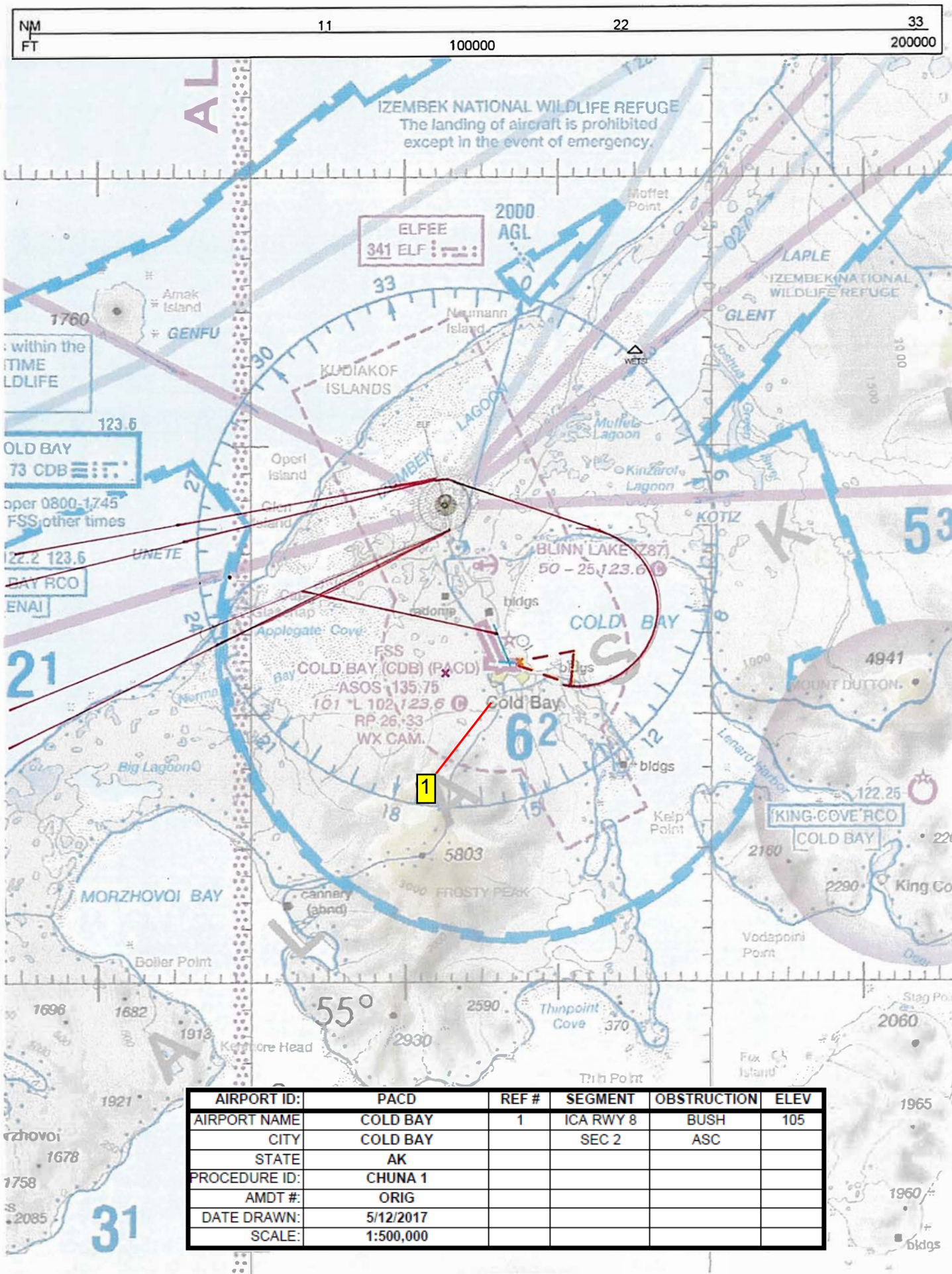


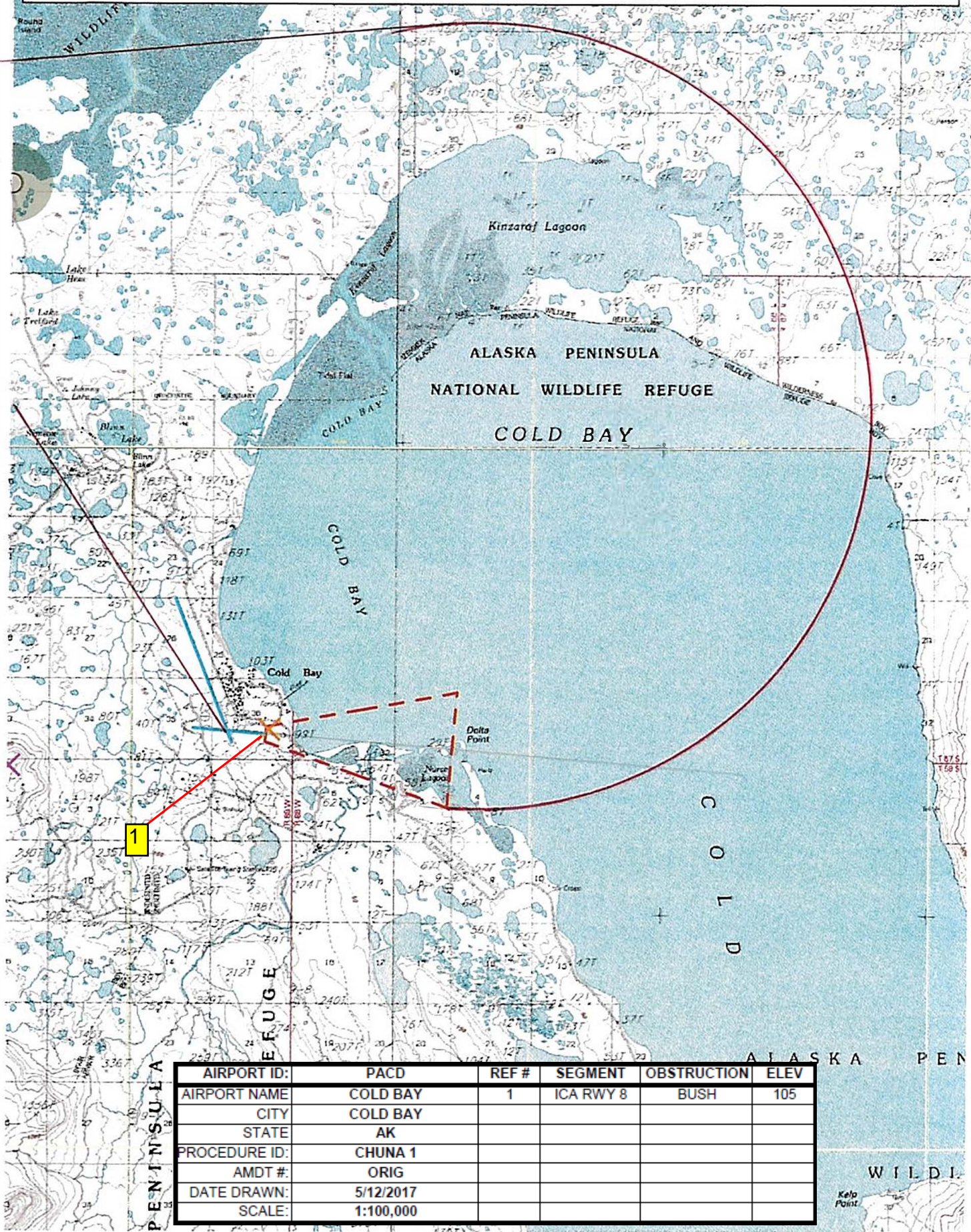
<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> SID	<b>Date Open:</b> 04/03/2017	<b>Task #:</b> 2014101534234101003	<b>Request #:</b> 20141015342341
<b>Procedure:</b> SID CHUNA ONE COLD BAY AK PACD			<b>Airport ID:</b> PACD	<b>Airport:</b> COLD BAY		<b>Reimbursable #:</b> NO
<b>City:</b> COLD BAY	<b>ST:</b> AK	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 10/12/2017		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b>	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	04/18/2017			QUALITY		
<b>QA:</b>				3		
<b>Liaison:</b>				CHECKED		
<b>Procedure Comments:</b>			ENROUTE	<b>Remark Type:</b> INFORMATION		
<p>ORIG SID.</p> <p>PENDING DATA USED FOR PACD.</p> <p>CONTACT JACOB POWERS: 405.954.8702 TEAM 3 MANAGER: PAT MULQUEEN: 405.954.4073</p> <p style="text-align: right;">UNABLE TO CODE AS DESIGNED... NO ARI</p>						

QUALITY  
15  
CHECKED



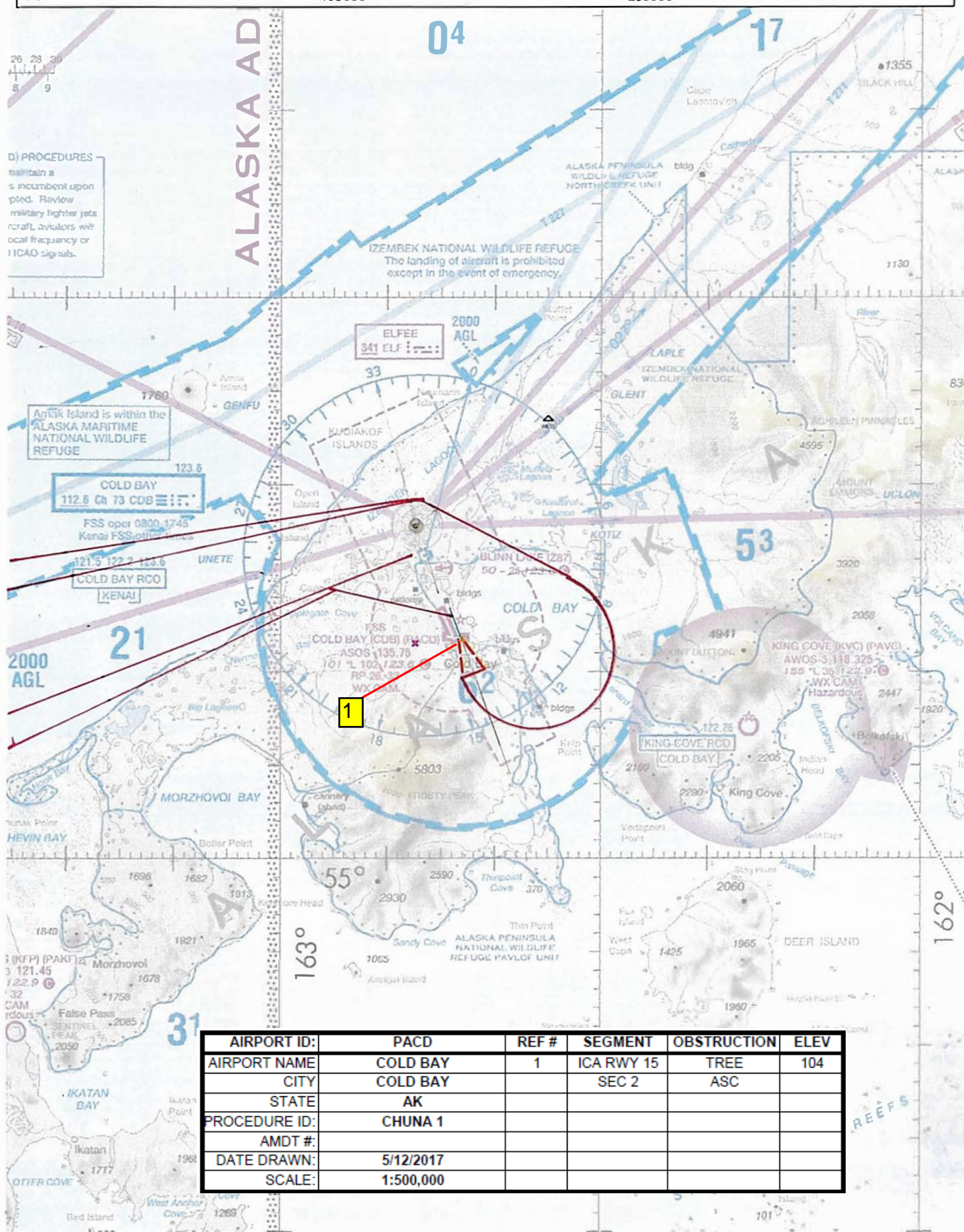


NM 3 6 9  
FT 20000 40000



AIRPORT ID:	PACD	REF #	SEGMENT	OBSTRUCTION	ELEV
AIRPORT NAME	COLD BAY	1	ICA RWY 8	BUSH	105
CITY	COLD BAY				
STATE	AK				
PROCEDURE ID:	CHUNA 1				
AMDT #:	ORIG				
DATE DRAWN:	5/12/2017				
SCALE:	1:100,000				





AIRPORT ID:	PACD	REF #	SEGMENT	OBSTRUCTION	ELEV
AIRPORT NAME	COLD BAY	1	ICA RWY 15	TREE	104
CITY	COLD BAY		SEC 2	ASC	
STATE	AK				
PROCEDURE ID:	CHUNA 1				
AMDT #:					
DATE DRAWN:	5/12/2017				
SCALE:	1:500,000				



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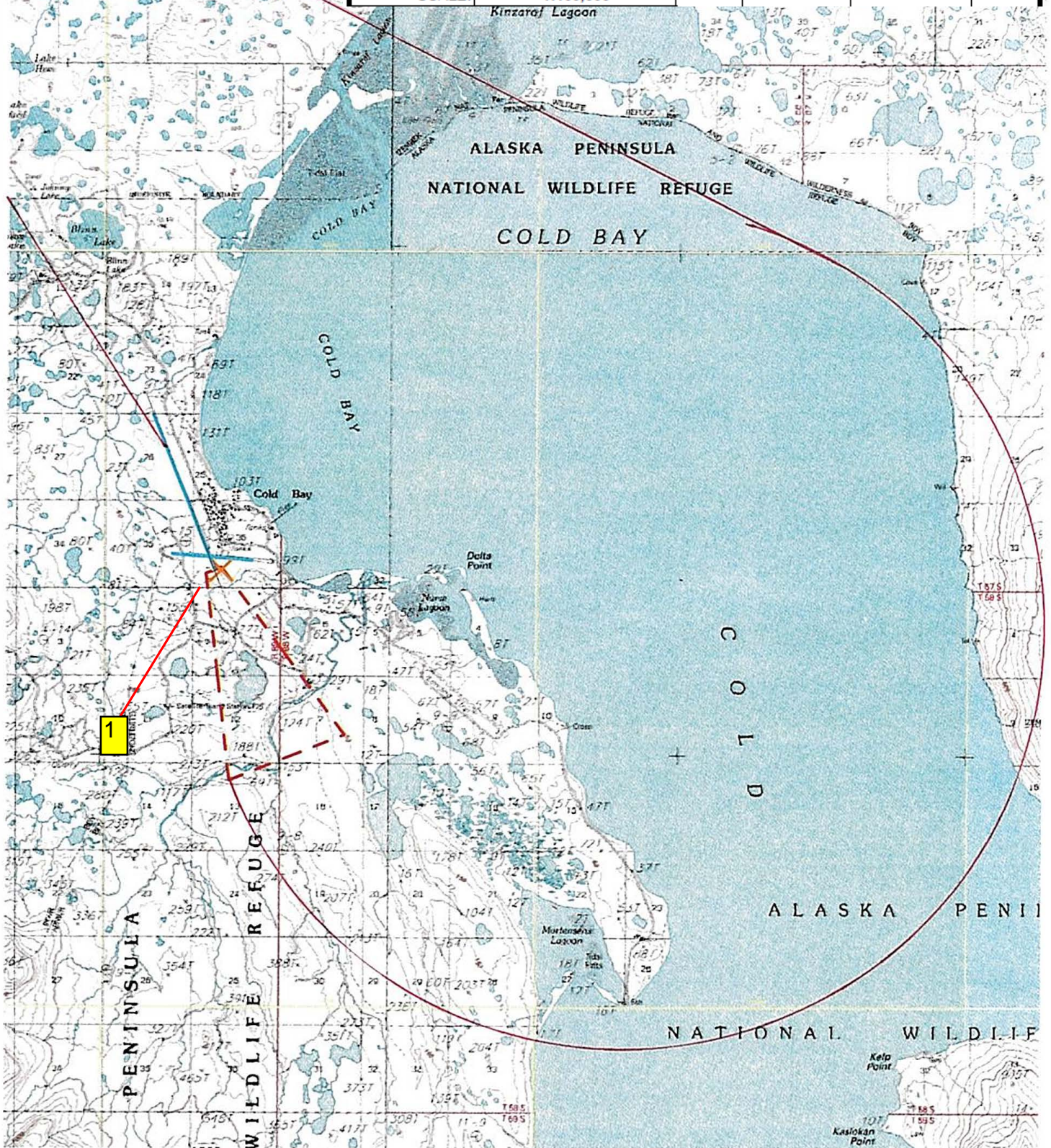
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20000

40000

AIRPORT ID:	PACD	REF #	SEGMENT	OBSTRUCTION	ELEV
AIRPORT NAME	COLD BAY	1	ICA RWY 15	TREE	104
CITY	COLD BAY				
STATE	AK				
PROCEDURE ID:	CHUNA 1				
AMDT #:	ORIG				
DATE DRAWN:	5/12/2017				
SCALE:	1:100,000				





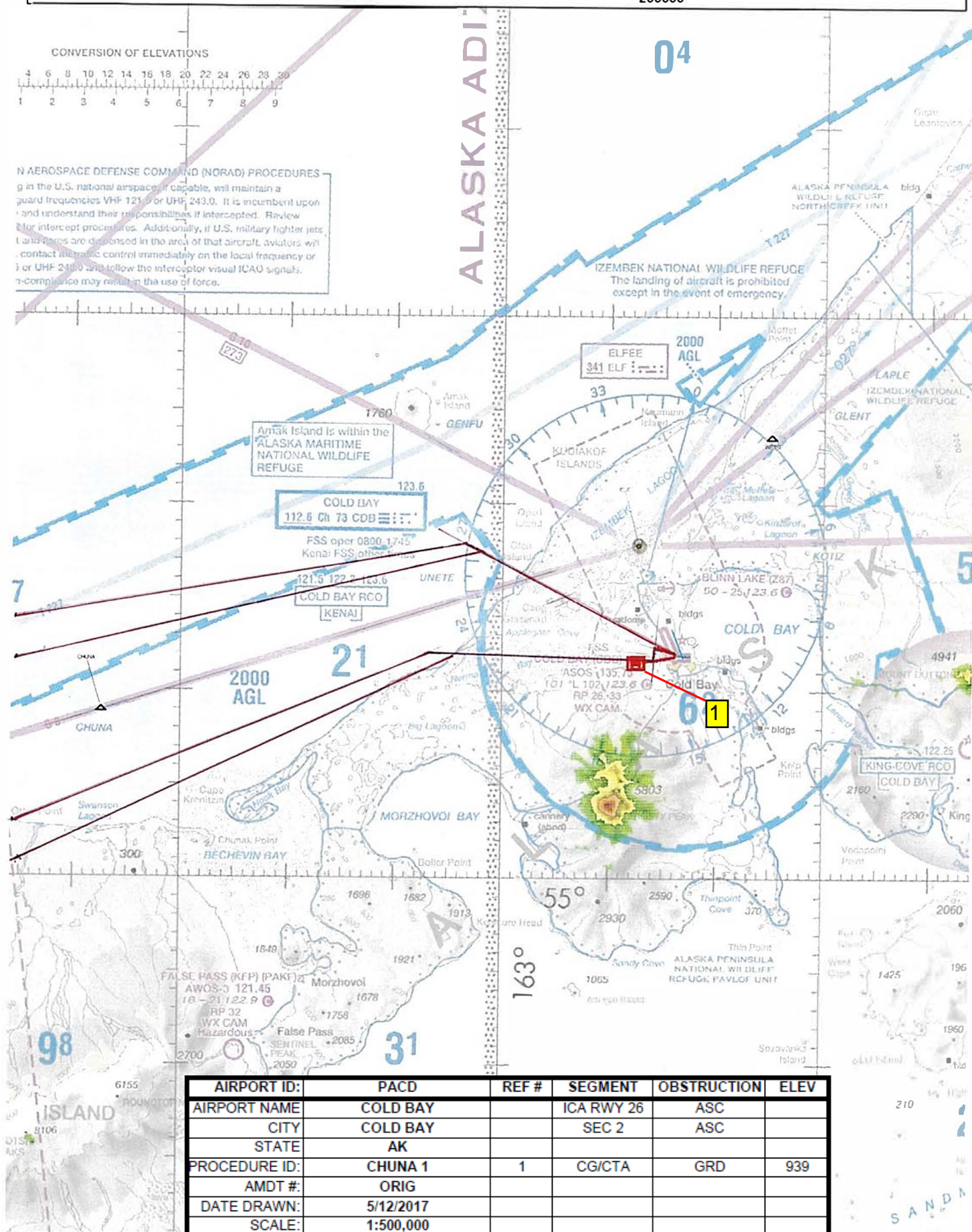
## CONVERSION OF ELEVATIONS



N AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES  
g in the U.S. national airspace, if capable, will maintain a  
guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon  
and understand their responsibilities if intercepted. Review  
for intercept procedures. Additionally, if U.S. military fighter jets  
t and forces are dispersed in the area of that aircraft, aviators will  
contact Air Traffic Control immediately on the local frequency or  
3 or UHF 243.0 and follow the interceptor visual ICAO signals.  
non-compliance may result in the use of force.

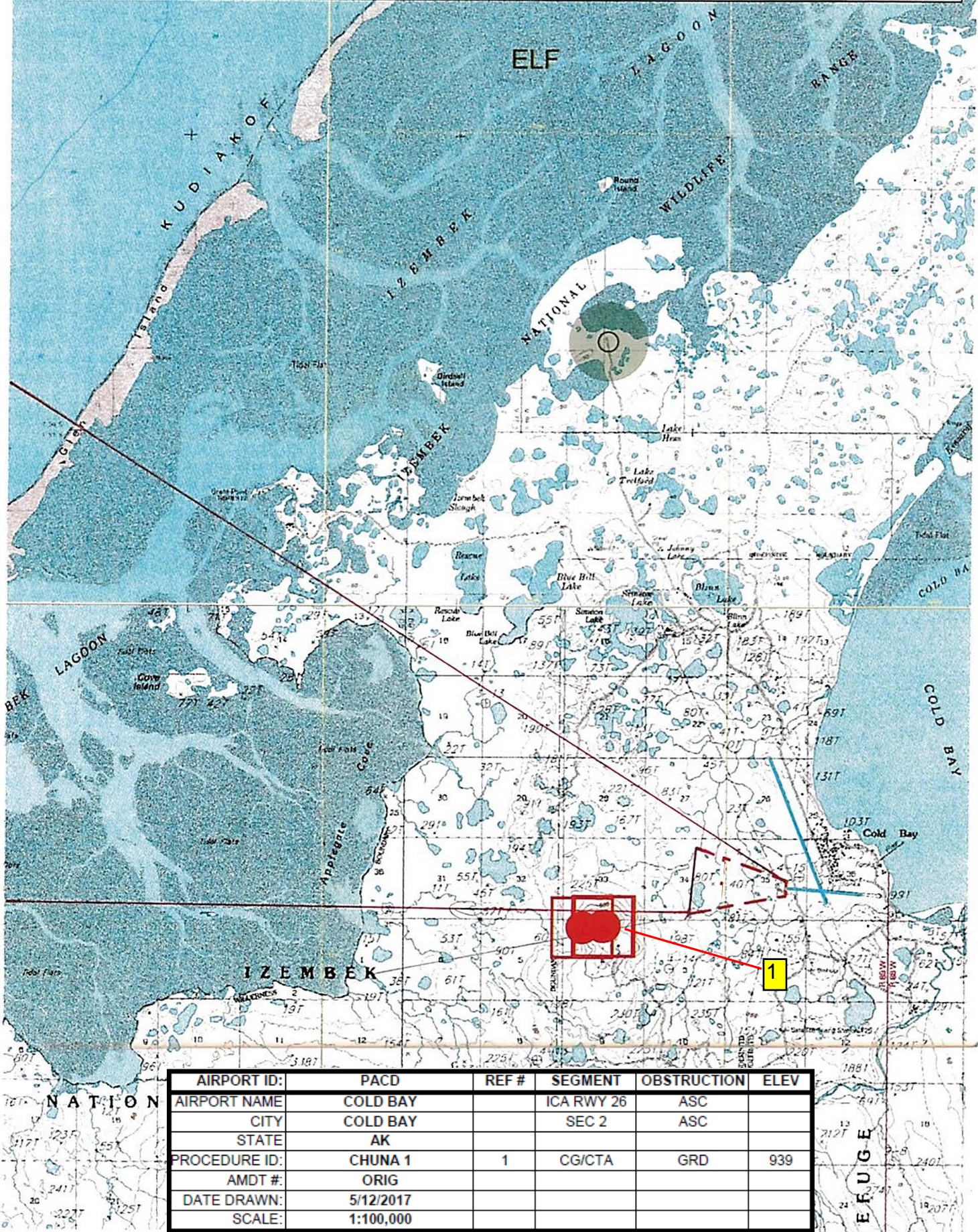
ALASKA ADI

04



AIRPORT ID:	PACD	REF #	SEGMENT	OBSTRUCTION	ELEV
AIRPORT NAME	COLD BAY		ICA RWY 26	ASC	
CITY	COLD BAY		SEC 2	ASC	
STATE	AK				
PROCEDURE ID:	CHUNA 1	1	CG/CTA	GRD	939
AMDT #:	ORIG				
DATE DRAWN:	5/12/2017				
SCALE:	1:500,000				





AIRPORT ID:	PACD	REF #	SEGMENT	OBSTRUCTION	ELEV
AIRPORT NAME:	COLD BAY		ICA RWY 26	ASC	
CITY:	COLD BAY		SEC 2	ASC	
STATE:	AK				
PROCEDURE ID:	CHUNA 1	1	CG/CTA	GRD	939
AMDT #:	ORIG				
DATE DRAWN:	5/12/2017				
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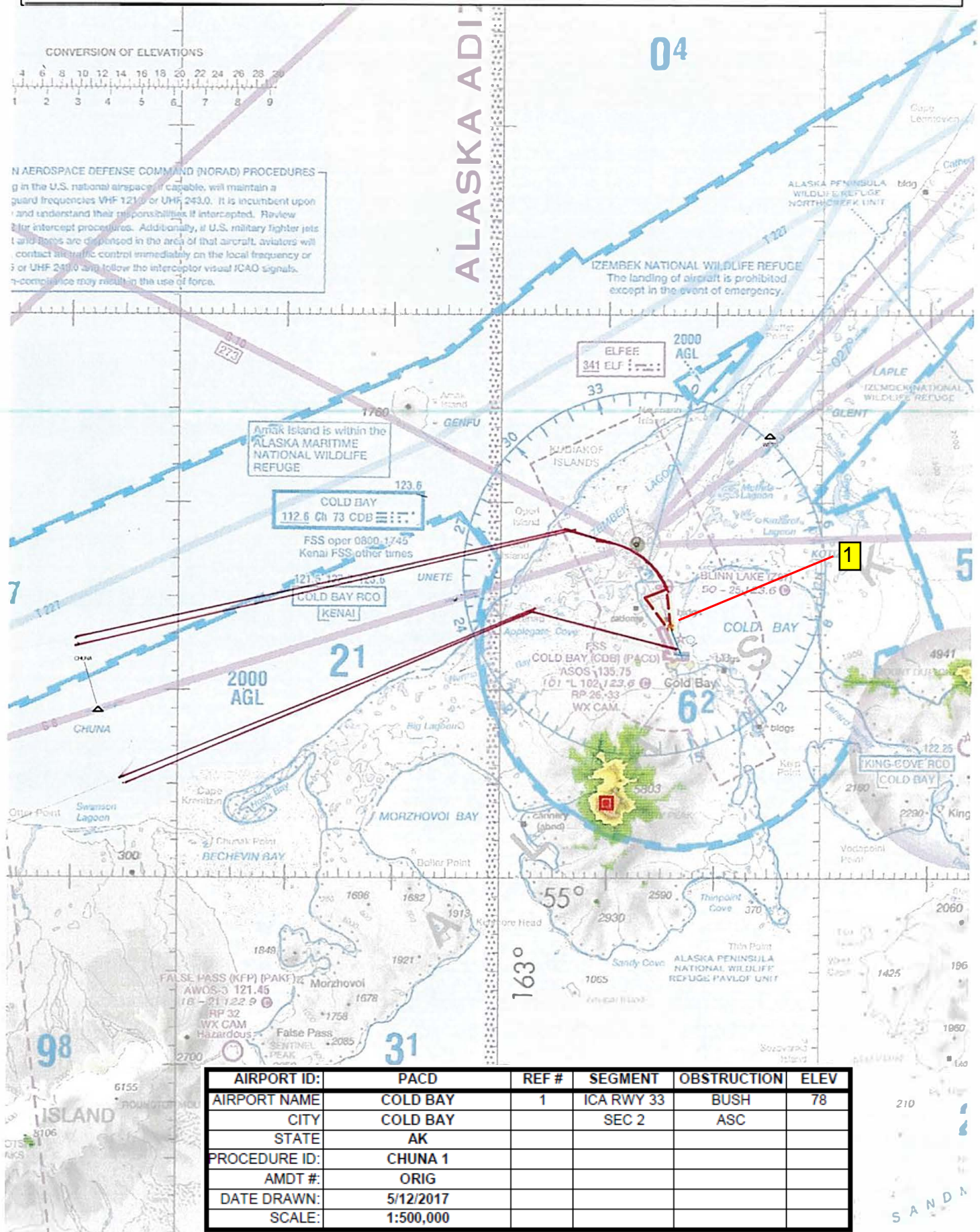
## CONVERSION OF ELEVATIONS



N AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES  
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contact air traffic control immediately on the local frequency or  
5 or UHF 243.0 and follow the interceptor visual ICAO signals.  
non-compliance may result in the use of force.

ALASKA ADI

04



AIRPORT ID:	PACD	REF #	SEGMENT	OBSTRUCTION	ELEV
AIRPORT NAME	COLD BAY	1	ICA RWY 33	BUSH	78
CITY	COLD BAY		SEC 2	ASC	
STATE	AK				
PROCEDURE ID:	CHUNA 1				
AMDT #:	ORIG				
DATE DRAWN:	5/12/2017				
SCALE:	1:500,000				



NM  
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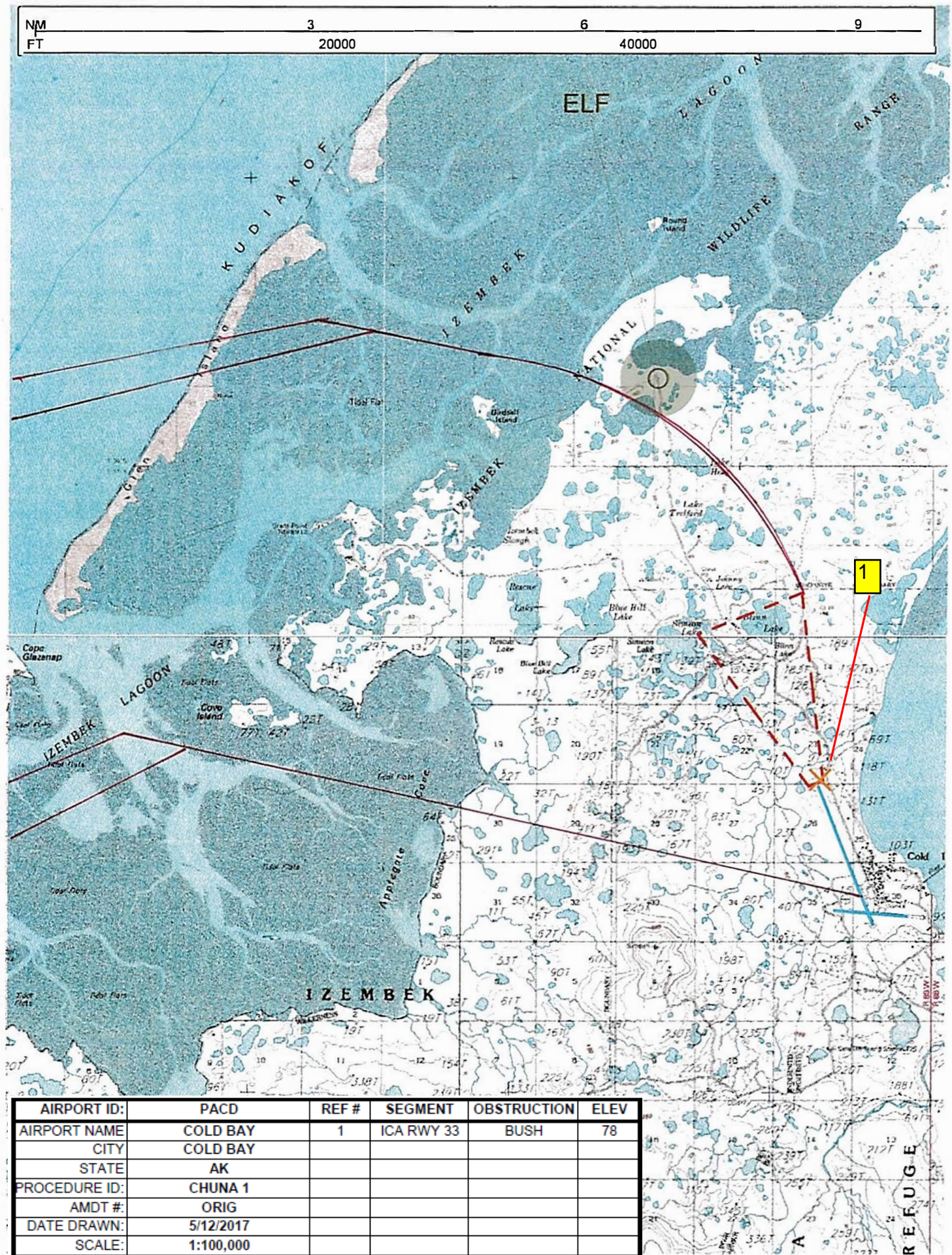
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40000



AIRPORT ID:	PACD	REF #	SEGMENT	OBSTRUCTION	ELEV
AIRPORT NAME	COLD BAY	1	ICA RWY 33	BUSH	78
CITY	COLD BAY				
STATE	AK				
PROCEDURE ID:	CHUNA 1				
AMDT #:	ORIG				
DATE DRAWN:	5/12/2017				
SCALE:	1:100,000				



## WFPT RAPT Consensus Form

ICAO: PACD

RAPT Date: May 4, 2017

Airport Name: Cold Bay

City: Cold Bay

State: AK

**Project Request:** ReRAPT - ZAN request to rework the textual ODP to allow enroute climb to the airways rather than climb in hold over the field. Separate request to amend the RNAV (GPS) Rwy 26 IFP in conjunction with threshold relocation project.

**MAGVAR Update:** Yes ☐ No ☒

**Unpaved RWY:** Yes ☐ No ☒

**RWY Renumbering:** Yes ☐ No ☒

**CAT A-D:** Yes ☒ No ☐

**Scope of Project:** Development of two new SID procedures to allow an enroute climb to both Victor and Jet routes rather than a climb-in-hold over the airfield. One to the NE to join V456/J115 and one to the SW to join G1-8/J618. Amend the textual ODP to account for increased climb gradient. Amend the RNAV (GPS) Rwy 26 based on new threshold coordinates and elevation. Rotation of the ELFEE (ELF) NDB MagVar and associated IFP/airway amendments in separate PTS project for 8/15/19. This is an updated RAPT consensus based on the ZAN request for an amended ODP from 2014.

**Project Request:** Approved: ☒ Disapproved: ☐ (see Comments)

**Comments:** Currently project scheduled for 10/12/2017

**Priority Assigned:** 1

**Proposed Estimated Chart Date:** 10/12/2017

Rachelle L  
Dailey

Digitally signed by Rachelle L  
Dailey  
Date: 2017.05.04 11:40:04  
-07'00'

**Service Center Flight Procedures Team**

CHARLOTTE A  
HANSON

Digitally signed by CHARLOTTE  
A HANSON  
Date: 2017.05.11 07:18:07  
-08'00'

**Flight Standards Division NextGen Branch**

SCOTT D  
WOODROW

Digitally signed by SCOTT D  
WOODROW  
Date: 2017.05.09 06:07:05  
-07'00'

**Service Center Air Traffic Operations  
Support**

MATTHEW D  
FREEMAN

Digitally signed by MATTHEW D  
FREEMAN  
Date: 2017.05.05 07:38:10  
-08'00'

**Airports Division**




## WFPT RAPT Consensus Form

ICAO: PACD

RAPT Date: May 4, 2017

JEREMY R  
COOK

 Digitally signed by JEREMY R  
COOK  
Date: 2017.05.05 06:44:45  
-07'00'

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**Service Center Planning and Requirements  
Group**



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

**Cold Bay Airport Procedural Modifications  
Cold Bay, Alaska  
Environmental Track No. 17-167**

**Description of Action:**

The FAA is proposing the following changes, amendments, and additions to flight procedures as follows:

- **RNAV (GPS) RWY 26:** The runway threshold will move 375 feet to the west, and waypoint SOTOE moves 180 feet to the southwest. There are no changes to track or altitude. New circling radii will be applied, which will increase the radius from 2.3 to 3.6 nautical miles (NM). Aircraft are currently flying over area of change.
- **A new standard instrument departure (SID) procedure will be created for westbound flights with one transition from each RWY.** Aircraft will be directed to flyover over ELFEE non-directional beacon (NDB) towards the waypoint CHUNA allowing climb to the enroute structure thereby reducing fuel burn. Aircraft are currently flying over area of change.
- **A new standard instrument departure (SID) procedure will be created for eastbound flights with one transition from each RWY.** Aircraft will be directed to flyover over Cold Bay (CDB) VORTAC towards WETSI allowing climb to the enroute structure thereby reducing fuel burn. Aircraft are currently flying over area of change.

Operations do not exceed 90,000 annual propeller operations or 700 annual jet operations; therefore, according to FAA Order 1050.1F, Desk Reference, para 11.1.2, no noise analysis is needed for the proposed project.

**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 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 1050.1 F.



The applicable categorical exclusion is:

*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.*



**Recommended by:**

**Facility Manager Review/Concurrence**

Signature: Rob Swanson Date: 4/6/17  
Name: Kirk D. Swanson  
Air Traffic Manager,  
Anchorage Center, TWNE

**Concurrence by:**

**Western Service Area Environmental Specialist**

Signature: Marina Landis Date: 4/7/17  
Name: Marina Landis  
Environmental Specialist, Operations Support Group,  
Western Service Center, AJV-W22

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature: Kim Stover Date: 4/10/17  
Name: Kim Stover  
Director, Air Traffic Operations, North,  
Western Service Area, AJTWN