

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/14/2022	APWS Task ID: 5864887D310349EC9AF747DC11096F21	APWS Project ID: C01767443C1F498C9DB71215FEBFC95E
Procedure: RNAV (GPS) Z RWY 2 AMDT 1		Enroute: NO	Specialist: Combs, Patrick		Agreement Number:
Airport ID: PAKW			Airport City: KLAWOCK		State: AK
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE AIRPORT AND RUNWAY DATA USED FOR PAKW. CRC REMAINDER CHANGED FROM 02B19445 TO C8E574D2. CONTACT JASON KRETSCHMER, AJV-A421, 405-954-4019</div> <div><div>Digitally signed by JASON KRETSCHMER Mar 29, 2022</div><div><div>QUALITY 16 CHECKED</div><div>QUALITY 38 CHECKED</div></div></div>					

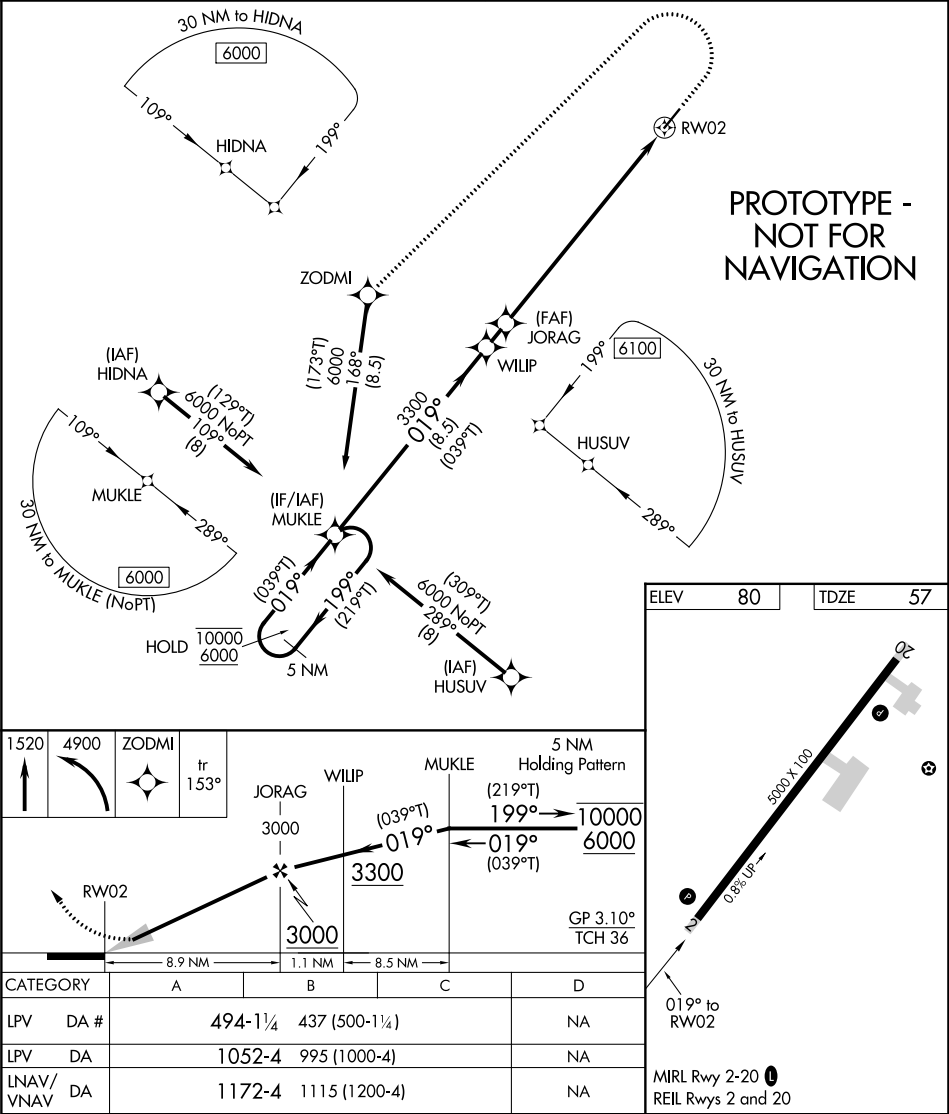
[illegible]

WAAS CH 61043 W02B	APP CRS 019°	Rwy ldg TDZE Apt Elev 5000 57 80
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RNAV (GPS) Z RWY 2

Klawock (AKW) (PAKW)

RNP APCH - GPS.		<div>MISSED APPROACH: (Do not exceed 165 KIAS until ZODMI) Climb to 1520 then climbing left turn to 6000 direct ZODMI and on track 168° to MUKLE and hold, continue climb-in-hold to 6000. #Missed approach requires minimum climb of 600 feet per NM to 3000.</div>	
<div>▼ Baro-VNAV NA. ▲ Use of this procedure requires specific authorization by FAA flight standards. Activate MIRL Rwy 2 - 122.25</div>			
ASOS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 122.25 0	CTAF 120.9



PAKW/KLW
KLAUOCK

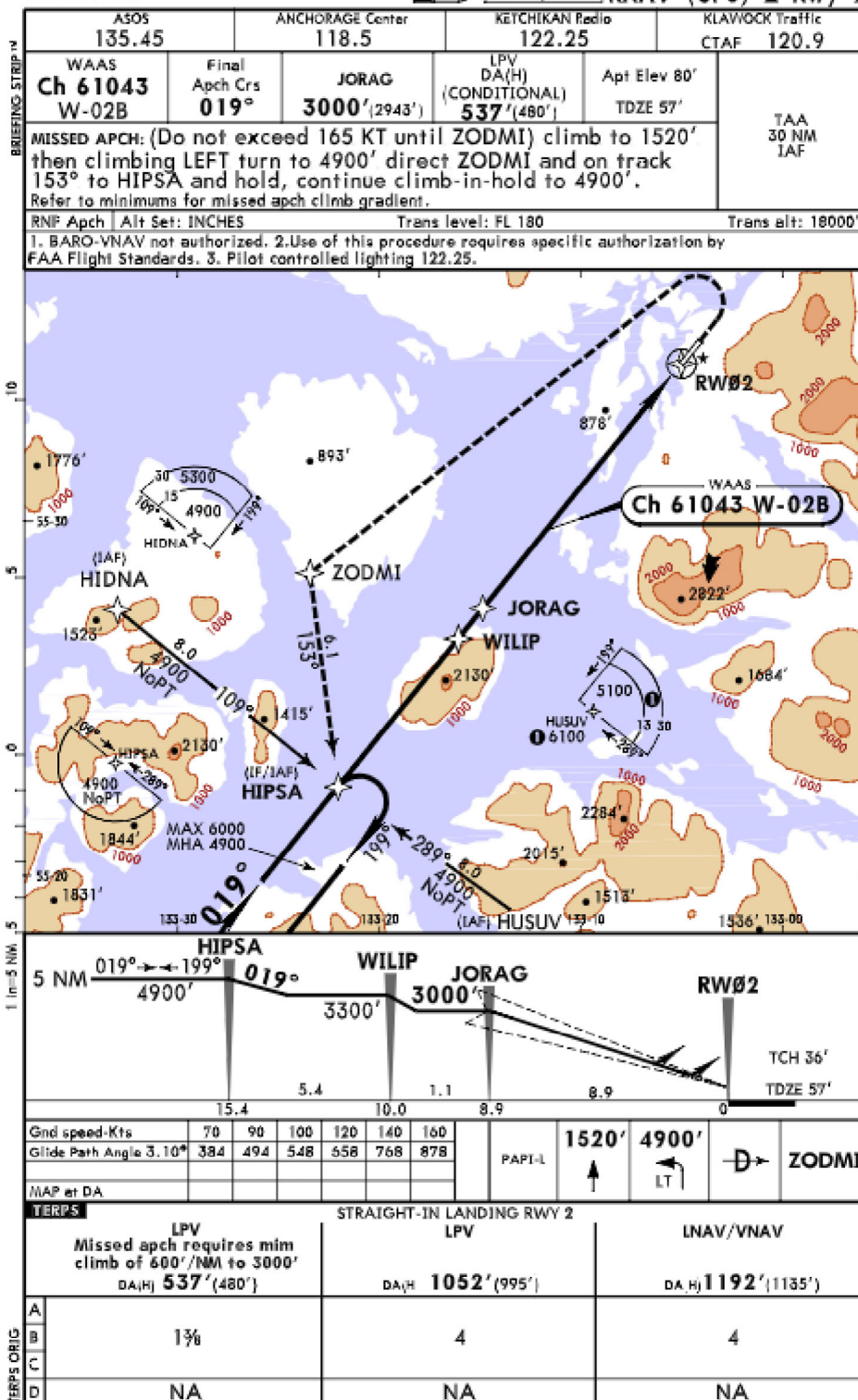
(Special)

JEPPESEN

27 NOV 20 12-8

CAT A, B & C

KLAUOCK, ALASKA
RNAV (GPS) Z Rwy 2





AIRPORT ID	PAKW
AIRPORT NAME	KLAWOCK
CITY	KLAWOCK
STATE	AK
Proc ID:	RNAV (GPS) Z RWY 2
Amdt #	U u
Scale	1:500,000

Magnetic disturbance of as much as 6° exists at ground level in this vicinity.

TAA LEFT BASE:
3137 AAO

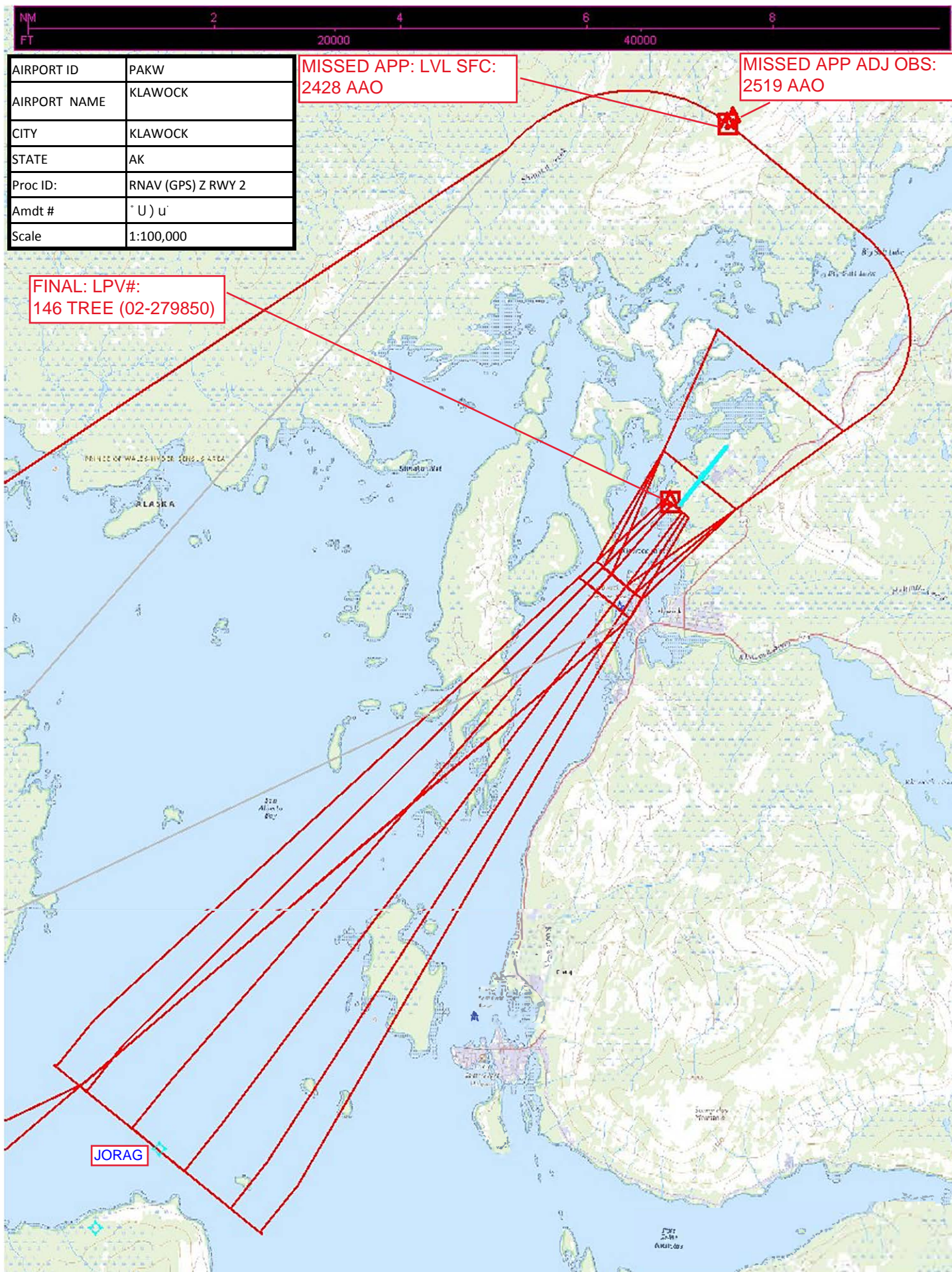
KLAWOCK
229 AKW
DME CH 105 (115.9)

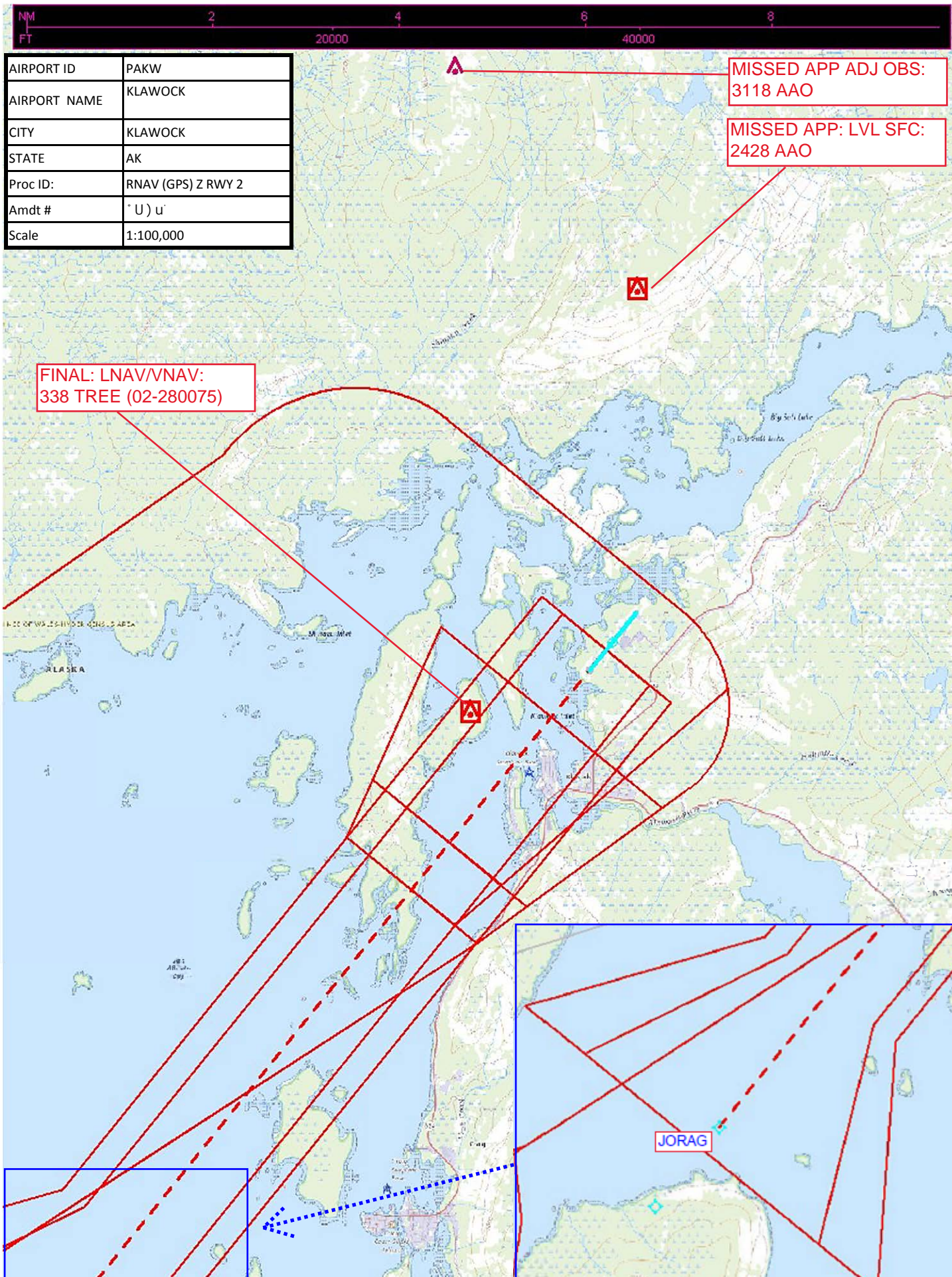
HIDNA

MUKLE

Magnetic disturbance of as much as 6° exists at ground level in this vicinity.







1. FLIGHT PROCEDURE IDENTIFICATION:

KLAWOCK (PAKW)
KLAWOCK, AK
RNAV (GPS) Z RWY 2 Special

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

This is a non-Part 97 approach procedure, high terrain in the missed approach segment raises approach minimums excessively and precludes access to the community. A missed approach climb gradient of 600' per NM is required. FAAO 8260.58A, Para 1-3-1.g.(2) When one or more obstacle penetrates the default OCS, a single increased CG that provides clearance over all penetrations may be established. A CG greater than 425 ft/NM is not authorized for missed approach.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

1. Terrain in the missed approach segment (LPV) requires a higher than permitted climb gradient. The LPV with the 600' climb gradient would decrease the DA by 683' from the LNAV MDA required on the RNAV (GPS) Y RWY 2 allowing much more consistent access to the community.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. Operator has to prove they can meet the required climb gradient. If not, procedure will not be authorized.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Terrain limitations eliminate other options.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

1. Aircraft performance capability coordination was accomplished with Island Air Express, Harris Air, and Alaska Seaplanes.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-4	Instrument Flight Procedures Group Manager	<i>Digitally signed by</i> ALLAN WILL Jun 24, 2020

8. AFS ACTIONS:

☒ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Mon Aug 3 2020 10:17:31 GMT-05:00:00 (Central Standard Time)

Federal Aviation Administration Categorical Exclusion Declaration

Date: 03/14/22

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

Airport Contact: -

Request ID: PAKW_22311

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV (GPS) RWY 20 RNAV (GPS) Y RWY 2 RNAV (GPS) Z RWY 2

Procedure Request Description:

Proposed Action Description: The Federal Aviation Administration (FAA) is proposing to lower minima for area navigation (RNAV) approach procedures for Klawock Airport (PAKW), Klawock, Alaska. Following changes would be made to the procedures:

- RNAV (GPS) RWY 20: LNAV CAT A/B MDA/HAT would be updated from 2440/2360 to 2340/2260 and circling CAT A/B MDA/HAA would be updated from 2440/2360 to 2340/2260.
- RNAV (GPS) Y RWY 2: LNAV MDA/HAT would be updated from 1220/1163 to 1160/1103; circling CAT A/B MDA/HAA would be updated from 1220/1140 to 1160/1080; and circling CAT C MDA/HAA would be updated from 1300/1220 to 1160/1080.
- RNAV (GPS) Z RWY 2: LPV# DA/VIS/HAT for all CATS would be update from "523 1 3/8 537" to "494 1 1/4 437" and LNAV/VNAV DA/HAT for all CATS would be updated from "1192/1135" TO "1172/1115".

Lower minima need was created as a result of manual survey reassessment and would lead to operational efficiencies. Additionally, another CATEX was issued (February 24, 2022) for a proposal to amend procedures at PAKW due to the scheduled decommissioning of the AKW NDB/DME. The proposal included:

- Increase the missed approach holding altitudes to 6,000 feet mean sea level (MSL) at the PAKW for the three RNAV approaches (RNAV (GPS) Y RWY 2, RNAV (GPS) Z RWY 2, and RNAV (GPS) RWY 20) to provide adequate communications with ATC.
- Cancel the unused NDB/DME RWY 2 approach.
- Change the name of KLAWOCK TWO DEPARTURE (OBSTACLE) to KLAWOCK ONE (RNAV) DEPARTURE (OBSTACLE).

Currently, less than 20 propeller aircraft operations are conducted at the airport. The proposed actions would not change the flight tracks and number of operations. No environmental impacts are anticipated as a result of the Proposed Action at PAKW.

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 is:

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: **VIKAS**
UBEROI Digitally signed by VIKAS
UBEROI
Date: 2022.03.14
08:24:45 -07'00' Date: _____

Title: Environmental Protection Specialist - AJV W25

Approved By: **BYRON G Y**
CHEW Digitally signed by
BYRON G Y CHEW
Date: 2022.03.17
12:04:44 -07'00' Date: _____

Title: Acting Group Manager, Operations Support Group, Western Service Center, AJV-W2

Figure 2-1-2. Special Instrument Procedure Checklist

Special Procedure Checklist		
Location: Klawock, AK	ID/Region: PAKW/Alaska	Type of Procedure/Name: RNAV (GPS) Z RWY 2
RAPT Priority:	Type Aircraft expected to use procedure: CE-208, PC-12	RNGB: AFS-420W
Special Procedure Information Required		
Why is this a Special?	Nonstandard application of criteria	
Is there a similar Public Procedure?	No	
Is procedure use limited?	Yes- Authorized by Flight Standards	
Is the procedure developed using non-standard criteria?	Yes	
Is a waiver and/or Flight Standards approval letter required?	Yes	
Obstruction Evaluation (OE) Study Plan*	AJV	
NOTAM Plan *	AJV	
Periodic Review Plan *	AJV	
Flight Inspection/Validation Plan*	FIOG	
Environmental Assessment*	AJV	
ATC and Airspace Coordination Completed*	Yes	
Airport/Heliport Management Coordination Complete*	Yes	
POI or FSDO Name and Contact Information*	Contact information on file AFS-420W	
Proponent/User(s)*	Flight Standards/On file with AFS-420W	
Comments		