




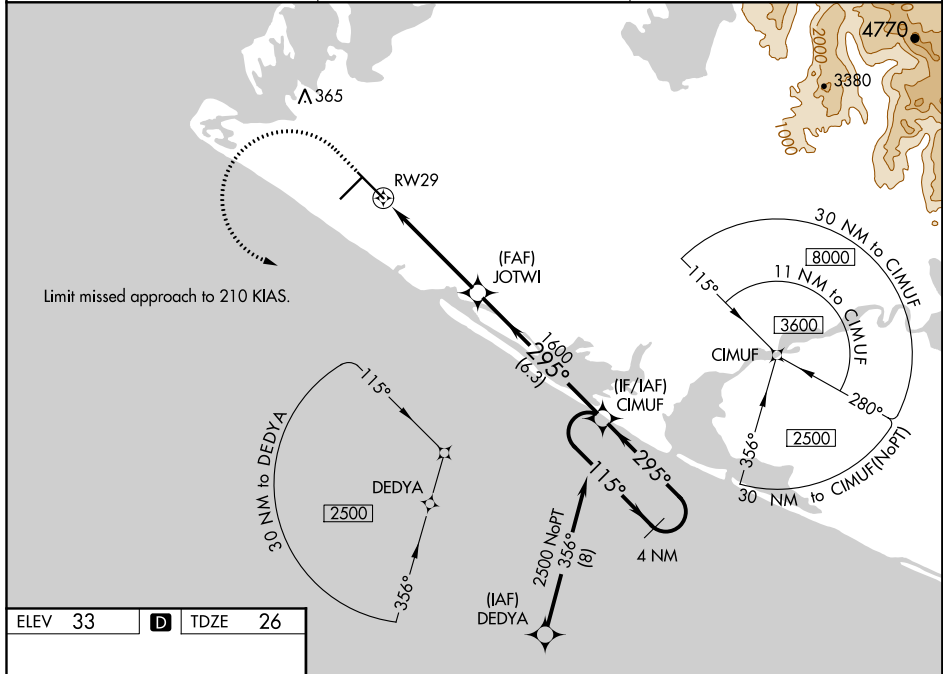
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/14/2022	APWS Task ID: D0C880159AD944298E4CA45B8066DD44	APWS Project ID: 5504291585EE4034BC9FAAB4B6629306
Procedure: RNAV (GPS) RWY 29 AMDT 5		Enroute: NO	Specialist: Mitchell, Tyler		Agreement Number:
Airport ID: PAYA			Airport City: YAKUTAT		State: AK
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div> <div> Procedure Comments: This clears !FDC NOTAM 1/2326. Active data used. CRC REMAINDER CHANGED FROM DC8233C9 TO 859D182E. Contact Casimir Tabaka: 405-954-7931. </div> <div> <i>Digitally signed by</i> CASIMIR L TABAKA May 11, 2022 </div> <div>  5/2/22 J. DuBois  </div> </div>					

WAAS CH 66006 W29A	APP CRS 295°	Rwy Idg 7732 TDZE 26 Apt Elev 33
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RNAV (GPS) RWY 29
YAKUTAT (YAK) (PAYA)

<p>T Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ miles; LNAV Cats C and D visibility to 1¾ miles. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct CIMUF and hold.</p>
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ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
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ELEV 33	D	TDZE 26
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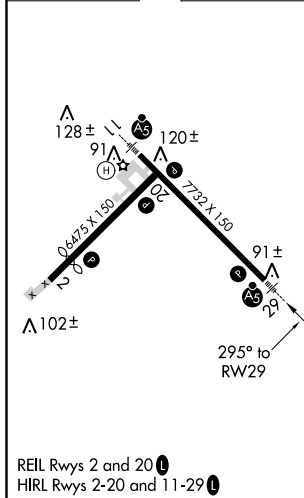


Diagram illustrating the JOTWI 4 NM Holding Pattern. The pattern is a right-angled turn with a 115° holding pattern. The inbound leg is 2.9 NM (2900 feet) at a 295° heading. The outbound leg is 4.8 NM (4800 feet) at a 115° heading. The pattern is centered on the JOTWI 1600 VORTAC. The diagram also shows the RW29 runway and the 4 NM Holding Pattern. The diagram is labeled with 'JOTWI 1600', 'RW29', '4 NM Holding Pattern', '295°', '115°', '2500', '4.8 NM', '6.3 NM', 'GP 3.00° TCH 52', and 'CIMUF'.

AK, 27 JAN 2022 to 24 MAR 2022

AK, 27 JAN 2022 to 24 MAR 2022

YAKUTAT, ALASKA

AL-1193 (FAA)

FIG

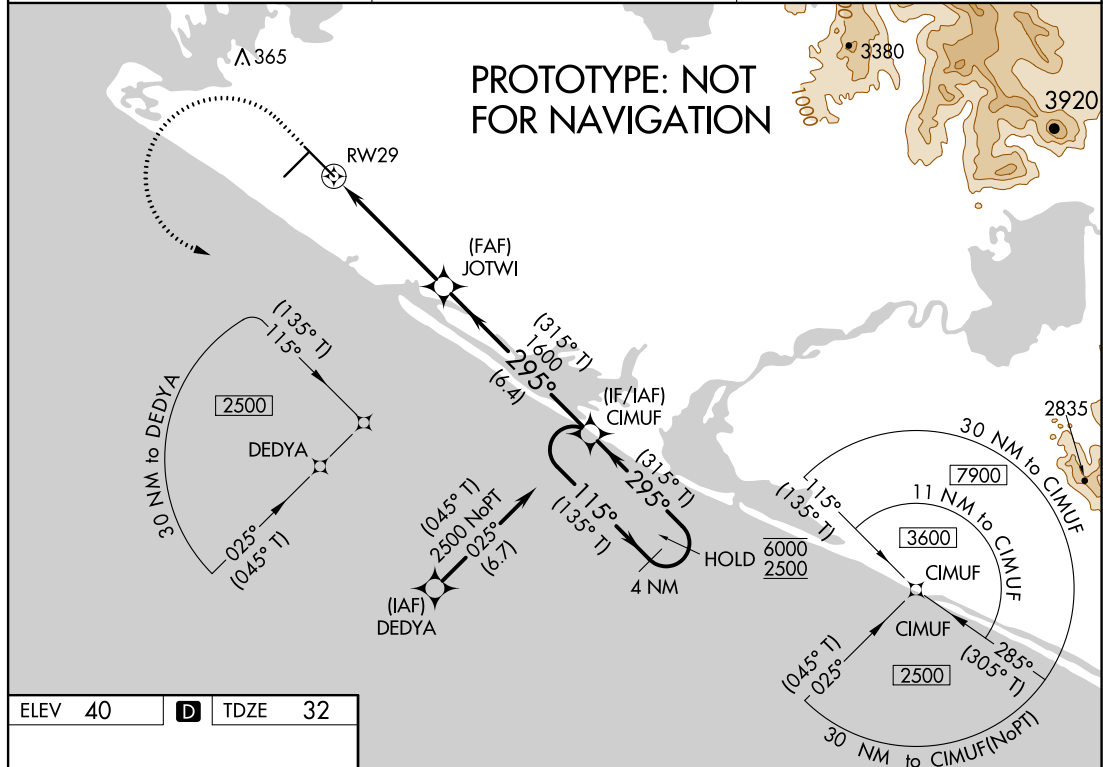
WAAS CH 66006 W29A	APP CRS 295°	Rwy Idg 7732 TDZE 32 Apt Elev 40
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RNAV (GPS) RWY 29

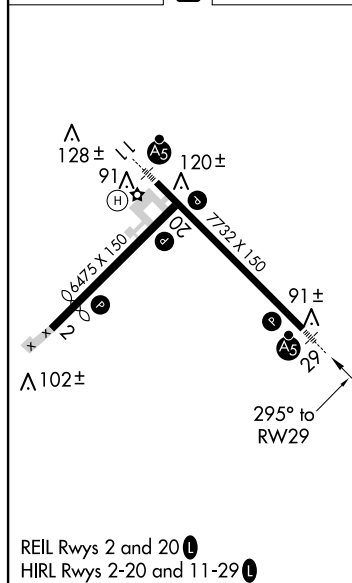
YAKUTAT (YAK) (PAYA)


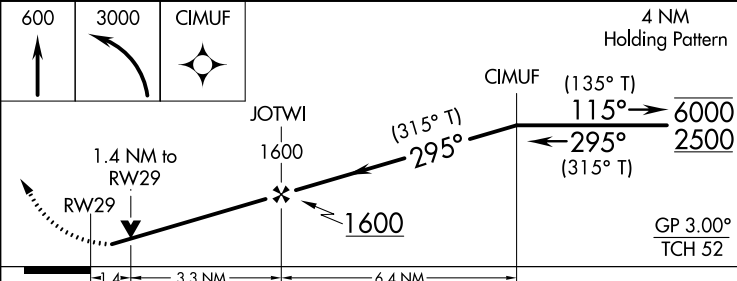

RNP APCH - GPS.	MALSRL	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct CIMUF and hold, continue climb-in-hold to 3000.
<p>⚠ Circling Rwy 20 NA at night. Rwy 29 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV, LNAV/VNAV all Cats, LNAV Cat A and B. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inoperative MALSRL, increase LNAV Cat C and D visibility to $1\frac{3}{8}$ SM.</p>		

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
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ELEV 40	D	TDZE 32
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600 ↑	3000 ↙	CIMUF 	4 NM Holding Pattern			
		CIMUF (135° T) 115° → 6000 ← 295° 2500 (315° T) GP 3.00° TCH 52				
CATEGORY		A	B	C	D	
LPV	DA	317-1 285 (300-1)				
LNAV/ VNAV	DA	409-1 377 (400-1)				
LNAV MDA		540-1 508 (600-1)				
 CIRCLING		540-1 500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)		

AUTOMATED AL-1193 RNAV (GPS) RWY 29
AUTOMATED AL-1193 RNAV (GPS) RWY 29

AK

11 APR 2022

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF DATE: FIG

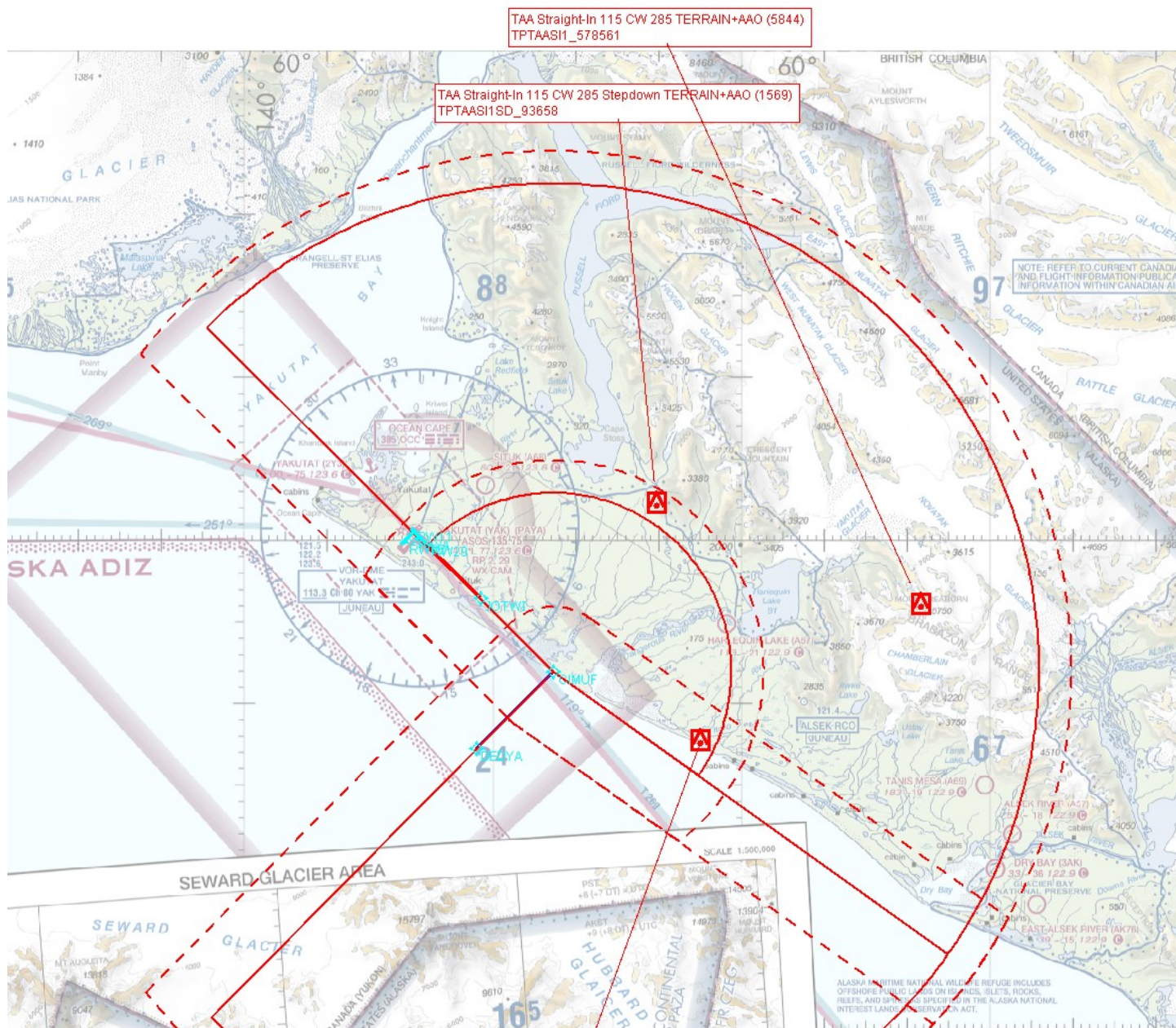
YAKUTAT, ALASKA

Amdt 5 FIG

59°30'N-139°40'W

YAKUTAT (YAK) (PAYA)

RNAV (GPS) RWY 29

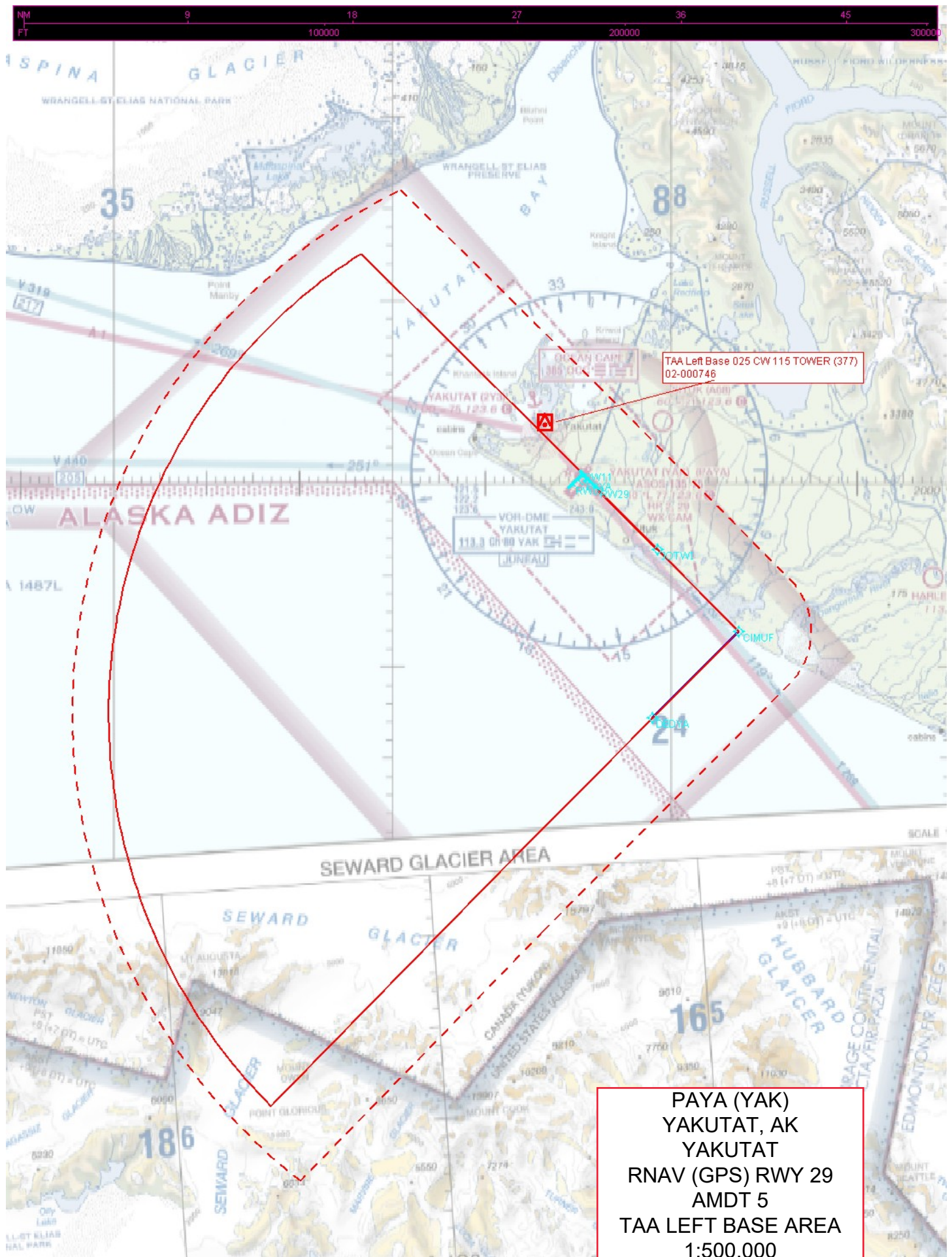


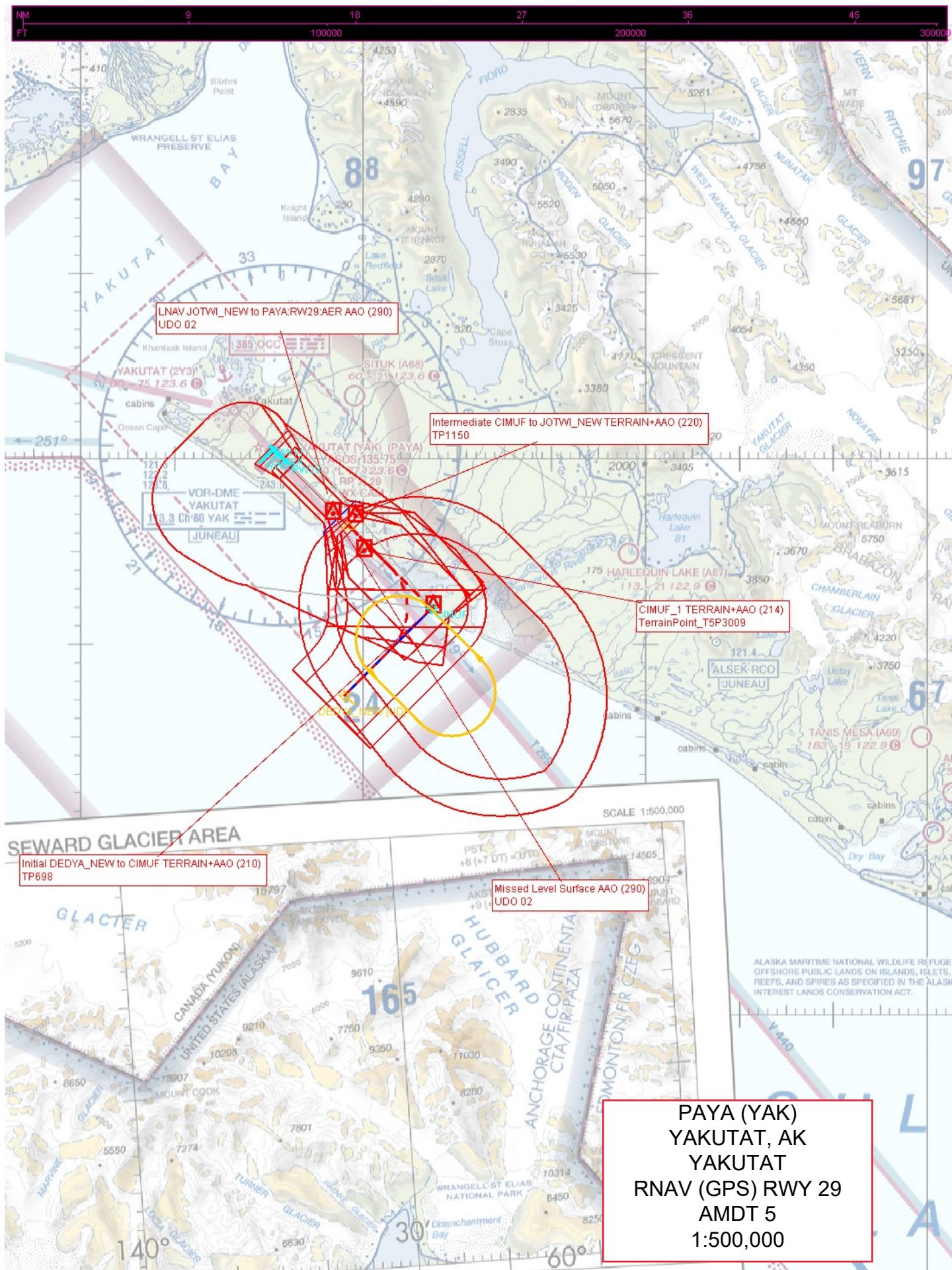
TAA Straight-In 115 CW 285 TERRAIN+AAO (5844)
TPTAASI1_578561

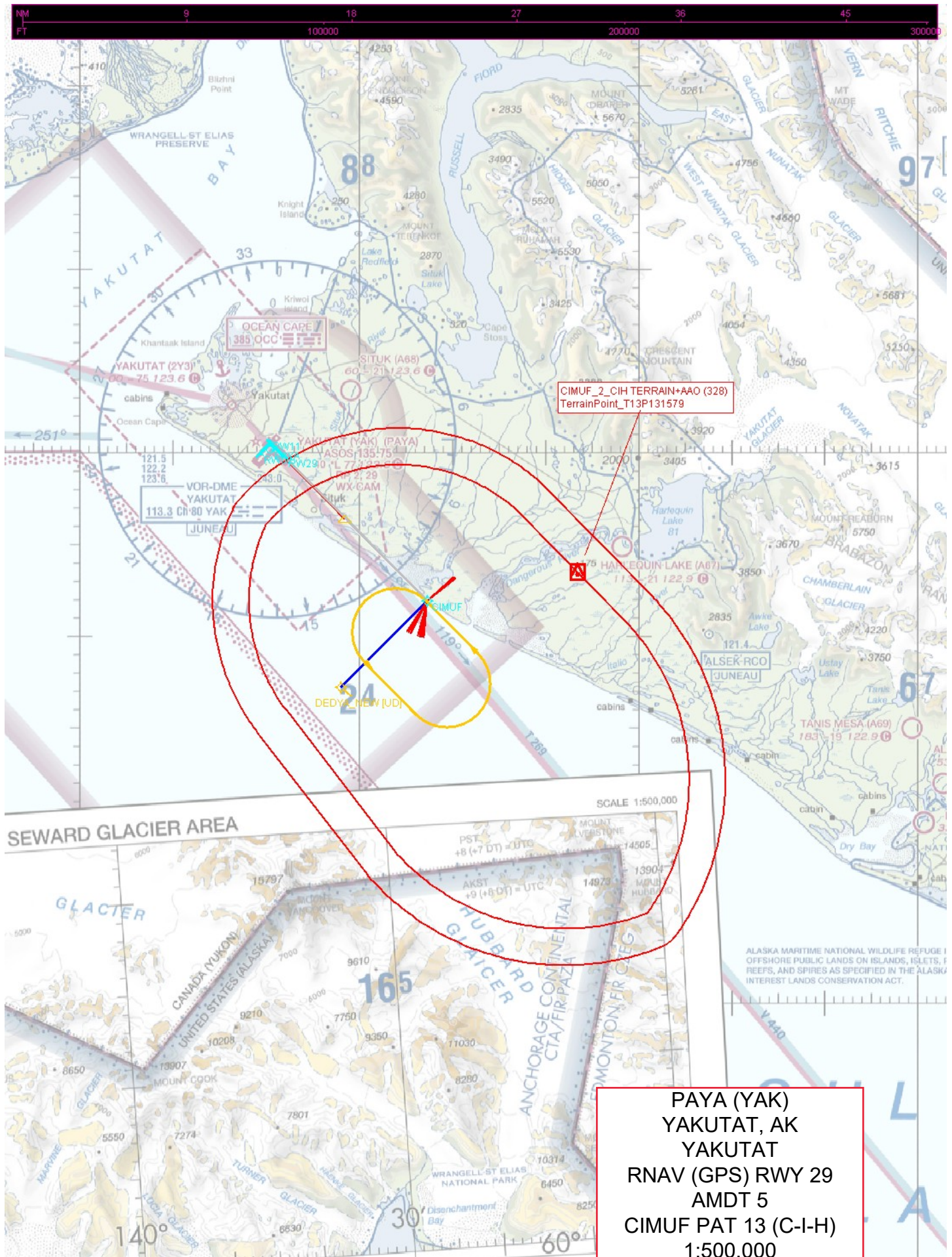
TAA Straight-In 115 CW 285 Stepdown TERRAIN+AAO (1569)
TPTAASI1SD_93658

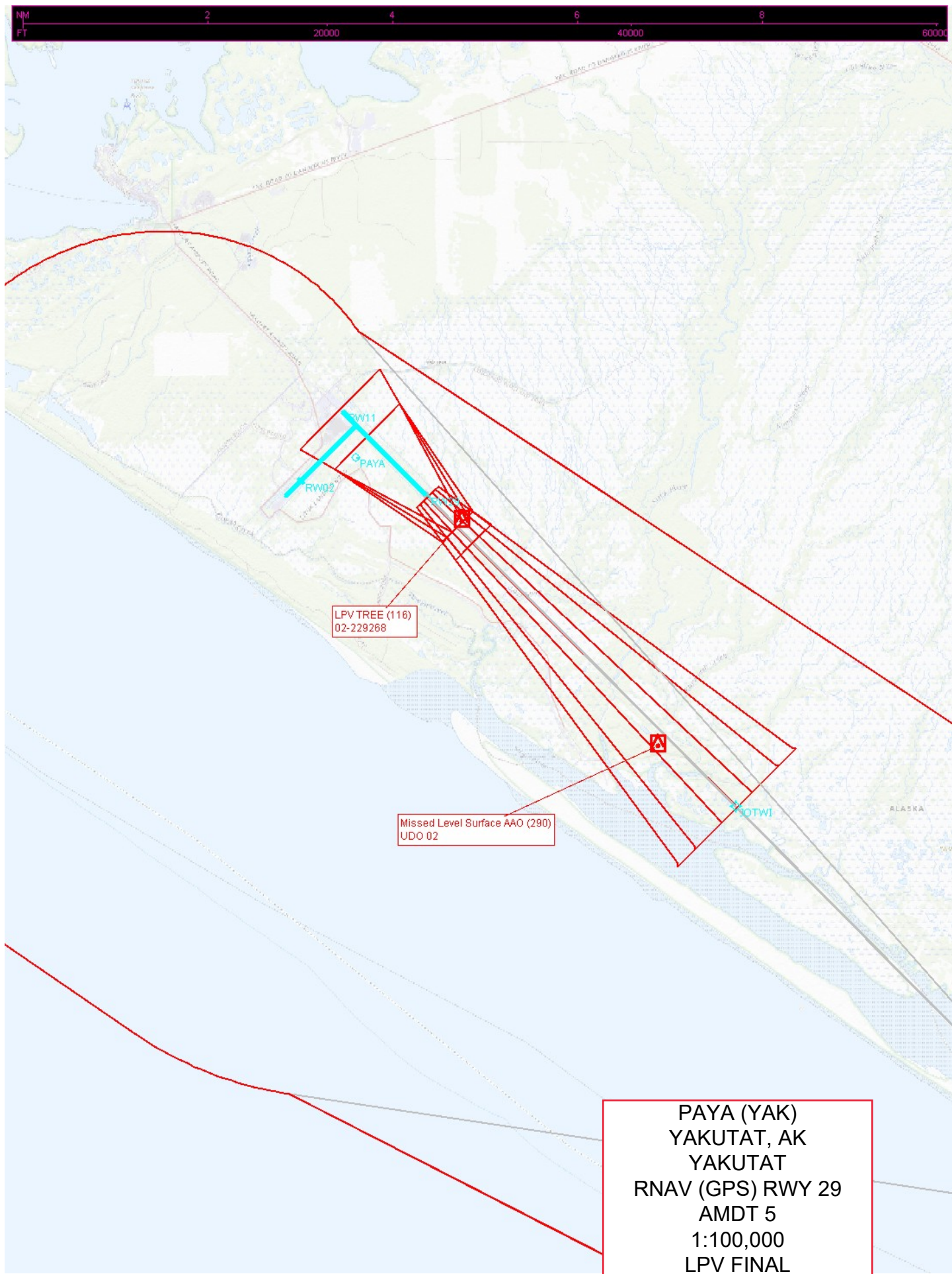
TAA Straight-In 285 CW 025 TERRAIN+AAO (322)
TPTAASI2_230240

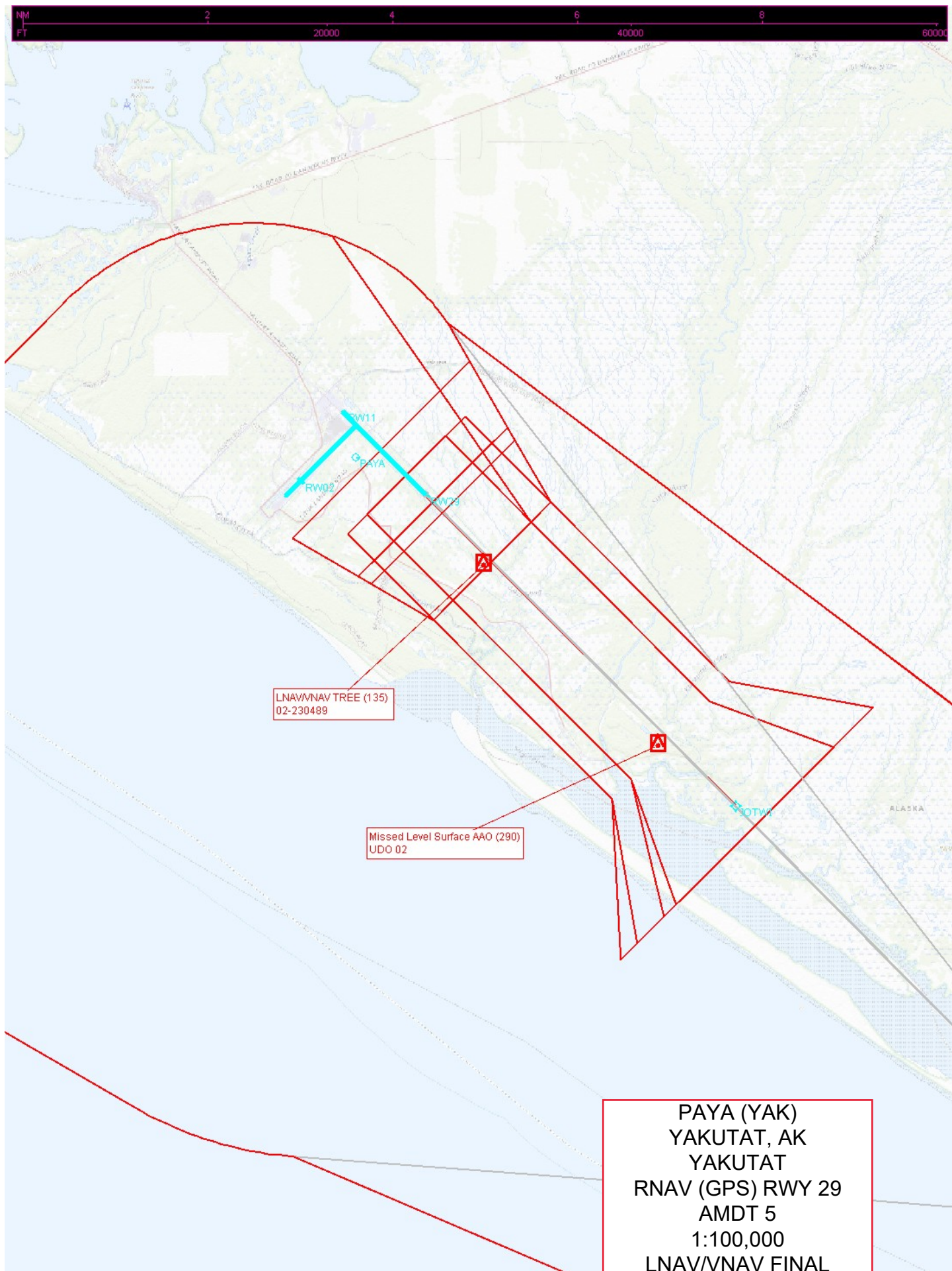
PAYA (YAK)
YAKUTAT, AK
YAKUTAT
RNAV (GPS) RWY 29
AMDT 5
TAA STRAIGHT-IN AREA
1:700,000

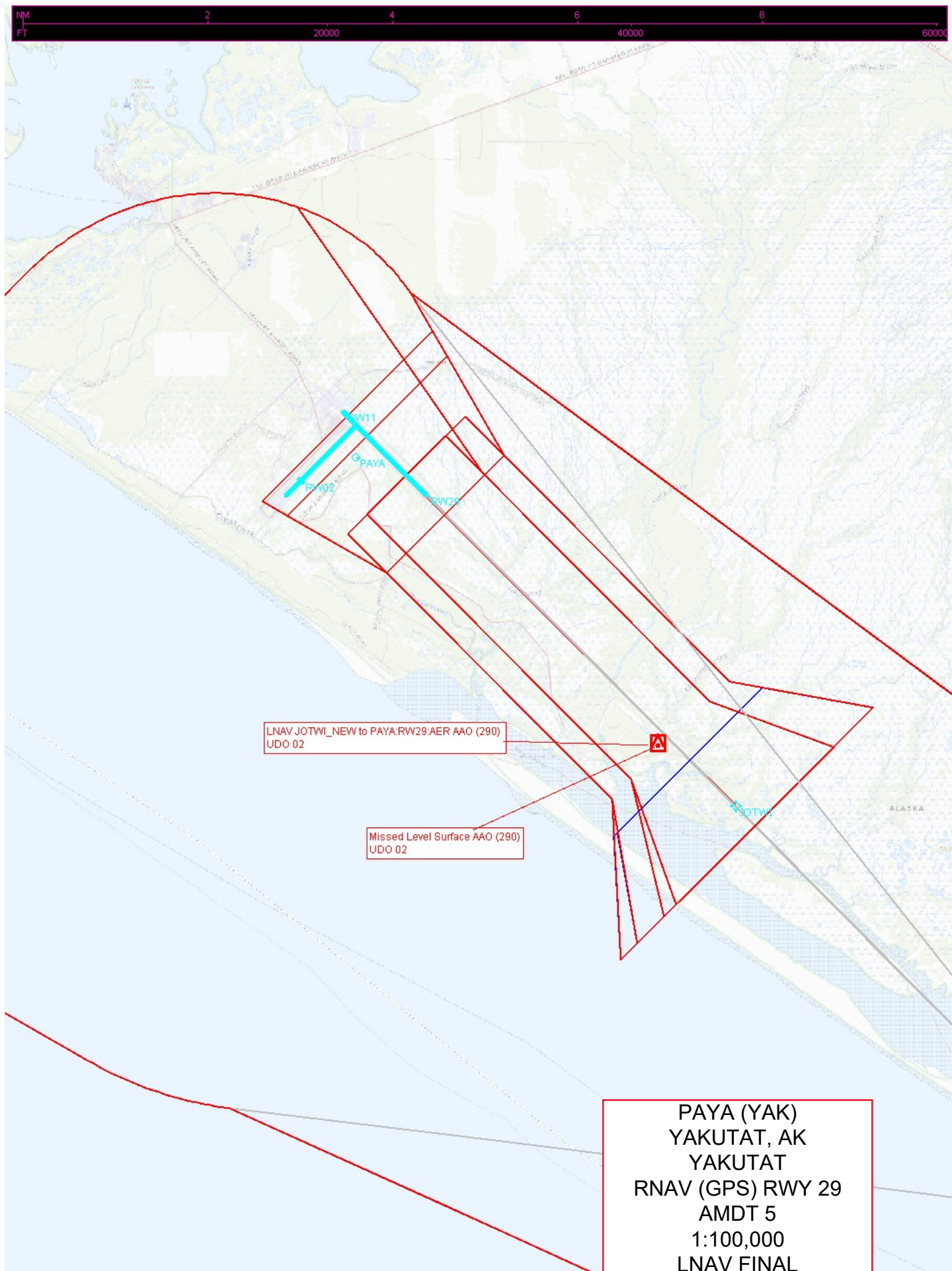














Circling CAT D TOWER (377)
02-000746

Circling CAT C TOWER (269)
02-020293

Circling CAT B TREE (222)
02-226677

Circling CAT A DOME (209)
02-230081

PAYA (YAK)
YAKUTAT, AK
YAKUTAT
RNAV (GPS) RWY 29
AMDT 5
1:100,000
CIRCLING

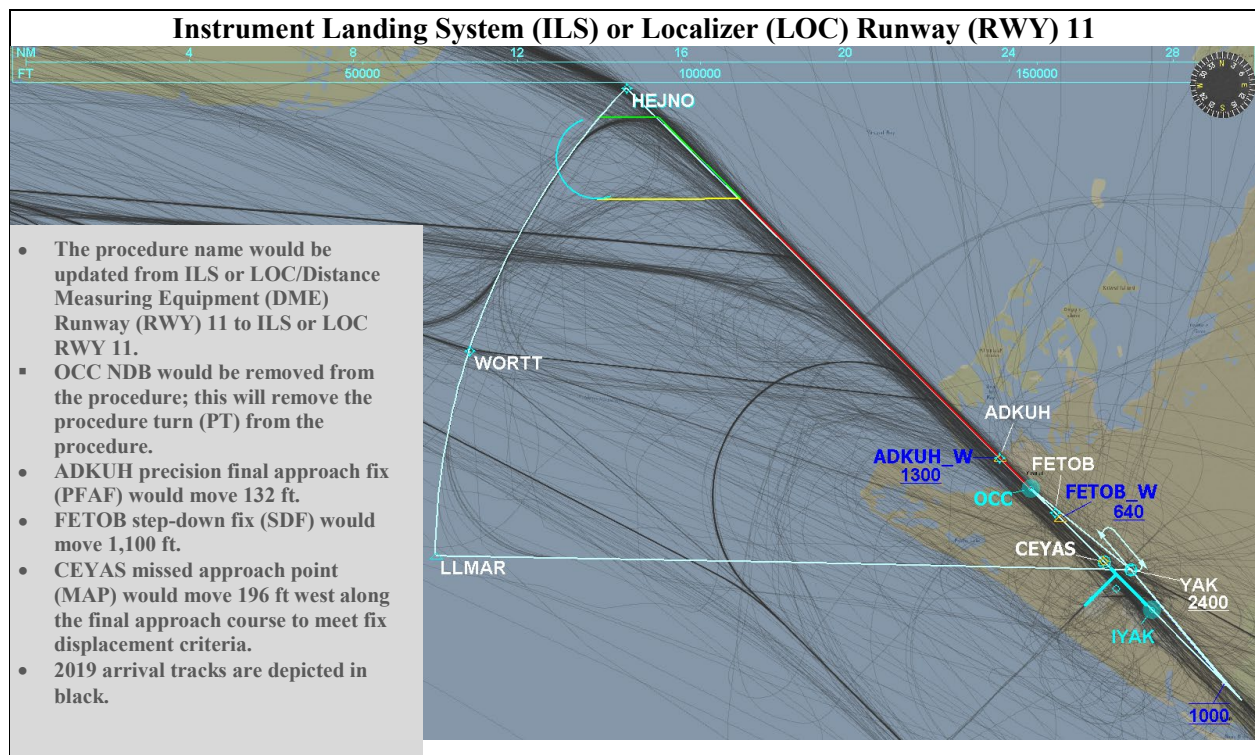
**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**Yakutat Airport
Yakutat, Alaska**

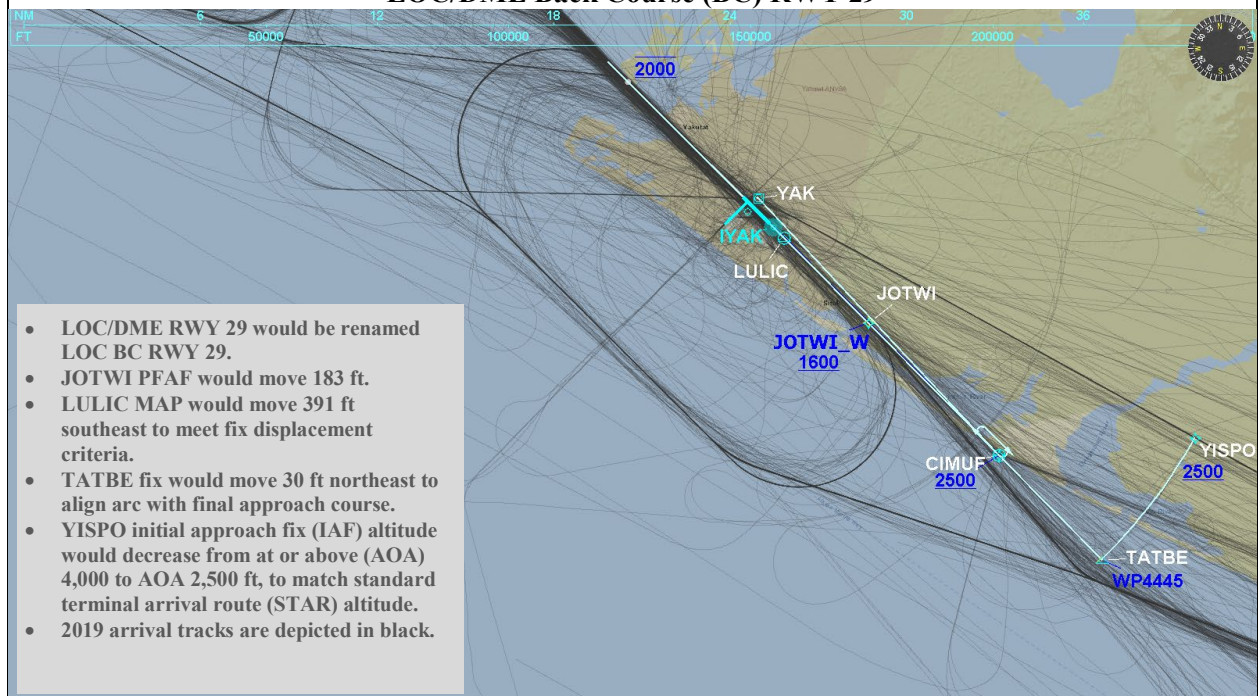
**ILS or LOC/DME RWY 11 (Amend)
LOC/DME BC RWY 29 (Amend)
VOR/DME RWY 29 (Amend)
RNAV (GPS) RWY 2 (Amend)
RNAV (GPS) RWY 11 (Amend)
RNAV (GPS) RWY 29 (Amend)
(Obstacle) Departure Take-Off Minimums (Amend)**

Description of Action:

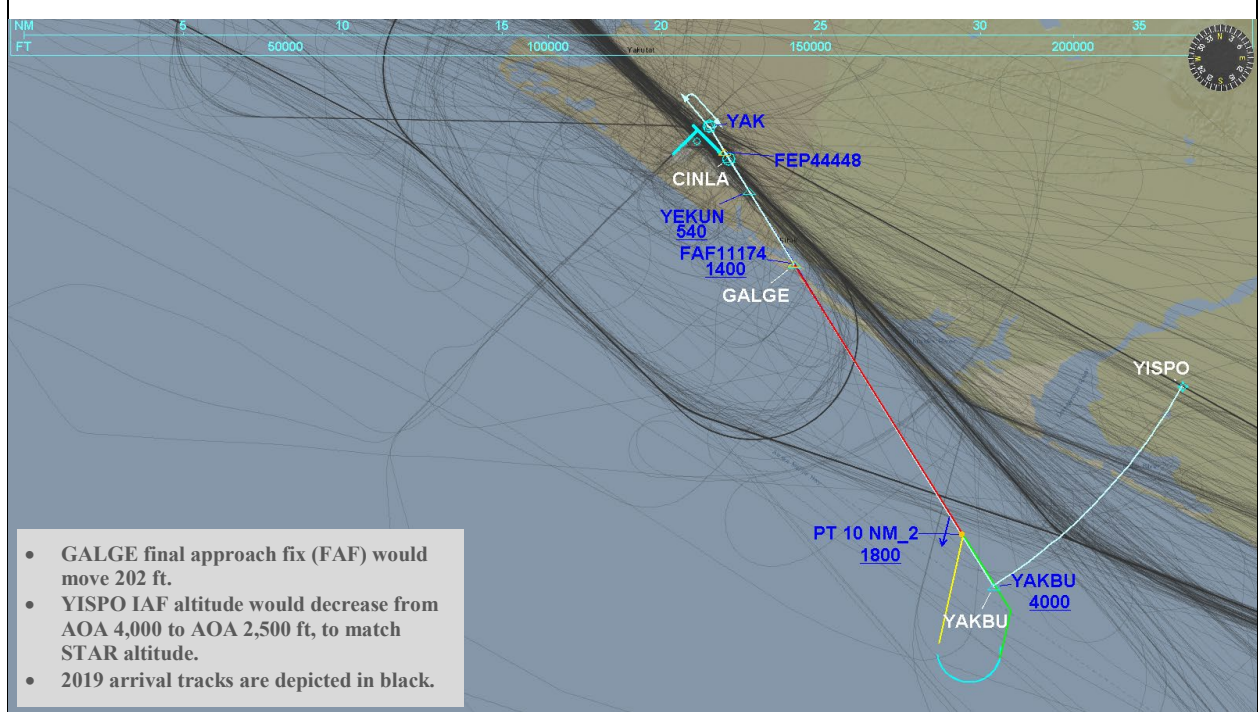
The Federal Aviation Administration (FAA) is proposing to amend multiple air traffic procedures for Yakutat Airport (PAYA), Yakutat, Alaska, to conform to the current criteria and comply with the Alaska non-directional beacon (NDB) decommissioning program. The proposed amendments relative to the current procedures are described in the following figures.



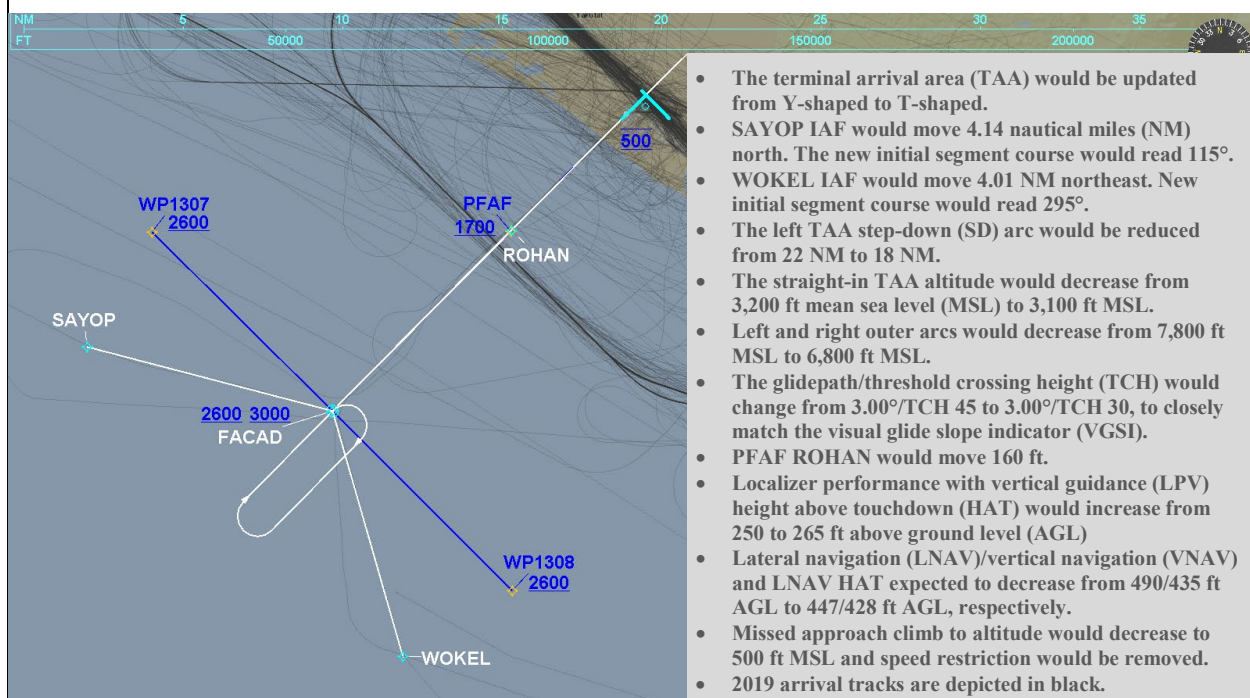
LOC/DME Back Course (BC) RWY 29



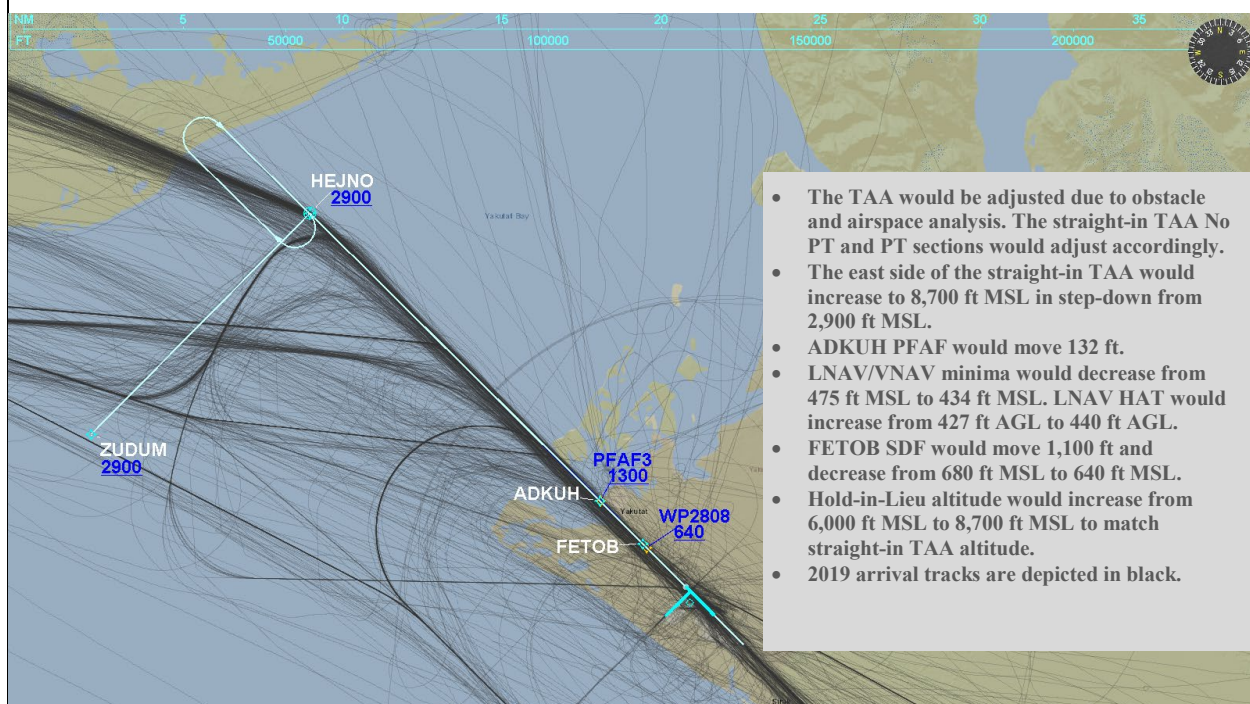
VOR/DME RWY 29

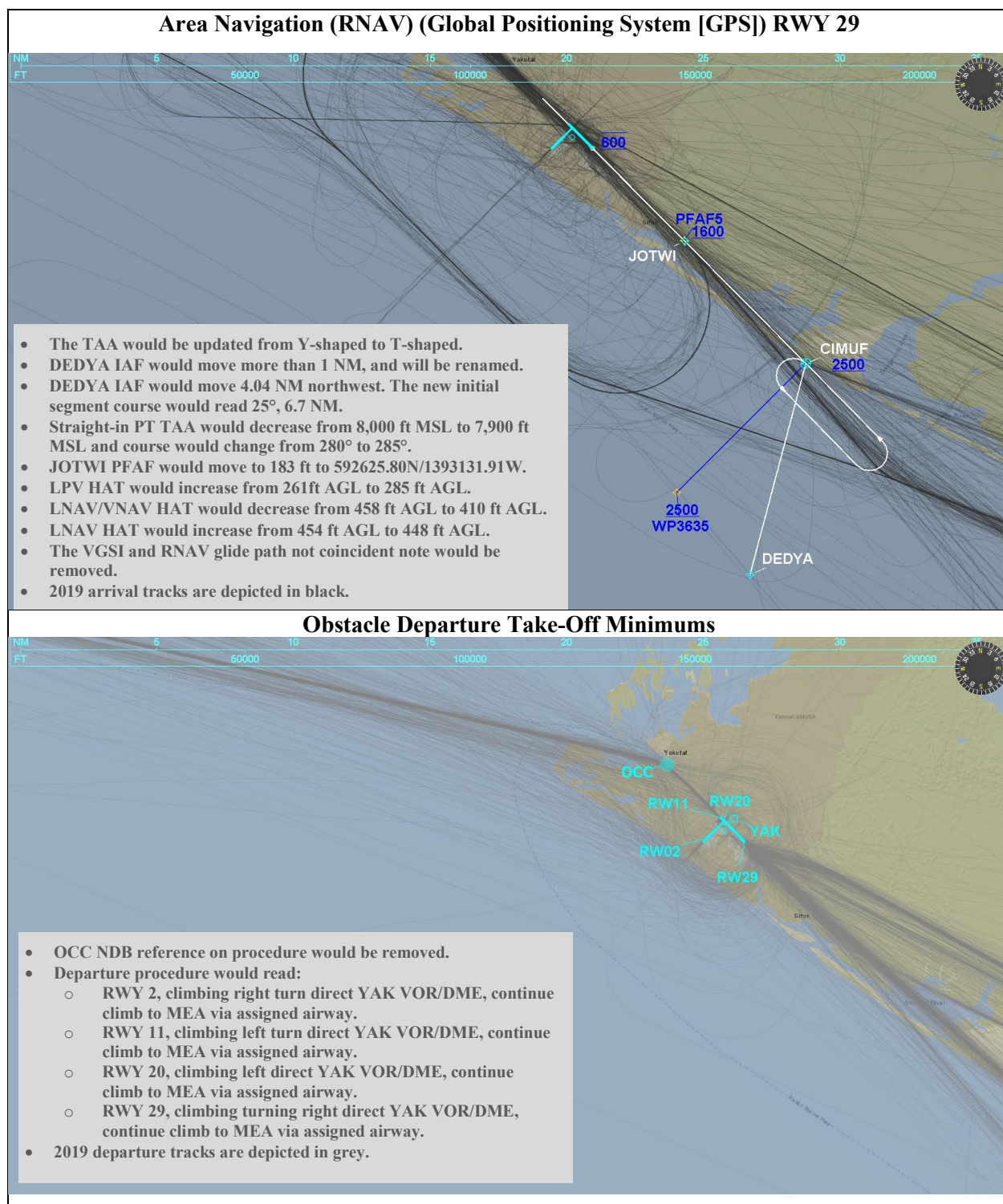


RNAV (GPS) RWY 2



RNAV (GPS) RWY 11





Most of the lateral changes to the procedures would be over water. The flight tracks and number of airport operations are not expected to change as a result of the Proposed Action. PAYA data from 2019 reveals approximately 2,820 annual aircraft operations, with less than 600 jet operations per year.¹ Noise screening analysis was conducted using the initial screening module of the Terminal Area Routing Generation, Evaluation, and Traffic Simulation (TARGETS)

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

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 National Environmental Policy Act NEPAassist Tool

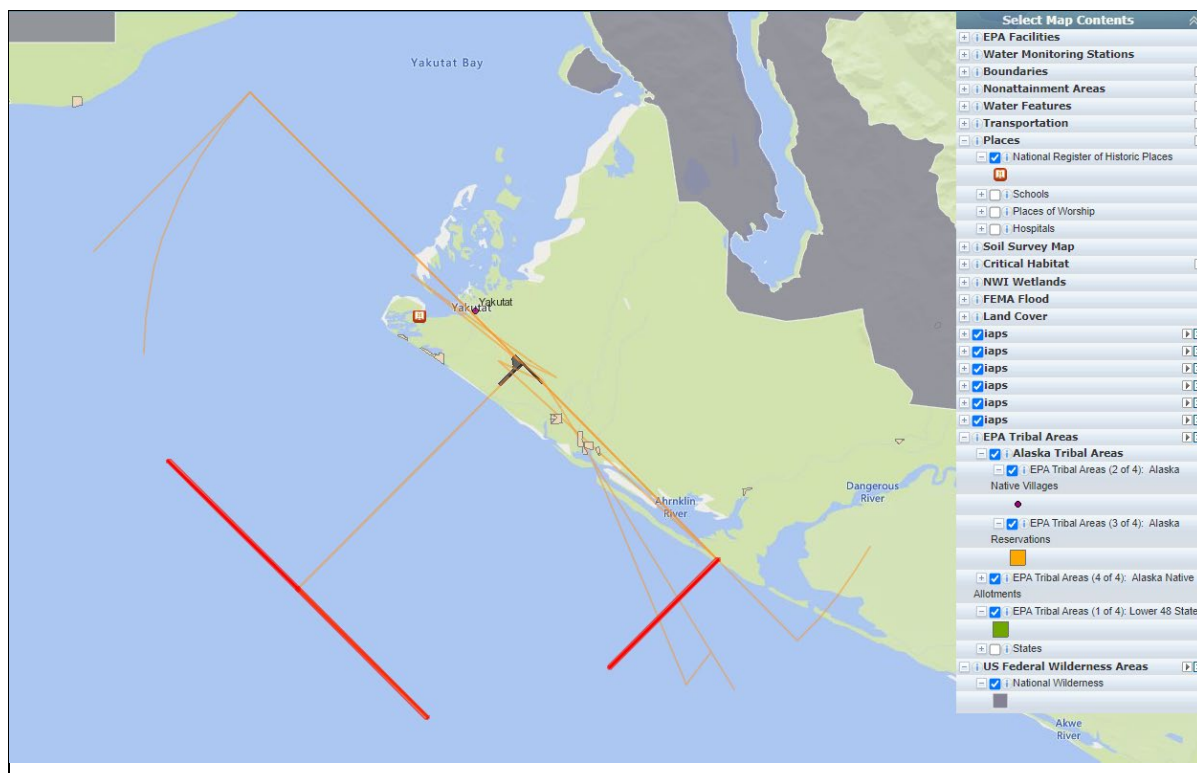
(<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to determine the potential to impact the following environmental categories:

- Air quality³
- Department of Transportation Act, Section 4(f)
- National Historic Preservation Act of 1966, 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), an Alaskan Native village (red dot), and wilderness areas (grey) in the vicinity of major lateral changes to procedures (solid orange), and minor changes along the procedure courses (light orange lines).

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).

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 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: _____ Date: _____

Name: Talon Medema
Air Traffic Manager
Anchorage ARTCC**Concurrence by:****Western Service Area Environmental Specialist**

Signature: _____ 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: _____ Date: _____

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