


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 09/10/2020	APWS Task ID: 346AFCE6D04845F297988DDF8F7B2CB6	APWS Project ID: F9689C255C5E42CF832CAEF0758B807C
Procedure: ILS OR LOC RWY 11 AMDT 1		Enroute: YES	Specialist: Combs, Patrick		Agreement Number:
Airport ID: PANI	Airport Name: ANIAK		Airport City: ANIAK		State: AK
Facility ID: ANI	Facility Type: ILS	Flight Inspection Remark Type: Hold FC Slot			
<p>Procedure Comments: PENDING AIRPORT AND NAVAID AIRNAV DATA USED FOR PANI.</p> <p>WAIVERS (1): ILS OR LOC RWY 11 VISIBILITY (3/4 SM VS 1 SM).</p> <p>HARD DATE 9/10/20 DUE TO RUNWAY RELOCATION/CONSTRUCTION.</p> <p>PER FPT, ALL 20:1 PENETRATIONS WERE REMOVED.</p> <p>CONTACT: WARDELL HENNING: 405-954-9954</p>					

Digitally signed by
WARDELL HENNING
Jul 08, 2020



FIPC BASIC FORM						
PROCEDURE: ILS OR LOC RWY 11 AMDT 1			AIRPORT NAME: ANIAK		AIRPORT ID: PANI	SPECIAL CONTROL NO: KP-07-117-20
FAC ID: ANI		CITY: ANIAK			ST: AK	ORIG CHART DATE: 09/10/2020
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER: edward w mesa					DATE: 10/12/2020	
COMMENTS:					CHECK ONE:	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 10/09/2020	CREW #: VN283	N #: N90	INSTRUMENT PROCEDURE STATUS:		ARINC CODING:	
			<input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE:			PRINTED NAME:			NOTAM INITIATED?
edward w mesa @ 10/12/2020 20:04			MESA, EDWARD WILLIAM			<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

LOC/DME I-ANI 109.7 Chan 34	APP CRS 109°	Rwy Idg 6001 TDZE 97 Apt Elev 97
---	------------------------	---

ILS or LOC RWY 11 ANIAK (ANI)(PANI)

DME required.

T Circling NA of Rwy 11-29. Rwy 11 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-ILS all Cats and S-LOC Cats A/B.
A -34°C

MALSF



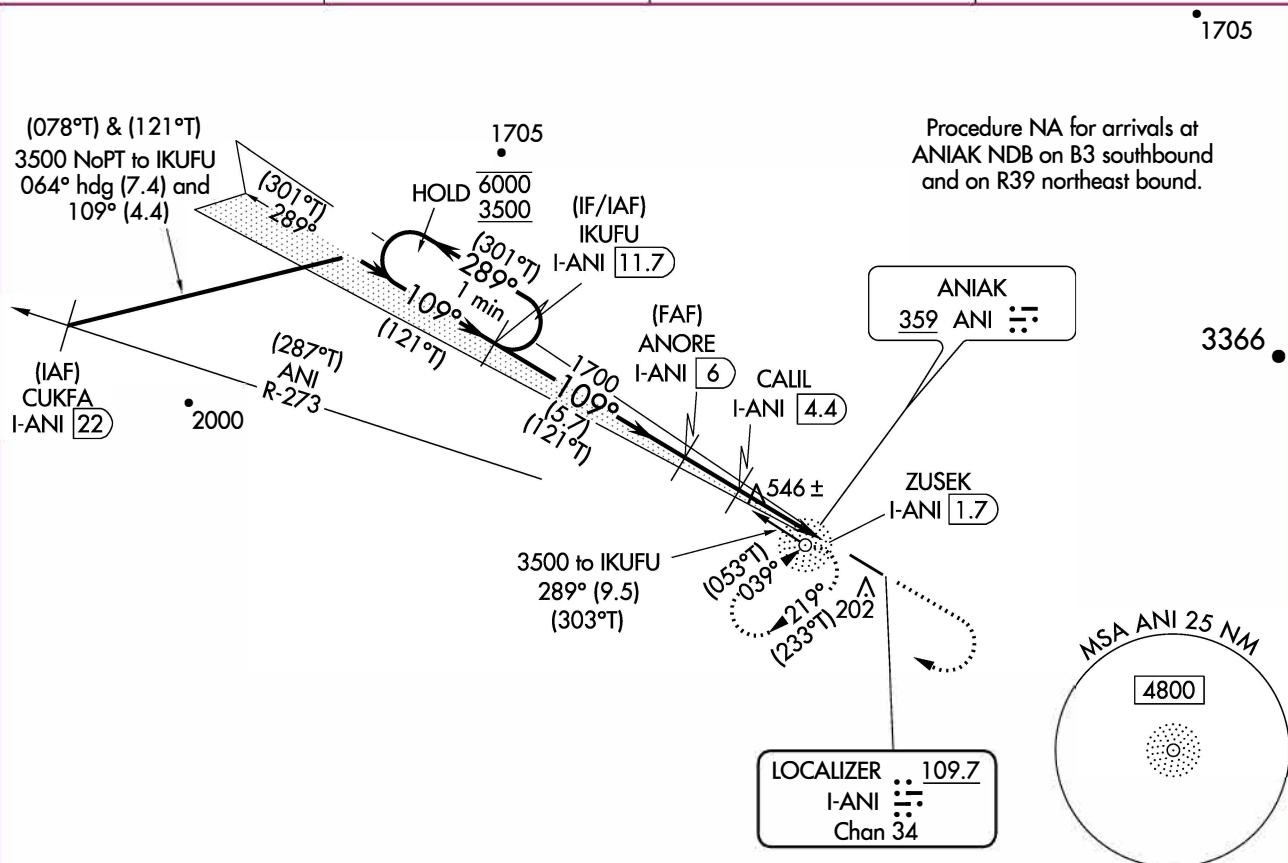
MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct ANI NDB and hold, continue climb-in-hold to 3500.

AWOS-3P
124.3

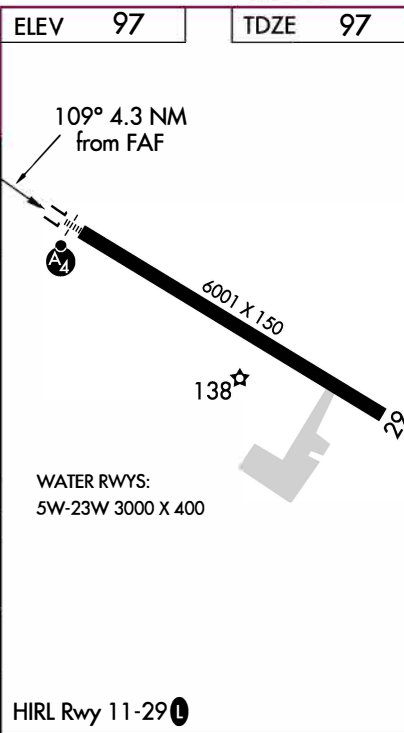
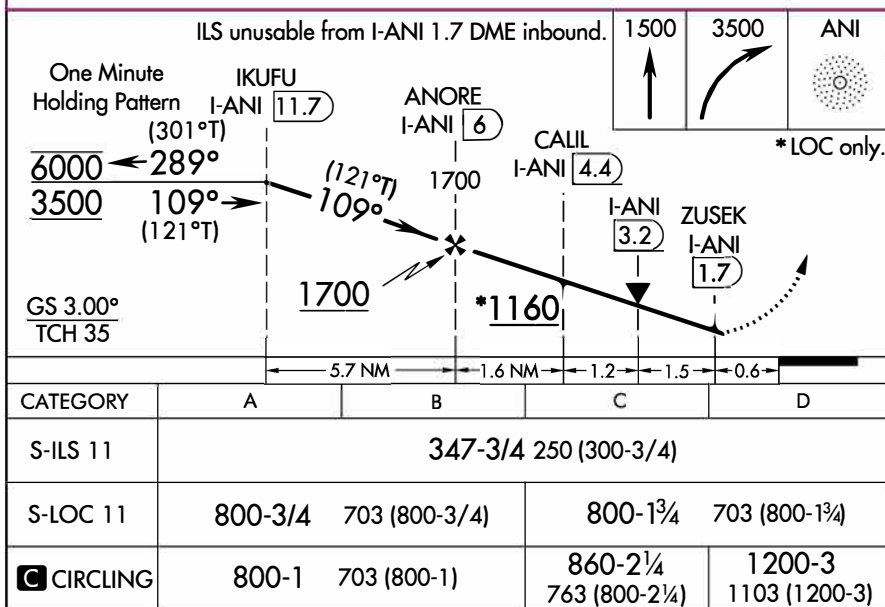
ANCHORAGE CENTER
118.15 251.05

CLNC DEL
118.15

CTAF
122.10



PROTOTYPE-NOT FOR NAVIGATION



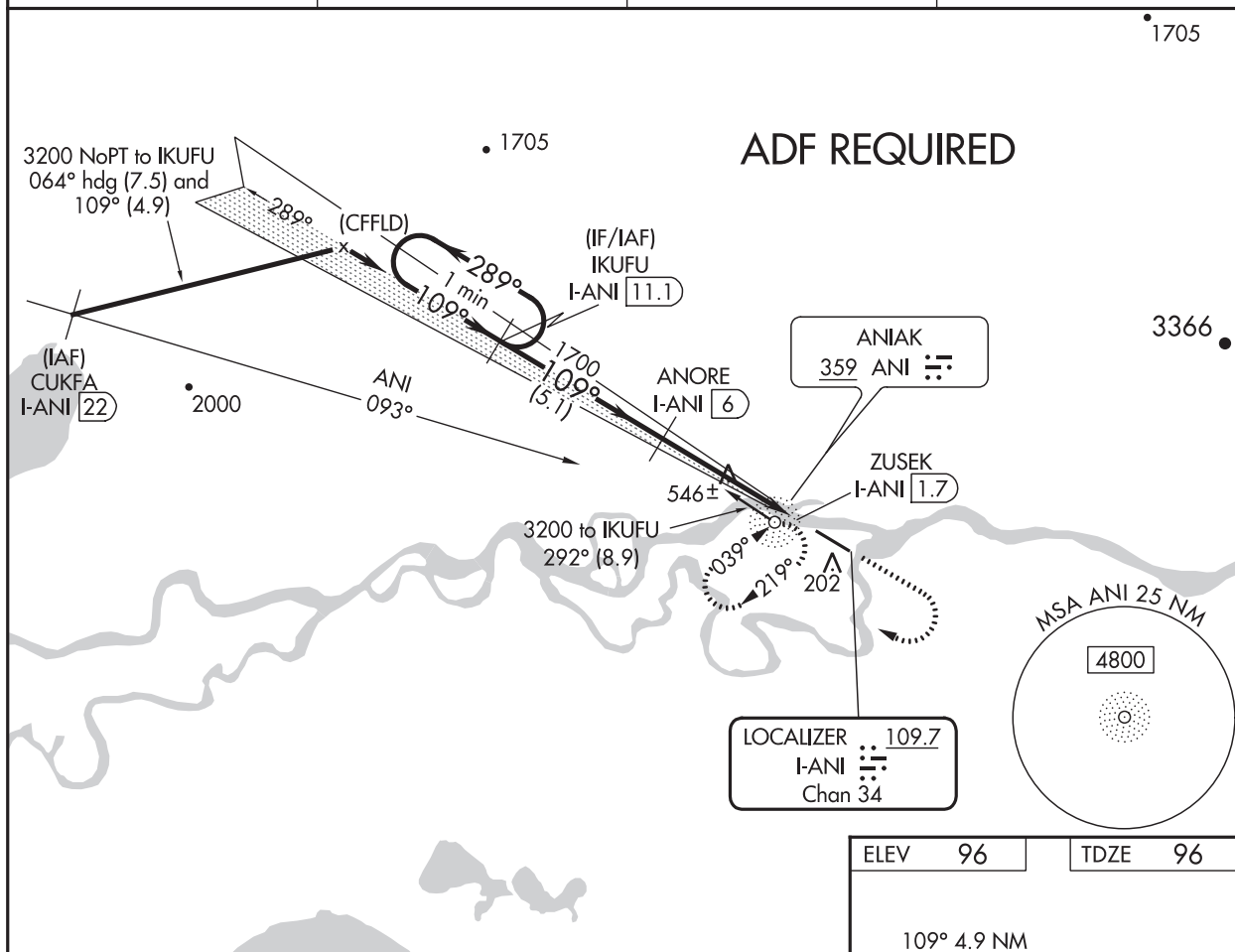
LOC/DME I-ANI	APP CRS	Rwy Idg	6001
109.7	109°	TDZE	96
Chan 34		Apt Elev	96

OLD

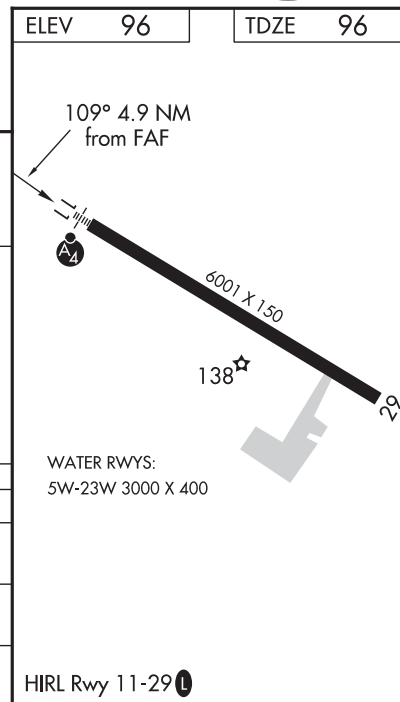
ILS or LOC RWY 11
ANIAK (ANI)(PANI)

<p>T Inop table does not apply to S-ILS all Cats and S-LOC Cats A and B. Circling NA north of Rwy 11-29. DME required. For inop MALSF, increase S-LOC Rwy 11 Cat D visibility to 2 mile.</p> <p>A -34°C</p>	<p>MALSF</p> <p>MISSED APPROACH: Climb to 1300 then climbing right turn to 3200 direct ANI NDB and hold.</p>
---	--

AWOS-3P 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.10
-------------------------	--	---------------------------	-----------------------



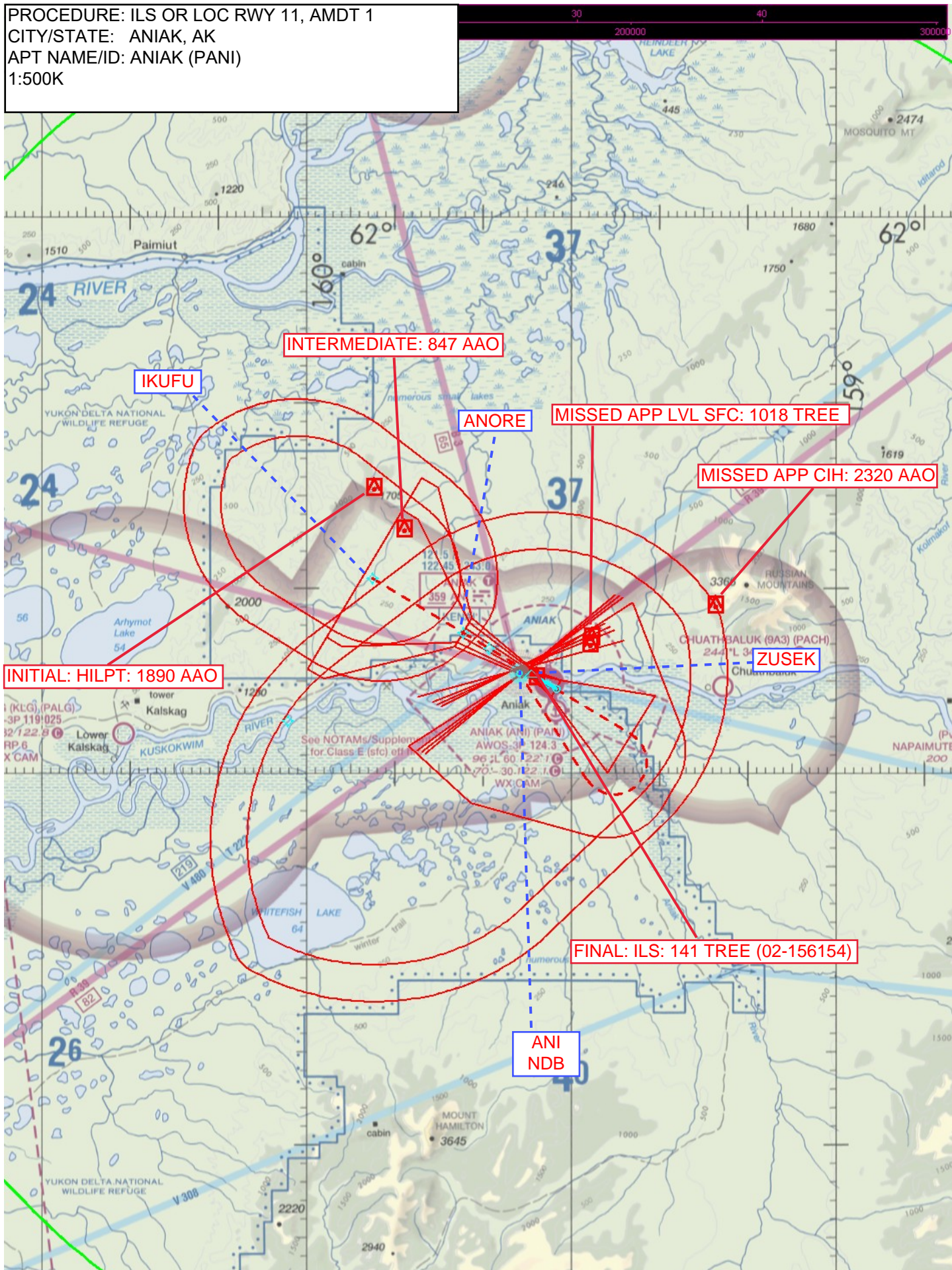
<p>ILS unusable from I-ANI 1.7 DME inbound.</p> <p>One Minute Holding Pattern</p> <p>IKUFU I-ANI 11.1</p> <p>ANORE I-ANI 6</p> <p>ZUSEK I-ANI 1.7</p> <p>GS 3.00° TCH 52</p> <p>5.1 NM 4.3 NM 0.6</p>				
CATEGORY	A	B	C	D
S-ILS 11	346-¾ 250 (300-¾)			
S-LOC 11	800-¾	704 (800-¾)	800-1¾	704 (800-1¾)
C CIRCLING	800-1	704 (800-1)	860-2¼ 764 (800-2¼)	1200-3 1104 (1200-3)



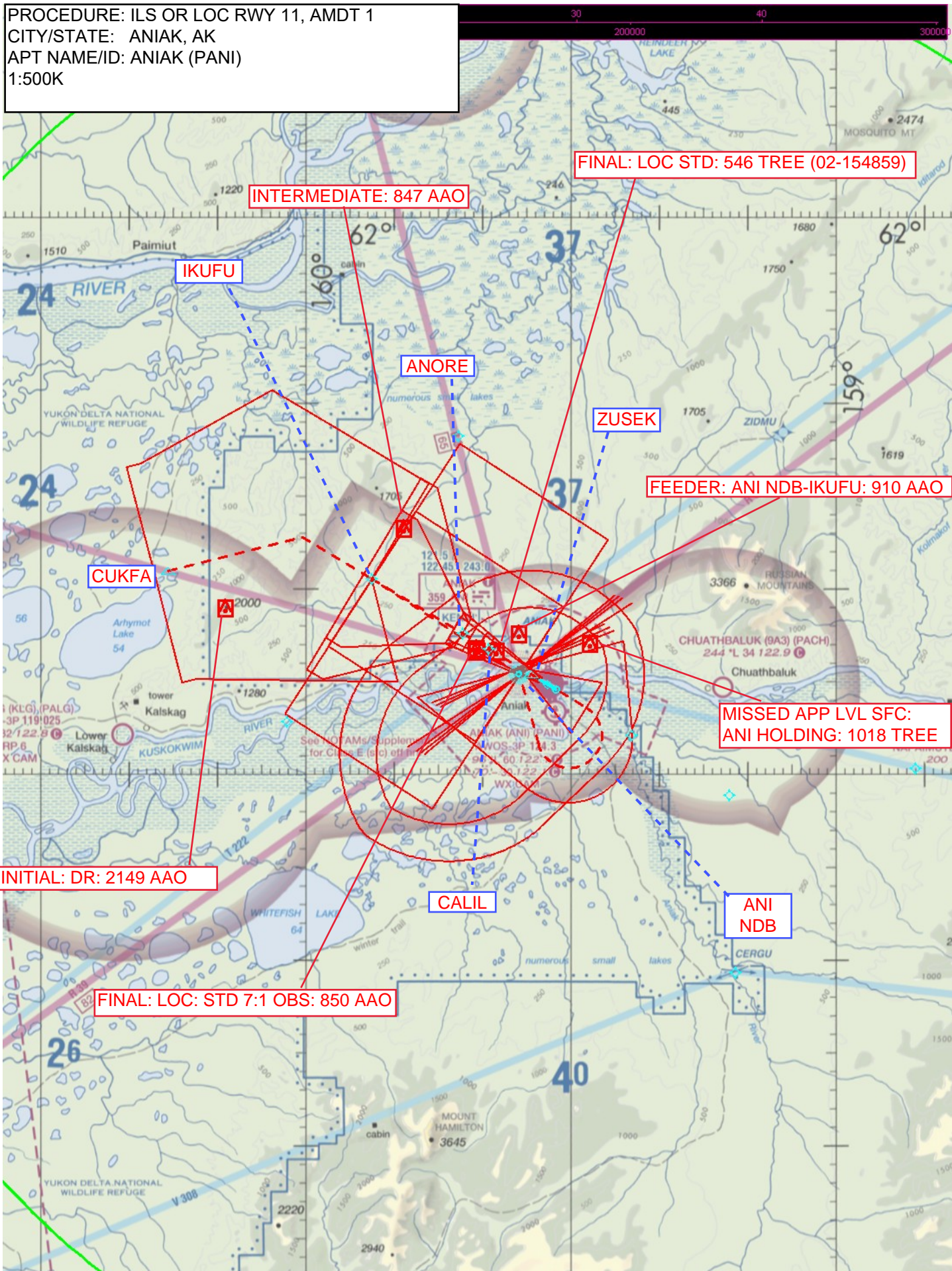
AK, 10 OCT 2019 to 05 DEC 2019

AK, 10 OCT 2019 to 05 DEC 2019

PROCEDURE: ILS OR LOC RWY 11, AMDT 1
CITY/STATE: ANIAK, AK
APT NAME/ID: ANIAK (PANI)
1:500K



PROCEDURE: ILS OR LOC RWY 11, AMDT 1
CITY/STATE: ANIAK, AK
APT NAME/ID: ANIAK (PANI)
1:500K

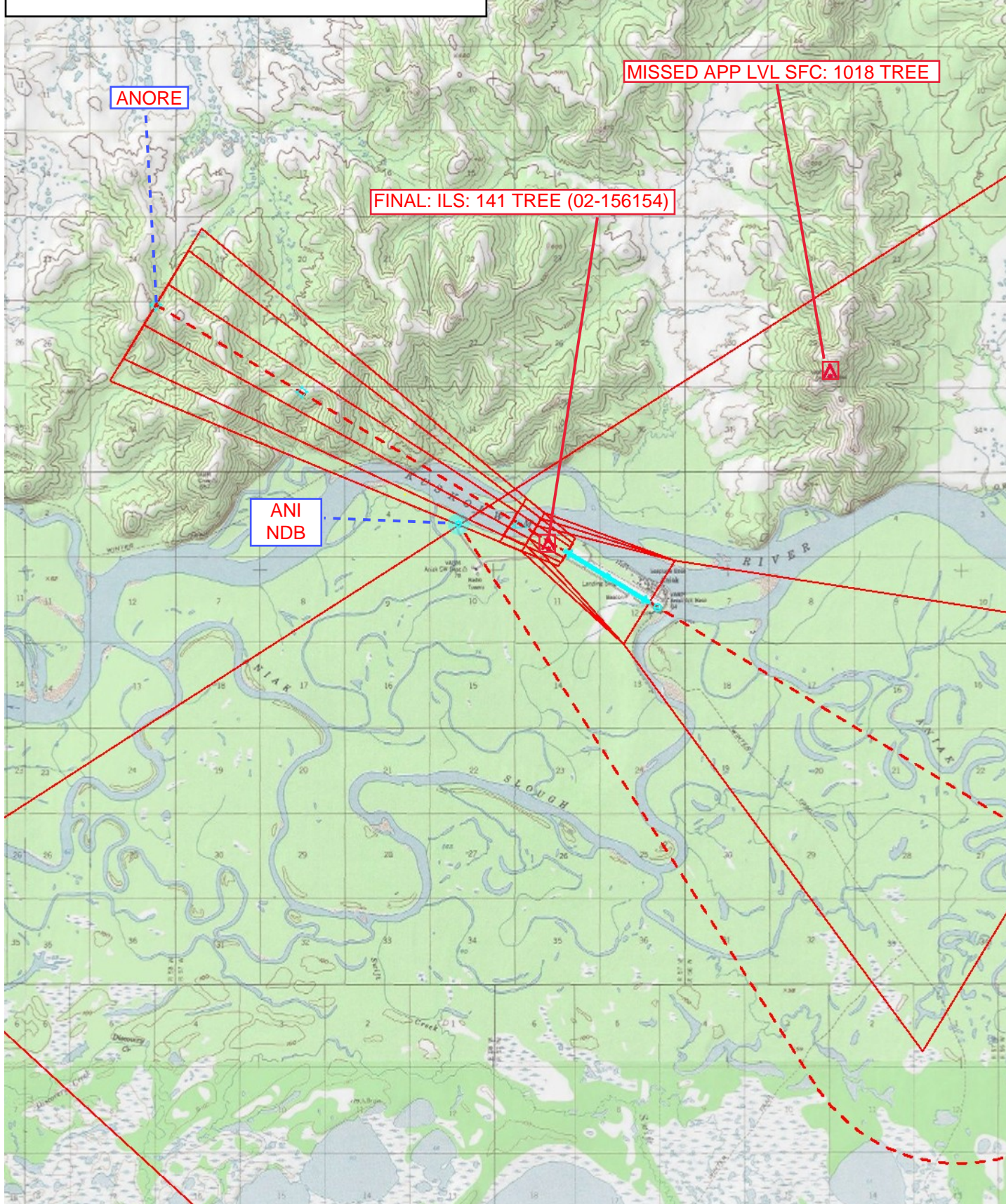


PROCEDURE: ILS OR LOC RWY 11, AMDT 1

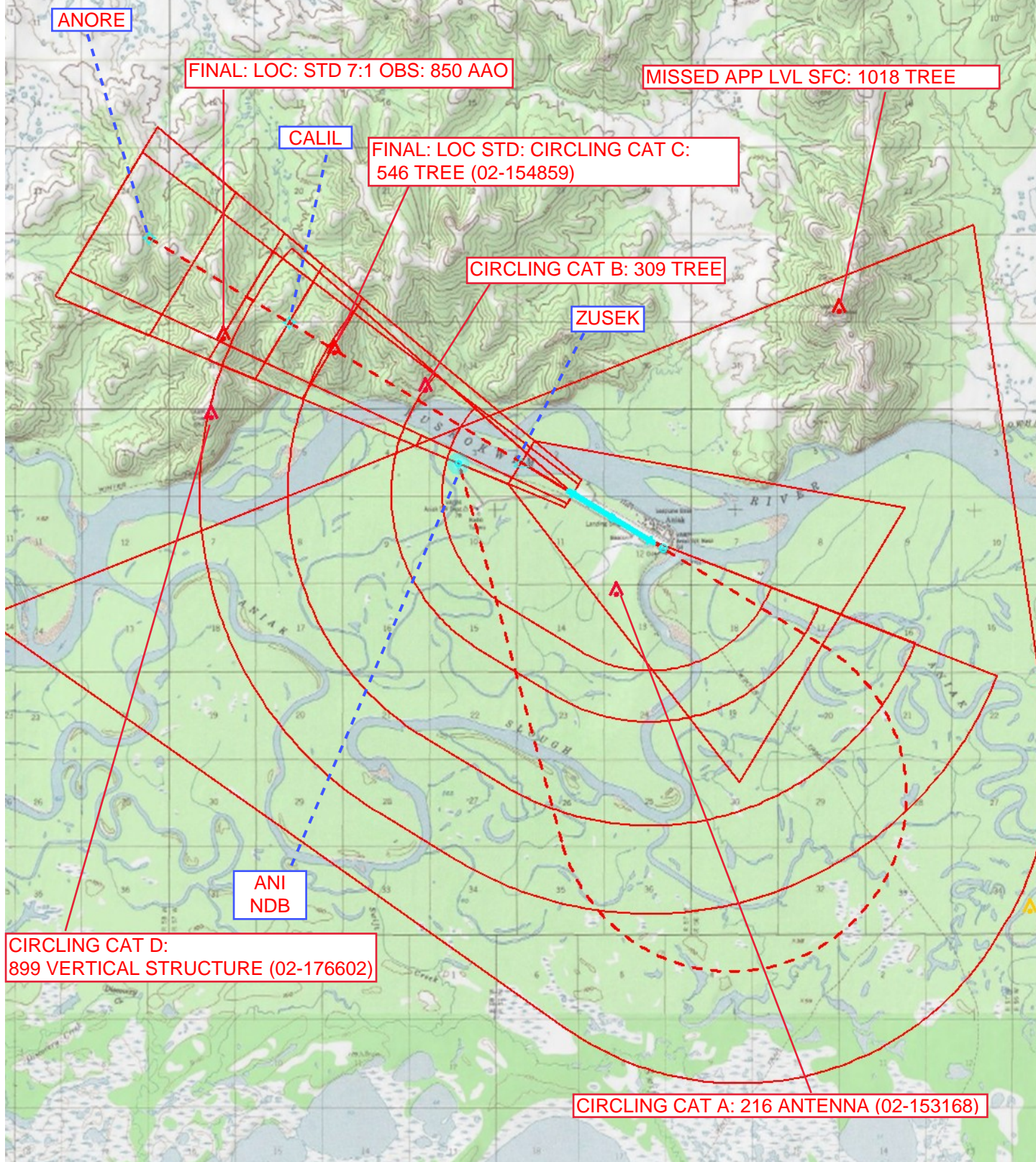
CITY/STATE: ANIAK, AK

APT NAME/ID: ANIAK (PANI)

1:100K



A horizontal number line is shown with major tick marks at 0, 10,000, 20,000, 30,000, 40,000, 50,000, and 60,000. A point is marked at 40,000. A bracket below the line spans from 0 to 40,000, with the number 6 written above it, indicating that 40,000 is 6 units from 0.



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

Aniak Airport, Alaska

**ILS or LOC RWY 11
RNAV (GPS) RWY 11
RNAV (GPS) RWY 29
NDB/DME RWY 29**

Description of Action:

The FAA is proposing to amend the following procedures due to the relocation of Runway 11/29 approximately 250 feet south from its current location at Aniak Airport (PANI) in Aniak, Alaska.

Area Navigation (RNAV) Global Positional System (GPS) RWY 11 amendments would be as follows:

- Move the precision final approach fix (PFAF) ANORE waypoint 0.04 nautical miles (NM) south of its current position to align with RWY 11 relocation.
- The intermediate fix/initial approach fix (IF/IAF) IKUFU waypoint would be replaced by a new IF/IAF (temporary name is WP23), which would be located by 3.9 NM further away from the runway threshold. This new waypoint would support the proposed terminal arrival areas (TAA).
- The IAF SUWWO waypoint would be replaced by the new IAF WP23 to the southwest in support of the proposed TAAs.
- The IAF NUBOY waypoint would be replaced by the new IAF WP24 to the northeast in support of the proposed TAAs.
- The proposed action would add three TAAs, referred to as the straight in area, right base area, and left base area. The straight in segment would begin 30 nautical miles (NM) from the new IAF WP23. Crossing altitudes would begin at 3,800 feet above ground level (AGL), and would step down to 2,300 AGL 25 NM from the IAF WP23. The left base area would begin approximately 35 NM from the IAF WP23. The outer segment altitude would start at approximate 5,400 feet AGL, and step down to approximately 2,900 feet AGL at 19 NM. The right base area would begin approximately 30 NM from WP23. Segment altitudes would start at approximately 5,000 AGL, and step down to approximately 2,900 feet AGL at approximately 15 NM from WP23.
- The feeder segment from the CABOT waypoint would be removed.

RNAV (GPS) RWY 29 would be amended as follows:

- The HAFRU waypoint would be replaced by a new PFAF located approximately 0.11 NM to the southwest in order to align with the relocation of RWY 29.

ILS or LOC RWY 11 would be amended as follows:

- Move the PFAF ANORE waypoint 0.04 nautical miles (NM) south of its current position to align with RWY 11 relocation.
- IKUFU waypoint (IF/IAF) would be replaced by IAF WP23, which would be located by 3.9 NM to the northwest, which is further away from the runway threshold than the IKUFU waypoint.

NDB/DME RWY 29

- This procedure would be cancelled.

The FAA Guidance for Noise Screening of Air Traffic Actions (December 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level as a result of implementation the proposed action. The Operations Test (OPS) was utilized to conduct a noise prescreening evaluation of the proposed instrument procedures. The results of the OPS test indicated that no further noise screening is necessary based on the number of operations at PANI.

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 Instrument Flight Procedures 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 Manager Review/Concurrence

Signature: _____ Date: _____

Name: Paul McEwen
Air Traffic Manager,
Anchorage Air Route Traffic Control Center

Concurrence by:

Western Service Area Environmental Specialist

Signature: _____ Date: _____

Name: Marina Landis
Environmental Specialist, Operations Support Group,
Western Service Center, AJV-W22

Approval by:

Western Service Area Director or Designee Approval

Signature: _____ Date: _____

Name: Ed Donaldson
Acting Director, Air Traffic Operations
Western Service Area, AJTW