

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 05/27/2014	<b>Task #:</b> 2014052728424301004	<b>Request #:</b> 20140527284243	
<b>Procedure:</b> RNAV (GPS) RWY 31 ORIG			<b>Airport ID:</b> PADU	<b>Airport:</b> UNALASKA		<b>Reimbursable #:</b> NO	
<b>City:</b> UNALASKA	<b>ST:</b> AK	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 07/21/2016		<b>FICO #:</b>		
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>		<b>Specialist:</b> COLTON CROWDER			
<b>Procedure Review</b>							
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>			
<b>Lead:</b>	12/23/2015			<div>QUALITY</div> <div>10</div> <div>CHECKED</div>			
<b>QA:</b>							LCB 05/04
<b>Liaison:</b>							
<b>Procedure Comments:</b>			<b>Remark Type:</b> INFORMATION				
ENROUTE-NON SPECIAL PROCEDURE ASSIGNED MAGVAR: PADU OLD 14E - NEW 9E 8260-1(S): 6 PENDING DATA USED FOR PADU AIRPORT. 06/14/16: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/10/16. 1. ADDED CHART NOTE: CIRCLING NA. 2. ADDED CHART NOTE: FINAL COURSE DOES NOT MEET RUNWAY ALIGNMENT STANDARDS. 3. ADDED CAUTION VERBIAGE IN MISSED APPROACH INSTRUCTIONS. 4. DELETED DUPLICATE PROCEDURE NA AT NIGHT NOTE. CONTACT: JOHNNIE BAKER/ALLAN WILL 405.954.5148/6103							

VN8200-6 (05/26/2005)

Data as of: 03/11/2016 12:36:48 PM

06/28/16: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/10/16.

1. DELETED MISSED APPROACH CAUTION NOTE: ANY GO-AROUND AFTER PASSING THE MAP WILL NOT PROVIDE STANDARD OBSTRUCTION CLEARANCE.

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS) RWY 31 ORIG			<b>AIRPORT NAME:</b> UNALASKA		<b>AIRPORT ID:</b> PADU	<b>SPECIAL CONTROL NO:</b> KG-05-097-16
<b>FAC ID:</b> PADU31		<b>CITY:</b> UNALASKA			<b>ST:</b> AK	<b>ORIG CHART DATE:</b> 07/21/2016
<b>DFL TYPE:</b> PROC/G	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b> edward w mesa					<b>DATE:</b> 06/10/2016	
<b>COMMENTS:</b>					<b>CHECK ONE:</b>	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						<b>YES</b>
					<b>CPV COMPLETE?</b>	
					<b>X</b>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 06/09/2016	<b>CREW #:</b> VN283	<b>N #:</b> N88	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> edward w mesa @ 06/15/2016 10:58			<b>PRINTED NAME:</b> MESA, EDWARD WILLIAM			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b>						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

APP CRS 196°	Rwy Idg	4500
	TDZE	19
	Apt Elev	22

RNAV (GPS) RWY 31  
UNALASKA (DUT) (PADU)

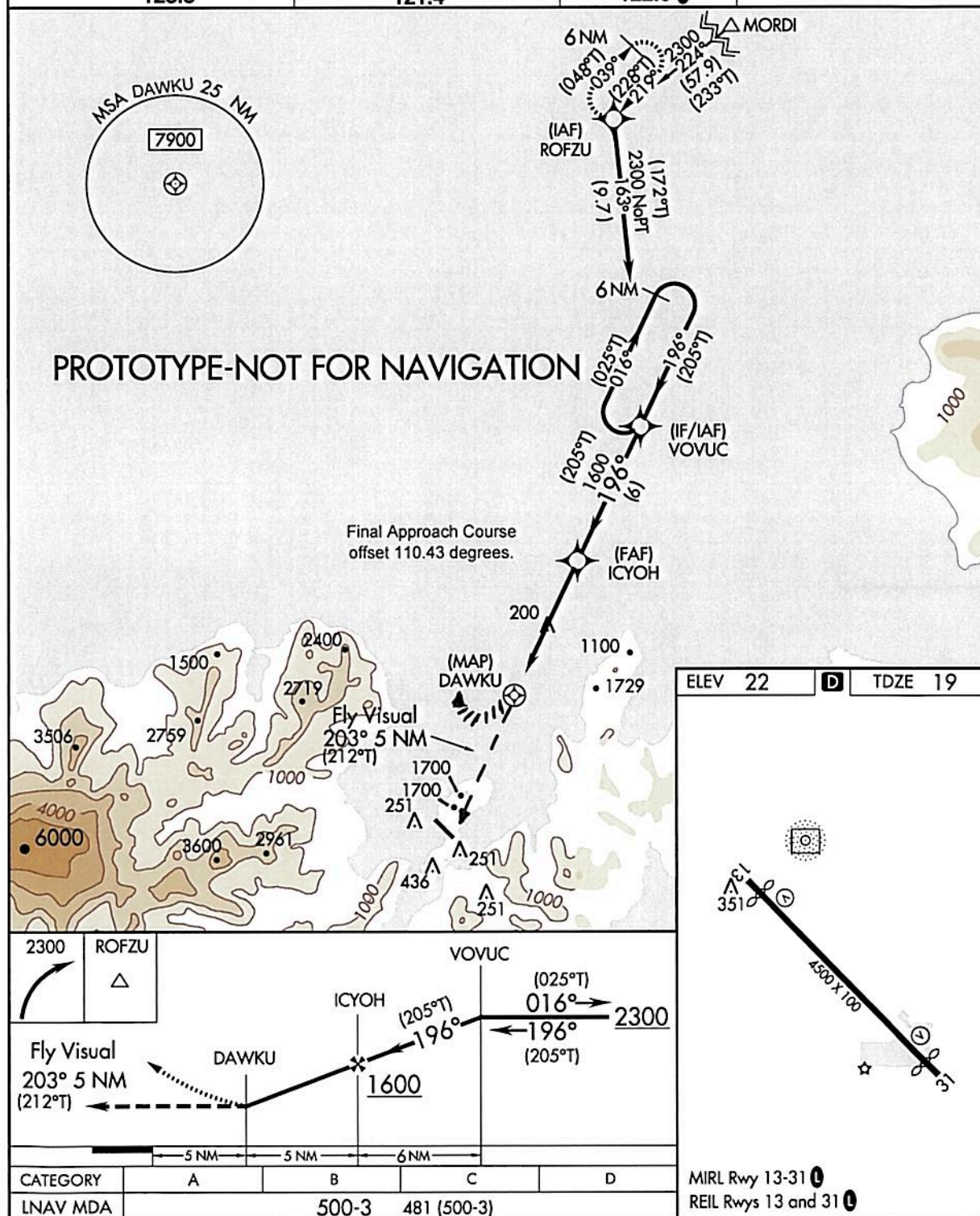
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA. Final course does not meet runway alignment standards. If Amaknak Island not sighted at MAP, execute missed approach. Use of this procedure requires specific authorization by FAA Flight Standards. Activate MIRL Rwy 31-CTAF. When local altimeter setting not received, use Akutan altimeter setting and increase all MDA 100 feet.

**MISSED APPROACH:** Climbing right turn to 2300 direct ROFZU and hold. Do not exceed ground track radius of 1.5 NM.

AWOS-3  
125.8

ANCHORAGE CENTER  
121.4

CTAF  
122.6 **0**★



UNALASKA, ALASKA

Orig FIG

53°54'N-166°33'W

UNALASKA (DUT) (PADU)  
RNAV (GPS) RWY 31

UNALASKA, ALASKA

AL-6367 (FAA)

(SPECIAL)

RNAV (GPS) RWY 30  
UNALASKA (DUT) (PADU)

APP CRS	Rwy Idg	4100
191°	TDZE	19
	Apt Elev	22

⚠ Circling not authorized. Procedure NA at night. Specification only - not for cockpit use. Missed approach obstacle clearance assured for Cats A-C only, from DAWKU WP to ROFZU WP. Final course does not meet runway alignment standards if Amaknak Island not sighted at MAP, execute missed approach.

MISSED APPROACH: Climbing right turn to 2300 direct ROFZU WP and hold.

AWOS-3

125.8

ANCHORAGE CENTER

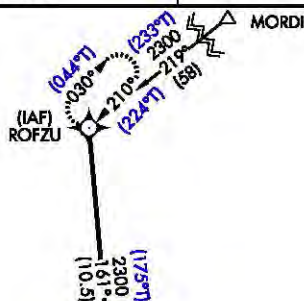
121.4

CTAF

122.6 0 \*

MSA DAWKU 25 NM

7000



PROTOTYPE-NOT FOR NAVIGATION

4251

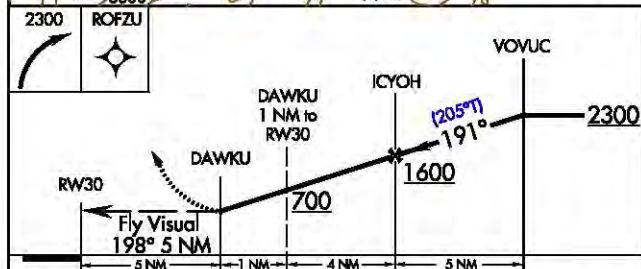
•3495



ELEV 22

TDZE 19

MORDI: 5452.91°/16503.30°  
 ROFZU: 5417.44°/16622.01°  
 VOVUC: 5407.03°/16620.49°  
 ICYOH: 5402.48°/16624.15°  
 DAWKU: 5357.93°/16627.79°



CATEGORY	A	B	C	D
S-30	500-3	478 (500-3)		

MIRL Rwy 12-30 0  
 REIL Rlys 12 and 30 0  
 RLLS Rwy 12

UNALASKA, ALASKA

Orig FIG

53° 54' N-166° 33' W

UNALASKA (DUT) (PADU)  
RNAV (GPS) RWY 30

**PADU**  
**UNALASKA**

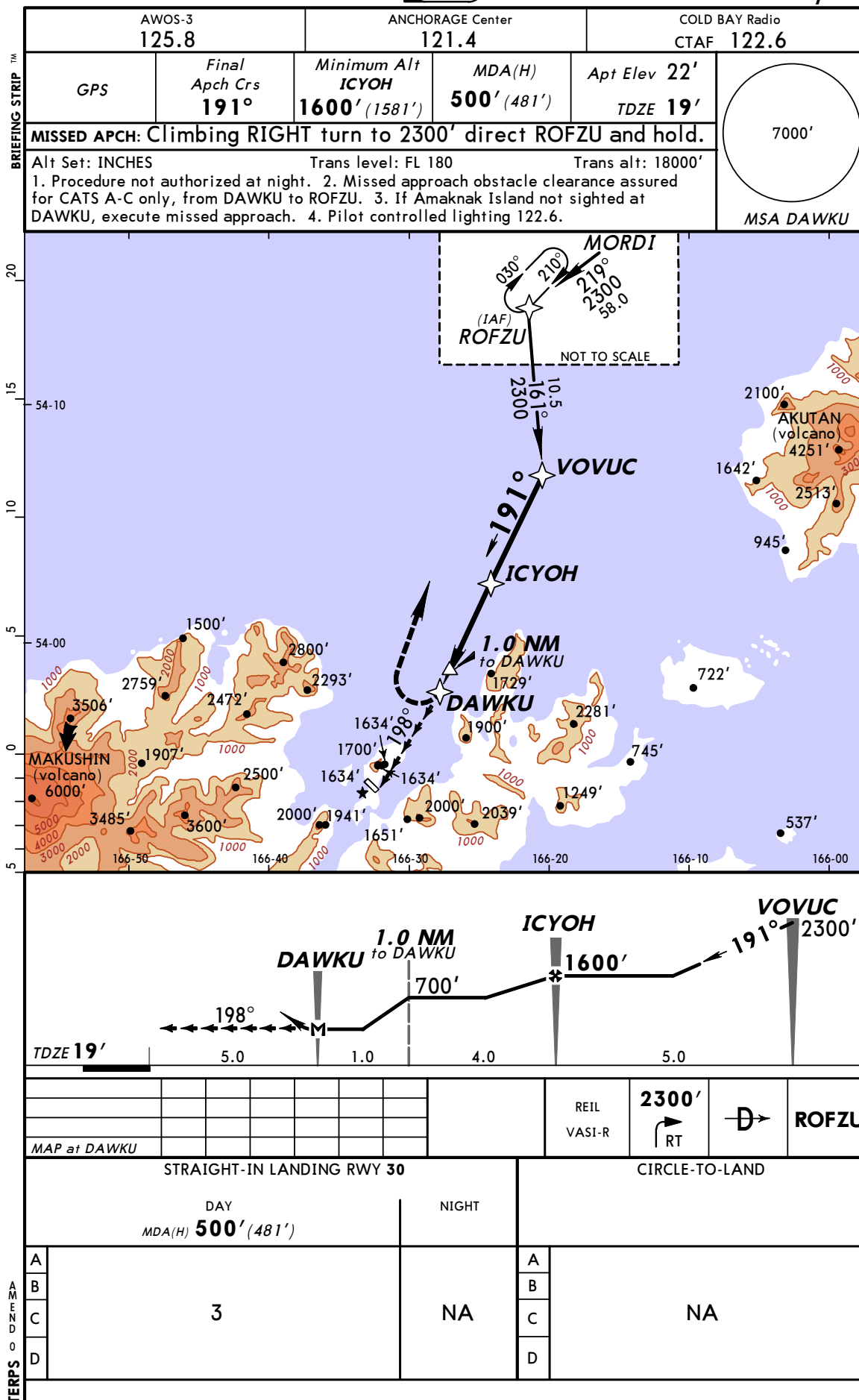
(Special)

**JEPPesen**

18 APR 08

18-8

**UNALASKA, ALASKA**  
**GPS Rwy 30**



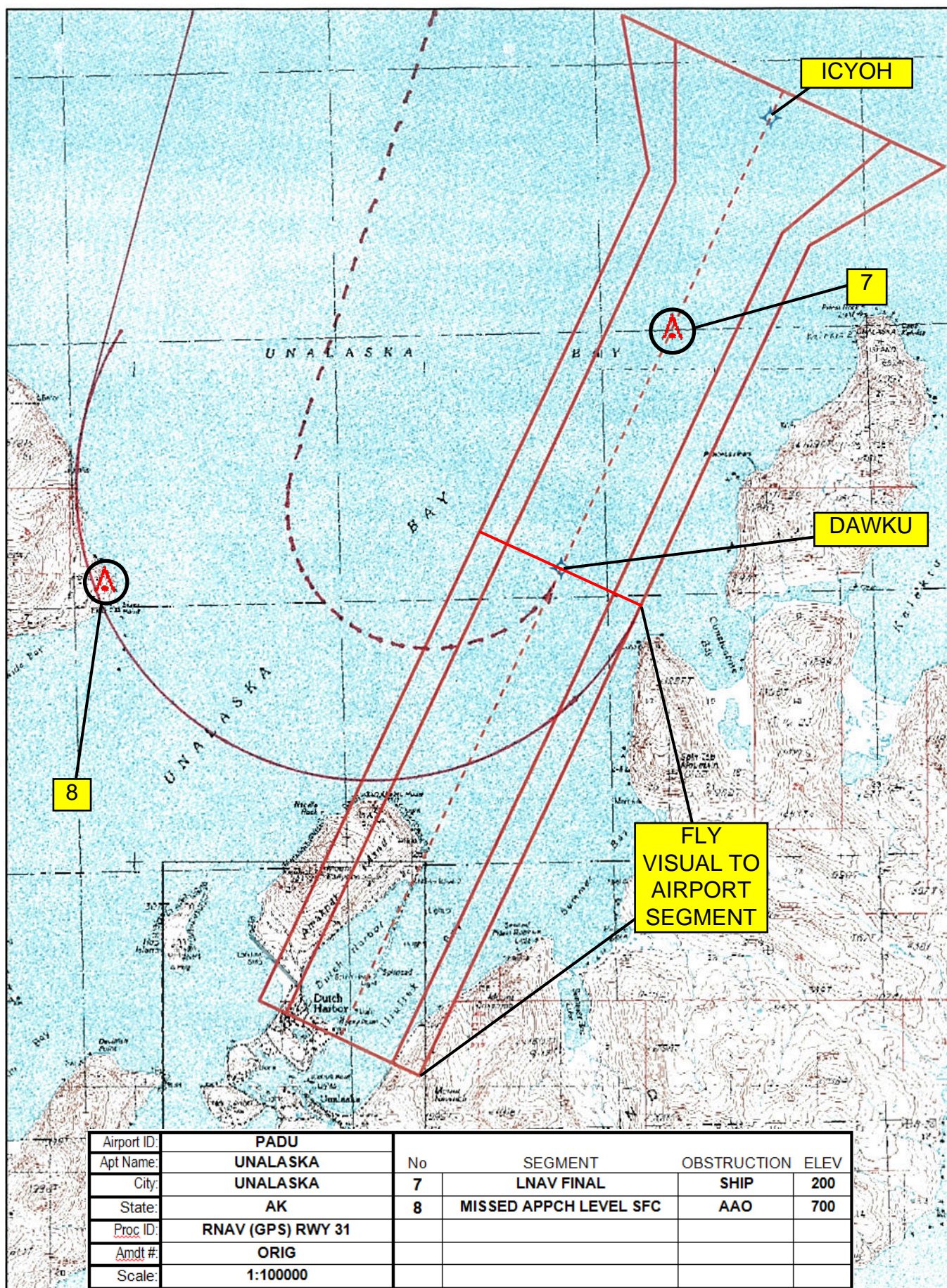
CHANGES: Chart reissued.

© JEPPESEN, 2002, 2008. ALL RIGHTS RESERVED.









Airport ID:	PADU	No	SEGMENT	OBSTRUCTION	ELEV
Apt Name:	UNALASKA	7	RNAV FINAL	SHIP	200
City:	UNALASKA	8	MISSED APPCH LEVEL SFC	AAO	700
State:	AK				
Proc ID:	RNAV (GPS) RWY 31				
Amdt #:	ORIG				
Scale:	1:100000				



**1. FLIGHT PROCEDURE IDENTIFICATION:**

Unalaska, Alaska

Unalaska

RNAV (GPS) Rwy 31 (Special)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

The procedure authorizes use by category A-D aircraft. The missed approach is a turning missed approach and the largest radius used is category C.

FAA Order 8260.58A Para 3-7-3. Turning Missed Approach Area. The dimensions and slope of the area are affected by the following factors: Turn-at-an-Altitude, Turn-at-a-Fix and Section 2 Obstacle Evaluations.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

1. Amaknak island high terrain causes missed approach OCS penetrations.
2. Nonstandard design criteria allow provision of reliable services since high minimums are avoided.
3. Category D turning missed approach radius encompasses high terrain which raises minimums. By limiting the missed approach turn radius to category C minimums can remain at a reasonable level.
4. An RNAV (GPS) approach more closely aligned to the standard flight path flown to the airport and having a minimum visibility of 3 miles greatly improves safety and services at Unalaska.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. Special qualification is required and will be documented prior to using this procedure. Each user will be required to show demonstrated ability in each make and model of aircraft used on this procedure.
2. The following notes will be published on the procedure: 1) Do not exceed a ground track radius of 1.5 NM. 2) Procedure not authorized at night. 3) Circling Not Authorized. 4) If Amaknak Island not sighted at MAP, execute missed approach.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Surrounding terrain restricts relocation of routes.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AAL-220, AAL-600, ZAN ARTCC

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-5400	Manager, Instrument Flight Procedures Group	Steven L Szukala <i>Digitally signed by</i> <b>JOHNNIE BAKER</b> Jun 28, 2016

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
------	----------------	-----------



**1. FLIGHT PROCEDURE IDENTIFICATION:**

Unalaska, Alaska  
Unalaska  
RNAV (GPS) RWY 31 (Special)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

The procedure does not meet criteria for authorization of straight-in landing minimum but is identified as a straight-in SIAP.

FAAO 8260.58A para 3-2-2. Optimum non-vertically guided procedure final segment alignment is with the runway centerline extended through the LTP.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

1. Naming as a straight-in approach procedure will prevent confusion. If procedure were named using the standard naming convention "RNAV (GPS)-A" pilots may erroneously be led to believe that circling is authorized.
2. Surrounding terrain does not allow for the final approach course to be aligned with the landing surface.
3. An RNAV (GPS) approach more closely aligned to the standard flight path flown to the airport and having a minimum visibility of 3 miles, greatly improves safety and services at Unalaska.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. Special qualification is required and will be documented prior to using this procedure. Each user will be required to show demonstrated ability in each make and model of aircraft used on this procedure.
2. Circling not authorized.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Surrounding terrain restricts relocation of routes.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AAL-220, AAL-600, ZAN ARTCC

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-5400	Manager, Instrument Flight Procedures Group	Steven L Szukala
			<i>Digitally signed by</i> <b>JOHNNIE BAKER</b> May 31, 2016

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
------	----------------	-----------

**1. FLIGHT PROCEDURE IDENTIFICATION:**

Unalaska, Alaska  
Unalaska  
RNAV (GPS) RWY 31 (Special)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Minimum visibility for the approach is 3 statute miles, although the distance to the threshold is 5 nautical miles.  
FAAO 8260.3B, Vol 1, para 3.3.2 b. Step 2. Determine visibility based on MAP/DA to LTP distance.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

1. Amaknak Island lies directly between the missed approach point and the landing surface. Moving the MAP closer to the landing surface in order to reduce visibility minimums would force the island's high terrain into the missed approach OCS affecting minimums and causing a MA climb gradient.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. Special qualification is required and will be documented prior to using this procedure. Each user will be required to show demonstrated ability in each make and model of aircraft used on this procedure.
2. The Minimum Descent Altitude is limited to 500 feet and a visibility to 3 statute miles permitting surrounding terrain to be seen and avoided. Approach procedure alignment allows for entry into the traffic pattern.
3. Pilots not executing a missed approach must proceed under visual conditions after reaching the missed approach point (MAP). Between the MAP and the airport, maneuvers are to be executed in visual conditions.
4. Prominent terrain will be identified in the users' approved/accepted training program.
5. An official contract weather observer (CWO) is available during daylight hours to augment the weather provided by the AWOS (Chart CWO Frequency 129.5). The CWO can provide the flight crew with a manual observation of the weather conditions within several miles of the airport.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Surrounding terrain restricts relocation of routes.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AAL-220, AAL-600, ZAN ARTCC

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-5400	Manager, Instrument Flight Procedures Group	Steven L Szukala <i>Digitally signed by</i> <b>JOHNNIE BAKER</b> May 31, 2016

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
------	----------------	-----------



**1. FLIGHT PROCEDURE IDENTIFICATION:**

Unalaska, Alaska  
Unalaska  
RNAV (GPS) RWY 31(Special)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

The procedure is not aligned with the runway centerline and circling approach area is not considered for obstacle clearance.

FAAO 8260.3B, Vol 1, para 260. Circling Approach Area. Where circling is authorized, evaluate the circling approach area for each CAT published on the procedure.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

1. Procedure is a fly visual from 5 NM north of the landing area, circling areas were not evaluated for obstacle clearance and circling minimums were not developed.
2. Nonstandard design criteria allows provision of reliable services, since high minimums are avoided.
3. The field elevation is near sea level but mountainous terrain surrounds the airport in almost every direction. By not considering circling areas, minimums remain at an efficient level.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. Circling not authorized.
2. Special qualification is required and will be documented prior to using this procedure. Each user will be required to show demonstrated ability in each make and model of aircraft used on this procedure.
3. The Minimum Descent Altitude is limited to 500 feet and a visibility to 3 statute miles permitting surrounding terrain to be seen and avoided. Approach procedure alignment allows for entry into the traffic pattern.
4. Pilots not executing a missed approach must proceed under visual conditions after reaching the missed approach point (MAP). Between the MAP and the airport, maneuvers are to be executed in visual conditions.
5. Prominent terrain will be identified in the users' approved/accepted training program.
6. An official contract weather observer (CWO) is available during daylight hours to augment the weather provided by the AWOS (Chart CWO Frequency 129.5). The CWO can provide the flight crews with a manual observation on the weather conditions within several miles of the airport.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Surrounding terrain restricts relocation of routes.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AAL-220, AAL-600, ZAN ARTCC

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-5400	Manager, Instrument Flight Procedures Group

**SIGNATURE**

Steven L Szukala

*Digitally signed by*

**JOHNNIE BAKER**

May 31, 2016

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
------	----------------	-----------

**1. FLIGHT PROCEDURE IDENTIFICATION:**

Unalaska, Alaska  
Unalaska  
RNAV (GPS) RWY 31 (Special)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

The final approach course is not aligned to a portion of the usable landing surface or the center of the landing area. FAAO 8260.58A, para 3-2-2b Circling Alignment. The optimum final approach course alignment is to the center of the landing area, but may be to any portion of the usable landing surface.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

1. Mountainous terrain in the flight path from the missed approach point directly to the center of the landing area, or any portion of the usable landing surface, prevents standard design criteria.
2. Nonstandard design criteria allows provision of reliable services, since overflying high terrain is avoided.
3. The field elevation is near sea level but mountainous terrain surrounds the airport in almost every direction. By aligning the final approach course differently than that described in standard criteria courses are routed entirely over water resulting in more efficient minimums and enhanced safety.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. Special qualification is required and will be documented prior to using this procedure. Each user will be required to show demonstrated ability in each make and model of aircraft used on this procedure.
2. The Minimum Descent Altitude is limited to 500 feet and a visibility to 3 statute miles permitting surrounding terrain to be seen and avoided. Approach procedure alignment allows for entry into the traffic pattern.
3. Pilots not executing a missed approach must proceed under visual conditions after reaching the missed approach point (MAP). Between the MAP and the airport, maneuvers are to be executed in visual conditions.
4. Prominent terrain will be identified in the users' approved/accepted training program.
5. An official contract weather observer (CWO) is available during daylight hours to augment the weather provided by the AWOS (Chart CWO Frequency 129.5). The CWO can provide the flight crew with a manual observation of the weather conditions within several miles of the airport.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Surrounding terrain restricts relocation of routes.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AAL-220, AAL-600, ZAN ARTCC

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-5400	Manager, Instrument Flight Procedures Group

**SIGNATURE**

Steven L Szukala  
*Digitally signed by*  
**JOHNNIE BAKER**  
May 31, 2016

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
------	----------------	-----------



# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **UNALASKA**

STATE: **AK**

AIRPORT NAME: **UNALASKA**

ID: **PADU**

PROCEDURE: **RNAV (GPS) RWY 31**

AMDT: **ORIG**

DOCKET#: **NOT REQUIRED**  
(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

- |   |                                 |                                |               |
|---|---------------------------------|--------------------------------|---------------|
| 1. Distance from  | <u>MAP</u>                      | to 1000' point                 | <u>5.04</u>   |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small>                           |                                 |                                |               |
| 2. Width of   | <u>FINAL</u>                    | segment at 1000' point         | <u>3.61</u>   |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small>                     |                                 |                                |               |
| 3. True Course of   | <u>FINAL</u>                    | segment containing 1000' point | <u>205.27</u> |
| 4. High Terrain in  | <u>FINAL</u>                    | segment containing 1000' point | <u>1000</u>   |
| 5. Distance from  | <u>MAP</u>                      | to 1500' point                 | <u>5.04</u>   |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> |                                 |                                |               |
| 6. Width of   | <u>FINAL</u>                    | segment at 1500' point         | <u>3.61</u>   |
| 7. True Course of   | <u>FINAL</u>                    | segment containing 1500' point | <u>205.27</u> |
| 8. High Terrain in  | <u>FINAL</u>                    | segment containing 1500' point | <u>1000</u>   |
| 9. Threshold Coordinates (if straight-in) ...   | <u>535342.44N / 1663219.28W</u> |                                |               |
| 10. ARP Coordinates .....   | <u>535356.18N / 1663242.07W</u> |                                |               |
| 11. Runway Approach End and distance furthest from ARP .....                              | RWY                             | <u>31</u>                      |               |
|   | Distance                        | <u>0.37</u>                    | NM            |
| 12. FAF Coordinates .....   | <u>540228.82N / 1662408.86W</u> |                                |               |

**REMARKS: Approach/Drawing attached.**

**FINAL APPROACH SEGMENT IS OVERWATER.**

**FLY VISUAL TO AIRPORT FROM MISSED APPROACH POINT 5 NM FROM AIRPORT.**

**RWY 31 THLD DISPLACED 300 FT. MAP: 535755.76N/1662747.42W**

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Unalaska Airport  
Magnetic Variation Change RWY 13/31  
NDB-A  
RNAV (GPS)-B  
Special NDB/DME-C  
Special RNAV (GPS) RWY 13  
Special RNAV (GPS) RWY 31**

**Description of Action:**

The FAA is proposing modification of the Magnetic Variation (MagVar) for Unalaska Airport (PADU), Runway (RWY) 13/31, Unalaska, Alaska. The proposal is an administrative update that will not change aircraft flight paths, fixes or altitudes. The request will amend the following instrument approach procedures (IAP) at PADU; Non-Directional Beacon-A (NDB), GPS-E, Special NDB/DME-C, Special RNAV (GPS) RWY 13, and the Special RNAV (GPS) RWY 31. The GPS-E procedure will be renamed RNAV (GPS)-B. Criteria require the airport MagVar to be updated from 14 E to 9 E, Epoch 2020 Magnetic Value. Correctly aligning the airport with the magnetic variance of the area allows for more accurate course information and safer operations throughout the region. The proposed procedures overlay the Alaska Maritime National Wildlife Refuge and the Aleutian World War II National Historic Area where aircraft have historically flown. Additionally, the FAA has expanded the size of the protected airspace for Circling Approaches. There is no change with circling minimums. There are no anticipated changes to the Takeoff Minimums and Obstacle Departure Procedure.

**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 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

**Basis for this Determination:**

The Aircraft Procedure Request Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

The proposed Special RNAV (RNP) arrival procedures meet the following categorical exclusion contained in FAA Order 1050.1F:

***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.***



**Recommended by:**

**Facility Manager Review/Concurrence**

Signature: Kirk D. Swanson Date: 12/23/2015  
Name: Kirk D. Swanson  
Air Traffic Manager,  
Anchorage Air Route Traffic Control Center

**Concurrence by:**

**Western Service Area Environmental Specialist**

Signature: Marina Landis Date: 30 DEC 2015  
Name: Marina Landis  
Environmental Specialist, Operations Support Group  
Western Service Area, AJV-W22

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature: For Monte Berry Date: 12/30/15  
Name: Kim Stover  
Director, Air Traffic Operations, North  
Western Service Area, AJTWN