

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 09/10/2020	APWS Task ID: 4476CA5B3C3D4CBDA97B9C2D93558339	APWS Request ID: F55D2C4E6F0746ABA1608CA3B7AFF02E
Procedure: RNAV (GPS) RWY 29 AMDT 3		Enroute: NO	Specialist: Combs, Patrick		Agreement Number:
Airport ID: PANI	Airport Name: ANIAK		Airport City: ANIAK		State: AK
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

PENDING AIRNAV AIRPORT AND RUNWAY DATA USED FOR PANI.

HARD DATE 9/10/20 DUE TO RUNWAY RELOCATION/CONSTRUCTION.

PER FPT, ALL 20:1 PENETRATIONS WILL BE REMOVED PRIOR TO THE PUBLICATION DATE 9/10/20 OR NOTAMS WILL BE ISSUED.

CONTACT: WARDELL HENNING: 405-954-9954

Digitally signed by
WARDELL HENNING
Aug 27, 2020



BBLUE 4/6/20



FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 29 AMDT 3			AIRPORT NAME: ANIAK		AIRPORT ID: PANI	SPECIAL CONTROL NO: KG-08-096-20	
FAC ID: PANI29.03		CITY: ANIAK			ST: AK	ORIG CHART DATE: 09/10/2020	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 08/19/2020		CREW #: VN085	N #: N87	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: kenneth e jack @ 08/20/2020 14:03			PRINTED NAME: JACK, KENNETH EARL				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Special KG-08-096-20 ANIAK, ALASKA, ANIAK, RNAV (GPS) RWY 29, AMDT 3. Completed Sat.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

FIG

RNAV (GPS) RWY 29
ANIAK (ANI)(PANI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct APWIS and hold.

CTAF
122.10

3366

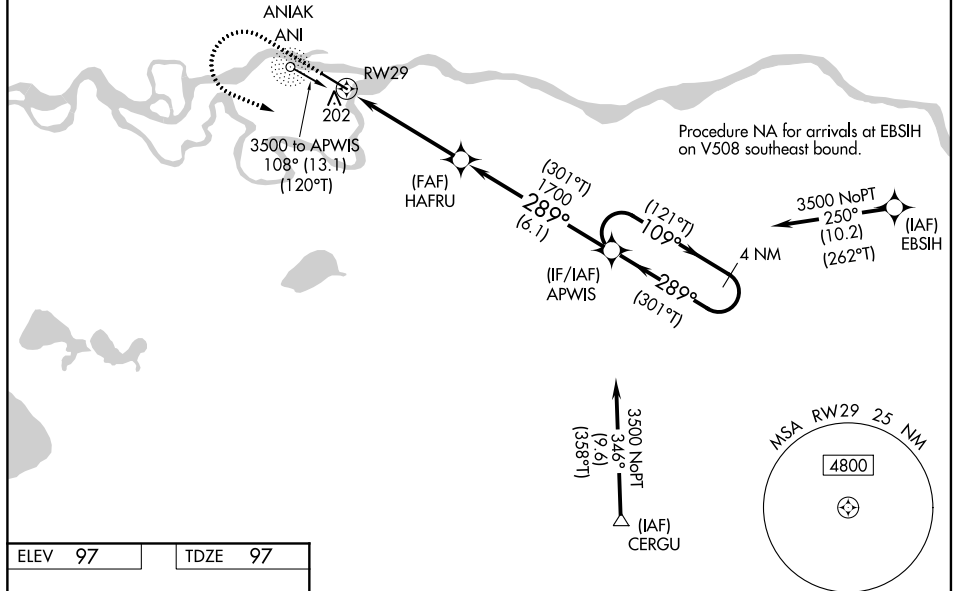
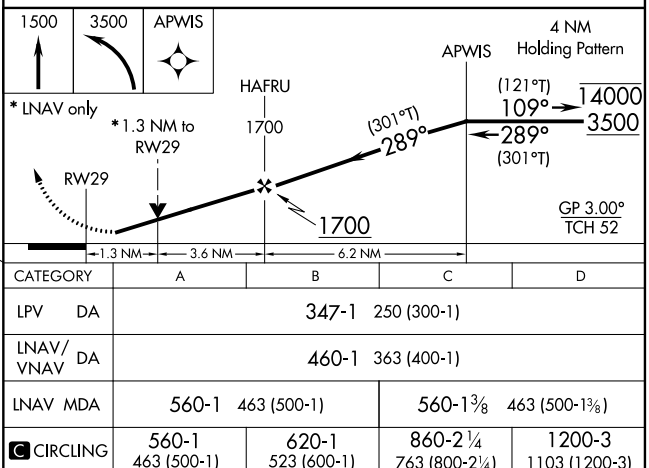


Diagram illustrating a water right line. The line is labeled "6001 X 150". A distance of "138'" is marked along the line. The line terminates at a point labeled "289° to RW29".

WATER RWYS:
5W-23W 3000 X 400

ANI_{AK} (ANI)(PANI)

RNAV (GPS) RWY 29

ANIAK, ALASKA

AL-1233 (FAA)

19283

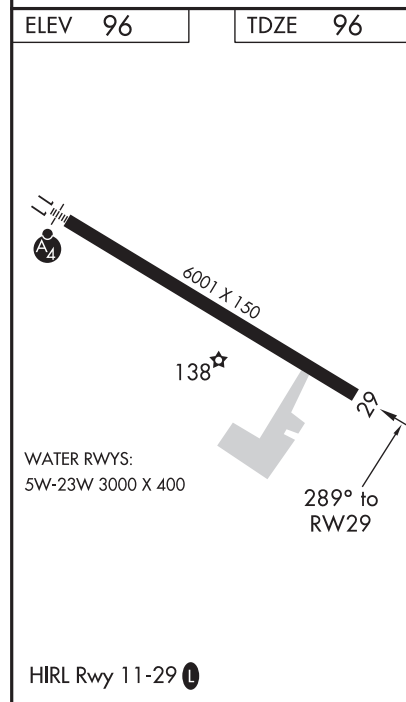
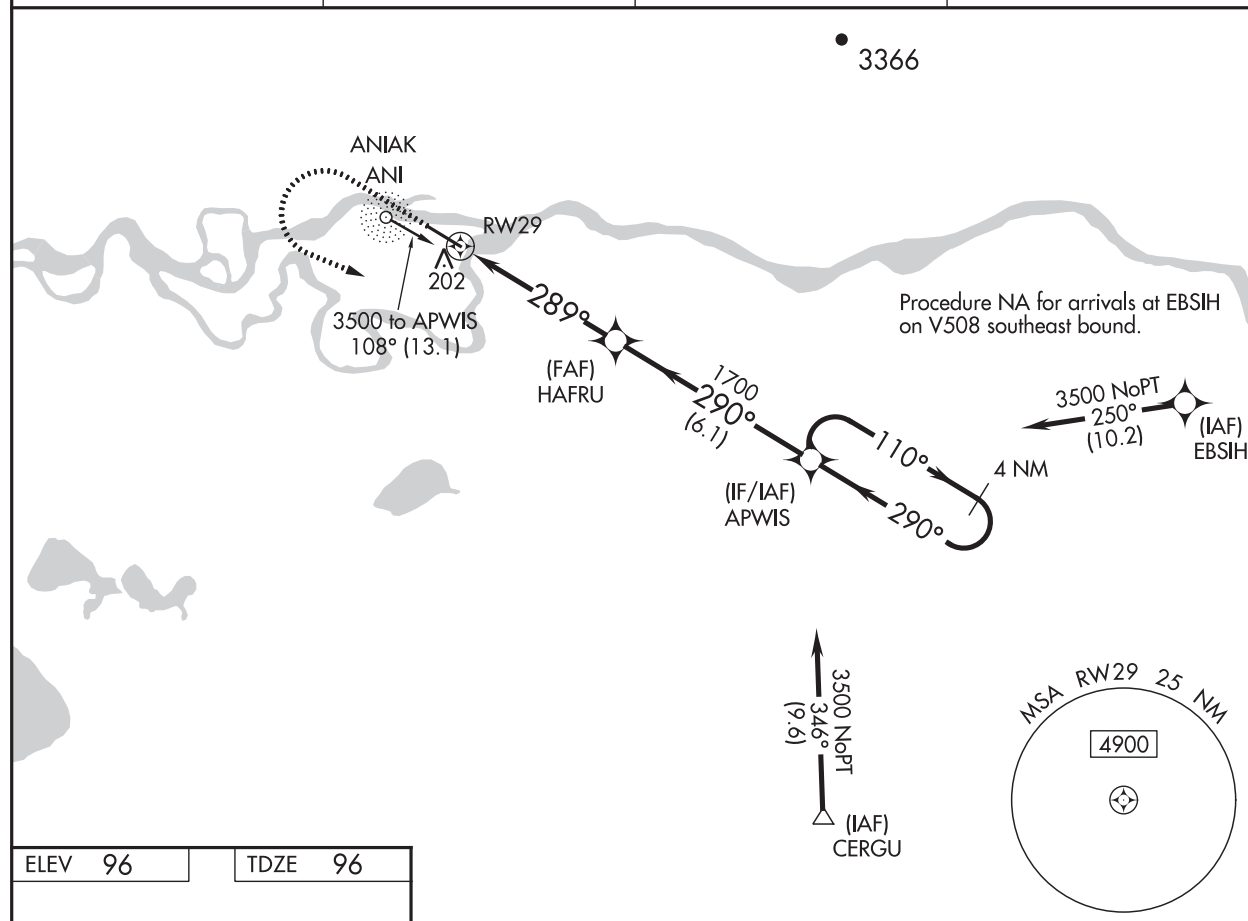
WAAS CH 86538 W29A	APP CRS 289°	Rwy Idg TDZE Apt Elev	6001 96 96
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OLD

RNAV (GPS) RWY 29 ANIAK (ANI)(PANI)

<p>T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p> <p>A</p> <p>S -34°C</p>	<p>MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 direct APWIS and hold.</p>
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AWOS-3P 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.10
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CATEGORY	A	B	C	D
LPV DA	346-1	250 (300-1)		
LNAV/VNAV DA	468-1 $\frac{1}{4}$	372 (400-1 $\frac{1}{4}$)		
LNAV MDA	560-1	464 (500-1)	560-1 $\frac{3}{8}$	464 (500-1 $\frac{3}{8}$)
C CIRCLING	560-1	464 (500-1)	860-2 $\frac{1}{4}$ 764 (800-2 $\frac{1}{4}$)	1200-3 1104 (1200-3)

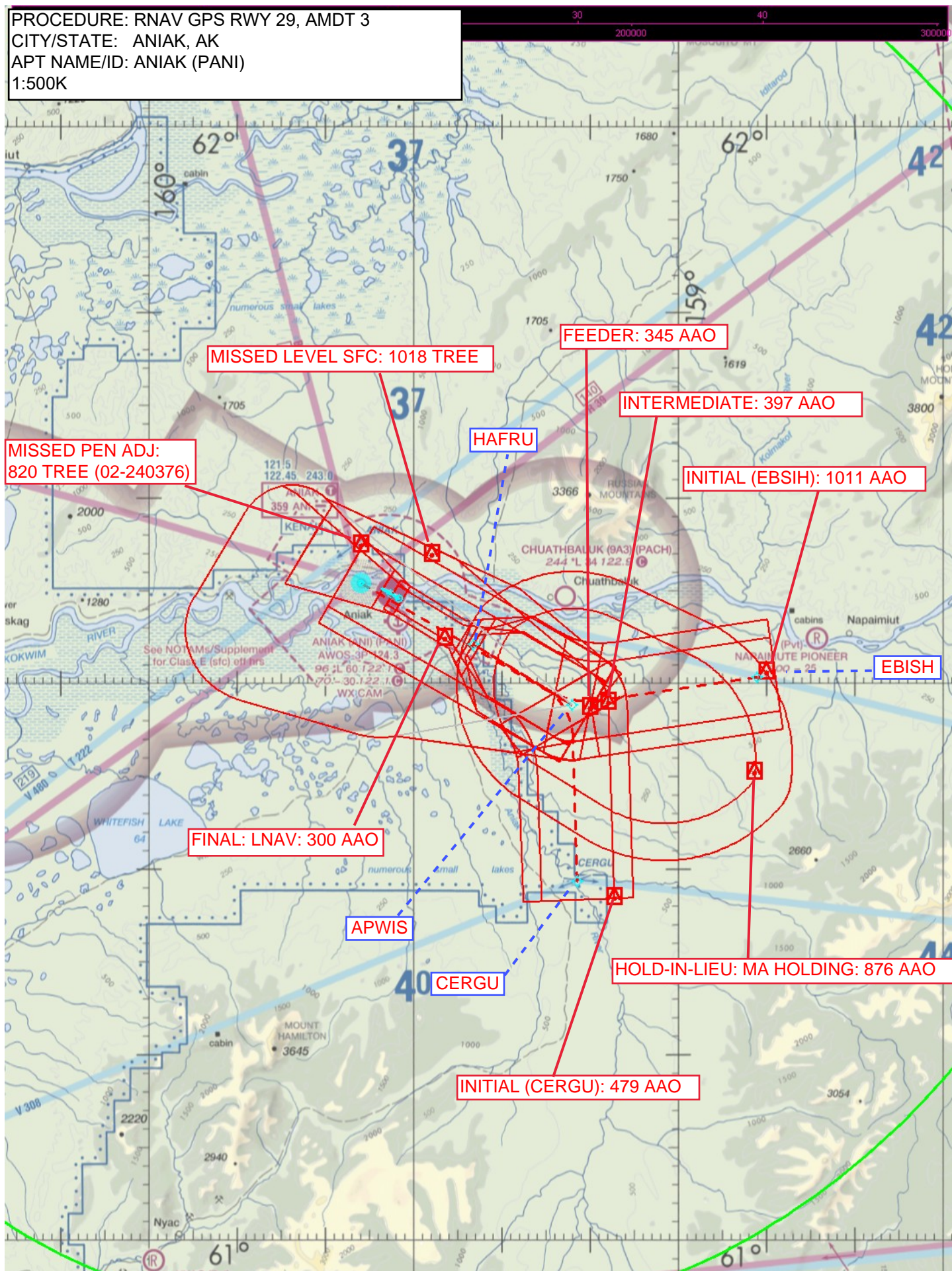
ANIAK, ALASKA
Amdt 2 26MAY16

61°35'N-159°33'W

ANIAK (ANI)(PANI) **RNAV (GPS) RWY 29**

AK, 10 OCT 2019 to 05 DEC 2019

CITY/STATE: ANIAK, AK
APT NAME/ID: ANIAK (PANI)
1:500K

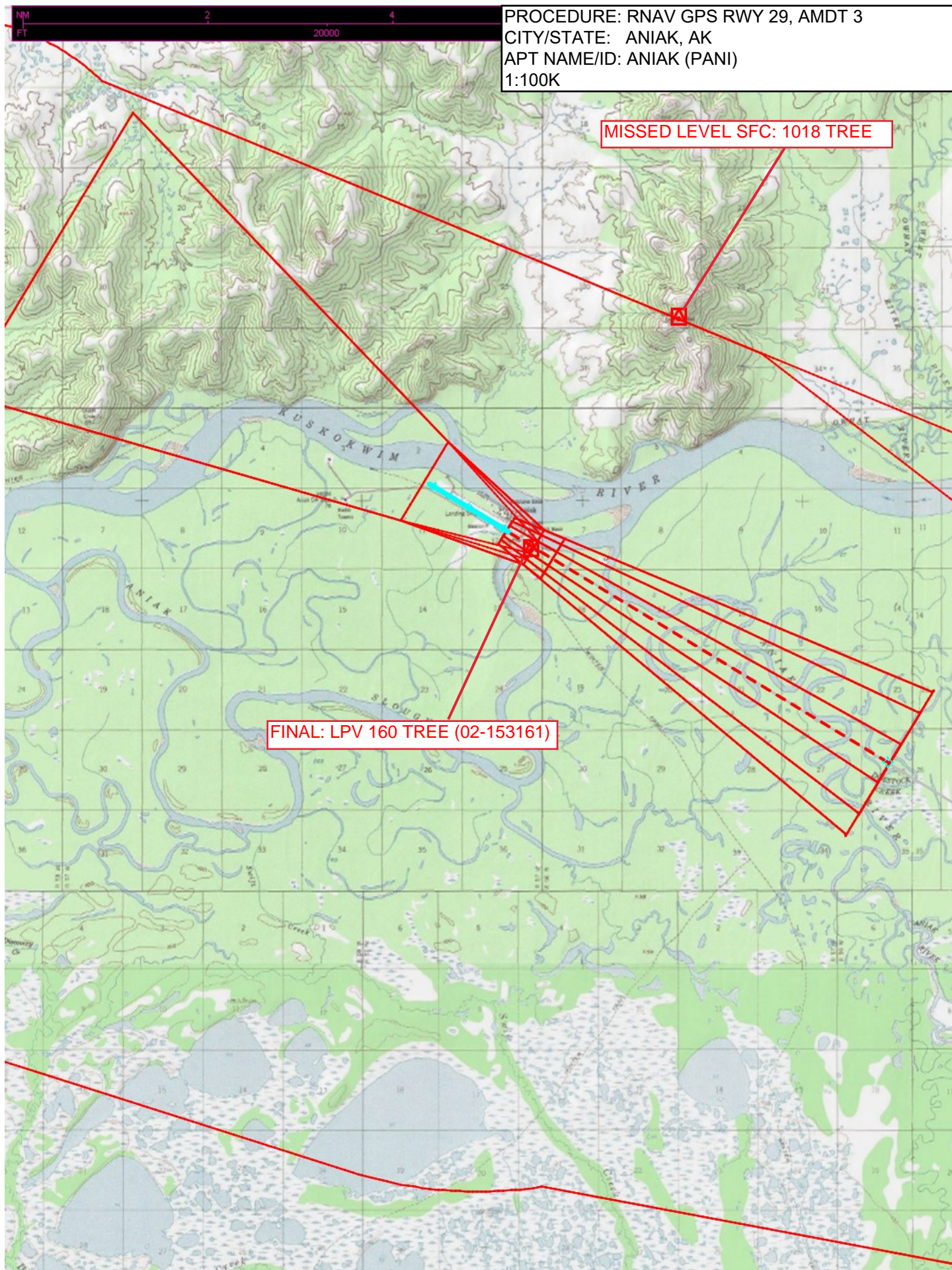


NM
FT 2 4
20000

PROCEDURE: RNAV GPS RWY 29, AMDT 3
CITY/STATE: ANIAK, AK
APT NAME/ID: ANIAK (PANI)
1:100K

MISSED LEVEL SFC: 1018 TREE

FINAL: LPV 160 TREE (02-153161)



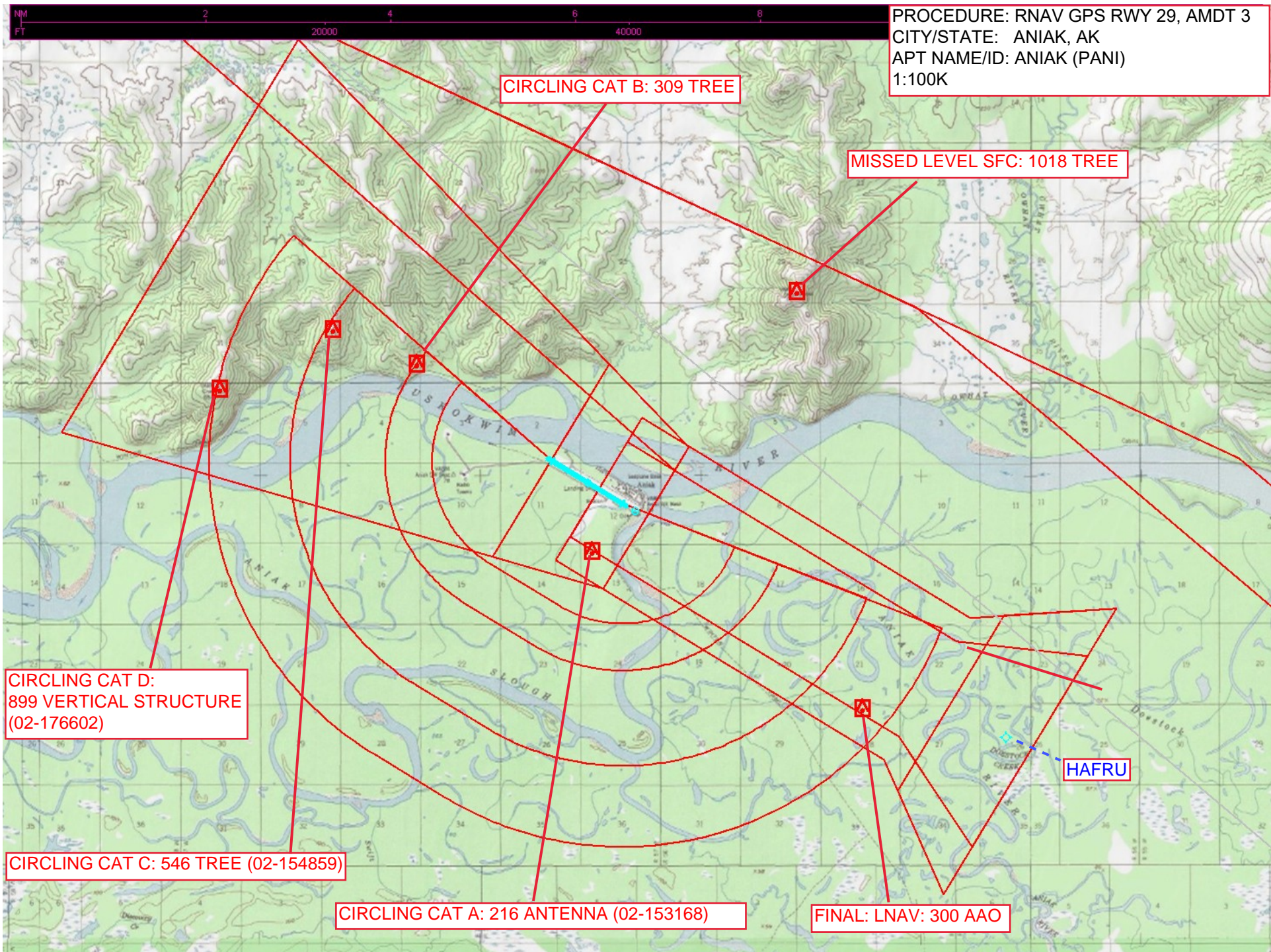
PROCEDURE: RNAV GPS RWY 29, AMDT 3
CITY/STATE: ANIAK, AK
APT NAME/ID: ANIAK (PANI)
1:100K

MISSED LEVEL SFC: 1018 TREE

FINAL: LNAV/VNAV: 216 ANTENNA (02-153168)



PROCEDURE: RNAV GPS RWY 29, AMDT 3
CITY/STATE: ANIAK, AK
APT NAME/ID: ANIAK (PANI)
1:100K



CIRCLING CAT B: 309 TREE

MISSED LEVEL SFC: 1018 TREE

CIRCLING CAT D:
899 VERTICAL STRUCTURE
(02-176602)

CIRCLING CAT C: 546 TREE (02-154859)

CIRCLING CAT A: 216 ANTENNA (02-153168)

FINAL: LNAV: 300 AAO

HAFRU

**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: 4/1/19

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