

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> TEXTUAL DP	<b>Date Open:</b> 09/08/2014	<b>Task #:</b> 2014090832514301001	<b>Request #:</b> 20140908325143
<b>Procedure:</b> TALKEETNA AK PATK AMDT 3			<b>Airport ID:</b> PATK	<b>Airport:</b> TALKEETNA		<b>Reimbursable #:</b> NO
<b>City:</b> TALKEETNA	<b>ST:</b> AK	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 06/22/2017		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>		<b>Specialist:</b> JOHN ROSARIO		
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	09/26/2016	12/20/2016	JULIE MORGAN	QUALITY		
<b>QA:</b>	12/20/2016			22 4.6.2017 BD		
<b>Liaison:</b>				CHECKED		
<b>Procedure Comments:</b>			<b>Remark Type:</b> INFORMATION			
<p>TALKEETNA, AK - (PATK) TALKEETNA - OBSTACLE TAKEOFF AND DEPARTURE PROCEDURE AMDT 3  AIRPORT MAG VAR UPDATED FROM 19E TO 16E  RUNWAY NUMBERS RE-DESIGNATED FROM 18/36 TO 1/19  TALKEETNA VOR/DME MAG VAR REMAINS THE SAME, 19E, AND WAS NOT UPDATED  LETTER OF APPROVAL ODP RWY 19 CLIMB GRADIENT 600 FPM TO 600 MSL</p> <p>8260-15A  8260-2 NON NFDC: TALKEETNA VOR/DME REV 13  LETTER OF APPROVAL</p> <p>POINTS OF CONTACT: STEVEN VARGAS, 405-954-0695 AND JULIE MORGAN, 405-954-8568</p>						



# Federal Aviation Administration

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## Memorandum

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division  
THRU: Wade Terrell, Manager Flight Procedure Implementation and Oversight Branch

From: Lonnie Everhart, Manager, Instrument Flight Procedures (IFP)  
Coordination Team, AJV-5310

Subject: Approval Request: Talkeetna, Talkeetna, AK (PATK)  
Takeoff Minimums And Obstacle Departure Procedures  
Amdt 3

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Climb gradient exceeds 500 feet per NM, 8260.46F, para 2-1-1d (2).

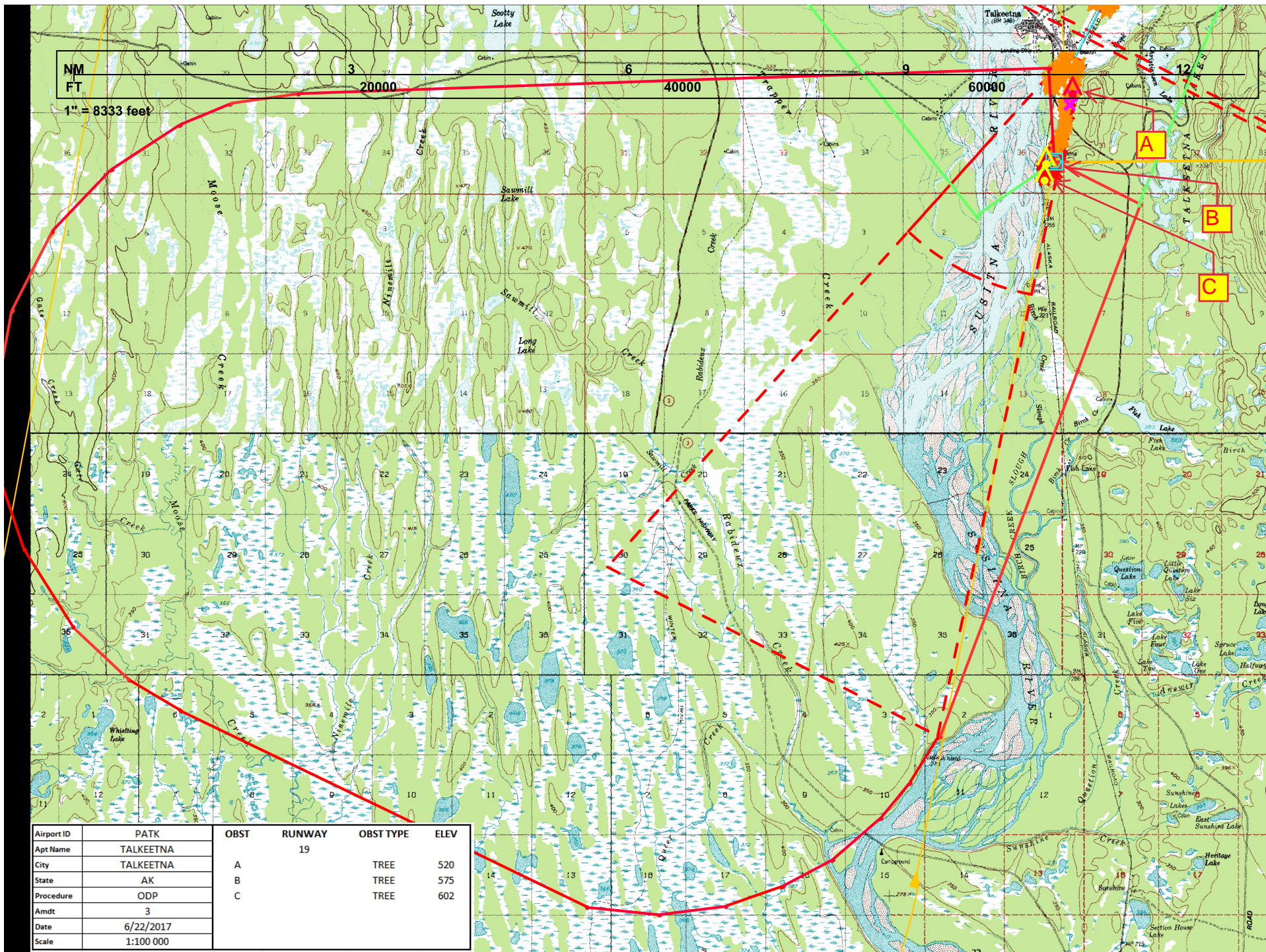
The computed climb gradient for Rwy 19 is 600 feet per NM to 600 MSL. The obstacle driving this climb gradient is a 520 MSL tree located 2194 ft south of Rwy 19 DER. The obstacle driving the climb to altitude of 600 MSL is a 602 MSL tree located 1.17 NM (7107 ft) south of Rwy 19 DER.

Request approval to publish: RWY 19, 300 – 1  $\frac{3}{4}$  or standard with minimum climb of 600 ft per NM to 600.



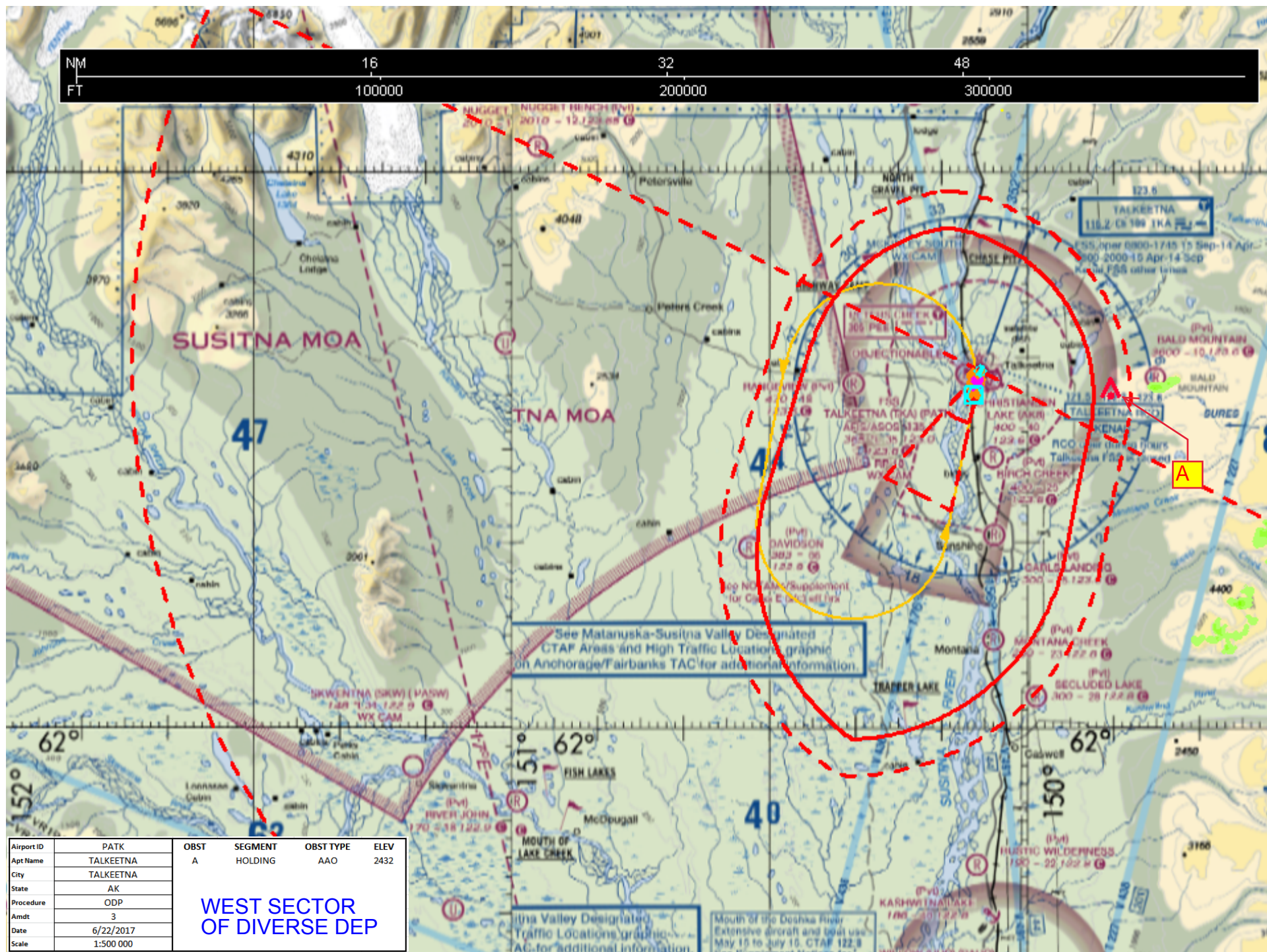






Airport ID	PATK	OBST	RUNWAY	OBST TYPE	ELEV
Apt Name	TALKEETNA		19		
City	TALKEETNA	A		TREE	520
State	AK	B		TREE	575
Procedure	ODP	C		TREE	602
Amdt	3				
Date	6/22/2017				
Scale	1:100 000				





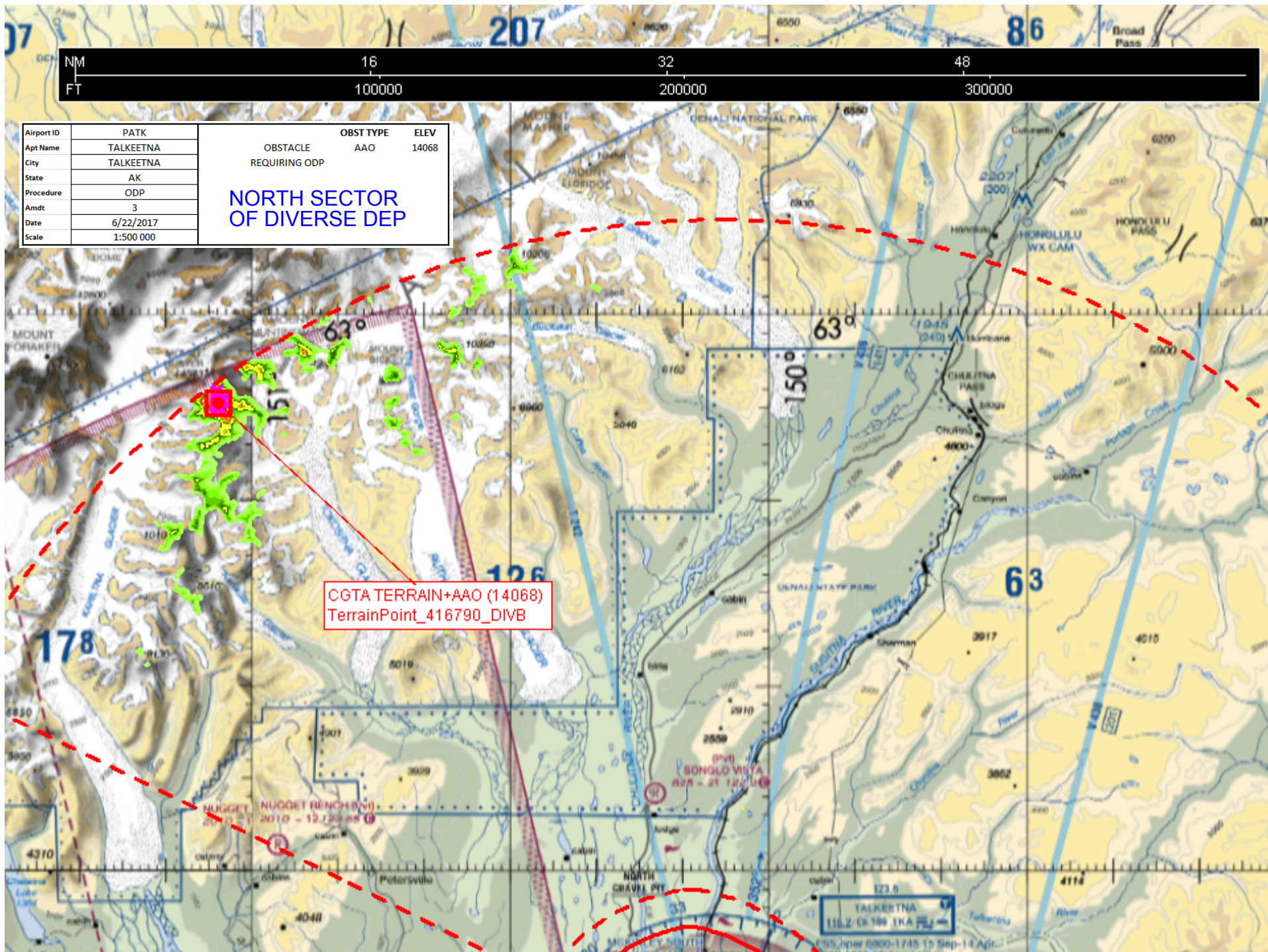












**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Talkeetna Airport**

**RNAV (GPS) RUNWAY 01, AMDT.1  
RNAV (GPS) RUNWAY 19, ORIG.**

**Description of Action:**

The FAA is proposing to amend approach and departure procedures, and implement one original approach procedure, for the Talkeetna Airport (PATK) in Talkeetna, Alaska.

The Magnetic Variation (MagVar) for the airport has been updated from the 2010 MagVar of 19E to the 2020 MagVar of 16E, which in turn necessitated renumbering of the runway(s) from Runway (RWY) 18/36 to RWY 01/19 and now requires updating of the Peters Creek (PEE) Nondirectional Beacon (NDB) and airport procedures.

FAA is proposing amendments to the following procedures to update runway numbers only:

- Very High Frequency Omnidirectional Range (VOR)/Distance Measuring Equipment (DME) RWY 1
- VOR-A
- NDB RWY 1

The textual (Obstacle) Departure Procedures will be updated for runway numbers and obstacle notes.

The RNAV (GPS) RWY 36 approach procedure will be amended to become the RNAV (GPS) RWY 01, AMDT 1 approach procedure to account for the runway number change. Following a new Vertical Guidance (VG) survey, Localizer Performance with Vertical Guidance (LPV) minimums will be added to the procedure. Ground tracks will not change.

The RNAV (GPS) RWY 19, ORIG. approach procedure is proposed for implementation to provide initial straight-in IFR capability to RWY 19. Currently, there is no published approach procedure to land at RWY 19.

**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:**


An Initial Environmental Review was conducted 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 procedures meet 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. 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.*

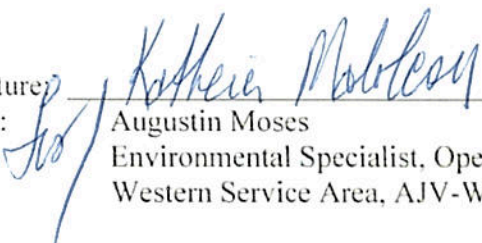


**Facility Manager Review/Concurrence**

Signature:  Date: 8/16/2016  
Name: Kirk D. Swanson  
Air Traffic Manager,  
Anchorage Air Route Traffic Control Center

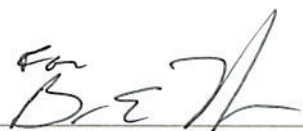
**Concurrence by:**

**Western Service Area Environmental Specialist**

Signature:  Date: Aug 19, 2016  
Name: Augustin Moses  
Environmental Specialist, Operations Support Group  
Western Service Area, AJV-W22

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature:  Date: 8/19/16  
Name: Kim Stover  
Director, Air Traffic Operations, North,  
Western Service Area, AJTWN