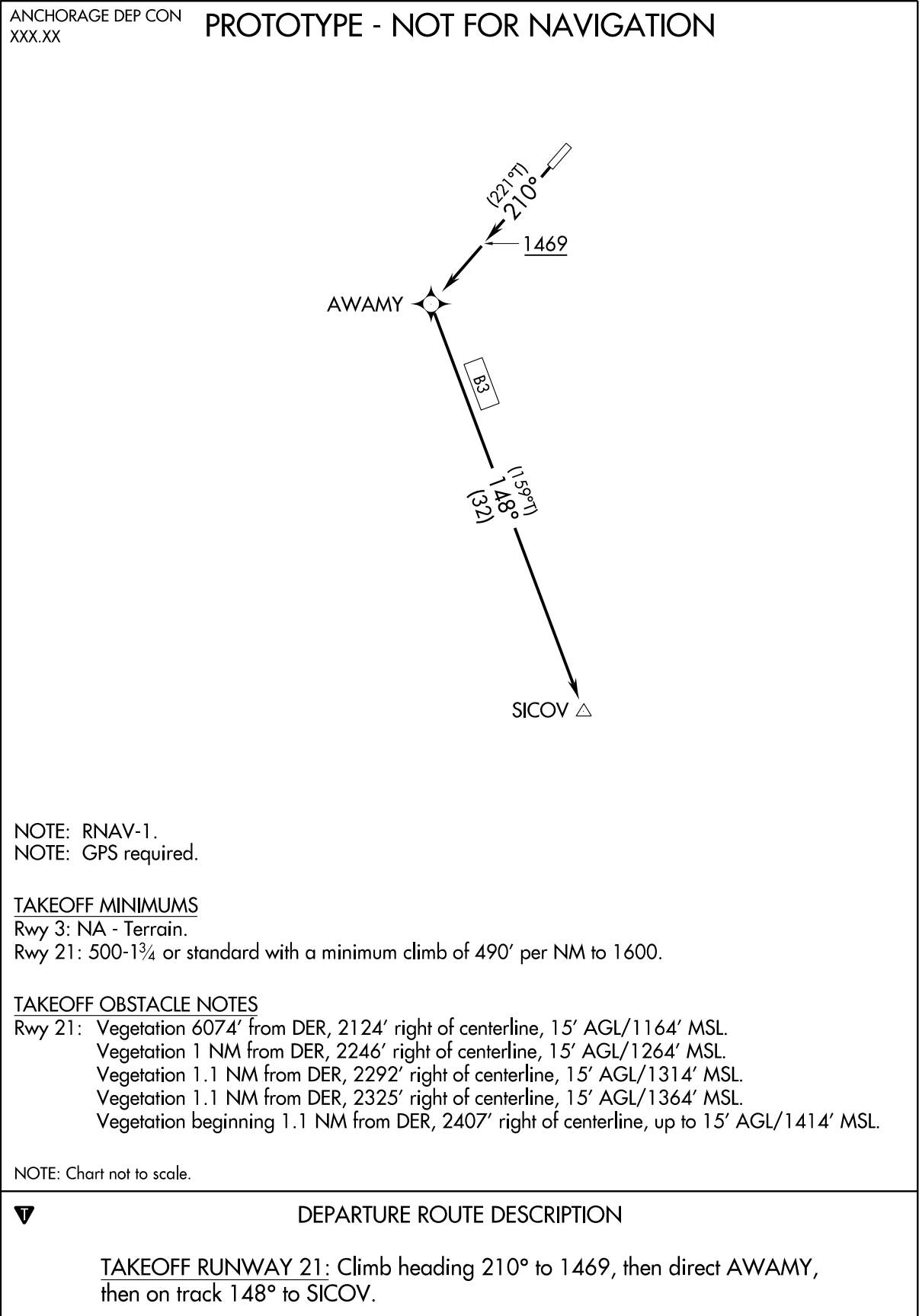
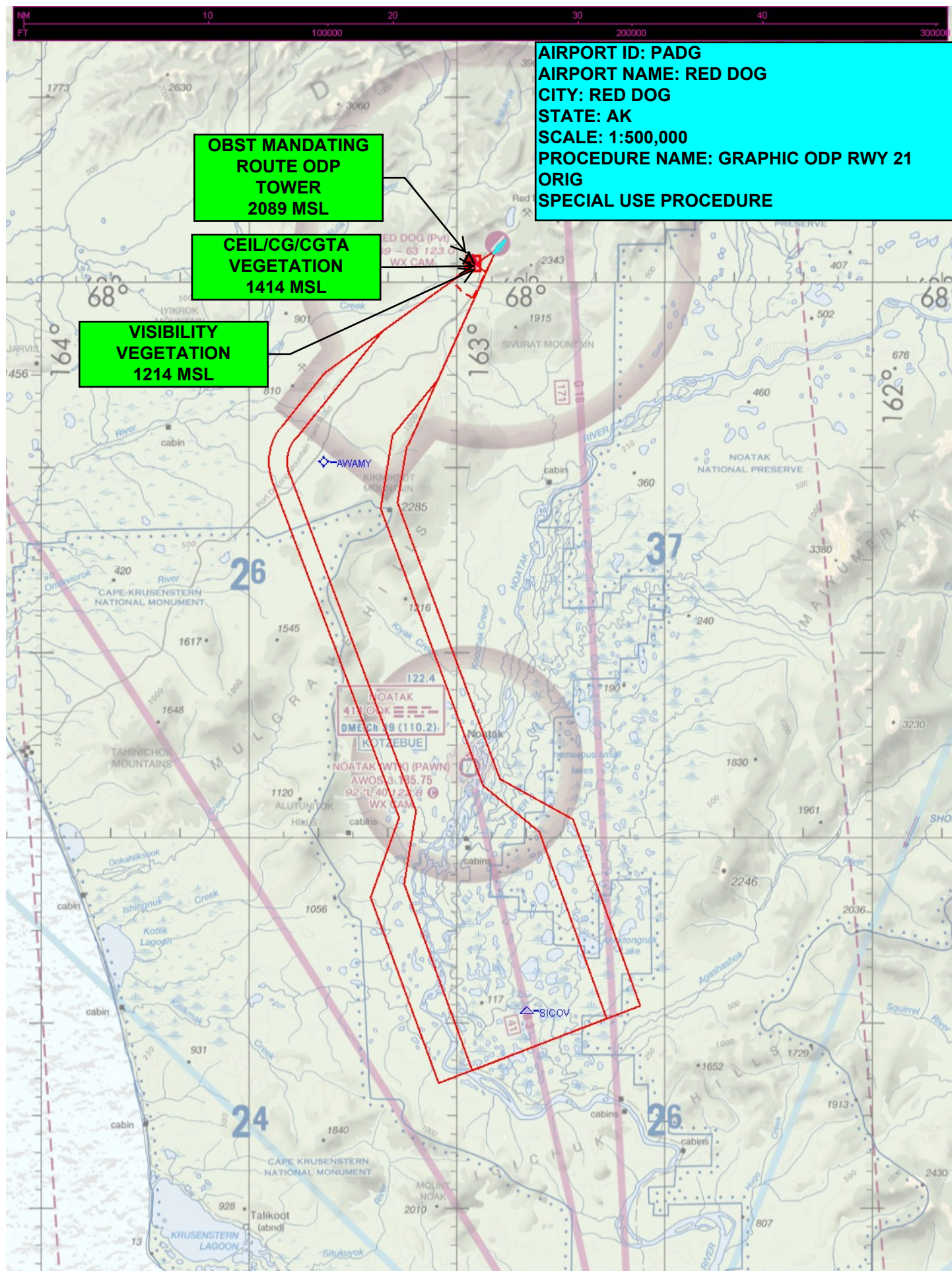


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> GRAPHICAL DP	<b>Date Open:</b> 03/01/2018	<b>Task #:</b> 2017112213560202001	<b>Request #:</b> 20171122135602
<b>Procedure:</b> SICOV (RNAV)(OBSTACLE) ONE RED DOG AK PADG				<b>Airport ID:</b> PADG	<b>Airport:</b> RED DOG	<b>Reimbursable #:</b> NO
<b>City:</b> RED DOG	<b>ST:</b> AK	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 08/15/2019		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> DARREN HOOPER	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	02/15/2019	03/13/2019	DAVID DANNER	<div style="display: flex; align-items: center;"> <div style="border: 1px solid green; padding: 2px; margin-right: 5px; transform: rotate(-15deg);">QUALITY</div> <div>Digitally signed by</div> </div>		
<b>QA:</b>	03/13/2019			<div style="display: flex; align-items: center;"> <div style="border: 1px solid green; padding: 2px; margin-right: 5px; transform: rotate(-15deg);">8</div> <div><b>BRIAN M SHAFFER</b></div> </div>		
<b>Liaison:</b>				<div style="display: flex; align-items: center;"> <div style="border: 1px solid green; padding: 2px; margin-right: 5px; transform: rotate(-15deg);">CHECKED</div> <div>Apr 09, 2019</div> </div>		
<b>Procedure Comments:</b> ENROUTE <b>Remark Type:</b> INFORMATION  SPECIAL  CREATION OF SICOV (OBSTACLE)(RNAV) ONE  PENDING DATA (08/15/2019) USED FOR PADG AIRPORT AND RUNWAYS.  TEAM LEAD: DAVID DANNER A421 (405) 954-5077 MANAGER: MARLON ROBINSON A420 (405) 954-3636						



AUTOMATED AL-11158 SICOV ONE (OBSTACLE) (RNAV)

AK  
03-26-2019  
COMPILER: LS  
REVIEWER:  
DBL CHKR:  
EFF: FIG





[illegible]

**VISIBILITY**  
**VEGETATION**  
**1214 MSL**

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

**Red Dog Airport, Kotzebue, Alaska**

**RNAV (GPS) RWY 03 Special**

**NDB/DME RWY 3 Special**

**Description of Action:**

The FAA is proposing to update the magnetic variation (MAGVAR), amend the Area Navigation (RNAV) Global Positioning System (GPS) approach procedure, and cancel an approach procedure at the Red Dog Airport (PADG) near Kotzebue, Alaska.

**RNAV (GPS) RWY 03 Special:**

The Initial Approach Fix (IAF) NOATAK nondirectional beacon (NDB)/ distance measuring equipment (DME) would be removed.

A new IAF would be added northwest of the NOATAK fix.

In accordance with regulatory mandate, the MAGVAR would be updated from 15E to 11E, the 2020 Magnetic Value. Correctly aligning the airport with the magnetic variance of the area allows for more accurate course information and safer air traffic operations.

A new feeder route would be added from the SICOV waypoint to the new IAF.

The missed approach climb to altitude 3,800 feet MSL would change to 4,200 feet MSL.

The textual obstacle departure procedure will be converted to a graphical RNAV Obstacle Departure Procedure (ODP) called the SICOV RNAV Departure. Runway (Rwy) 03 will not be available due to terrain. Instructions for Rwy 21 are “Rwy 21 climb to 4000 direct AWAMY then turn left direct SICOV. Climb gradient required 297’ per NM to 1340’.”

**NDB/DME RWY 3 Special:**

Cancel approach procedure.

The FAA Guidance for Noise Screening of Air Traffic Actions (December 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level as a

PADG, Red Dog Airport, Alaska: RNAV (GPS) RWY 03 Special, NDB/DME RWY 3 Special

result of implementation the proposed action. The Operations Test (OPS) was utilized to conduct a noise prescreening evaluation of the proposed instrument procedures. The results of the OPS test indicated that no further noise screening is necessary based on the number of operations at PADG.

**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: \_\_\_\_\_ Date: 10/31/18

Name: Paul McEwen  
Air Traffic Manager,  
Anchorage Air Route Traffic Control Center

**Concurrence by:**

**Western Service Area Environmental Specialist**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: Marina Landis  
Environmental Specialist, Operations Support Group,  
Western Service Center, AJV-W22

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: Paul C. Litke  
Acting Director, Air Traffic Operations  
Western Service Area, AJTW