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|---|------------------------------|---|-------------------------------------|---|--|
| Flight Procedures Cover Page  | Task Action:<br>FLIGHT CHECK | Task Type:<br>IAP                             | Estimated Chart Date:<br>12/02/2021 | APWS Task ID:<br>CBA69DB4AE2149658D48C185936E787D | APWS Project ID:<br>652AC1DD78D94B91AD3E99C15A59F377 |
| Procedure:<br>RNAV (GPS) RWY 18 ORIG  |                              | Enroute:<br>YES                               | Specialist:<br>Downey, Lorri        |   | Agreement Number:                                    |
| Airport ID:<br>PAHU   |                              |   | Airport City:<br>HUGHES             |   | State:<br>AK   |
| Facility ID:  | Facility Type:               | Flight Inspection Remark Type:<br>New FC Slot |                                     |   |  |
| <div> <div> Procedure Comments:<br/> VFR TO IFR AIRPORT<br/><br/> MAGVAR CHANGE FROM 24 EAST/1985 TO 13 EAST/2025<br/><br/> PENDING DATA USED FOR PROCEDURE<br/><br/> CONTACT LONNIE EVERHART (405) 954-4576 </div> <div>   </div> </div> |                              |   |                                     |   |  |

HUGHES, ALASKA

AL-10156 (FAA)

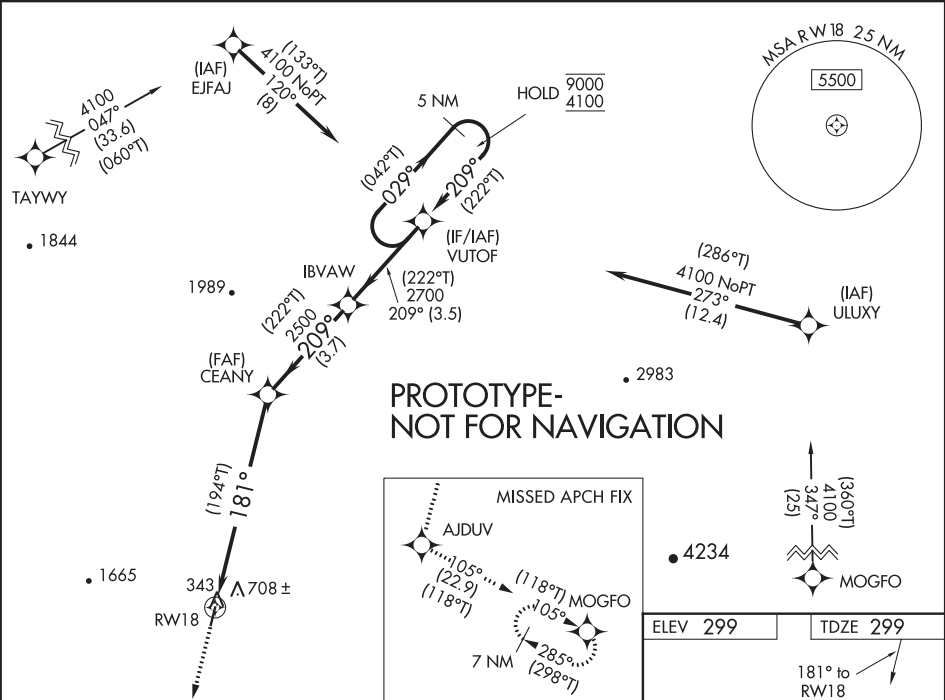
FIG

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>81845</b><br><b>W18A</b> | APP CRS<br><b>181°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3381</b><br><b>299</b><br><b>299</b> |
|--|------------------------|-----------------------------|---|

**RNAV (GPS) RWY 18**  
HUGHES (HUS) (PAHU)

|   |  |
|---|--|
| RNP APCH - GPS  | MISSED APPROACH: Climb to 6300 direct AJDUV and on track 105° to MOGFO and hold, continue climb-in-hold to 6300. |
| Procedure NA at night. Circling NA west of Rwy 18-36. Rwy 18 helicopter visibility reduction below 1 SM NA. Use Indian Mountain LRRS altimeter setting. When Indian Mountain LRRS altimeter setting not received, procedure NA. |  |

|                      |
|----------------------|
| CTAF<br><b>122.9</b> |
|----------------------|



|                      |                          |                           |                         |        |
|----------------------|--------------------------|---------------------------|-------------------------|--------|
| 5 NM Holding Pattern | 6300                     | AJDUV                     | tr 105°                 | MOGFO  |
| VUTOF                | IBVAW                    | CEANY                     | 3.00° TCH 40            | RWY 18 |
| 9000                 | 4100                     | 2700                      | 2500                    |        |
|                      | 3.5 NM                   | 3.7 NM                    | 6.8 NM                  |        |
| CATEGORY             | A                        | B                         | C                       | D      |
| LP MDA               | 1120-1<br>821 (900-1)    | 1120-1¼<br>821 (900-1¼)   | 1120-2½<br>821 (900-2½) | NA     |
| LNAV MDA             | 1180-1¼<br>881 (900-1¼)  | 1180-2½<br>881 (900-2½)   | 1180-2½<br>881 (900-2½) | NA     |
| CIRCLING             | 1260-1¼<br>961 (1000-1¼) | 1360-1½<br>1061 (1100-1½) | 1580-3<br>1281 (1300-3) | NA     |

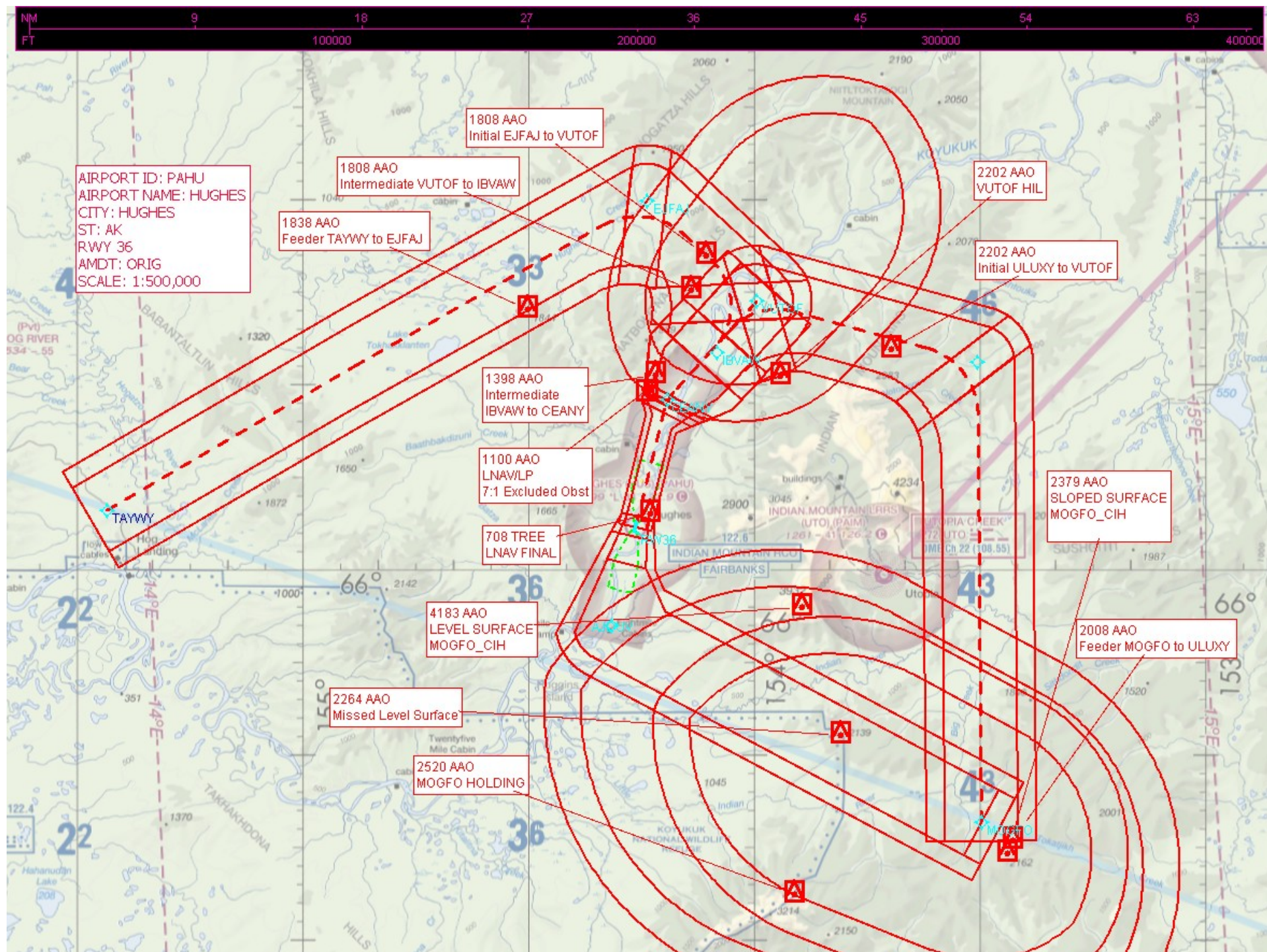
HUGHES, ALASKA

Orig FIG

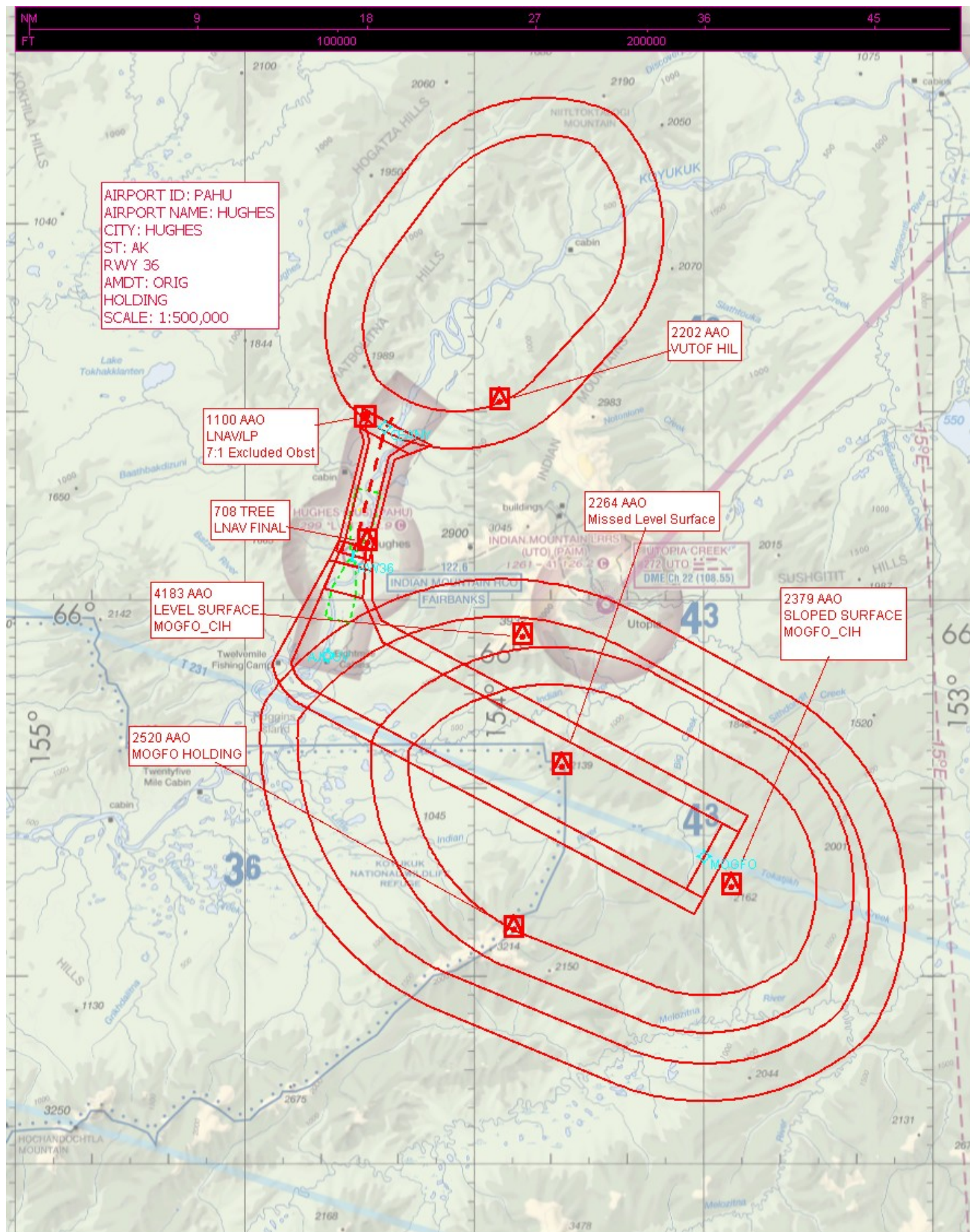
66°02'N-154°16'W

**RNAV (GPS) RWY 18**  
HUGHES (HUS) (PAHU)

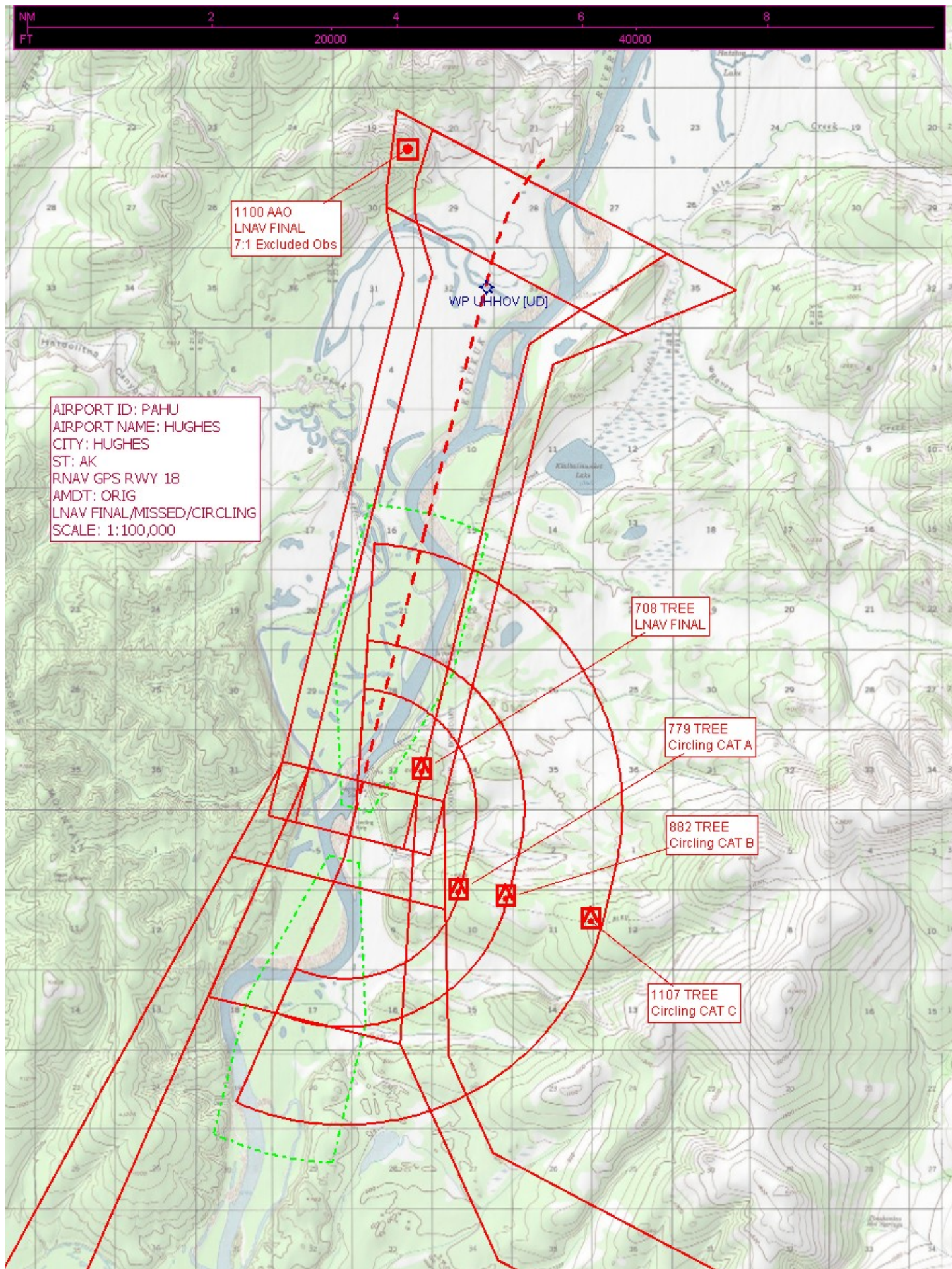
MIRL Rwy 17-35



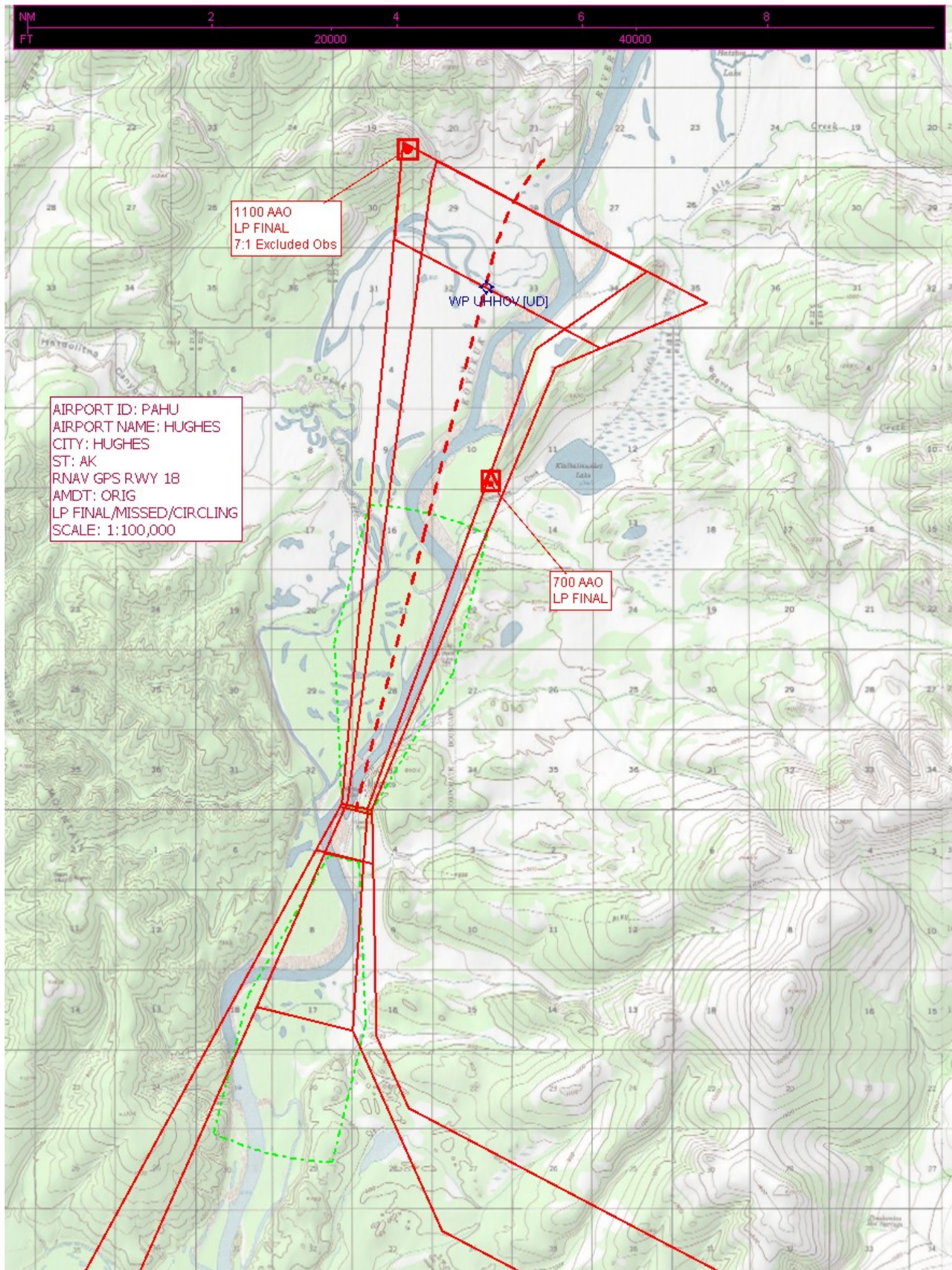














**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Hughes Airport  
Hughes, Alaska**

**RNAV (GPS) RWY 18  
RNAV (GPS) RWY 36  
HUGHES ONE DEPARTURE (OBSTACLE) (RNAV)**

**Description of Action:**

The Federal Aviation Administration (FAA) is proposing two new area navigation (RNAV) (global positioning system [GPS]) approach procedures and an RNAV Obstacle departure procedure at Hughes Airport (PAHU), Hughes, Alaska. Instrument flight rules (IFR) certified aircraft and operators would have the ability to land and depart when the airport weather is below visual flight rules (VFR) minimums. The proposed new procedures are due to a user request and are intended to provide Wright Air Service IFR access to and from PAHU during inclement weather. While these procedures are available to all qualified aircraft and operators, most are expected to continue to operate VFR. Additionally, there will be a change to the runway (RWY) designations, as the magnetic variation (MagVar) has been updated. There are no anticipated changes in flight tracks or increase in operations.

**RNAV (GPS) RWY 18**

The proposed procedure would be joined from either the southeast or the northwest.

- *From the northwest*, aircraft would begin the procedure at TAYWY waypoint (WP) at or above (AOA) 4,100 feet mean sea level (MSL) (approximately 3,700 feet above ground level [AGL]) and proceed northeast to EJFAJ initial approach fix (IAF) AOA 4,100 feet MSL (approximately 3,500 feet AGL). Aircraft would travel southeast to VUTOF intermediate fix (IF)/IAF AOA 4,100 feet MSL (approximately 3,500 feet AGL) and proceed southwest to IBVAW WP AOA 2,700 feet MSL (approximately 2,400 feet AGL). From IBVAW WP, aircraft would proceed to CEANY precise final approach fix (PFAF) AOA 2,500 feet MSL (approximately 2,200 feet AGL) and continue the procedure to land on RWY 18 or execute a missed approach.
- *From the southeast*, aircraft would begin the procedure at MOGFO WP AOA 6,300 feet MSL (approximately 5,200 feet AGL) and proceed north to ULUXY IAF AOA 4,300 feet MSL (approximately 3,300 feet AGL). From ULUXY IAF, aircraft would then proceed northwest to VUTOF IF/IAF AOA 4,100 feet MSL (approximately 3,500 feet AGL) and proceed southwest to IBVAW WP AOA 2,700 feet MSL (approximately 2,400 feet AGL). From IBVAW WP, aircraft would proceed to CEANY PFAF AOA 2,500 feet MSL (approximately 2,200 feet AGL) and continue the procedure to land on RWY 18 or execute a missed approach. See Figure 1.

### RNAV (GPS) RWY 36

The proposed procedure would be joined from the west, southwest, or southeast.

- *From the west*, aircraft would begin the procedure at TAYWY WP AOA 4,100 feet MSL (approximately 3,700 feet AGL).
- *From the southwest*, aircraft would begin the procedure at TOYKU WP AOA 3,800 feet MSL (approximately 3,600 feet AGL).
  - After either of these two WPs, aircraft would proceed to OLAFY IAF AOA 3,800 feet MSL (approximately 3,500 feet AGL) then continue northeast to ANSOW IF/IAF AOA 3,800 feet MSL (approximately 3,500 feet AGL).
- *From the southeast*, aircraft would begin the procedure at MOGFO WP AOA 6,300 feet MSL (approximately 5,200 feet AGL) and continue to ATYEB WP AOA 3,900 feet MSL (approximately 3,200 feet AGL). After ATYEB WP, aircraft would proceed to COBMI IAF AOA 3,900 feet MSL (approximately 3,000 feet AGL) followed by ANSOW IF/IAF AOA 3,800 feet MSL (approximately 3,500 feet AGL).

After ANSOW IF/IAF, aircraft would travel north to AJDUV PFAF AOA 2000 feet MSL (approximately 2,700 feet AGL) and continue the procedure to land on RWY 36 or execute a missed approach. See Figure 1.

### HUGHES ONE DEPARTURE (OBSTACLE) (RNAV)

The RNAV departure procedure from RWY 18/36 will connect to T-231 as depicted in Figure 2.

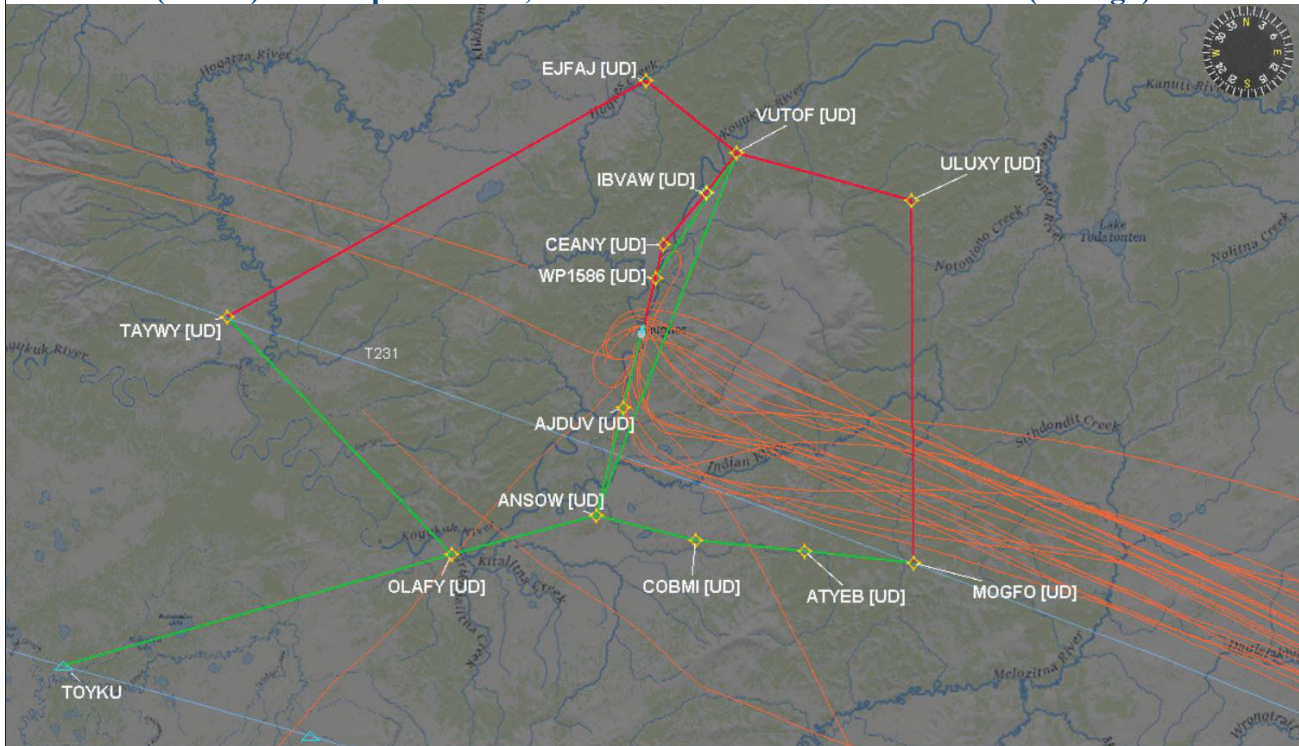
The general study area for the proposed action is approximately one mile on either side of the centerline for the proposed procedures. The land use within the general study area under the proposed procedures is primarily agricultural. It was evaluated for the presence of noise sensitive receptors and to assess the potential for noise impacts. The land use under the proposed procedures was also evaluated for historical/cultural areas, critical biological areas, and Section 4(f) properties.

There are no anticipated increases in operations, as this is not the intent of the purpose and need for this proposed project. This proposal anticipates no more than one operation per day when weather conditions dictate.

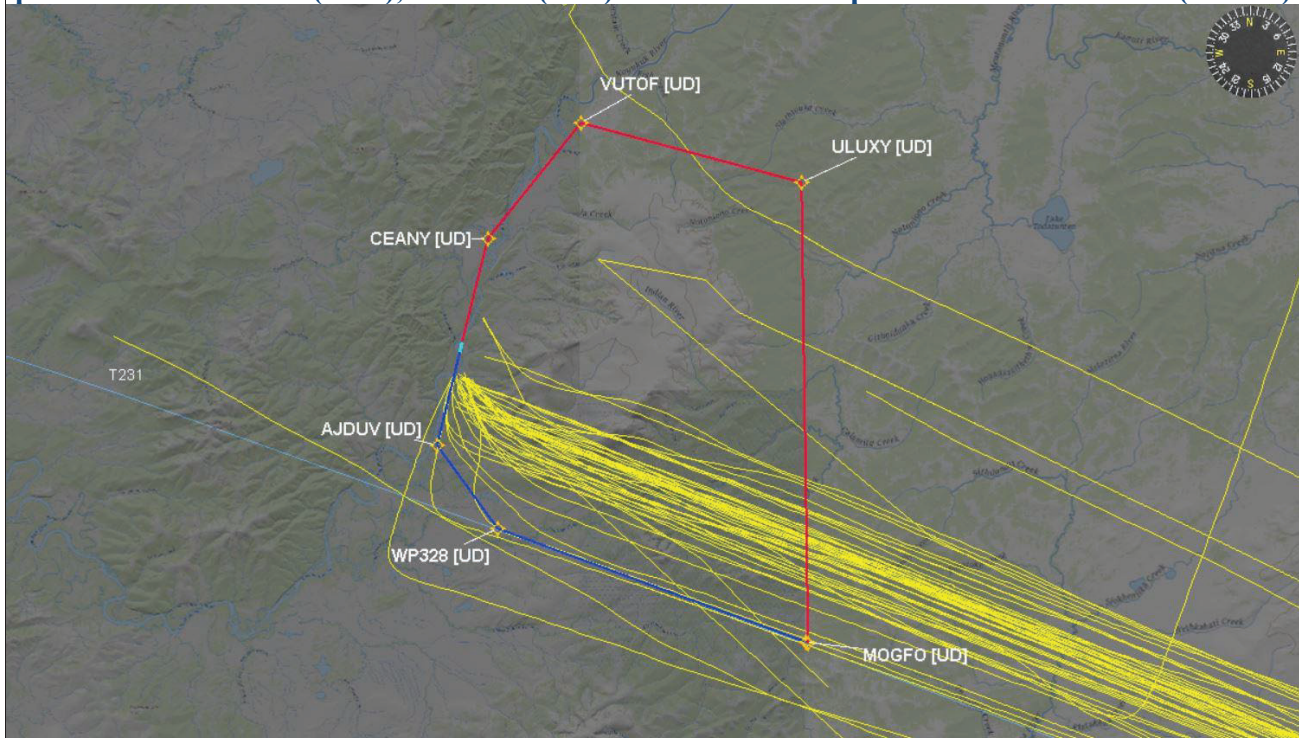
**Figures 1 and 2** depict the proposed flight procedures for PAHU.



**Figure 1. Graphical depiction of RNAV (GPS) RWY 18 (Red) and RNAV (GPS) RWY 36 (Green) arrival procedures, and current arrival tracks for 2019 (Orange)**



**Figure 2. Graphical depiction of HUGHES ONE DEPARTURE (OBSTACLE) (RNAV) procedure—RWY 18 (Blue), RWY 36 (Red)—and current departure tracks for 2019 (Yellow)**



FAA Guidance for Noise Screening of Air Traffic Actions (Dec 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure levels as a result of implementing the proposed action. The Operations Test (OPS Test) helps determine if further noise screening is necessary based on the number of operations at the airport of interest. 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). PAHU operates less than one propeller aircraft on an annual average day; therefore, it falls below the threshold requiring a noise analysis.

A search of the National Register of Historic Places, accessed through Google Earth, indicates no listed properties within or near the general study area of the proposed procedures.

To determine any potential biological impacts, the United States Fish and Wildlife Service (USFWS) iPAC website was accessed. The USFWS iPAC list of threatened and endangered species indicates no threatened or endangered species within the general study area. Additionally, there is no critical habitat for any species located under the proposed procedures' flight paths. Therefore, there are no anticipated impacts to threatened or endangered species.

A Google search was conducted to determine if the proposed project would have any effect on Section 4(f) properties. The search does not indicate the presence of Section 4(f) resources. It is not anticipated there would be any impacts to resources protected under Section 4(f), as the area is currently being overflowed. The purpose and need of this project is not to increase the number of air traffic operations into PAHU.

A Google search was conducted for an airport master plan. The search did not yield any results pertaining to a forecast of growth in the number of airport operations. No projects or proposals have been identified that, when combined with the proposed action, would result in changes in noise exposure that exceed the noise exposure threshold criteria in accordance with FAA Order 1050.1F. Additionally, no projects or proposals have been identified that would inherently have the potential to affect historic resources, even if they are present. Therefore, the proposed action would not incrementally contribute to a cumulative impact.

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

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the 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:****Facility Airspace Manager Review/Concurrence**

Signature: TALON J MEDEMA Digitally signed by TALON J MEDEMA  
 Name: Talon J. Medema  
 Air Traffic Manager  
 Anchorage Air Route Traffic Control Center  
 Date: \_\_\_\_\_

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

Signature: CHRISTOPHER A COZART Digitally signed by CHRISTOPHER A COZART  
 Name: Christopher A. Cozart  
 Environmental Protection Specialist, Operations Support Group  
 Western Service Center, AJV-W25  
 Date: \_\_\_\_\_

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

Signature: BYRON G Y CHEW Digitally signed by BYRON G Y CHEW  
 Name: B. G. Chew  
 Acting Group Manager, Operations Support Group  
 Western Service Center, AJV-W2  
 Date: \_\_\_\_\_