

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 06/15/2023	APWS Task ID: F194962BA49F4A2CA5F29F2D18AB4779	APWS Project ID: 19EE51BB578B436D93CE505C8E7DEB8B
Procedure: RNAV (GPS) RWY 19 AMDT 1A		Enroute: NO	Specialist: Carlson, Kelly		Agreement Number:
Airport ID: KPQI		Airport City: PRESQUE ISLE		State: ME	
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>ABBREVIATED AMENDMENT COMPLETED USING ACTIVE DATA</p> <p>THIS CANCELS FDC NOTAMS 1/4852 AND 1/8035</p> <p>1 (EA) LOA FOR DESCENT ANGLE LESS THAN VGSI</p> <p>AMENDED CIRCLING CAT C MINIMUMS FOR NEW CONTROLLING OBSTACLE: 1019 FT MSL TREE 464413.00N/0680532.00W AC-2C (1019+300 ROC=1319) MDA 1320/HAA 786</p> <p>CONTACT MARK ADAMS 405-954-9946</p>					

J ZEDER 10/11/2022



Digitally signed by
MARK D ADAMS
Nov 15, 2022



Federal Aviation Administration

Memorandum

Date: 09/13/2022

To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group

From: Julie Morgan, Manager, Team 1, AJV-A41

Subject: Approval Request: PRESQUE ISLE INTL (KPQI), RNAV (GPS) RWY 19

RNAV (GPS) RWY 19
PRESQUE ISLE INTL PRESQUE ISLE ME (KPQI)

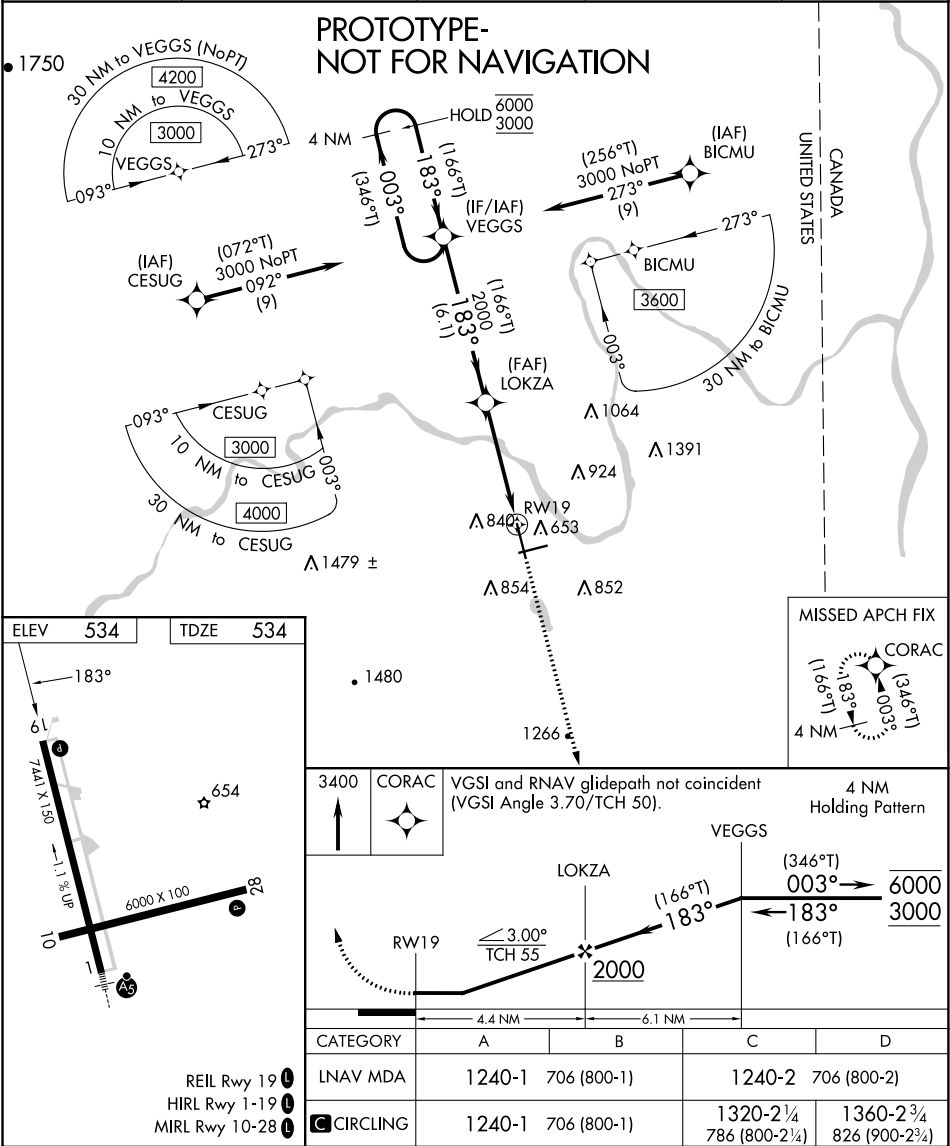
FAAO 8260.3E PARA 1-4-2, Nonstandard IFPs and PARA 2-6-2 b, Glidepath Angle (GPA) and Vertical Descent Angle (VDA). Approval is required to establish a VDA (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway: VGSI 3.70/TCH 50.0 Descent angle 3.00/TCH 55.0.

APP CRS	Rwy Idg	7441
183°	TDZE	534
	Apt Elev	534

RNAV (GPS) RWY 19

PRESQUE ISLE INTL (PQI)

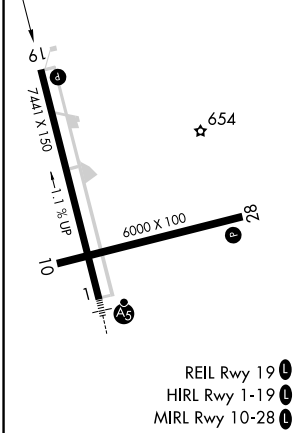
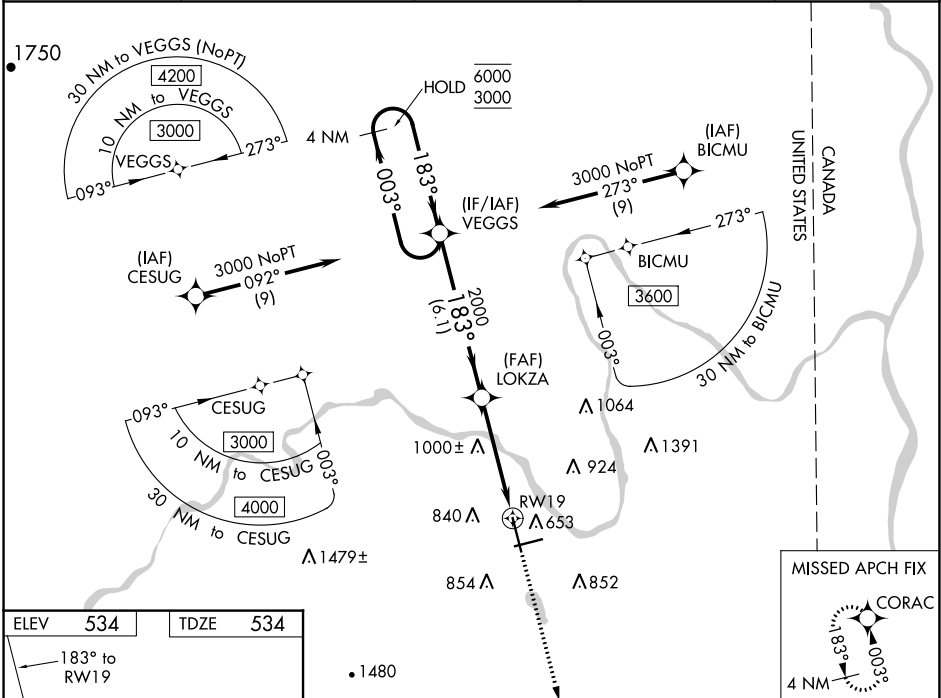
RNP APCH - GPS.		MISSED APPROACH: Climb to 3400 direct CORAC and hold.		
▼ ▲ Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night. Circling Rwy 10, 19 NA at night.				
AWOS-3PT 118.025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6



WAAS CH 99712 W19A	APP CRS 183°	Rwy Idg TDZE Apt Elev	7441 534 534
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RNAV (GPS) RWY 19
PRESQUE ISLE INTL (PQI)

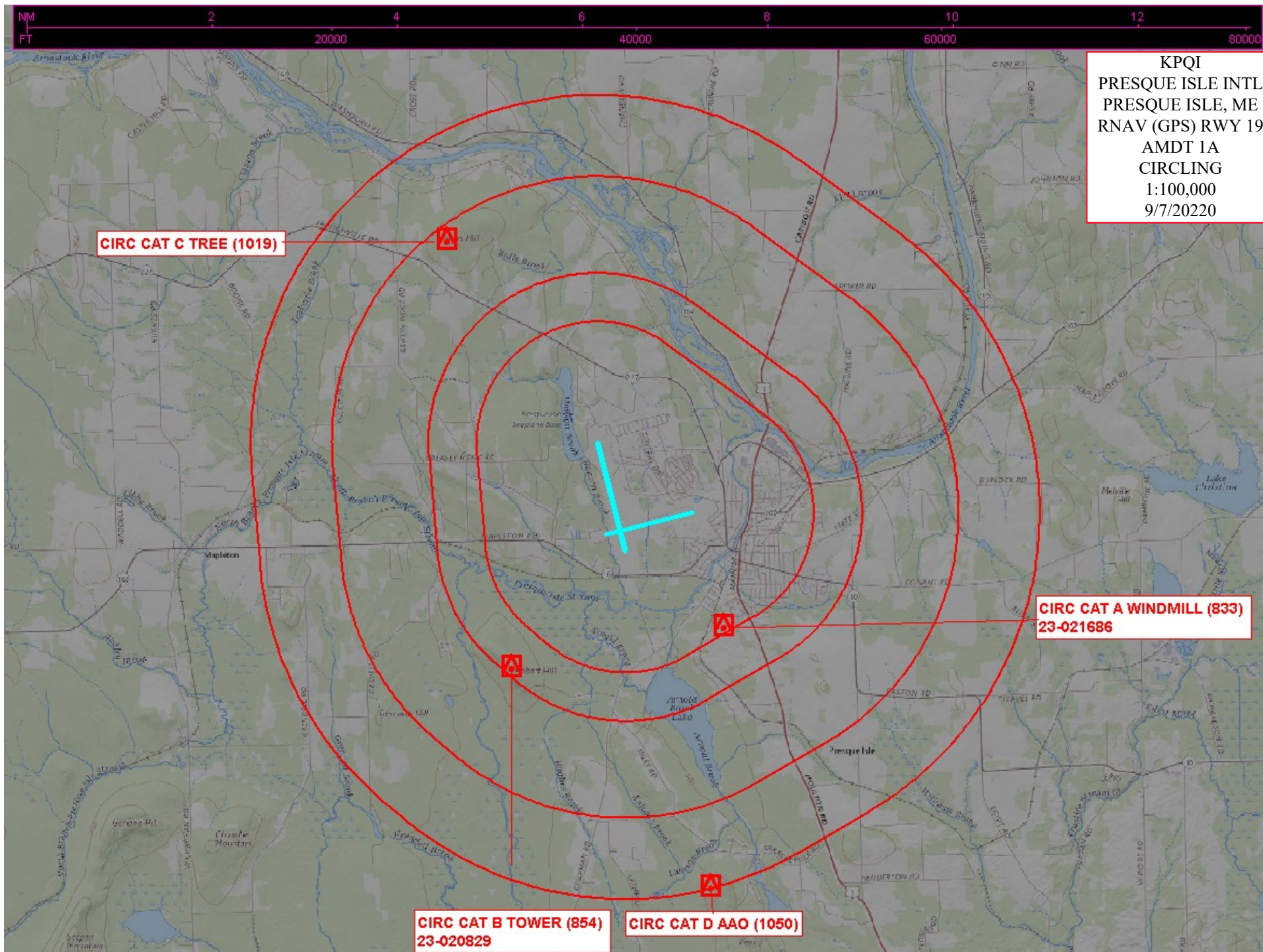
RNP APCH.		MISSED APPROACH: Climb to 3400 direct CORAC and hold.		
AWOS-3PT 118.025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6



3400	CORAC	VGSI and RNAV glidepath not coincident (VGSI Angle 3.70/TCH 50).		4 NM Holding Pattern
* LNAV only.	VEGGS	LOKZA	2000	GP 3.00° TCH 55
RWY 19		1.7 NM	2.7 NM	6.1 NM
CATEGORY	A	B	C	D
LPV DA	926-1½		392 (400-1½)	
LNAV/VNAV DA	1115-1¾		581 (600-1¾)	
LNAV MDA	1240-1 706 (800-1)		1240-2 706 (800-2)	
CIRCLING	1240-1 706 (800-1)		1300-2¼ 766 (800-2¼) 1360-2¾ 826 (900-2¾)	

NE-1, 27 JAN 2022 to 24 FEB 2022

NE-1, 27 JAN 2022 to 24 FEB 2022



Federal Aviation Administration Categorical Exclusion Declaration

Date: 01/26/23

IFP: Maxfield, Jacob (Jacob.Maxfield@faa.gov)

Airport Contact: -

Request ID: KPQI_23113

Single or Multiple Procedure: Multiple

Procedure Name(s): VOR RWY 19 RNAV (GPS) RWY 19

Historic Properties: None

Procedure Request Description:

The Presque Isle International Airport (PQI) located in Presque Isle, Maine requested amendments to two (2) procedures "VOR RWY 19" and "RNAV (GPS) RWY 19". Specifically, procedure VOR RWY 19 will have an increase in altitude of 100' for the missed approach; and, "RNAV (GPS) RWY 19" will have the Localizer Performance with Vertical guidance (LPV) and Lateral Navigation/Vertical Navigation (LNAV/VNAV) lines of minima will be removed from the procedure. Additionally, the following note will be added to both procedures "STRAIGHT-IN RWY 19 NA AT NIGHT. CIRCLING RWY 10, 19 NA AT NIGHT" and "VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI Angle 3.70/TCH 50)". Based on the information reviewed, the FAA does not anticipate significant or reportable noise impacts to from these changes.

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 are:

- 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)
- 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:

JEREMY ALAN
HOGARDDigitally signed by JEREMY ALAN
HOGARD
Date: 2023.01.26 11:39:05 -05'00'

Date: _____

Title:

Environmental Protection Specialist

Approved By:

LISA FAVORS

Digitally signed by LISA FAVORS
Date: 2023.01.26 15:31:13 -05'00'

Date: _____

Title:

Acting Manager, OSG ESC ECINA (AJV-E25)