

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 09/22/2014	Task #: 2014092231442301002	Request #: 20140922314423
Procedure: RNAV (GPS) RWY 19 AMDT 3			Airport ID: PADL	Airport: DILLINGHAM		Reimbursable #: NO
City: DILLINGHAM	ST: AK	GPS #:	Estimated Chart Date: 03/02/2017		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: ROBERT GRIM	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	03/03/2016	10/06/2016	BEV L BORDY			
QA:	10/06/2016		Wilson 10/28/2016			
Liaison:						
Procedure Comments:			Remark Type: INFORMATION			
CONTACT INFO: JOHNNIE BAKER, AJV-5430 LEAD, 405.954.5148						

APP CRS	Rwy Idg	6400
192°	TDZE	82
	Apt Elev	82

RNAV (GPS) RWY 19

DILLINGHAM (DLG)(PADL)

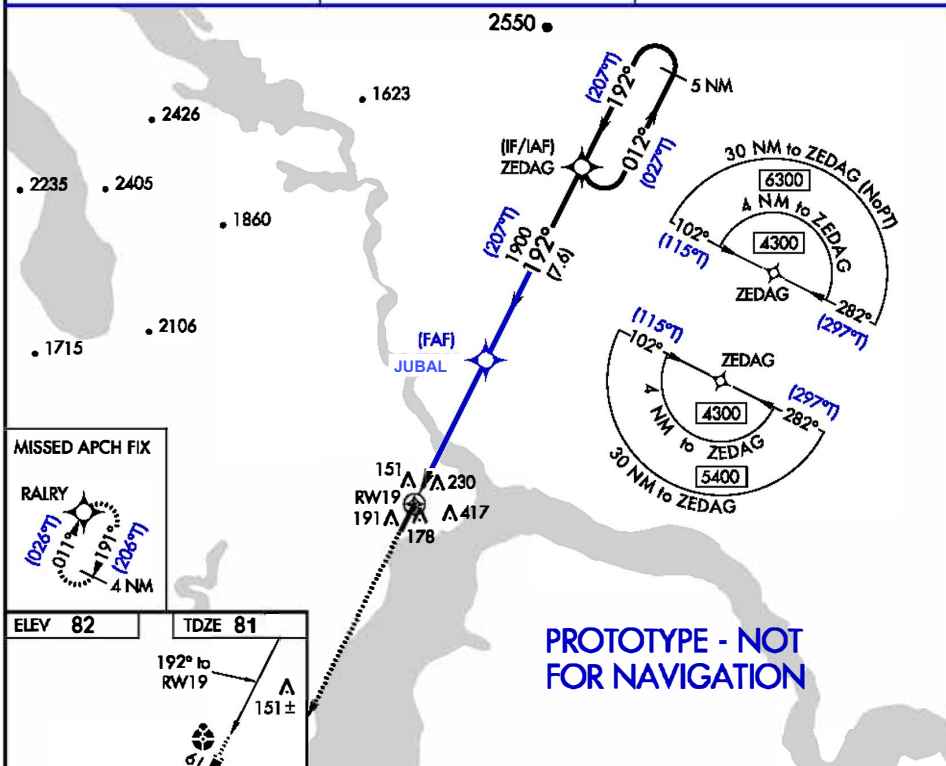
⚠ Inop table does not apply to UNAV Cat A/B. Inop table does not apply to Manakotak altimeter setting. Circling NA east of Rwy 1-19. DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Manakotak altimeter setting. When local altimeter setting not received, use Manakotak altimeter setting and increase all MDA 40 feet and increase UNAV Cat C/D visibility 1/2 SM. For inop ALS, increase UNAV Cat C/D visibility to 1 1/2 mile.

ODALS



MISSED APPROACH:
Climb to 2600 direct
RALRY and hold.

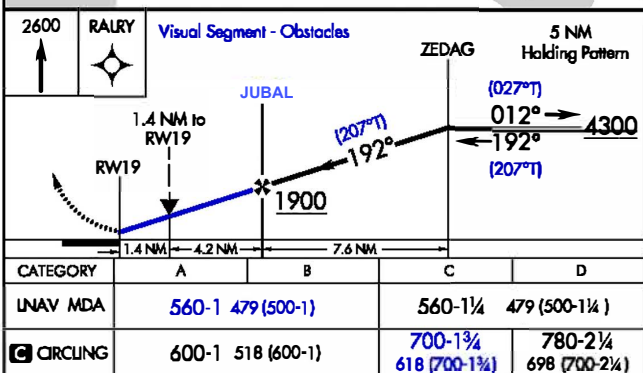
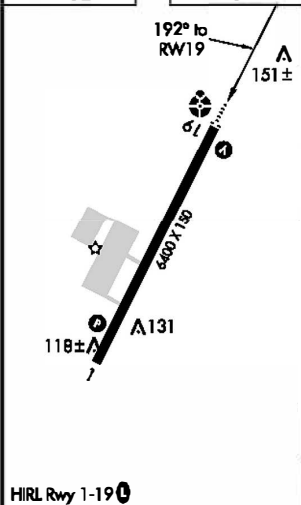
AFIS ★	ANCHORAGE CENTER	DILLINGHAM RADIO
125.0	132.75 282.35	123.6 (CTAF) 0



MISSED APCH FIX



ELEV 82	TDZE 81
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EXISTING

DILLINGHAM, ALASKA

AL-5166 (FAA)

14261

WAAS CH 63025 W19A	APP CRS 192°	Rwy Idg 6400 TDZE 82 Apt Elev 82
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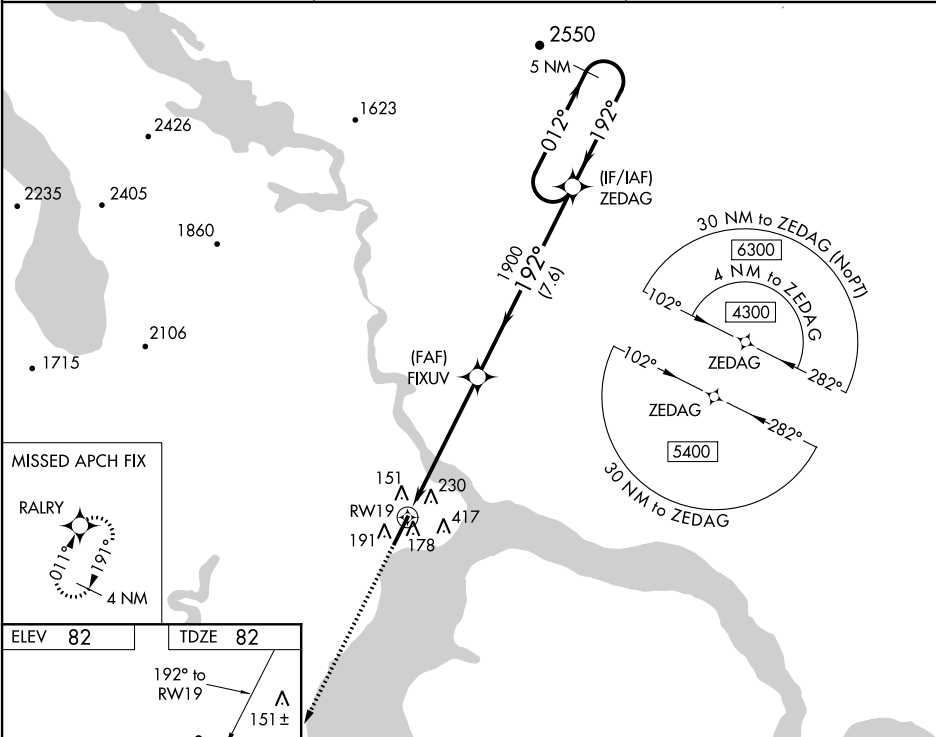
RNAV (GPS) RWY 19
DILLINGHAM (DLG)(PADL)

⚠ Inoperative table does not apply. Circling NA east of Rwy 1-19.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 40 feet.

ODALS

MISSED APPROACH: Climb to 2600 direct RALRY and hold.

AFIS 125.0	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 123.6 (CTAF) 0
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ELEV 82 TDZE 82

192° to RWY 19
151 ±

118 ±

131

6400 x 150

2600 RALRY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).

5 NM Holding Pattern

ZEDAG

012° → 4300
← 192°

1900

≤ 3.00° TCH 51

5.6 NM 7.6 NM

CATEGORY	A	B	C	D
LP MDA	540-1	458 (500-1)	540-1 3/8	458 (500-1 3/8)
LNAV MDA	540-1	458 (500-1)	540-1 3/8	458 (500-1 3/8)
CIRCLING	600-1	518 (600-1)	600-1 1/2 518 (600-1 1/2)	640-2 558 (600-2)

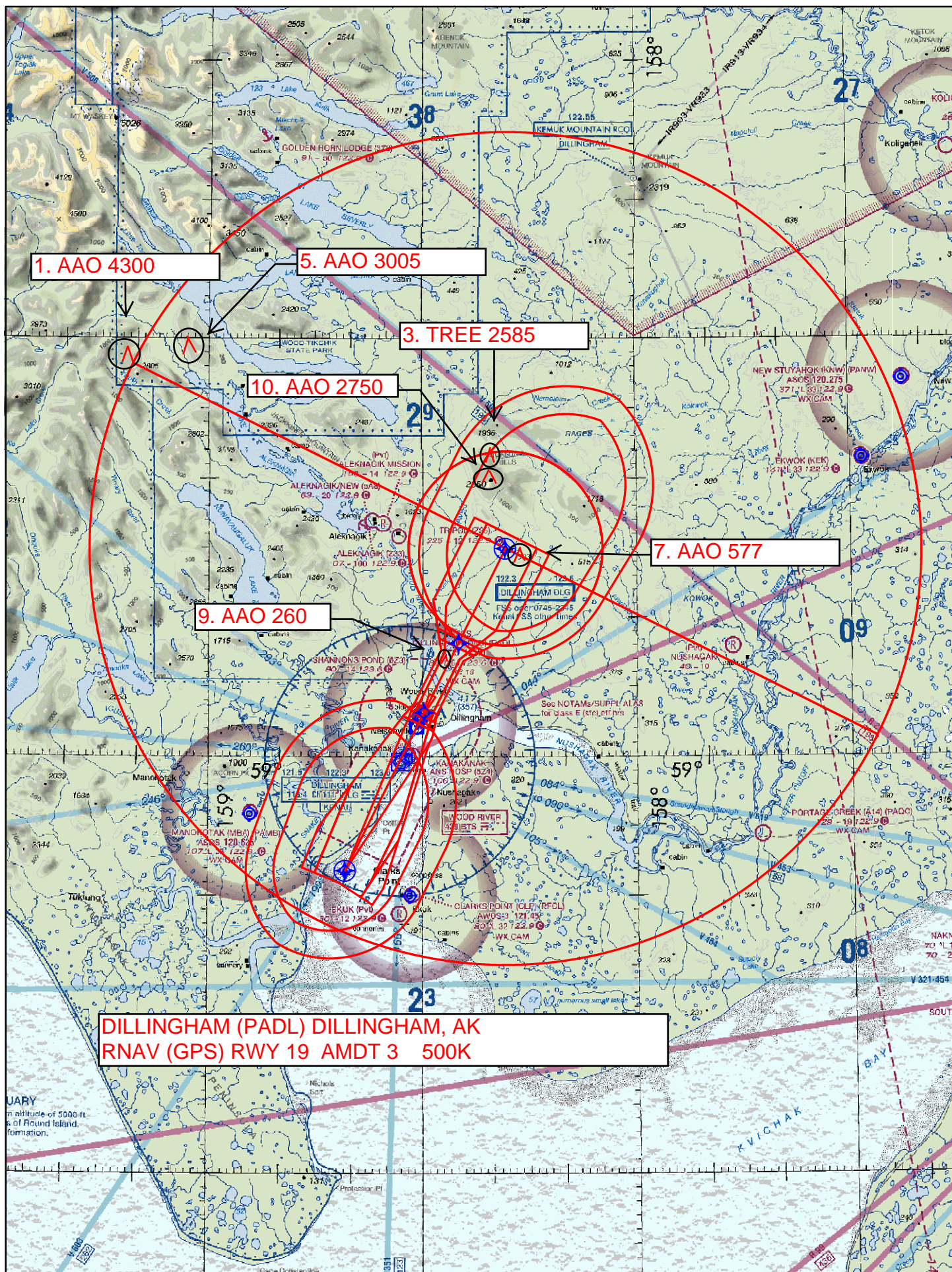
DILLINGHAM, ALASKA
Amdt 2D 18SEP14

59°03'N-158°30'W

DILLINGHAM (DLG)(PADL)
RNAV (GPS) RWY 19

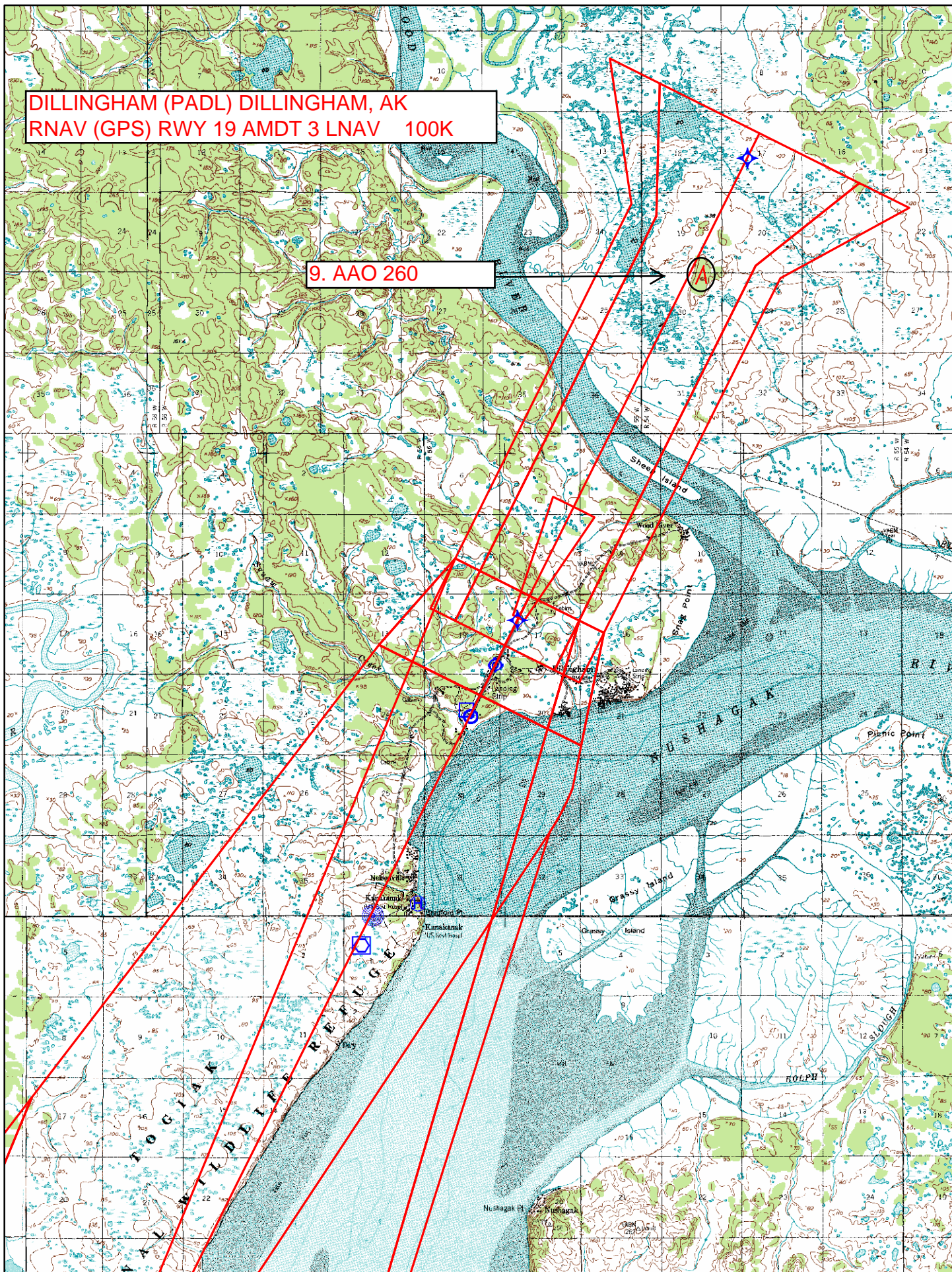
AK, 31 MAR 2016 to 26 MAY 2016

AK, 31 MAR 2016 to 26 MAY 2016



DILLINGHAM (PADL) DILLINGHAM, AK
RNAV (GPS) RWY 19 AMDT 3 LNAV 100K

9. AAO 260

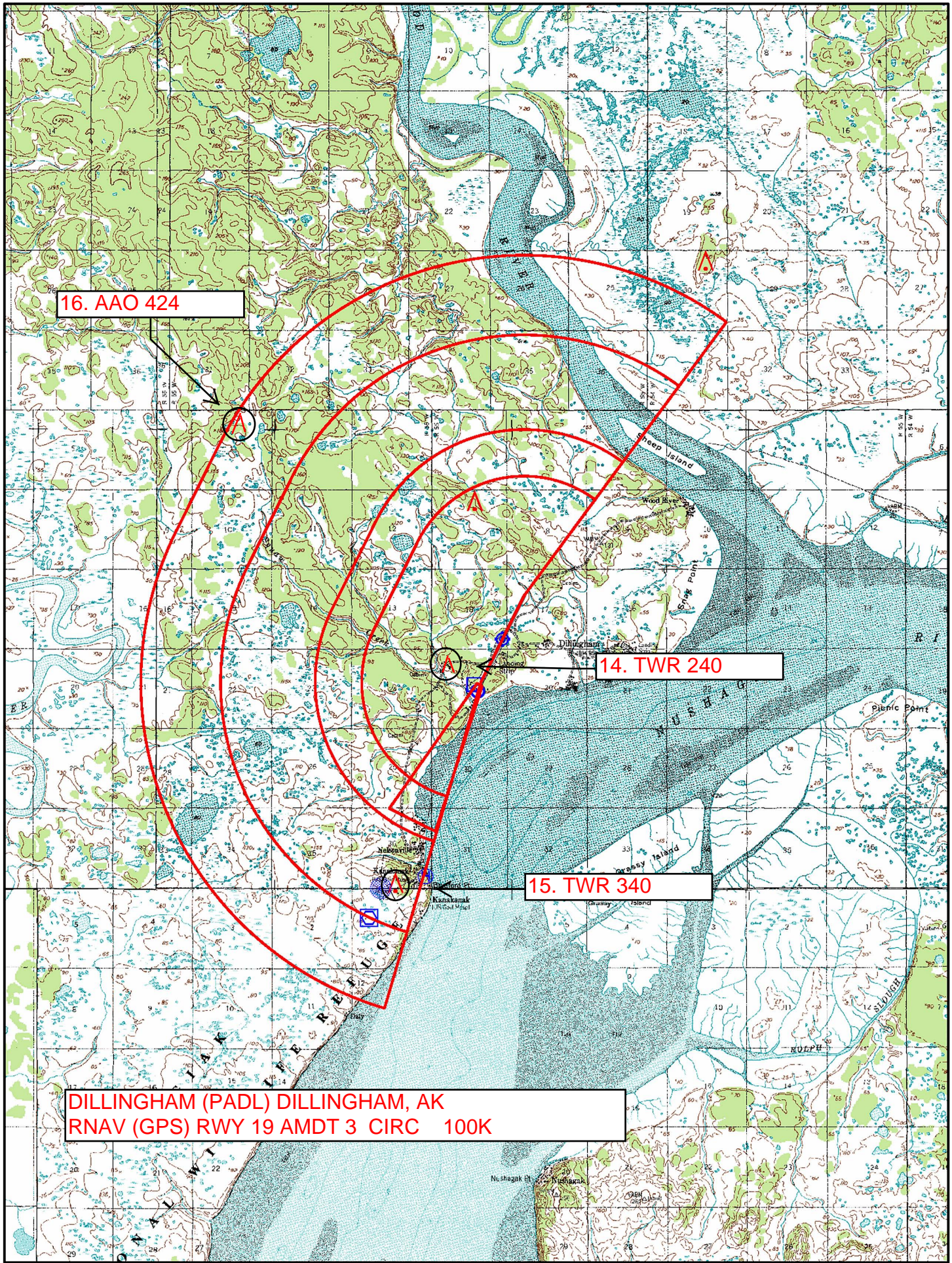


16. AAO 424

14. TWR 240

15. TWR 340

DILLINGHAM (PADL) DILLINGHAM, AK
RNAV (GPS) RWY 19 AMDT 3 CIRC 100K



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for
ONLY the Instrument Flight Procedure actions listed below**

• Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis

• Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

Airport Name and State/ICAO: Dillingham Airport, Dillingham, AK PADL

Instrument Flight Procedure(s): Change the RNAV (GPS) 19 and LOC/DME 19 arrival holding patterns from right turn patterns to left turn patterns

Requestor Name and Phone Number: Tom Boitano 425-917-6766

Additional Procedures: (List additional IFPs below or insert list as an additional page in this file)

SECTION A – FOR REQUESTOR USE ONLY

Does the requested procedure include the following? (check all that apply):

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- ☐ Diverse Vectoring Areas (DVA) without a prescribed heading
- ☐ Terminal Arrival Areas (excluding Initial Segments)

If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.

New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)

- ☐ Changes to and/or additional Lines of Minimum
- ☐ Altitude increases
- ☐ IFR Takeoff Minimums and (Obstacle) Departure Procedure:
 - Only close in obstacle notes
- ☐ Minimum Safe Altitudes

Emergency Actions (Paragraph 5-6.5j)

- ☐ Missed approaches and/or Missed approach holding patterns

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☐ Changes to circling areas

☒ Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

Publication Actions (Paragraph 5-6.5k)

☐ Name changes (Airport, Fix, Procedure, etc.)

☐ Adding, amending, removing notes to procedures

☐ Magnetic Variation (MagVar) adjustments

☐ Visual Climb Over Airport (VCOA) without a route

☐ Coding changes with no track/altitude changes

☐ Cancellation of IFPs not currently being flown

Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken

SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY

FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:

☐ 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.

☒ 5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.

☐ 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.

CATEGORICAL EXCLUSION DETERMINATION:

The applicability of Categorical Exclusion 5-6.5 ___ for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).
2. The action is not a smaller subset of a larger action.
3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

STATEMENT OF DETERMINATION: The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

BASIS OF DETERMINATION: This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

Environmental Specialist Concurrence/Reviewed By:

Signed:  Date: 2/26/2016