

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 04/03/2018	<b>Task #:</b> 2014101534234106001	<b>Request #:</b> 20141015342341
<b>Procedure:</b> RNAV (GPS) RWY 26 AMDT 4			<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> 01/03/2019		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> KELLY DEAN	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	07/12/2018					
<b>QA:</b>						
<b>Liaison:</b>						
<b>Procedure Comments:</b>			ENROUTE-NON	<b>Remark Type:</b> INFORMATION		
CONCURRENT WITH AIRSPACE DOCKET: 18-AAL-12  1-3-19 PENDING AIRPORT RECORD  POC FOR THIS PROCEDURE IS DON LANIER 405-954-8242						

COLD BAY, ALASKA

AL-1241 (FAA)

FIG

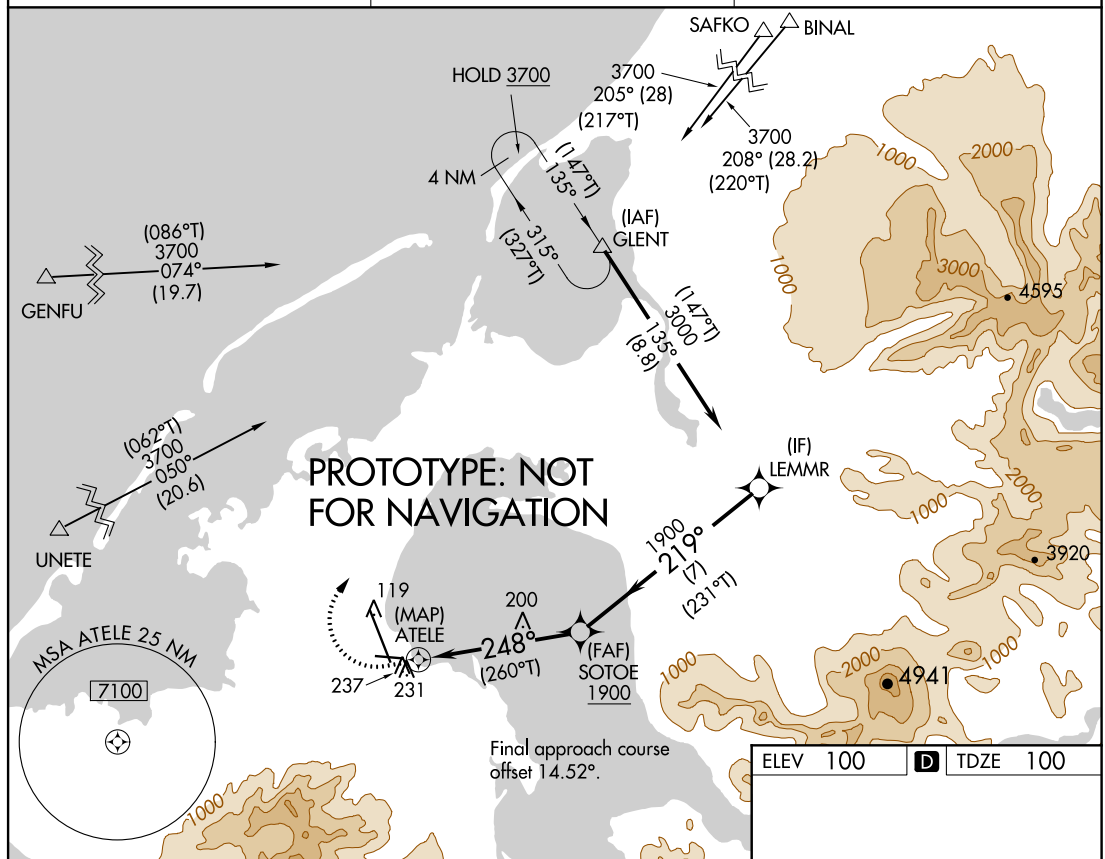
WAAS CH <b>42730</b> <b>W26A</b>	APP CRS <b>248°</b>	Rwy Idg TDZE Apt Elev	<b>4900</b> <b>100</b> <b>100</b>
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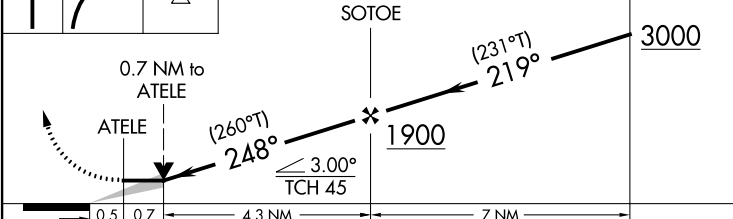

# RNAV (GPS) RWY 26

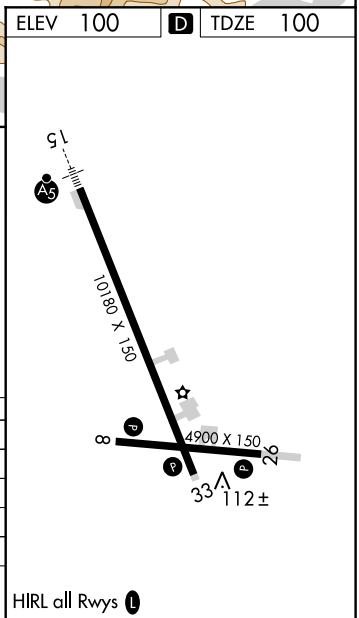
## COLD BAY (CDB) (PACD)

RNP APCH.	MISSED APPROACH: Climb to 800 then climbing right turn to 3700 direct GLENT and hold, continue climb-in-hold to 3700. # Missed approach requires a minimum climb of 280 feet per NM to 1180.
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ASOS <b>135.75</b>	ANCHORAGE CENTER <b>118.5 278.3</b>	COLD BAY RADIO <b>123.6 (CTAF)</b>
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800	3700	GLENT	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 36).		
					
CATEGORY	A		B	C	D
LP MDA#	500-1	400 (400-1)	500-1 $\frac{1}{8}$	400 (400-1 $\frac{1}{8}$ )	
LP MDA	660-1	560 (600-1)	660-1 $\frac{5}{8}$	560 (600-1 $\frac{5}{8}$ )	
LNAV MDA	700-1	600 (600-1)	700-1 $\frac{3}{4}$	600 (600-1 $\frac{3}{4}$ )	
LNAV MDA#	500-1	400 (400-1)	500-1 $\frac{1}{8}$	400 (400-1 $\frac{1}{8}$ )	
 CIRCLING	700-1	600 (600-1)	700-1 $\frac{3}{4}$ 600 (600-1 $\frac{3}{4}$ )	860-2 $\frac{1}{2}$ 760 (800-2 $\frac{1}{2}$ )	



AUTOMATED AL-1241 RNAV (GPS) RWY 26

AUTOMATED AL-1241 RNAV (GPS) RWY 26

AK  
15 OCT 2018  
COMPILER: CG  
REVIEWER:  
DBL CHKR:  
EFF: FIG

COLD BAY, ALASKA

Amdt 4 FIG

55°12'N-162°44'W

COLD BAY (CDB) (PACD)

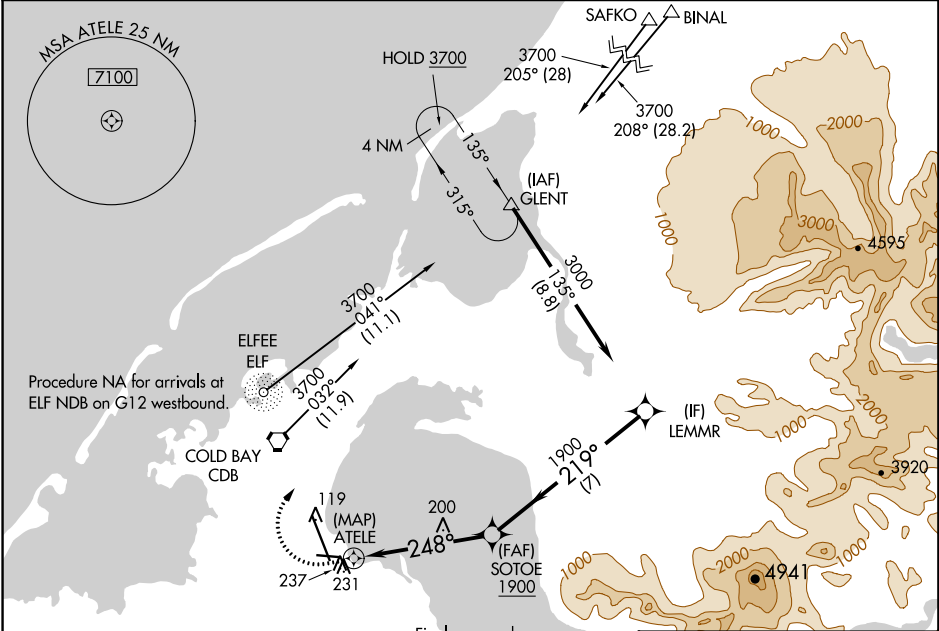
RNAV (GPS) RWY 26

WAAS CH <b>42730</b> <b>W26A</b>	APP CRS <b>248°</b>	Rwy Idg TDZE Apt Elev	<b>4900</b> <b>101</b> <b>101</b>
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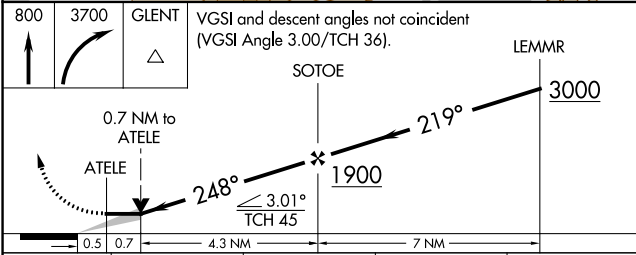
**RNAV (GPS) RWY 26**  
COLD BAY (CDB) (PACD)

<p><b>▼</b> Circling NA for Cat B, C, D southwest of Rwy 15-33. DME/DME RNP-0.3 NA.</p>	<p><b>MISSED APPROACH:</b> Climb to 800 then climbing right turn to 3700 direct GLENT and hold, continue climb-in-hold to 3700. # Missed approach requires a minimum climb of 280 feet per NM to 1180.</p>
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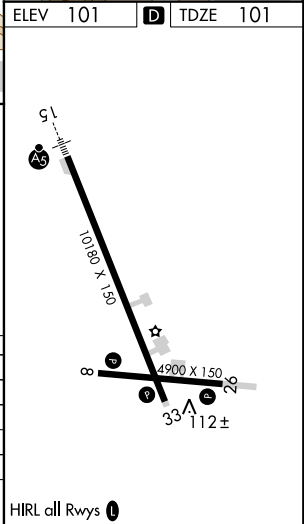
ASOS <b>135.75</b>	ANCHORAGE CENTER <b>118.5 278.3</b>	COLD BAY RADIO <b>123.6 (CTAF) 0</b>
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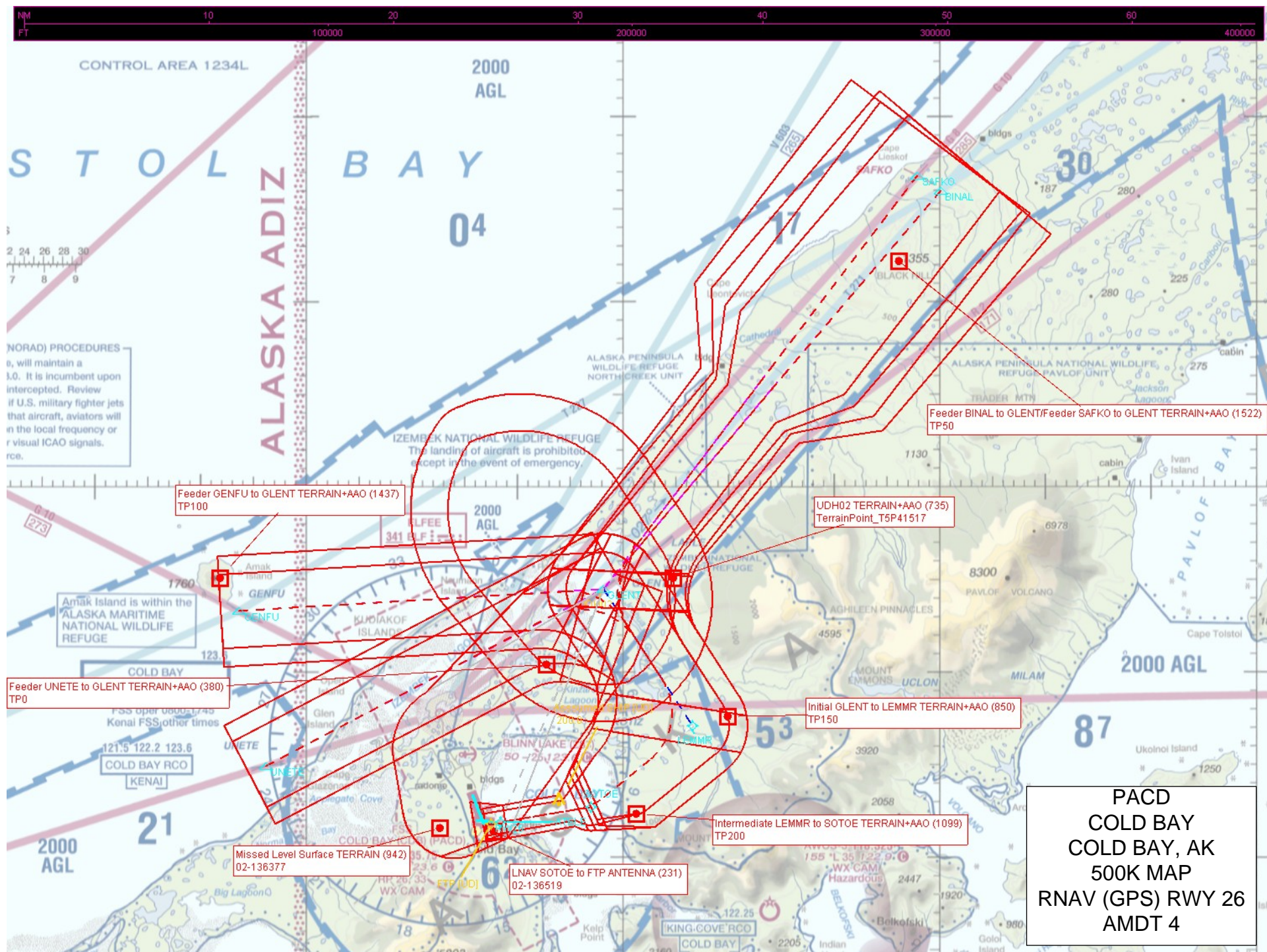


ELEV 101	<b>D</b>	TDZE 101
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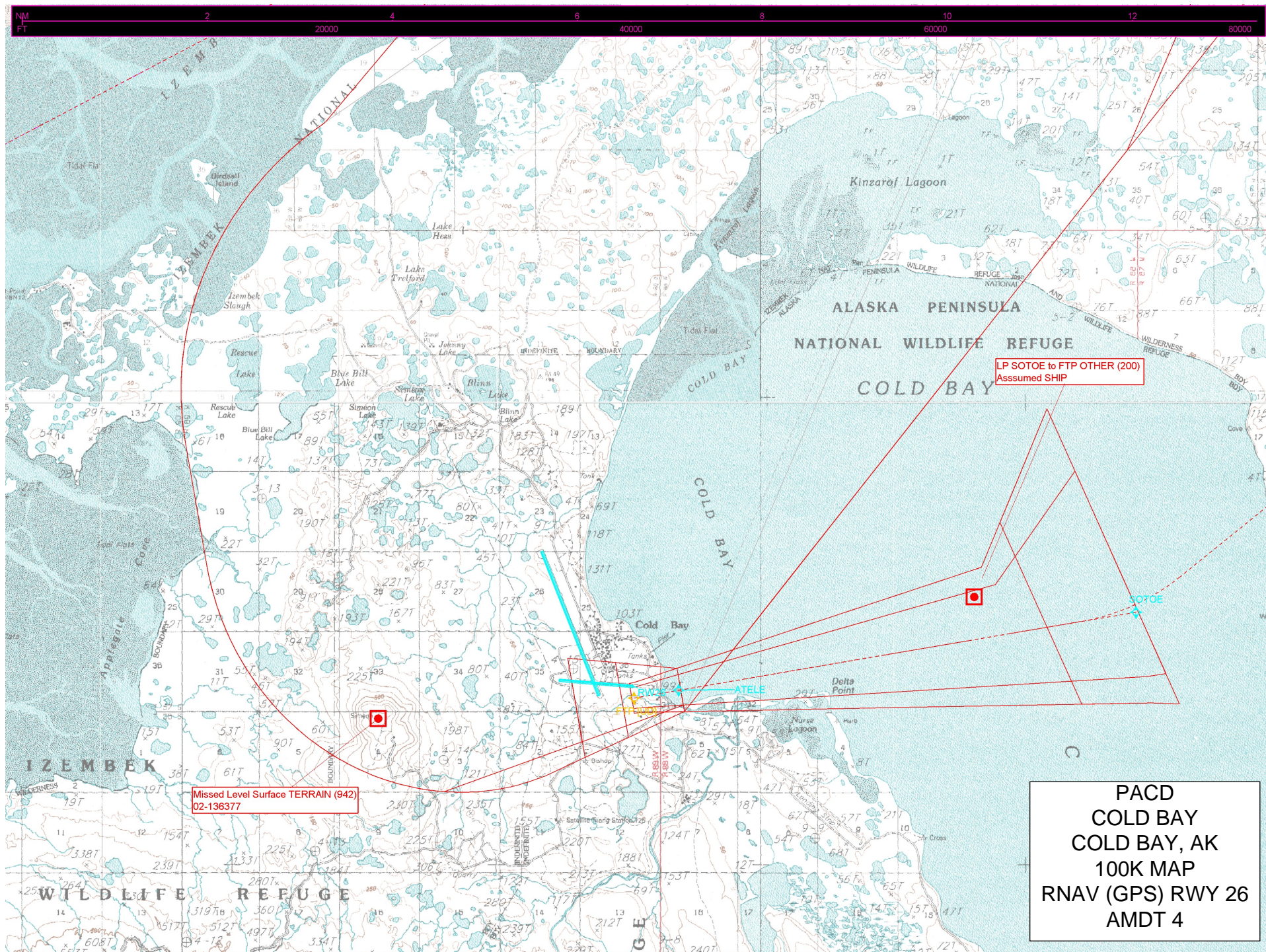


CATEGORY	A	B	C	D
LP MDA#	500-1	399 (400-1)	500-1 1/8	399 (400-1 1/8)
LP MDA	660-1	559 (600-1)	660-1 5/8	559 (600-1 5/8)
LNAV MDA	700-1	599 (600-1)	700-1 5/8	599 (600-1 5/8)
LNAV MDA#	500-1	399 (400-1)	500-1 1/8	399 (400-1 1/8)
<b>C</b> CIRCLING	700-1	599 (600-1)	700-1 1/2	860-2
			599 (600-1 1/2)	759 (800-2)

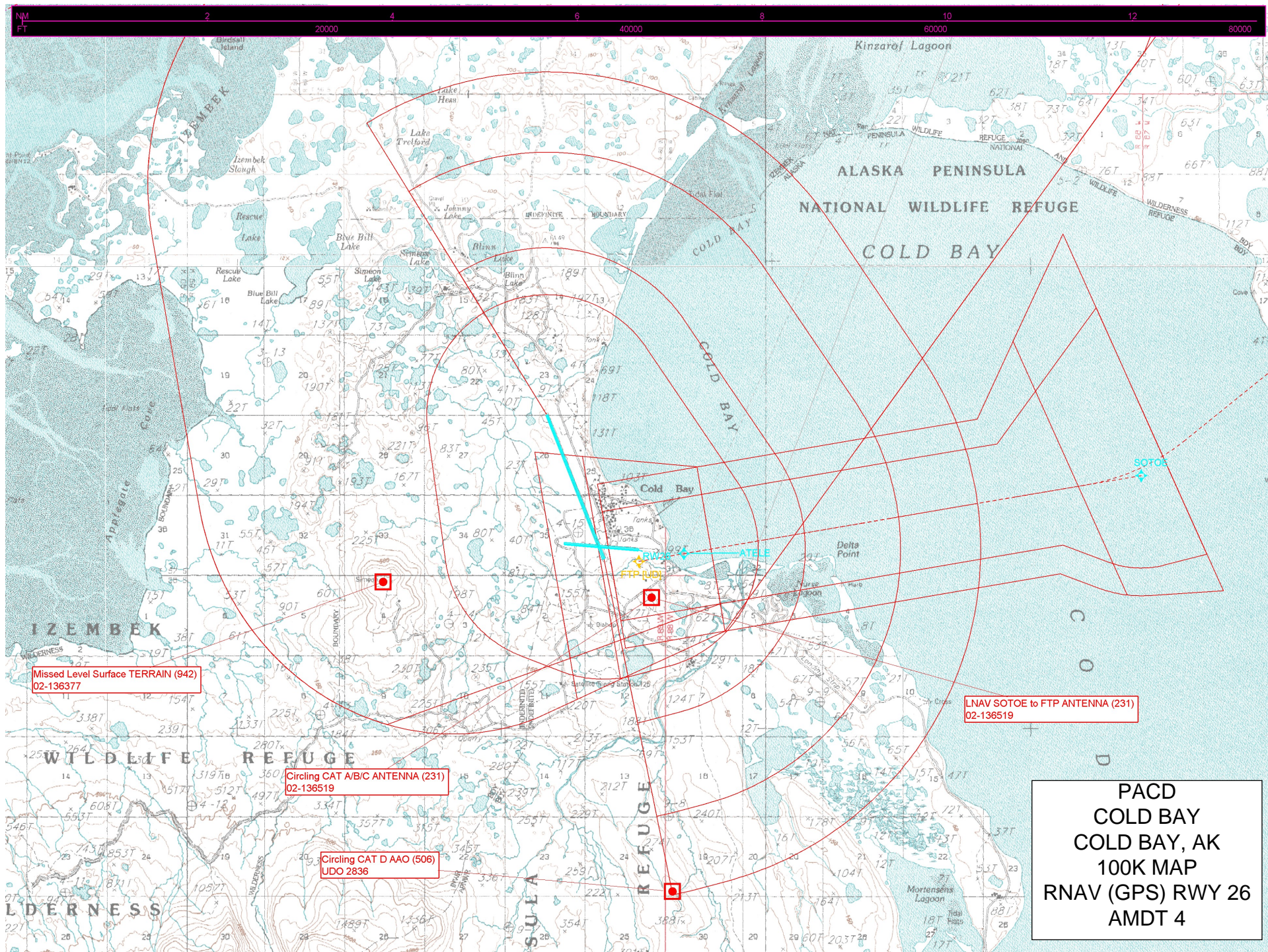




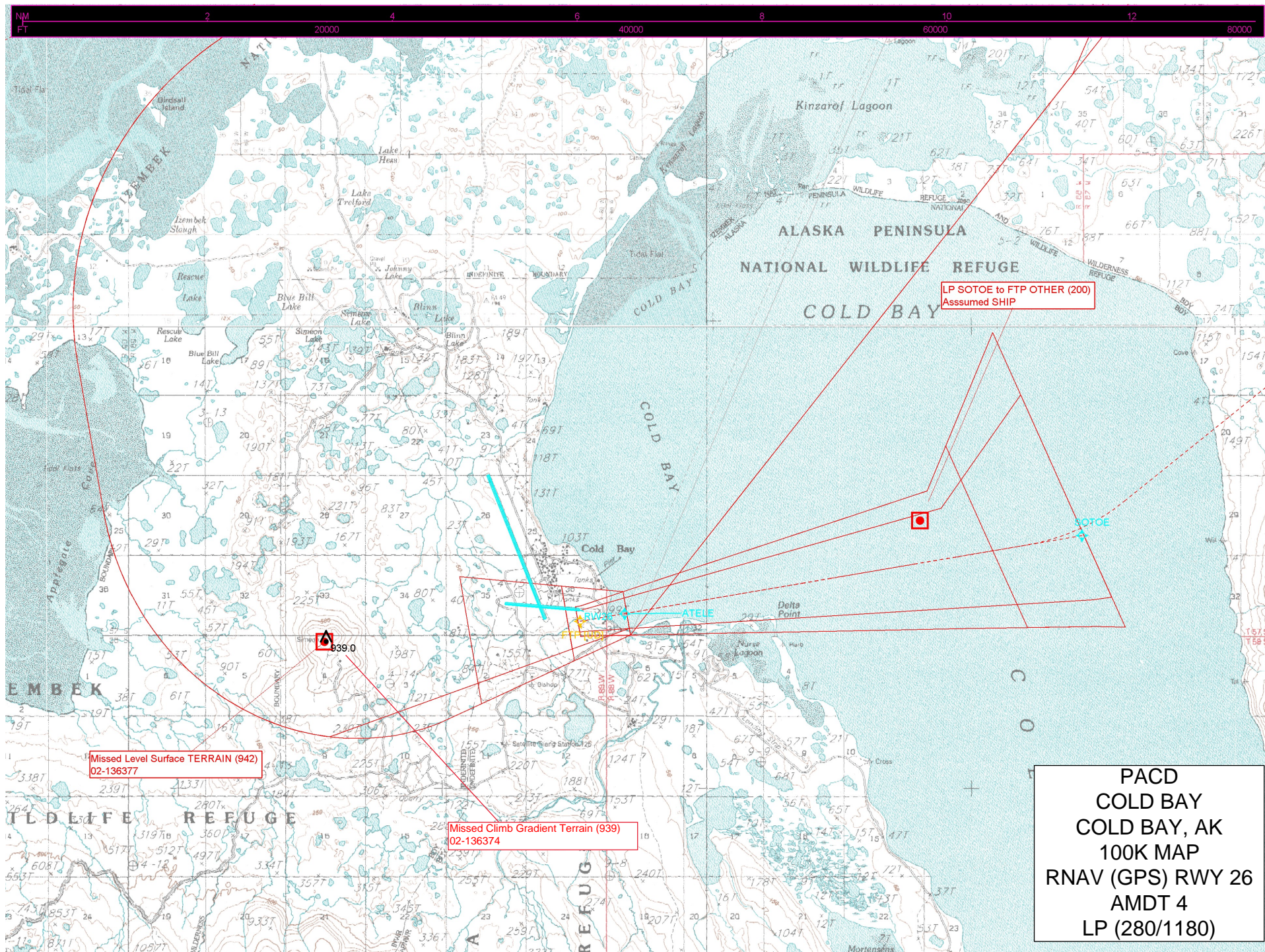




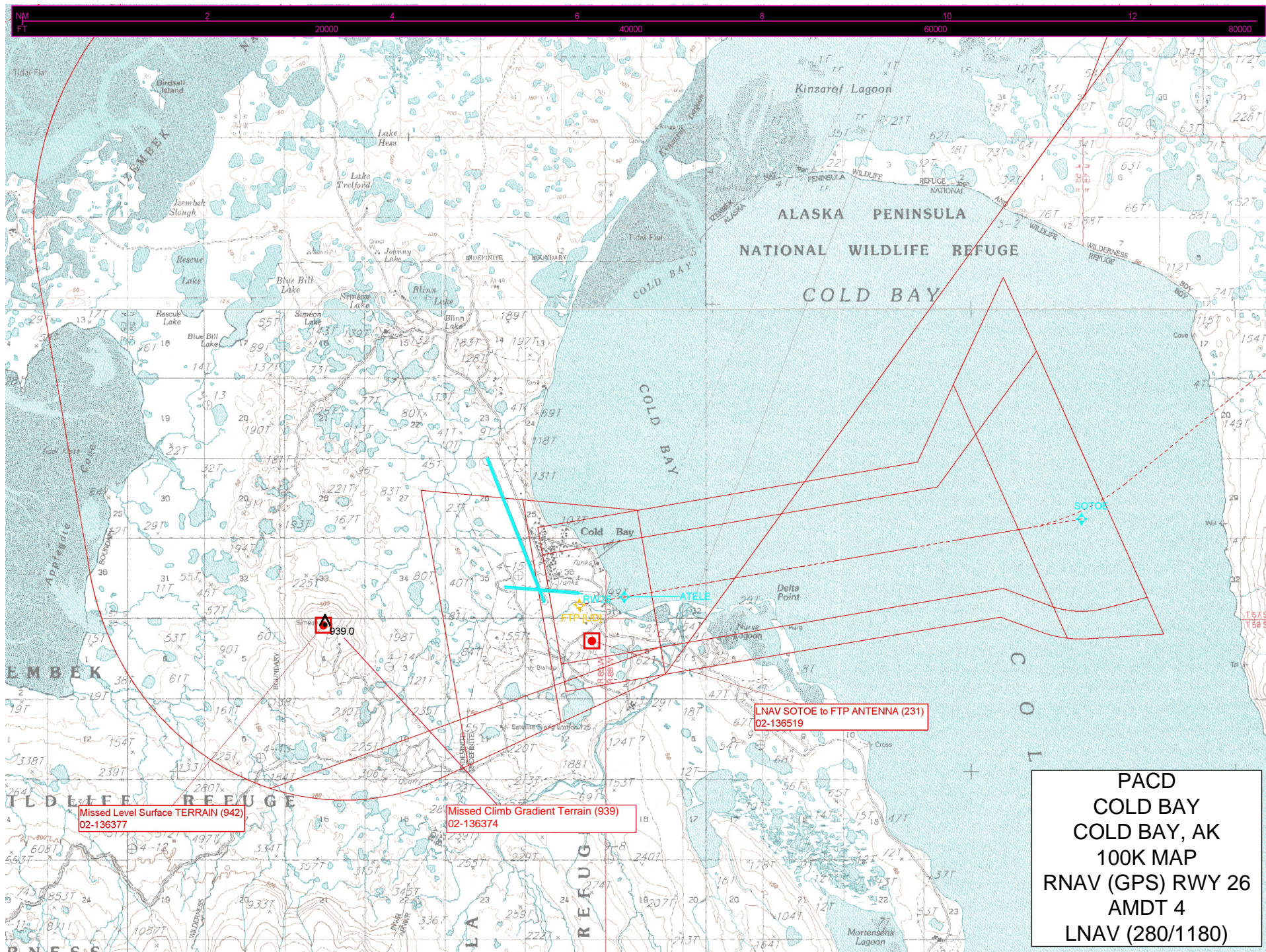














**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Cold Bay Airport, Alaska**

**RNAV (GPS) RWY 26**

**Description of Action:**

The FAA is proposing to amend the area navigation (RNAV) global positioning system (GPS) runway (RWY) 26 approach procedure for Cold Bay Airport (PACD) located in Cold Bay, Alaska.

The two feeder routes west of the airport originating at ELFEE (ELF) non-directional beacon (NDB) and Cold Bay (CDB) VHF omnidirectional range tactical air navigation system (VORTAC) would be removed from the procedure, and be replaced by two new feeders. One of the proposed feeders would originate from the existing UNETE fix. The second proposed feeder would originate at the GENFU fix. Both of these feeders would direct aircraft to the GLENT initial approach fix (IAF). The altitudes for the proposed feeders would be the same as those being replaced at approximately 3,650 feet above ground level (AGL).

The noise screening aviation environmental screening tool (AEST) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level as a result of implementation of the proposed action. The Operations Test (OPS) was utilized to conduct a noise prescreening evaluation of the proposed amendments to RNAV (GPS) RWY 26 procedure. The results of the OPS test indicated that no further noise screening is necessary based on the number of operations at the PACD.

**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 Instrument Flight Procedures 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 1050.1F.

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: PAUL A MCEWEN Digitally signed by PAUL A MCEWEN  
Date: 2018.05.04 08:53:00 -08'00' Date: 5/4/18  
Name: Paul McEwen  
Air Traffic Manager,  
Anchorage Air Traffic Control Center, WNA-ZAN

**Concurrence by:****Western Service Area Environmental Specialist**

Signature: MARINA JMP LANDIS Digitally signed by MARINA JMP LANDIS  
Date: 2018.05.07 07:07:44 -07'00' Date: \_\_\_\_\_  
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: 5/18/18  
Name: Kimberly A. Stover,  
Director, Air Traffic Operations,  
Western Service Area, AJTW