

AK PAPR RNAV (GPS) Y RWY 1 ORIG-A

5-3-2022 PRB Results: Returned for Rework

REQUESTED BY: RETURN FOR REWORK

RENAME PROCEDURE WITH AN "M" DESIGNATOR INSTEAD OF "Y" PER 8260.3E PARA 1-6-5

MISSING DOCUMENTATION:

- WAIVER CANCELLATIONS

O FLIGHT PROCEDURES COVER PAGE STATES THAT WAIVERS ARE NO LONGER NEEDED. HOWEVER, NO REQUESTS FOR WAIVER CANCELLATION WERE SUBMITTED IN THE PACKAGE. NEED TO PROVIDE WAIVER CANCELLATION REQUESTS FOR BOTH EXISTING WAIVERS.

- ENVIRONMENTAL DOCUMENTATION

ADMINISTRATIVE NOTES:

- THE LEG LENGTH FROM CITMI TO SOYER (6.59) MUST BE AT LEAST 7.01 NM TO SUPPORT ATC VECTORS (8260.58B PARA 1-3-1C). WAIVER REQUIRED.
- THE LEG LENGTH FROM KUYNE TO SOYER (6.00) MUST BE AT LEAST 7.00 NM TO SUPPORT ATC VECTORS (8260.58B PARA 1-3-1C). WAIVER REQUIRED.
- REMOVE CIRCLING ICON FROM FIG PER AFS/AIS MEMO "REVISED CIRCLING MANEUVERING AREA CRITERIA IMPLEMENTATION PLAN," PARA 3, DATED 5/13/21.

All items completed except admin notes - Teffeteller

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/30/2023	APWS Task ID: 5B6F0A3DC2FC48038AF6EA9EFFEE31C4	APWS Project ID: 6EBD9D2E70634C9DA43892531E8D8A1C
Procedure: RNAV (GPS) M RWY 1 AMDT 0A		Enroute: NO	Specialist: Moore, Frank		Agreement Number:
Airport ID: PAPR			Airport City: PROSPECT CREEK		State: AK
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<div>Procedure Comments: CONTACT DAVE TEFFETELLER 202-267-5177</div> <div>WAIVERS NO LONGER NEEDED:</div> <div>ORDER 8260.3B PARA 276, TURNING MISSED APPROACH OBSTACLE CLEARANCE, DUE TO MISSED APPROACH CLIMB GRADIENT.</div> <div>8260.19D, PARAGRAPH 856E(2) STATES: IN ADDITION TO THE LOWER MINIMA THAT REQUIRES THE CG, MINIMA WILL BE PUBLISHED TO SUPPORT A STANDARD 200 FT PER NM CG.</div> <div>08/16/23 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/22/22.</div> <div>1. PROCEDURE NAME CHANGED FROM RNAV (GPS) Y RWY 1 TO RNAV (GPS) M RWY 1.</div> <div>2. 8260-2 (ALL) PROCEDURE NAME CHANGED FROM RNAV (GPS) Y RWY 1 TO RNAV (GPS) M RWY 1.</div>					

QUALITY
9
CHECKED
BEGUE

QUALITY
50
CHECKED

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) Y RWY 1 AMDT 0A			AIRPORT NAME: PROSPECT CREEK		AIRPORT ID: PAPR	SPECIAL CONTROL NO: KG-03-314-22
FAC ID: PAPR01Y		CITY: PROSPECT CREEK			ST: AK	ORIG CHART DATE: 03/23/2023
DFL TYPE: PROC/G	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: 5B6F0A3DC2FC48038AF6EA9EFFEE31C4		
PREFLIGHT NOTES						
REVIEWER: dustin d hanson					DATE: 10/13/2022	
COMMENTS:					CHECK ONE: <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					<div style="display: flex; justify-content: space-between;"> YES NO </div>	
					CPV COMPLETE? <div style="display: flex; justify-content: space-between;"> X </div>	
PROCEDURE RESULTS						
INSPECTION DATE: 10/13/2022	CREW #: VN471	N #: N86	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: dustin d hanson @ 10/13/2022 19:25			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:		

APP CRS	Rwy Idg	4968
011°	TDZE	1095
	Apt Elev	1095

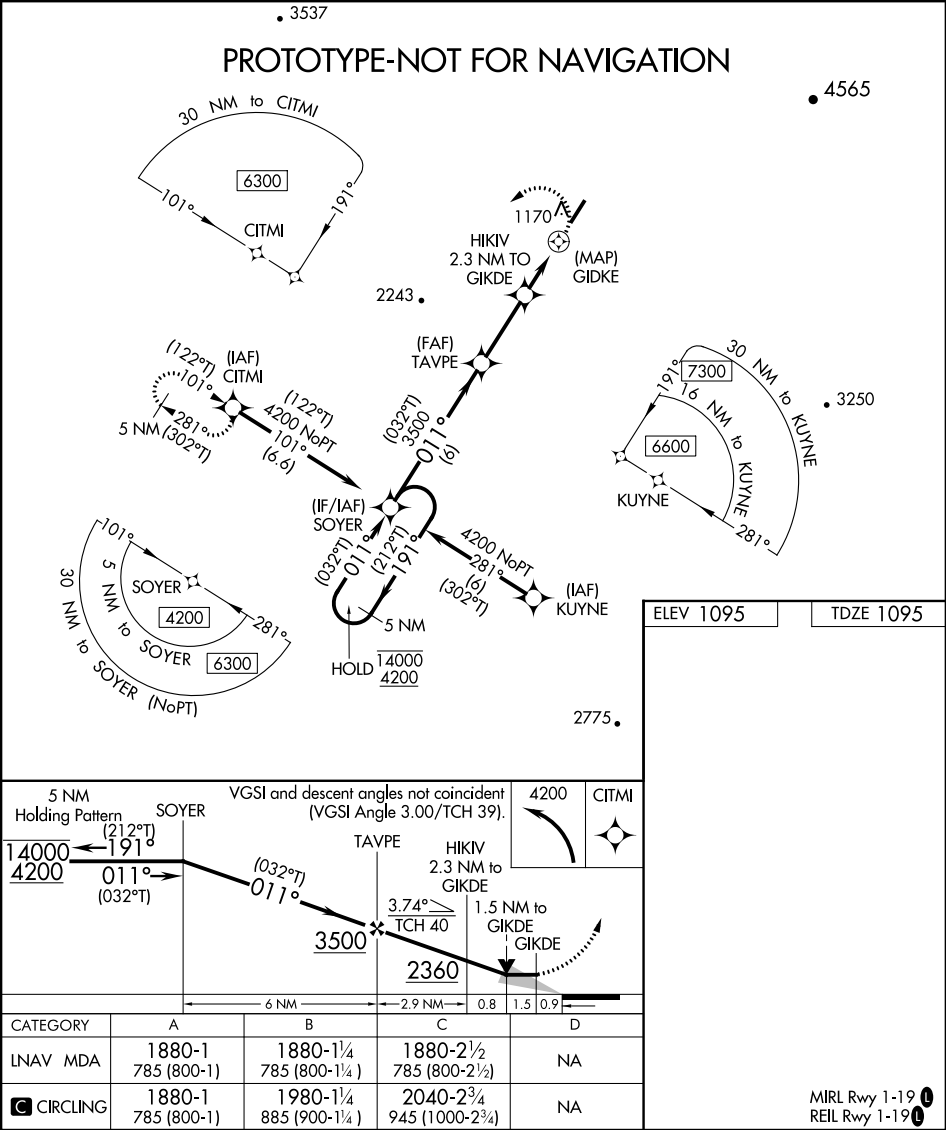
RNAV (GPS) Y RWY 1
PROSPECT CREEK (PPC) (PAPR)

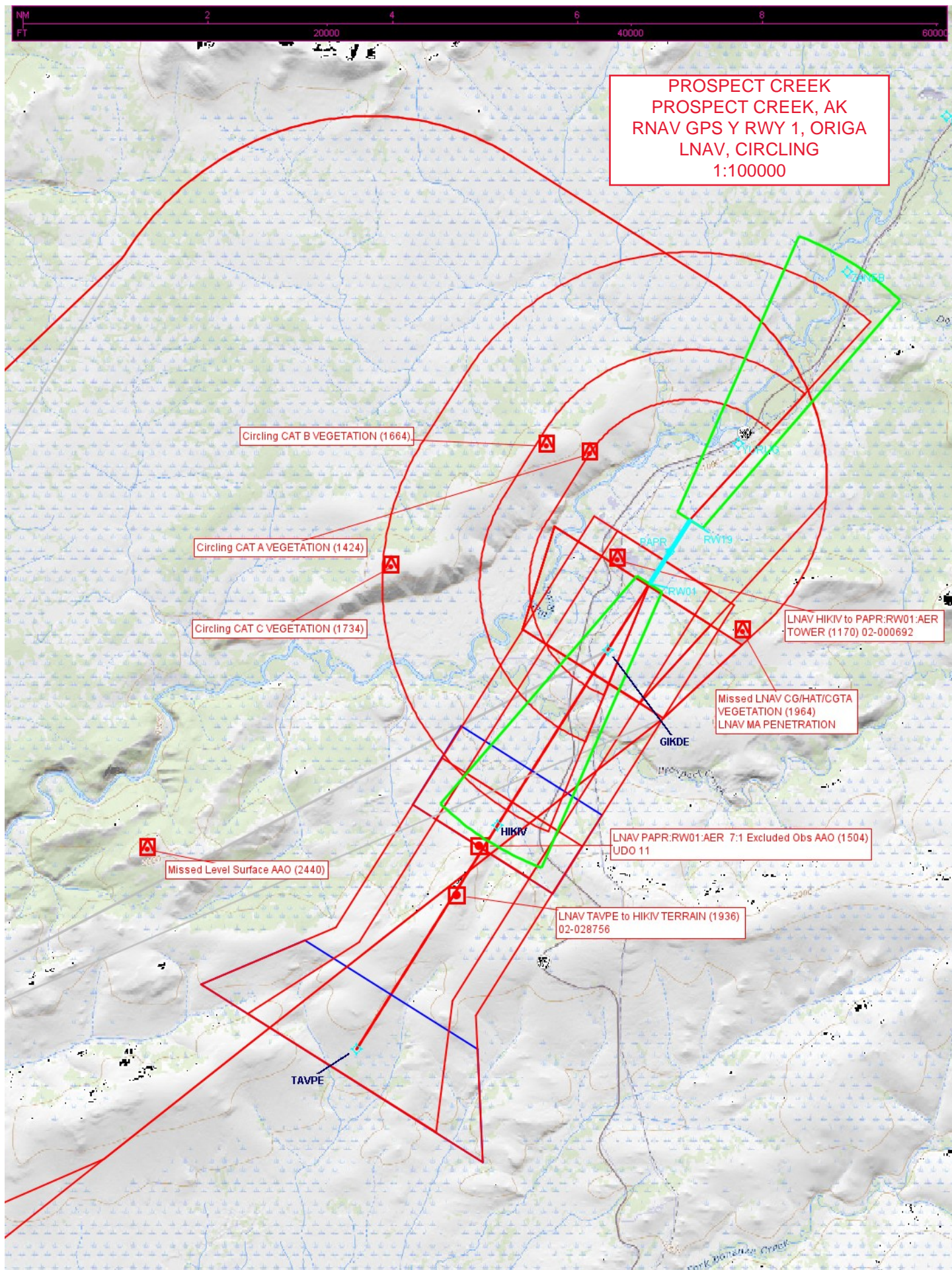
RNP APCH - GPS.

▲ NA When local altimeter setting not received, use Bettles altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat A ¼ SM, Circling visibility all Cats ¼ SM. VDP NA when using Bettles altimeter setting. Terrain to 2000' within 1.0 NM east of airport. Use of Prospect Creek requires permission of the owner; use of this procedure requires specific authorization by FAA Flight Standards. Circling NA E of Rwy 1-19. Activate MRL Rwy 1-19, REIL Rwy 1-19 - CTAF.

MISSED APPROACH:
Climbing left turn to 4200 direct CITMI and hold, continue climb in hold to 4200.

CTAF
122.9







Federal Aviation Administration

Memorandum

Date: FEB 01 2008

To: File

From: Rick A. Webb *Rick A. Webb*
Manager, Western Flight Procedures Team



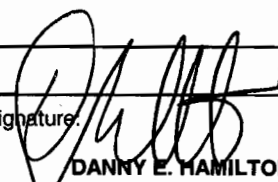
Subject: **ACTION:** Documentation of a Categorical Exclusion Under Order 1050.1

- A. Proposed Action: Establish a standard instrument approach procedure (IAP) titled RNAV (GPS) Z RWY 1, Prospect Creek (PAPR), Prospect Creek, AK.
- B. This action qualifies for consideration as a categorically excluded action as it falls under the following specific categorical exclusion provision: Publishing of Instrument Procedures conducted over noise sensitive areas; modifications to currently approved instrument procedures conducted below 3,000 feet AGL that do not increase minimum altitudes and landing minima.
- C. Other supporting information:
 - ASO-220 Memorandum dated April 5, 1989
 - AFS-1 Memorandum dated September 21, 1994
 - AVN-100 Memorandum dated July 23, 1996
- D. Review and analysis by the FAA does not indicate that any extraordinary circumstances listed in Order 1050.1 or other reasons exist that would cause the undersigned to believe that the proposed action might have the potential for causing significant environmental impacts upon its implementation. The proposed action does not individually or cumulatively have a significant effort on the human environment and, therefore, is determined to be categorically excluded from further environmental documentation according to Order 1050.1.

Originated by: Jason Pitts
Title: Western FPO Manager

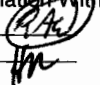


Date: 1/31/08

CANCEL

US Department of Transportation Federal Aviation Administration		FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY	
				CONTROL NO:	
1. Flight Procedure Identification: PROSPECT CREEK (PAPR) PROSPECT CREEK, AK RNAV (GPS) Y RWY 1 (SPECIAL)					
2. Waiver Required and Applicable Standard: ORDER 8260.3B PARA 276, TURNING MISSED APPROACH OBSTACLE CLEARANCE, DUE TO MISSED APPROACH CLIMB GRADIENT.					
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): MISSED APPROACH 40:1 OBSTACLE ASSESSMENT REQUIRES AN ADJUSTMENT TO THE MDA OF 43 FEET DUE TO 1574 MSL VEGETATION 4087 FEET AFTER MAP (664756.40N/1503712.06W). THROUGH THE USE OF A CLIMB GRADIENT OF 285 FEET PER NM TO 2700, THE MDA CAN BE 1680 MSL / 585 HAT INSTEAD OF 1740 MSL / 645 HAT.					
4. Equivalent Level of Safety Provided: 1. THE CLIMB GRADIENT WILL BE PUBLISHED ON A SPECIAL INSTRUMENT APPROACH PROCEDURE, THEREBY RESTRICTING USERS TO THOSE KNOWING THE REQUIREMENTS AND PROPER TRAINING. 2. THE CLIMB GRADIENT WILL BE PUBLISHED IN FEET PER NAUTICAL MILE, WHICH WILL PERMIT USERS TO CALCULATE THEIR CLIMB REQUIREMENTS BASED UPON OTHER FACTORS. 3. AIRCREWS WILL BE REQUIRED TO BE THOROUGHLY FAMILIAR WITH THE AIRPORT, ITS SURROUNDING TERRAIN AND UNIQUE WEATHER PHENOMENA.					
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: REROUTING THE MISSED APPROACH WILL NOT ALLEVIATE TERRAIN/OBSTRUCTIONS.					
6. Coordination With User Organizations (<i>Specify</i>): AVN-130  AVN-101 					
7. SUBMITTED BY					
DATE SEP 08 2008		Office Identification: AVN-100		Title: MANAGER, NATIONAL FLIGHT PROCEDURES OFFICE	
				Signature:  DANNY E. HAMILTON	

8. CONTINUATION		
<div>Comments:</div>		
9. AFS ACTION		Approved
		Disapproved
		Not Required
<div>Comments:</div>		
Date:	Routing Symbol:	Signature:

CANCEL

US Department of Transportation Federal Aviation Administration		FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY	
				CONTROL NO:	
1. Flight Procedure Identification: PROSPECT CREEK (PAPR) PROSPECT CREEK, AK RNAV (GPS) Y RWY 1 (SPECIAL)					
2. Waiver Required and Applicable Standard: 8260.19D, PARAGRAPH 856E(2) STATES: IN ADDITION TO THE LOWER MINIMA THAT REQUIRES THE CG, MINIMA WILL BE PUBLISHED TO SUPPORT A STANDARD 200 FT PER NM CG					
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): MULTIPLE LINES OF MINIMUMS WERE NOT PUBLISHED ON THE PROCEDURE.					
4. Equivalent Level of Safety Provided: 1. THE CLIMB GRADIENT WILL BE PUBLISHED ON A SPECIAL INSTRUMENT APPROACH PROCEDURE, THEREBY RESTRICTING USERS TO THOSE KNOWING THE REQUIREMENTS AND PROPER TRAINING. 2. THE CLIMB GRADIENT WILL BE PUBLISHED IN FEET PER NAUTICAL MILE, WHICH WILL PERMIT USERS TO CALCULATE THEIR CLIMB REQUIREMENTS BASED UPON OTHER FACTORS. 3. AIRCREWS WILL BE REQUIRED TO BE THOROUGHLY FAMILIAR WITH THE AIRPORT, ITS SURROUNDING TERRAIN AND UNIQUE WEATHER PHENOMENA.					
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: REROUTING THE MISSED APPROACH WILL NOT ALLEVIATE TERRAIN/OBSTRUCTIONS.					
6. Coordination With User Organizations (<i>Specify</i>): AVN-130  AVN-101 					
7. SUBMITTED BY					
DATE: SEP 08 2008	Office Identification: AVN-100	Title: MANAGER, NATIONAL FLIGHT PROCEDURES OFFICE	Signature:  DANNY E. HAMILTON		

CANCEL

8. CONTINUATION

Comments:

9. AFS ACTION

Approved

Disapproved

Not Required

Comments:

Date:

Routing Symbol:

Signature:

Federal Aviation Administration Categorical Exclusion Declaration

Date: 10/06/23

IFP: Clark, Dave (David.M.Clark@faa.gov)

Airport Contact: -

Request ID: PAPR_23103

Single or Multiple Procedure: Single

Procedure Name(s): RNAV (GPS) M RWY 1

Historic Properties: None

Procedure Request Description:

The Federal Aviation Administration (FAA) is proposing to amend the Initial Approach Procedure (IAP) Area Navigation (RNAV) Global Positioning System [GPS]) M runway (RWY) 1 at Prospect Creek Airport (PAPR), Prospect Creek, Alaska. Proposed changes are as follows:

RNAV (GPS) M RWY 1

- Procedure name changed: Changing from RNAV (GPS) Y RWY 1 TO RNAV (GPS) M RWY 1.
- Adding chart note: Use of Prospect Creek requires permission of the owner.
- Adding chart note: Use of this procedure requires specific authorization by FAA flight standards – required for specials.
- Removing chart note: Distance Measuring Equipment (DME)/DME Required Navigation Performance (RNP)-0.3 NA - 8260.19I 4-6-10.E.
- Adding Performance Base Navigation (PBN) requirements note: RNP APCH - GPS - 8260.19I 8-6-8.
- Adding chart note: 20:1 is clear - 8260-19I 8-6-7G(3)A.
- Changing chart profile note: From Visual Guidance Slope Indicator (VGSI) and descent angles not coincident to VGSI and descent angles not coincident (VGSI ANGLE {ANGLE}/TCH {FEET}) - 8260-19I 6-6-9 M (2).
- Changing additional flight data note: Changing Visual Descent Point (VDP) distance from '0.87 nautical miles (NM) to threshold to 1.49 NM to threshold – Lateral navigation (LNAV) Minimum Distance Altitude (MDA) raised from 1,680 feet (ft) mean sea level (MSL) to 1,880 ft MSL.
- Changing LNAV MDA/Height Above Touchdown (HAT) from 1,680 ft MSL/585 ft MSL to 1,880 ft MSL/785 ft MSL – missed approach penetration.
- Circling category A aircraft MDA/ Height Above Airport (HAA): Changing from 1,740 ft MSL/645 ft MSL to 1,880 ft MSL/785 ft MSL.
- Circling category B aircraft MDA/HAA: Changing from 1,880 ft MSL/785 ft MSL to 1,980 ft MSL/885 ft MSL – increase in Straight In (SI) and new circling radii applied.
- Chart note changing: Flight data note changing from chart Final Approach Segment (FAS) Obstacle (OBST):1674 vegetation 664758N/1503702W to chart FAS OBST: 1170 tower (02-000692) 664845N/1504004W - new LNAV controlling obstacle.
- Changing additional flight data note: Chart 1974 vegetation 664513N/1504006W to 1504 Adverse Assumption obstacle (AAO) 664540N/1504350W - new 7:1 excluded obstacle.
- Removing plan view note: Missed approach obstructions require a minimum climb gradient of 285 ft/NM TO 2,700 ft. Chart- Increased climb gradient only provided 20 feet of MDA relief.

The Proposed Action is a publication action only. There would be no change to the existing flight track, nor would there be any change to aircraft fleet mix or aircraft operations associated with this Proposed Action. No new areas would be overflowed as a result of the Proposed Action, and there would be no potential to affect Section 4(f) or Section 106 resources. Cumulative impacts are not anticipated because there would be no change to the use of the flight procedure or route. No extraordinary circumstances were identified during the course of this review. Therefore, no environmental impacts are anticipated with the implementation of the Proposed Action.

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: _____ Date: _____

Title: Lonnie D. Covalt, Lead Environmental Protection Specialist, Operations Support Group, Western Service Center

Approved By: _____ Date: _____

Title: B.G. Chew, Group Manager, Operations Support Group, Western Service Center