


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Textual DP	Estimated Chart Date: 09/10/2020	APWS Task ID: 25BAF0CCA0BA486A887ECEA68ED9FC47	APWS Project ID: F682E6954FD44E2CABB0CAF45D0B39DB
Procedure: COLD BAY AK PACD AMDT 9		Enroute: NO	Specialist: Grim, Robert		Agreement Number:
Airport ID: PACD	Airport Name: COLD BAY		Airport City: COLD BAY		State: AK
Facility ID: ELF	Facility Type: NDB	Flight Inspection Remark Type: New FC Slot			
<div> <div> <b>Procedure Comments:</b>            ASSIGNED MAG VAR ELF NDB: OLD 14E - NEW 10E            ASSIGNED MAG VAR CDB VORTAC: OLD 14E - NEW 10E.            CONTACT INFO: DON LANIER AJV-A431 MANAGER, 405.954.8242         </div> <div>  </div> </div>					



20086

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



## CLARKS POINT, AK

CLARKS POINT (CLP) (PFCL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees and terrain beginning 50' from DER, 283' left of centerline, up to 35' AGL/201' MSL.**Rwy 36**, trees and terrain beginning 12' from DER, 168' left and right of centerline, up to 35' AGL/159' MSL.

## COLD BAY, AK

**EXISTING**

COLD BAY (CDB) (PACD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

**Rwy 26**, 900-2¾ or std. w/ min. climb of 400' per NM to 1300.

DEPARTURE PROCEDURE:

**Rwys 8, 15**, climbing left turn direct ELF NDB or CDB VORTAC, thence . . .**Rwy 26**, climbing right turn direct ELF NDB or CDB VORTAC, thence . . .**Rwy 33**, climb direct to ELF NDB or CDB VORTAC, thence . . .

... Aircraft eastbound on G12 continue Climb in ELF NDB holding pattern (hold NW, left turn, 144° inbound) to 5000 before proceeding on course. All other aircraft continue climb on course to MEA or assigned altitude.

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, bush 166' from DER, 331' left of centerline, 105' MSL.**Rwy 15**, tree 161' from DER, 414' left of centerline, 104' MSL.**Rwy 26**, rising terrain beginning 2.2 NM from DER, 1 NM left of centerline, up to 942' MSL.**Rwy 33**, bush 137' from DER, 360' right of centerline, 78' MSL.

## COLDFOOT, AK

COLDFOOT (CXF) (PACX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20AUG15 (15232) (FAA)

DEPARTURE PROCEDURE:

Use BETTLES DEPARTURE.

## CORDOVA, AK

MERLE K (MUDHOLE) SMITH (CDV) (PACV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

**Rwys 16, 34**, NA – ATC.**Rwy 27**, std. w/min. climb of 283' per NM to 4300.

DEPARTURE PROCEDURE:

**Rwy 9**, climb to assigned altitude on I-CDV localizer east course to FORAT/I-CDV 44.63 DME before proceeding on course.**Rwy 27**, climbing left turn to 5000 on GCR NDB bearing 205° to EYAKS INT and hold (S, right turn, 025° inbound), continue climb-in-hold to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees and poles beginning 101' from DER, 454' left of centerline, up to 30' AGL/68' MSL.**Rwy 27**, trees beginning 15' from DER, 423' left of centerline, up to 30' AGL/84' MSL.

NOTE:

**Rwy 9**, DME required.**Rwy 27**, ADF Required, do not exceed 210K until established on 205° bearing from GCR NDB.

## DEADHORSE, AK

DEADHORSE (SCC) (PASC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, sign 13' from DER, 250' left of centerline, 2' AGL/62' MSL.**Rwy 24**, light 10' from DER, 5' right of centerline, 1' AGL/68' MSL.

26 MAR 2020 to 21 MAY 2020

26 MAR 2020 to 21 MAY 2020



20086

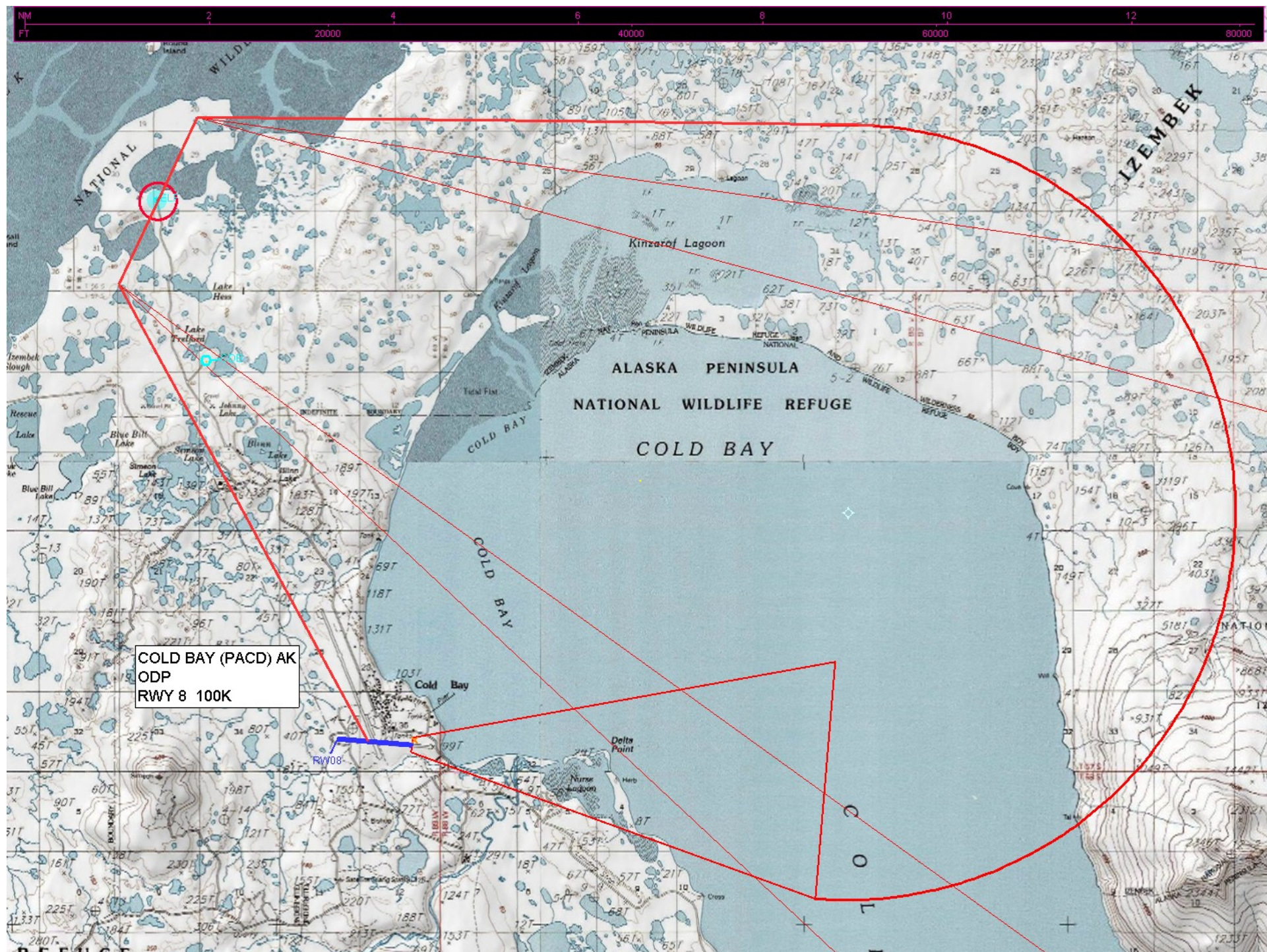
# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



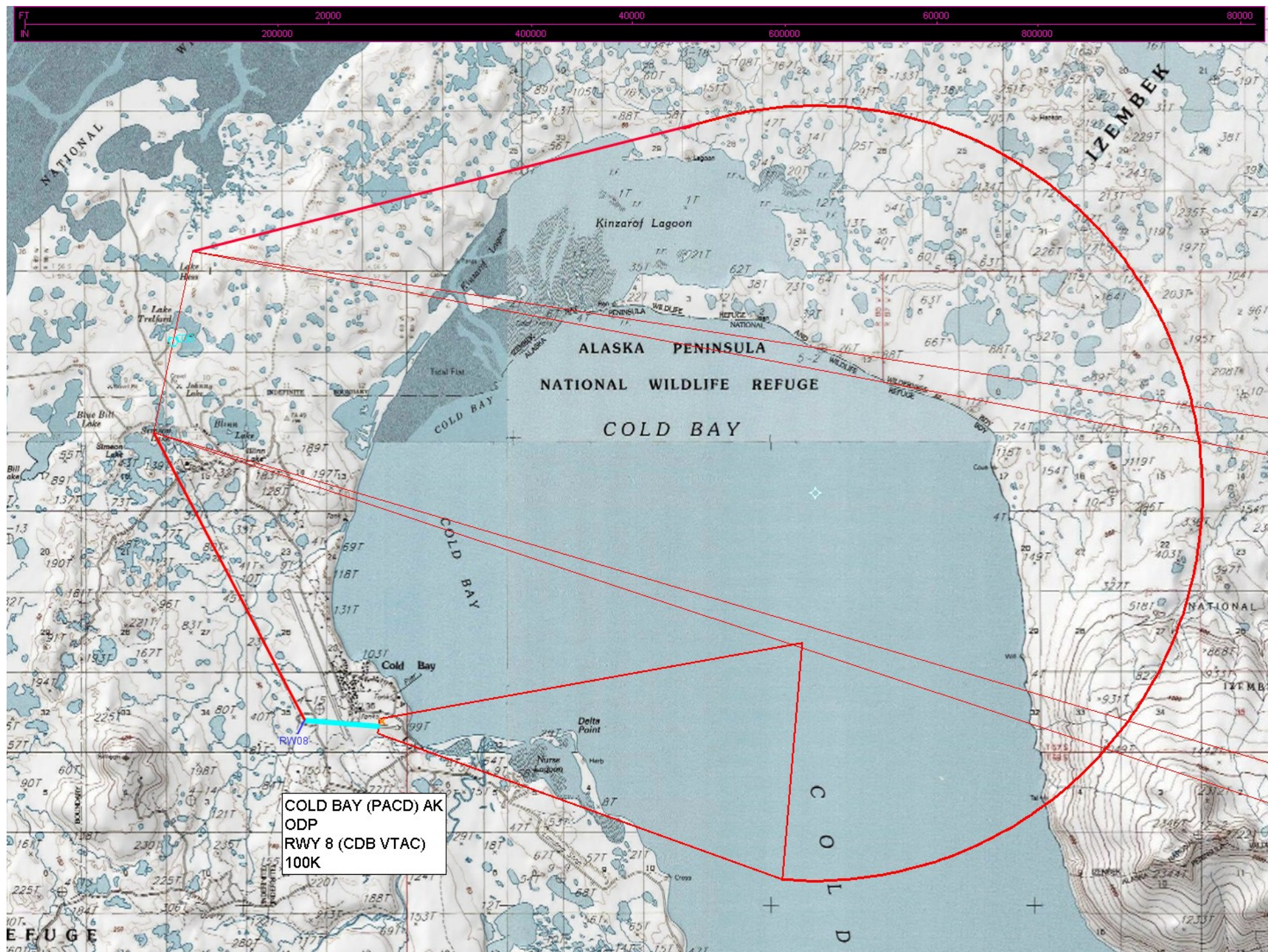
AK







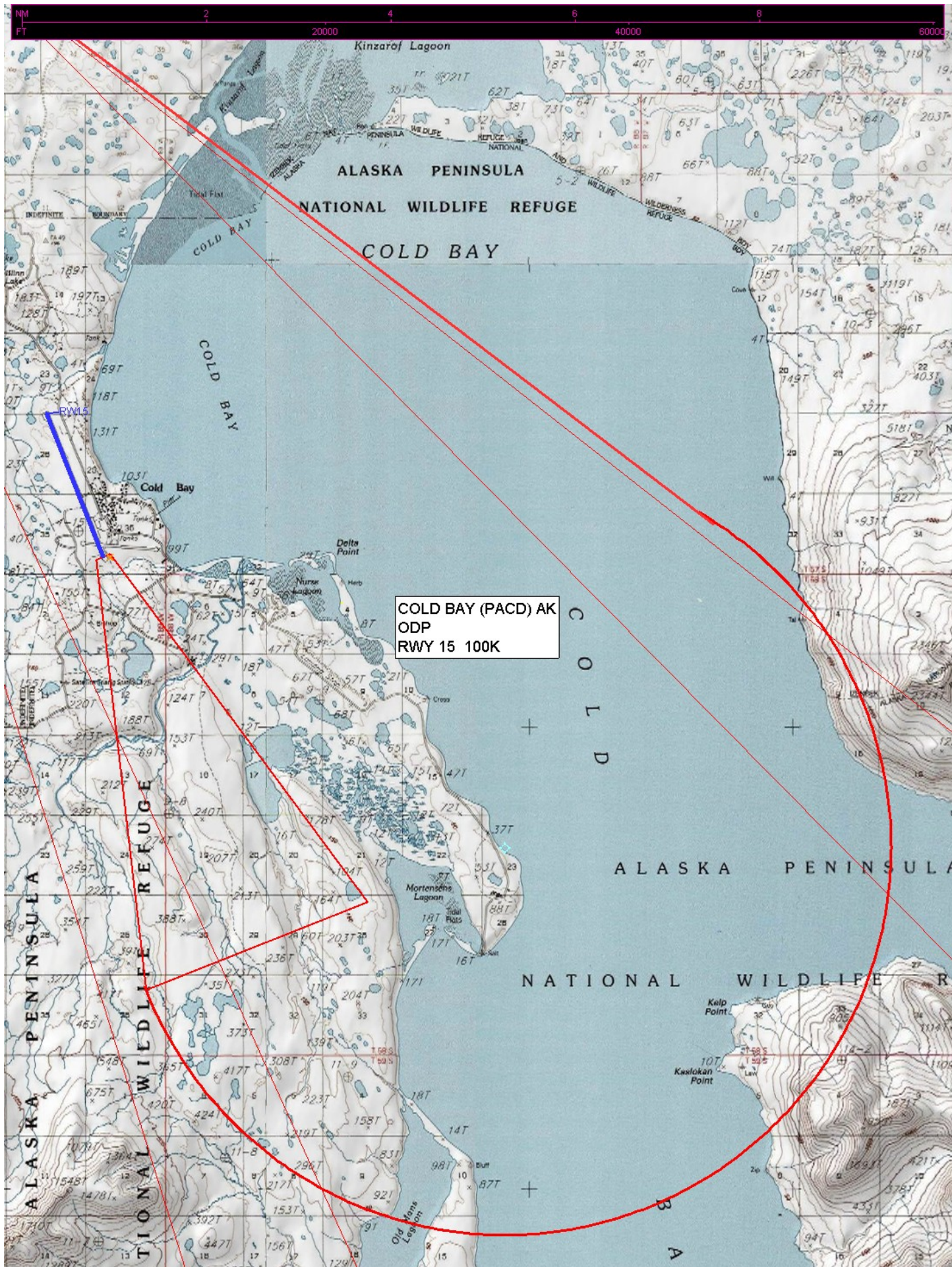




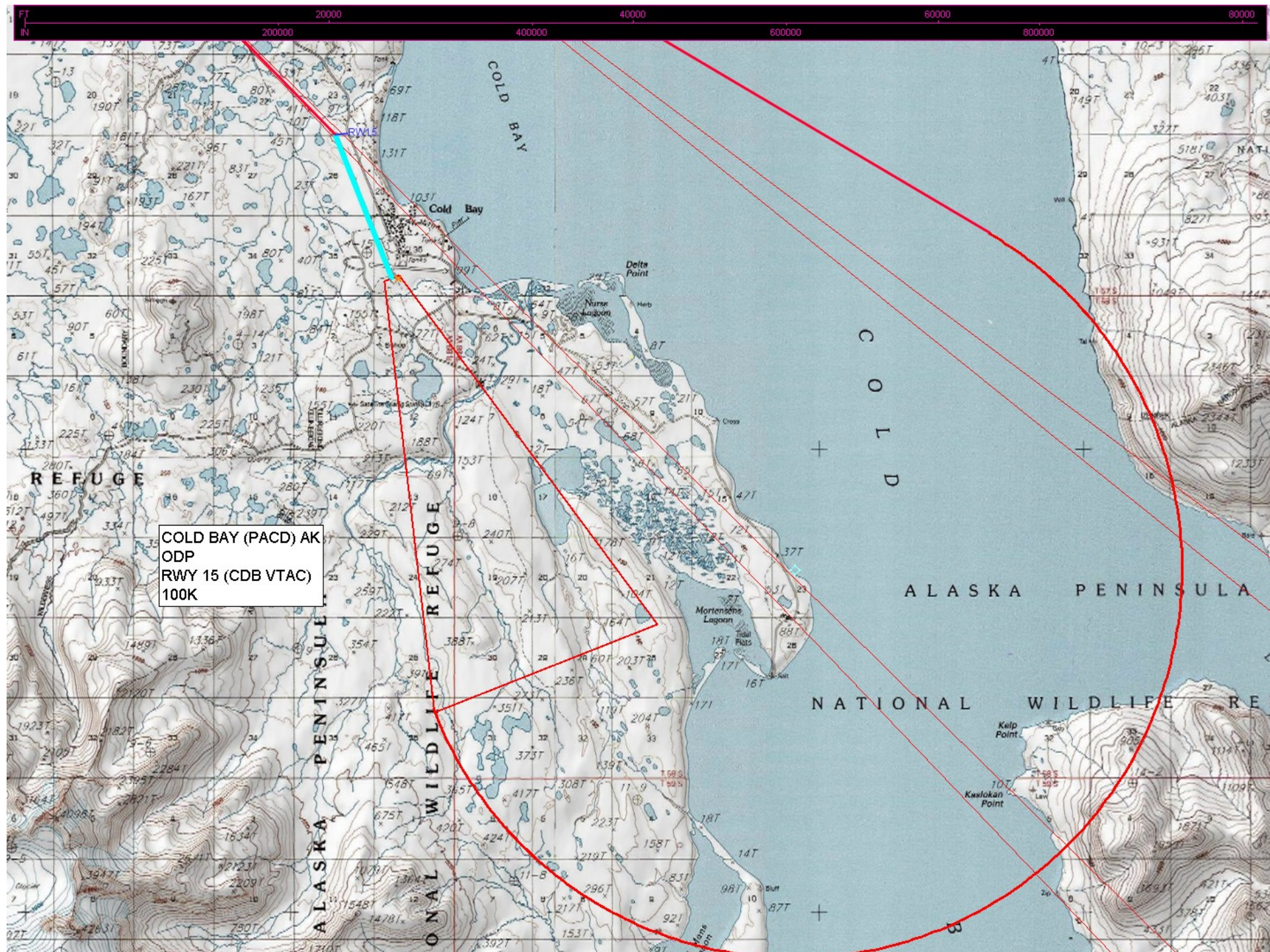












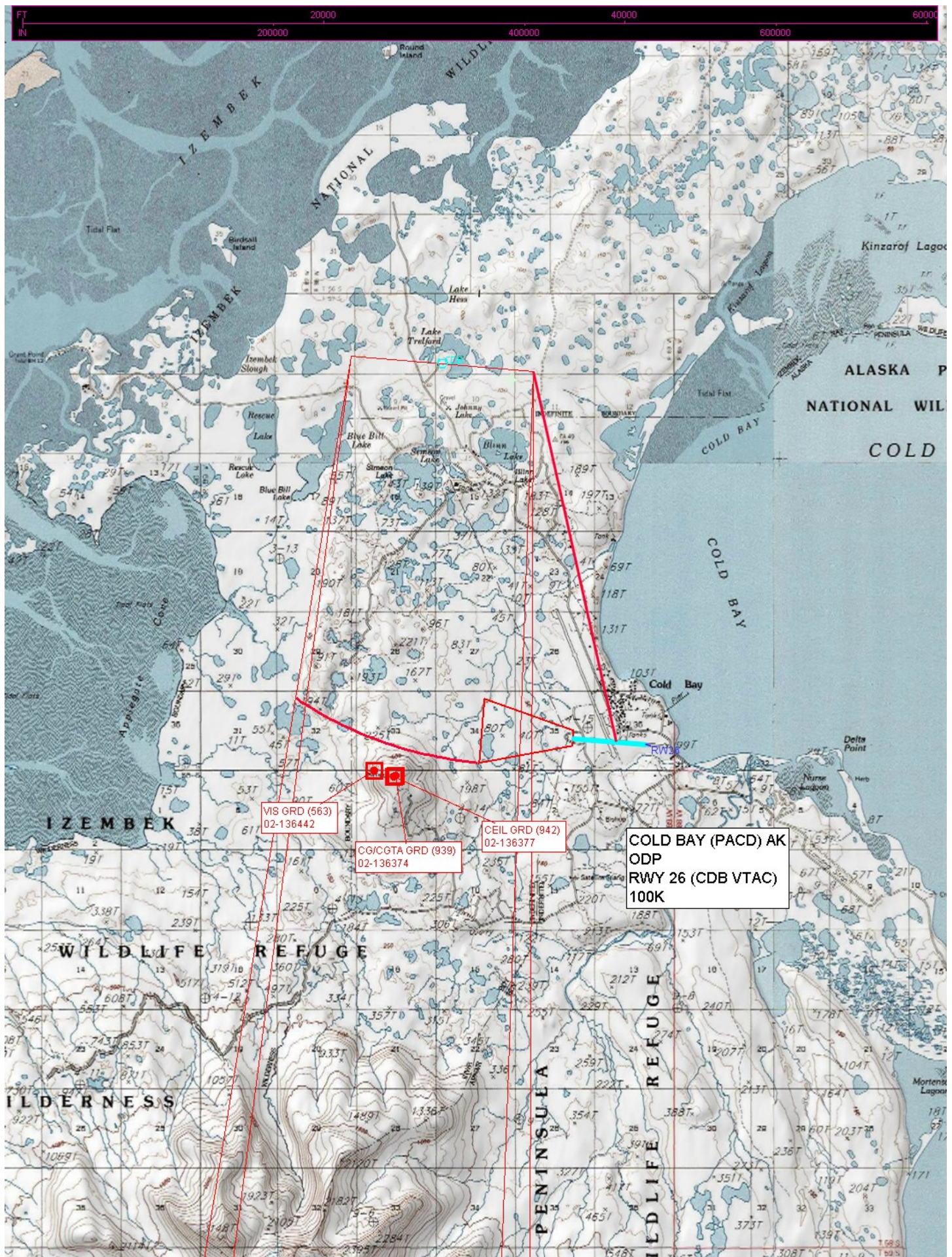




























RAD) PROCEDURES  
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mbent upon all  
pted. Review "AIM"  
ilitary fighter jets  
: aircraft, aviators will  
re local frequency or  
ual ICAO signals.

the following guidelines in  
s of walrus resting along the  
remain greater than 2000'  
helicopters should remain  
, please pass inland to  
to changes in engine  
Disturbance of marine  
Act of 1972.

Amak Island is within the  
ALASKA MARITIME  
NATIONAL WILDLIFE  
REFUGE

COLD BAY  
112.6 Ch 73 CDB

FSS oper 0800-1745  
Kenai FSS other times

121.5 122.2 123.6  
COLD BAY RCO  
[KENA]

COLD BAY (PACD) AK  
ODP  
ELF NDB CIH 500K

ASS (KFP) (PAK)  
DS-3 121.45  
21 122.9  
RP 32  
WX CAM  
(hazardous)  
False Pass  
SENTINEL  
PEAK



# Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 12/05/19

**IFP:** Foster, Allison (allison.v.foster@faa.gov)

**Request ID:** PACD\_191028

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):** HI-ILS OR LOC/DME RWY 15 HI-VOR/DME OR TACAN RWY 15 ILS OR LOC/DME RWY 15 LOC/DME BC RWY 33 VOR RWY 15 RNAV (GPS) RWY 15 RNAV (GPS) RWY 33 TAKEOFF MINIMUMS CHUNA DEPARTURE WESTI DEPARTURE

**Procedure Request Description:** FAA Order 8260.19G requires that when the difference between the magnetic variation (MagVar) of record and the nearest future epoch year value of any navigational aid (NAVAID) exceeds three degrees, the MagVar of record must be changed to the nearest future epoch year value. The MagVar for the ELFEE(ELF) NDB and COLD BAY (CDB) VORTAC NAVAIDS will be updated to the 2020 East 10° variation. The listed procedures referencing either or both these NAVAIDS in course or holding pattern descriptions will be updated. Approaches will be updated with new circling criteria raising CAT C and D lines of minima. All Precision Final Approach Fixes will move slightly along their existing track. Ground tracks will not change.

## 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 are:**

- 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)
- 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. (ATO)
- 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. (ATO, AVS)

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

Concurrence/Reviewed By: **Katherin Mariann** Digitally signed by Katherin Mariann Matolcsy Date: \_\_\_\_\_  
Title: **Matolcsy** Date: 2019.12.06 08:23:31 -08'00'  
Katherin Matolcsy, Leidos, NISC III Contract Support

Approved By: **RYAN WADE WELLER** Digitally signed by RYAN WADE WELLER Date: 2019.12.11 11:08:10 -08'00' Date: \_\_\_\_\_  
Title: \_\_\_\_\_