



Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 05/27/2014	Task #: 2014052728424301006	Request #: 20140527284243
Procedure: NDB-C AMDT 3			Airport ID: PADU	Airport: UNALASKA		Reimbursable #: NO
City: UNALASKA	ST: AK	GPS #:	Estimated Chart Date: 07/21/2016		FICO #:	
Fac ID: NOCHANGE		Fac. Type:		Specialist: COLTON CROWDER		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	12/23/2015			<div style="text-align: right;">  </div>		
QA:						
Liaison:						
Procedure Comments:			ENROUTE-NON			
			Remark Type: INFORMATION			
<p>SPECIAL PROCEDURE</p> <p>8260-1(S): 6</p> <p>PENDING DATA USED FOR AIRPORT</p> <p>PENDING DATA USED FOR DUTCH HARBOR (DUT) NDB.</p> <p>ASSIGNED MAGVAR</p> <p>PADU: OLD 14E - NEW 9E</p> <p>CONTACT JOHNNIE BAKER/ALLAN WILL, 405.954.5148/6103</p> <div style="text-align: right;">  </div>						

Special Procedure Checklist		
Location:	ID/Region:	Type of Procedure/Name:
RAPT Priority:	Type Aircraft expected to use procedure:	RFSD-AWOPM:
Special Procedure Information Required		
Why is this a Special?		
Is there a similar Public Procedure?		
Is procedure use limited?		
Is the procedure developed using non-standard criteria?		
Is a waiver and/or Flight Standards approval letter required?		
Obstruction Evaluation (OE) Study Plan *		
NOTAM Plan *		
Periodic Review Plan *		
Flight Inspection/Validation Plan*		
Environmental Assessment*		
ATC and Airspace Coordination Completed*		
Airport/Heliport Management Coordination Complete*		
POI or FSDO Name and Contact Information*		
Proponent/User(s)*		

*Items required as specified in Order 8260.19E, paragraph 4-42.

Comments

RAPT Consensus Form

Airport: Unalaska Airport (PADU), Unalaska, AK

Project Request: Request NDB MagVar update for Unalaska Airport.


Project Request Approved: ☒

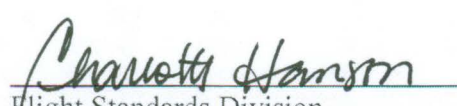
Disapproved: ☐ (see comments)

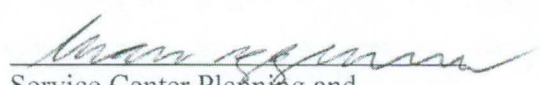
Status/Issues: This project was originally requested for the mass NDB MAGVAR update. There are numerous Special approaches and two other public procedures that all need to be updated. Cancel NDB/DME-D (Special), Cancel NDB/DME C (Special), Amend NDB-A, Amend Takeoff Obstacle DP.

Priority Assigned: 1


Project Tracking Number: 7/24/14


Service Center Flight Procedures Team


Flight Standards Division
NextGen Branch


Service Center Planning and
Requirements Group


Service Center Air Traffic Operations
Support


Airports Division

Date: 12/19/2013

1. FLIGHT PROCEDURE IDENTIFICATION:

Unalaska, Alaska
Unalaska
NDB-C (Special)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

The use of the Category C missed approach criteria even though Category D minimums are published.
Order 8260.3B Para 275 c(5) and Table 5. 180 Degree turn. Narrow final approach area at MAP.

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

1. Unalaska airport serves the fastest growing community in Alaska.
2. Unalaska is the top grossing fishing port in the U.S.
3. Unalaska is reachable only by air and occasional barge.
4. Application of standard TERPS criteria results in an approach which will not allow reliable air service to Unalaska.
5. This amendment will address all deficiencies noted in amendment one.
6. Unalaska is in the Aleutian Islands, which experiences some of the worst weather conditions in the world.
7. Need to move MAP in towards airport to reduce distance flown in visual conditions with 3SM visibility requirements.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. The approach is entirely over water.
2. Special aircrew training will be required and documented.
3. This approach will require demonstrated ability by each user in each make and model aircraft to be used on the approach.
4. This approach requires circling Category D minimums for certain aircraft; however, the missed approach procedure is defined by Category C criteria. All aircraft are required to fly the missed approach procedure at 140 knots indicated airspeed or less, and must meet a climb gradient of 300 feet per nautical mile. The procedure will be annotated with the following procedural note: "Missed Approach limited to maximum airspeed of 140 knots IAS and requires a climb gradient of 300 feet per NM (700 feet per minute vertical speed) to 2000 feet."

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Relocation or additional facilities will not affect the need for this waiver.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-5430 *Digitally signed by*
JOHNNIE BAKER
Mar 15, 2016

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-5400	Manager, Instrument Flight Procedures Group	Steven L Szukala <i>Digitally signed by</i> JOHNNIE BAKER Mar 15, 2016

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Unalaska, Alaska
Unalaska
NDB-C (Special)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Elimination from consideration all circling obstacles.
FAAO 8260.3B Vol 1 Para 260. Circling approach area not considered for obstacle clearance.

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

1. Unalaska airport serves the fastest growing community in Alaska
2. Unalaska is the top grossing fishing port in the U.S.
3. Unalaska is reachable only by air and occasional barge.
4. Application of standard TERPS criteria results in an approach which will not allow reliable air service to Unalaska.
5. This amendment will address all deficiencies noted in amendment one.
6. Unalaska is in the Aleutian Islands, which experiences some of the worst weather conditions in the world.
7. Circling obstacles now controlling Categories C and D to Runway 30, require unrealistic minimums for this airport. Since there are no restrictions on the current amendment 1, aircraft can circle to a right downwind for Runway 13 at Runway 13 minimums 620' and 1180'.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. The approach is entirely over water.
2. Special aircrew training will be required and documented.
3. This approach will require demonstrated ability by each user in each make and model aircraft to be used on the approach.
4. The 3SM required visibility will allow aircrews to see surrounding terrain while proceeding visually to the runway.
5. TERPS protection for the final and circling areas beyond the missed approach point (MAP) is not provided. Pilots must proceed under visual flight rules upon arriving in visual meteorological conditions (VMC) at the MAP. All maneuvers must be performed while under VMC. Determination of the acceptability of the visual maneuvers between the MAP and the airport are the responsibility of the proponents' Principal Operations Inspector.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Relocation or additional facilities will not affect the need for this waiver.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-5430
Digitally signed by
JOHNNIE BAKER

7. SUBMITTED BY: Mar 15, 2016

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-5400	Manager, Instrument Flight Procedures Group	Steven L Szukala
			<i>Digitally signed by</i> JOHNNIE BAKER Mar 15, 2016

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Unalaska, Alaska
Unalaska
NDB-C (Special)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Request consideration of obstacles up to the missed approach point only and waiver all obstacles between MAP and runway.

FAAO 8260.3B Vol 1 Paras 250 and 713b. The final approach segment considered for obstacle clearance begins at the final approach fix or point and ends at the runway or missed approach point, whichever is encountered last.

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

1. Unalaska airport serves the fastest growing community in Alaska.
2. Unalaska is the top grossing fishing port in the U.S.
3. Unalaska is reachable only by air and occasional barge.
4. Application of standard TERPS criteria results in an approach which will not allow reliable air service to Unalaska.
5. This amendment will address all deficiencies noted in amendment one.
6. Unalaska is in the Aleutian Islands, which experiences some of the worst weather conditions in the world.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. The approach is entirely over water.
2. Special aircrew training will be required and documented.
3. This approach will require demonstrated ability by each user in each make and model aircraft to be used on the approach.
4. The 3SM required visibility will allow aircrews to see surrounding terrain while proceeding visually to the runway.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Relocation or additional facilities will not affect the need for this waiver.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-5430 *Digitally signed by*
JOHNNIE BAKER
Mar 15, 2016

7. SUBMITTED BY:

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

SIGNATURE

Steven L Szukala

Digitally signed by
JOHNNIE BAKER

Mar 15, 2016

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Unalaska, Alaska
Unalaska
NDB-C (Special)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Minimum visibility for the approach is 3 statute miles, although the distance to the threshold is 4.0 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. Unalaska airport serves the fastest growing community in Alaska.
2. Unalaska is the top grossing fishing port in the U.S.
3. Unalaska is reachable only by air and occasional barge.
4. Application of standard TERPS criteria results in an approach which will not allow reliable air service to Unalaska.
5. This amendment will address all deficiencies noted in amendment one.
6. Unalaska is in the Aleutian Islands, which experiences some of the worst weather conditions in the world.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. The approach is entirely over water.
2. Special aircrew training will be required and documented.
3. This approach will require demonstrated ability by each user in each make and model aircraft to be used on the approach.
4. The 3SM required visibility will allow aircrews to see surrounding terrain while proceeding visually to the runway.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Relocation or additional facilities will not affect the need for this waiver.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-5430 *Digitally signed by*
JOHNNIE BAKER
Mar 15, 2016

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-5400	Manager Instrument Flight Procedures Group	Steven L Szukala

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

Digitally signed by
JOHNNIE BAKER
Mar 15, 2016

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Unalaska, Alaska
Unalaska
NDB-C (Special)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Establish a greater than standard climb gradient for Circling minimums.

FAAO 8260.19G para 8-6-7e.(3). Do not establish a greater than standard climb gradient for Circling minimums.

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

1. Unalaska airport serves the fastest growing community in Alaska.
2. Unalaska is the top grossing fishing port in the U.S.
3. Unalaska is reachable only by air and occasional barge.
4. Application of standard TERPS criteria results in an approach which will not allow reliable air service to Unalaska.
5. Unalaska is in the Aleutian Islands, which experiences some of the worst weather conditions in the world.
6. A Circling only procedure provides another critical means for air service to Unalaska.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. The approach is entirely over water.
2. Special aircrew training will be required and documented.
3. This approach will require demonstrated ability by each user in each make and model aircraft to be used on the approach.
4. This approach requires circling Category D minimums for certain aircraft; however, the missed approach procedure is defined by Category C criteria. All aircraft are required to fly the missed approach procedure at 140 knots indicated airspeed or less, and must meet a climb gradient of 300 feet per nautical mile. The procedure will be annotated with the following procedural note: "Missed Approach limited to maximum airspeed of 140 knots IAS and requires a climb gradient of 300 feet per NM (700 feet per minute vertical speed) to 2000 feet."

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Relocation or additional facilities will not affect the need for this waiver.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-5430 *Digitally signed by*
JOHNNIE BAKER
Apr 19, 2016

7. SUBMITTED BY:

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

SIGNATURE
Steven L Szukala
Digitally signed by
JOHNNIE BAKER
Apr 19, 2016

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Unalaska, Alaska
Unalaska
NDB-C (Special)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Non publication of a second line of minima to support the minimum standard climb gradient.
FAAO 8260.19G para 8-6-7e.(2). In addition to the lower minima that require the use of a climb gradient greater than the minimum standard, minimum will be published to support the minimum standard climb gradient.

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

1. Due to the surrounding terrain, publishing a second line of minima to support the standard CG would require an excessively high HAA/MDA.
2. The lower HAA/MDA meets the needs of the users.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. The approach is entirely over water.
2. Special aircrew training will be required and documented.
3. This approach will require demonstrated ability by each user in each make and model aircraft to be used on the approach.
4. This approach requires circling Category D minimums for certain aircraft; however, the missed approach procedure is defined by Category C criteria. All aircraft are required to fly the missed approach procedure at 140 knots indicated airspeed or less, and must meet a climb gradient of 300 feet per nautical mile. The procedure will be annotated with the following procedural note: "Missed Approach limited to maximum airspeed of 140 knots IAS and requires a climb gradient of 300 feet per NM (700 feet per minute vertical speed) to 2000 feet."

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Relocation or additional facilities will not affect the need for this waiver.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-5430 *Digitally signed by*

JOHNNIE BAKER

Apr 19, 2016

7. SUBMITTED BY:

DATE **OFFICE IDENTIFICATION** **TITLE**

AJV-5400

Manager, Instrument Flight Procedures Group

SIGNATURE

Steven L Szukala

Digitally signed by

JOHNNIE BAKER

Apr 19, 2016

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE **ROUTING SYMBOL** **SIGNATURE**

NDB/DME	DUT	APP CRS	Rwy Idg	N/A
283		171°	TDZE	N/A
Chan 86 (113.9)		Apt Elev	22	

NDB-C

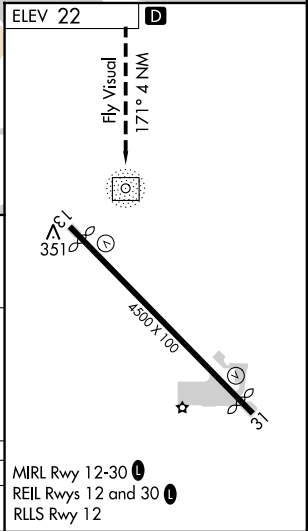
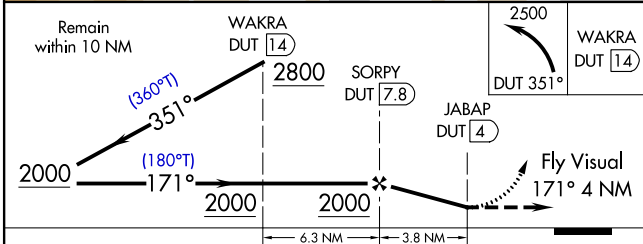
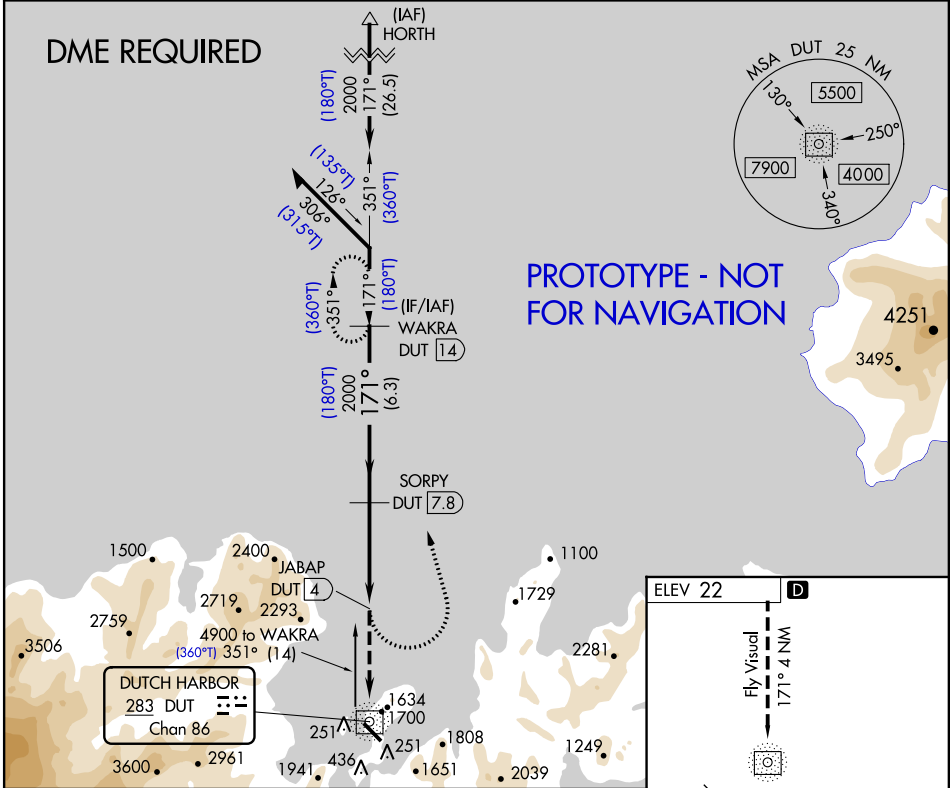
UNALASKA (DUT) (PADU)

When local alimeter setting not received, use Akutan altimeter setting and increase all MDA 100 feet. Procedure NA at night.

Any missed approach commenced after passing published missed approach point will not provide standard obstruction clearance. Aircraft must proceed under visual flight rules to the airport or conduct the specified missed approach. Activate MIRL Rwy 13/31 - CTAF. CAUTION: Runway and NDB located at base of 1634 foot mountain. The extended approach course passes 0.5 NM west of peak. Use of this procedure requires specific authorization by FAA Flight Standards.

MISSED APPROACH:
Immediate climbing left turn to 2500 on DUT NDB/DME brg-351 to WAKRA/DUT 14 DME and hold (do not exceed 140 KIAS until WAKRA/DUT 14 DME). Missed approach requires minimum climb of 300 feet per NM (700 feet per minute vertical speed) to 2000.

AWOS-3 125.8	ANCHORAGE CENTER 121.4	CTAF 122.6 0*
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CATEGORY	A	B	C	D
CIRCLING		620-3	598 (600-3)	

MIRL Rwy 12-30 0
REIL Rws 12 and 30 0
RLS Rwy 12

NDB/DME DUT 283 Chan 86 (113.9)	APP CRS 166°	Rwy Idg TDZE Apt Elev	N/A N/A 22
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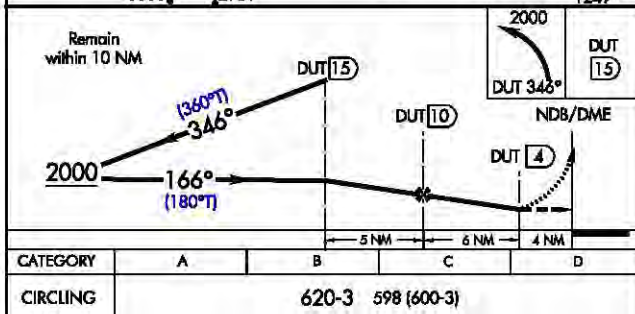
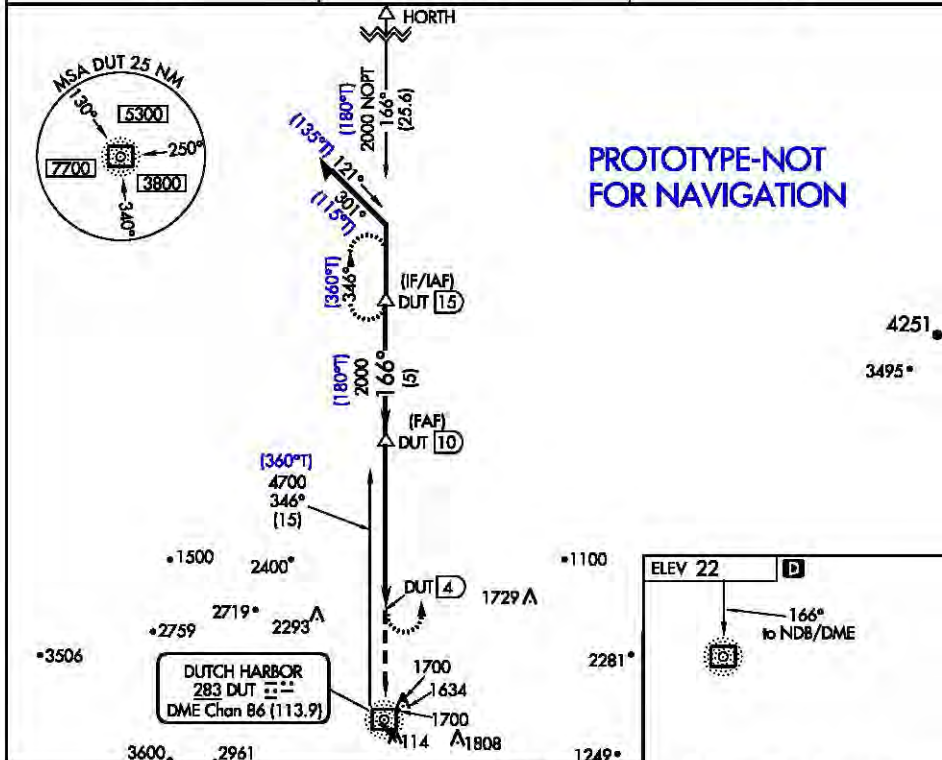
(SPECIAL)

NDB/DME OR GPS-C
UNALASKA (DUT) (PADU)

- T** Fly visual to airport. Any go around commenced after passing published missed approach point will not provide standard obstruction clearance. Procedure NA at night. When local altimeter setting not received, procedure not authorized. Aircraft must proceed under visual flight rules to the airport or conduct the specified missed approach. This procedure requires special aircrew qualification training. Activate LDIN Rwy 12, REIL, and VASI Rwy 30 - CTAF. CAUTION: Rwy and NDB located at base of 1634' mountain. The extended approach course passed 0.5 NM west of peak. When Unalaska weather not available, alternate minimums not authorized. 2000-3.

MISSED APPROACH: Immediate climbing left turn to 2000 via DUT NDB/DME 346/15 DME and hold. Do not exceed ground track radius of 1.5 NM. Missed approach limited to maximum airspeed of 140k and requires a climb gradient of 300 feet per NM to 2000 MSL.

AWOS-3 125.8	ANCHORAGE CENTER 121.4	CTAF 122.60*
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DUT: 5354.310'/16632.864'
HORTH: 5434.701'/16632.863'

MIRL Rwy 12-30 **L**
REIL Rwys 12 and 30 **L**
RLS Rwy 12

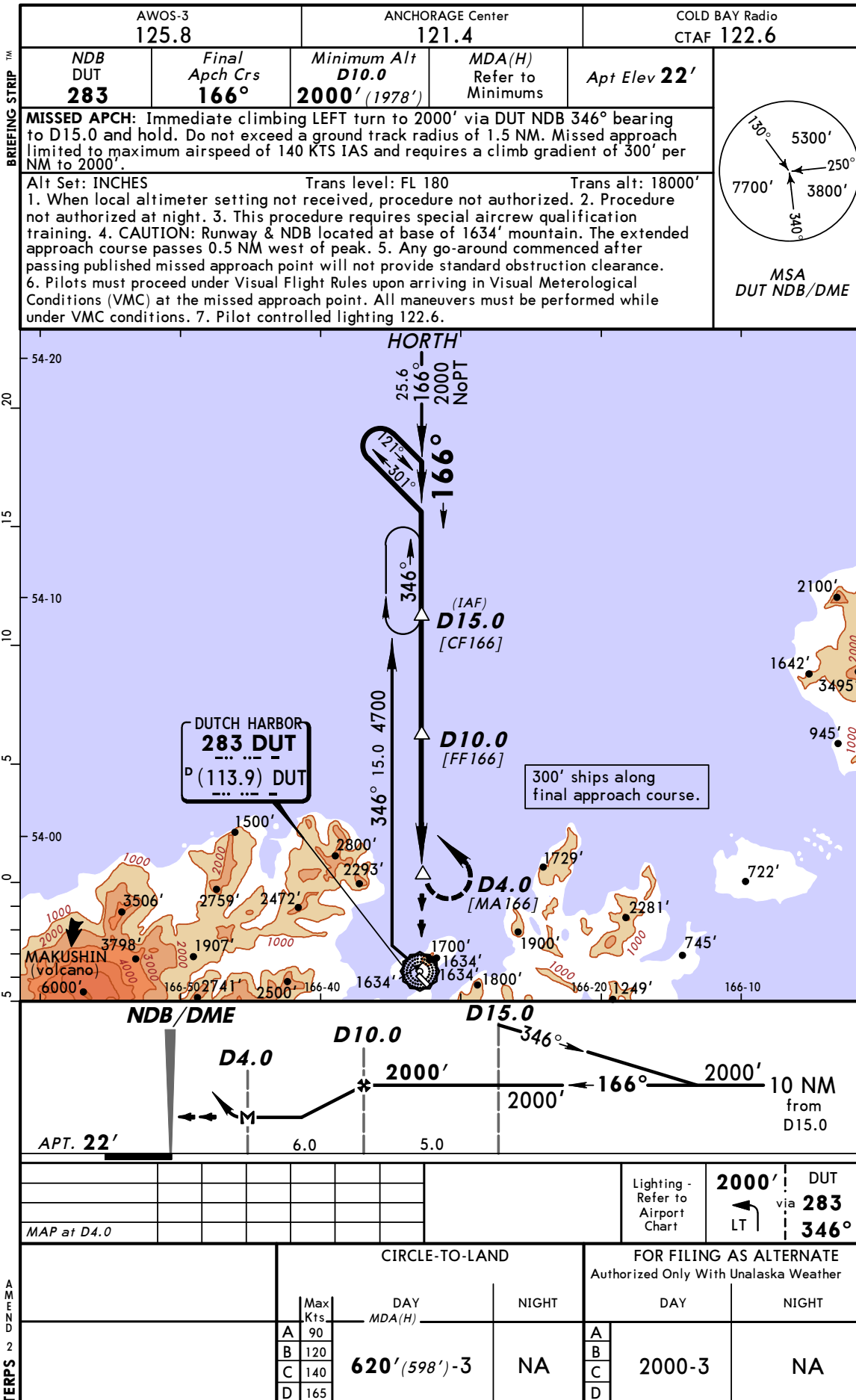
PADU UNALASKA

(Special)

JEPPESEN
13 JAN 06 16-7

OLD

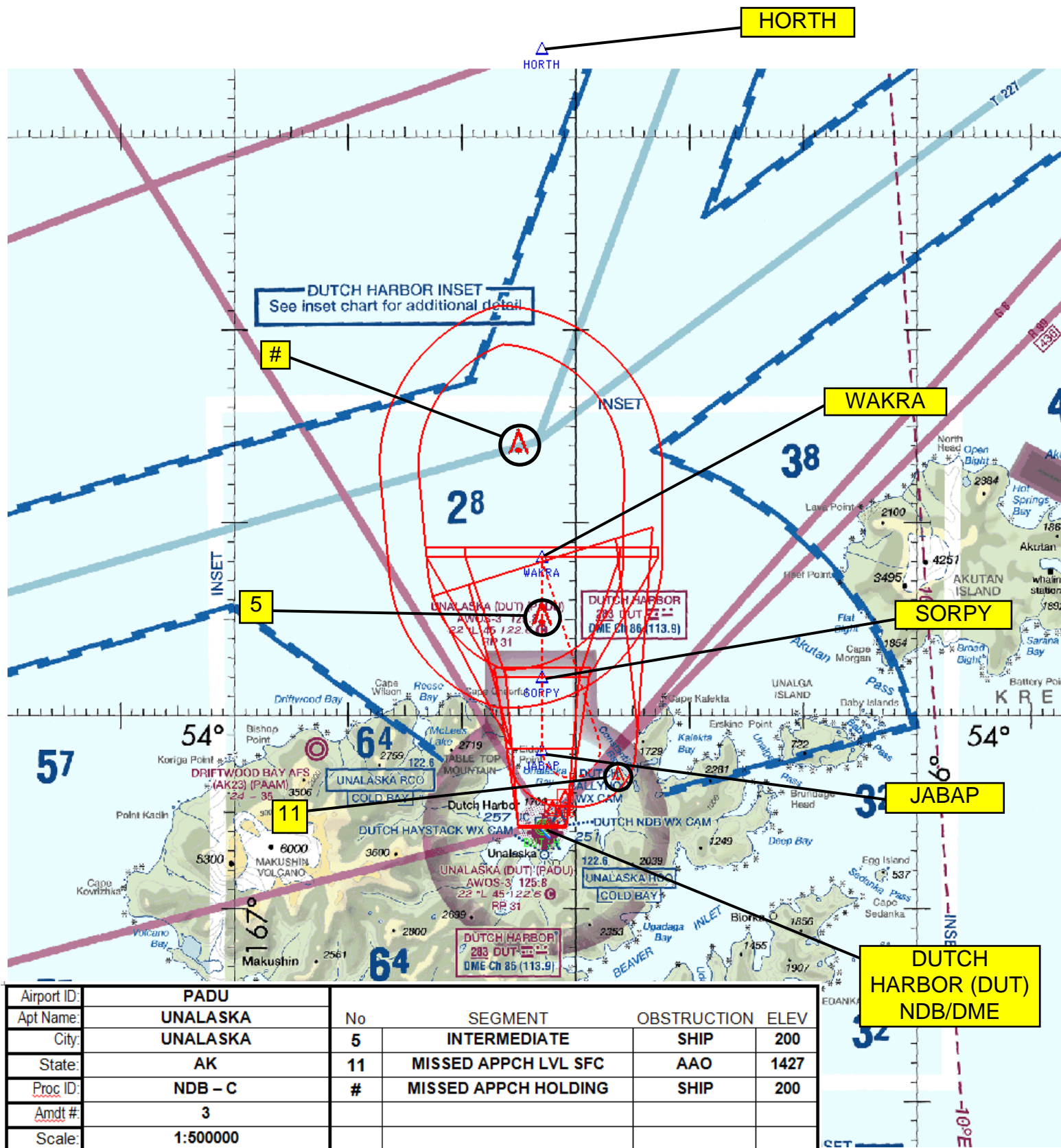
UNALASKA, ALASKA
NDB DME or GPS C



CHANGES: Contours added.

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INTERMEDIATE, MISSED APPROACH, AND MISSED APPROACH HOLDING.
(FINAL, INITIAL, AND FEEDER SEGMENTS DISPLAYED ON SEPARATE MAPS FOR CLARITY.)
MAP COVERAGE UNAVAILABLE IN SOME AREAS.



Airport ID:	PADU				
Apt Name:	UNALASKA	No	SEGMENT	OBSTRUCTION	ELEV
City:	UNALASKA	1	FEEDER	AAO	2851
State:	AK	3	INITIAL	SHIP	200
Proc ID:	NDB – C	8	PROCEDURE TURN ENTRY ZONE	AAO	2645
Amdt #:	3	9	PRECEDURE TURN MANEUVERING AREA	SHIP	200
Scale:	1:500000				

TERMINAL AIRSPACE DATA REQUIREMENTS

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

FLY VISUAL TO AIRPORT FROM MISSED APPROACH POINT 4 NM FROM AIRPORT.

**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