

PRB RESULTS: REPLY

REQUESTED BY: AJV-A PRB RESULTS: RETURN FOR REWORK MISSING DOCUMENTATION:

- ENVIRONMENTAL DOCUMENTATION
 - CATEX, DTD 1/10/23 PROVIDED IN AFS_A FILE
- SAT FLIGHT CHECK PC
 - PROVIDED UPON RECEIPT OF SAT PC
- INFORMATION COPY OF EXISTING WAIVER ALLOWING PUBLICATION OF NON-STANDARD CLIMB GRADIENT FOR CIRCLING MINIMUMS. NEEDS TO BE PROVIDED IAW 8260.60B PARA 2-1-4A(16)
 - COPY OF EXISTING WAIVER ALLOWING PUBLICATION OF NON-STANDARD CLIMB GRADIENT FOR CIRCLING MINIMUMS PROVIDED. APPROVED WAIVER, PAGE 6 PROVIDED IN AFS_A FILE.
- FIG: PEPPI (IAF) IS DEPICTED ON THE FIG AS A FIX RATHER THAN A WAYPOINT. IT IS NOTED ON THE 8260-7A AND THE 8260-2 IN THE PACKAGE AS A WAYPOINT
 - PEPPI 8260-2 UPDATED TO REMOVE FAC 1 FROM THE LDA-G PROCEDURE.
 - THE INITIAL SUBMISSION DEPICTING PEPPI AS A FIX IS CORRECT. THE SEGMENT FROM PEPPI IS RNP APCH-GPS SO PEPPI IS USED AS A WP.
 - PER CHARTING, PEPPI IS NOT CHARTED AS A FIX ON PURPOSE. IT IS USED BY V319 AND ON THE ENROUTE LOW CHART IT IS REQUIRED BY CHARTING TO BE SHOWN AS FIX EVEN THOUGH IT IS USED AS A WAYPOINT ON THE PROCEDURE.

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 08/10/2023	APWS Task ID: 3B09276E70954C11B62CC9264D77E9D6	APWS Project ID: 6185681DAB3844BC80106786E8B6443D
Procedure: LDA -G AMDT 2A		Enroute: NO	Specialist: Combs, Patrick		Agreement Number:
Airport ID: PAVD			Airport City: VALDEZ		State: AK
Facility ID: VDZ	Facility Type: LOC	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>ACTIVE AIRPORT, RWY AND NAVAID DATA USED.</div> <div>CANCELS NOTAM: FDC 2/1738</div> <div>ACTIVE WAIVERS: 200 FT AAO EXEMPTION/MA CLIMB GRADIENT INTERMEDIATE: DESCENT GRADIENT EXCEEDS MAXIMUM ALLOWED FINAL: LENGTH EXCEEDS MAXIMUM OF 10 MILES MISSED: MODIFIED FLIGHT PATH RADIUS CIRCLING: REDUCED SIZE OF CIRCLING OEAS</div> <div>NEW CONTROLLING OBSTACLE: MISSED CLIMB GRADIENT ADJ OBST: 984 VEGETATION (02-296446) 610824.92N/1461741.05W. MISSED LEVEL SURFACE: 5492 AAO 610227.00N/1461230.00W</div> <div>CONTACT JASON KRETSCHMER, AJV-A421, 405-954-4019.</div> <div>01/05/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/04/22. 1. MOVED CONTINGENCY NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CORDOVA ALTIMETER SETTING AND INCREASE ALL MDAS 1020 FEET" FROM -9 PART C: GENERAL REMARKS AND ADDED AS CHART NOTE - REQUESTED BY AVIATION SAFETY, FLIGHT STANDARDS SERVICE; FPT.</div> <div>8260-2: PEPPI 1. DELETED FAC 1 FROM PAVD LDA-G SPECIAL IAP.</div> <div>04/13/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/04/22. 8260-2: JOHNSTONE POINT VOR/DME 1. ADDED COMPULSORY LOW/HIGH.</div>					



9/26/22 J. DuBois



FIPC BASIC FORM						
PROCEDURE: LDA -G AMDT 2A			AIRPORT NAME: VALDEZ PIONEER FLD		AIRPORT ID: PAVD	SPECIAL CONTROL NO: KP-04-224-23
FAC ID: VDZ		CITY: VALDEZ			ST: AK	ORIG CHART DATE: 08/10/2023
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 3B09276E70954C11B62CC9264D77E9D6		
PREFLIGHT NOTES						
REVIEWER: dustin d hanson					DATE: 05/19/2023	
COMMENTS:					CHECK ONE:	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 05/19/2023	CREW #: VN471	N #: N85	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: dustin d hanson @ 05/19/2023 16:55			PRINTED NAME: HANSON, DUSTIN DREW			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

LOC/DME I-VDZ 109.5 Chan 32	APP CRS 057°	Rwy Idg TDZE Apt Elev	N/A N/A 128
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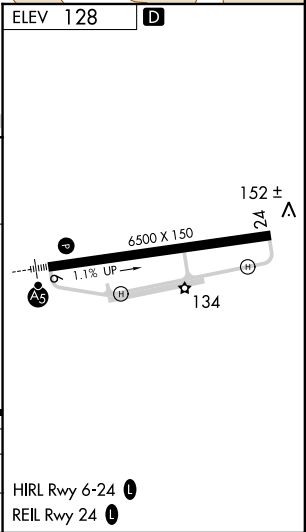
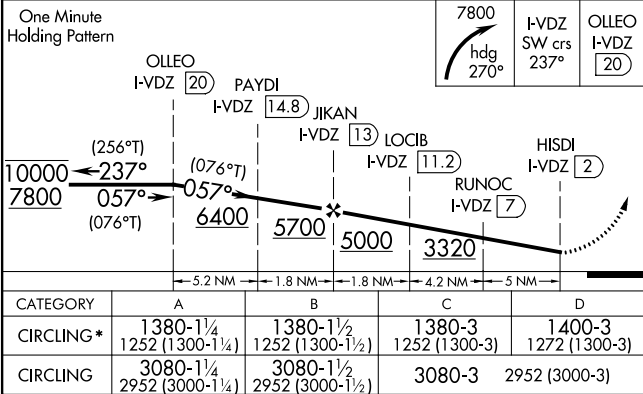
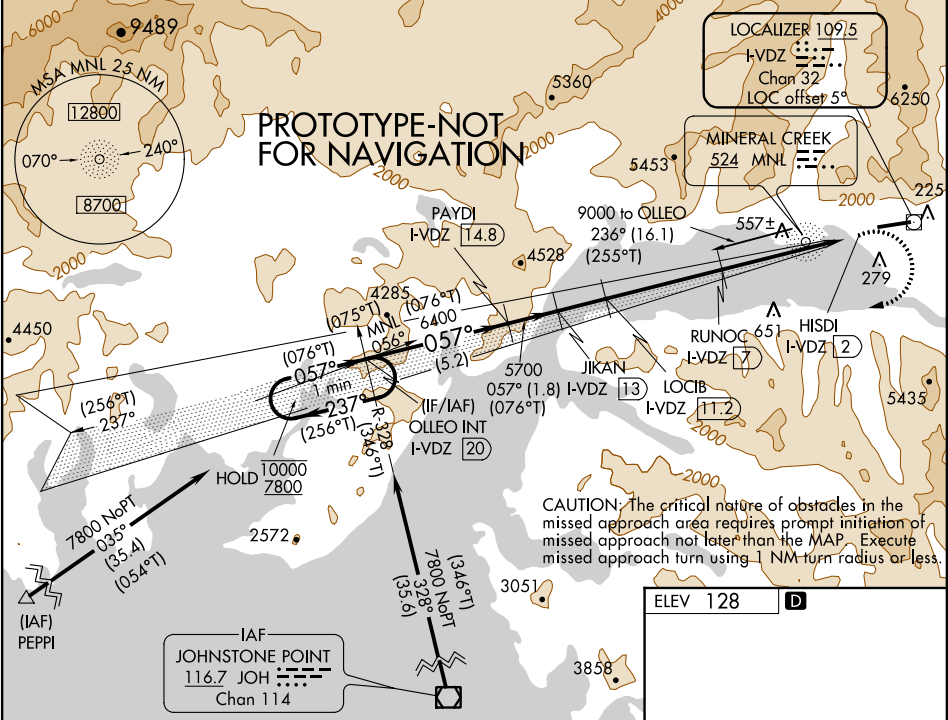
LDA-G
VALDEZ PIONEER FIELD (VDZ) (PAVD)

DME required. RNP APCH-GPS. From PEPP.

⚠ Circling NA N of Rwy 6-24. Circling Rwy 24 NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA when the reported surface wind exceeds 30 kts. Activate MALS Rwy 6, HIRL Rwy 6-24, REIL Rwy 24 - 122.9. Use of this procedure requires specific authorization by FAA Flight Standards. Procedure NA if unable to comply with 1 NM radius MAP requirement. When local altimeter setting not received, use Cordova altimeter setting and increase all MDAs 1020 feet.

MISSED APPROACH: Climbing right turn to 7800 on heading 270° and on I-VDZ localizer southwest course (237°) to OLLEO/I-VDZ 20 DME and hold, continue climb-in-hold to 7800. *Missed approach requires minimum climb of 385 feet per NM to 5700.

AWOS-3P 118.8	ANCHORAGE CENTER 119.3 269.4	JUNEAU RADIO 122.2	CTAF 122.9
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VALDEZ, ALASKA

AL-6213 (FAA)

FIG

LOC/DME I-VDZ 109.5 Chan 32	APP CRS 057°	Rwy Idg TDZE Apt Elev	N/A N/A 121
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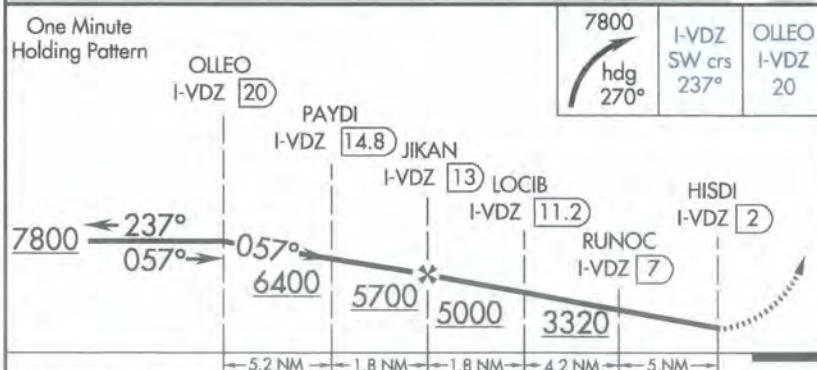
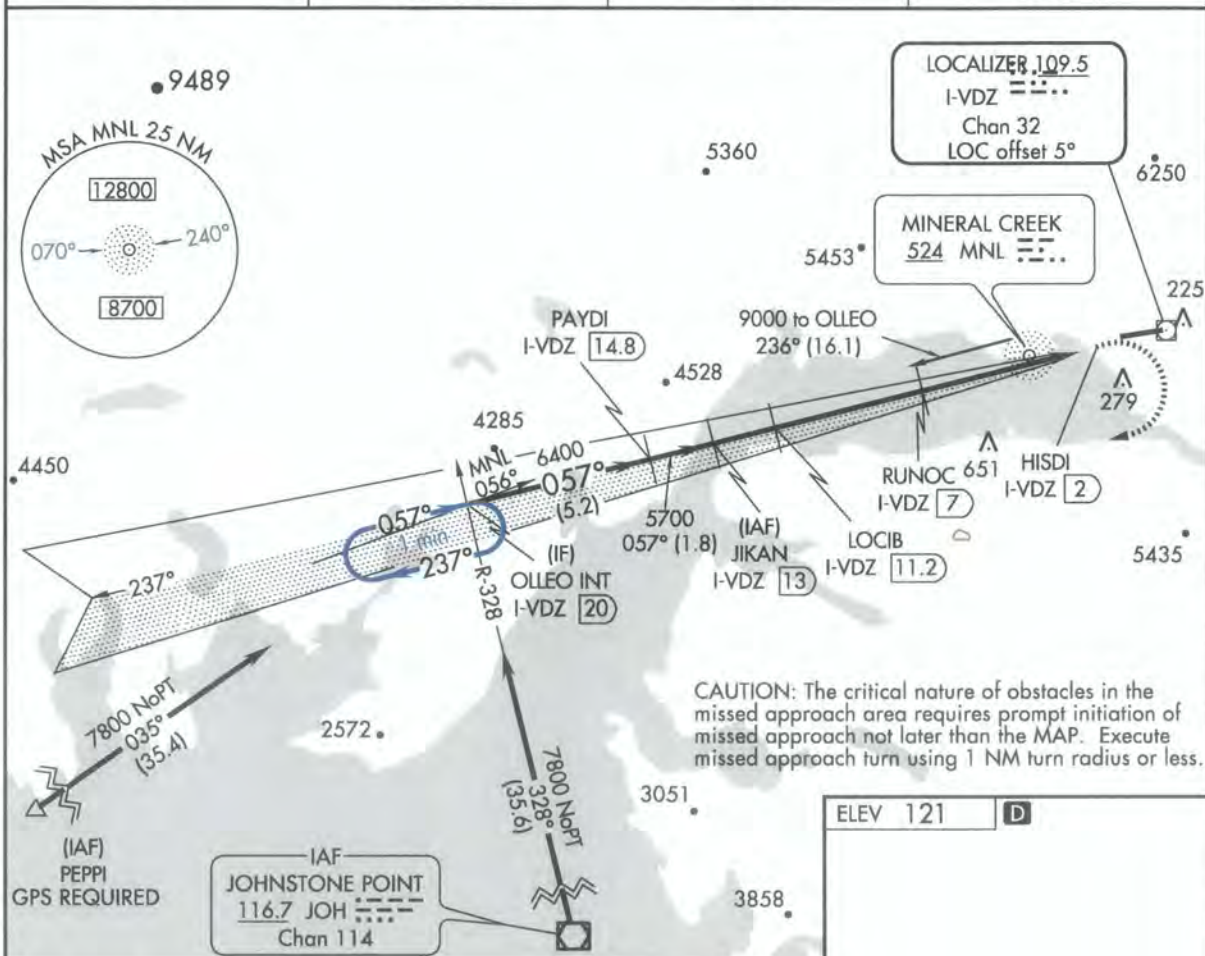
OLD

LDA/DME-G
VALDEZ PIONEER FIELD (VDZ) (PAVD)

NA *Missed approach requires a minimum climb of 385 feet per NM to 5700. Circling NA north of Rwy 6-24. Activate MALSR Rwy 6, HIRL Rwy 6-24, REIL Rwy 24 - 122.9. Procedure NA when the reported surface wind exceeds 30 KTS. LDA/AZIMUTH offset 5° from Rwy 6 alignment. Use of this procedure requires specific authorization from FAA flight standard.

MISSED APPROACH: Climbing right turn to 7800 on heading 270° and on I-VDZ SW course 237° to OLLEO/I-VDZ 20 DME and hold, continue climb-in-hold to 7800.

AWOS-3 118.8	ANCHORAGE CENTER 119.3 269.4	JUNEAU RADIO 122.2	CTAF 122.9
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CATEGORY	A	B	C	D
CIRCLING*	1340-1¼ 1219 (1300-1¼)	1340-1½ 1219 (1300-1½)	1340-3 1219 (1300-3)	1400-3 1219 (1300-3)
CIRCLING	2860-1¼ 2739 (2800-1¼)	2860-1½ 2739 (2800-1½)	2860-3 2739 (2800-3)	

ELEV 121 **D**

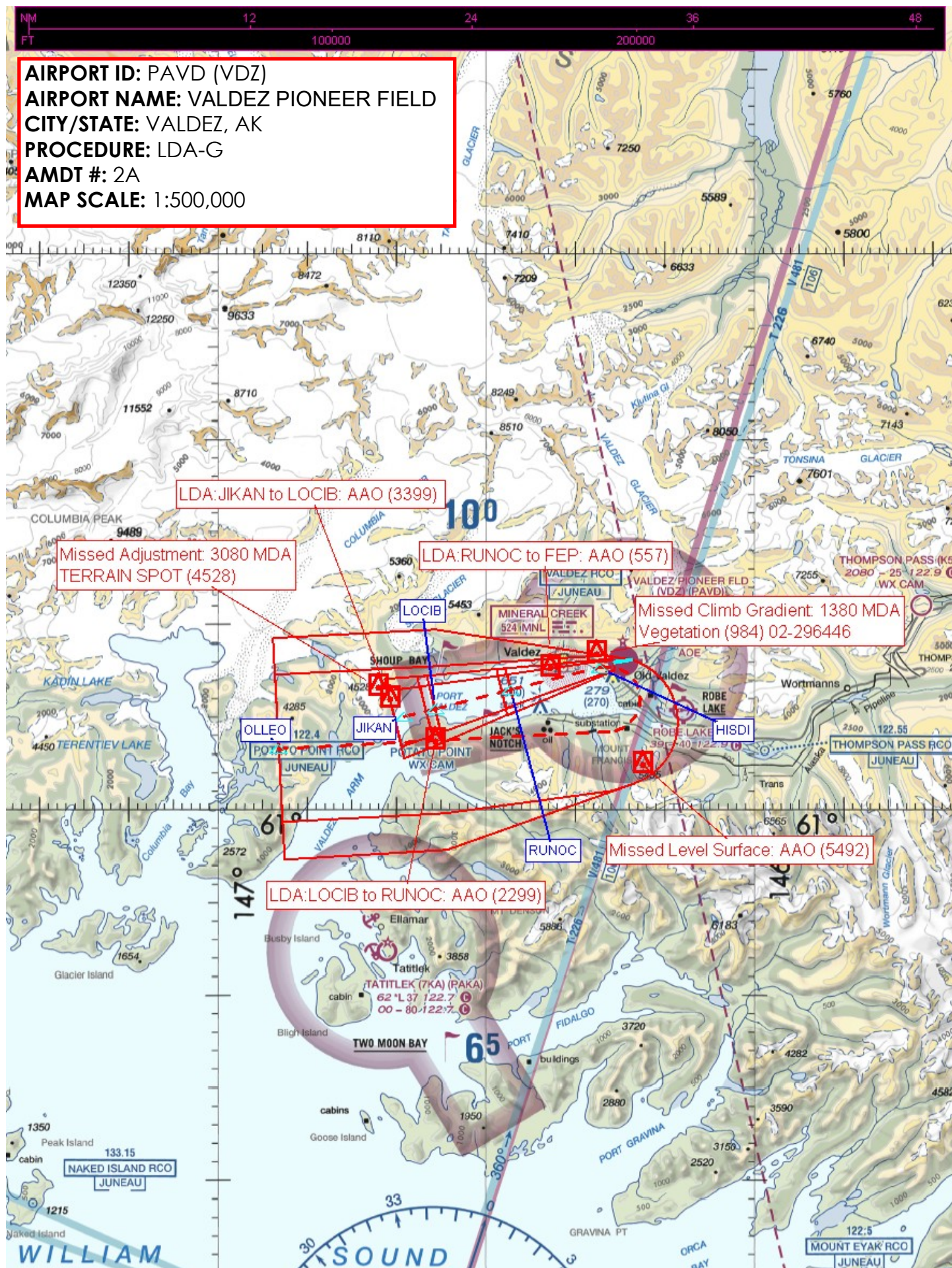
HIRL Rwy 6-24 **L**
REIL Rwy 24 **L**

VALDEZ, ALASKA
Amdt 2 FIG

VALDEZ PIONEER FIELD (VDZ) (PAVD)
LDA/DME-G

61°08'N-146°15'W

AIRPORT ID: PAVD (VDZ)
AIRPORT NAME: VALDEZ PIONEER FIELD
CITY/STATE: VALDEZ, AK
PROCEDURE: LDA-G
AMDT #: 2A
MAP SCALE: 1:500,000



VALDEZ, ALASKA

AL-6213 (FAA)

FIG

LOC/DME I-VDZ 109.5 Chan 32	APP CRS 057°	Rwy Idg TDZE Apt Elev	N/A N/A 121
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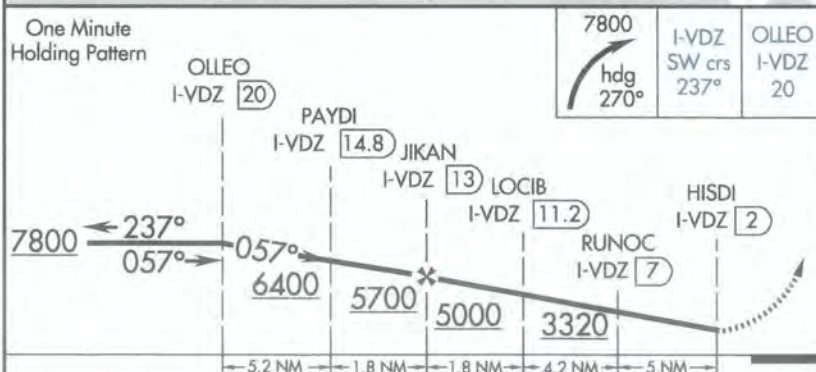
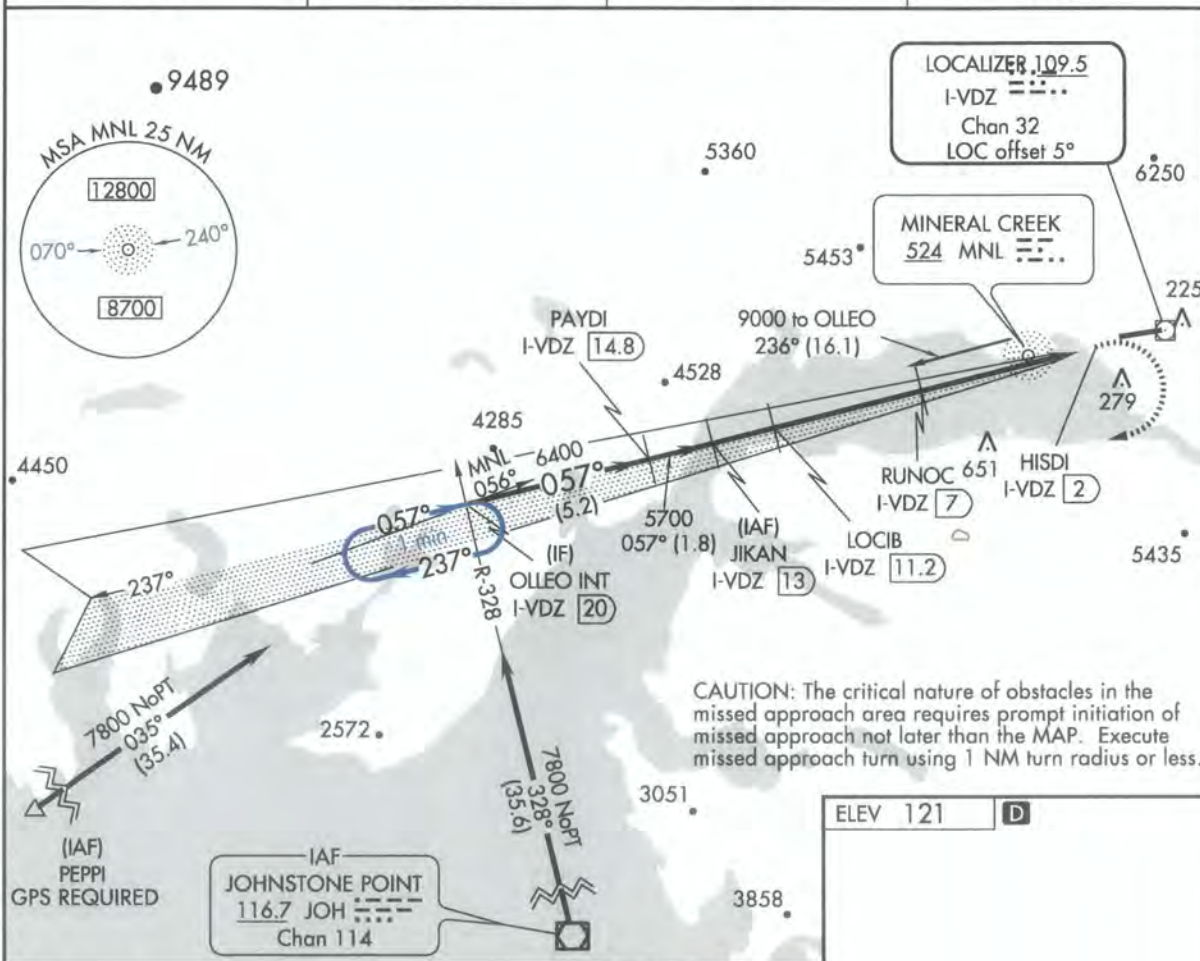
LDA/DME-G

VALDEZ PIONEER FIELD (VDZ) (PAVD)

NA *Missed approach requires a minimum climb of 385 feet per NM to 5700. Circling NA north of Rwy 6-24. Activate MALSR Rwy 6, HIRL Rwy 6-24, REIL Rwy 24 - 122.9. Procedure NA when the reported surface wind exceeds 30 KTS. LDA/AZIMUTH offset 5° from Rwy 6 alignment. Use of this procedure requires specific authorization from FAA flight standard.

MISSED APPROACH: Climbing right turn to 7800 on heading 270° and on I-VDZ SW course 237° to OLLEO/I-VDZ 20 DME and hold, continue climb-in-hold to 7800.

AWOS-3 118.8	ANCHORAGE CENTER 119.3 269.4	JUNEAU RADIO 122.2	CTAF 122.9
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CATEGORY	A	B	C	D
CIRCLING*	1340-1 1/4 1219 (1300-1 1/4)	1340-1 1/2 1219 (1300-1 1/2)	1340-3 1219 (1300-3)	1400-3 1219 (1300-3)
CIRCLING	2860-1 1/4 2739 (2800-1 1/4)	2860-1 1/2 2739 (2800-1 1/2)	2860-3 2739 (2800-3)	

ELEV 121 **D**

HIRL Rwy 6-24 **L**
REIL Rwy 24 **L**

VALDEZ, ALASKA
Amdt 2 FIG

VALDEZ PIONEER FIELD (VDZ) (PAVD)
LDA/DME-G

61°08'N-146°15'W

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO:

1. Flight Procedure Identification:

VALDEZ, AK (PAVD)
VALDEZ PIONEER FIELD
LDA/DME-G (SPECIAL)

2. Waiver Required and Applicable Standard:

ORDER 8260.19E, PARA 2-74 CONTROLLING OBSTACLES FOR MISSED APPROACH AND DEPARTURE PROCEDURES FOR AIRPORTS WITH AT LEAST ONE RUNWAY LONGER THAN 3200 FEET. TERRAIN OUTSIDE OF AN ARC RADIUS OF 20000 FEET FROM THE CENTER OF THE END OF EACH USABLE RUNWAY WILL RECEIVE ADVERSE ASSUMPTION OBSTACLE (AAO) APPLICATION.
REQUEST TO NOT APPLY AAO TO MT THOMAS AND ANDERSON GLACIER IN MISSED APPROACH SEGMENT ONLY.

THIS IS AN AMENDMENT OF A CURRENT WAIVER ON FILE: UPDATED MISSED APPROACH CLIMB GRADIENT.

3. Reason for Waiver (*Justification for nonstandard treatment*):

1. STANDARD MISSED APPROACH AAO APPLICATION CAUSES A CLIMB GRADIENT OF 405 FEET PER NM DUE TO 4528 MSL TERRAIN SPOT 12.86 NM FROM RWY 06 THLD. IF THE 200 FT AAO IS WAIVED, THE RESULT IS A 385 FEET PER NM CLIMB GRADIENT.
2. THE CURRENT MISSED APPROACH CLIMB GRADIENT IS 385 FEET PER NM TO 5700 FEET.
3. DURING WINTER MONTHS, AIR SERVICE IS THE PRIMARY MEANS OF ACCESS TO THE CITY OF VALDEZ.

4. Equivalent Level of Safety Provided:

1. THE RESTRICTION WILL BE PUBLISHED ON A SPECIAL INSTRUMENT APPROACH PROCEDURE; THEREBY RESTRICTING USERS TO THOSE WHO KNOW THE REQUIREMENTS AND ARE PROPERLY TRAINED.
2. A NOTE STATING THE MISSED APPROACH CLIMB GRADIENT WILL BE PUBLISHED ON THE PROCEDURE.
3. THE 4528 MSL MOUNTAIN IS LOCATED ON THE ANDERSON GLACIER. THERE ARE NO TREES, VEGETATION OR OBSTACLES ON THE GLACIER.
4. ACCORDING TO ANC AWO, BUILDING A MAN MADE TOWER ON THE GLACIER IS VIRTUALLY IMPOSSIBLE DUE TO INACCESSIBILITY TO POWER.


5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

HIGH TERRAIN IN ALL QUADRANTS OF THE AIRPORT RESTRICTS THE USEFULNESS OF THE APPROACH REGARDLESS OF NAVIGATION FACILITY OR EQUIPMENT MODIFICATIONS.

6. Coordination With User Organizations (*Specify*):

AJV-354 LS
AJV-351 LS

7. SUBMITTED BY

DATE: JUN 21 2013	Office Identification: AJV-35	Title: MANAGER, TERMINAL PRODUCTS GROUP	Signature:  GREG YAMAMOTO
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FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

VALDEZ, AK (PAVD)
VALDEZ PIONEER FIELD
LDA/DME-G (SPECIAL)

2. Waiver Required and Applicable Standard:

THE DESCENT GRADIENT FOR THE INTERMEDIATE SEGMENT BETWEEN PAYDI (INTERMEDIATE STEPDOWN) AND JIKAN (FAF) IS 388.89 FEET PER NM.

ORDER 8260.3B, VOL 1 PARA 242D INTERMEDIATE DESCENT GRADIENTS. MAXIMUM GRADIENT IS 318 FEET PER NM.

THIS IS AN AMENDMENT OF A CURRENT WAIVER ON FILE: UPDATED AND RESUBMITTED PER PRB. INCORPORATED AFS COMMENT TO BLOCK 4, ITEM 7 FROM PREVIOUS APPROVED WAIVER.

3. Reason for Waiver (*Justification for nonstandard treatment*):

1. FLIGHT CHECK REQUEST TO RAISE PAYDI FROM 6300 TO 6400 AND TO MOVE THE FIX FROM 15.0 DME TO 14.8 DME DUE TO TERRAIN WARNINGS ON THE APPROACH.
2. ANC AWO SUPPORT OF A WAIVER FOR AN INTERMEDIATE SEGMENT DESCENT GRADIENT GREATER THAN 318 FEET PER NM.
3. THE DISTANCE FROM PAYDI TO JIKAN CHANGED FROM 2.0 NM TO 1.8 NM BECAUSE JIKAN WAS UNABLE TO BE MOVED SINCE IT IS AT THE MAXIMUM ALLOWABLE DESCENT GRADIENT (400 FEET PER NM) FOR A CIRCLING ONLY APPROACH.
4. DURING WINTER MONTHS, AIR SERVICE IS THE PRIMARY MEANS OF ACCESS TO THE CITY OF VALDEZ.

4. Equivalent Level of Safety Provided:

1. FLIGHT CHECK HAS FLOWN THE APPROACH AND REQUESTED FOR PAYDI TO MOVE FROM 15.0 DME TO 14.8 DME.
2. FLIGHT CHECK HAS FLOWN THE APPROACH AND REQUESTED THAT THE ALTITUDE AT PAYDI BE INCREASED FROM 6300 TO 6400.
3. THE FINAL DESCENT GRADIENT IS 400 FEET PER NM (CIRCLING ONLY APPROACH). THEREFORE THE AIRCRAFT WILL BE STABILIZED IN THE CORRECT DESCENT BEFORE REACHING THE FAF.
4. THE DISTANCE BETWEEN OLLEO (INTERMEDIATE FIX) AND PAYDI IS 5.2 NM. THEREFORE, THE PROCEDURE MEETS THE REQUIREMENTS OF 8260.3B, VOL 1, PARA 242D, NOTE WHICH STATES THAT IF AN INTERMEDIATE DESCENT GRADIENT EXCEEDS 318 FEET PER NM, THE PROCEDURE SHOULD HAVE A SEGMENT PRIOR TO THE INTERMEDIATE SEGMENT TO PREPARE THE AIRCRAFT SPEED AND CONFIGURATION FOR ENTRY INTO THE FINAL SEGMENT. THIS SEGMENT SHOULD BE A MINIMUM LENGTH OF 5 MILES WITH A DESCENT GRADIENT NOT EXCEEDING 318 FEET PER NM (THE SEGMENT HAS A DESCENT GRADIENT OF 270 FEET PER NM).
5. SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION IS REQUIRED.
6. AIRCREWS WILL BE REQUIRED TO BE THOROUGHLY FAMILIAR WITH THE AIRPORT, IT'S SURROUNDING TERRAIN AND UNIQUE WEATHER PHENOMENA.
7. THE PROCEDURE WILL BE NA WHEN THE REPORTED SURFACE WIND EXCEEDS 30 KNOTS.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

HIGH TERRAIN IN ALL QUADRANTS OF THE AIRPORT RESTRICTS THE USEFULNESS OF THE APPROACH REGARDLESS OF NAVIGATION FACILITY OR EQUIPMENT MODIFICATIONS.

6. Coordination With User Organizations (*Specify*):

AJV-354

AJV-351

7. SUBMITTED BY

DATE:
JUN 21 2013

Office Identification:

AJV-35

Title:

MANAGER, TERMINAL PRODUCTS
GROUP

Signature

GREG YAMAMOTO

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO:

1. Flight Procedure Identification:

VALDEZ, AK (PAVD)
VALDEZ PIONEER FIELD
LDA/DME-G (SPECIAL)

2. Waiver Required and Applicable Standard:

THE DISTANCE FROM JIKAN (FAF) TO THE NEAREST PORTION OF THE RUNWAY SURFACE IS 11.76 NM. ORDER 8260.3B, VOL 1, PARA 901 RESTRICTS THE MAXIMUM LENGTH OF FINAL TO 10 MILES.

THIS IS AN AMENDMENT OF A CURRENT WAIVER ON FILE: UPDATED AND RESUBMITTED PER PRB. INCORPORATED AFS COMMENTS TO BLOCK 4, ITEM 1 AND ADDED ITEM 4 FROM PREVIOUS APPROVED WAIVER.

3. Reason for Waiver (*Justification for nonstandard treatment*):

1. APPLICATION OF A STANDARD FINAL APPROACH LENGTH WOULD NOT ALLOW FOR A SAFE DESCENT INTO THE AIRPORT. SPECIFICALLY, A 4528 MSL MOUNTAIN IS 12.86 NM OUT FROM THE RUNWAY THRESHOLD. THIS MOUNTAIN CAUSES THE INTERMEDIATE SEGMENT ALTITUDE TO BE AT 5700 FT IN ORDER TO RECEIVE THE DME. A 11.76 NM FINAL PERMITS A FAF ALTITUDE OF 5700 WITH A 400 FT/NM DESCENT TO THE MDA.
2. DURING WINTER MONTHS, AIR SERVICE IS THE PRIMARY MEANS OF ACCESS TO THE CITY OF VALDEZ.

4. Equivalent Level of Safety Provided:

1. FLIGHT CHECK RECOMMENDED ALTITUDE IN ORDER TO RECEIVE THE LDA AND DME FOR THE APPROACH RESULTING IN MORE THAN REQUIRED OBSTACLE CLEARANCE.
- 2 THE PROCEDURE WILL BE PUBLISHED ON A SPECIAL INSTRUMENT APPROACH PROCEDURE, THEREBY RESTRICTING USERS TO THOSE WHO KNOW THE REQUIREMENTS AND ARE PROPERLY TRAINED.
3. AIRCREWS WILL BE REQUIRED TO BE THOROUGHLY FAMILIAR WITH THE AIRPORT, IT'S SURROUNDING TERRAIN AND UNIQUE WEATHER PHENOMENA.
4. DME PROVIDES RANGE INFORMATION TO PILOT.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

HIGH TERRAIN IN ALL QUADRANTS OF THE AIRPORT RESTRICTS THE USEFULNESS OF THE APPROACH REGARDLESS OF NAVIGATION FACILITY OR EQUIPMENT MODIFICATIONS.

6. Coordination With User Organizations (*Specify*):

AJV-354 
AJV-351 

7. SUBMITTED BY

DATE:

JUN 21 2013

Office Identification:

AJV-35

Title:

MANAGER, TERMINAL PRODUCTS
GROUP

Signature:


GREG YAMAMOTO

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

VALDEZ, AK (PAVD)
VALDEZ PIONEER FIELD
LDA/DME-G (SPECIAL)

2. Waiver Required and Applicable Standard:

REDUCE SIZE OF CIRCLING OBSTACLE EVALUATION AREAS. FAAO 8260.3, VOLUME 1, PARA 260, CHANGE 21.

3. Reason for Waiver (*Justification for nonstandard treatment*):

LARGER CIRCLING AREAS REQUIRED BY FAAO 8260.3, VOLUME 1, PARA 260 CHANGE 21 HAS AN ADVERSE IMPACT ON THIS SPECIAL CIRCLING ONLY PROCEDURE. RETAINING OLD CIRCLING AREA CRITERIA WILL ALLOW RETENTION OF CURRENT MINIMA. DURING WINTER MONTHS, AIR SERVICE IS THE PRIMARY MEANS OF ACCESS TO THE CITY OF VALDEZ. REQUEST TO USE THE FOLLOWING RADIUS FOR CIRCLING OBSTACLE AREAS, RADIUS DRAWN FROM END OF EACH RUNWAY AND CONNECTED WITH TANGENT LINES:

CAT A - 1.3 NM

CAT B - 1.5 NM

CAT C - 1.7 NM

CAT D - 2.3 NM

4. Equivalent Level of Safety Provided:

1. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE, THEREBY RESTRICTING USERS TO THOSE AUTHORIZED BY FAA FLIGHT STANDARDS. A CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS WILL BE ADDED TO THE PROCEDURE.

2. SPECIAL AIRCREW TRAINING IS REQUIRED AND WILL INCLUDE DETAILED INFORMATION ON CIRCLING AREAS AND THE ASSOCIATED PERFORMANCE REQUIREMENTS.



3. ALL USERS MUST PROVIDE DEMONSTRATED ABILITY THAT THE AIRCRAFT TO BE USED ARE CAPABLE OF THE CIRCLING MANUEUVERS AS DESIGNED.

4. THE PROCEDURE WAS EVALUATED AND FOUND TO BE SATISFACTORY BY FAA FLIGHT INSPECTION.


5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

HIGH TERRAIN IN ALL QUADRANTS OF THE AIRPORT RESTRICTS THE USEFULNESS OF THE APPROACH REGARDLESS OF NAVIGATION FACILITY OR EQUIPMENT MODIFICATIONS.

6. Coordination With User Organizations (Specify):

AJV-354 
AJV-351 

7. SUBMITTED BY

DATE: JUN 21 2013	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature: 
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FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

VALDEZ, AK (PAVD)
VALDEZ PIONEER FIELD
LDA/DME-G (SPECIAL)

2. Waiver Required and Applicable Standard:

MISSED APPROACH IS NOT CONSTRUCTED AS PER FAAO 8260.3B, VOL 1, PARA 270.
REQUEST TO USE FAAO 8260.3B, VOL 4, PARA 3.7 FOR MISSED APPROACH CONSTRUCTION/EVALUATION AND TO USE AN R1 VALUE FROM TABLE 3-2 OF 2 NMS.

3. Reason for Waiver (*Justification for nonstandard treatment*):

TERRAIN NORTH AND SOUTH OF MISSED APPROACH TRACK HAS AN ADVERSE IMPACT ON THIS SPECIAL CIRCLING ONLY PROCEDURE AND WOULD REQUIRE EXCESSIVE CG AND MDA. DURING WINTER MONTHS, AIR SERVICE IS THE PRIMARY MEANS OF ACCESS TO THE CITY OF VALDEZ.



4. Equivalent Level of Safety Provided:

1. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE, THEREBY RESTRICTING USERS TO THOSE AUTHORIZED BY FAA FLIGHT STANDARDS. A CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS WILL BE ADDED TO THE PROCEDURE.
2. SPECIAL AIRCREW TRAINING IS REQUIRED AND WILL INCLUDE DETAILED INFORMATION ON FLYING THE MISSED APPROACH AND THE ASSOCIATED PERFORMANCE REQUIREMENTS.
3. ALL USERS MUST PROVIDE DEMONSTRATED ABILITY THAT THE AIRCRAFT TO BE USED ARE CAPABLE OF THE MISSED APPROACH MANEUVERS AS DESIGNED.
4. THE MISSED APPROACH PROCEDURE WAS EVALUATED AND FOUND TO BE SATISFACTORY BY FAA FLIGHT INSPECTION.
5. FOLLOWING NOTES WILL BE PUBLISHED WITH PROCEDURE:
PROCEDURE NA WHEN THE REPORTED SURFACE WIND EXCEEDS 30 KTS.
CAUTION: THE CRITICAL NATURE OF OBSTACLES IN THE MISSED APPROACH AREA REQUIRES PROMPT INITIATION OF MISSED APPROACH NOT LATER THAN THE MAP. EXECUTE MISSED APPROACH TURN USING 1 NM TURN RADIUS OR LESS.
6. R1 OF 2 NMS WAS DRAWN FROM END OF FINAL TRAP ABEAM THLD FOR LARGER OBSTACLE EVALUATION AREA, IAPA WAS USED AS A TOOL TO EVALUATE A PSEUDO SHORT STRAIGHT-AHEAD SECTION - NO PENETRATIONS

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

HIGH TERRAIN IN ALL QUADRANTS OF THE AIRPORT RESTRICTS THE USEFULNESS OF THE APPROACH REGARDLESS OF NAVIGATION FACILITY OR EQUIPMENT MODIFICATIONS.

6. Coordination With User Organizations (Specify):

AJV-354 
AJV-351 

7. SUBMITTED BY

DATE:

JUN 21 2013

Office Identification:

AJV-35

Title:

Manager,
Terminal Products Group

Signature: 

GREG YAMAMOTO