Federal Aviation Administration

Memorandum

FAA Order 1050, 1E, Change 1 Guidance memo # 1

Date:	December 20, 2010
To:	Tina Gatewood, Manager, Environmental Programs FAA ATO Mission Support Services
From:	Julie Marks, Manager AEE-400
Prepared by:	Michon Washington
Subject:	Guidance memo: Clarification of CATEXs 311g and 311i for Procedural Actions; FAA Order 1050.1E
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This Memorandum is in response to a request from the Manager of Environmental Programs, FAA ATO Mission Support Services for guidance on understanding and interpreting the Categorical Exclusions (CATEXs) found in paragraphs 311g and 311i of FAA Order 1050.1E, Change 1.

311g. Establishment of Global Positioning System (GPS), Flight Management System (FMS), Radio Navigation System (RNAV), or essentially similar systems, that use overlay of existing procedures. (ATO, AFS, AVN)

There have been different interpretations of whether or not the reference to RNAV in this CATEX includes RNP. Although the terminology has been updated, the basic system is still the same. The term "Radio Navigation System (RNAV)" has been updated, and the current term is "Area Navigation/Required Navigation Performance (RNAV/RNP)." RNAV/RNP is the current terminology and should be used when referring to this navigation system.

The term "procedures" in paragraph 311g has been interpreted by some field people as including only published procedures and not the flight path that is actually flown. The definition of the word "procedures" is specified in paragraph 6b of FAA Order 8260.43A. Consistent with that definition, the term "procedures" in paragraph 311g should be interpreted to include published procedures and radar tracks, which are the actual flight paths. The CATEX is intended to be applied to those new procedures that overlay existing flight paths, be they published procedures or actual radar tracks.

311i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); instrument procedures conducted below 3,000 feet (AGL) that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved instrument 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. For Air Traffic modifications to procedures at or above 3,000 feet (AGL) the Air traffic Noise Screening Procedure (ATNS) should be applied. (ATO, AFS, AVN)

Although the second and third clauses of paragraph 311i refer to "instrument" procedures, the CATEX is intended to include all procedures. Paragraph 311i was solely a Flight Standards (AFS) CATEX before 1050.1E applied it FAA-wide in 2004. As indicated by the addition of the parenthetical reference to ATO in paragraph 311i, the CATEX was intended to apply not just to instrument procedures established by AFS but also to other types of procedures established by Air Traffic. There is no environmental reason to limit this CATEX to instrument procedures. The environmental impact of a flight procedure does not vary based on whether it is an instrument procedure or a visual procedure. Therefore, it is reasonable to interpret the second and third clauses of this CATEX as not being limited to instrument procedures.

We hope that these clarifications will alleviate any misinterpretation of these CATEXs and provide consistent understanding across the ATO organization. Clarifying text revisions will be incorporated into Order 1050.1F to reflect the true intent of the language. If you have any questions, please contact Michon Washington at ext. 79548.