

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Segment	Estimated Chart Date: 11/30/2023	APWS Task ID: 7B3C10E2F5EC4973AF23250049A440FB	APWS Project ID: F6D287F6096240EB97EB407CF1F316E8
Procedure: T242 BRW VDME, AK TO TKA VDME, AK		Enroute: YES	Specialist: Gibson, Taylor		Agreement Number:
Airport ID:			Airport City:		State:
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			



Procedure Comments:

AIRWAY STARTING POINT: BARROW (BRW) VOR/DME, AK 711624.33N/1564717.22W

DOCKET NUMBER 19-AAL-67

CONTACT: ALLAN WILL (AJV-A423) 405-954-6103

7/7/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 9/1/2022.

8260-2 JOKAP:

1) ADDED MCA FOR T242.

8260-2 HUMUB:

1) ADDED MCA FOR T242.

8260-16 BARROW (BRW) VOR/DME TO WUPVU:

1) CHANGED CHANGES AND REASONS FROM "MOCA RAISED FROM 1800 TO 1400" TO "MOCA RAISED FROM 1800 TO 1900" - AAO OBSTACLE UPDATED

2) CHANGED CHANGES AND REASONS FROM "MRA LOWERED FROM 8000 TO 1400" TO "MRA LOWERED FROM 8000 TO 1900"

3) CHANGED CHANGES AND REASONS FROM "MEA LOWERED FROM 8000 TO 1800" TO "MEA LOWERED FROM 8000 TO 1900"

4) CHANGED CHANGES AND REASONS FROM "...BARROW (BRW) VOR/DME SPLIT - WUPUV" TO "...BARROW (BRW) VOR/DME SPLIT - WUPVU" - CORRECTED MISSPELLING OF TO POINT

5) TO POINT NAME CHANGED FROM WUPUV TO WUPVU - CORRECTION

6) AAO TERRAIN POINT COORDINATES UPDATED AND ELEVATION CHANGED FROM 332MSL TO 200MSL - TARGETS TERRAIN EVALUATION UPDATED

7) ROC CHANGED FROM 1000 TO 2000 - UPDATED TERRAIN EVALUATION

8) 300 FT MOUNTAINOUS REDUCTION ADDED

9) CONTROLLING OBSTACLE (Y) CHANGED FROM AIRSPACE TERRAIN TO AAO - AAO OBSTACLE UPDATED

10) MRA/MOCA CHANGED FROM 1400 TO 1900 - AAO OBSTACLE UPDATED

11) PUB CHANGED FROM "N" TO "Y" - MOCA-MEA DIFFERENCE NOW GREATER THAN 500FT

12) GNSS MEA CHANGED FROM 1800 TO 1900 - AAO OBSTACLE UPDATED

8260-16 WUPVU TO LACIL:

1) FROM POINT CHANGED FROM "WUPUV" TO "WUPVU" - CORRECTED SPELLING

2) ROC UPDATED FROM 1000 TO 2000 - SEGEMENT FULLY CONTAINED WITHIN MOUNTAINOUS AREA

3) CONTROLLING OBSTACLE (Y) CHANGED FROM AIRSPACE TERRAIN TO AAO - ROC UPDATED FOR AAO

4) MRA/MOCA CHANGED FROM 2000 TO 3000 - ROC UPDATED

5) CHANGED CHANGES AND REASONS FROM "...BARROW (BRW) VOR/DME SPLIT - WUPUV" TO "...BARROW (BRW) VOR/DME SPLIT - WUPVU" - CORRECTED MISSPELLING OF TO POINT

6) CHANGED CHANGES AND REASONS FROM "MOCA RAISED FROM 1800 TO 2000" TO "MOCA RAISED FROM 1800 TO 3000"

7) CHANGED CHANGES AND REASONS FROM "MRA LOWERED FROM 8000 TO 2000" TO "MRA LOWERED FROM 8000 TO 3000"

8260-16 LACIL TO KUTDE:

1) REMOVED "MCA ADDED DUE TO ADJACENT MEAS" FROM CHANGES AND REASONS

8260-16 TADUE TO JOKAP:

1) CHANGED CHANGES AND REASONS FROM "MRA/MOCA LOWERED FROM 6000/5800 TO 4000" TO "MRA/MOCA LOWERED FROM 6000/5800 TO 3400"

2) ADDED MCA AT JOKAP.

3) ADDED "CHANGED MCA FROM 11500 S AT JOKAP TO 10700 SE AT JOKAP" TO CHANGES AND REASONS.

08/31/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/07/2023.

8260-16 LACIL, AK TO KUTDE, AK

1) ADDED MRA 13500, MEA 13500 - PER FLIGHT CHECK REPORT.

10/11/23: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/7/2023.

8260-16 BARROW (BRW) VOR/DME TO WUPVU:

1) TO POINT CHANGED FROM WUPVU TO WUPUV - FPT CORRECTION

8260-16 WUPVU TO LACIL:

1) FROM POINT CHANGED FROM WUPVU TO WUPUV - FPT CORRECTION

8260-16 WEGNO TO HUMUB:

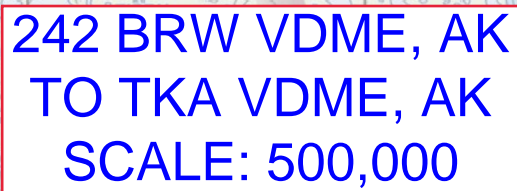
1) GNSS MEA CHANGED FROM 4200 TO 4600 - MATCH OVERLYING T381

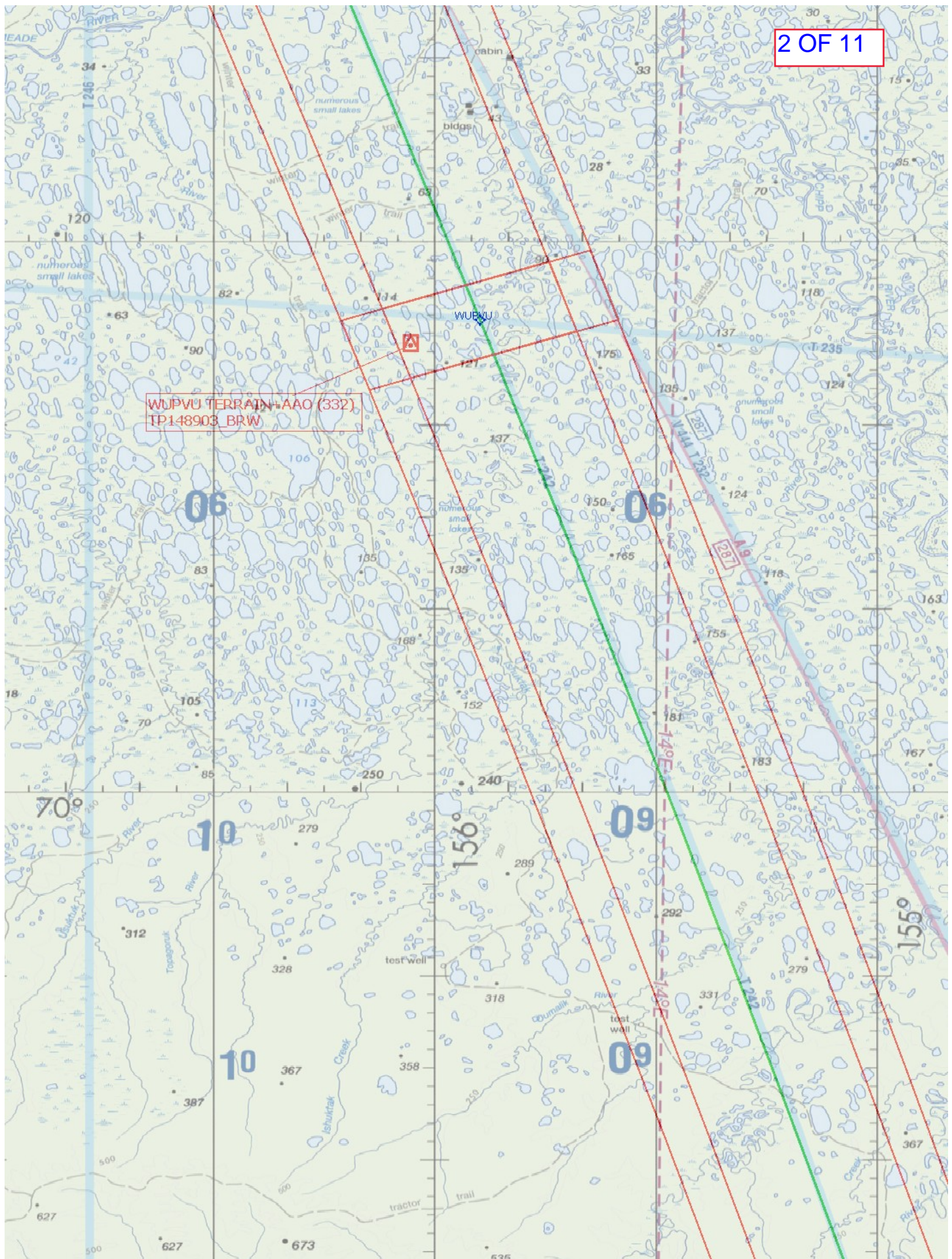
8260-2 WUPVU REMOVED

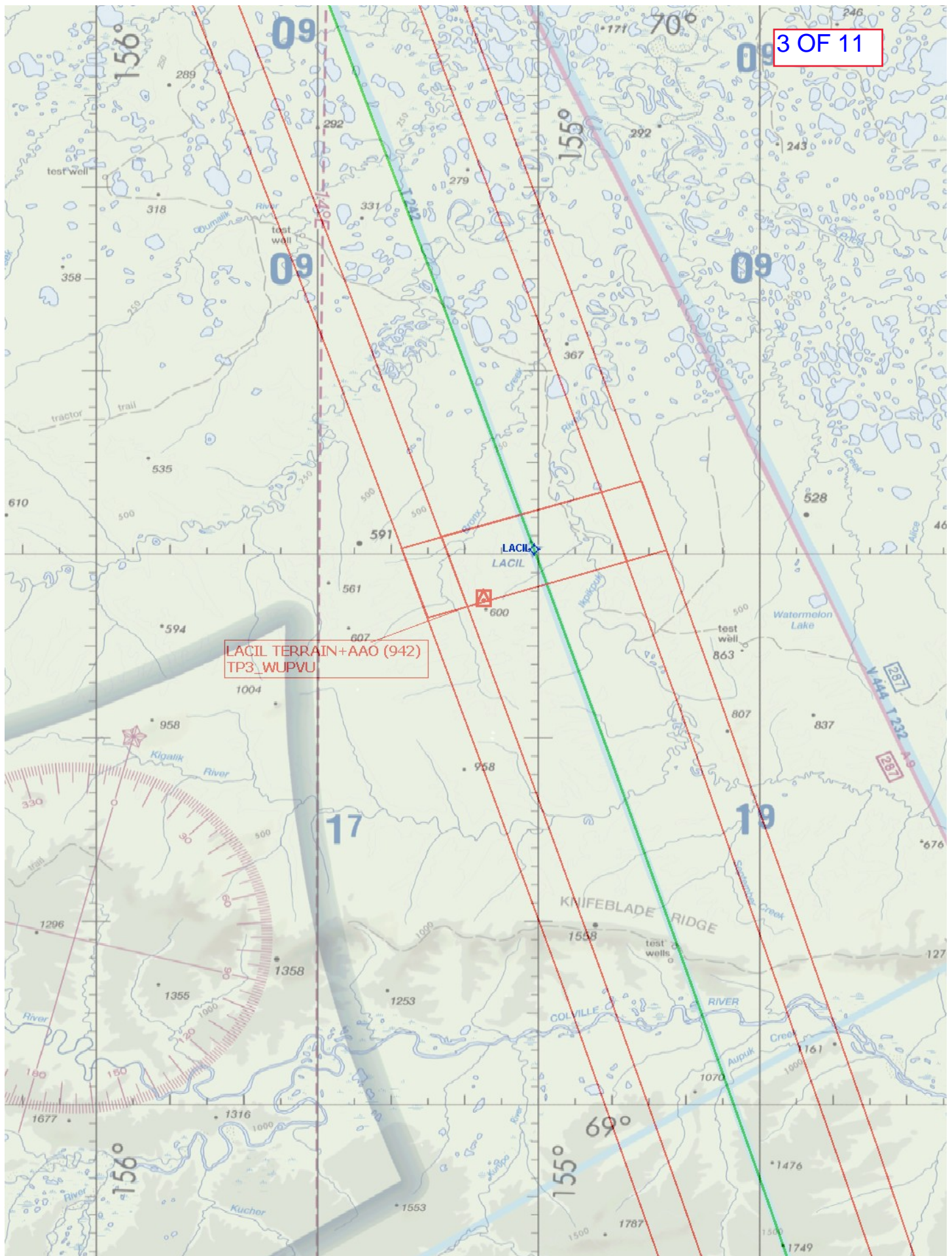
8260-2 WUPUV ADDED

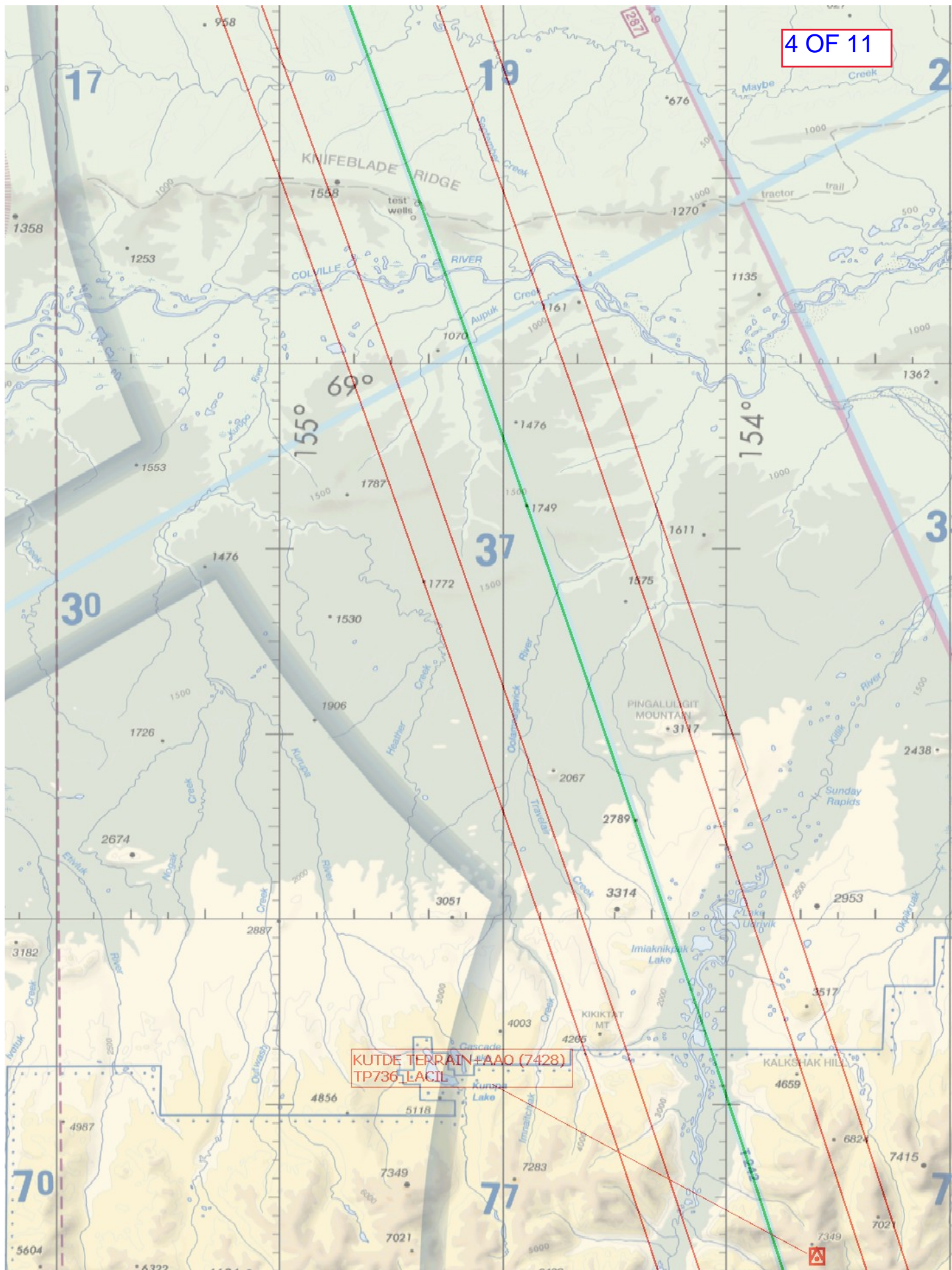
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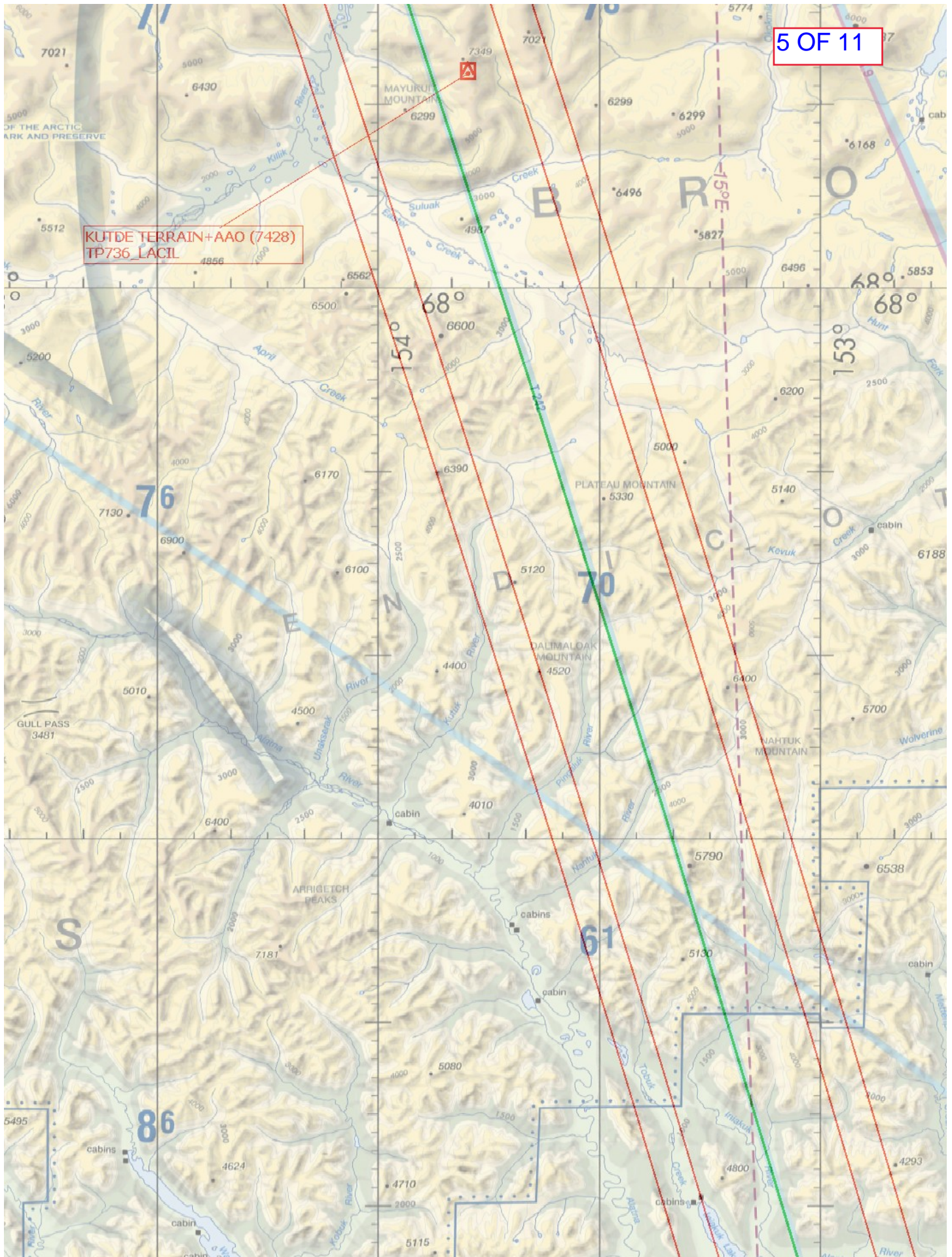
FIPC BASIC FORM							
PROCEDURE: T242 BRW VDME, AK TO TKA VDME, AK			AIRPORT NAME:		AIRPORT ID:	SPECIAL CONTROL NO: KG-08-089-23	
FAC ID: T242		CITY:			ST: AK	ORIG CHART DATE: 11/30/2023	
DFL TYPE: PROC/N	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 7B3C10E2F5EC4973AF23250049A440FB		
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: 08/23/2023		CREW #: VN258	N #: N87	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: james hawley @ 08/23/2023 16:58			PRINTED NAME: HAWLEY, JAMES MICHAEL			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: Comms lost between LACIL and KUTDE, recommend 13500' for MEA and MRA.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

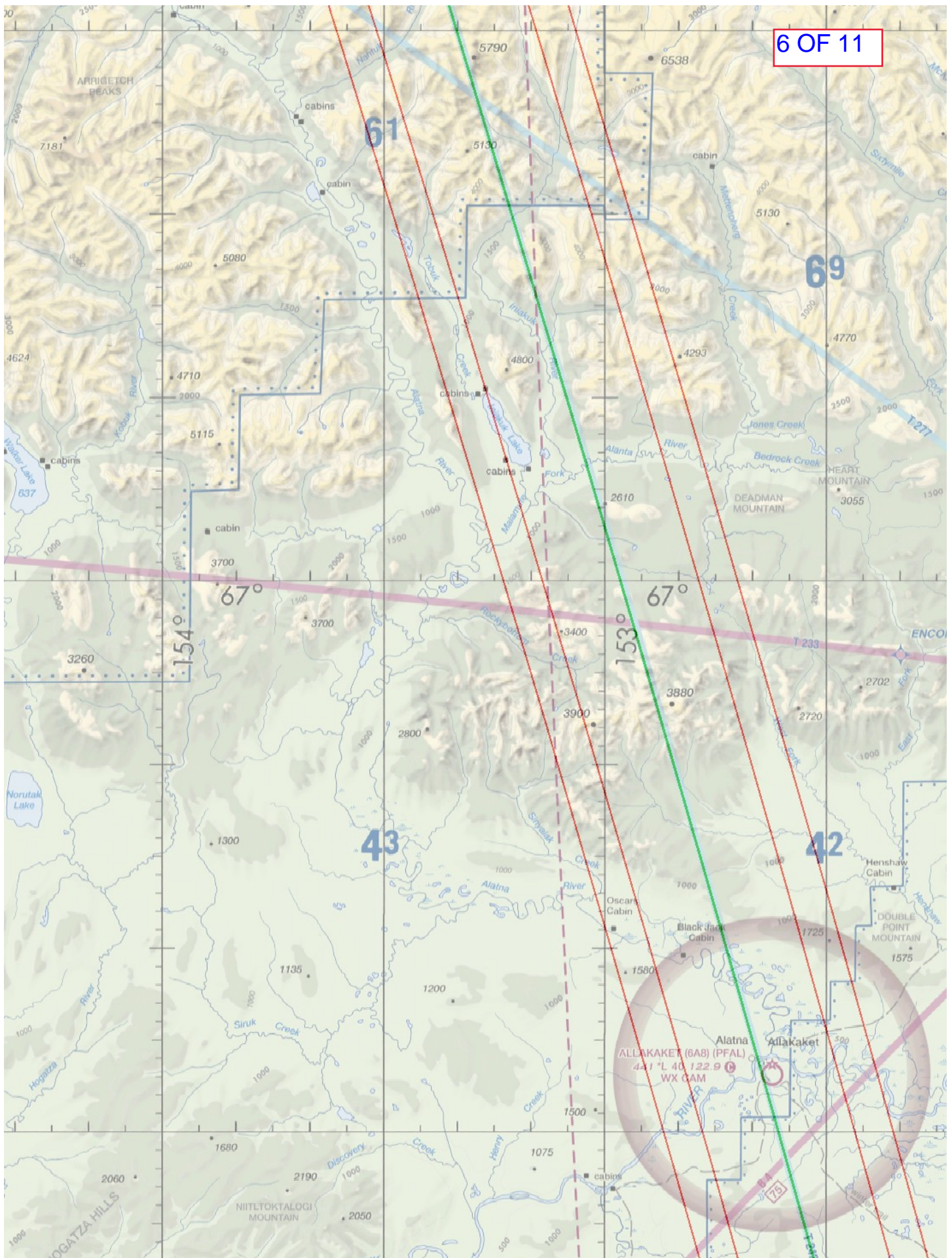


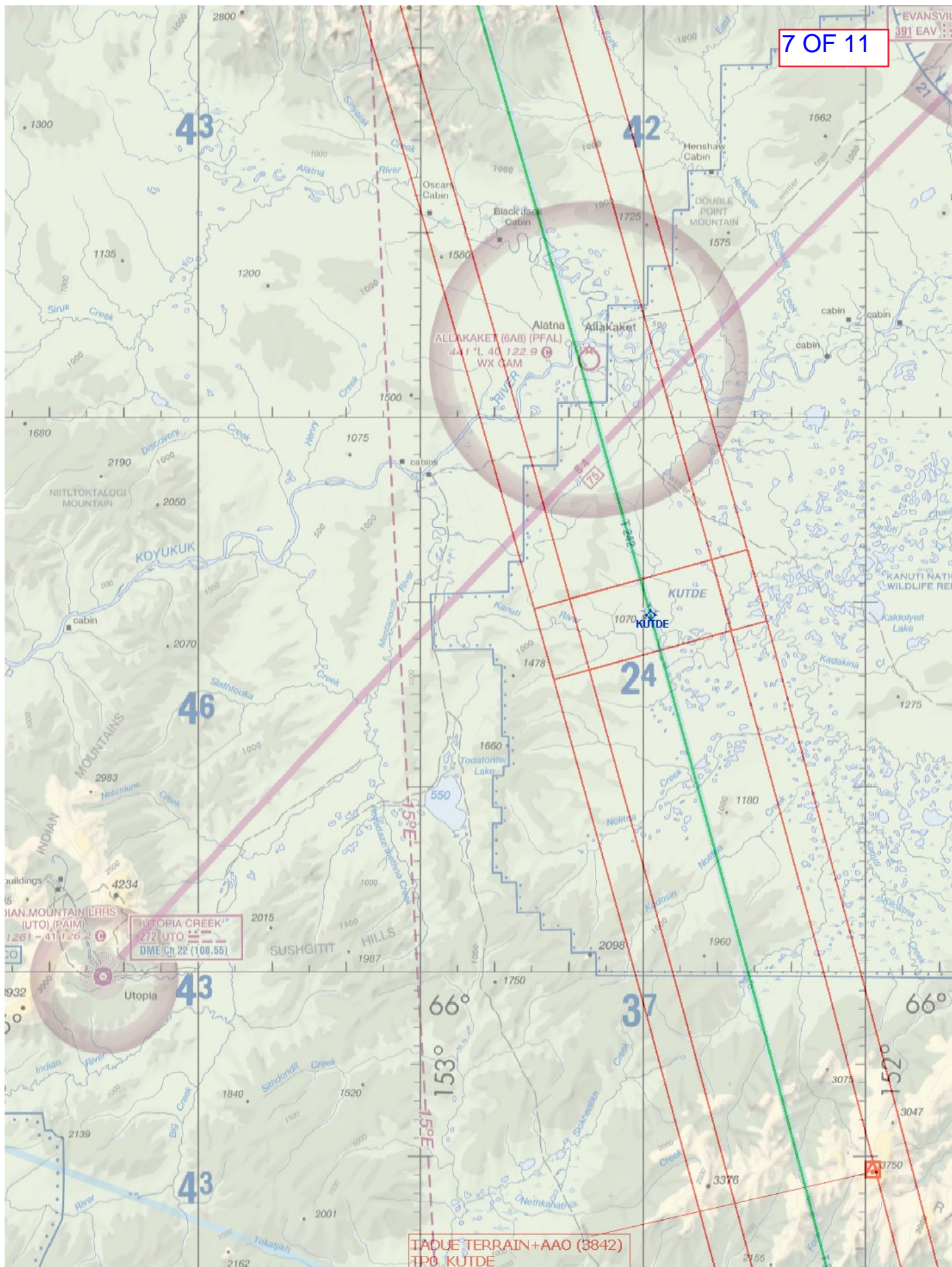


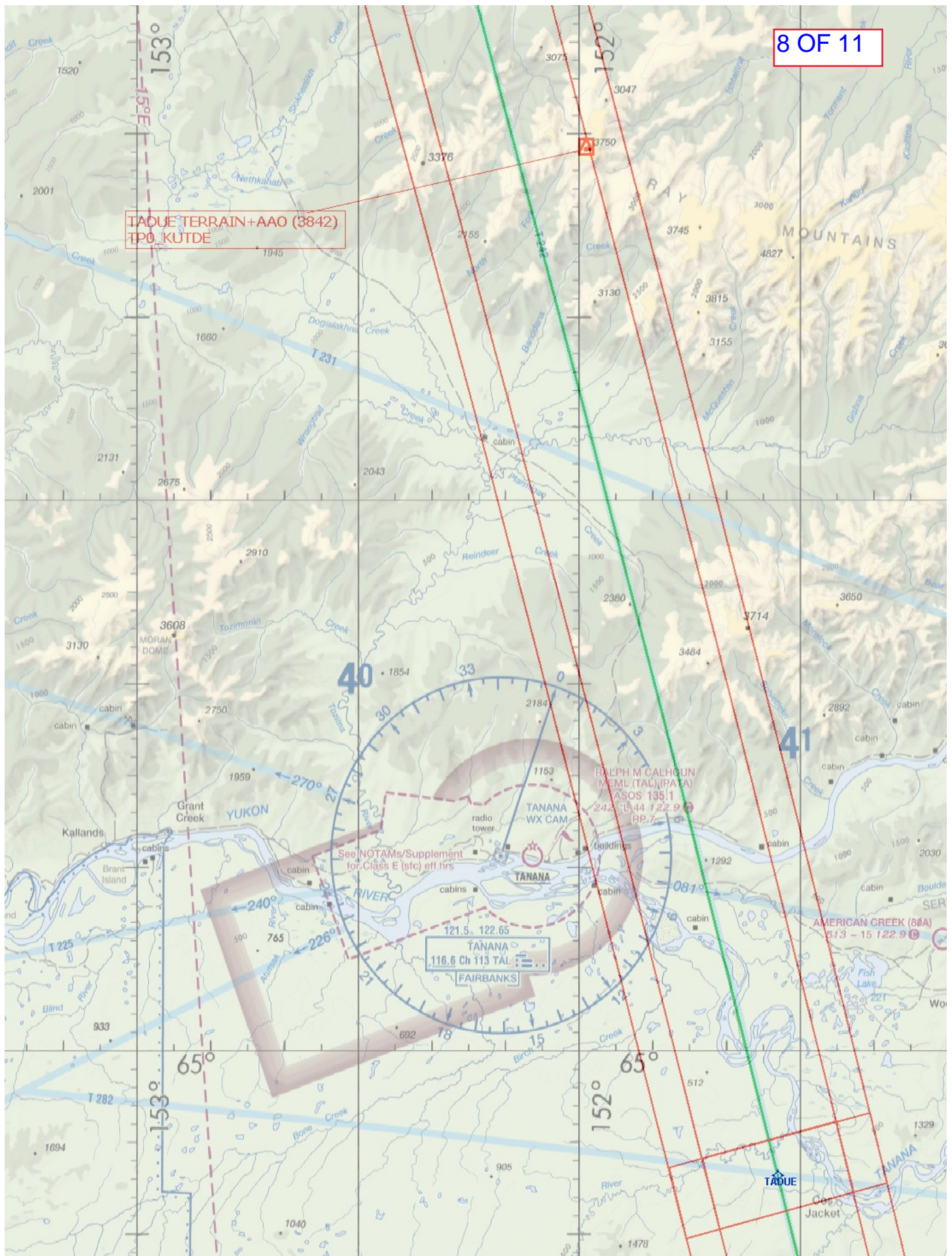


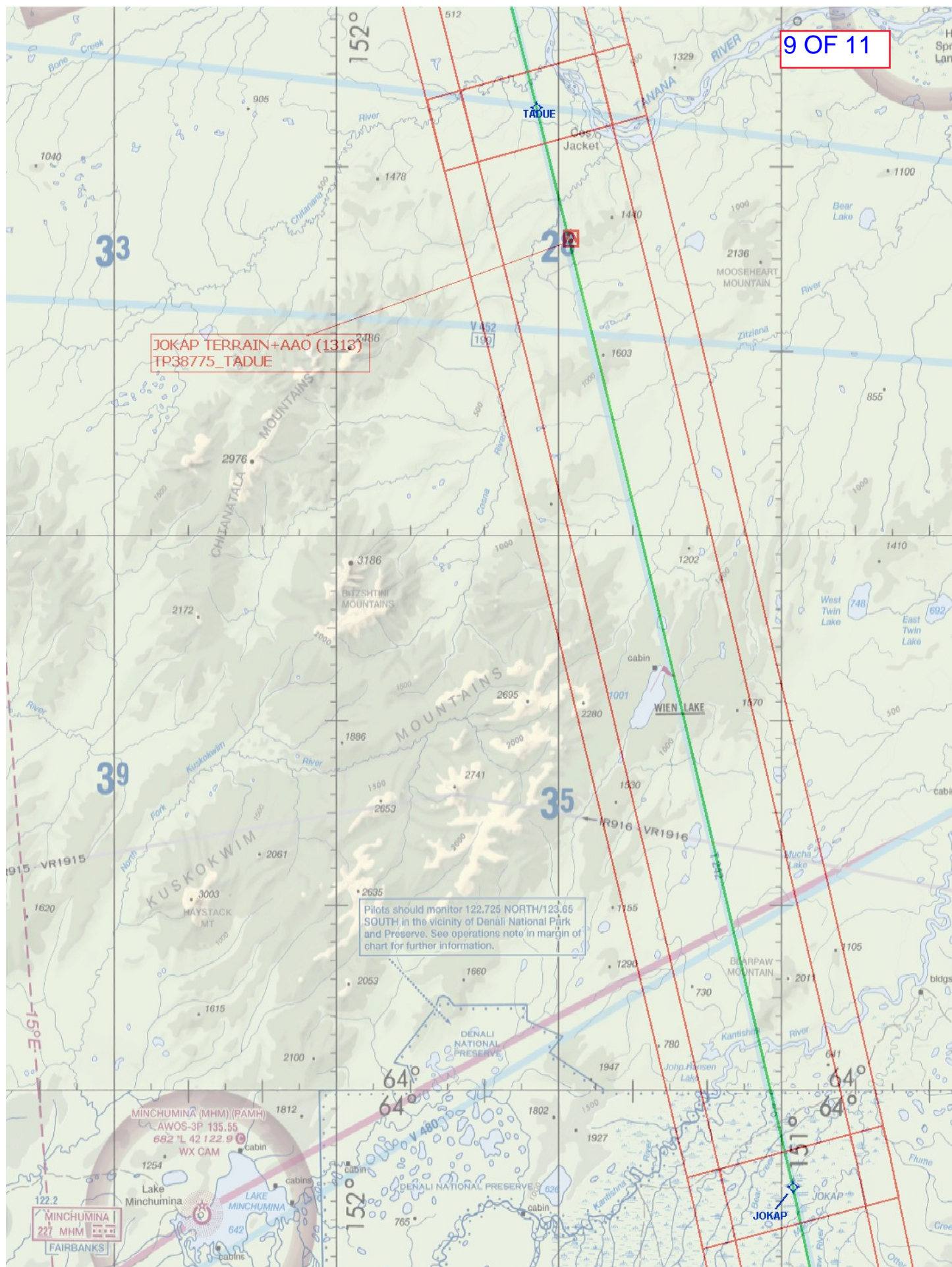


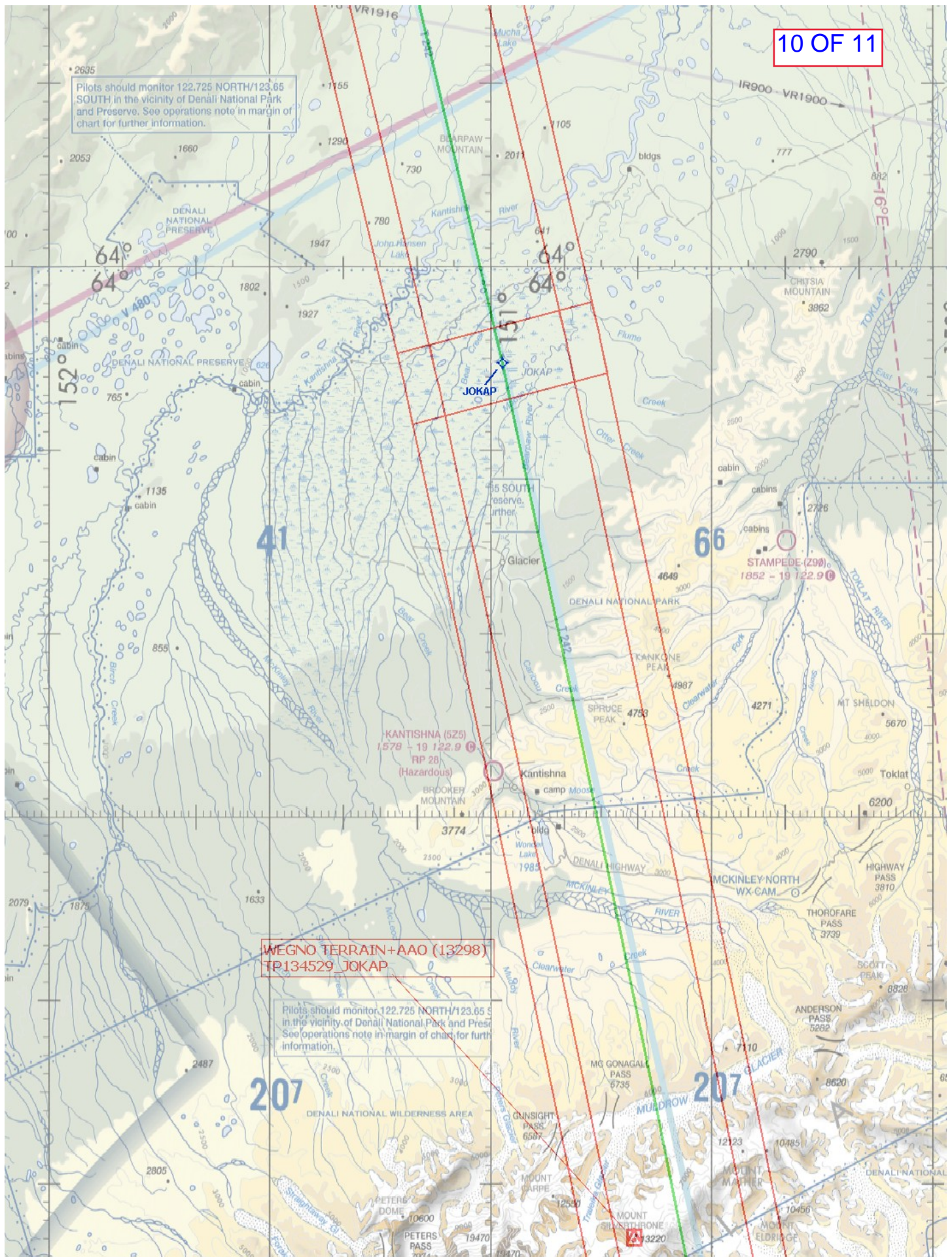


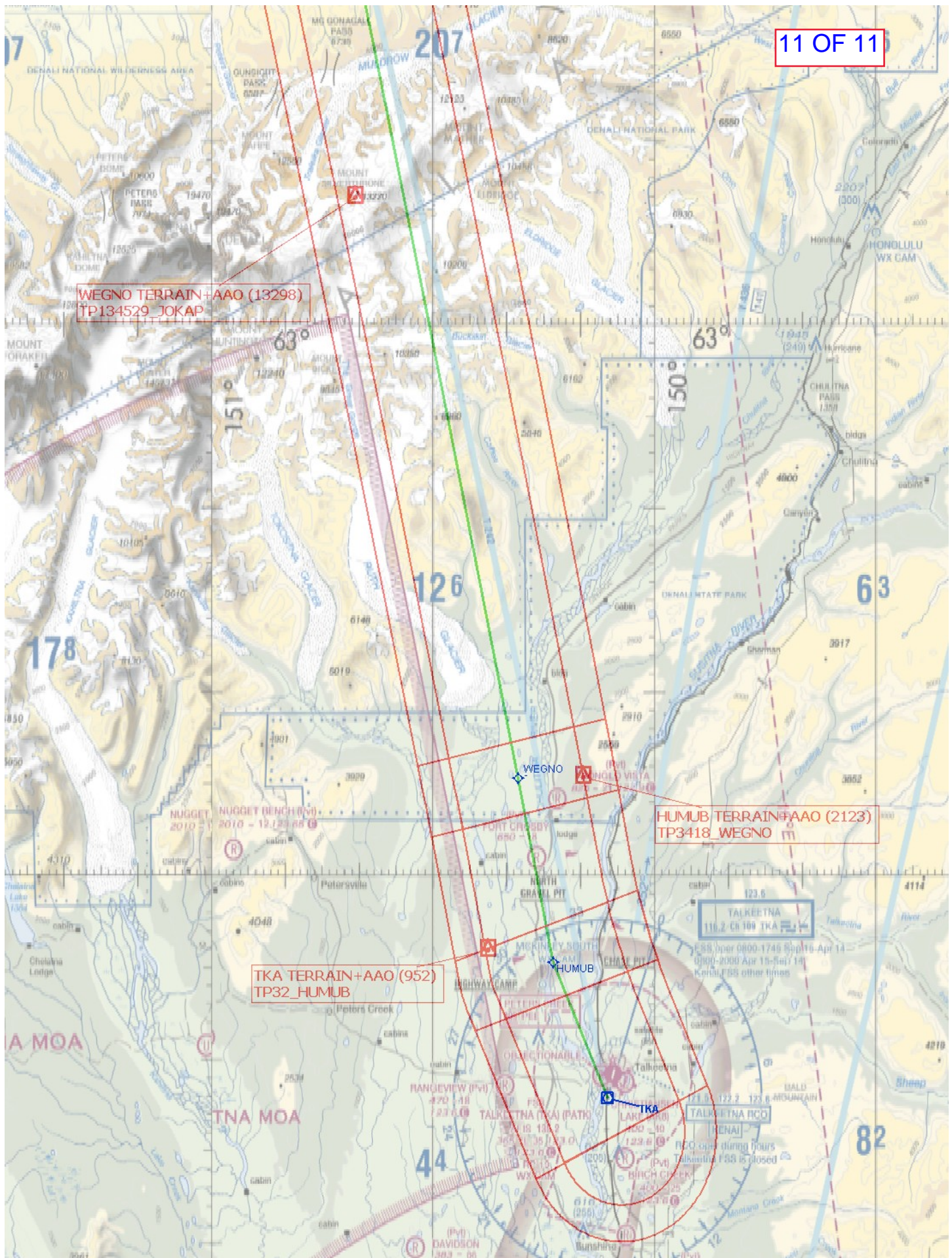


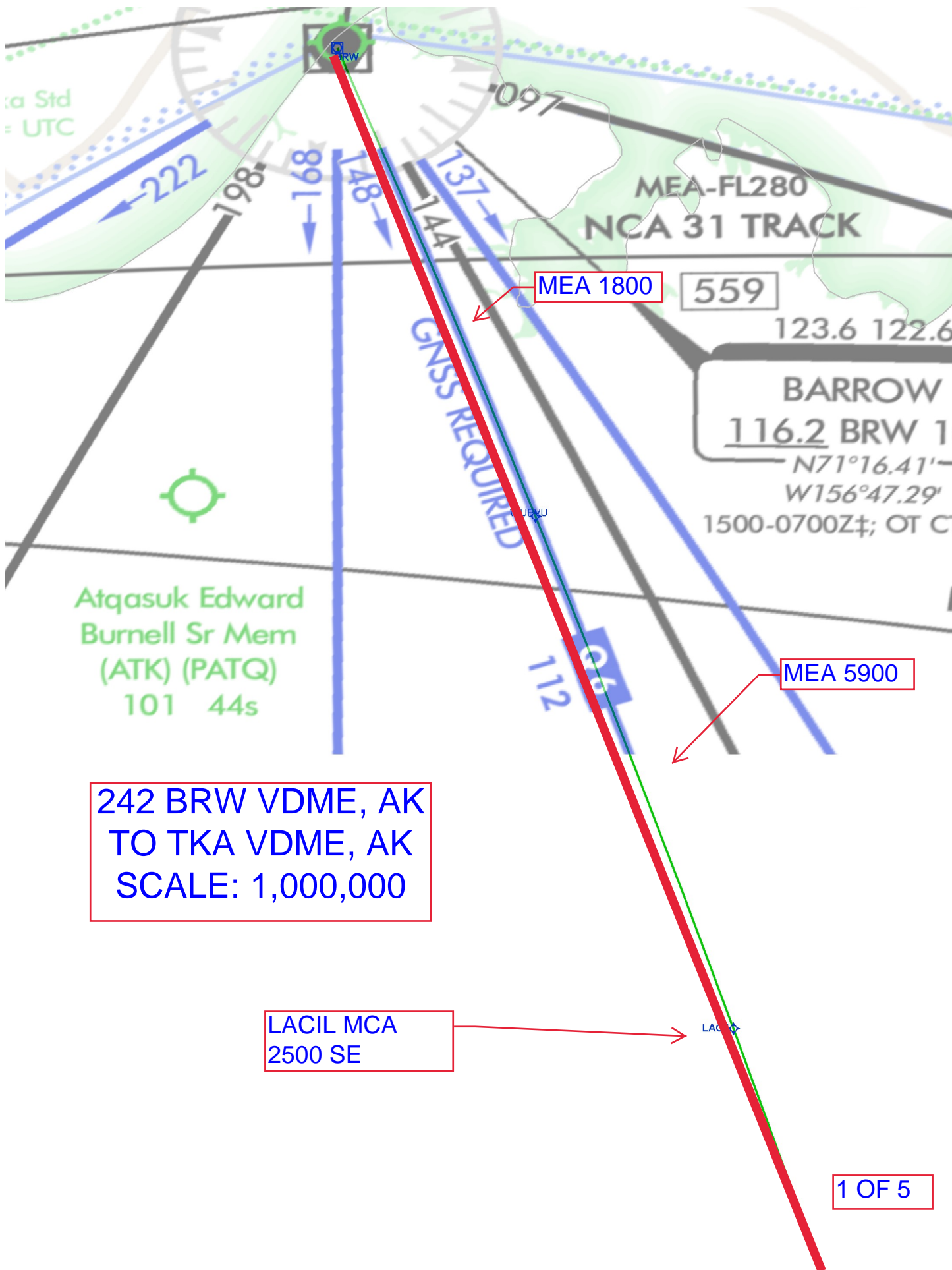






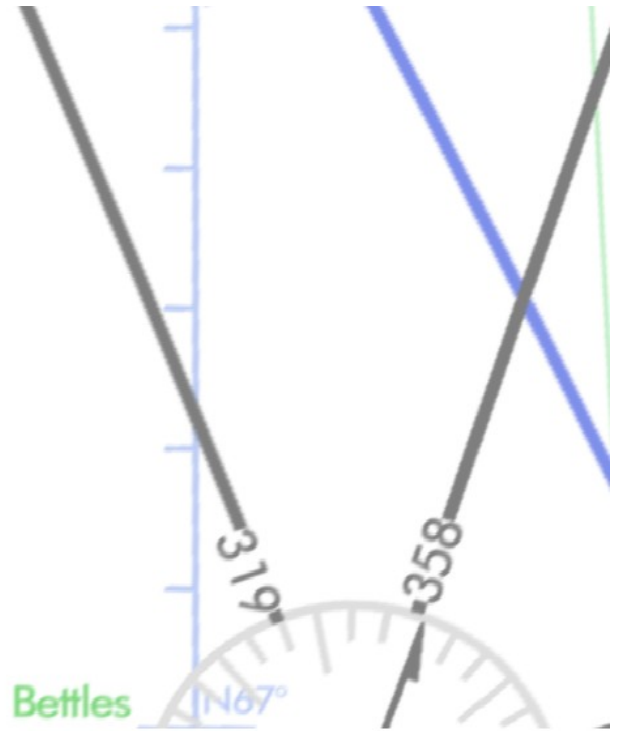




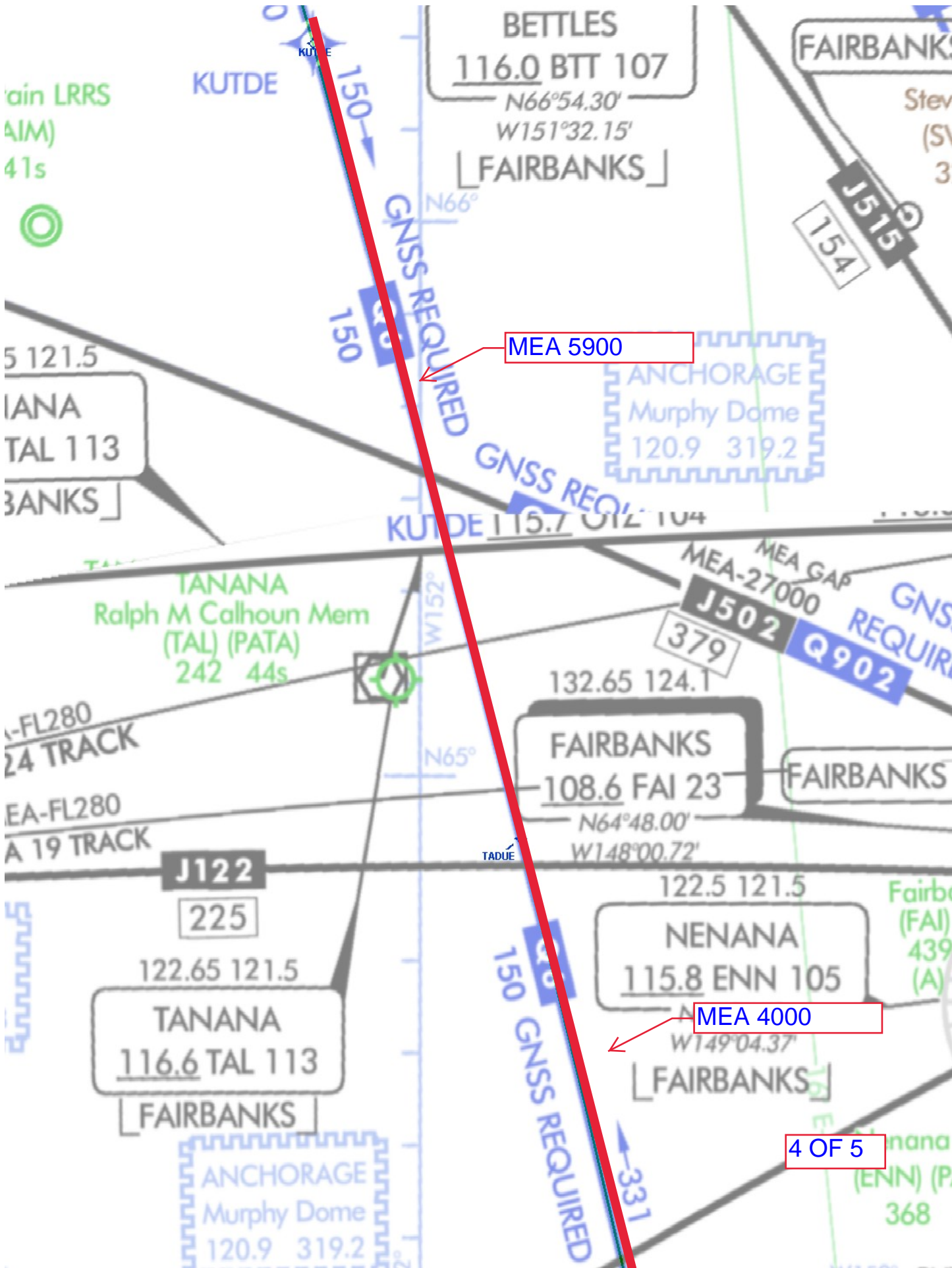




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**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

Alaska

T Routes Structure

Description of Action:

The Federal Aviation Administration (FAA) is proposing to modernize portions of the Alaska low altitude Air Traffic Services (ATS) route network by amending 25 existing T routes and creating 30 new T routes to provide options in addition to the current conventional Federal airways.

T routes are available for use by global positioning system (GPS) equipped aircraft from 1,200 feet (ft) above the surface (or in some instances higher) up to but not including 18,000 ft mean sea level (MSL). The Proposed Action would ensure low minimum en route altitudes (MEA) are maintained and ensure the continuation of safe and efficient operations. An MEA is the lowest published altitude between two points that assures the required navigational signal coverage and communication requirements while meeting obstacle clearance requirements between those points. Aircraft must be able to avoid icing, turbulence, and other conditions by having the ability to fly at the lowest possible safe altitude. However, aircraft on T routes tend to fly higher than the published MEAs.

The Proposed Action is necessary to mitigate the forecasted decommissioning (DeCom) of non-directional beacons (NDB) and canceling of Federal airways in Alaska. The current relevant Federal airways are named with a prefix of either A, B, G, R, or V. An alternative airway structure must be developed given the lack of NDB acquisition, maintenance, sustainment programs, and the increasing number of NDBs that are being decommissioned. Without an alternative airway structure, aircraft would be forced to fly at higher altitudes; this would force instrument flight rules (IFR) aircraft that are not equipped with de-icing protection to fly closer to—or within—the icing level, which could potentially create a safety issue for the aircraft.

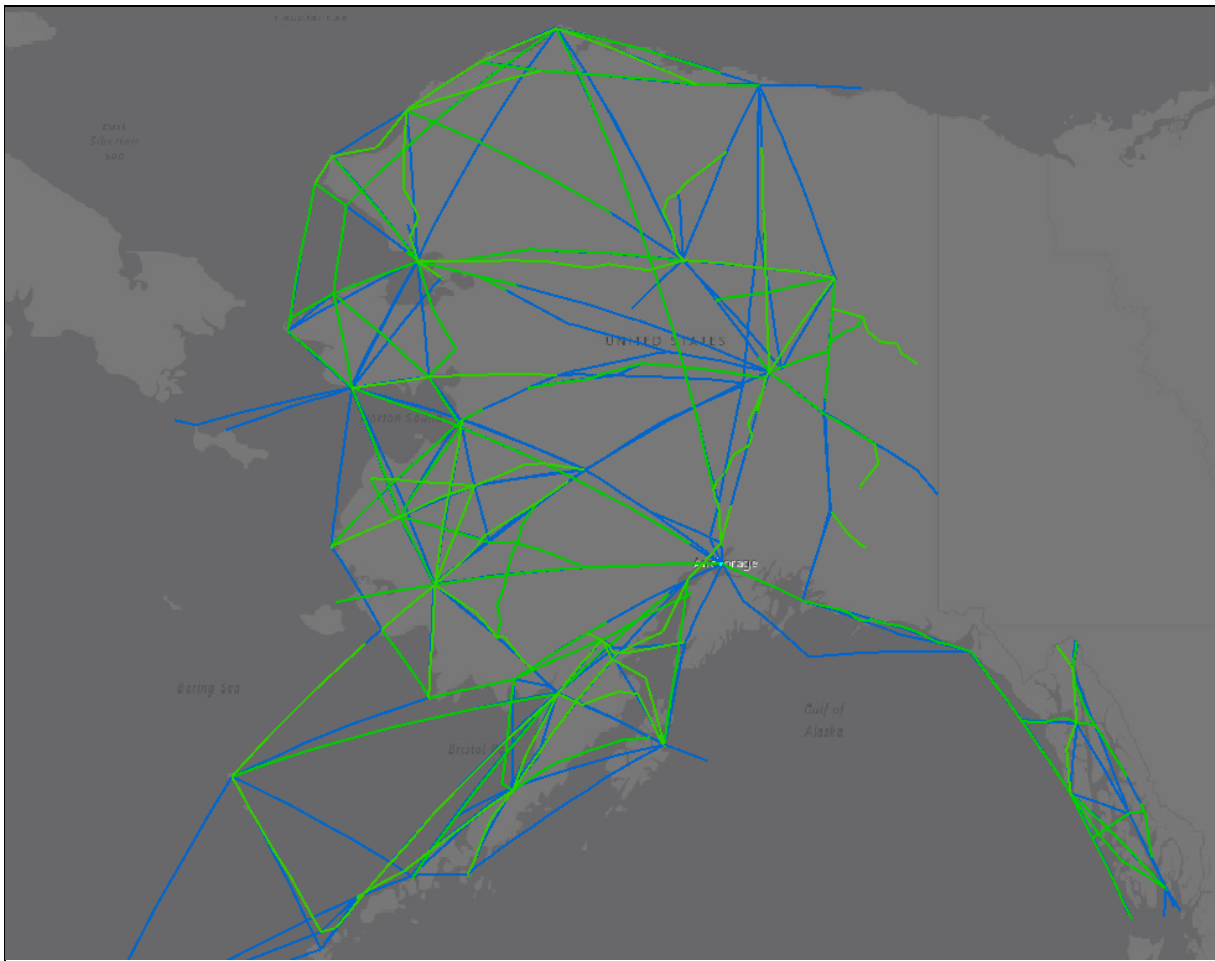
The Proposed Action is driven by an effort to modernize Alaska's ATS route structure using satellite-based navigation and is consistent with the Radio Technical Commission for Aeronautics (RTCA) Tactical Operations Committee's recommendations for the Performance Based Navigation (PBN) route system (dated March 2017). The Alaska Low Altitude Recommendation 5 states that the *"FAA should evaluate all Colored Federal airways for: (a) direct replacement (i.e., overlay) with a T route that offers a similar or lower MEA; (b) the replacement of the colored airway with a T route in an optimized but similar geographic area while retaining similar or lower MEA; or (c) removal with no route structure (T route) restored in that area because the value was determined to be insignificant."*

In addition to RTCA recommendations, specific T routes were proposed jointly by the Aircraft Owners & Pilots Association (AOPA) and Alaska Airmen's Association (AAA). Furthermore, some proposed amendments are driven by recommendations from Alaska air traffic control facilities.

T routes proposed for amendments include: T222, T223, T225, T226, T227, T228, T229, T230, T231, T232, T233, T235, T241, T242, T244, T260, T266, T267, T269, T270, T271, T275, T277, T278, and T282.

T routes proposed as new: T308, T364, T366, T367, T368, T369, T370, T371, T372, T373, T374, T375, T376, T377, T378, T379, T380, T381, T382, T383, T384, T385, T386, T388, T390, T396, T415, T417, T433, and T435.

Following figure depicts the proposed T route structure in green superimposed on the relevant existing route tracks in blue.



In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Paragraph 5-2, Extraordinary Circumstances, the FAA has reviewed the Proposed Action 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:

Initial Environmental Review (IER) was conducted by the FAA 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 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: KRISTINE M KUBITZ Digitally signed by KRISTINE M KUBITZ
Date: 2022.01.28
11:42:48 -09'00' Date: _____

Name: Talon Medema
Air Traffic Manager
Anchorage ARTCC

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

Signature: VIKAS UBEROI Digitally signed by VIKAS UBEROI
Date: 2022.01.28
13:02:27 -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: 2022.01.31
07:28:14 -08'00' Date: _____

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