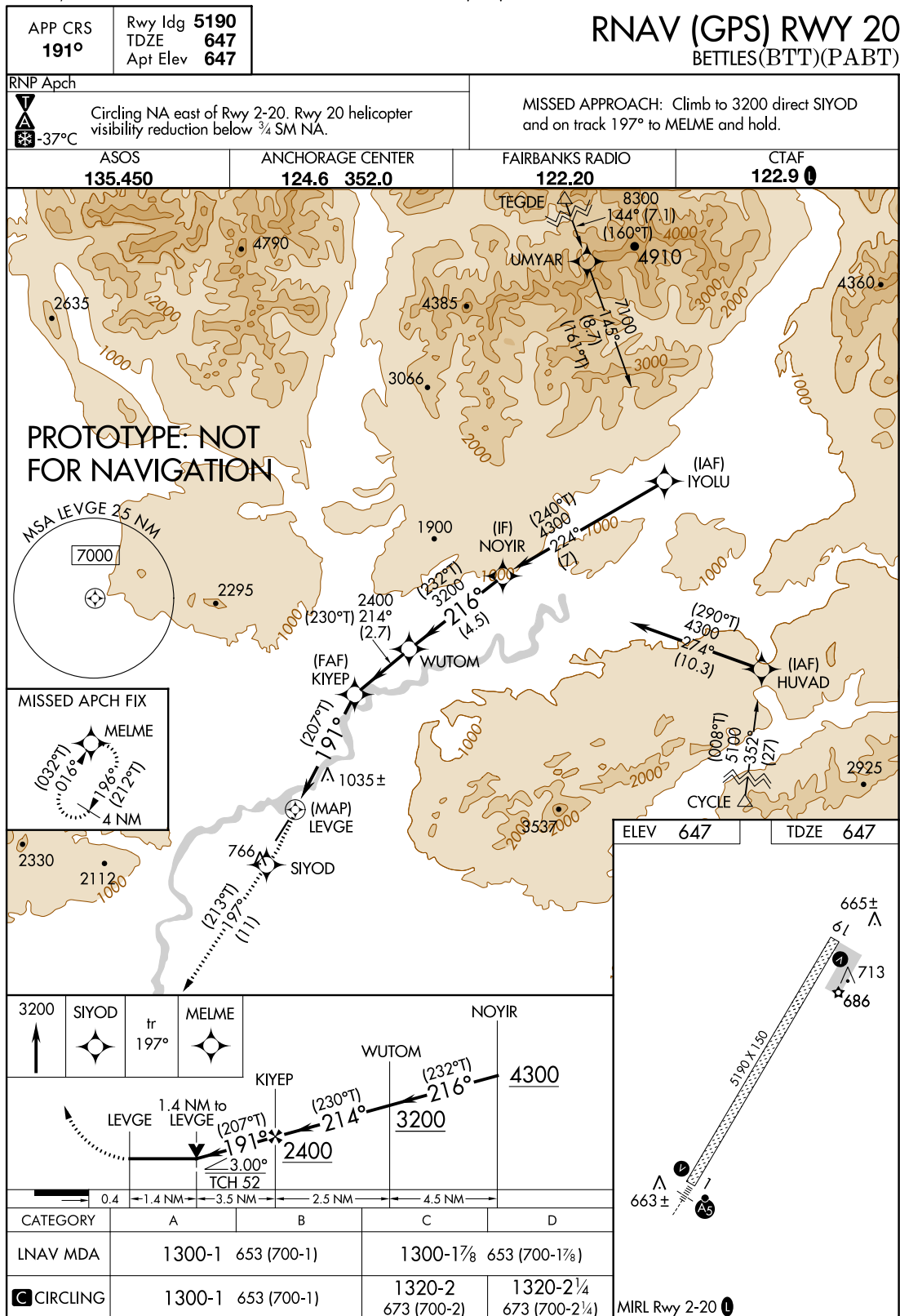


| | | | | | | |
|--|---------------|--------------------------------|---|---------------------------------|---------------------------------------|-------------------------------------|
| Flight Procedure Tracking Form | | Action: FLIGHT CHECK | Task Type: IAP | Date Open: 09/11/2017 | Task #: 2015052836140403003 | Request #: 20150528361404 |
| Procedure: RNAV (GPS) RWY 20 AMDT 1 | | | | Airport ID: PABT | Airport: BETTLES | Reimbursable #: NO |
| City: BETTLES | ST: AK | GPS #: | Estimated Chart Date: 05/24/2018 | | FICO #: | |
| Fac ID: N/A | | Fac. Type: | | | Specialist: IVAN BLANCO | |
| Procedure Review | | | | | | |
| | Rec'd | Rel'd | Full Name | | Comments | |
| Lead: | 11/03/2017 | | | | | |
| QA: | | | J ZEDER 03/01/2018 16 | | | |
| Liaison: | | | | | | |
| Procedure Comments: ENROUTE-NON Remark Type: INFORMATION PENDING DATA USED FOR PABT. ASSIGNED MAG VAR PABT: OLD 20E - NEW 16E CONTACT ADOLFO URRUTIA: 405.954.2079 TEAM 3 MANAGER: PAT MULQUEEN: 405.954.4073 | | | | | | |

BETTLES, ALASKA

AL-1501 (FAA)

FIG



AUTOMATED AL-1501 RNAV (GPS) RWY 20
AUTOMATED AL-1501 RNAV (GPS) RWY 20

AK
 20 MAR 2018
 COMPILER: CG
 REVIEWER:
 DBL CHKR:
 EFF: FIG

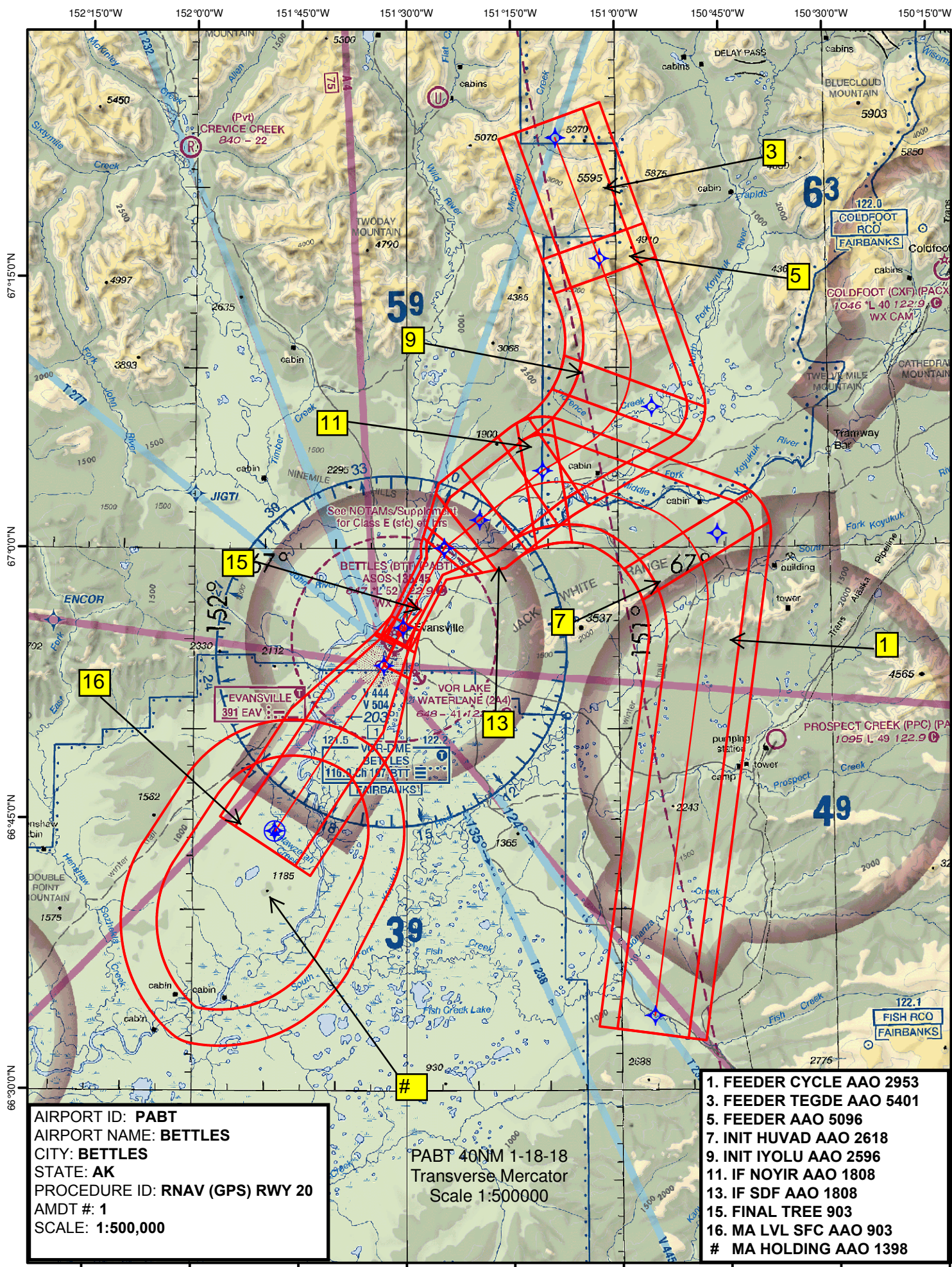
BETTLES, ALASKA

Amdt 1 FIG

66°55'N-151°32'W

BETTLES(BTT)(PABT)

RNAV (GPS) RWY 20



AIRPORT ID: **PABT**
AIRPORT NAME: **BETTLES**
CITY: **BETTLES**
STATE: **AK**
PROCEDURE ID: **RNAV (GPS) RWY 20**
AMDT #: **1**
SCALE: **1:500,000**

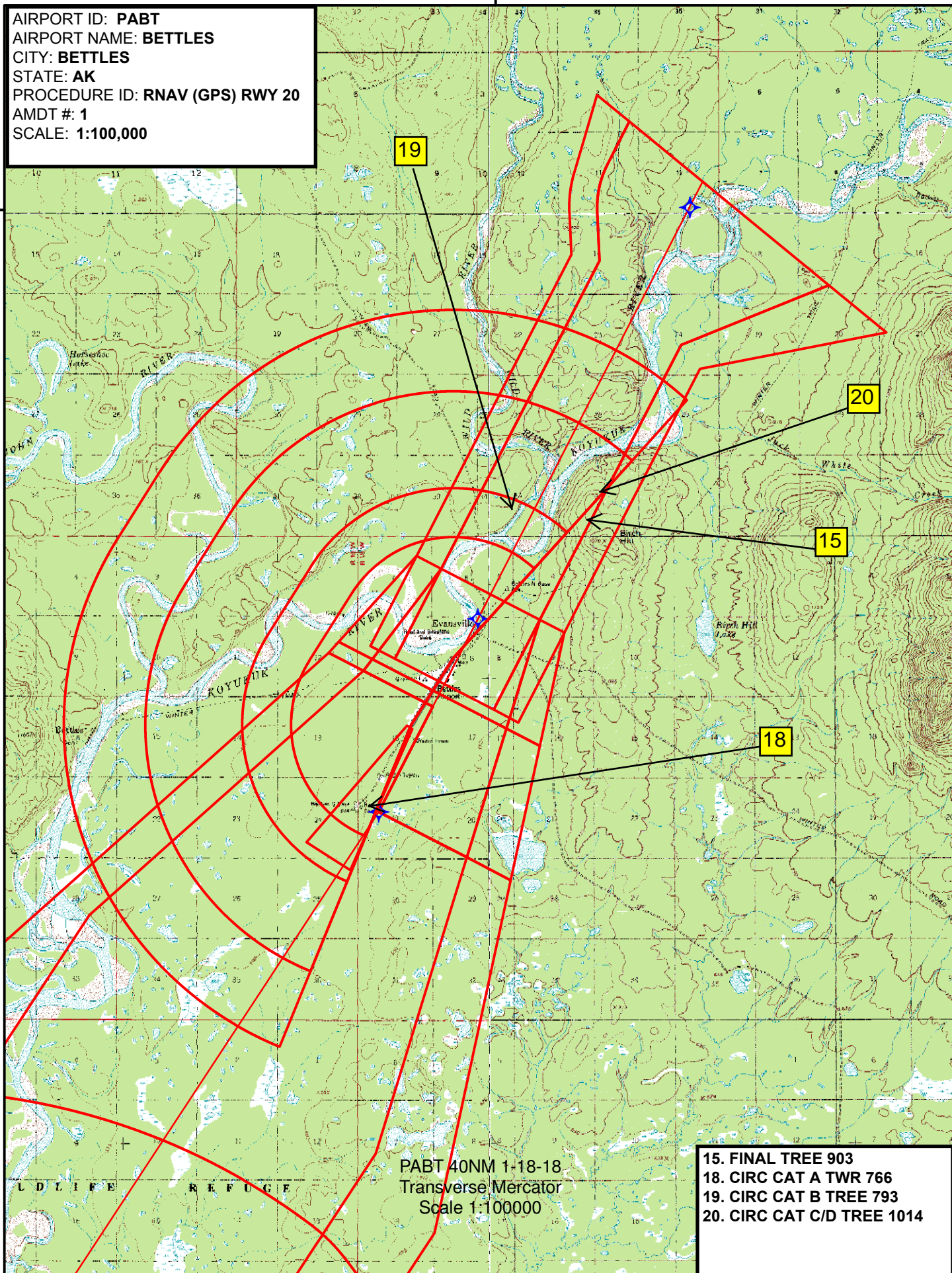
PABT 40NM 1-18-18
Transverse Mercator
Scale 1:500000

1. FEEDER CYCLE AAO 2953
3. FEEDER TEGDE AAO 5401
5. FEEDER AAO 5096
7. INIT HUVD AAO 2618
9. INIT IYOLU AAO 2596
11. IF NOYIR AAO 1808
13. IF SDF AAO 1808
15. FINAL TREE 903
16. MA LVL SFC AAO 903
- # MA HOLDING AAO 1398

151°30'0"W

AIRPORT ID: **PABT**
AIRPORT NAME: **BETTLES**
CITY: **BETTLES**
STATE: **AK**
PROCEDURE ID: **RNAV (GPS) RWY 20**
AMDT #: **1**
SCALE: **1:100,000**

67°00'N



TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **BETTLES**

STATE: **AK**

AIRPORT NAME: **BETTLES**

ID: **PABT**

PROCEDURE: **RNAV (GPS) RWY 20**

AMDT: **1**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

- | | | | |
|---|---------------------------------|--------------------------------|---------------|
| 1. Distance from | <u>THLD</u> | to 1000' point | <u>3.67</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>FINAL</u> | segment at 1000' point | <u>1.20</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>FINAL</u> | segment containing 1000' point | <u>207.37</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>900</u> |
| 5. Distance from | <u>THLD</u> | to 1500' point | <u>5.34</u> |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | <u>FINAL</u> | segment at 1500' point | <u>2.13</u> |
| 7. True Course of | <u>FINAL</u> | segment containing 1500' point | <u>207.37</u> |
| 8. High Terrain in | <u>FINAL</u> | segment containing 1500' point | <u>900</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>665511.77N / 1513109.83W</u> | | |
| 10. ARP Coordinates | <u>665450.20N / 1513144.60W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>2</u> | |
| | Distance | <u>0.43</u> | NM |
| 12. FAF Coordinates | <u>665954.24N / 1512450.01W</u> | | |

REMARKS: Approach/Drawing attached.

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

Bettles Airport

**RNAV (GPS) RUNWAY 2
RNAV (GPS) RWY 20
VOR/DME RWY 2
Textual (Obstacle) Departure**

Description of Action:

The FAA is proposing to amend all instrument approach and departure procedures for Bettles Airport (PABT) in Bettles, Alaska. Criteria require that the Magnetic Variation (MagVar) for PABT be updated from 20E to 16E. Runway (RWY) numbers will change from RWY 1/19 to RWY 2/20, necessitating amendments to existing procedures to refer to the new runway numbers and to update procedures to meet current criteria.

The FAA is proposing the following amendments to the Area Navigation (RNAV) Global Positioning System (GPS) RWY 1 arrival procedure:

1. changing the procedure name to RNAV (GPS) RWY 2 to update the runway number;
2. fix PIBIC will move 18,228 feet (ft.) southeast along its existing track;
3. fix IKIVE will move 18,228 ft. northwest along its existing track; and
4. increasing Lateral Navigation (LNAV) and Circling minimums to meet current criteria.

The FAA is proposing the following amendments to the Area Navigation (RNAV) Global Positioning System (GPS) RWY 19 arrival procedure:

1. changing the procedure name to RNAV (GPS) RWY 20 to update the runway number;
2. fix NOYIR will move 3,217 ft. along its existing track towards the threshold;
3. fix WUTOM will move 9,013 ft. along its existing track towards the threshold; and
4. fix OCUKU will move 314 ft. south along its existing track for connectivity due to NOYIR and WUTOM moves.

Amendments proposed for VOR/DME RWY 1 approach procedure will change the procedure name to VOR/DME RWY 2 to update the runway number, update for MagVar, add new Circling Radii, and increase the Cat C/D circling minimums to meet current criteria.

The textual (Obstacle) Departure Procedures will be updated for MagVar changes, including runway renumbering; and Low, Close-In obstacles will be re-evaluated.

The MagVar is an administrative update that will not change ground tracks, fixes, or altitudes.

The RNAV (GPS) RWY 20 approach procedure overflies a portion of the Gates of the Arctic Wilderness and National Park. Aircraft have been flying the procedures with the exception of the lengthened segments described above. This area has historically been overflown by aircraft approaching Bettles Airport.

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, a noise analysis is not required 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 1050.1F.

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.

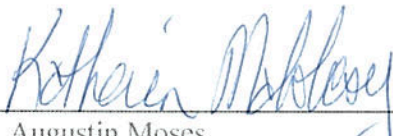
Recommended by:

Facility Manager Review/Concurrence

Signature:  Date: 8/11/16
Name: Kirk D. Swanson
Air Traffic Manager,
Anchorage Air Route Traffic Control Center, ZAN

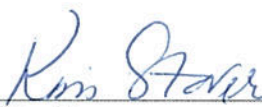
Concurrence by:

Western Service Area Environmental Specialist

Signature:  Date: 9/7/2016
Name: Augustin Moses
Environmental Specialist, Operations Support Group,
Western Service Center, AJV-W22

Approval by:

Western Service Area Director or Designee Approval

Signature:  Date: 9/6/16
Name: Kim Stover
Director, Air Traffic Operations, North,
Western Service Area, AJTWN

WFPT RAPT Consensus Form

ICAO: PABT

RAPT Date: Jul 7, 2016

Airport Name: BETTLES

City: BETTLES

State: AK

Project Request: Anchorage Center request to change fix name OCUKU on RNAV (GPS) Rwy 19 IFP to avoid confusion with OCOCU fix on VOR/DME Rwy 1 IFP and multiple airways

MAGVAR Update: Yes ☒ No ☐

Unpaved RWY: Yes ☒ No ☐

RWY Renumbering: Yes ☒ No ☐ Estimated Completion Date: Unknown

CAT A-D: Yes ☒ No ☐

Scope of Project: Update Airport MagVar from 2010 value of 20E to 2020 value of 16E
Update BTT VOR/DME from 2010 value of 20E to 2020 value of 16E
Update runway numbers from RWY 1/19 to RWY 2/20
Amend RNAV (GPS) Rwy 20 (Amdt 1) to rename OCUKU fix
Amend VOR/DME Rwy 2 (Amdt 2) to update VOR MagVar
Amend RNAV (GPS) Rwy 2 (Amdt 1) to change runway number
Amend DP to change runway numbers

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

Comments: This is an update to a RAPT consensus from 11/21/13
Project has PTS project loaded for 4/27/17

Priority Assigned: 1

Proposed Estimated Chart Date: 04/27/2017

SAM S L
SHRIMPTON

Digitally signed by SAM S L
SHRIMPTON
Date: 2016.07.07 11:45:29
-07'00'

Service Center Flight Procedures Team

john.armstrong
@faa.gov

Digitally signed by
john.armstrong@faa.gov
DN: cn=john.armstrong@faa.gov
Date: 2016.07.11 09:38:51 -08'00'

Flight Standards Division NextGen Branch

scott.woodrow
@faa.gov

Digitally signed by
scott.woodrow@faa.gov
DN: cn=scott.woodrow@faa.gov
Date: 2016.07.08 05:42:48 -07'00'

Service Center Air Traffic Operations
Support

MATTHEW D
FREEMAN

Digitally signed by MATTHEW D
FREEMAN
DN: c=US, o=U.S. Government, ou=AAL,
ou=AAL, cn=MATTHEW D FREEMAN
Date: 2016.07.07 11:02:31 -08'00'

Airports Division

WFPT RAPT Consensus Form

ICAO: PABT

RAPT Date: Jul 7, 2016

CHRISTINE J
CHESAK

Digitally signed by CHRISTINE J
CHESAK
Date: 2016.07.13 09:53:54
-07'00'

Service Center Planning and Requirements
Group