

**Sixteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/16)**

(Ottawa, Canada 3-6 December 2013)

Agenda Item 5: Provide Status on CPWG/15 Actions

**Cold Bay Alaska B763ER DL208/30 October 2013 Diversion and Recovery
(Action Item CP10-14)**

(Presented by Delta Air Lines)

SUMMARY

This paper presents information about Cold Bay Alaska Diversion Capabilities and Facilities as well as an airport assessment.

1 Introduction

- 1.1. Runway Capability 15/33 10,180ft X 150ft width useable length 9171ft from Glide Slope touchdown zone.
- 1.2. Approaches ILS and RNAV GPS RWY15 with an RNAV GPS RWY33.
- 1.3. Firefighting capabilities are 2 newer large trucks with trained firefighters that live in Cold Bay, they are also water recovery trained as well due to approach being over water.
- 1.4. Ramp and parking Capability and capacity, the North ramp is 600ft X 400ft.
- 1.5. Passenger Egress 1 set of stairs in poor condition.
- 1.6. Passenger handling: usually they use the school gymnasium for all the passengers with cots if necessary. They have 1 bed and breakfast with the capability of about 40. There is another small lodge with a few rooms as well as a community center which could hold about 75 passengers. There is a brand new terminal building that could hold about 100-120 passengers that is not used.
- 1.7. Jet A fuel is available from Frosty fuels and they should have sufficient quantities to support diversions. I recommend any recovery flight tanker round trip if possible.
- 1.8. Weather and FAA FSS staffing and hours of operation: Meteorologists are on duty from midnight to 4pm local and the FAA FSS is staffed from 8-5pm local Kenai FSS is 24/7.

2 Discussion

- 2.1. Runways and approach capabilities are good.
- 2.2. Ramp capacity is sufficient to support a diversion of a widebody as well as a recovery flight .
- 2.3. Passenger egress is a challenge due to the condition of stairs but we were able to utilize for passengers to deplane and replane on a B767 recovery flight.

- 2.4. Passenger accommodations could be a challenge if overnight stay is required. 12 years ago we diverted an MD11 and they stayed for 2 nights in the gymnasium, bed and breakfast as well as residents homes.
- 2.5. Weather changes rapidly with rain, low ceilings and windy conditions frequently. Blowing snow in winter months is common as well.
- 2.6. FAA FSS is only open from 8-5pm local and Kenai FSS does not always have reliable intel on weather unless they get someone on the ground in Cold Bay to assess and pass on.
- 2.7. This airport is fairly busy with a Coast Guard chopper there at least in the winter months with other coast Guard training regularly including C130's. PenAir has dailiy service to Anchorage with a Saab340 and Grant aviation has a Cessna 207 and Piper Navaho providing several flights daily to local villages and towns within about a 150nm radius.

3 Conclusion

- 3.1. In conclusion this is a good ETOPS emergency airport that is very strategically located if needed for diversion and recovery. All the people of Cold Bay understand their role in these emergencies and have a “can do” attitude and make things happen.

4 Recommendation

- 3.1. The Meeting is invited to note the information provided in this paper.









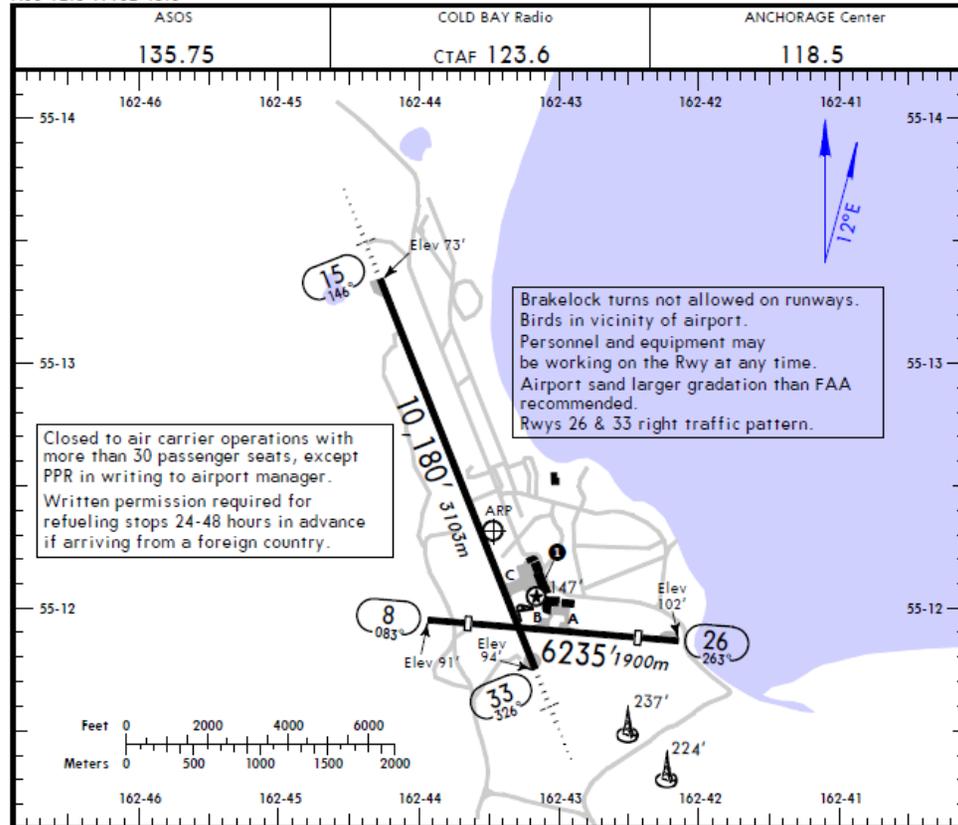
PACD/CDB
Apt Elev 101'
N55 12.3 W162 43.5



JEPPESSEN

COLD BAY, ALASKA
COLD BAY

15 FEB 13 10-9



| RWY | ADDITIONAL RUNWAY INFORMATION | | | USABLE LENGTHS | | | WIDTH |
|-----|-------------------------------|-------------|--|------------------|-------------|----------|----------|
| | | | | — LANDING BEYOND | | TAKE-OFF | |
| | Threshold | Glide Slope | | | | | |
| 8 | ① HIRL ② VASI-L | grooved | | ④ 4900' 1494m | | | 150' 46m |
| 26 | ① HIRL ② VASI-L | grooved | | | | | |
| 15 | ① HIRL ② MALSR | grooved RVR | | | 9171' 2795m | | 150' 46m |
| 33 | ① HIRL MALSR ③ VASI-L | grooved | | | | | |

- ① Rotating beacon operates 1800-0800LT.
- ② Activate on 123.6.
- ③ Line of sight offset 5° to the north.
- ④ Last 335' 102m unavailable for landing distance computations.

| | TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE | | | | | FOR FILING AS ALTERNATE | |
|-----------|---|---------------|------------------------------------|-----|-----------|-------------------------|---------------|
| | Rwys 8, 15, 33 | | Rwy 26 | | | Precision | Non-Precision |
| | Adequate Vis Ref | STD | With Min climb of 400'/NM to 1200' | | Other | | |
| | Adequate Vis Ref | STD | Adequate Vis Ref | STD | | | |
| 1 & 2 Eng | RVR 16 | RVR 50 or 1/4 | 1/4 | 1 | 900-2 3/4 | C | 600-2 |
| 3 & 4 | or 1/4 | RVR 24 or 1/2 | | 1/2 | | D | 800-2 |