

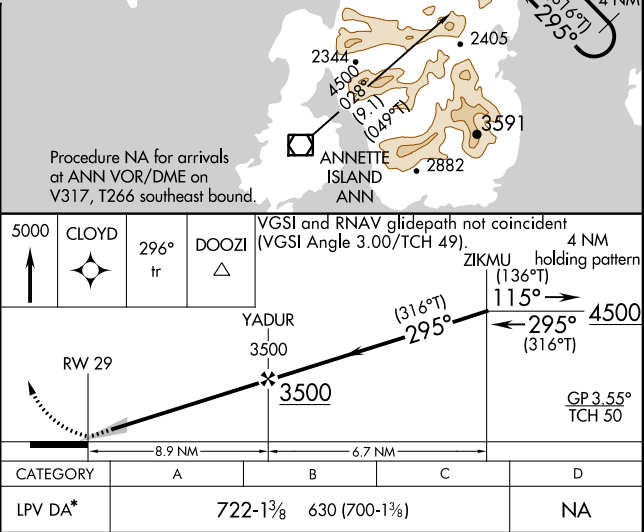
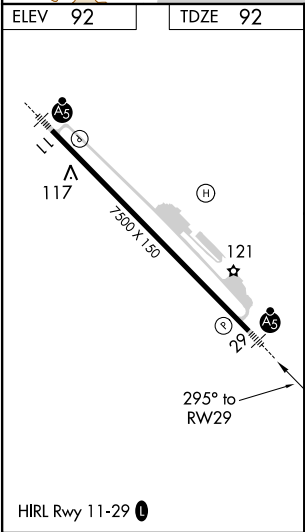
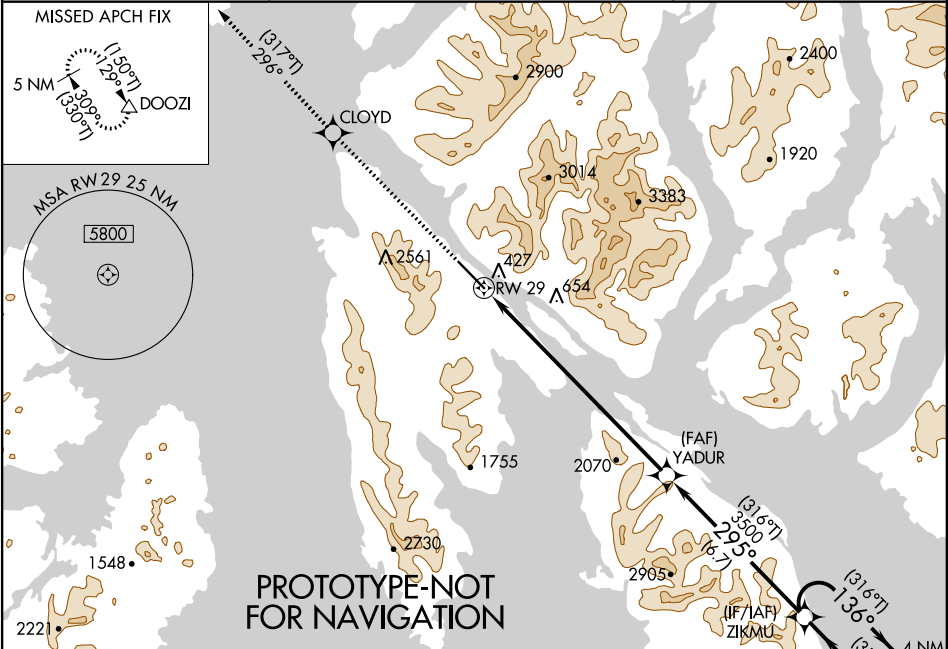
Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 10/29/2015	Task #: 2014053026907401008	Request #: 20140530269074
Procedure: RNAV (GPS) RWY 29 ORIG			Airport ID: PAKT	Airport: KETCHIKAN INTL		Reimbursable #: NO
City: KETCHIKAN	ST: AK	GPS #:	Estimated Chart Date: 09/13/2018		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: IVAN BLANCO	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	11/17/2017			QUALITY 10 CHECKED		
QA:						
Liaison:						
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION ORIG PROCEDURE. ACTIVE DATA USED FOR PAKT. CONTACT ADOLFO URRUTIA: 405.954.2079 TEAM 3 MANAGER: PAT MULQUEEN: 405.954.4073 <div style="text-align: right;">ARI SAVED 4/27/18</div>						

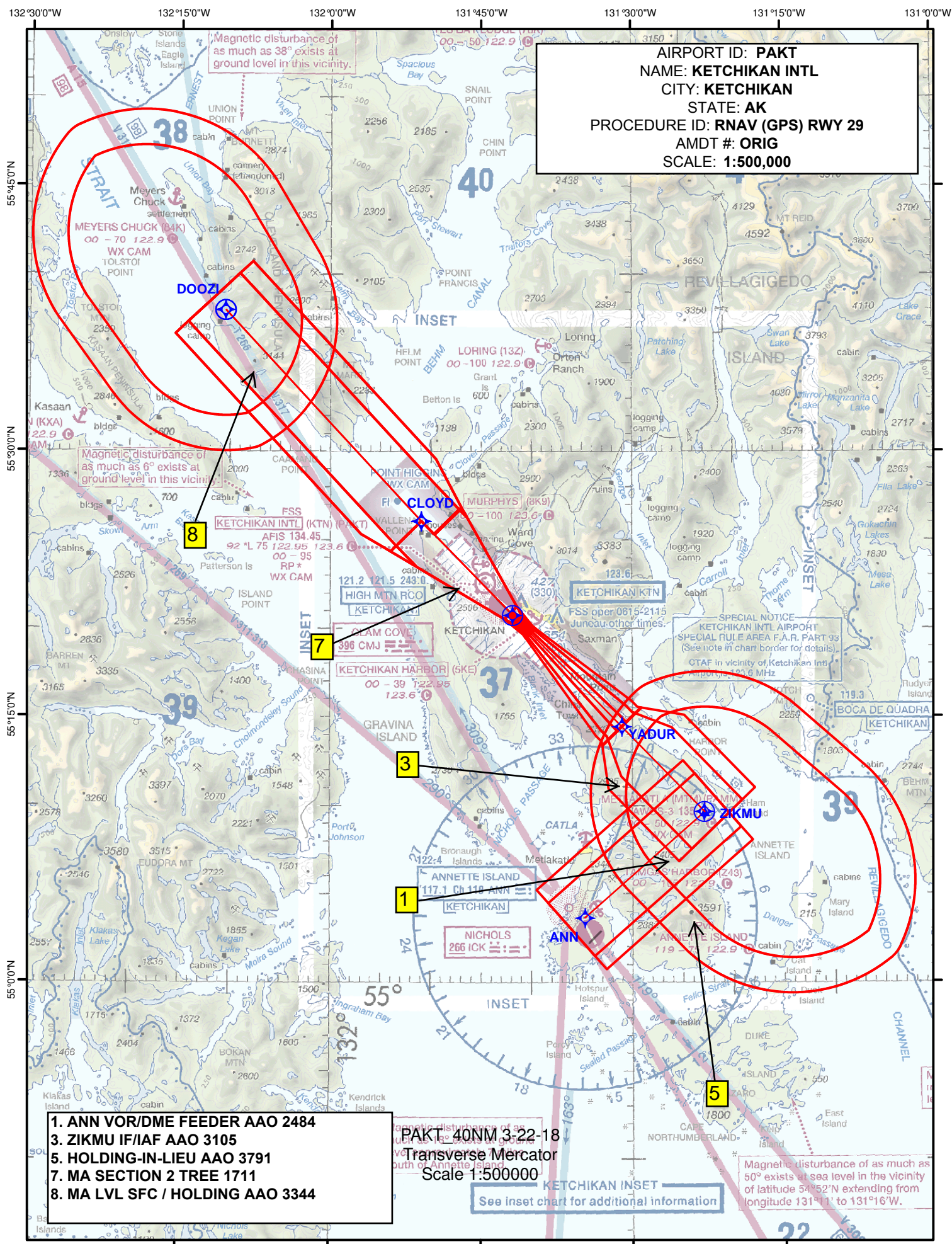
WAAS CH 40142 W29A	APP CRS 295°	Rwy Idg TDZE Apt Elev 92	7500 92
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RNAV (GPS) RWY 29
KETCHIKAN INTL (KTN)(PAKT)

RNP APCH: NA For inop ALS, increase all Cats visibility to 1¼ SM. -11°C	MALSR A5	MISSED APPROACH: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold. *Missed approach requires minimum climb of 425 feet per NM to 2160; If unable to meet climb gradient, see RNAV (GPS)-B.
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AFIS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
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131°45'0"W

131°30'0"W

AIRPORT ID: **PAKT**
NAME: **KETCHIKAN INTL**
CITY: **KETCHIKAN**
STATE: **AK**
PROCEDURE ID: **RNAV (GPS) RWY 29**
AMDT #: **ORIG**
SCALE: **1:100,000**
LPV FINAL: **ASC**

55°15'0"N

PAKT_40NM 3-22-18
Transverse Mercator
Scale 1:100000

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

Ketchikan International Airport

**RNAV (GPS) RUNWAY 29, ORIG.
RNAV (GPS)-B
KETCHIKAN SIX DEPARTURE (OBSTACLE)
SKOWL TWO DEPARTURE (OBSTACLE)**

Description of Action:

Island Air Express, which operates primarily from Craig, Klawock, and the Ketchikan area in Alaska, has requested that the FAA amend three public procedures and implement one original public procedure for the Ketchikan International Airport (PAKT) in Ketchikan, Alaska.

- (1) Takeoff minimums will be replaced with standard departure minimums with required climb gradients for both (OBSTACLE) DEPARTURE procedures, KETCHIKAN FIVE and SKOWL ONE. Both procedure names will be unnumbered.

Standard takeoff minimums with the appropriate climb gradients will benefit the smaller operators particularly during the summer tourist season. Ground tracks do not change.

- (2) Area Navigation (RNAV) (Global Positioning System [GPS])-B:
 - a. Remove WAGOV between the intermediate fix (IF) LATRY and the final approach fix (FAF) ROZMO.
 - b. Decrease the leg altitude between LATRY and ROZMO from 4,000 feet mean sea level (MSL) to 3,600 feet MSL. The procedure profile does not change.
 - c. Circling Areas:
 - i. Add new circling areas.
 - ii. Increase Category (CAT) D circling area from a radius of 2.3 nautical miles (NM) to 3.9 NM.

Circling areas will be updated to meet current design criteria as mandated by regulation. Ground tracks do not change.

- (3) RNAV (GPS) RWY 29, ORIGINAL (ORIG.):
 - a. Follows the LATRY to ROZMO segment of the existing RNAV (GPS)-B procedure. The LPV final segment closely aligns with the WAGOV to ROZMO segment of the existing RNAV (GPS)-B procedure.
 - b. Feeder from the ANNETTE ISLAND (ANN) VOR/DME – parallels the GIRTS to LATRY - ~ 4 NM to the southeast.

The proposed RNAV (GPS) RWY 29 (ORIG.) approach procedures provides lower minimums than the existing RNAV (GPS)-B procedure allowing aircraft to approach and land in poor weather.

The proposed RNAV (GPS) RWY 29 approach procedure will direct aircraft to overfly Annette Island. The lowest altitude that aircraft will overfly Annette Island is approximately 3,345 feet above ground level (AGL) at the Final Approach Fix.

The noise screening Aviation Environmental Screening Tool (AEST), which supersedes the NST, was used to complete the analysis of potential effects due to the change in the aircraft noise exposure level. AEST incorporates the noise pre-screening tools in the FAA Guidance for Screening of Air Traffic Actions. The Traffic Test (TRAF Test) was used to determine if the number of operations on a particular route or procedure is high enough to generate noise levels that exceed noise screening thresholds. The TRAF test considers aircraft types, percentage of operations, and the altitudes flown. Using these factors, the TRAF test determines the maximum number of operations allowable before further noise screening is required. The results of the noise pre-screening TRAF Test computations indicated the traffic volumes are not high enough to warrant further noise screening.

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 Environmental Pre-Screening Filter Form 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 procedure meets the following categorical exclusion contained in FAA Order 1050.1F:

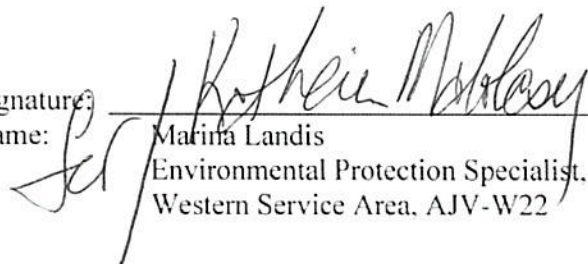
5-6.5.i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.

Facility Manager Review/Concurrence

Signature:  Date: 11/13/17
Name: Paul McEwen
Air Traffic Manager
Anchorage Air Route Traffic Control Center, WNA-ZAN

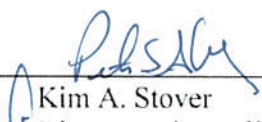
Concurrence by:

Western Service Area Environmental Specialist

Signature:  Date: 11/15/17
Name: Marifa Landis
Environmental Protection Specialist, Operations Support Group
Western Service Area, AJV-W22

Approval by:

Western Service Area Director or Designee Approval

Signature:  Date: 11/14/17
Name: Kim A. Stover
Director, Air Traffic Operations, North/Acting South
Western Service Area, AJTWN

RAPT Consensus Form

Airport: Ketchikan International (PAKT), Ketchikan, AK

Project Request: Request new LPV approach to RWY 29.

Project Request Approved: ☒
Disapproved: ☐ (see comments)

Status/Issues: Island Air Express requesting new LPV approach to RWY 29. The current approach to RWY 29 has very high minimums and would like to have an approach with realistic minimums that is more useful. Based on the feasibility study, both final and intermediate would require offset. To attain realistic minimums, the missed approach would require mandatory a climb gradient. This project may include an additional approach (Y or Z) designed with no climb gradient requirement.

Priority Assigned: 2

Project Tracking Number:


Service Center Flight Procedures Team
Support


Service Center Air Traffic Operations


Flight Standards Division
NextGen Branch


Airports Division

Service Center Planning and
Requirements Group

Date: 1/8/2015