

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 12/08/2017	Task #: 2017120832343101001	Request #: 20171208323431
Procedure: RNAV (GPS) RWY 2 AMDT 1			Airport ID: PAPE	Airport: PERRYVILLE		Reimbursable #: NO
City: PERRYVILLE	ST: AK	GPS #:	Estimated Chart Date: 09/13/2018		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: JOHN THORNTON		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	02/14/2018	06/12/2018	ROBERT HAMILTON	QUALITY		
QA:	06/12/2018			20 B. BICKETT 6/26/2018		
Liaison:				CHECKED		
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION ASSIGNED MAG VAR: PAPE: OLD 15E - NEW 12E PENDING DATA USED FOR PAPE AIRPORT AND RUNWAYS. THIS CANCELS NOTAM FDC 8/9883 CONTACT MANAGER DEZ SILAGYI, AJV-5421, 405.954.5340						

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 2 1			AIRPORT NAME: PERRYVILLE		AIRPORT ID: PAPE	SPECIAL CONTROL NO: KG-07-158-18	
FAC ID: PAPE02.01		CITY: PERRYVILLE			ST: AK	ORIG CHART DATE: 09/13/2018	
DFL TYPE: PROC/G	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 2017120832343101001		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 07/20/2018		CREW #: VN888	N #:	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: elizabeth whaley @ 07/20/2018 16:46			PRINTED NAME: AVN, CREWMEMBER 2				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: This was excluded from the Rockwell Collins database. Pathpoint records are missing.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

PERRYVILLE, ALASKA

AL-9295 (FAA)

FIG

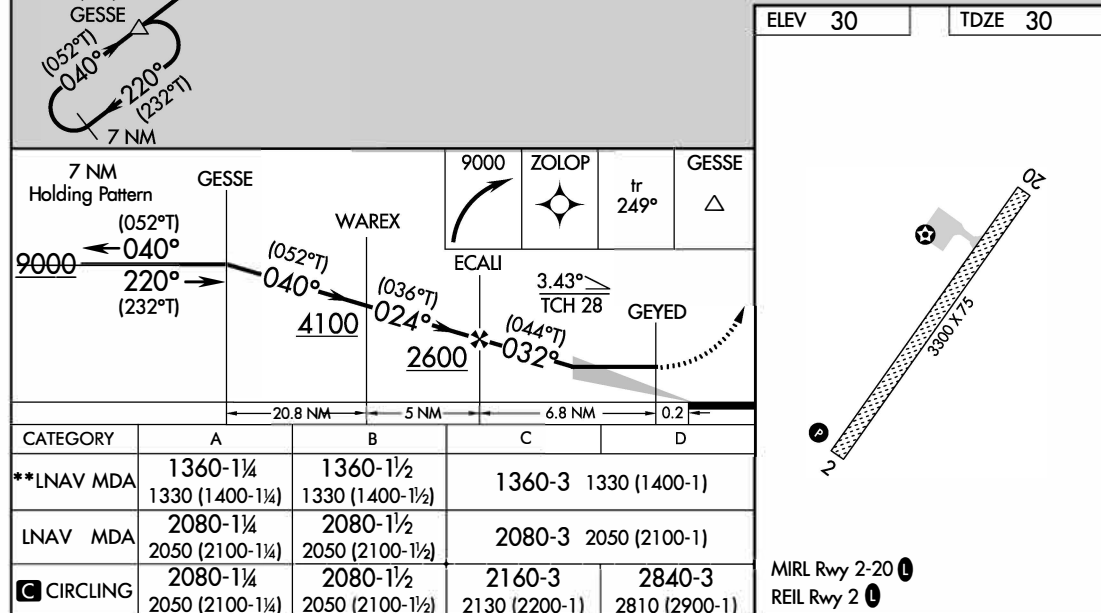
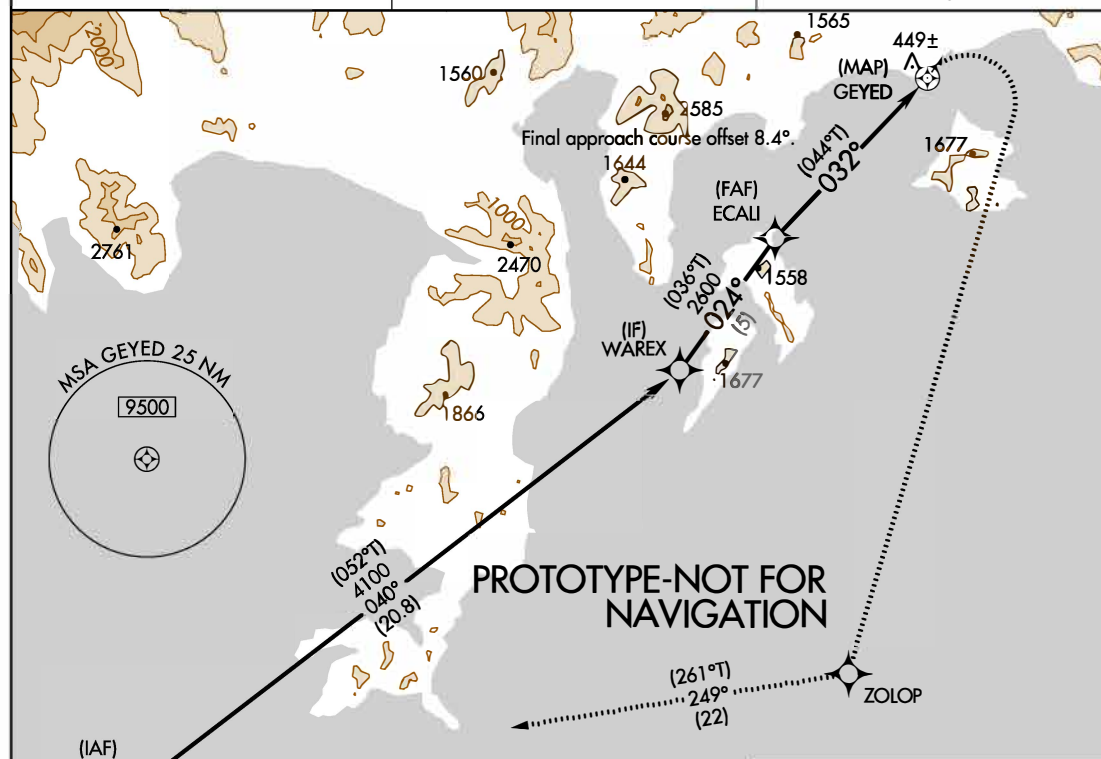
APP CRS	Rwy Idg	3300
032°	TDZE	30
	Apt Elev	30

RNAV (GPS) RWY 2

PERRYVILLE (PEV) (PAPE)

RNP APCH. MISSED APPROACH: (Do not exceed 230K until completion of climbing right turn) Climbing right turn to 9000 direct ZOLOP and on track 249° to GEESE, continue climb-in-hold to 9000.
 ** Missed approach requires minimum climb of 418' per NM to 2400.

CHIGNIK AWOS-3 135.75	ANCHORAGE CENTER 125.35 346.3	CTAF 122.90
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PERRYVILLE, ALASKA

PERRYVILLE (PEV) (PAPE)

Amdt 1 FIG

55°54'N-159°10'W

RNAV (GPS) RWY 2

AUTOMATED AL-9295 RNAV (GPS) RWY 2
 AUTOMATED AL-9295 RNAV (GPS) RWY 2

AK
 15JUN2018
 COMPILER: HD
 REVIEWER:
 DBL CHKR:
 EFF: FIG

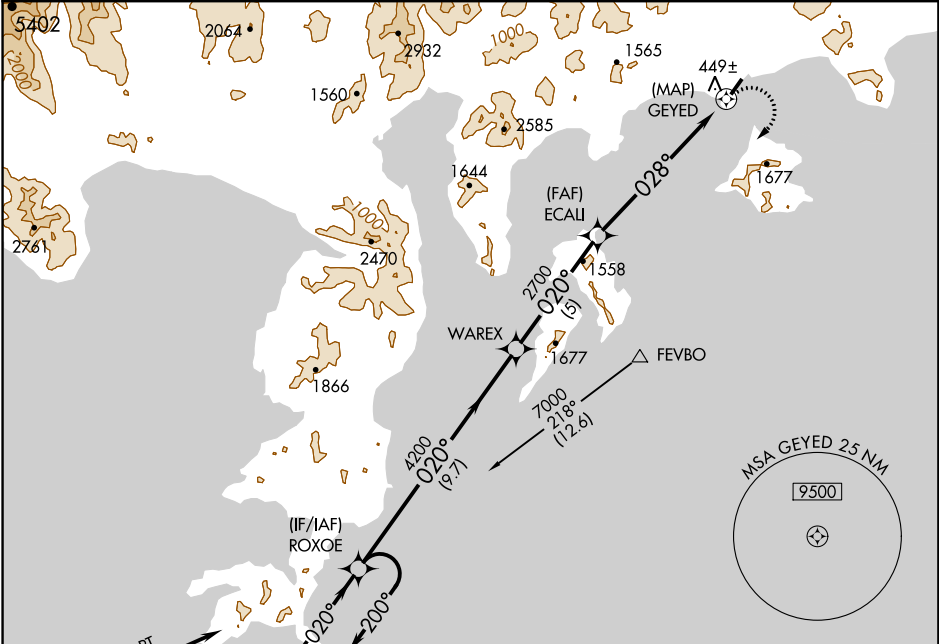
APP CRS	Rwy Idg	3300
028°	TDZE	30
	Apt Elev	30

OLD

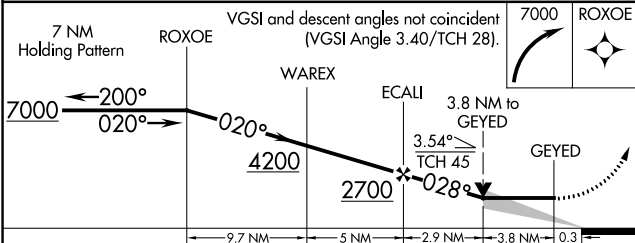
RNAV (GPS) RWY 2
PERRYVILLE (PEV) (PAPE)

<p>⚠ DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, except for operators with approved weather reporting service, use Chignik altimeter setting and increase all MDAs 100 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 7000 direct ROXOE and hold, continue climb-in-hold to 7000.</p>
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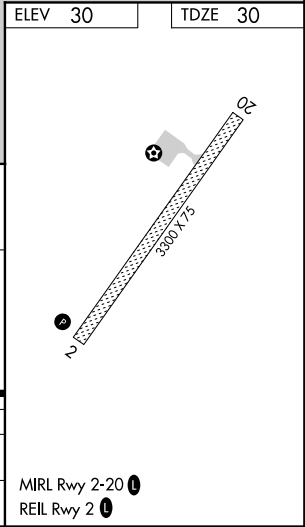
CHIGNIK AWOS-3 135.75	ANCHORAGE CENTER 125.35 346.3	CTAF 122.90
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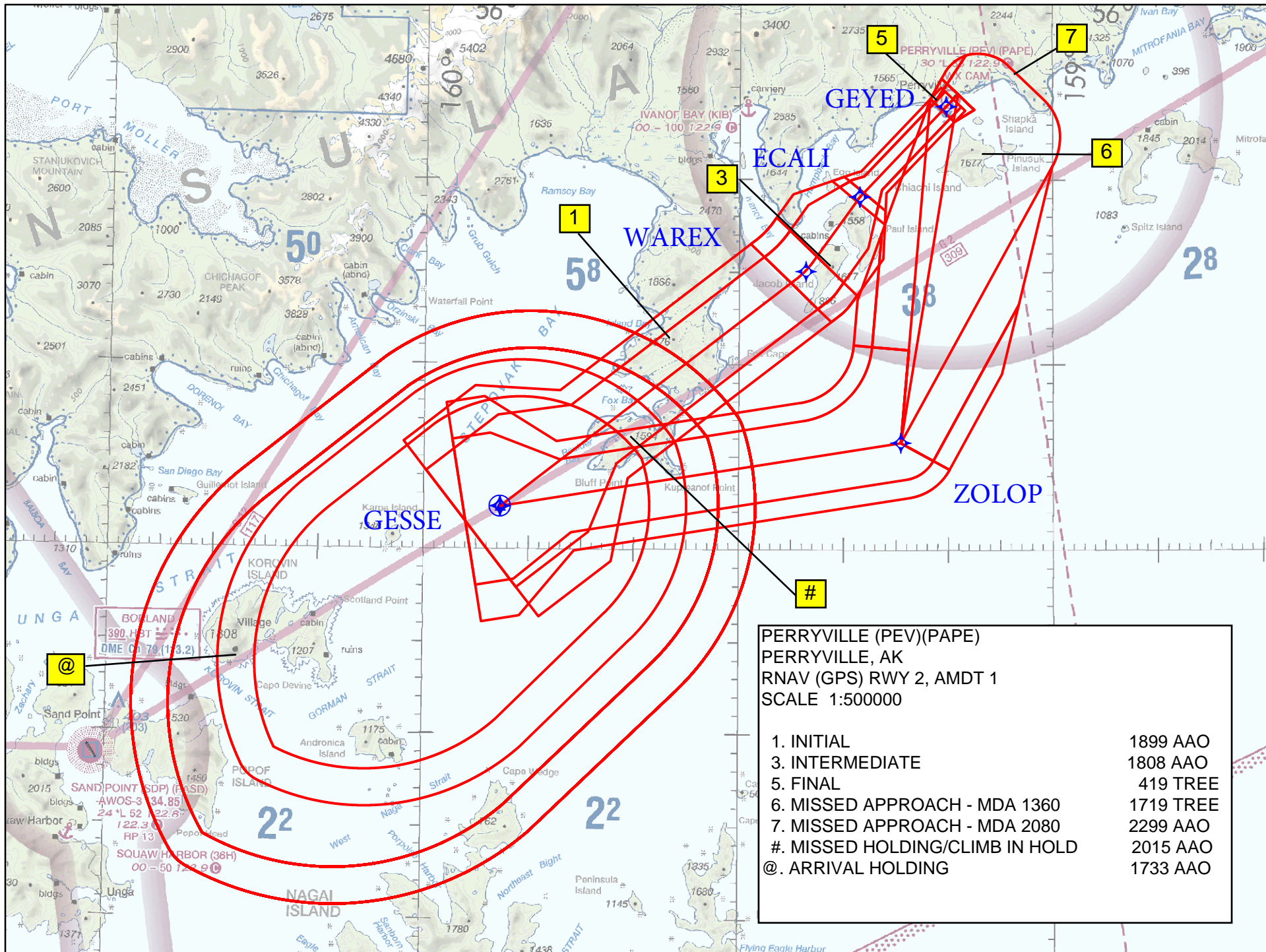


OLD



CATEGORY	A	B	C	D
LNVA MDA	1600-1¼ 1570 (1600-1¼)	1600-1½ 1570 (1600-1½)	NA	
CIRCLING	1600-1¼ 1570 (1600-1¼)	1600-1½ 1570 (1600-1½)	NA	





PERRYVILLE (PEV)(PAPE)
PERRYVILLE, AK
RNAV (GPS) RWY 2, AMDT 1
SCALE 1:100000
LNAV MDA 1360

5. FINAL
6. MISSED APPROACH

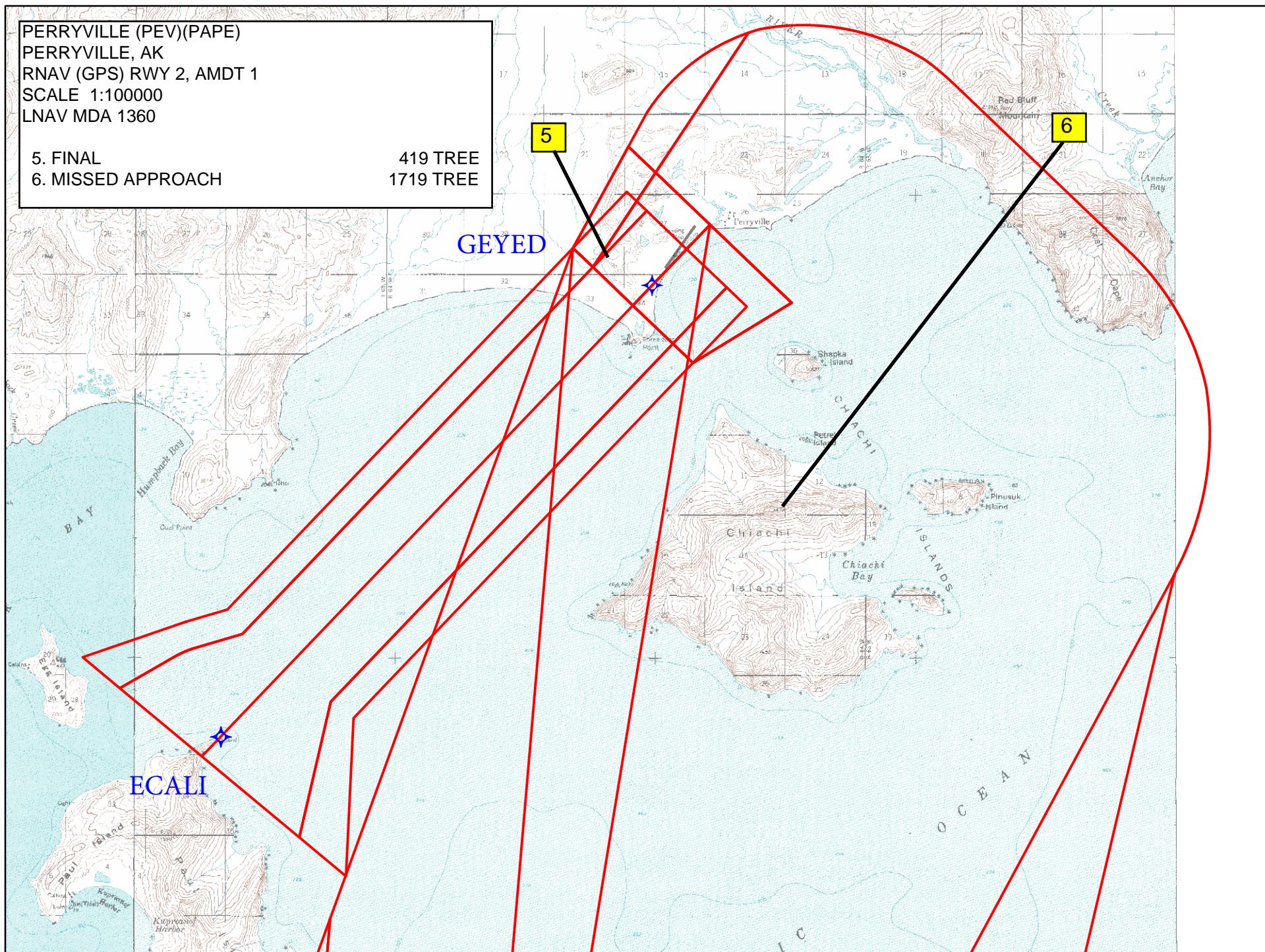
419 TREE
1719 TREE

5

6

GEYED

ECALI



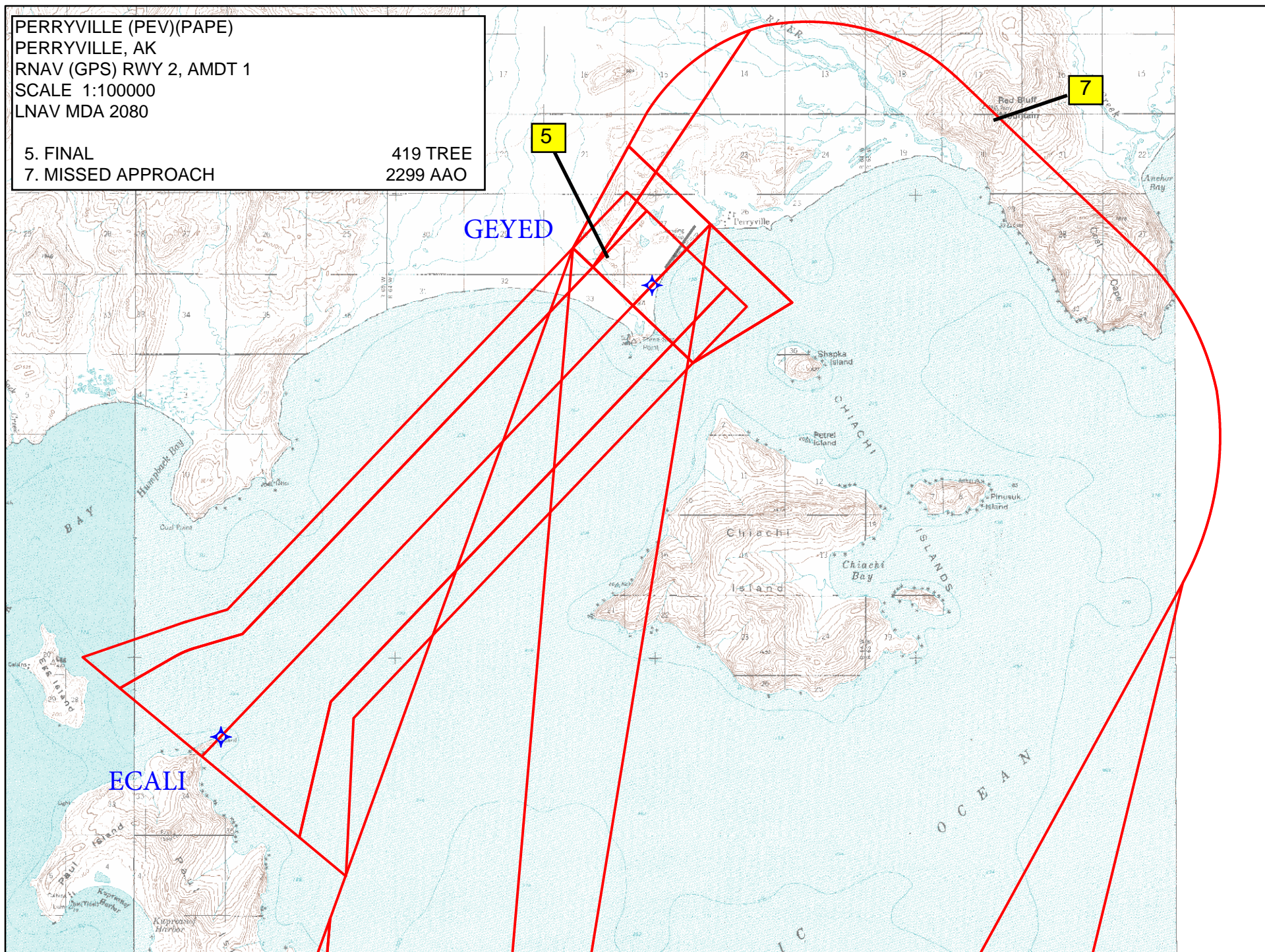
PERRYVILLE (PEV)(PAPE)	
PERRYVILLE, AK	
RNAV (GPS) RWY 2, AMDT 1	
SCALE 1:100000	
LNAV MDA 2080	
5. FINAL	419 TREE
7. MISSED APPROACH	2299 AAO

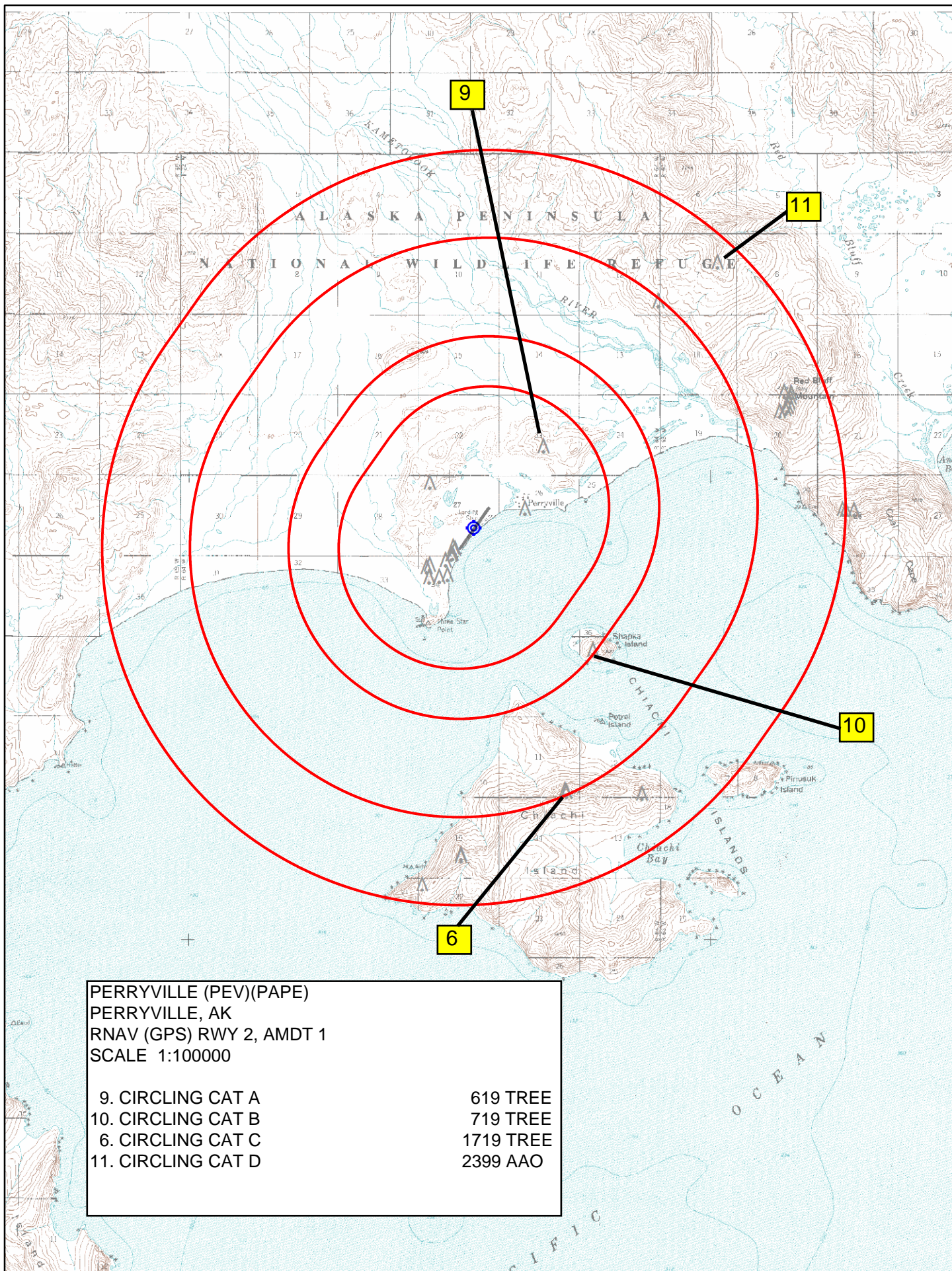
5. FINAL	419 TREE
7. MISSED APPROACH	2299 AAO

419 TREE
2299 AAO

GEYED

ECALI





**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for
ONLY the Instrument Flight Procedure actions listed below**

- Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis
- Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

Airport Name and State/ICAO: Perryville Airport, Perryville, AK/PAPE

Instrument Flight Procedure(s): Area Navigation (RNAV) (GPS) RUNWAY (RWY) 3 and CILAC RNAV
Obstacle Departure Procedure

Requestor Name and Phone Number: Kyle Christiansen (907) 271-5187

Project # PAPE_171219_23

SECTION A – FOR REQUESTOR USE ONLY

Does the requested procedure include the following? (check all that apply):

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- ☐ Diverse Vectoring Areas (DVA) without a prescribed heading
- ☐ Terminal Arrival Areas (excluding Initial Segments)

If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.

New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)

- ☒ Changes to and/or additional Lines of Minimum
- ☒ Altitude increases
- ☒ IFR Takeoff Minimums and (Obstacle) Departure Procedure:
 - Only close in obstacle notes
- ☐ Minimum Safe Altitudes

Emergency Actions (Paragraph 5-6.5j)

- ☒ Missed approaches and/or Missed approach holding patterns
- ☐ Changes to circling areas

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Instrument Flight Procedures Environmental Processing Form

☐ Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

Publication Actions (Paragraph 5-6.5k)

- ☐ Name changes (Airport, Fix, Procedure, etc.)
- ☐ Adding, amending, removing notes to procedures
- ☐ Magnetic Variation (MagVar) adjustments
- ☐ Visual Climb Over Airport (VCOA) without a route
- ☐ Coding changes with no track/altitude changes
- ☐ Cancellation of IFPs not currently being flown and removal of NDB

Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken
The Instrument Approach Procedure (IAP) did not pass flight inspection at previous altitudes (7,000 feet Mean Seal Level [MSL]) at the Initial Approach Fix (IAF) and Missed Approach Holding Waypoint (MAHWP). Both altitudes have been raised to 9,000 feet MSL. ROXOE IF/IAF has been removed from IAP, FEVBO (feeder) has been removed from IAP. Added a climb gradient required line of LNAV minimums (1,200 feet MSL), raised non-climb gradient LNAV minimums to 2,140 feet MSL from 1,600 feet MSL. Circling minimums also raised to 2,140 feet MSL. Added a turn fix on the missed approach.

The CILAC ODP was redesigned without two waypoints (DABEC, ZUMAR) and is now virtually straight out from the runway. Climb gradient was reduced to 262 feet per NM from 680 feet. This new procedure flies over sparsely populated Paul Island and Jacob Island at an altitude of approximately 2,000 feet Above Ground Level (AGL)

SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY

FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:

☒ 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.

☒ 5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.

☐ 5-6.5 k. Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks.

CATEGORICAL EXCLUSION DETERMINATION:

The applicability of Categorical Exclusion 5-6.5 i and j for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Instrument Flight Procedures Environmental Processing Form

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).
2. The action is not a smaller subset of a larger action.
3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

STATEMENT OF DETERMINATION: The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

BASIS OF 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.

Environmental Specialist Concurrence/Reviewed By:

Signed: _____

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

Main Page		Makeup/General Remarks	
Identification			
Fix ID>	OKUGE	ICAO Region>	K2
		State Code>	NV
		Country Code>	US
Old Fix ID:		Fix Use>	Military Reporting Point
		MRA>	
		Overlies NAVAID:	
<input type="checkbox"/> Pitch> <input type="checkbox"/> Catch> <input type="checkbox"/> SUA/ATCAA>			
Pub. Category & Publish Criteria			
Category:	Military	Charting Type>	MILITARY IAP
NFDD			
Pub. Criteria:	<input checked="" type="checkbox"/>		
		<input type="button" value="New..."/> <input type="button" value="Delete..."/>	
		Chart Rmks>	
Coordinates			
<div style="display: inline-block; width: 45%; text-align: left;"> <u>Entered</u> Latitude> 39° 35' 13.4700" N Longitude> 119° 23' 7.3000" W </div> <div style="display: inline-block; width: 45%; text-align: left;"> <u>Calculated</u> Latitude: ° ' " Longitude: ° ' " </div>			
Associated ARTCCs			
High ARTCC:		ZOA	

Identification			
Fix ID>	WAKLO	ICAO Region>	K2
		State Code>	NV
		Country Code>	US
Old Fix ID:		Fix Use>	Military Reporting Point
		MRA>	
		Overlies NAVAID:	
<input type="checkbox"/> Pitch> <input type="checkbox"/> Catch> <input type="checkbox"/> SUA/ATCAA>			
Pub. Category & Publish Criteria			
Category:	Military	Charting Type>	MILITARY IAP
NFDD			
Pub. Criteria:	<input checked="" type="checkbox"/>		
		<input type="button" value="New..."/> <input type="button" value="Delete..."/>	
		Chart Rmks>	
Coordinates			
<div style="display: inline-block; width: 45%; text-align: left;"> <u>Entered</u> Latitude> 39° 36' 30.1400" N Longitude> 119° 16' 52.0500" W </div> <div style="display: inline-block; width: 45%; text-align: left;"> <u>Calculated</u> Latitude: ° ' " Longitude: ° ' " </div>			
Associated ARTCCs			
High ARTCC:		ZOA	

Magnetic Variation (MV) Declination Request

☐ New Assignment ☒ Change

Requested by: LONNIE EVERHART

Organization: AJV-5310

Phone:

Current Magnetic Declination of Record: 15 ° East

Epoch Year: 2005

New Magnetic Declination of Record: 12 ° East

Epoch Year: 2020

Airport Information

Airport ID: PAPE

NASR ID (if different): PEV

Airport Name: PERRYVILLE

Airport City: PERRYVILLE

State/Country: AK

Navigational Aid Information [ALL Facility IDs and Types]

* Facilities on Airports. At airports with localizer(s) or more than one navigational aid, the MV at the airport reference point (ARP) must be designated and assigned to all facilities at that airport, including all components of the ILS.

Concurrent with Publication of Procedure(s), list all affected procedures and include the AMDT.#

* The Procedure Tracking System (PTS) has Task Report Type "MAGVAR" available. Please add the MAGVAR Report Type Code to all task listed that are affected by the MV update.

RNAV (GPS) RWY 2 AMDT 1

CILAC (RNAV) (OBSTACLE) THREE

PTS Estimated Chart Date:

Comments:

Form Submission for Specialists:

Save this form to your computer, then email it
(as an attachment) to your Manager/Supervisor.

For Lead/Manager Use Only

Comments (if applicable):

Lead/Manager:

Phone:

Submit to IFP Coordination Team

TERMINAL AIRSPACE DATA REQUIREMENTS

City: PERRYVILLE Airport Name: PERRYVILLE Procedure: RNAV (GPS) RWY 2 Docket #:	State: AK ID: PAPE Amendment: AMDT 1																																																												
ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.																																																													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">1.</td> <td style="width: 30%;">Distance from</td> <td style="width: 10%;">THLD</td> <td style="width: 30%;">to 1000' point</td> <td style="width: 20%; text-align: right;">3.00</td> </tr> <tr> <td>2.</td> <td>Width of</td> <td>FINAL</td> <td>segment at 1000' point</td> <td style="text-align: right;">1.20</td> </tr> <tr> <td>3.</td> <td>True Course of</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">043.58</td> </tr> <tr> <td>4.</td> <td>High Terrain in</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">399</td> </tr> <tr> <td>5.</td> <td>Distance from</td> <td>THLD</td> <td>to 1500' point</td> <td style="text-align: right;">5.60</td> </tr> <tr> <td>6.</td> <td>Width of</td> <td>FINAL</td> <td>segment at 1500' point</td> <td style="text-align: right;">1.20</td> </tr> <tr> <td>7.</td> <td>True Course of</td> <td>FINAL</td> <td>segment containing 1500' point</td> <td style="text-align: right;">043.58</td> </tr> <tr> <td>8.</td> <td>High Terrain in</td> <td>FINAL</td> <td>segment containing 1500' point</td> <td style="text-align: right;">399</td> </tr> <tr> <td>9.</td> <td colspan="2">Threshold Coordinates (if straight-in)</td> <td style="text-align: center;">55 54 10.92 N / 159 09 55.68 W</td> <td></td> </tr> <tr> <td>10.</td> <td colspan="2">ARP Coordinates</td> <td style="text-align: center;">55 54 24.21 N / 159 09 38.99 W</td> <td></td> </tr> <tr> <td>11.</td> <td colspan="4">Runway Approach End and distance furthest from MAP: Runway 02 Distance 0.27 NM</td> </tr> <tr> <td>12.</td> <td colspan="2">FAF Coordinates</td> <td style="text-align: center;">55 49 05.90 N / 159 18 27.46 W</td> <td></td> </tr> </table>		1.	Distance from	THLD	to 1000' point	3.00	2.	Width of	FINAL	segment at 1000' point	1.20	3.	True Course of	FINAL	segment containing 1000' point	043.58	4.	High Terrain in	FINAL	segment containing 1000' point	399	5.	Distance from	THLD	to 1500' point	5.60	6.	Width of	FINAL	segment at 1500' point	1.20	7.	True Course of	FINAL	segment containing 1500' point	043.58	8.	High Terrain in	FINAL	segment containing 1500' point	399	9.	Threshold Coordinates (if straight-in)		55 54 10.92 N / 159 09 55.68 W		10.	ARP Coordinates		55 54 24.21 N / 159 09 38.99 W		11.	Runway Approach End and distance furthest from MAP: Runway 02 Distance 0.27 NM				12.	FAF Coordinates		55 49 05.90 N / 159 18 27.46 W	
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