

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/11/2024	APWS Task ID: 47B2641C3C864BFCBCCADE44563D3555	APWS Project ID: 06CF356D279C448CBCF2D47E51EBC71D
Procedure: RNAV (GPS) M 174 ORIG		Enroute: NO	Specialist: Christensen, Richard		Agreement Number:
Airport ID: PFCB			Airport City: CHENEGA		State: AK
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>SPECIAL PINs IAP.</div> <div>PENDING AIRPORT DATA USED.</div> <div>REDESIGN OF PINs IAP SPECIAL AT PFCB, RNAV (GPS)-A CANCELLED REPLACED WITH RNAV (GPS) M 174.</div> <div>2 EA WAIVERS:</div> <div>CANCELLATION OF PFCB RNAV (GPS)-A WAIVER.</div> <div>NEW WAIVER FOR REDESIGN OF SPECIAL PINS PROCEDURE TO PROCEED VFR TO CHENEGA BAY FROM NORTH.</div> <div>AIRPORT MAGVAR UPDATE:</div> <div>PFCB (C05): OLD 19E - NEW 15E.</div> <div>CONTACTS:</div> <div>ERIC SUSKI (AJV-A431), 405.954.7331</div> <div>BEVERLY L. BORDY (AJV-A430), 405.954.8293</div> <div>QUALITY 26 CHECKED</div> <div>QUALITY 9 CHECKED BEGUE</div>					

FIPC BASIC FORM								
PROCEDURE: RNAV (GPS) M 174 ORIG			AIRPORT NAME: CHENEGA BAY		AIRPORT ID: PFCB	SPECIAL CONTROL NO: KG-04-142-24		
FAC ID: PFCB34M		CITY: CHENEGA			ST: AK	ORIG CHART DATE: 07/11/2024		
DFL TYPE: PROC/Q	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 47B2641C3C864BFCBCCADE44563D3555			
PREFLIGHT NOTES								
REVIEWER:					DATE:			
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 04/29/2024	CREW #: VN258	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 type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
FLIGHT INSPECTOR SIGNATURE: james hawley @ 04/29/2024 19:28			PRINTED NAME: HAWLEY, JAMES MICHAEL				NOTAM INITIATED? <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:		

OLD

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

CHENEGA, AK (PFCB)(C05)
CHENEGA BAY
RNAV (GPS)-A (SPECIAL)

2. Waiver Required and Applicable Standard: **THIS IS A POINT IN SPACE PROCEDURE AND DOES NOT TERMINATE AT THE CHENEGA BAY AIRPORT. 8260.54A PARAGRAPH 3.1.2, STATES "CIRCLING - THE OPTIMUM FINAL COURSE ALIGNMENT IS THE CENTER OF THE LANDING AREA, BUT MAY BE ANY PORTION OF THE USABLE LANDING SURFACE.**

3. Reason for Waiver (*Justification for nonstandard treatment*):

TERRAIN AT/AROUND CHENEGA BAY AIRPORT PRECLUDES THE DEVELOPMENT OF A USEABLE INSTRUMENT APPROACH PROCEDURE TO THE AIRPORT USING STANDARD CRITERIA.

AIRPORT USERS/OSG HAVE REQUESTED THIS POINT IN SPACE PROCEDURE TO PROVIDE DESCENT THROUGH CLOUD LAYERS IN AN ATTEMPT TO GET AIRCRAFT IN A POSITION TO CANCEL IFR FLIGHT AND FILE/ACTIVATE A VFR FLIGHT PLAN.

FINAL APPROACH ALIGNMENT WAS DETERMINED BASED ON THE FOLLOWING CONSIDERATIONS:

MISSED APPROACH POINT WITHIN 3 SM OF LAND SO PILOTS COULD VISUALLY ORIENT THEMSELVES PRIOR TO VFR FLIGHT AND ON A FINAL APPROACH COURSE HEADING THAT PROVIDES AN EASY NAVIGATIONAL TRANSITION TO VFR FLIGHT OVER LATOUCHE PASSAGE TO CHENEGA BAY AIRPORT.

MAP LOCATION AND APPROACH ALIGNMENT THAT PROVIDED SUFFICIENT AREA FOR A MISSED APPROACH BACK TO THE ENROUTE ENVIRONMENT SHOULD AIRCRAFT NOT REACH VFR CONDITIONS.

4. Equivalent Level of Safety Provided:

THE MINIMUMS FOR THIS POINT IN SPACE PROCEDURE ARE 1020 - 3. PILOTS MUST REACH VFR CONDITIONS AT THE MISSED APPROACH POINT (MAP) TO CONTINUE VFR TO CHENEGA BAY OR FLY THE MISSED APPROACH PROCEDURE.

AT THE (MAP) LAND (LATOUCHE ISLAND) IS LOCATED DIRECTLY IN FRONT OF THE AIRCRAFT AT 2.9 SM, WITH VISUAL ACQUISITION OF THIS ISLAND PILOTS CAN THEN CANCEL IFR NAVIGATION AND FILE/ACTIVATE A VFR FLIGHT PLAN. VISUAL SIGHTING OF THE ISLAND WILL ALSO ASSIST PILOTS IN GEOGRAPHIC ORIENTATION TO ASSUME VFR NAVIGATION TO CHENEGA BAY.

IF VFR WEATHER CONDITIONS ARE NOT REACHED AT THE MISSED APPROACH POINT, PILOTS SHALL EXECUTE THE PUBLISHED MISSED APPROACH PROCEDURE WHICH ENSURES SAFE TRANSITION BACK TO THE ENROUTE AIRWAY STRUCTURE.

THE PROCEDURE IS NOT AUTHORIZED AT NIGHT.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITION OF FACILITIES NOT CONTEMPLATED AT THIS TIME.

6. Coordination With User Organizations (*Specify*):

AJV-354 

7. SUBMITTED BY

DATE:
DEC 01 2011

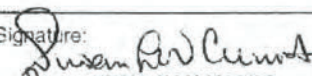
Office Identification:

AJV 35

Title:

MANAGER, TERMINAL PRODUCTS
GROUP

Signature:


GREG YAMAMOTO

1. FLIGHT PROCEDURE IDENTIFICATION:

Chenega Bay (PFCB)(C05)
Chenega Bay, AK
Chenega RNAV (GPS) M 174 (SPECIAL)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

1. This is a Point In Space (PinS) procedure and does not terminate at the Chenega Bay Airport.
2. FAAO 8260.3E Para 3-2-2 Alignment. Optimum non-vertically guided procedure final segment alignment is with the runway centerline extended through the LTP. The latest point the MAP can be located is LTP/FTP.
3. FAAO 8260.3E Para 12-2-2(2)(a) PinS Approach. Proceed VFR PinS requirements. MAP must be within 10 NM of the landing area.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Terrain at/around Chenega Bay Airport precludes the development of a usable instrument approach procedure to the airport using standard criteria.

Airport users/OSG have requested this Point In Space procedure to provide descent through cloud layers in an attempt to get aircraft in a position to cancel IFR flight and file/activate a VFR flight plan.

Final approach alignment was determined based on the following considerations: Missed approach point within 3 SM of land so pilots could visually orient themselves prior to VFR flight and on a final approach course heading that provides an easy navigational transition to VFR flight over Prince of Wales passage to Chenega Bay Airport.

MAP location and approach alignment that provided sufficient area for a missed approach back to the enroute environment should aircraft not reach VFR conditions.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. Procedure is developed and published as a SPECIAL due to non-standard criteria. Coordination between user and FAA Flight Standards will be conducted to ensure required and documented training have been completed prior to actual use.
2. Procedure is developed as a Point In Space procedure ending at the fix CIZVI as the missed approach point (MAP). Along and Cross track of 0.3 NM have been applied at the MAP to facilitate possible fix error. A level surface area of a 5200 foot radii was evaluated around the CIZVI to ensure no penetrations exceeds 1000 ft MSL as the aircraft approached the MAP under VFR.
3. The minimums for this Point In Space procedure are 1000-3. Pilots must reach VFR conditions at the MAP to continue VFR to Chenega Bay or fly the missed approach procedure. If VFR conditions are not reached at the missed approach point, pilots shall execute the published missed approach procedure which ensures safe transition back to the enroute airway structure.
4. At MAP (CIZVI), land (Brainbridge Island) is located in front of the aircraft at 2.6 SM, with visual acquisition of this island pilots can then cancel IFR navigation and file/activate a VFR flight plan. Visual sighting of the island will also assist pilots in geographic orientation to assume VFR navigation to Chenega bay as all other land forms are within 3 SM until reaching Chenega Bay. Final approach course at intercept to MAP is 189.04 (true), and true course from MAP to Chenega Bay ARP is 181.71 leading aircraft South to Chenega Bay Airport along Brainbridge Passage over water.
5. This procedure is not authorized at night.
6. The following Notes are charted on the IAP:
 - a. Use of this procedure requires specific authorization by FAA Flight Standards.
 - b. Proceed VFR from CIZVI or conduct the specified missed approach.
 - c. MAP 8.44 NM North of Chenega Bay ARP, procedure intended for descent to VFR conditions only if missed approach not executed.
 - d. Procedure NA at night.
 - e. Chart PFCB Airport.

7. Procedure is coded as a RNP APCH - GPS procedure and include IFR and VFR segments for the runway.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Relocation or addition of facilities not contemplated.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-A400 _____

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A430	Manager

SIGNATURE
Beverly L. Bordy

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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APP CRS 174°	Rwy Idg TDZE Apt Elev	N/A N/A 69
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RNAV (GPS) M 174°

CHENEGA BAY (C05) (PFCB)

RNP APCH - GPS.

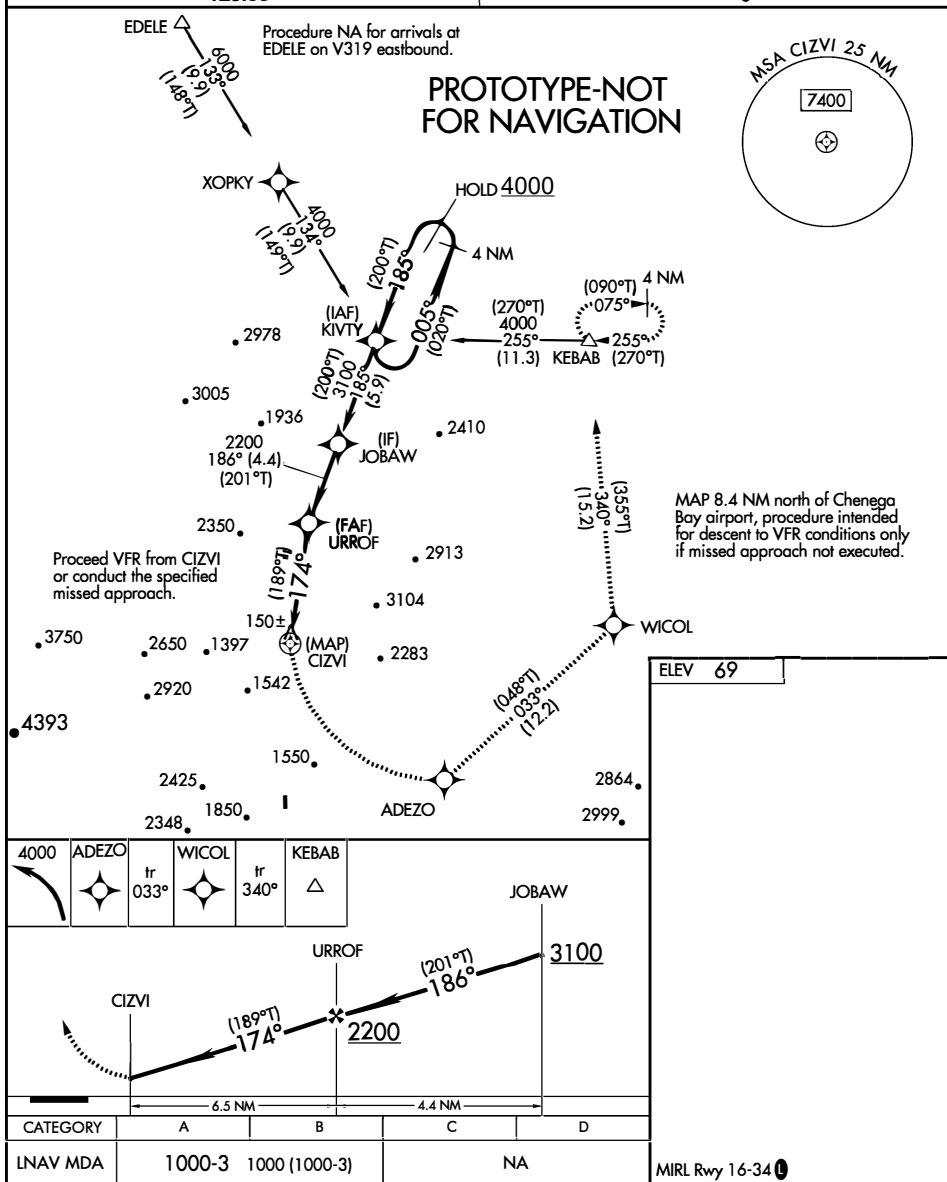
NA Procedure NA at night. Use of this procedure requires specific authorization by FAA Flight Standards. When local altimeter setting not received, use Middleton Island altimeter setting and increase all MDAs 560 feet. Activate MRL Rwy 16-34 - CTAF.

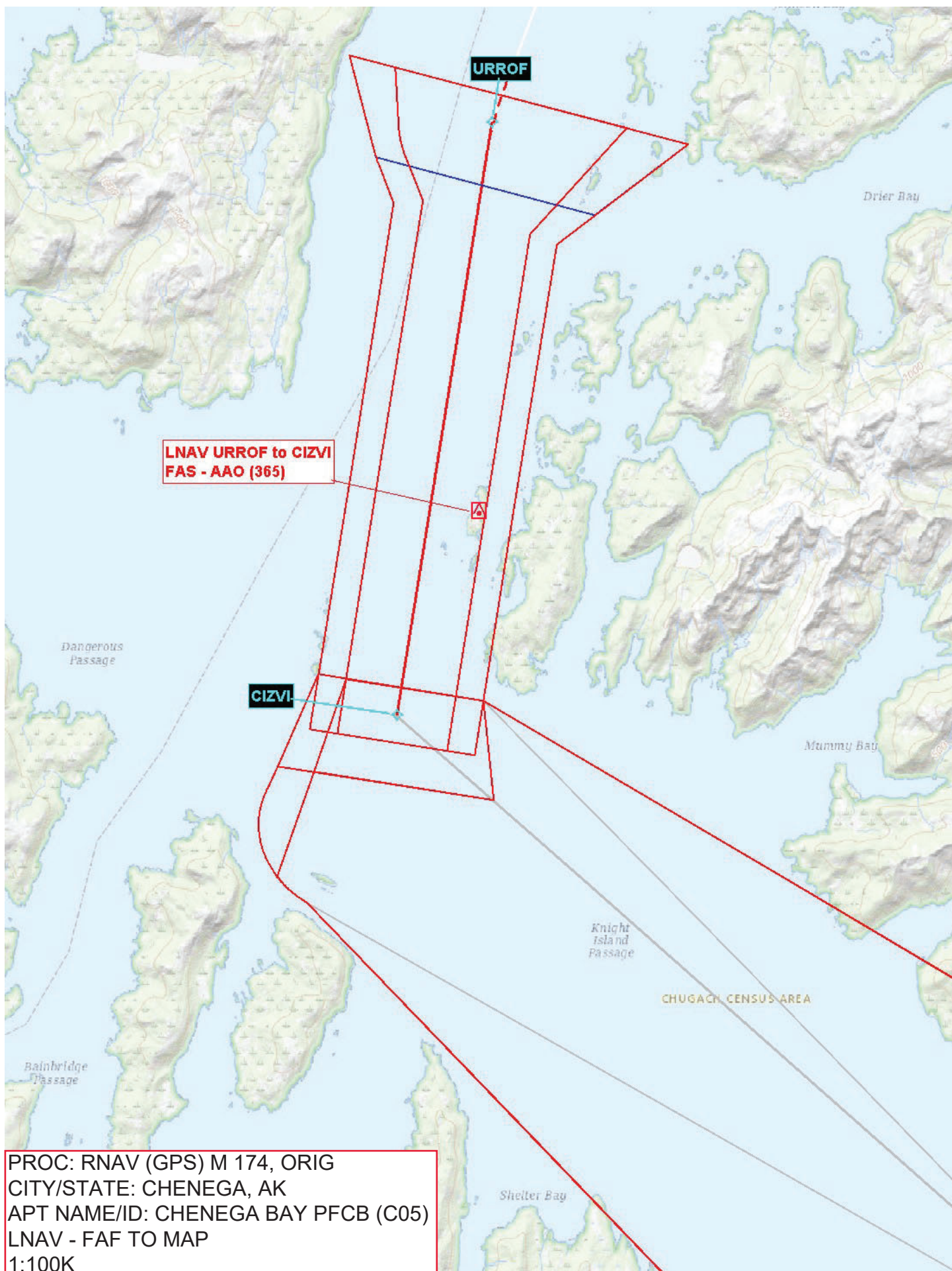
MISSED APPROACH: Climbing left turn to 4000 direct ADEZO and on track 033° to WICOL, and on track 340° to KEBAB and hold.

AWOS-3P

129.05

CTAF

122.9



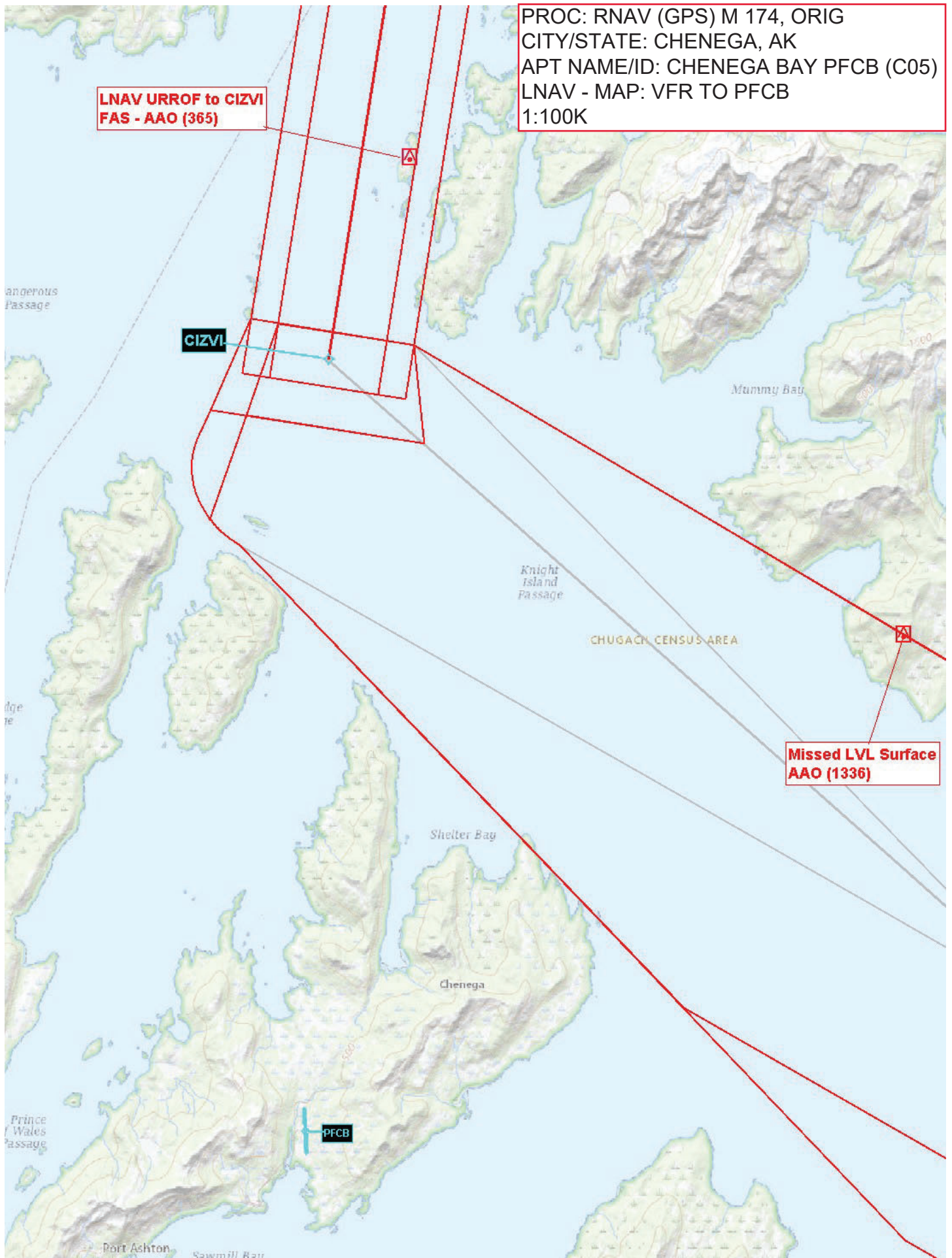
PROC: RNAV (GPS) M 174, ORIG
CITY/STATE: CHENEGA, AK
APT NAME/ID: CHENEGA BAY PFCB (C05)
LNAV - MAP: VFR TO PFCB
1:100K

LNAV URROF to CIZVI
FAS - AAO (365)

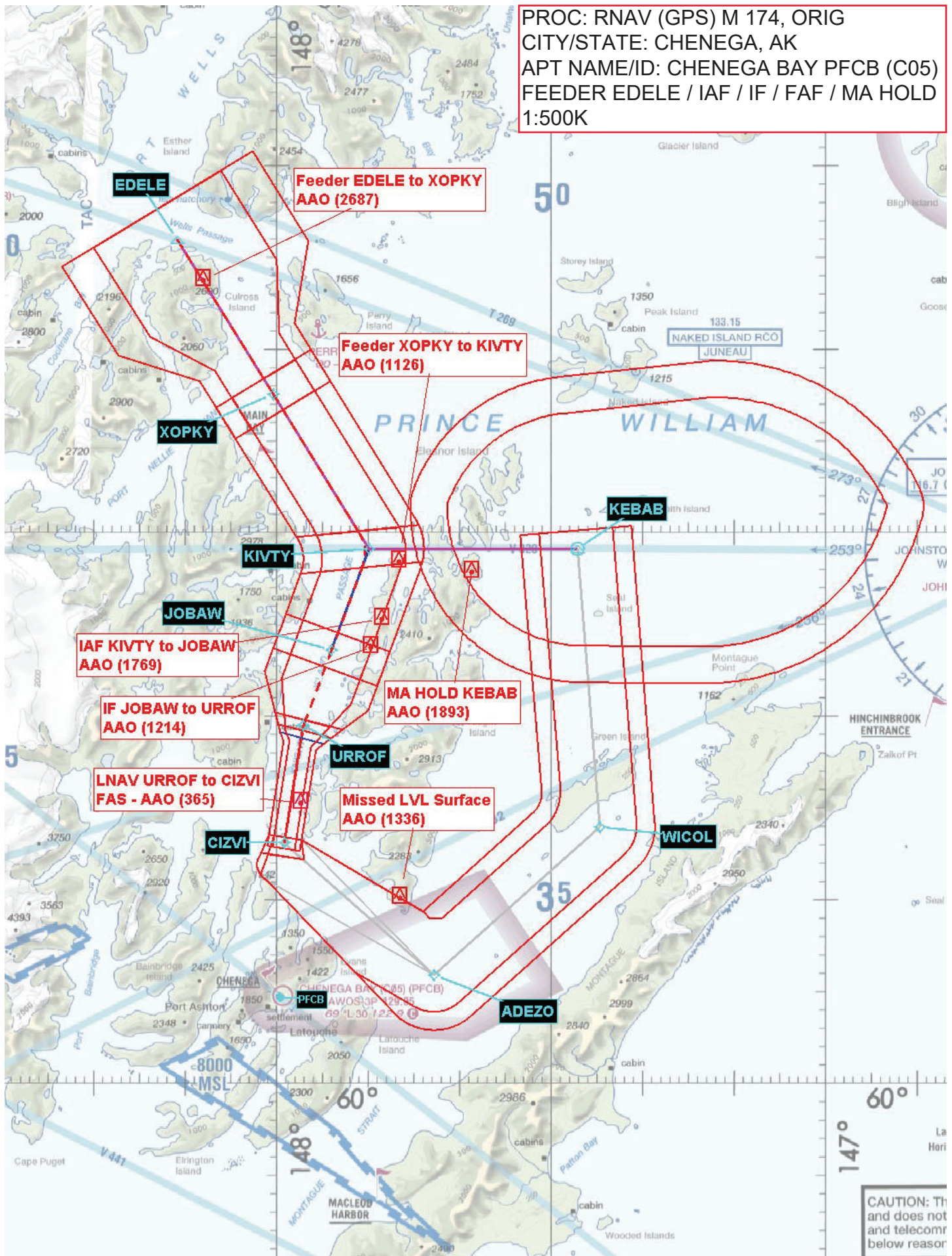
CIZVI

PFCB

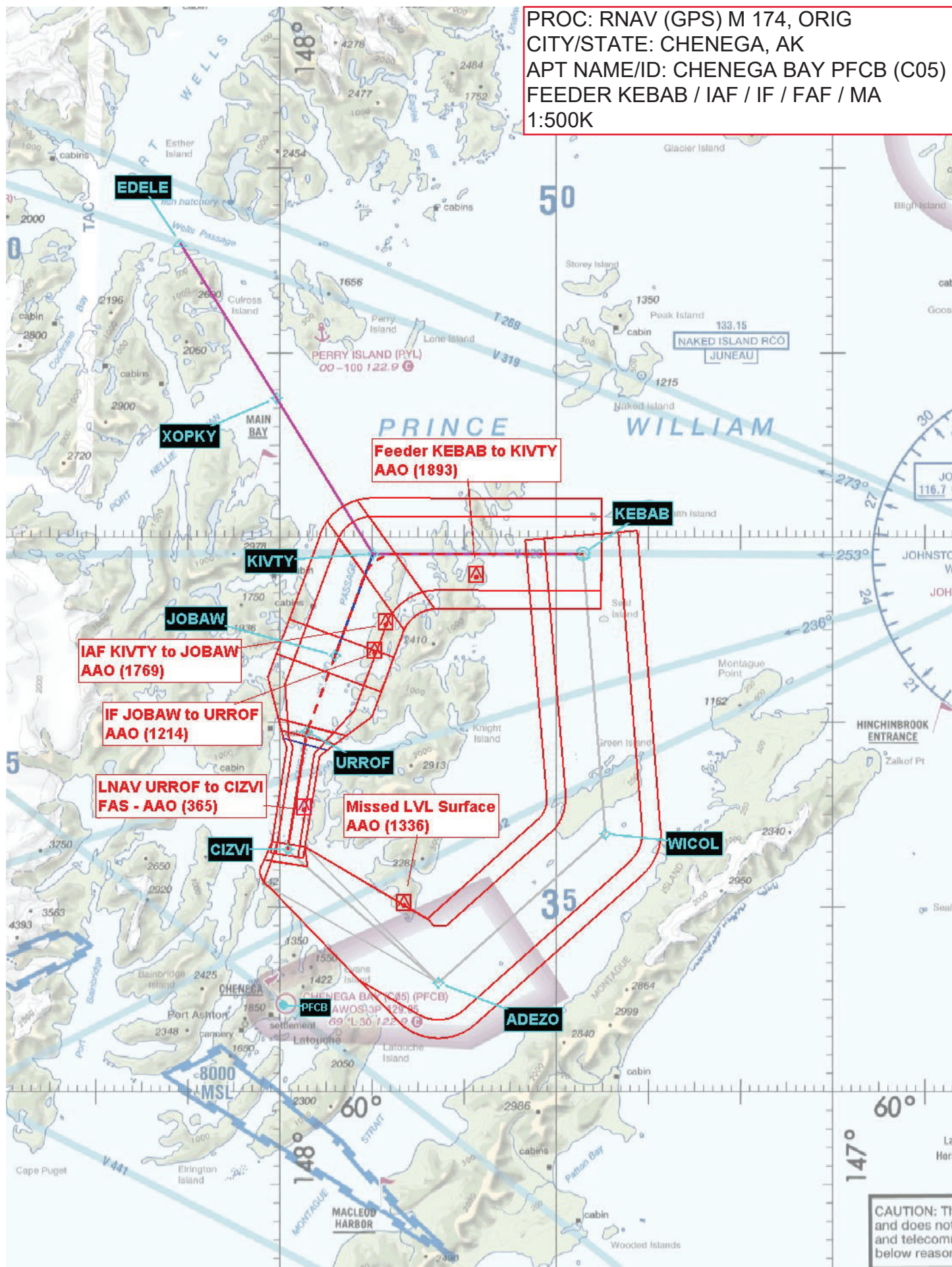
Missed LVL Surface
AAO (1336)



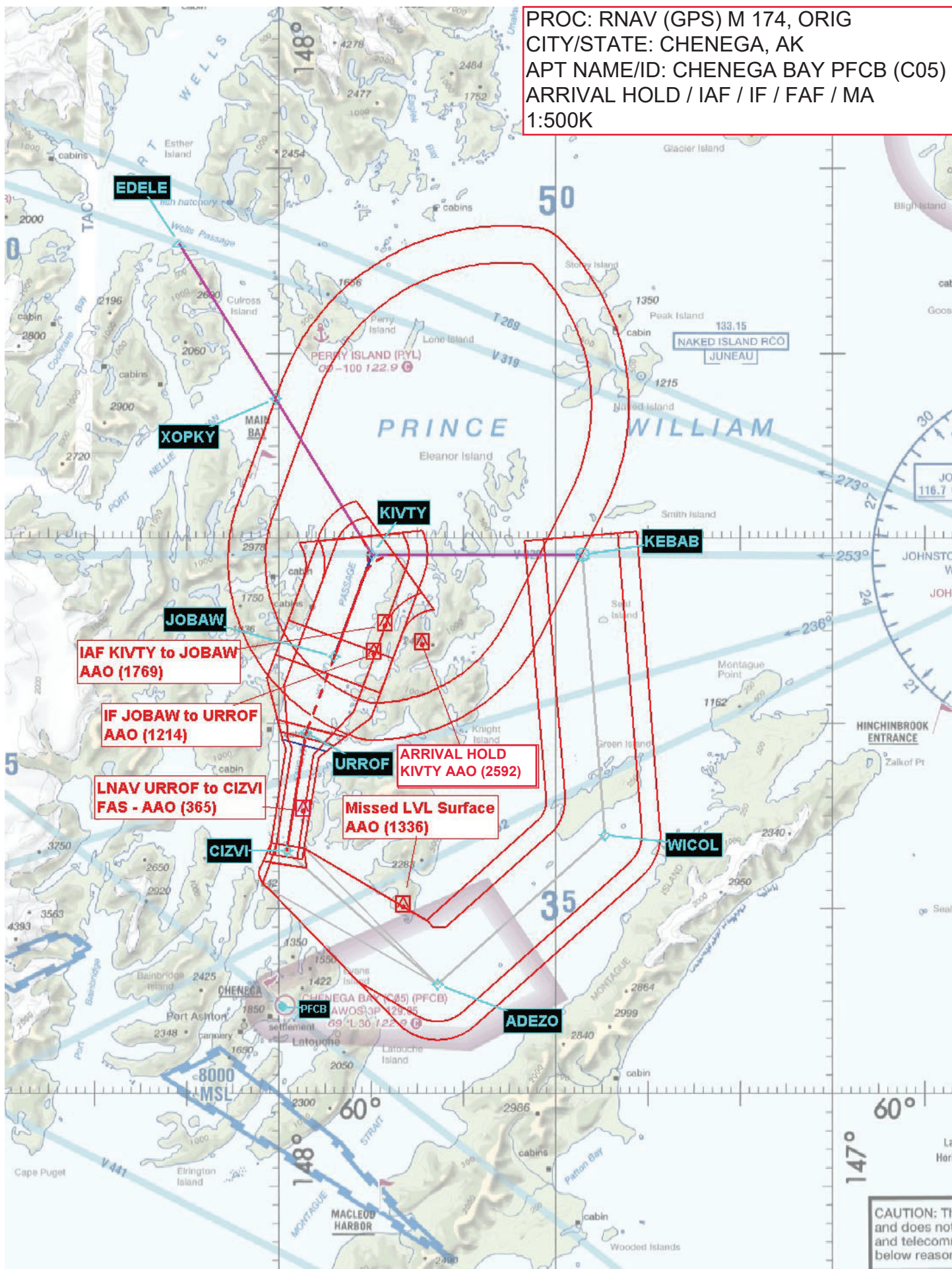
PROC: RNAV (GPS) M 174, ORIG
CITY/STATE: CHENEGA, AK
APT NAME/ID: CHENEGA BAY PFCB (C05)
FEEDER EDELE / IAF / IF / FAF / MA HOLD
1:500K



PROC: RNAV (GPS) M 174, ORIG
CITY/STATE: CHENEGA, AK
APT NAME/ID: CHENEGA BAY PFCB (C05)
FEEDER KEBAB / IAF / IF / FAF / MA
1:500K



PROC: RNAV (GPS) M 174, ORIG
CITY/STATE: CHENEGA, AK
APT NAME/ID: CHENEGA BAY PFCB (C05)
ARRIVAL HOLD / IAF / IF / FAF / MA
1:500K





Federal Aviation Administration

Initial Development Notification for AIRNAV Pending Records

To: Scott Jerden, Manager Aeronautical Data Team, AJV-A31

From: Bev Bordy, Manager Instrument Flight Procedures Projects Team, AJV-A4

Subject: **ACTION:** Request for Pending Records **PFCB__CHENEGA BAY, , AK US**

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed will be revised effective concurrent with the publication of the procedure(s) listed below. Estimated Chart Date: 10/5/2023

Current/Assigned MV E 19 2010 New MV E 15 2025

ECD	Airport ID	Procedure Name	AMDT #	Task Report Type Selections
10/5/2023	PFCB	(SPECIAL) CHENEGA TWO (OBSTACLE) RNAV CHENEGA AK PFCB		MAGVAR SPECIAL
10/5/2023	PFCB	(SPECIAL) RNAV (GPS) -A AMDT 1		MAGVAR SPECIAL

NO RUNWAY NUMBERS ARE CHANGING

IF you have any questions please notify: Casimir.L.Tabaka@faa.gov

Processed Friday, April 14, 2023