


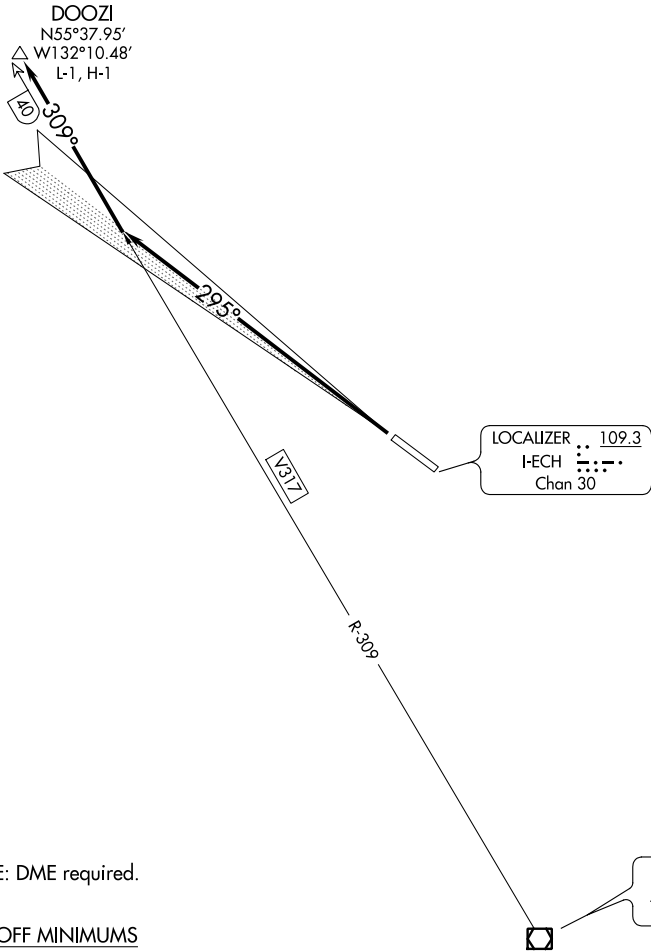
Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: GRAPHICAL DP	Date Open: 05/05/2016	Task #: 2014053026907403001	Request #: 20140530269074
Procedure: SKOWL (OBSTACLE) TWO KETCHIKAN AK PAKT			Airport ID: PAKT	Airport: KETCHIKAN INTL	Reimbursable #: NO	
City: KETCHIKAN	ST: AK	GPS #:	Estimated Chart Date: 07/19/2018		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: IVAN BLANCO	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	11/17/2017					
QA:						
Liaison:						
Procedure Comments:			ENROUTE	Remark Type: INFORMATION		
<p>ACTIVE USED FOR PAKT.</p> <p>CONTACT ADOLFO URRUTIA: 405.954.2079 TEAM 3 MANAGER: PAT MULQUEEN: 405.954.4073</p>						

(SKOWL1.DOOZI) 18032

OLD

SKOWL ONE DEPARTURE (OBSTACLE) AL-6053 (FAA)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA



NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 11: NA - ATC.
Rwy 29: 400-1¼ with minimum climb of 380' per NM to 5300.

TAKEOFF OBSTACLE NOTES

Rwy 29: Ships beginning 1933' from DER, 1004' right of centerline, up to 150' AGL/150' MSL.
Multiple trees beginning 206' from DER, 513' left of centerline, up to 148' AGL/410' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

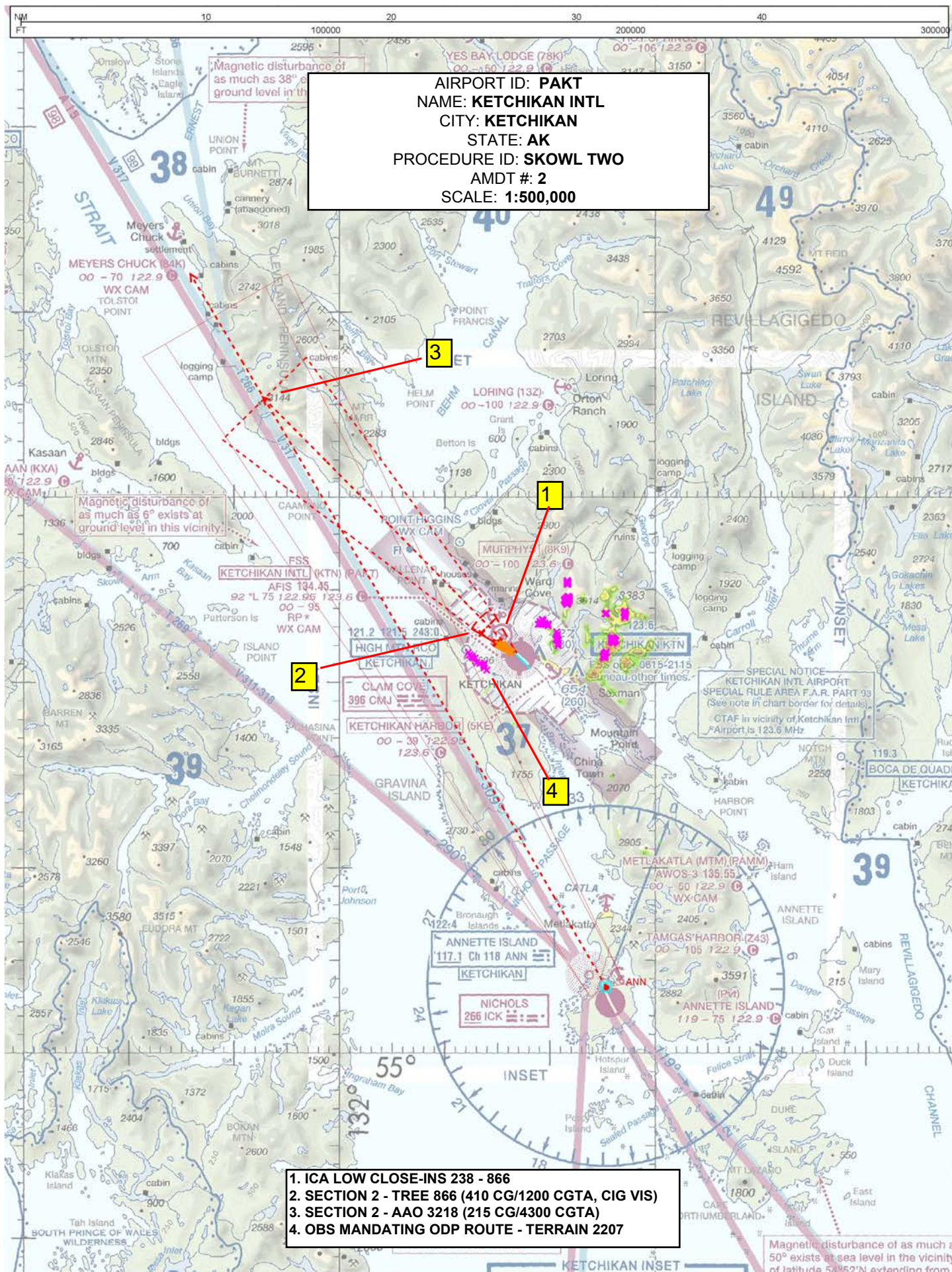
TAKEOFF RUNWAY 29: Climb to assigned altitude via I-ECH Localizer NW course 295° to intercept/join ANN VOR/DME R-309/V317 to DOOZI/40 DME before proceeding on course.

SKOWL ONE DEPARTURE (OBSTACLE)
(SKOWL1.DOOZI) 07MAY09

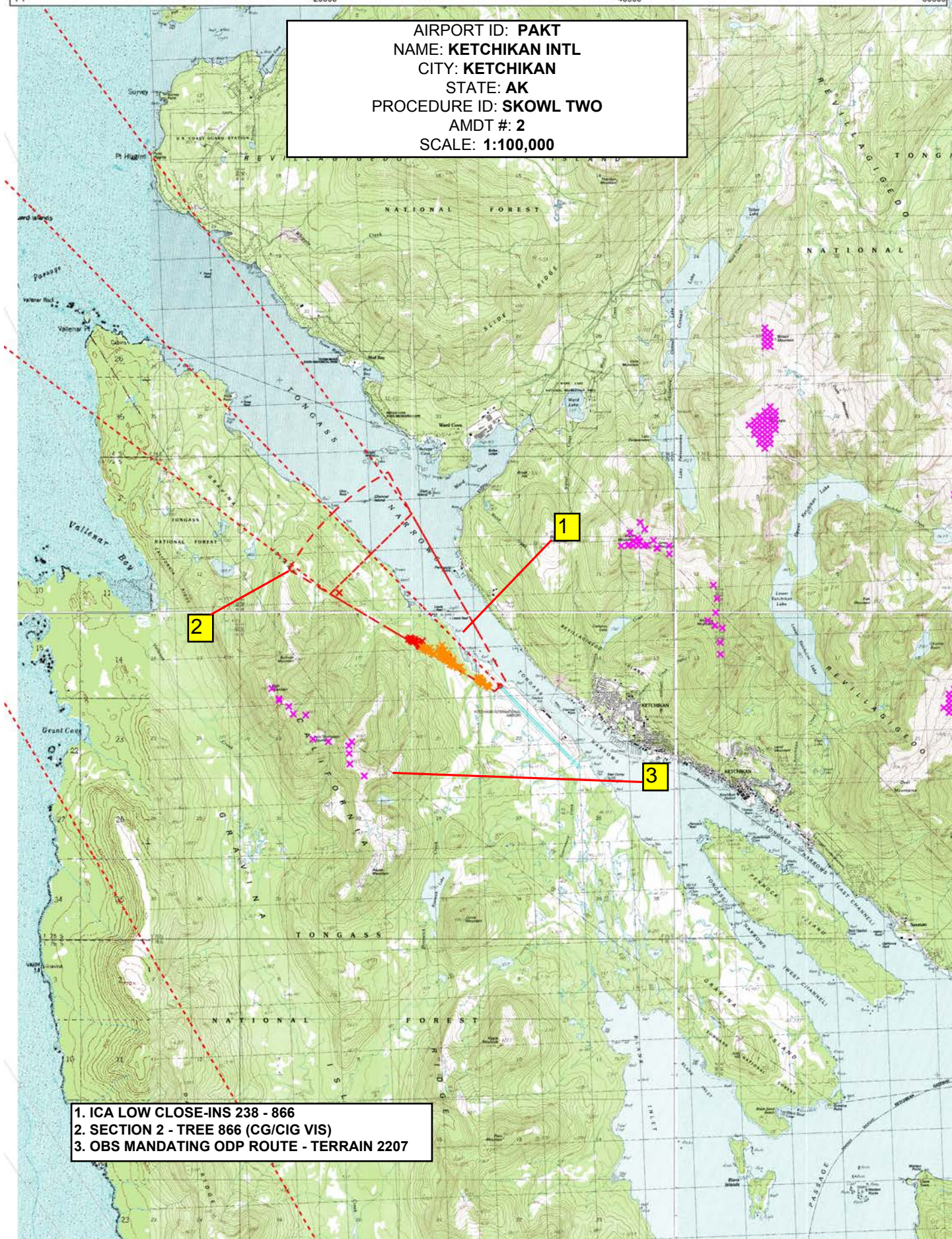
KETCHIKAN, ALASKA
KETCHIKAN INTL (KTN)(PAKT)

AK, 01 FEB 2018 to 29 MAR 2018

AK, 01 FEB 2018 to 29 MAR 2018



AIRPORT ID: **PAKT**
NAME: **KETCHIKAN INTL**
CITY: **KETCHIKAN**
STATE: **AK**
PROCEDURE ID: **SKOWL TWO**
AMDT #: **2**
SCALE: **1:100,000**



**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: _____

Name: _____

Paul McEwen

Air Traffic Manager

Anchorage Air Route Traffic Control Center, WNA-ZAN

Date: _____

11/15/17

Concurrence by:

Western Service Area Environmental Specialist

Signature: _____

Name: _____

Marina Landis

Environmental Protection Specialist, Operations Support Group

Western Service Area, AJV-W22

Date: _____

11/15/17

Approval by:

Western Service Area Director or Designee Approval

Signature: _____

Name: _____

Kim A. Stover

Director, Air Traffic Operations, North/Acting South

Western Service Area, AJTWN

Date: _____

11/16/17