

Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: TEXTUAL DP	Date Open: 07/14/2015	Task #: 2015071435947901001	Request #: 20150714359479
Procedure: KOKHANOK AK PFKK AMDT 1			Airport ID: PFKK	Airport: KOKHANOK		Reimbursable #: NO
City: KOKHANOK	ST: AK	GPS #:	Estimated Chart Date: 03/29/2018		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: DEANNA FIELDS	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	10/05/2017	11/14/2017	STEVEN VARGAS	QUALITY		
QA:	11/14/2017			3		
Liaison:				CHECKED		
Procedure Comments:			Remark Type: INFORMATION			
<p>CONTACT: STEVEN A VARGAS, SUB-TEAM MANAGER, IFP TEAM 2, 405.954.0695 (OR) JULIE MORGAN, MANAGER, AJV-542, INSTRUMENT FLIGHT PROCEDURES TEAM 2, 405.954.8568.</p> <p>ASSIGNED MAG VAR, PFKK OLD 18E-NEW 14E. ASSIGNED MAG VAR, ILI NDB OLD 17E-NEW 14E</p> <p>APPROVAL LETTER: RWY 7 CLIMB GRADIENT EXCEEDS 500 FT PER NM.</p>						



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

17285

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KETCHIKAN, AK

KETCHIKAN INTL (KTN) (PAKT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 8 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 11**, use KETCHIKAN
DEPARTURE. **Rwy 29**, use SKOWL DEPARTURE.

KIANA, AK

BOB BAKER MEMORIAL (IAN) (PAIK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 09183 (FAA)
TAKEOFF MINIMUMS: **Rwy 24**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 6**, Use SELAWIK
DEPARTURE.

KING COVE, AK

KING COVE (KVC) (PAVC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 09183 (FAA)
TAKEOFF MINIMUMS: **Rwy 25**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 7**, Use Cold Bay
RNAV departure.

KING SALMON, AK

KING SALMON (AKN) (PAKN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 08269 (FAA)
TAKEOFF OBSTACLE NOTES: **Rwy 12**, trees beginning
549' from DER, 353' left of centerline, up to 30'
AGL/108' MSL. **Rwy 36**, trees beginning 750' from DER,
265' left of centerline, up to 30' AGL/93' MSL. Bush and
trees beginning 59' from DER, 180' right of centerline,
up to 30' AGL/87' MSL.

KIPNUK, AK

KIPNUK (IIK) (PAKI)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14093 (FAA)
TAKEOFF OBSTACLE NOTES: **Rwy 17**, trees beginning
384' from DER, left and right of centerline, up to 35'
AGL/59' MSL. **Rwy 35**, trees beginning 304' from DER,
left and right of centerline, up to 35' AGL/59' MSL.

KIVALINA, AK

KIVALINA (KVL) (PAVL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 15288 (FAA)
TAKEOFF OBSTACLE NOTES: **Rwy 12**, windsock 143'
from DER, 267' left of centerline, 22' AGL/30' MSL.
Tower 3544' from DER, 150' left of centerline, 100'
AGL/115' MSL. **Rwy 30**, bush 2' from DER, 82' left of
centerline, 2' AGL/18' MSL. Bush 16' from DER, 85' left
of centerline, 2' AGL/18' MSL.

KLAWOCK, AK

KLAWOCK (AKW) (PAKW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 13178(FAA)
DEPARTURE PROCEDURE: Use KLAWOCK
DEPARTURE.

KOBUK, AK

KOBUK (OBU) (PAOB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07354 (FAA)
TAKEOFF MINIMUMS: **Rwy 27**, 300-1 or std. w/ a min.
climb of 661' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 9**, climbing right turn via
heading 220° and AMF NDB 283° course to AMF NDB
before proceeding on course. **Rwy 27**, climb via heading
267° and AMF NDB 283° course to AMF NDB before
proceeding on course.
TAKEOFF OBSTACLE NOTES: **Rwy 9**, multiple trees
beginning 169' from DER, 36' right of centerline, up to 50'
AGL/199' MSL. Multiple trees beginning 231' from DER,
385' left of centerline, up to 50' AGL/199' MSL. **Rwy 27**,
multiple trees beginning 79' from DER, 220' left of
centerline, up to 50' AGL/182' MSL. Multiple trees
beginning 17' from DER, 299' right of centerline, up to 50'
AGL/249' MSL.

KODIAK, AK

KODIAK (ADQ) (PADQ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 15288 (FAA)
TAKEOFF MINIMUMS: **Rwy 26**, NA-terrain.
DEPARTURE PROCEDURE: **Rwys 1, 8, 11, 19, 29**, use
KODIAK DEPARTURE.

KOKHANOK, AK

KOKHANOK (9K2) (PFKK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 15232 (FAA)
TAKEOFF MINIMUMS: **Rwy 6**, 400-1½ or std. w/ min.
climb of 420' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn
direct ILI NDB/DME, climb in ILI NDB/DME holding pattern
(south, right turn, 003° inbound) to cross ILI NDB/DME at
or above MEA for route of flight. **Rwy 24**, climbing right
turn direct ILI NDB/DME, climb in ILI NDB/DME holding
pattern (south, right turn, 003° inbound) to cross ILI NDB/
DME at or above MEA for route of flight. **Rwy 24**,
climbing right turn direct ILI NDB/DME, climb in ILI NDB/
DME holding pattern (South, right turn, 360° inbound) to
cross ILI NDB/DME at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES: **Rwy 6**, multiple trees
beginning 58' from DER, 40' left of centerline, up to 60'
AGL/309' MSL. Multiple trees beginning 240' from DER,
86' right of runway centerline, up to 60' AGL/459' MSL.
Rwy 24, multiple trees beginning 3356' from DER, 914'
left of centerline, up to 60' AGL/209' MSL. Multiple trees
beginning 3723' from DER, 689' right of centerline, up to
60' AGL/209' MSL.

12 OCT 2017 to 07 DEC 2017

12 OCT 2017 to 07 DEC 2017



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

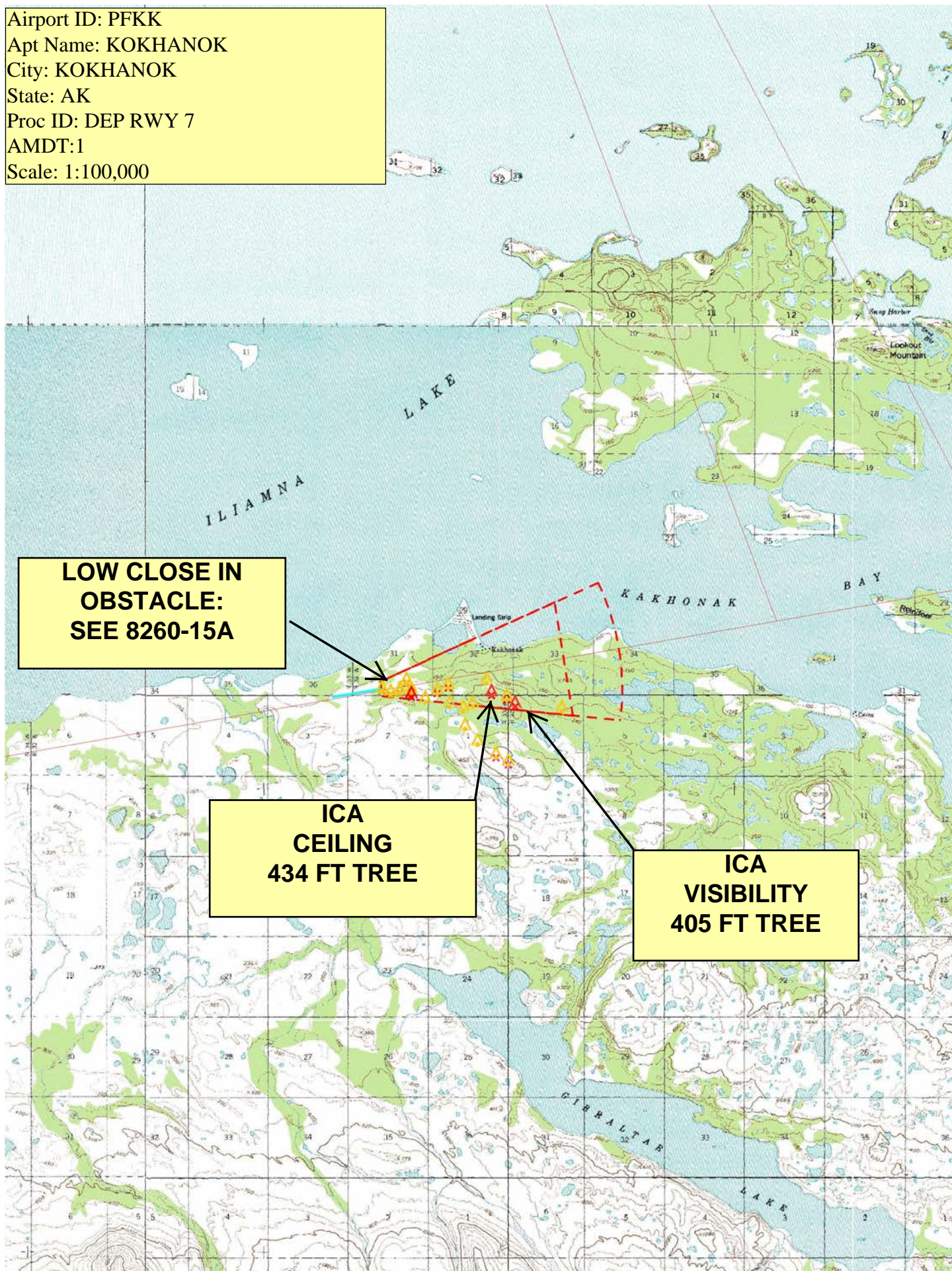
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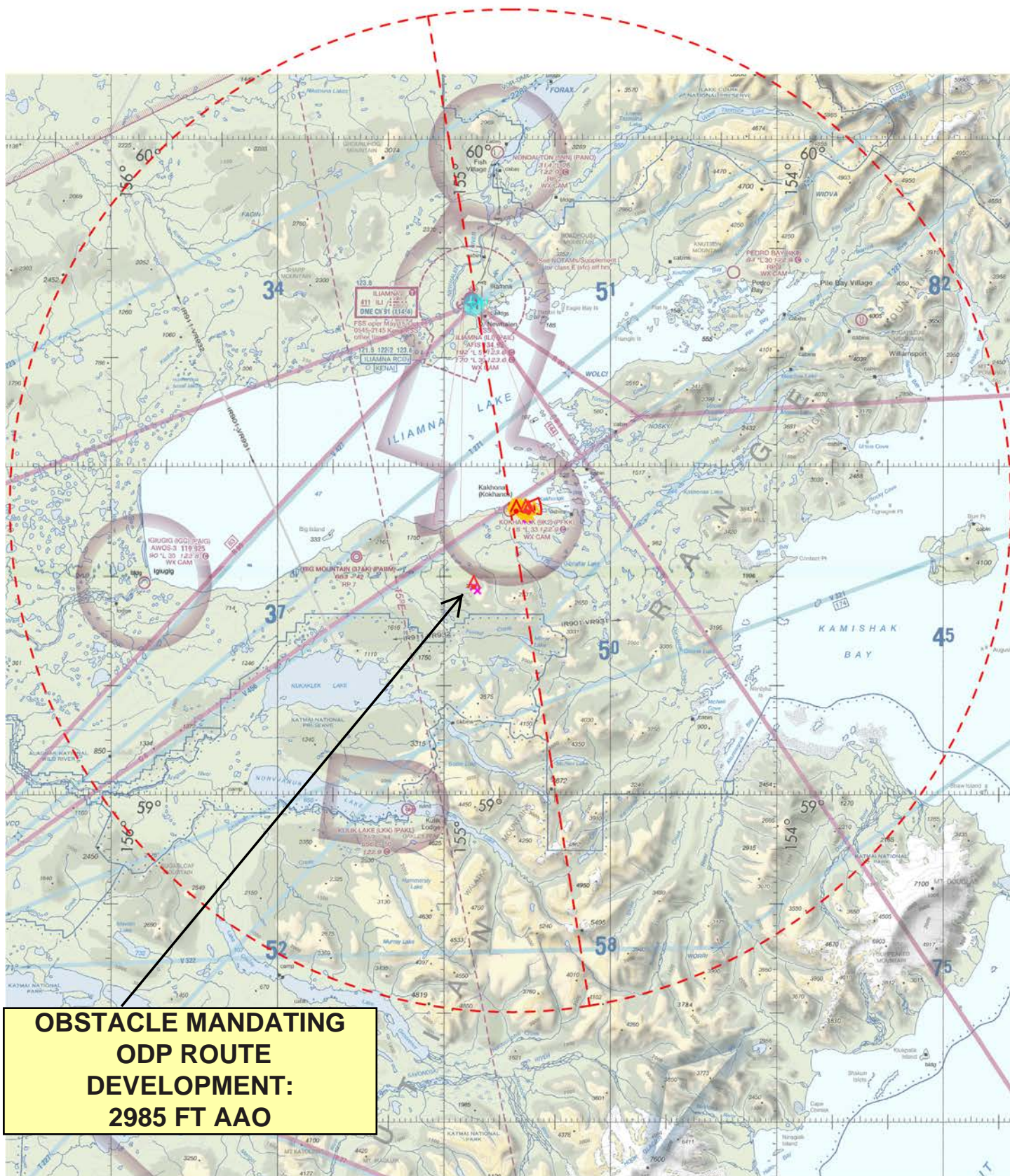


AK

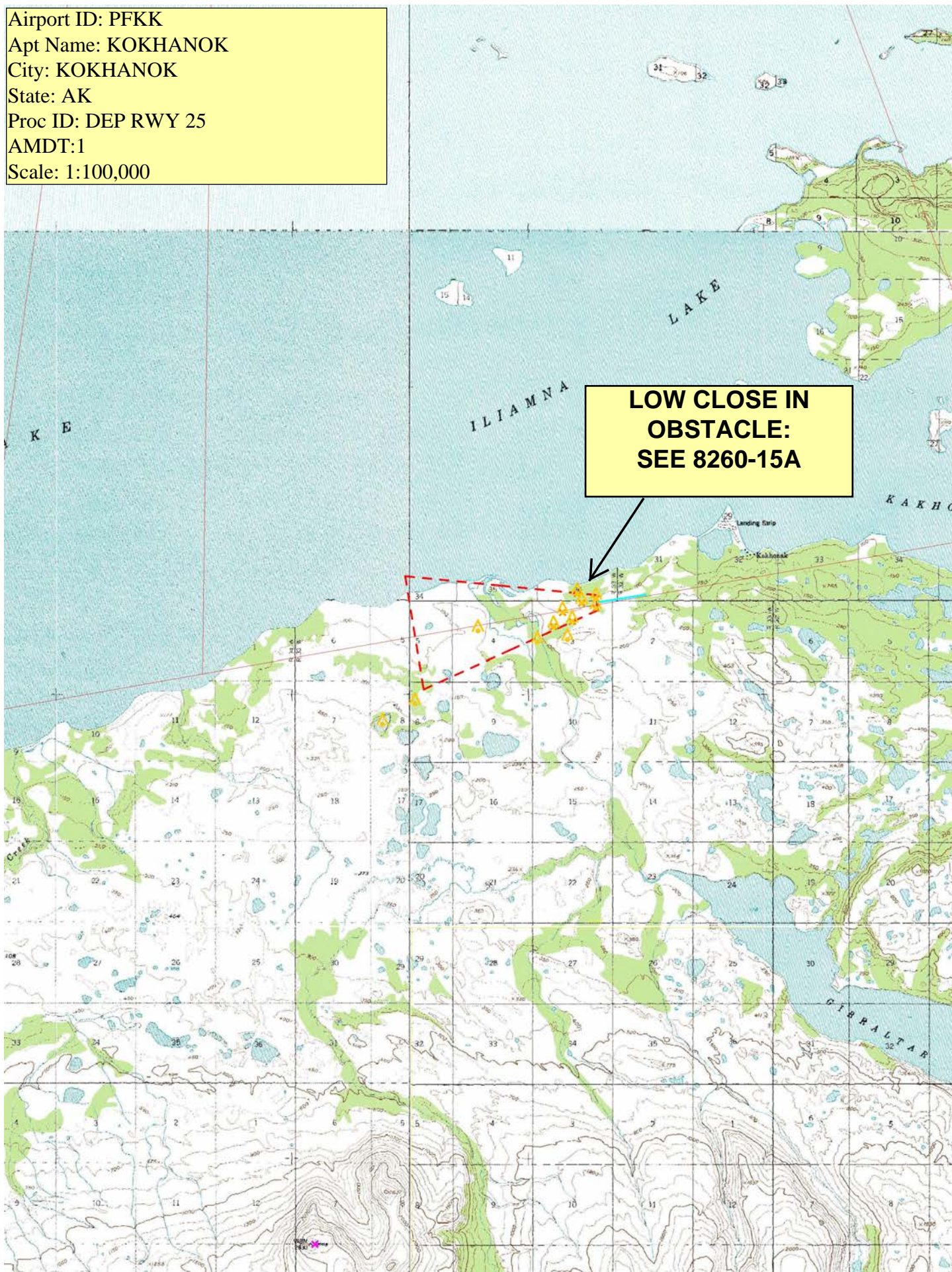
Airport ID: PFKK
Apt Name: KOKHANOK
City: KOKHANOK
State: AK
Proc ID: DEP RWY 7
AMDT: 1
Scale: 1:100,000



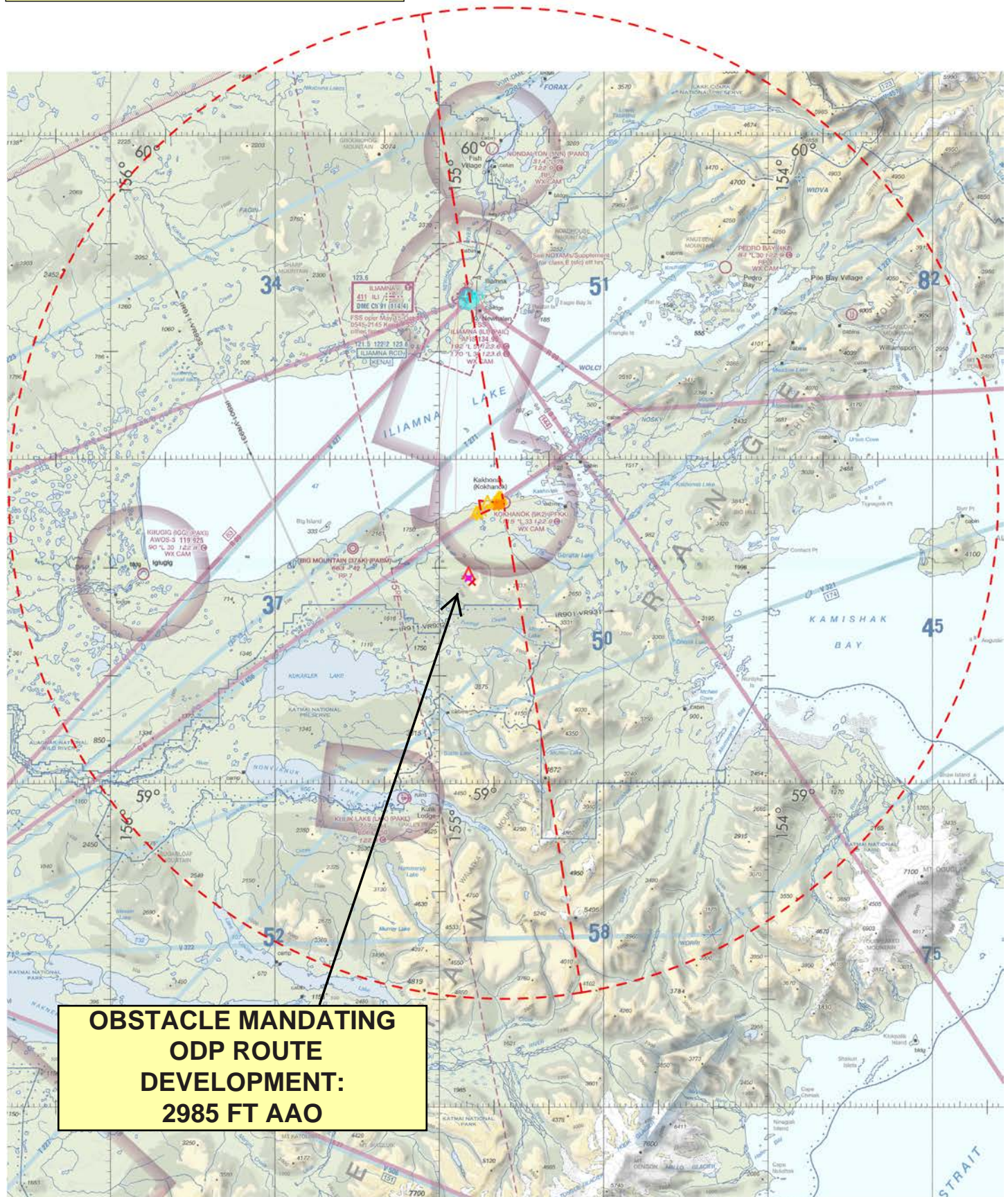
Airport ID: PFKK
Apt Name: KOKHANOK
City: KOKHANOK
State: AK
Proc ID: DEP RWY 7
AMDT:1
Scale: 1:900,000



Airport ID: PFKK
Apt Name: KOKHANOK
City: KOKHANOK
State: AK
Proc ID: DEP RWY 25
AMDT:1
Scale: 1:100,000



Airport ID: PFKK
Apt Name: KOKHANOK
City: KOKHANOK
State: AK
Proc ID: DEP RWY 25
AMDT:1
Scale: 1:900,000



Subject: Approval Request: KOKHANOK, KOKHANOK, AK (PFKK)

Takeoff Minimums and Obstacle Departure Procedure (ODP)

Takeoff RWY 7, KOKHANOK, KOKHANOK, AK (PFKK)

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

A 280 FT MSL Tree (200 FT Terrain with 80 FT vegetation) located 0.33 NM from the RWY 7 Departure End of Runway in the ICA requires a climb gradient of 1099 FT per NM TO 400. There are numerous other obstacles which also cause required climb gradient/climb-to altitudes and because of the locations of these obstacles, a departure route to avoid them can't be constructed.

Alternatively, with takeoff minimums of 400 - 1 3/4, aircraft can depart with visual reference to the obstacles.

Request approval to publish the following minimums: 400- 1 3/4.

Federal Aviation Administration Categorical Exclusion Declaration

Date: 10/05/2017

IFP: Christiansen, Kyle (kyle.r.christiansen@faa.gov)

Airport Contact: N/A

Request ID: PFKK_170822_47

Single or Multiple Procedure:

Multiple

Procedure Name(s):

RNAV (GPS) RWY 7

RNAV (GPS) RWY 25

TO Mins and ODP

Procedure Request Description:

MAGVAR update is required for the airport and the ILI NDB. Initial approach fixes for both RNAV IAPs have been lengthened to meet criteria. Altitude changes have been made to numerous segments. The RNAV (GPS) RWY 6 missed approach has been changed to return to the northern IAF. No design changes requested for the Obstacle Departure Procedure (ODP).

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 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this 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.

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. 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. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By:

Date: _____

Title:

Approved By:

Date: _____

Title:
