

Flight Procedures Cover Page	Task Action: Cancellation	Task Type: SID	Estimated Chart Date: 09/08/2022	APWS Task ID: 7DB84028745F40F18F54084A8DFE6F01	APWS Project ID: 0FC284F8A47845DD9AB40113875B0A19
Procedure: CABOT TWO (RNAV) KALTAG AK PALG		Enroute: YES	Specialist: Christensen, Richard		Agreement Number:
Airport ID: PALG		Airport City: KALSKAG		State: AK	
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<p>Procedure Comments: PENDING DATA USED FOR AIRPORT AND RUNWAYS.</p> <p>CANCELLATION OF PROCEDURE.</p> <p>CONTACTS: DONALD LANIER (AJV-A431), 405.954.8242 LONNIE EVERHART (AJV-A430), 405.954.4576</p>					



(CABOT2.CABOT) 18312

OLD

CABOT TWO DEPARTURE (RNAV)

AL-9461 (FAA)

KALSKAG (KLG) (PALG)
KALSKAG, ALASKA

ANCHORAGE CENTER
118.15 251.05
AWOS-3P
119.025
CTAF
122.8

TOP ALTITUDE:
ASSIGNED BY ATC

1000

243°

CABOT

V480 T222

V480 T222

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 24: Standard.

Rwy 6: NA- high terrain.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb heading 243° to 1000, then direct CABOT, maintain 4000 or as assigned by ATC.

CABOT TWO DEPARTURE (RNAV)

(CABOT2.CABOT) 21JUL16

KALSKAG, ALASKA
KALSKAG (KLG) (PALG)

AK, 27 JAN 2022 to 24 MAR 2022

AK, 27 JAN 2022 to 24 MAR 2022

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

**Kalskag Airport
Kalskag, Alaska**

RNAV (GPS) RWY 7 (Amend)

RNAV (GPS)-A (Amend)

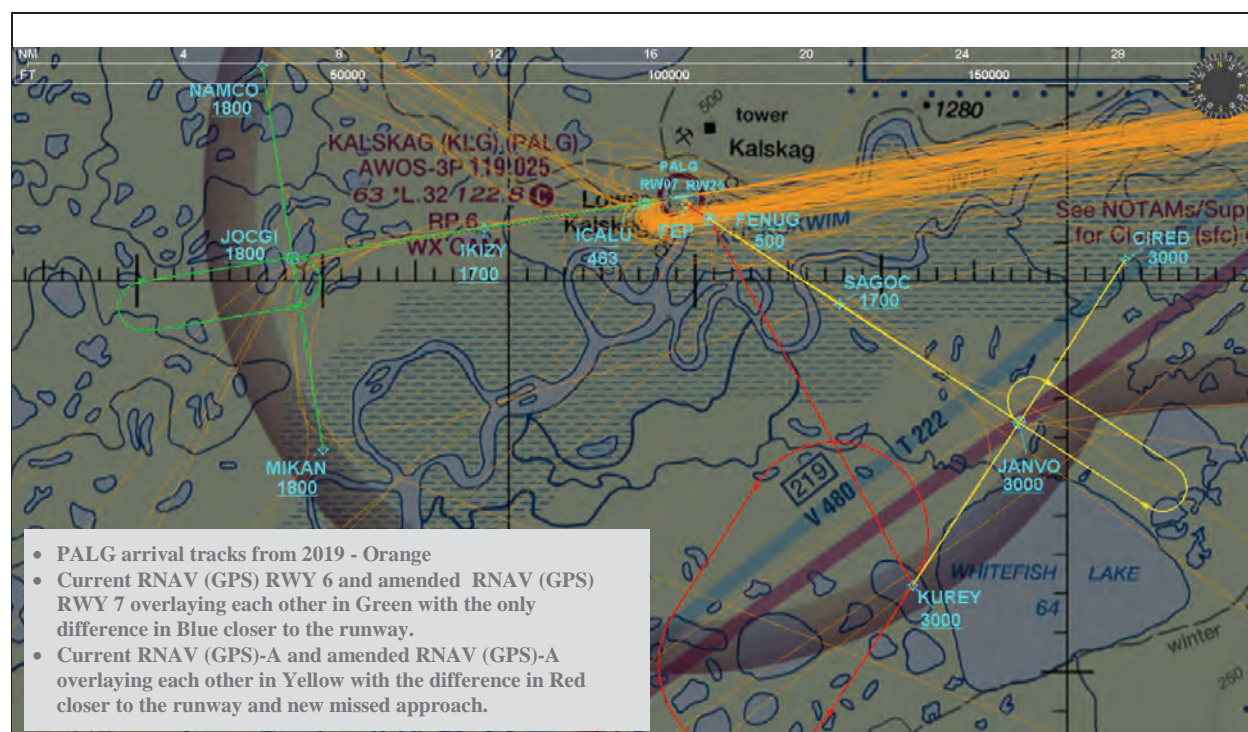
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE (Amend)

CABOT TWO DEPARTURE (RNAV) (Cancel)

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend the flight procedures for Kalskag Airport (PALG), Kalskag, Alaska. The Proposed Action is a result of a user request, regulatory mandates, and magnetic variation (MagVar) changes.

The current and proposed approach procedures and historical arrival flight tracks are depicted in the following figure. A description of all the changes is provided in the table following the figure.



Procedure	Description
RNAV (GPS) RWY 7	<ul style="list-style-type: none"> • The procedure would be renamed the Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 7 due to a MagVar change. • Terminal Arrival Area (TAA): Straight-in sector (30 nautical miles [NM] to 13 NM) altitudes would increase from 4,600 feet (ft) mean sea level (MSL) to 4,800 ft MSL. Left base sector (30 NM to 11 NM) altitudes

Categorical Exclusion
PALG, Kalskag, Alaska

Procedure	Description
	<p>would increase from 4,000 ft MSL to 4,100 ft MSL. Stepdown altitudes would decrease from 3,000 ft MSL to 2,300 ft MSL. Right base sector (30 NM to 11 NM) altitudes would increase from 5,600 ft MSL to 5,800 ft MSL. Stepdown altitudes would decrease from 3,000 ft MSL to 2,300 ft MSL.</p> <ul style="list-style-type: none"> • Straight-in minimums would increase from 540 ft MSL to 600 ft MSL. • Hold-in-Lieu (HIL) and missed approach holding altitude would be 1,800 ft MSL through 4,000 ft MSL. • Circling minimums would increase for Category (CAT) A aircraft from 540 ft MSL to 600 ft MSL and for CAT B from 540 ft MSL to 780 ft MSL.
RNAV (GPS)-A	<ul style="list-style-type: none"> • TAA: Straight-in sector (30 NM to 8 NM) altitudes would increase from 5,000 ft MSL to 5,900 ft MSL. • Circling minimums would increase for CAT A aircraft from 540 ft MSL to 600 ft MSL and for CAT B aircraft from 540 ft MSL to 780 ft MSL. • The missed approach hold location would change from JANVO waypoint (WP) to KUREY WP. The missed approach pattern would be nonstandard left turns between 3,000 ft MSL and 5,000 ft MSL.
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE	<ul style="list-style-type: none"> • Runways would be renumbered due to MagVar changes.
CABOT TWO DEPARTURE (RNAV)	<ul style="list-style-type: none"> • Procedure not currently utilized and would be cancelled.

The flight tracks and number of airport operations are not expected to change as a result of the Proposed Action. PALG data from 2019 reveals 270 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:

1. FAA's Instrument Flight Procedure (IFP), Operations, and Airspace Analytics (IOAA) Tool (<https://sda.faa.gov/login.htm#/>).

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).

- 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 Environmental Protection Agency's NEPAAssist Tool (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to determine the potential to impact the following environmental categories:

- Air quality³
- Department of Transportation Act, Section 4(f)
- National Historic Preservation Act, Section 106
- Noise and noise-compatible land use
- Environmental justice (this is a subcategory under the general heading of socioeconomic impacts)

The following figure identifies the location of historical properties (brown icons) and Yukon Delta Wildlife Refuge (green areas) in the vicinity of the Proposed Action area (red lines).

3. Implementation of the proposed action is not expected to affect air quality and is presumed to conform as Category 14, "Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations," as identified in the General Conformity Rule, 72 Fed. Reg. 41565-41580 (July 30, 2007).



In accordance with FAA Order 1050.1F, 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:

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 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.

Categorical Exclusion
PALG, Kalskag, Alaska

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

Signature: TALON J MEDEMA Digitally signed by TALON J MEDEMA
Date: 2022.02.10 07:45:50 -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: 2022.02.10 10:24:19 -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: 2022.02.11 07:19:14 -08'00' Date: _____

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

Categorical Exclusion
PALG, Kalskag, Alaska