

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/14/2022	APWS Task ID: 6CDA527A6B0E42C3B3605F3A193AAABC	APWS Project ID: B3D24B9752CC491ABDD0CB0C93029E09
Procedure: RNAV (GPS) RWY 1 AMDT 1		Enroute: NO	Specialist: Damron, Todd		Agreement Number:
Airport ID: PFEL			Airport City: ELIM		State: AK
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>MAGVAR UPDATED FROM 14E 2010 TO 9E 2025.</div> <div>ACTIVE DATA USED.</div> <div>CONTACT ALLAN WILL 4059546103</div> <div><div>QUALITY 10 CHECKED</div><div>QUALITY 38 CHECKED</div></div>					

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 1 AMDT 1			AIRPORT NAME: ELIM		AIRPORT ID: PFEL	SPECIAL CONTROL NO: KG-04-269-22	
FAC ID: PFEL01.01		CITY: ELIM			ST: AK	ORIG CHART DATE: 07/14/2022	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 05/02/2022		CREW #: VN472	N #: N90	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: matthew r buford @ 05/02/2022 20:09			PRINTED NAME: BUFORD, MATTHEW RYAN				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:

PROPOSED

ELIM, ALASKA

AL-10270 (FAA)

FIG

WAAS CH 58014 W01A	APP CRS 020°	Rwy Idg TDZE 162 Apt Elev 162
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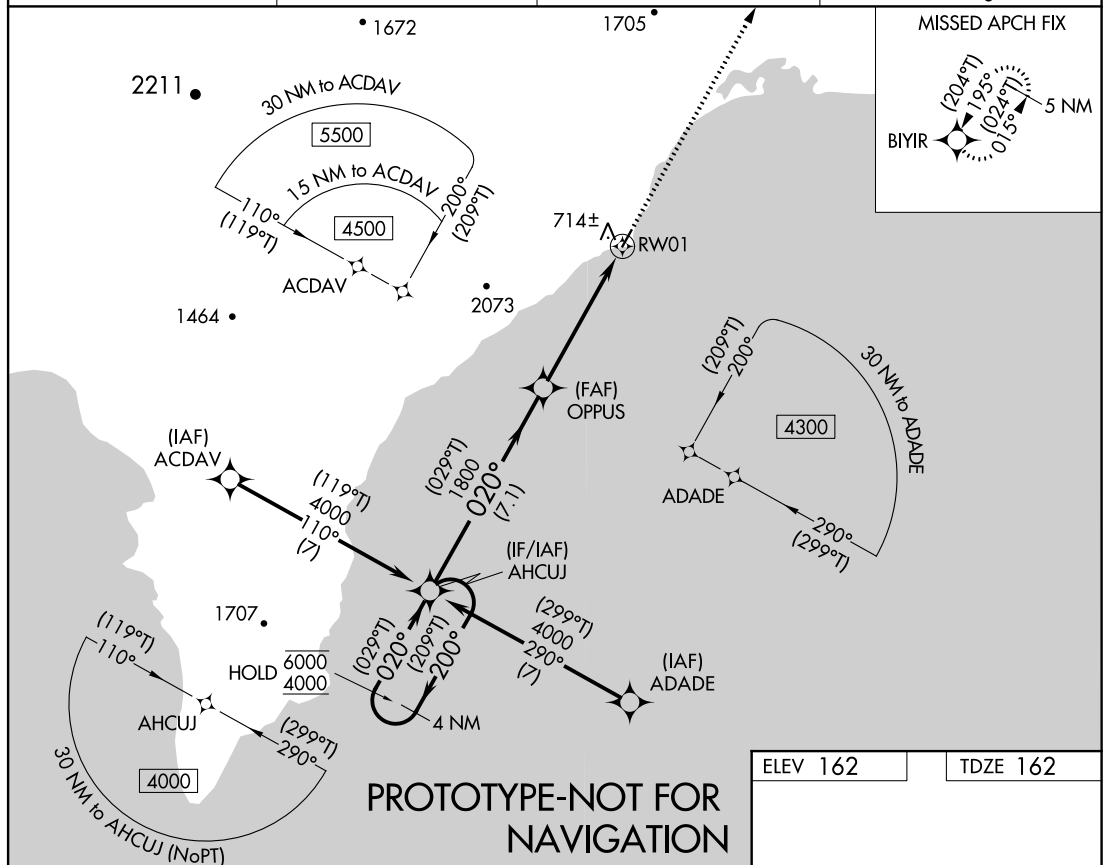
RNAV (GPS) RWY 1 ELIM (ELI) (PFEL)

RNP APCH-GPS.

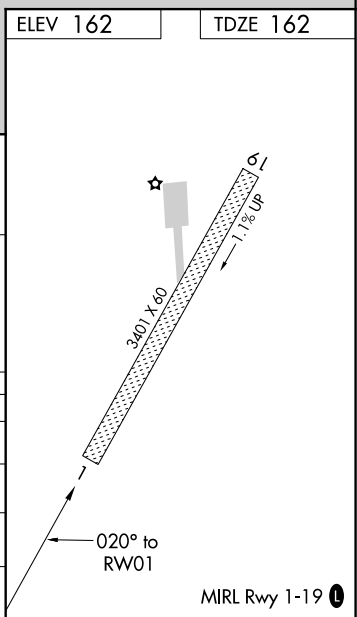
⚠ Circling to Rwy 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
❄ -29°C

MISSED APPROACH: Climb to 5000 direct BIYIR and hold, continue climb-in hold to 5000.

AWOS-3P 121.425	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.15	CTAF 122.8
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4 NM Holding Pattern		AHCUJ	5000	BIYIR
6000 4000		200° 020° (029°T)	1800	2.4 NM to RW01
GP 3.00° TCH 55		7.1 NM	2.6 NM	2.4 NM
CATEGORY	A	B	C	D
LPV DA	668-1 ³ / ₈		506 (600-1 ³ / ₈)	
LNAV/VNAV DA	895-2		733 (800-2)	
LNAV DA	980-1 818 (900-1)	980-1 ¹ / ₄ 818 (900-1 ¹ / ₄)	980-2 ¹ / ₂	818 (900-2 ¹ / ₂)
CIRCLING	980-1 ¹ / ₄ 818 (900-1 ¹ / ₄)	1040-1 ¹ / ₄ 878 (900-1 ¹ / ₄)	1040-2 ¹ / ₂ 878 (900-2 ¹ / ₂)	1040-2 ³ / ₄ 878 (900-2 ³ / ₄)



AUTOMATED AL-10270 RNAV (GPS) RWY 1

AK
3-21-22
COMPILER: HD
REVIEWER:
DBL CHKR:
EFF: FIG

ELIM, ALASKA
Amdt 1 FIG

64°37'N-162°16'W

ELIM (ELI) (PFEL)
RNAV (GPS) RWY 1




CURRENT

AL-10270 (FAA)

19283

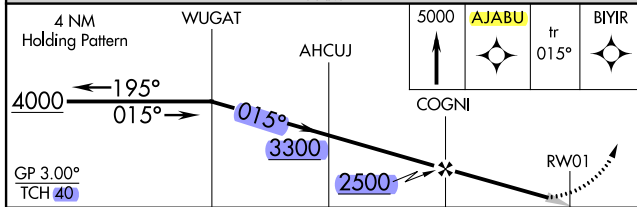
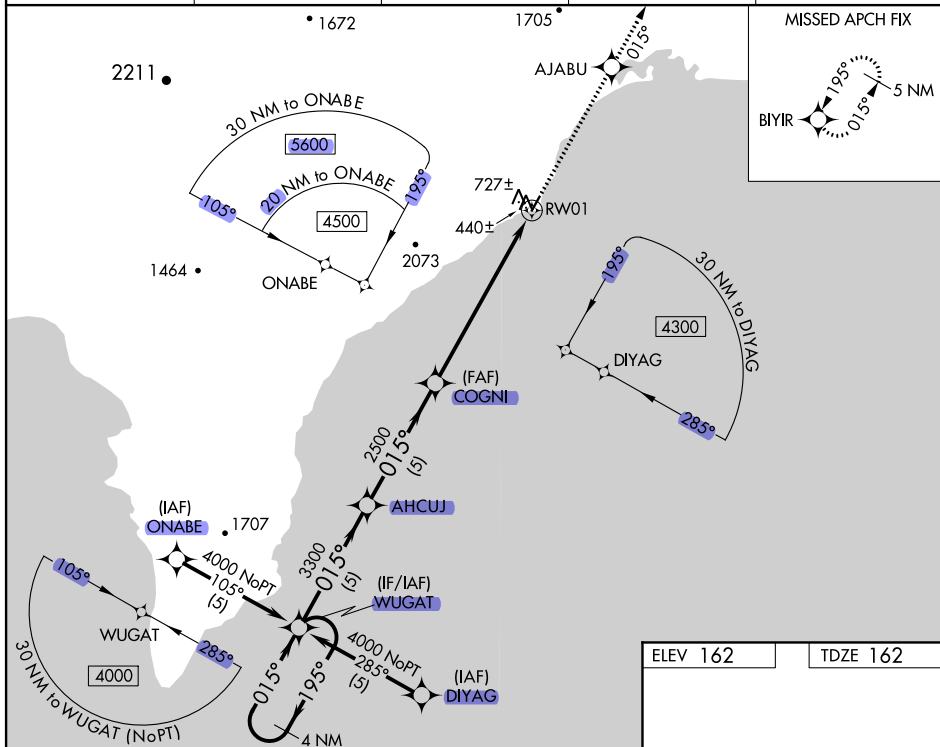
WAAS CH 58014 W01A	APP CRS 015°	Rwy Idg 3401 TDZE 162 Apt Elev 162
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RNAV (GPS) RWY 1
ELIM (ELI) (PFEL)

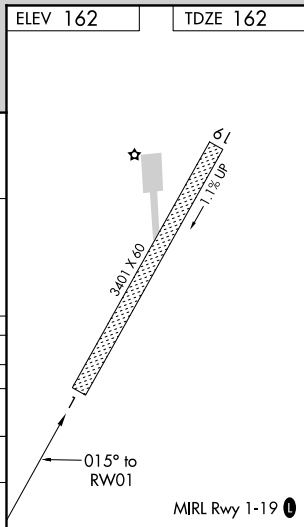
 Circling to Rwy 19 NA at night. Baro-VNAV NA.
 NA DME/DME RNP-0.3 NA. When local altimeter setting
 -29°C not received, use Koyuk altimeter setting.

MISSED APPROACH: Climb to 5000 direct AJABU and via track 015° to BIYIR and hold, continue climb-in-hold to 5000.

KKA/PAKK AWOS-3 134.95	AWOS-3P 121.425	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.15	CTAF 122.8 0
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CATEGORY		A	B	C	D
LPV	DA	666-1 $\frac{1}{4}$	504 (600-1 $\frac{3}{4}$)	NA	
LNAV/VNAV	DA	1494-5	1332 (1400-5)	NA	
LNAV	MDA	1120-1 $\frac{1}{4}$ 958 (1000-1 $\frac{1}{4}$)	1120-1 $\frac{1}{2}$ 958 (1000-1 $\frac{1}{2}$)	NA	
CIRCLING		1120-1 $\frac{1}{4}$ 958 (1000-1 $\frac{1}{4}$)	1120-1 $\frac{1}{2}$ 958 (1000-1 $\frac{1}{2}$)	NA	



ELIM, ALASKA
Orig-A 17AUG17

64°37'N-162°16'W

ELIM (ELI) (PFEL)
RNAV (GPS) RWY 1

AK, 02 DEC 2021 to 27 JAN 2022

AK, 02 DEC 2021 to 27 JAN 2022

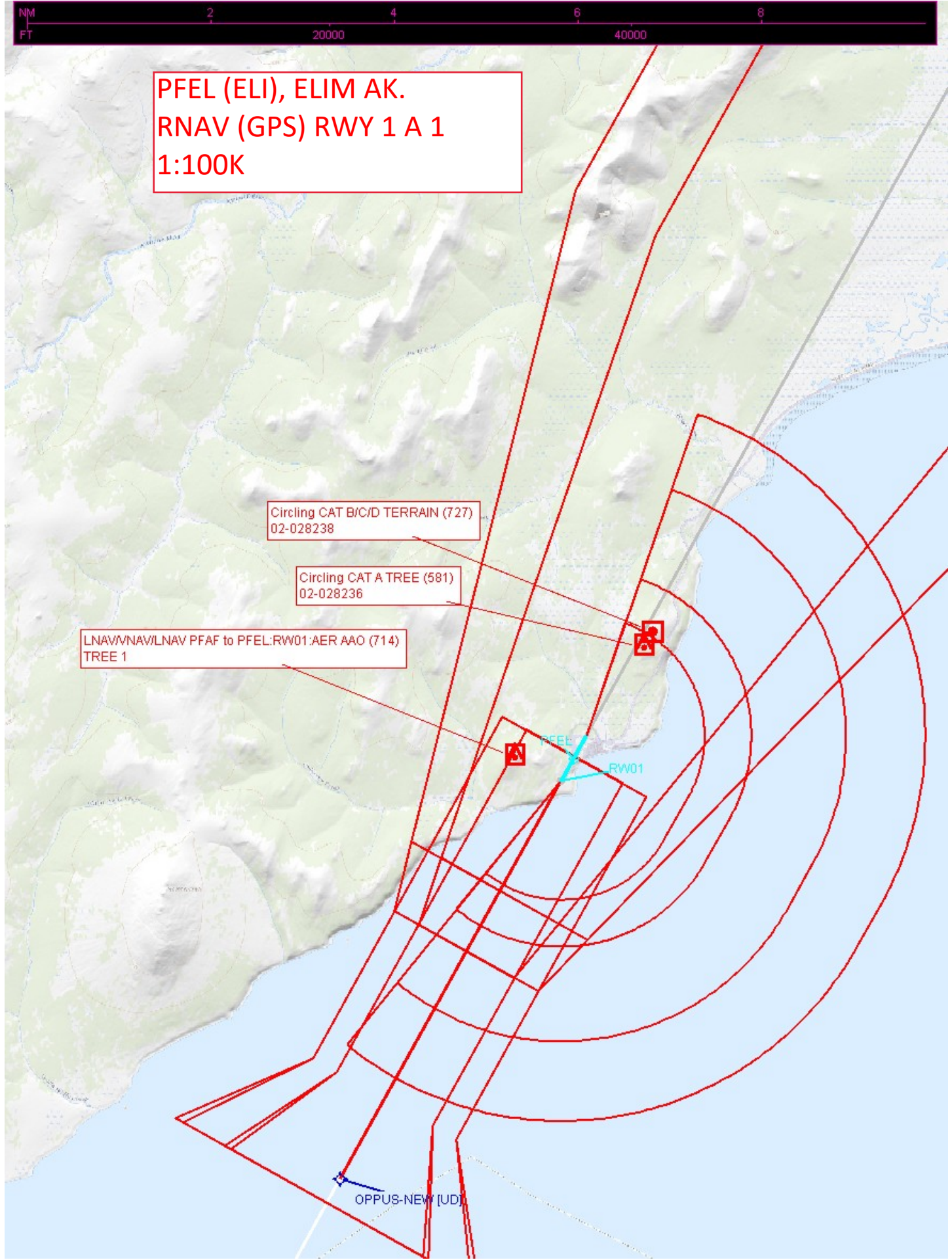


PFEL (ELI), ELIM AK.
RNAV (GPS) RWY 1 A 1
1:100K

Circling CAT B/C/D TERRAIN (727)
02-028238

Circling CAT A TREE (581)
02-028236

LNAV/VNAV/LNAV PFAF to PFEL:RW01:AER AAO (714)
TREE 1



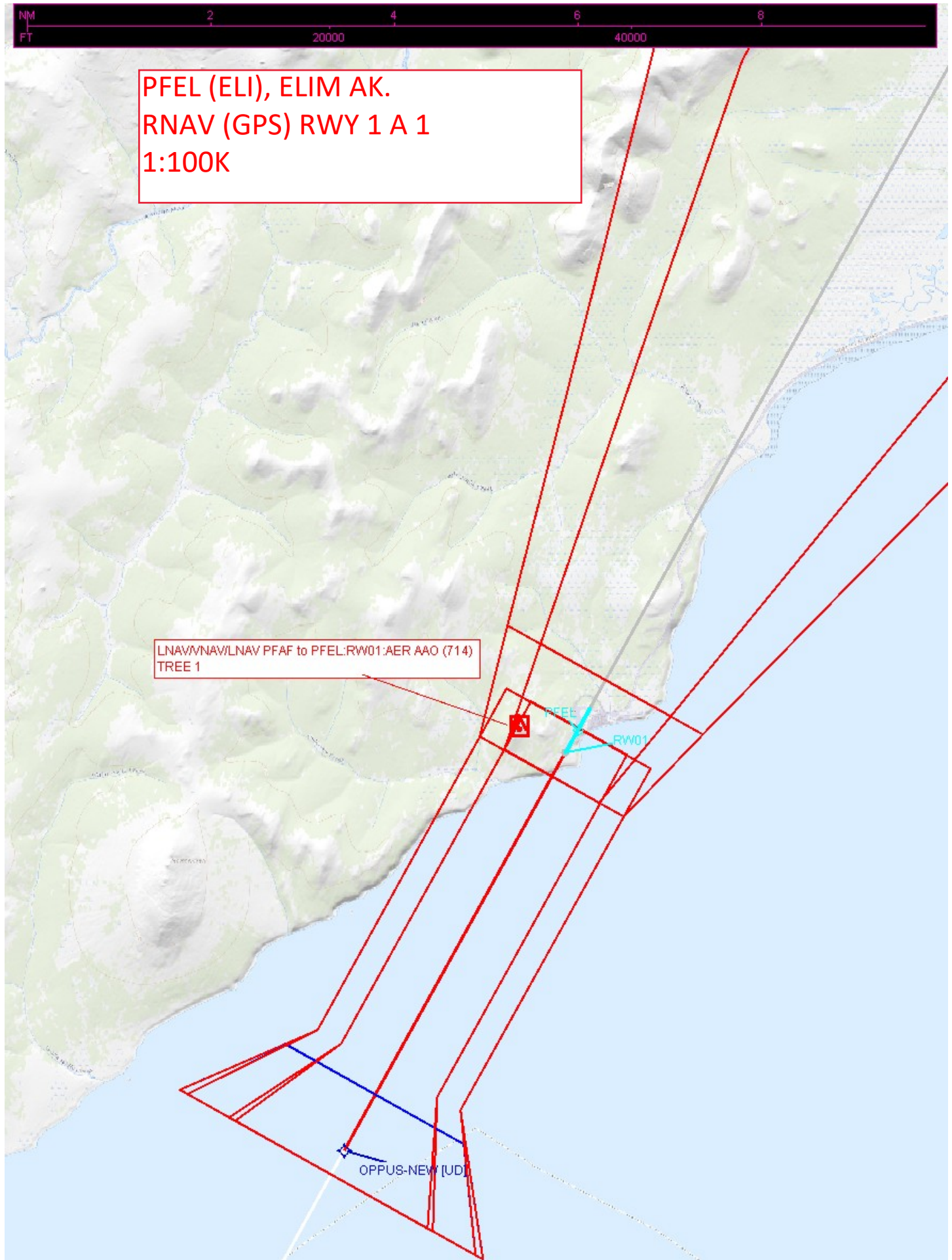
PFEL
RW01

OPPUS-NEW [UD]



PFEL (ELI), ELIM AK.
RNAV (GPS) RWY 1 A 1
1:100K

LNAV/VNAV/LNAV PFAF to PFEL:RW01:AER AAO (714)
TREE 1



OPPUS-NEW (UD)

PFEL

RW01



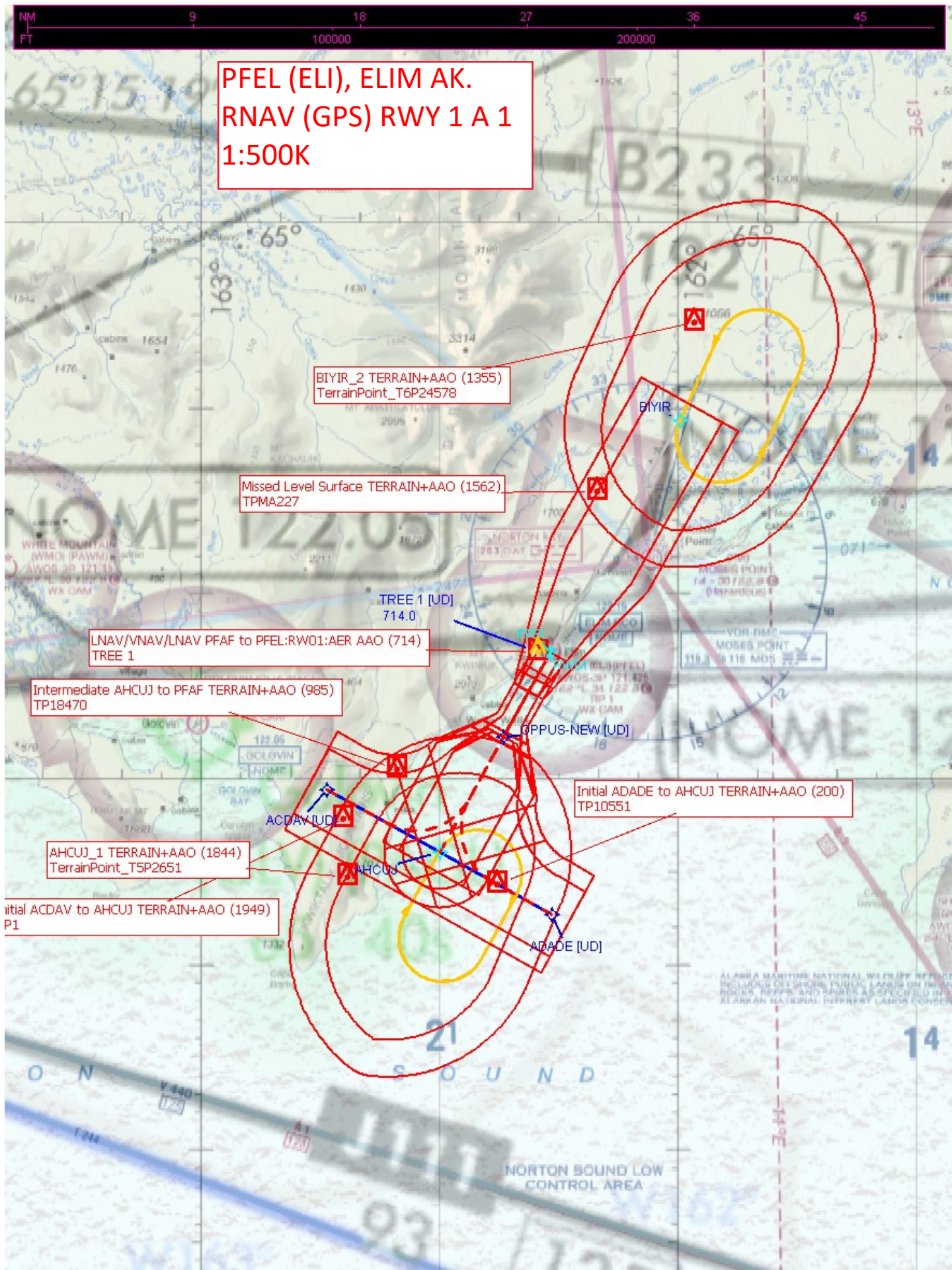
PFEL (ELI), ELIM AK.
RNAV (GPS) RWY 1 A 1
1:100K

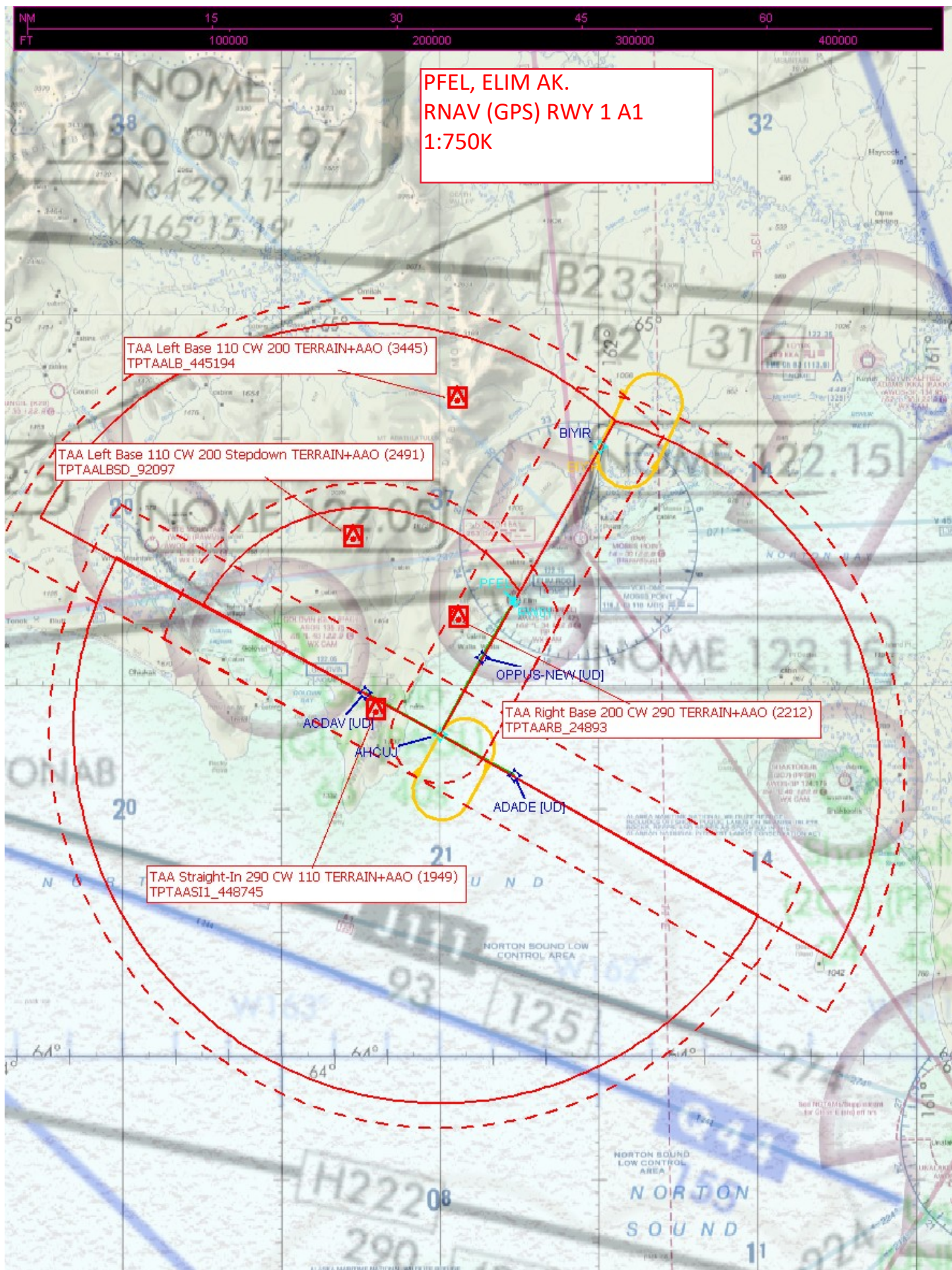
LPV MISSED PEN TERRAIN (604)
02-028232

LPV TREE (228)
02-028507

PFEL
RWY01

ORRUS-NEW [UD]







Federal Aviation Administration

Initial Development Notification for AIRNAV Pending Records

To: Casimir Tabaka, Manager Aeronautical Data, Sub-Team B, AJV-A312

From: Julie Morgan, Manager IFP Coordination Team, AJV-A41

Subject: **ACTION:** Request for Pending Records **PFEL___ELIM, , AK US**

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed will be revised effective concurrent with the publication of the procedure(s) listed below. Estimated Chart Date: 7/14/2022

Current/Assigned MV | E 14 | 2010 | New MV | E 9 | 2025

ECD	Airport ID	Procedure Name	AMDT #	Task Report Type Selections
7/14/2022	PFEL	ELIM TWO DEPARTURE (OBSTACLE) (RNAV) ELIM AK PFEL		MAGVAR
7/14/2022	PFEL	RNAV (GPS) RWY 1 AMDT 1		MAGVAR
7/14/2022	PFEL	RNAV (GPS)-A ORIG		MAGVAR

RWY re-numbering is NA. (No)

If you have any questions please notify: Allan.Will@faa.gov

405-954-6103

Processed Tuesday, January 25, 2022

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

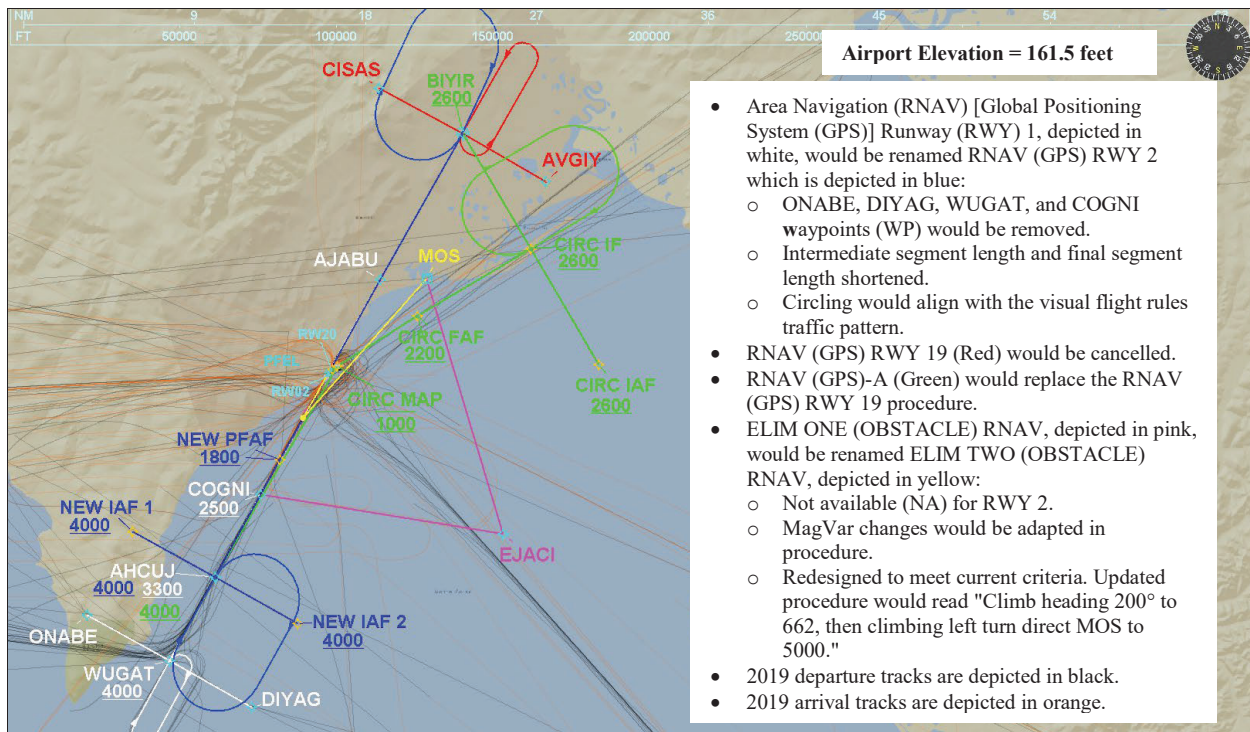
**Elim Airport
Elim, Alaska**

**RNAV (GPS) RWY 2 (Amended)
RNAV (GPS) RWY 19 (Cancel)
RNAV (GPS)-A (New)
ELIM TWO (OBSTACLE) (RNAV) (Amended)**

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend two instrument flight rules (IFR) procedures, cancel one IFR procedure, and add one new IFR procedure at Elim Airport (PFEL), Elim, Alaska. The Proposed Action is necessary due to a magnetic variation (MagVar) change, updated criteria, and a user request to reduce flying miles. The changes would occur predominantly over water.

The Proposed Action and 2019 historical flight tracks are depicted in the following figure.



The Proposed Action is anticipated to change the arrival flight tracks. The number of airport operations is not expected to change as a result of the Proposed Action. PFEL data from 2019

reveals less than 200 annual aircraft operations.¹ Noise screening analysis was conducted using the initial screening module of the Terminal Area Routing Generation, Evaluation, and Traffic Simulation (TARGETS) Aviation Environmental Design Tool (AEDT) environmental plug-in. The noise screening analysis passed the Operations Test (OPS Test) indicating that no further noise analysis was needed to implement the Proposed Action.²

The Proposed Action does not involve land acquisition, physical disturbance, or construction activities. The following environmental impact categories were considered either not to be present or to have negligible or non-existent effects from the Proposed Action and, in accordance with Council on Environmental Quality (CEQ) regulations, did not warrant further analysis:

- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Land use
- Natural resources and energy supply
- Socioeconomic impacts and children's environmental health and safety risks
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Visual effects

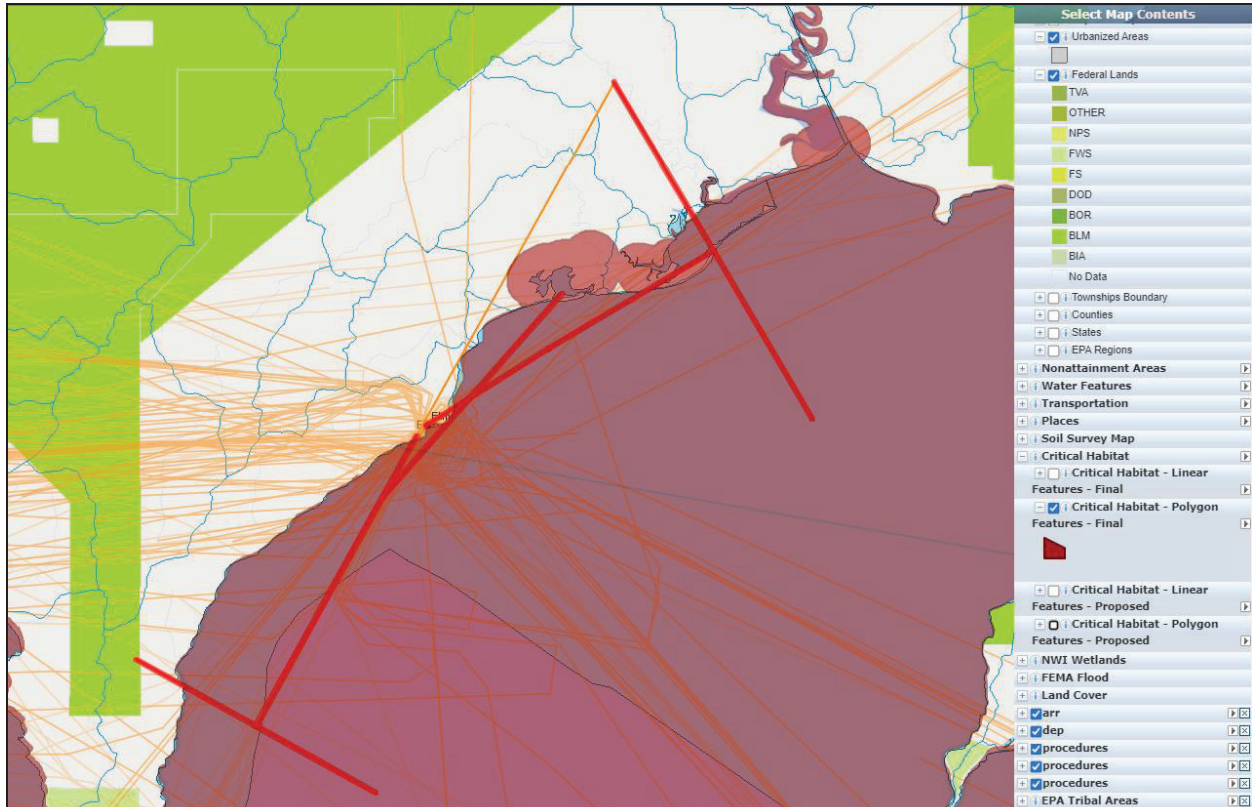
The NEPAAssist Tool (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to determine the potential to impact the following environmental categories:

- Air quality
- Department of Transportation Act, Section 4(f)
- National Historic Preservation Act of 1966 (NHPA), Section 106
- Noise and noise-compatible land use
- Environmental justice (a subcategory under the general heading of socioeconomic impacts)

The following figure shows polar bear (*Ursus maritimus*) critical habitat (brown), Federal Land (green) identified as National Environmental Policy Act (NEPA) resources in the vicinity of Proposed Action (thick orange), and historical flight tracks from 2019 (light orange).

1. The flight data was obtained from the FAA's Instrument Flight Procedures (IFP), Operations, and Airspace Analytics (IOAA) Tool (<https://sda.tc.faa.gov/AfsTools/#/>).

2. The OPS Test is a tool to help determine if further noise screening is required based on the number of operations at the airport of interest. FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, states that no noise analysis is needed for proposals involving Design Group I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the environmental review do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations).



Amendments are mostly over water and sparsely populated areas with no anticipated noise impacts. Additionally, flight tracks would not change significantly. Therefore, no adverse environmental impacts to the NEPA resources identified are anticipated as a result of the Proposed Action.

The Instrument Flight Procedures (IFP) Information Gateway (https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/) was reviewed for planned air traffic projects to assess cumulative impacts of the Proposed Action. It was determined that the Proposed Action, when considered with other past, present, and reasonably foreseeable projects, would not exceed the thresholds of significance for the resource categories analyzed in this environmental review. Therefore, no cumulative impacts are anticipated.

In accordance with FAA Order 1050.1F, Paragraph 5-2, 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:

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 1050.1F, *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:

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 applicable categorical exclusion is:

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.

Recommended by:**Air Traffic Manager Review/Concurrence**

Signature: TALON J MEDEMA Digitally signed by TALON J MEDEMA
Date: 2021.12.28 11:40:28 -09'00' Date: _____

Name: Talon Medema
Air Traffic Manager
Anchorage ARTCC

Concurrence by:**Western Service Area Environmental Specialist**

Signature: LONNIE DEL COVALT Digitally signed by LONNIE DEL COVALT
Date: 2022.01.06 15:12:07 -08'00' Date: _____

Name: Vikas Uberoi
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:**Western Service Area Director or Designee Approval**

Signature: BYRON G Y CHEW Digitally signed by BYRON G Y CHEW
Date: 2022.01.12 08:57:02 -08'00' Date: _____

Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2