Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Graphical DP	Estimated Chart Date: 10/05/2023	APWS Task ID: 7198E422DA9944CEA161BA6CD39CFF6B	APWS Project ID: 3483ED08FCAE4BC38BDD0BD827D61A9D
Procedure: (SPECIAL) CHENEGA TWO (OBSTACLE) RNAV		Enroute: YES	Specialist: Dean, Kelly		Agreement Number:
Airport ID: PFCB			Airport City: CHENEGA		State: AK
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
SPECIAL PROCEDURE

WAIVER (2):
CANCELLATION - PINs DEPARTURE
NEW - PINs PROCEDURE

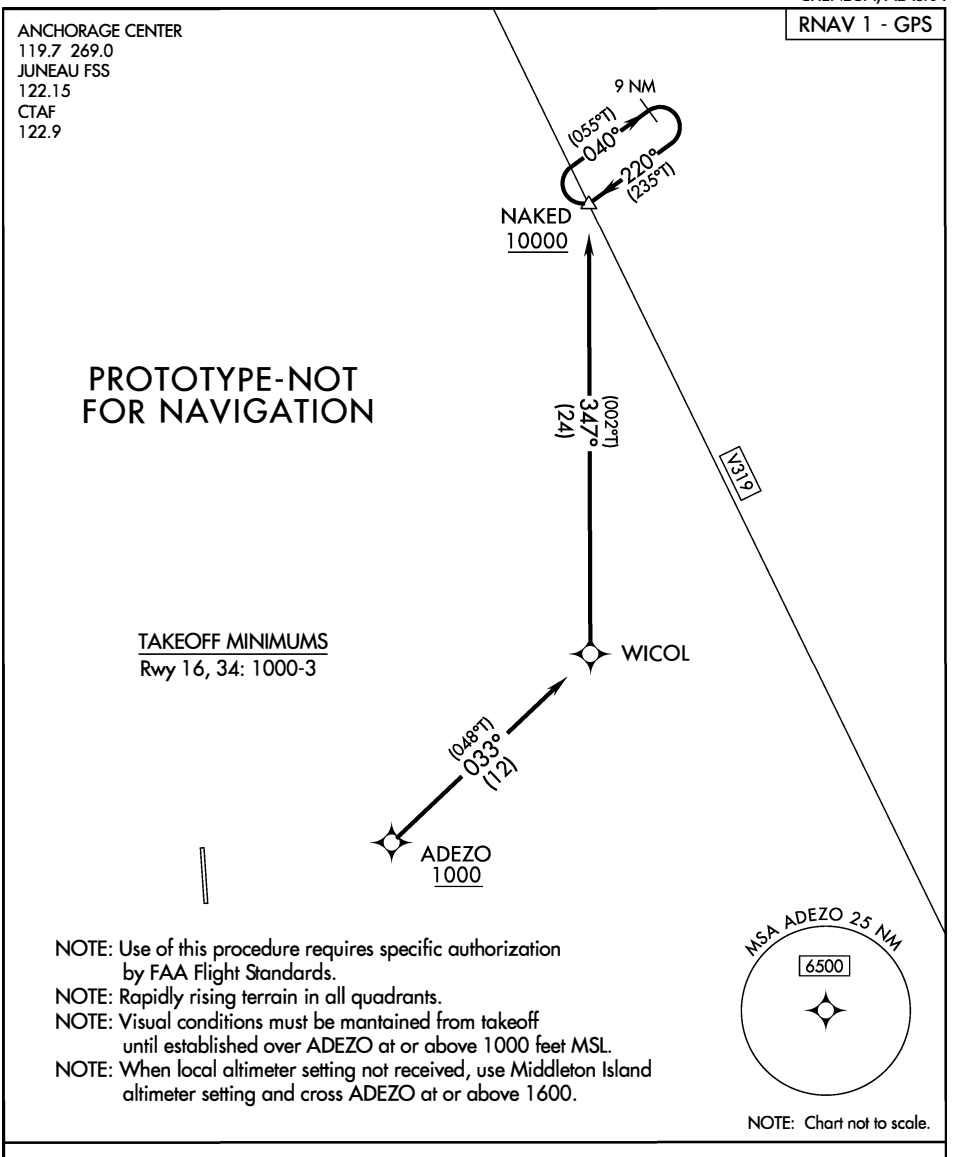
PENDING DATA UTILIZED

MAG/VAR:
OLD: 19E 2010 NEW: 15E 2025

POC FOR THIS ACTION IS CAS TABAKA 405-954-7931

Data as of: 04/18/2023 14:22:34 CDT

CHENEGA TWO DEPARTURE (OBSTACLE) (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16, 34:
VFR SEGMENT: Proceed in visual conditions to ADEZO, cross ADEZO at or above 1000.
IFR SEGMENT: From ADEZO, climb on track 033° to WICOL and on track 347° to NAKED. Continue climb in NAKED holding pattern (hold northeast, RT, 220° inbound, 9 NM) to cross NAKED at or above 10000 or as assigned by ATC before proceeding on course.

OLD

PFCB/NCN (Special)
CHENEGA BAY

JEPPESEN
13 SEP 13 10-3

CHENEGA, ALASKA
RNAV DP

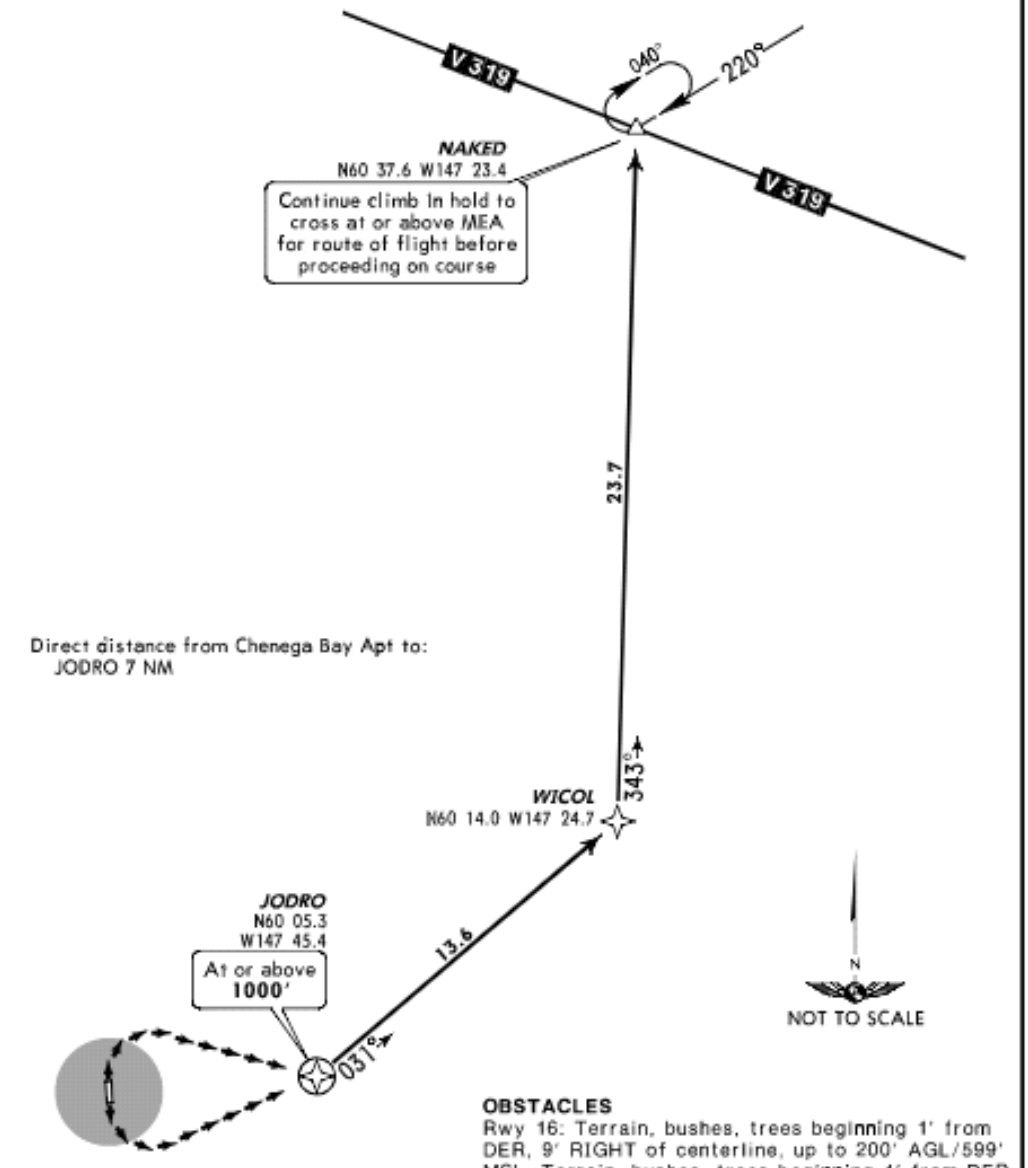
Apt Elev 69'

Trans level: FL180 Trans alt: 18000'
1. GPS required. 2. RNAV 1.
3. Rapidly rising terrain all quadrants.

OBSTACLE

CHENEGA ONE RNAV DEPARTURE (CHNGA1.NAKED)

(RWYS 16, 34)



Direct distance from Chenega Bay Apt to:
JODRO 7 NM

OBSTACLES
Rwy 16: Terrain, bushes, trees beginning 1' from DER, 9' RIGHT of centerline, up to 200' AGL/599' MSL. Terrain, bushes, trees beginning 1' from DER, 13' LEFT of centerline, up to 200' AGL/599' MSL. Rwy 34: Terrain, bushes, trees beginning 1' from DER, 6' RIGHT of centerline, up to 148' AGL/547' MSL. Trees beginning 1.5 NM from DER, 1581' RIGHT of centerline, up to 200' AGL/1399' MSL. Terrain, bushes, trees beginning 1' from DER, 10' LEFT of centerline, up to 200' AGL/599' MSL.

This DP requires take-off minimums:
Rwys 16, 34: 1000-3.

INITIAL CLIMB

Proceed in visual conditions from Chenega Bay airport to JODRO, cross JODRO at or above 1000' (visual conditions must be maintained from takeoff until established over JODRO at or above 1000'). From over JODRO climb on track 031° to WICOL and on track 343° to NAKED. Climb to MEA for route of flight or as assigned by ATC. Continue climb in NAKED holding pattern to cross NAKED at or above MEA for route of flight before proceeding on course.

CHANGES: New procedure at this airport.

NEW:

CANCEL

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:
CHENEGA BAY (PFCB) (C05)
CHENEGA BAY, AK
CHENEGA DEPARTURE (RNAV)(ODP)

2. Waiver Required and Applicable Standard:
ORDER 8260.3 B, VOL IV, PARA 1.3 DEPARTURE OCS APLICATION: 40:1 OCS EVALUATION BEGINS AT DER AT DER ELEVATION.

ORDER 8260.3B VOL IV, PARA 1.6 AND TABLE 1 OF 8260.46 INITIAL CLIMB AREA: THIS SEGMENT STARTS AT THE DER AND PROCEEDS ALONG RUNWAY CENTERLINE EXTENDED TO ALLOW AIRCRAFT TO REACH AN ALTITUDE OF 400 FEET ABOVE DER.

3. Reason for Waiver *(Justification for nonstandard treatment)*:
CHENEGA BAY AIRPORT HAS RAPIDLY RISING TERRAIN IN ALL DIRECTIONS THAT PRECLUDES DEVELOPMENT OF A STANDARD INSTRUMENT DEPARTURE PROCEDURE. UNDER CURRENT CRITERIA THE TERRAIN WOULD CAUSE A CLIMB GRADIENT IN EXCESS OF 500 FEET PER NM.

CATEGORY A AND B AIRCRAFT ARE THE PRIMARY USERS AT THIS AIRPORT AND THEY ARE UNABLE TO MEET THE INCREASED CLIMB RATE THAT WOULD BE REQUIRED ON A STANDARD INSTRUMENT DEPARTURE PROCEDURE.

THERE IS A LOWERING OF TERRAIN TO THE NORTH OFF OF RUNWAY 34 AND WITH A SMALL RIGHT TURN AS SOON AS PRACTICABLE OFF RWY 16 WOULD AVOID TERRAIN ON THE EXTENDED CENTERLINE AND WILL POSITION AIRCRAFT OVER WATER.

THERE IS SUFFICIENT VISUAL MANUEVERING AREA FOR AIRCRAFT TO TRANSITION TO OVER WATER FLIGHT ENROUTE TO A SPECIFIED RNAV WAYPOINT (JODRO) TO ARRIVE AT OR ABOVE 1000 FT, AT WHICH POINT INSTRUMENT FLIGHT PROCEDURES WILL COMMENCE WITH APPLICATION OF 40:1 OBSTACLE CLEARANCE SURFACE (OCS).

4. Equivalent Level of Safety Provided:
1. PROCEDURE REQUIRES VISUAL FLIGHT FROM TAKEOFF RUNWAYS 16 OR 34 TO JODRO WAYPOINT WHERE IFR FLIGHT CAN START ENROUTE TO THE LOW ALTITUDE AIRWAY STRUCTURE. THE DEPARTURE PROCEDURE STATES THAT "VISUAL CONDITIONS MUST BE MAINTAINED FROM TAKEOFF UNTIL ESTABLISHED OVER JODRO AT OR ABOVE 1000 FEET".

2. 1000-3 IS REQUIRED TO INITIATE THIS DEPARTURE PROCEDURE.

3. THE FOLLOWING NOTE WILL BE PLACED ON THE PROCEDURE "RAPIDLY RISING TERRAIN ALL QUADRANTS.

4. 40:1 OCS HAS BEEN EVALUATED AND IS CLEAR FROM JODRO TO WICOL TO NAKED.

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:	Office Identification:	Title:	Signature:
	AJV-35	MANAGER, TERMINAL PRODUCTS GROUP	GREG YAMAMOTO

FAA FORM 8260 - 1 / July 2003 (computer generated)

8. CONTINUATION

Comments:

9. AFS ACTION		
	☑	Approved
		Disapproved
		Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

This waiver is canceled effective 10/5/2023

Fix name JODRO no longer exists.
Criteria reference and Equivalent Level of Safety updated.

(Signature) _____

Manager, AJV-A432

Date:	Routing Symbol:	Signature: Mark Steinbicker Signed By: Mark Steinbicker Tue Jun 19 2012 15:59:47 GMT-0400 (Eastern Daylight Time)	SIGN HERE

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

Chenega Bay (PFCB)(C05)
Chenega Bay, AK
Chenega RNAV Obstacle Departure Procedure (ODP)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

1. FAAO 8260.3E Para 13-1-2 Evaluate runways for IFR departure operations.
2. FAAO 8260.3E Para 13-1-3 Evaluate the 40:1 departure OCS originating at the departure end of runway (DER) at DER elevation.
3. FAAO 8260.3E Para 13-1-6 The ICA is an area centered on the runway centerline extended used to evaluate obstacle clearance during the climb to 400 feet above DER rounded to the nearest foot, with a minimum climb gradient of 200 ft/NM.
4. FAAO 8260.58 Para 5-1-1a Initial climb area (ICA). Departure procedures begin with an ICA constructed in accordance with Order 8260.3, paragraph 13–1–6.
5. FAAO 8260.58 Para 5-4-1b(1) ICA. Measure distance to obstacles using the distance from ICAB along runway centerline extended. The ICA OCS begins at the MSL elevation of the ICAB.

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

Chenega Bay Airport has rapidly rising terrain/obstacles in all directions which precludes the development of a standard Obstacle Departure Procedure (ODP). A diverse evaluation identifies terrain causes an excessive climb gradient in excess of 500 ft/NM.

Category A and B aircraft are the primary users at this airport. Users are routinely unable to meet the increased climb gradient that would be required by a standard ODP.

Lower terrain exists to the north of PFCB which aircraft can maneuver over water under VFR conditions. Over water flight to ADEZO would allow for a safe transition from VFR to IFR flight. A 40:1 Obstacle Clearance Surface (OCS) can be conducted from the ADEZO on track to WICOL/NAKED allowing the aircraft to enter the Enroute flight environment.

Aircraft will be allowed to proceed at desired route and altitude from the airport to ADEZO which will be known as an Initial Departure Fix (IDF). The aircraft will be required to cross the IDF at an altitude in which the IFR flight will begin.

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 starting at ADEZO. An IDF has been established at ADEZO. A 40:1 eval starting at 1000 ft MSL identifies the ability to climb at 200 ft/NM for all route segments with no penetrations. Along and Cross track of 1 NM have been applied at the IDF and subsequent fixes to facilitate possible fix error. A level surface circle of 1 SM radii was evaluated around the IDF to ensure no penetrations exceeds 1000 ft MSL as the aircraft approached the IDF under VFR.

3. 1000-3 was the charted takeoff minimums for both runways.

4. The following Notes are charted on the IAP:
   a. Use of this procedure requires specific authorization by FAA Flight Standards.
   b. Rapidly rising terrain in all quadrants.
   c. Visual climb to ADEZO, Cross ADEZO At or Above 1000 feet MSL.
   d. Visual conditions must be maintained from takeoff until established over ADEZO at or above 1000 feet MSL.

5. Procedure is coded as a RNAV 1 - GPS procedure and include VFR and IFR segments for each runway.

6. Obstacle evaluations by Flight Inspection were conducted to evaluate the ability for aircraft to proceed from the airport to the IDF and enter IFR flight by crossing the IDF at 1000 ft MSL.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Relocation or addition of facilities not contemplated.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-A400 _____

7. SUBMITTED BY:

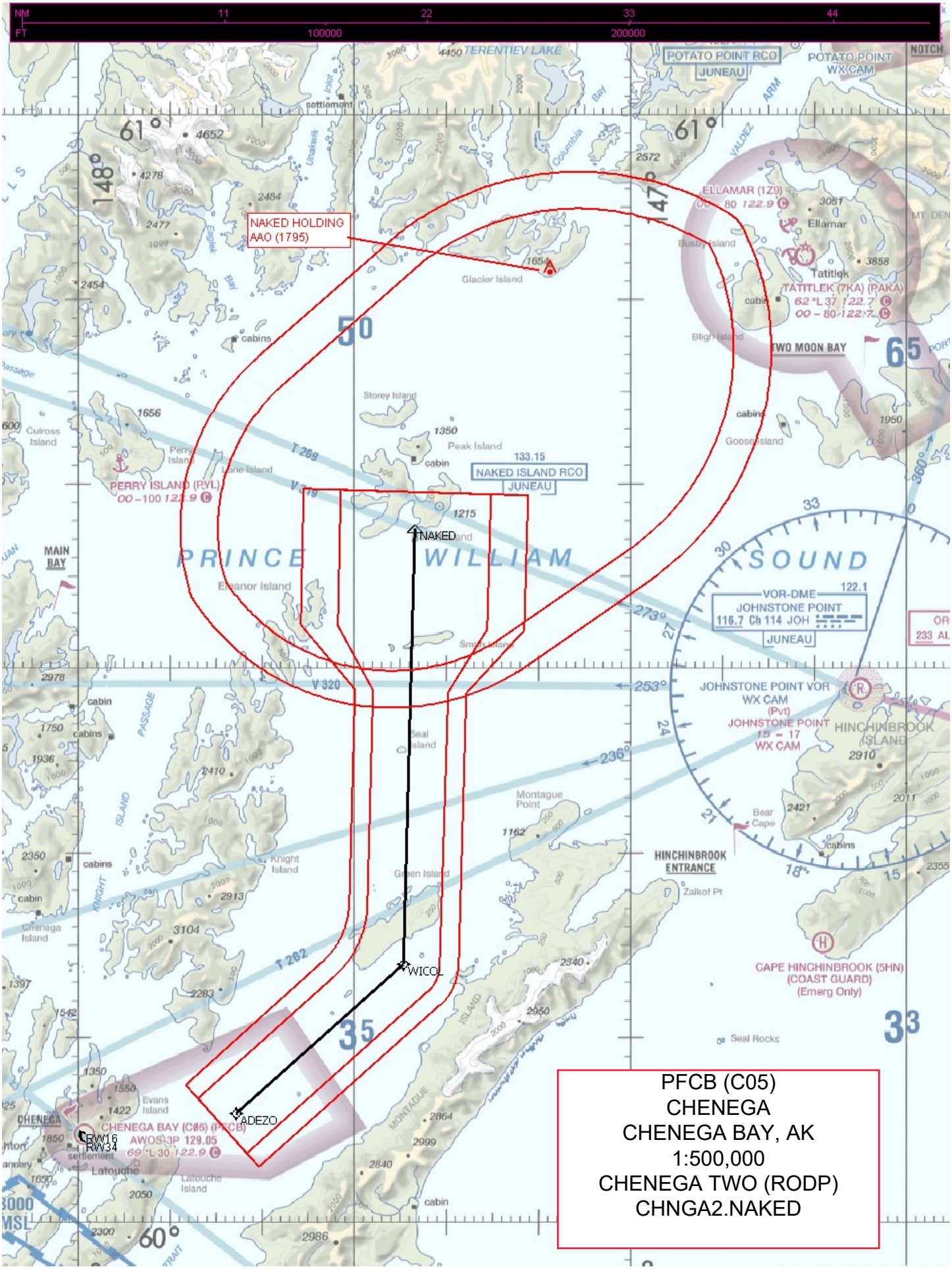
DATE	OFFICE IDENTIFICATION	TITLE		SIGNATURE
	AJV-A430	Manager	*Digitally signed by* ***CASIMIR L TABAKA*** Jun 29, 2023	Johnnie Baker

8. AFS ACTIONS:

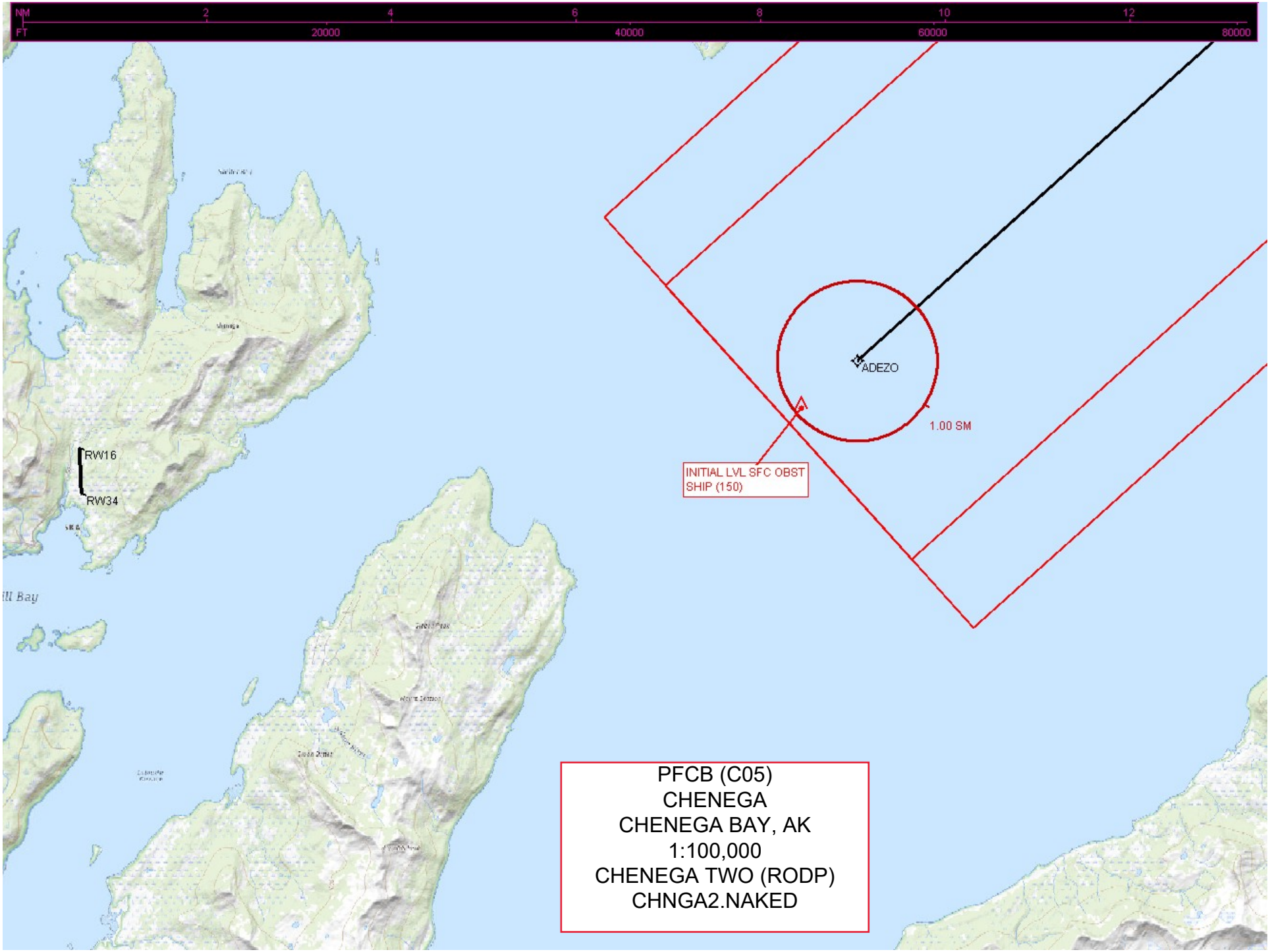
☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE



PFCB (C05)
CHENEGA
CHENEGA BAY, AK
1:500,000
CHENEGA TWO (RODP)
CHNGA2.NAKED


NM
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PFCB (C05)
CHENEGA
CHENEGA BAY, AK
1:100,000
CHENEGA TWO (RODP)
CHNGA2.NAKED

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