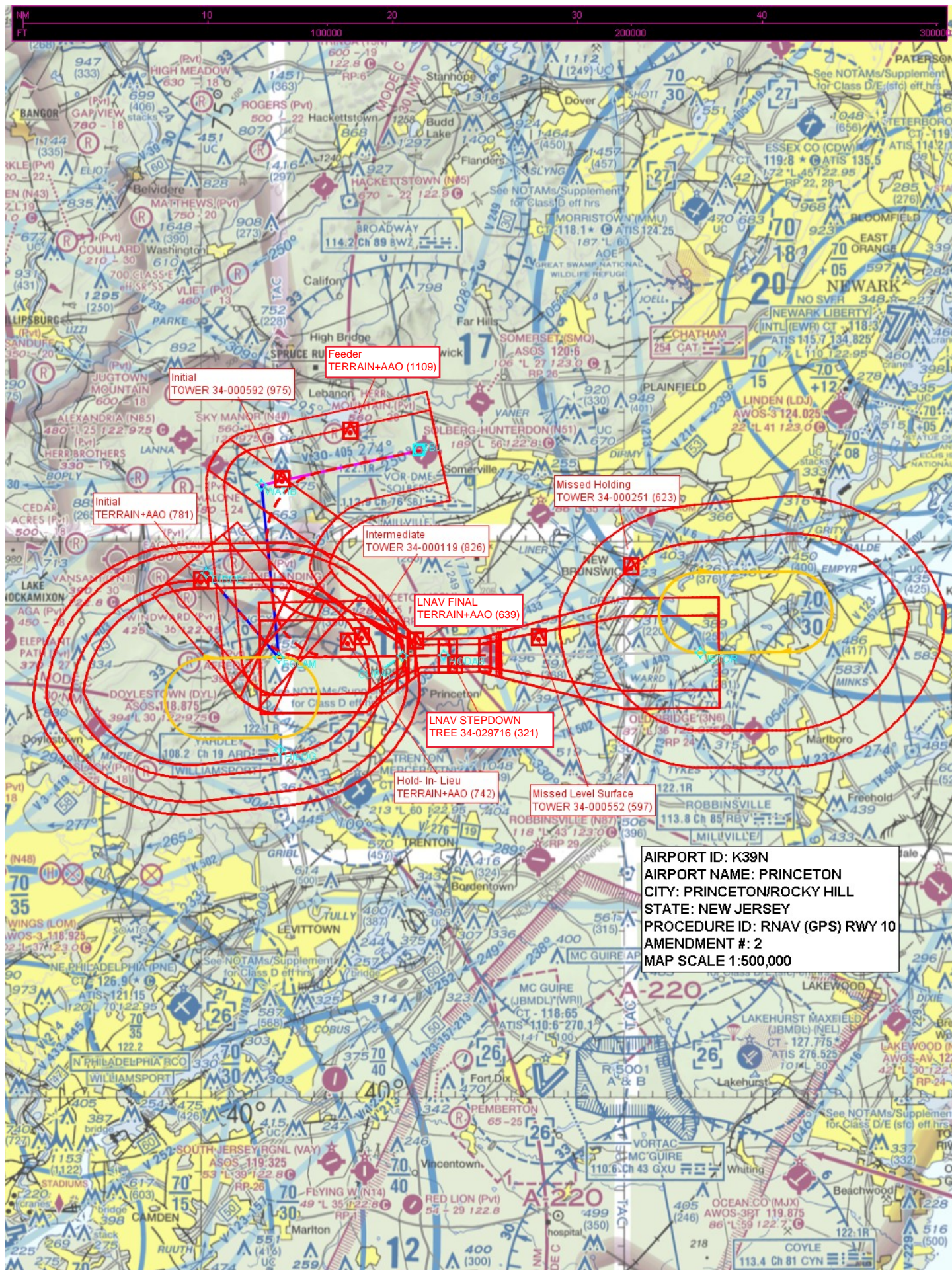
RNAV (GPS) RWY 10

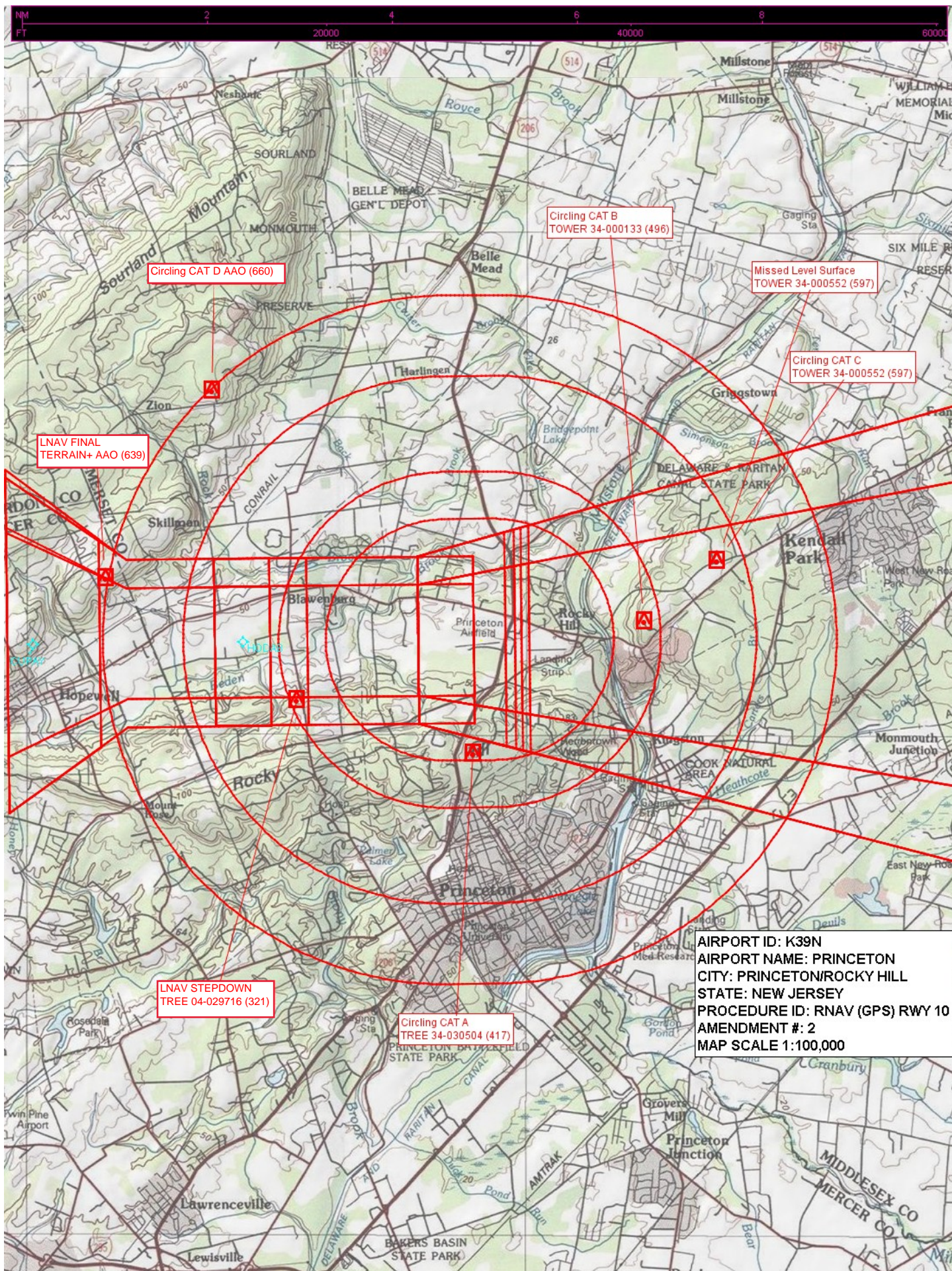
PRINCETON (39N)

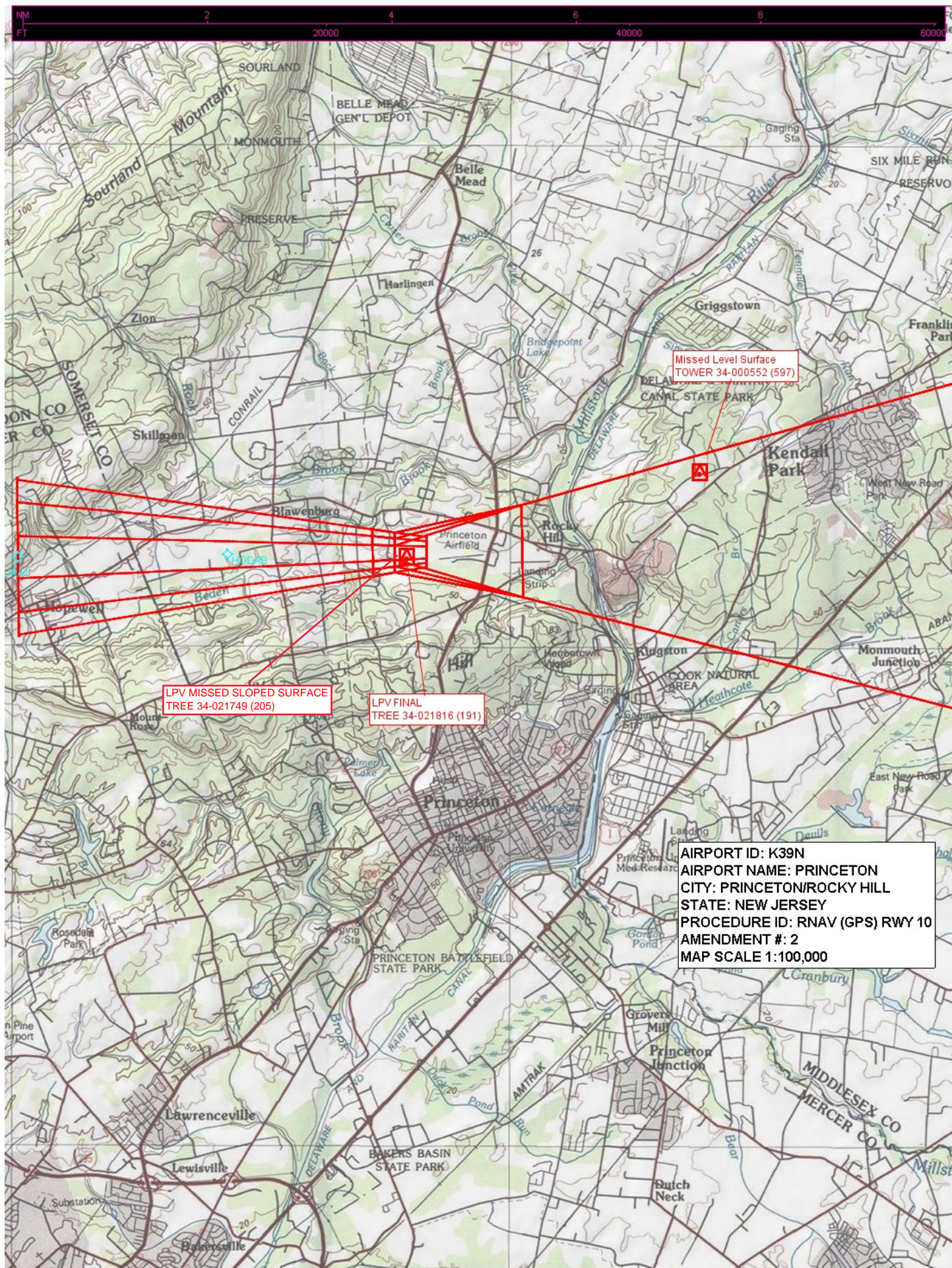
RNP APCH.	Rwy 10 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. NA Procedure NA at night. Use Trenton altimeter setting.	MISSED APPROACH: Climb to 2700 direct JETOR and hold.
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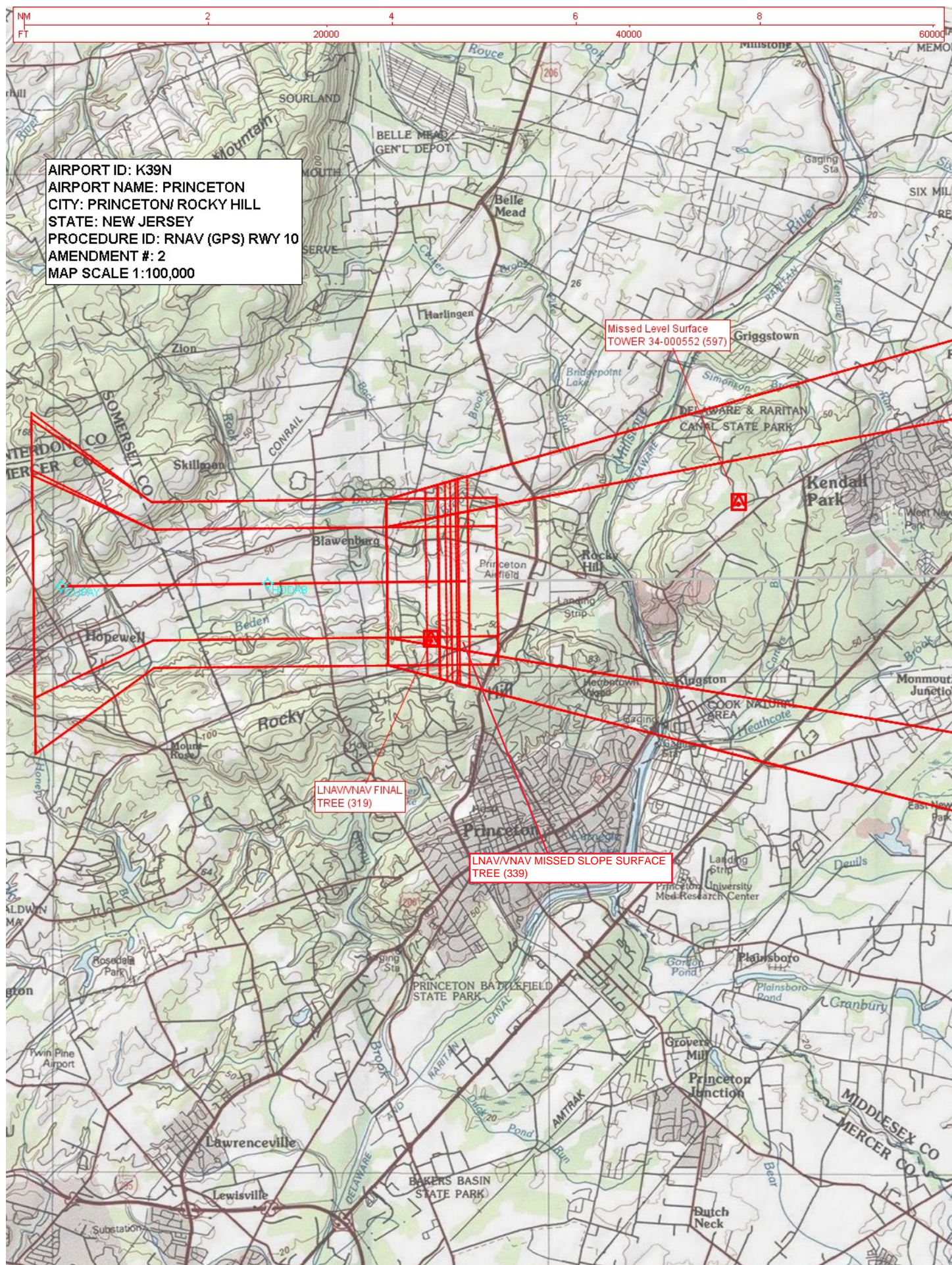
TTN ASOS 126.775	NEW YORK APP CON 132.8 379.9	UNICOM 122.725 (CTAF)	123.05
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Federal Aviation Administration Categorical Exclusion Declaration

Date: 08/07/19

IFP: Thompson, Kevin (Kevin.Thompson@faa.gov)

Airport Contact: -

Request ID: 39N_1985

Single or Multiple Procedure: Single

Procedure Name(s): RNAV(GPS)RWY 10

Procedure Request Description:

Airport removed trees requesting LPV mins.

remove feeder from YARDLEY ATC request due to non use

removed the 5NM IAF from TECUT to the IF FOLAM because of criteria,

change feed fix from SOLBERG adding new fix softening the turn angles to with-in criteria

- request targets file - and Goggle earth files -

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: Andrew Pironi Date: August 7, 2019

Title: Environmental Protection Specialist

Approved By: Debra L Hogan Date: 8/8/2019

Title: Manager, Environmental, CI & NAS Analytics