

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/16/2020	APWS Task ID: 58446C3919354585844E996A999D4E41	APWS Project ID: 4F6BBB1A38FF4E7BABAED05CC14E0B6D
Procedure: VOR RWY 15L ORIG		Enroute: NO	Specialist: Fulks, Matthew		Agreement Number:
Airport ID: PAGK	Airport Name: GULKANA		Airport City: GULKANA		State: AK
Facility ID: GKN	Facility Type: VOR_DME	Flight Inspection Remark Type: New FC Slot			
<p><b>Procedure Comments:</b>  PAGK/GKN and GKN VOR/DME PENDING DATA USED.  Assigned Mag Var GKN: Old 23E - New 17E   CONTACT DONALD LANIER 405-954-8242</p>					

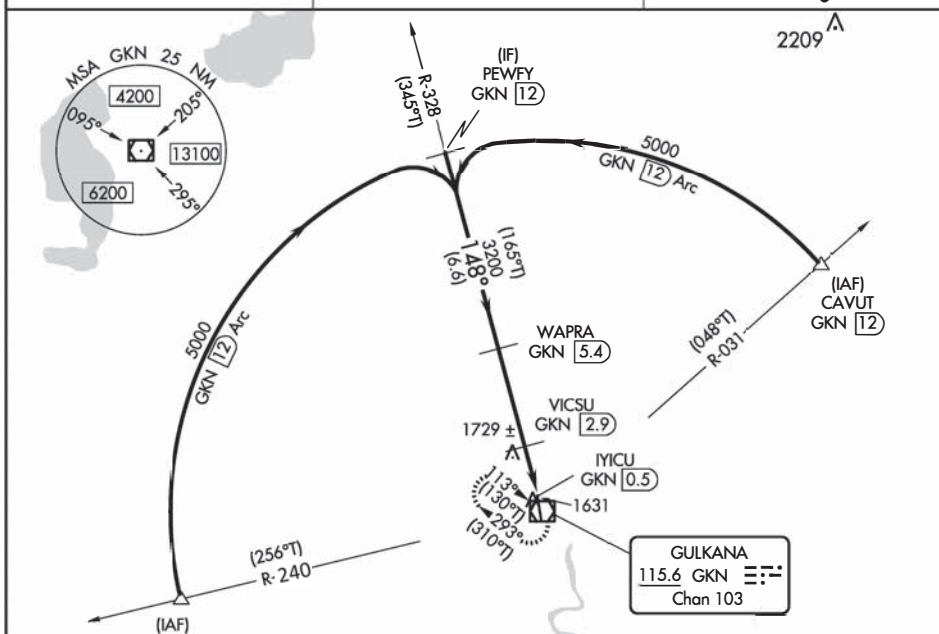


5/12/20 J. DuBois

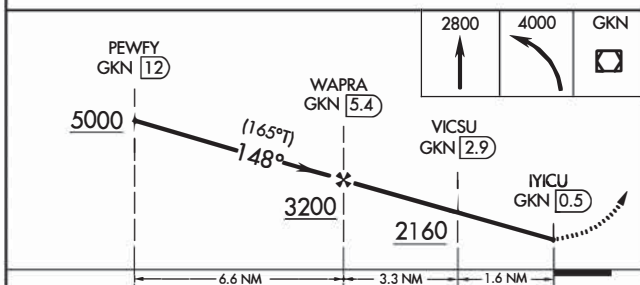
FIG


VOR RWY 15L  
GULKANA (GKN) (PAGK)

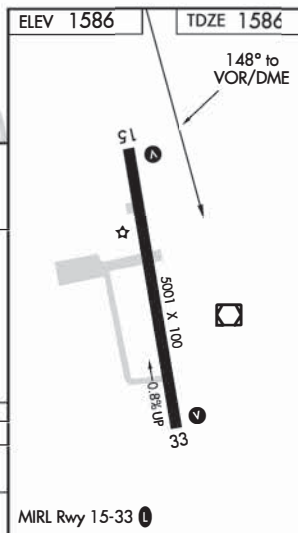
**MISSED APPROACH:** Climb to 2800 then climbing left turn to 4000 direct GKN VOR/DME and hold, continue climb-in-hold to 4000.



PROTOTYPE-  
NOT FOR NAVIGATION



CATEGORY	A	B	C	D
S-15L	2040-1	454 (500-1)	2040-1 $\frac{3}{8}$	454 (500-1 $\frac{3}{8}$ )
 CIRCLING	2040-1 454 (500-1)	2080-1 494 (500-1)	2080-1 $\frac{1}{2}$ 494 (500-1 $\frac{1}{2}$ )	2200-2 614 (700-2)



GULKANA (GKN) (PAGK)

62°09'N-145°27'W

VOR RWY 15L

**U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION  
WESTERN SERVICE AREA**

**CATEGORICAL EXCLUSION DECLARATION**

**Gulkana Airport**

**RNAV (GPS) RUNWAY 15L**

**RNAV (GPS) RUNWAY 33R**

**VOR RUNWAY 15L**

**TEXTUAL (OBSTACLE) DEPARTURE PROCEDURE**

**Description of Action:**

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 (3°), the MagVar of record must be changed to the nearest future epoch year value.

The MagVar for the Gulkana (GKN) Very High Frequency Omni-directional Range (VOR)/Distance Measuring Equipment (DME) NAVAID is currently 6° out of tolerance and will be updated from E23/2005 to E17/2020.

The MagVar update for the GKN NAVAID also necessitates updates to the following procedures at the Gulkana Airport:

1. Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 15 Left (L);
2. RNAV (GPS) RWY 33 Right (R);
3. Very High Frequency Omni-directional Range (VOR) RWY 15L; and
4. Textual (Obstacle) Departure Procedure.

The proposed amendments are described below.

<b>RNAV (GPS) RWY 15L</b>
Delete the Terminal Arrival Area (TAA) due to encroachment on the military operations areas (MOAs).
Remove the initial approach segments from the NIWCY initial approach fix (IAF) and the PODHY IAF.
<ol style="list-style-type: none"> <li>1. Replace the IAF PODHY with a new IAF, waypoint (WP) 44; WP 44 is 4 nautical miles (NM) east of PODHY. Altitude at WP44 is 4,500 feet mean sea level (MSL)/approximately 2,717 feet above ground level (AGL).</li> <li>2. Replace the IAF NIWCY with a new IAF, WP45; WP 45 is 4 NM west of NIWCY. Altitude at WP45 is 4500 feet MSL/approximately 2,343 feet AGL.</li> <li>3. The altitude at the IF/IAF ICCOH remains at 4,200 feet MSL/approximately 2,256 feet AGL.</li> </ol>
Add the fix SMOKY (common to the RNAV (GPS) RWY 33 approach procedure) and a stepdown fix, WP60. Add a segment from SMOKY to WP60 to WP45. The altitude at SMOKY is 6,300 feet MSL/approximately 4,163 feet AGL. The altitude at WP60 is 5,400 feet MSL/approximately 3,216 feet AGL.
Add a feeder from UREKA to SMOKY (common to the RNAV (GPS) RWY 33 approach procedure). Altitude at UREKA is 10,000 feet MSL/approximately 7,362 feet AGL.
Add the fix KLUNG (common to the RNAV (GPS) RWY 33 approach procedure) and a stepdown fix, WP134. Add a feeder from KLUNG to WP134 to WP45.
The altitude at KLUNG is 7,000 feet MSL/approximately 4,197 feet AGL.
The altitude at WP134 is 4,500 feet MSL/approximately 2,587 feet AGL.
Add the fix BEFTI and a stepdown fix, WP46. Add a feeder from BEFTI to WP46 to WP44.
The altitude at BEFTI is feet 9,000 MSL/approximately 6,677 feet AGL.
The altitude at WP46 is 5,200 feet MSL/approximately 3,272 feet AGL.
The straight-in segment track remains the same. The altitude at the final approach fix (FAF), ACYL, increases from 3,200 feet MSL/approximately 1,530 to 3,600 feet MSL/approximately 1,930 feet AGL.
Change the Missed Approach from climb to KOTKE to climb to SMOKY.
Revise the lines of minima.
<b>RNAV (GPS) RWY 33R</b>
Remove the IAF TOSIN and the fix HOXOG, and delete the segment between TOSIN to the IF/IAF MITIH.
Delete the segment between SMOKY and the IAF KLUNG.
Add a new IAF at WP108 approximately 9.8 NM north of KLUNG. Add a segment from SMOKY to the IAF WP108 and then to the IF/IAF MITIH.
The altitude at SMOKY is 6,300 feet MSL/approximately 4,163 feet AGL.
The altitude at WP108 is 5,000 feet MSL/approximately 2,862 feet AGL.
Add a feeder from UREKA to SMOKY (common to the RNAV (GPS) RWY 15 approach procedure). Altitude at UREKA is 10,000 feet MSL/approximately 7,362 feet AGL.
The track of the segment between the IAF KLUNG and the IF/IAF MITIH remains the same. Altitudes do not change.
The straight-in segment track remains the same. The altitude at the final approach fix (FAF) increases from 3,200 feet MSL/approximately 1,530 to 3,600 feet MSL/approximately 1,930 feet AGL.
Revise the lines of minima.

<b>VOR RWY 15L</b>
<b>This procedure is being amended due to encroachment on military operations areas (MOAs):</b> <ol style="list-style-type: none"> <li>1. Remove the procedure turn.</li> <li>2. Move the arcs and associated IAFs and IFs 12 NM inward (closer to the Airport) to remain clear of the MOAs.</li> <li>3. Amend the Climb-in-Hold (C-I-H) inbound course to 130° to remain clear of MOAs.</li> </ol>
The IAF TAKOC is replaced by the new WP206. Altitude at WP206 is 5,000 feet MSL/approximately 2,910 feet AGL.
The IF SOGYO is replaced by the new WP204. Altitude at WP204 is 5,000 feet MSL/approximately 3,045 feet AGL.
The IAF HOVUK is replaced by the new WP205. Altitude at WP205 is 5,000 feet MSL/approximately 2,913 feet AGL.
Add an intermediate stepdown fix WP237 to replace JOGAK. Altitude at WP237 is 4,100 feet MSL/approximately 2,336 feet AGL.
The Textual ODP will be amended to remove references to the GLENNALLEN (GLA) Nondirectional Beacon (NDB) navigational aid (NAVAID).
Adjust RWY headings: <ol style="list-style-type: none"> <li>1. RWY 15L = 154°.</li> <li>2. RWY 33R = 334°.</li> </ol>
Amend inbound heading of holding pattern to 107°.

The areas under the proposed procedure tracks were evaluated to identify the presence of noise-sensitive environments and to assess the potential for noise impacts from the proposed procedures.

The areas are within the Pacific Flyway which is a major north-south flyway for migratory birds. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources, heading to breeding grounds, or travelling to overwintering sites.

The areas east of the Airport are within the Wrangell-St. Elias National Park/National Preserve. The segment between WP46 and BEFTI on the RNAV (GPS) RWY 15 approach procedure is a new track over this area.

Three sites in the general vicinity of the procedures are listed on the National Register of Historic Places.

1. **Valdez Trail-Copper Bluff Segment, National Park Service (NPS) Reference No. 98000077.** This site is located approximately 0.41 NM east of the YEYGI to MITIH and is on the east side of the Richardson Highway. The narrative description of the site notes the resulting quiet once the trail is beyond the sight of the highway and few traffic noises intrude. The resulting quiet helps convey the route's historic sense of isolation. Aircraft on the RNAV procedures are not likely to overfly this area.
2. **Gakona Roadhouse, NPS Reference No. 77001579.** This site is collocated with the Gakona Airport on the north shore of the Gulkana River. Quiet is not listed as an attribute for this site in the listing narrative.
3. **Gakona Historic District, NPS Reference No. 01000024.** This site is collocated with the Gakona Airport on the north shore of the Gulkana River. Quiet is not listed as an attribute for this site in the listing narrative.

Based on information obtained from the Performance Data Analysis and Reporting System (PDARS) which collects flight plan and radar track data, aircraft are currently overflying these areas.

The Performance Based Navigation (PBN) Dashboard was accessed for operations data for PAGK. The PBN Dashboard provides implementation and usage statistics for all major airports in the National Airspace System with published PBN procedures. The data is captured on a periodic basis. For the 12-month period ending June 30, 2019, the PBN Dashboard reported the total operations by aircraft for PAGK as 43 jets, 138 turboprops, and 11 pistons.

According to FAA Order 1050.1F Appendix B and Desk Reference (2015), no noise analysis is needed for some projects. Those include projects involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations).

Based on its review, the FAA has determined per 36 CFR § 800.3(a)(1) that implementation of this project does not have the potential to cause effects on historic properties, and therefore no further Section 106 is required for this action. The proposed amendments are not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

**Declaration of Exclusion:**

FAA reviewed the above referenced proposed action, and the undersigned determined it 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 Initial Environmental Review was completed 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 exclusions 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** Digitally signed by PAUL A  
MCEWEN  
Date: 2019.12.06 08:32:22 -09'00'


Name: Paul McEwen  
Air Traffic Manager  
Anchorage Air Traffic Control Center, WNA-ZAN

Service Area Environmental Specialist Review/Concurrence

Signature: **CHRISTOPHER A  
COZART** Digitally signed by CHRISTOPHER A  
COZART  
Date: 2019.12.31 10:12:09 -08'00'

Name: For Ryan Weller  
Environmental Protection Specialist, Operations Support Group,  
Western Service Center, AJV-W25

Service Area Director Review/Concurrence, if necessary

Signature:   
Name: Shawn M. Kozica  
Manager, Operations Support Group  
Western Service Center, AJV-W2



