

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Graphical DP	Estimated Chart Date: 11/05/2020	APWS Task ID: 6EEF29607BC94F55B88287C77E6457C9	APWS Project ID: 1BCE6AEA2A3D4E2F9B37C0D48EF797E7
Procedure: COLD BAY (OBSTACLE) (RNAV) TWO KING COVE AK PAVC		Enroute: YES	Specialist: Sweeting, Dexter		Agreement Number:
Airport ID: PAVC	Airport Name: KING COVE		Airport City: KING COVE		State: AK
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: PAVC MAG VAR UPDATE: OLD 14E - NEW 10E. PAVC RWY UPDATE: OLD R07/25 - NEW R08/26. CONTACT: DONALD LANIER 405-954-8242</p> <p>10/6/20: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 9/15/20. UPDATED PAGE NUMBERS.</p> <p>11/10/20: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 9/15/20. CHANGED 15C REMARKS FROM "CG 416 FT PER NM TO 2600" TO "CG 420 FT PER NM TO 2600"</p>					

QUALITY
15
CHECKED

QUALITY
8
CHECKED

[illegible]

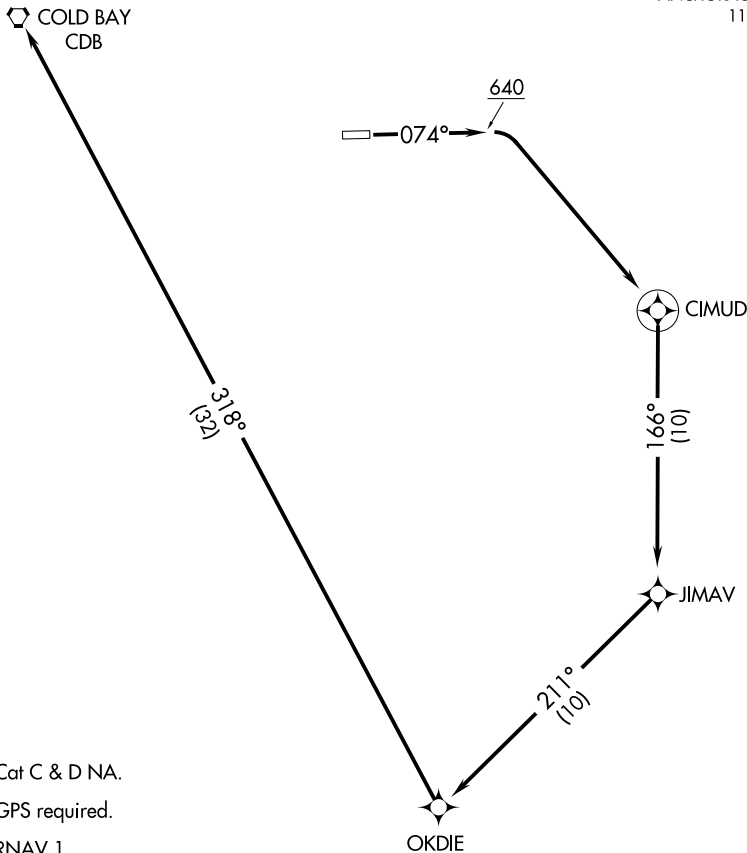
OLD

(COLD1.CDB) 16147

COLD BAY ONE DEPARTURE (OBSTACLE) (RNAV)

KING COVE (KVC)((PAVC)
SL-9292 (FAA) KING COVE, ALASKA

ANCHORAGE CENTER
118.5 278.3
AWOS-3P
118.325
CTAF
122.9



NOTE: Cat C & D NA.

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 7: Standard with a minimum climb of 245' per NM to 640.

Do not exceed 160K until passing JIMAV.

Rwy 25: NA-obstacles.

TAKEOFF OBSTACLE NOTES

Rwy 7: Trees 193' from DER, 523' right of centerline, 15' AGL/214' MSL.

Trees 634' from DER, 649' left of centerline, 15' AGL/214' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb via heading 074° to 640, then climbing right turn to 4000 direct CIMUD, and via 166° track to JIMAV, and via 211° track to OKDIE and right turn via 318° track to CDB VORTAC.

COLD BAY ONE DEPARTURE (OBSTACLE) (RNAV)

(COLD1.CDB) 17MAR05

KING COVE, ALASKA
KING COVE (KVC)((PAVC)

AK, 21 MAY 2020 to 16 JUL 2020

AK, 21 MAY 2020 to 16 JUL 2020

(COLD2.CDB) FIG

COLD BAY TWO DEPARTURE (OBSTACLE) (RNAV)

KING COVE (KVC)((PAVC)
AL-9292 (FAA) KING COVE, ALASKA

ANCHORAGE CENTER
118.5 278.3

NOTE: Cat C & D NA.
NOTE: GPS required.
NOTE: RNAV 1.

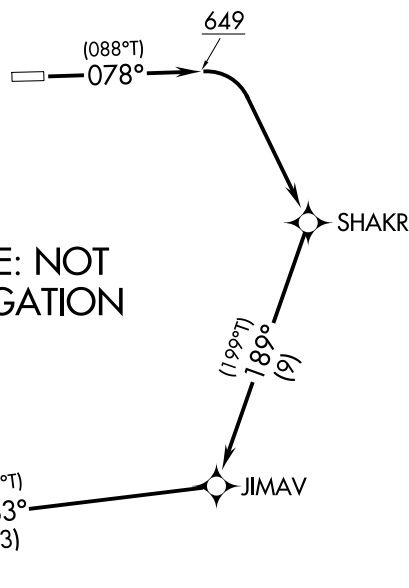
TAKEOFF MINIMUMS

Rwy 8: Standard with a minimum climb of 420' per NM to 2600.
Rwy 26: NA-obstacles.

COLD BAY
CDB

(338°T)
328°
(25)

PROTOTYPE: NOT
FOR NAVIGATION



TAKEOFF OBSTACLE NOTES

Rwy 8: Fence, tree, vegetation beginning 14' from DER, 77' left of centerline, up to 8' AGL/154' MSL.
Tree 20' from DER, 286' right of centerline, 8' AGL/145' MSL.
Trees beginning 26' from DER, 163' right of centerline, up to 12' AGL/153' MSL.
Fence 72' from DER, 385' left of centerline, 8' AGL/158' MSL.
Tree, building, general utility beginning 99' from DER, 252' left of centerline, up to 11' AGL/167' MSL.
Fence 129' from DER, 383' left of centerline, 10' AGL/168' MSL.
Tree, fence, vegetation beginning 145' from DER, 361' left of centerline, up to 10' AGL/175' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 078° to 649, then climbing right turn to 4000 direct SHAKR, then on track 189° to JIMAV, then on track 253° to KOPEC then on track 328° to CDB VORTAC.

AUTOMATED AL-9292 COLD BAY DEPARTURE

AK

16 JUL 2020

COMPILER: CG

REVIEWER:

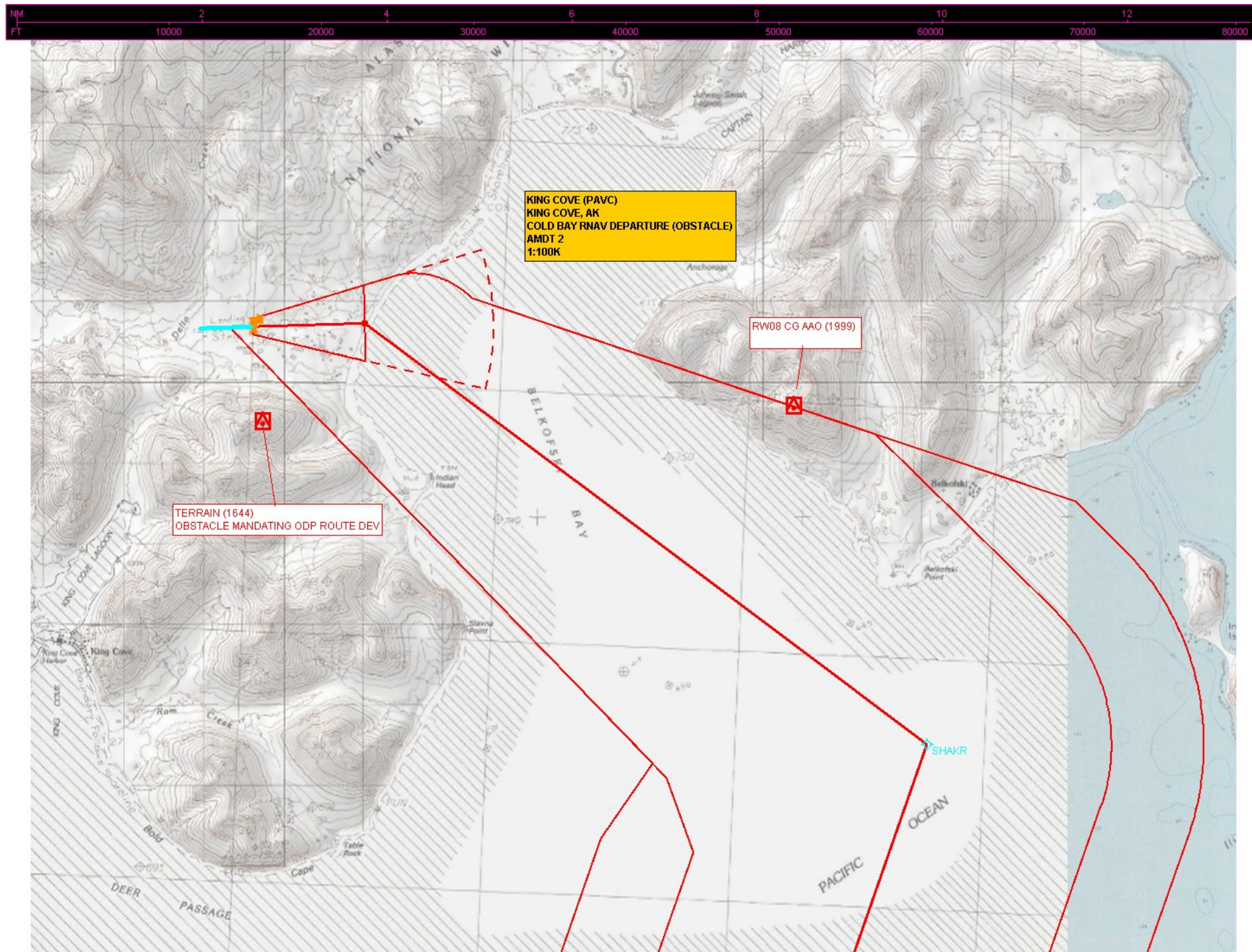
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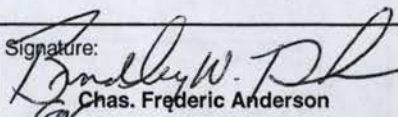
COLD BAY TWO DEPARTURE (OBSTACLE) (RNAV)
(COLD2.CDB) FIG

KING COVE, ALASKA
KING COVE (KVC)((PAVC)





INFORMATION ONLY

US Department of Transportation Federal Aviation Administration		FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY	CONTROL NO:
1. Flight Procedure Identification: KING COVE, AK (PAKVC) KING COVE AIRPORT COLD BAY RNAV DEPARTURE					
2. Waiver Required and Applicable Standard: PUBLISH TAKEOFF MINIMUMS FOR RWY 7 AS STANDARD WITH A MINIMUM CLIMB GRADIENT AND NO VISUAL CLIMB OVER THE AIRPORT (VCOA). FAA ORDER 8260.46B TABLE 1 (3)(C) REQUIRES THE VCOA WHEN THE OBSTRUCTION AVOIDED BY THE CLIMB GRADIENT IS MORE THAN 3 SM FROM THE DEPARTURE END OF THE RUNWAY AND SEE AND AVOID TECHNIQUES CAN NOT BE EMPLOYED.					
3. Reason for Waiver <i>(Justification for nonstandard treatment)</i> : FLIGHT CHECK HAS FOUND THE VCOA UNSATISFACTORY ON TWO SEPARATE OCCASSIONS DUE TO SURROUNDING TERRAIN AND PREVAILING ADVERSE WEATHER CONDITIONS. SURROUNDING RAPIDLY RISING TERRAIN IS NOT CONDUCIVE TO OTHER DEPARTURE OPTIONS IN AVOIDING HIGHER THAN NORMAL CLIMB GRADIENTS.					
4. Equivalent Level of Safety Provided: PROCEDURE AVAILABLE TO CATEGORY A AND B AIRCRAFT ONLY A LEVEL ONE DEPARTURE PROCEDURE (8260.44) HAS BEEN DEVELOPED TO AVOID INTERVENING TERRAIN PROCEDURE RESTRICTED TO USE BY /G AND /R (RNP 1.0) AIRCRAFT ONLY					
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: NA. RNAV PROCEDURE					
6. Coordination With User Organizations <i>(Specify)</i> : AVN-130 <u>gjt</u> AVN 101 <u>BH</u> AVN-140 <u>MB</u> AVN-160 <u>RW</u>					
7. SUBMITTED BY					
DATE: SEP 17 2004	Office Identification: AVN-100	Title: MANAGER, NATIONAL FLIGHT PROCEDURES OFFICE	Signature:  Chas. Frederic Anderson		

8. CONTINUATION

Comments:

9. AFS ACTION

XX	Approved
	Disapproved
	Not Required

Comments:

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

Date: 10/15/04

Routing Symbol:
AFS-400

Signature: for John W. McGraw
Manager, Flight Technologies & Procedures

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:
KING COVE, AK (PAKVC)
KING COVE AIRPORT
COLD BAY RNAV DEPARTURE

2. Waiver Required and Applicable Standard:
PUBLISH TAKEOFF MINIMUMS FOR RWY 7 AS STANDARD WITH A MINIMUM CLIMB GRADIENT AND NO VISUAL CLIMB OVER THE AIRPORT (VCOA). FAA ORDER 8260.46B TABLE 1 (3)(C) REQUIRES THE VCOA WHEN THE OBSTRUCTION AVOIDED BY THE CLIMB GRADIENT IS MORE THAN 3 SM FROM THE DEPARTURE END OF THE RUNWAY AND SEE AND AVOID TECHNIQUES CAN NOT BE EMPLOYED.

3. Reason for Waiver (*Justification for nonstandard treatment*):
FLIGHT CHECK HAS FOUND THE VCOA UNSATISFACTORY ON TWO SEPARATE OCCASSIONS DUE TO SURROUNDING TERRAIN AND PREVAILING ADVERSE WEATHER CONDITIONS. SURROUNDING RAPIDLY RISING TERRAIN IS NOT CONDUCIVE TO OTHER DEPARTURE OPTIONS IN AVOIDING HIGHER THAN NORMAL CLIMB GRADIENTS.

4. Equivalent Level of Safety Provided:
PROCEDURE AVAILABLE TO CATEGORY A AND B AIRCRAFT ONLY
A LEVEL ONE DEPARTURE PROCEDURE (8260.44) HAS BEEN DEVELOPED TO AVOID INTERVENING TERRAIN
PROCEDURE RESTRICTED TO USE BY /G AND /R (RNP 1.0) AIRCRAFT ONLY

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

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

AVN-130 gja
AVN-140 MB
AVN-160 RW

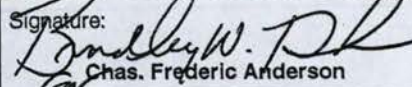
AVN 101 PRM

7. SUBMITTED BY

DATE:
SEP 17 2004

Office Identification:
AVN-100

Title: **MANAGER,
NATIONAL FLIGHT PROCEDURES
OFFICE**

Signature: 
Chas. Frederic Anderson

8. CONTINUATION

Comments:

9. AFS ACTION

Approved

Disapproved

Not Required

Comments:

Date:

Routing Symbol:

Signature:

Magnetic Variation (MV) Declination Request

☐ New Assignment ☒ Change

Requested by: COLE NESBITT

Organization: AJV-A431

Phone: 405-954-6858

Current Magnetic Declination of Record: 14 ° East

Epoch Year: 2005

New Magnetic Declination of Record: 10 ° East

Epoch Year: 2020

Airport Information

Airport ID: PAVC

NASR ID (if different): KVC

Airport Name: KING COVE

Airport City: KING COVE, AK

State/Country: ALASKA/US

Navigational Aid Information [ALL Facility IDs and Types]

* Facilities on Airports. At airports with localizer(s) or more than one navigational aid, the MV at the airport reference point (ARP) must be designated and assigned to all facilities at that airport, including all components of the ILS.

Elfee (ELF) NDB

Cold Bay (CDB) VORTAC

Concurrent with Publication of Procedure(s), list all affected procedures and include the AMDT.#

* The Procedure Tracking System (PTS) has Task Report Type "MAGVAR" available. Please add the MAGVAR Report Type Code to all task listed that are affected by the MV update.

RNAV (GPS) A - 1C

COLD BAY ONE DEPARTURE (RNAV)

TAKEOFF MINIMUMS AND ODP

ALTERNATE MINIMUMS

PTS Estimated Chart Date: 2020-11-05 - CN

Comments:

PER FPT CHECKLIST AIRPORT MAGVAR NEEDS ACCOMPLISHED.

Form Submission for Specialists:

Save this form to your computer, then email it
(as an attachment) to your Manager/Supervisor.

For Lead/Manager Use Only

Comments (if applicable):

Lead/Manager: Don Lanier

Phone: 405-954-8242

Submit to IFP Coordination Team

Federal Aviation Administration Categorical Exclusion Declaration

Date: 02/19/2019

IFP: Christiansen, Kyle (kyle.r.christiansen@faa.gov)

Airport Contact: N/A

Request ID: PAVC_181129_33

Single or Multiple Procedure:

Multiple

Procedure Name(s):

RNAV (GPS)-A

Cold Bay (RNAV) ODP

Procedure Request Description:

RNAV (GPS)-A - All headings changed by 4° due to magvar update

2005 MagVar E14

2020 MagVar E10

Cold Bay Departure (OBSTACLE)(RNAV) - WP CIMUD replaced by WP FITUX, WP OKDIE replaced by WP KOPEC

R07: Climb gradient of 464' per NM required to 3000'.

R25: NA - Obstacles

All changes to the COLD BAY ONE (OBSTACLE) (RNAV) Departure are over water.

The amended track does not direct aircraft to overfly noise sensitive environments.

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 Exclusions are:

- 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.

For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

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: _____

Approved By:

**Katherin Mariann
Matolcsy**

Digitally signed by Katherin
Mariann Matolcsy

Date: 2019.02.19 17:22:42 -08'00'

Date: Signed by: Katherin Matolcsy, Leidos, NISC III Contract Support

Title: Signed for: Augustin Moses, Environmental Protection Specialist, WSC/OSG