

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 04/07/2017	<b>Task #:</b> 2017030216260201003	<b>Request #:</b> 20170302162602
<b>Procedure:</b> RNAV (GPS) RWY 19 ORIG			<b>Airport ID:</b> PAWN	<b>Airport:</b> NOATAK		<b>Reimbursable #:</b> NO
<b>City:</b> NOATAK	<b>ST:</b> AK	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 11/08/2018		<b>FICO #:</b> 1214042	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>		<b>Specialist:</b> COLTON CROWDER		
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	02/14/2018	08/21/2018	DONALD LANIER	QUALITY		
<b>QA:</b>	08/21/2018	06/18/2018	TRACEY STILES	22 8.21.2018 BD		
<b>Liaison:</b>	06/18/2018	06/18/2018	MARY MCDONALD	CHECKED		
<b>Procedure Comments:</b>			<b>ENROUTE-NON</b>			
			<b>Remark Type:</b> INFORMATION			
<p>PENDING AIRPORT DATA USED.  AIRPORT MAGVAR OLD: -15  AIRPORT MAGVAR NEW: -11</p> <p>08/20/2018: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/29/2018.</p> <ol style="list-style-type: none"> <li>1. TERMINAL ROUTE HIBLA TO WEDET COURSE/DISTANCE/ALTITUDE CHANGED FROM 275.49/7.10/2700 TO 275.51/7.09/4000.</li> <li>2. TERMINAL ROUTE WEDET TO JENTO COURSE AND DISTANCE CHANGED FROM 191.25/6.00 TO 191.27/7.00.</li> <li>3. TERMINAL ROUTE RW19 TO 600 MSL CHANGED TO RW19 TO 1700 MSL; MINIMUM ALTITUDE CHANGED FROM 600 TO 1700.</li> <li>4. TERMINAL ROUTE 600 MSL TO WEDET CHANGED TO 1700 MSL TO WEDET; MINIMUM ALTITUDE CHANGED FROM 2700 TO 4000.</li> <li>5. MISSED APPROACH INSTRUCTIONS CHANGED FROM "CLIMB TO 600 THEN CLIMBING LEFT TURN TO 2700..." TO "CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 4000..."</li> <li>6. LINE 2, "...2700 FT. IN LIEU OF PT (IF/IAF), MAX 4000." CHANGED TO "...4000 FT. IN LIEU OF PT (IF/IAF), MAX 6000."</li> <li>7. LINE 4, "WEDET 2700" CHANGED TO "WEDET 4000."</li> </ol>						

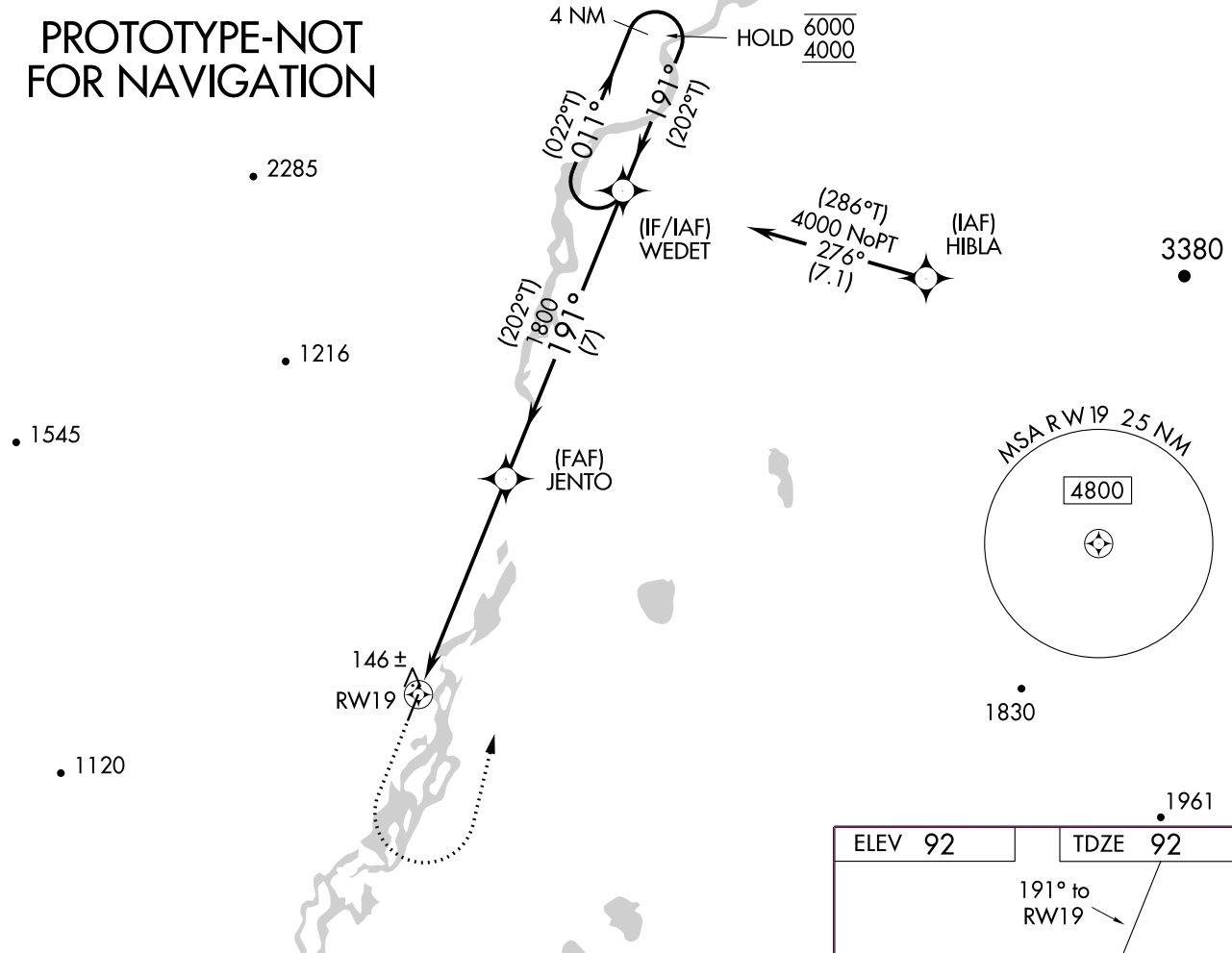
WAAS CH <b>86842</b> <b>W19A</b>	APP CRS <b>191°</b>	Rwy Idg <b>3992</b> TDZE <b>92</b> Apt Elev <b>92</b>
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# RNAV (GPS) RWY 19

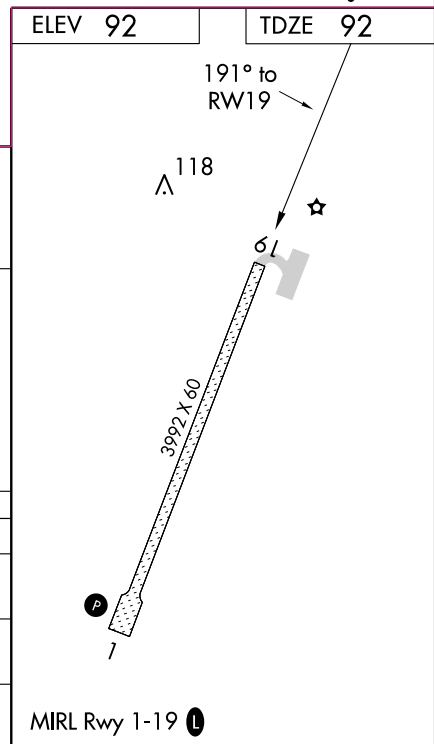
NOATAK (WTK)(PAWN)

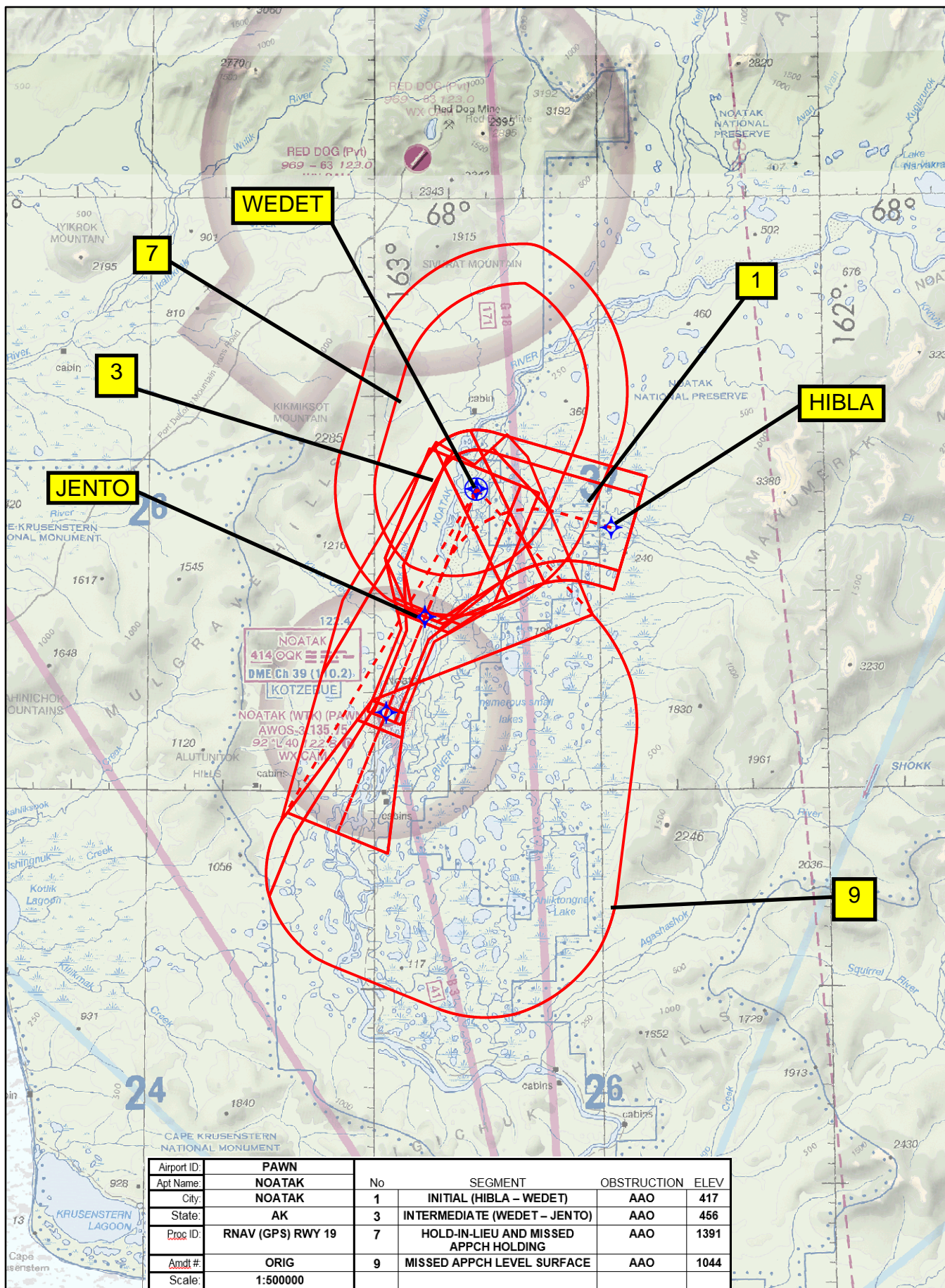
RNP APCH.		MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct WEDET and hold.	
<div><div></div><div>Straight-in minimums NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.</div></div>			
AWOS-3P 135.75	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.4	UNICOM 122.8 (CTAF) <div></div>

PROTOTYPE-NOT  
FOR NAVIGATION

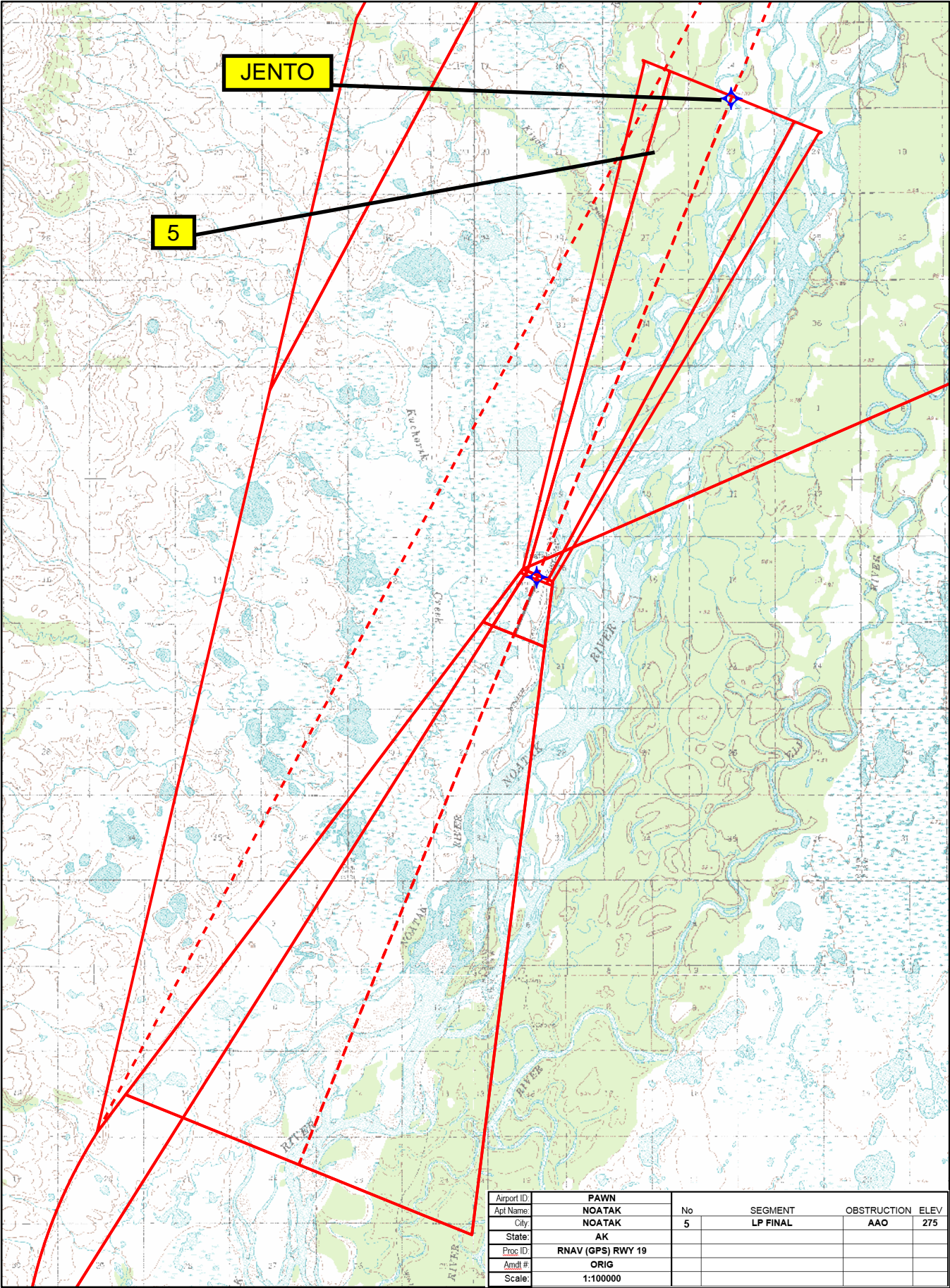


4 NM Holding Pattern		WEDET		1700	4000	WEDET
(022°T)		(202°T)				
6000		191°				
4000		(202°T)				
		191°				
		(202°T)				
		1800				
		JENTO				
		3.00°				
		TCH 40				
		RW19				
		7 NM				
		5.2 NM				
CATEGORY	A	B	C	D		
LP MDA	540-1	448 (500-1)	540-1 $\frac{3}{8}$	448 (500-1 $\frac{3}{8}$ )		
LNAV MDA	560-1	468 (500-1)	560-1 $\frac{3}{8}$	468 (500-1 $\frac{3}{8}$ )		
 CIRCLING	560-1	468 (500-1)	560-1 $\frac{1}{2}$ 468 (500-1 $\frac{1}{2}$ )	820-2 $\frac{1}{4}$ 728 (800-2 $\frac{1}{4}$ )		



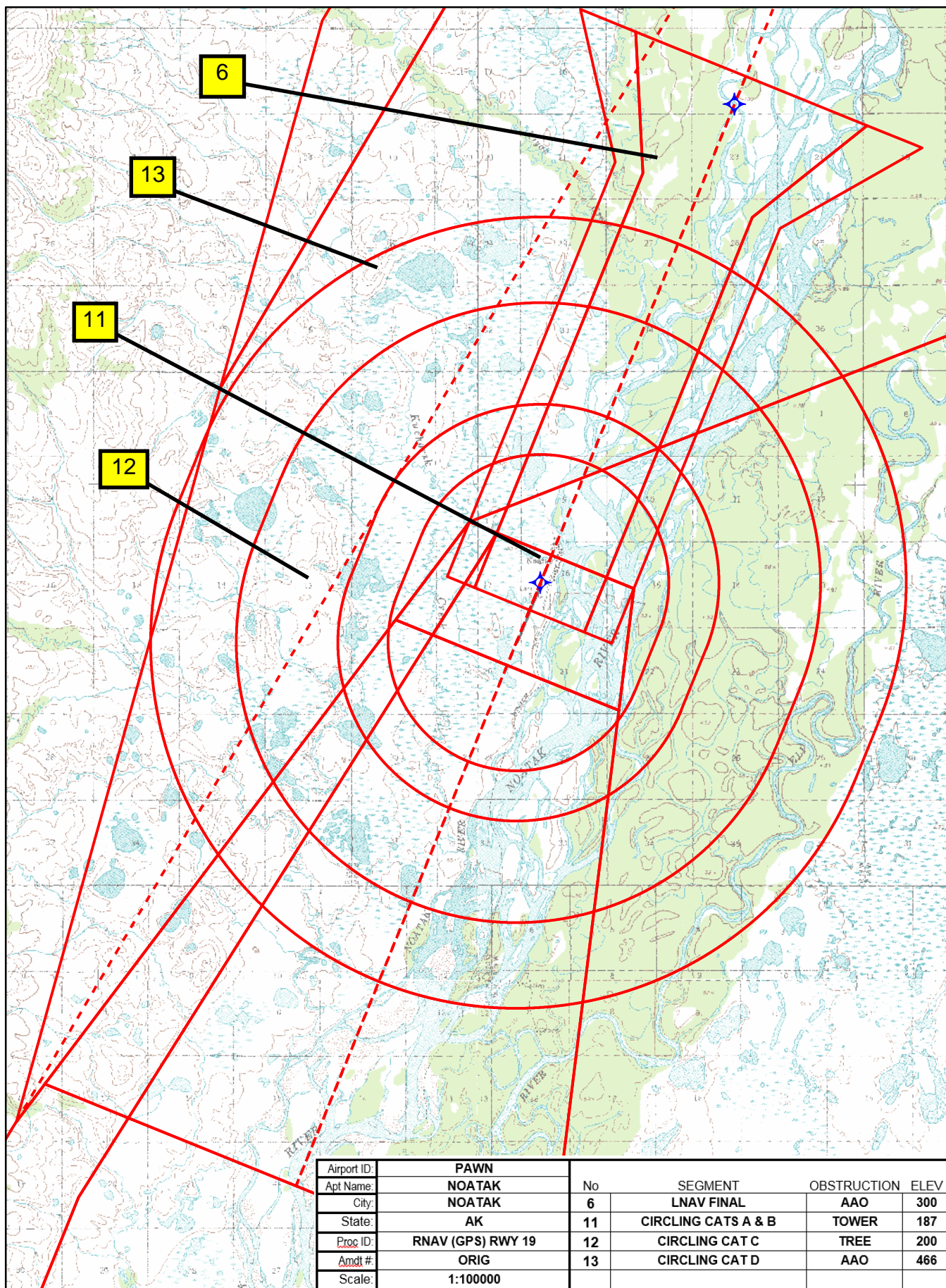






Airport ID:	PAWN	No	SEGMENT	OBSTRUCTION	ELEV
Apt Name:	NOATAK	5	LP FINAL	AAO	275
City:	NOATAK				
State:	AK				
Proc ID:	RNAV (GPS) RWY 19				
Amdt #:	ORIG				
Scale:	1:100000				





## WFPT RAPT Consensus Form

ICAO: PAWN

RAPT Date: Apr 6, 2017

Airport Name: NOATAK

City: NOATAK

State: AK

**Project Request:** The NDB will be going out of service soon and all aircrafts now are GPS equipped. Request original RNAV procedures to RWY 01 and RWY 19. It is a gravel runway.

**MAGVAR Update:** Yes ☒ No ☐

**Unpaved RWY:** Yes ☒ No ☐

**RWY Renumbering:** Yes ☐ No ☒

**CAT A-D:** Yes ☒ No ☐

**Scope of Project:** RNAV (GPS) RWY 01 -LPV (orig)  
RNAV (GPS) RWY 19 - LNAV (GQS pen and no reduction for LP (orig)  
NDB/DME RWY 01 (cancellation)  
Textual ODP (amend)

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

**Comments:**

**Priority Assigned:** 1

**Proposed Estimated Chart Date:** 11/18/2018

Beverly Jane  
Tulip

Digitally signed by Beverly Jane  
Tulip  
Date: 2017.04.10 10:13:43  
-07'00'

SCOTT D  
WOODROW

Digitally signed by SCOTT D  
WOODROW  
Date: 2017.04.10 10:30:49  
-07'00'

**Service Center Flight Procedures Team**

**Service Center Air Traffic Operations  
Support**

JOHN A  
ARMSTRONG III

Digitally signed by JOHN A  
ARMSTRONG III  
Date: 2017.04.10 13:19:16  
-08'00'

MATTHEW D  
FREEMAN

Digitally signed by MATTHEW D  
FREEMAN  
Date: 2017.04.12 07:34:14  
-08'00'

**Flight Standards Division NextGen Branch**

**Airports Division**

MICHAEL A  
COOK

Digitally signed by MICHAEL A  
COOK  
Date: 2017.04.10 11:54:48  
-07'00'

**Service Center Planning and Requirements  
Group**



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

**Noatak Airport**

**RNAV (GPS) RUNWAY 01, ORIG.  
RNAV (GPS) RUNWAY 19, ORIG.  
NDB/DME RUNWAY 01  
TEXTUAL (OBSTACLE) DEPARTURE PROCEDURE**

**Description of Action:**

**The FAA is proposing to amend, cancel and implement procedures for the Noatak Airport (PAWN) in Noatak, Alaska. The NOATAK (OQK) Non-directional Beacon (NDB)/Distance Measuring Equipment (DME) is scheduled for decommissioning. The FAA proposes to cancel the NDB/DME Runway (RWY) 01 procedure. Aircraft are Global Positioning System (GPS) equipped, therefore, the FAA is proposing to implement the Area Navigation (RNAV) GPS RWY 01, ORIGINAL (ORIG.) and RNAV (GPS) RWY 19, ORIG. approach procedures to replace the NDB/DME RWY 01 procedure. The Textual (Obstacle) Departure Procedure (ODP) will be amended.**

**Operations will not exceed 90,000 annual propeller operations or 700 annual jet operations; therefore, in accordance with Paragraph 11.1.2. (FAA Order 1050.1F, Desk Reference) noise analysis is not required.**

**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 Form 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 proposed procedure meets the following categorical exclusion contained in FAA Order 1050.1F:

***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.***



**Facility Manager Review/Concurrence**

Signature: PAUL A MCEWEN Date: Dec. 20, 2017  
Name: Paul McEwen  
Air Traffic Manager  
Anchorage Air Route Traffic Control Center, WNA-ZAN

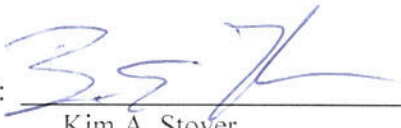
**Concurrence by:**

**Western Service Area Environmental Specialist**

Signature: Katherin Mariann Matolcsy Date: \_\_\_\_\_  
Name: Signed by K. Matolcsy (NISC Contract Support) for:  
Marina Landis  
Environmental Protection Specialist, Operations Support Group  
Western Service Area, AJV-W22

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature:  Date: 11/10/18  
Name: Kim A. Stover  
Director, Air Traffic Operations, North/Acting South  
Western Service Area, AJTWN