Federal Aviation Administration Categorical Exclusion Declaration

Date: 08/07/24

IFP: Thompson, Mark (mark.ctr.thompson@faa.gov)

Airport Contact: -

Request ID: KMCO_24717
Single or Multiple Procedure: Multiple
Procedure Name(s):
1) KMCO FATHE (RNAV) SID
2) KMCO JEEMY (RNAV) SID
Historic Properties: None
Procedure Request Description:
Orlando International Airport (KMCO) near Orlando, FL is requesting National Airspace System (NAS) changes to modify the FATHE (RNAV) Standard Instrument Departure (SID) and JEEMY (RNAV) SID routes. For both these SIDs, there have been past reports of departures inadvertently climbing through arrival airspace resulting in the potential for a loss of aircraft separation. The Local Safety Council has recommended SID changes to prevent recurrence of these incidents.

For the FATHE SID, KMCO proposes to:
- Remove the LNAV engagement climb gradient restrictions for Runways 17L, 17R, 18L, 18R, 36L, 36R, 35L, 35R.
- Change the ATC climb gradient restrictions from:
"RUNWAY 35R: 566 FT/NM to 2600, RUNWAY 36L: 637 FT/NM to 2300, RUNWAY 36R: 621 FT/NM to 2300" to:
"RUNWAY 35R: 548 FT/NM to 2600, RUNWAY 36L: 599 FT/NM to 2300, RUNWAY 36R: 589 FT/NM to 2300".
This would direct departures from these runways to climb to the same altitude, but at a slightly lower rate.
- Added the TRYNA waypoint to RUNWAY 36L/R transitions and GOTHA waypoint to Runway 35L/R transitions, along with an "AT OR BELOW 7000" altitude restriction, with no changes to lateral track.
`- Removed the "AT OR ABOVE 16000" altitude restriction at waypoint MDBOG and instead assign it to waypoint BKENI.
- Removed the unused MICKI stand-alone fix.

For the JEEMY (RNAV) SID, KMCO proposes to:
- Remove the LNAV engagement climb gradient restrictions for Runways 17L, 17R, 18L, 18R, 36L, 36R, 35L, 35R.
- Change the ATC climb gradient restrictions from:
"RUNWAY 35R: 566 FT/NM to 2600, RUNWAY 36L: 637 FT/NM to 2300, RUNWAY 36R: 621 FT/NM to 2300" to:
"RUNWAY 35R: 548 FT/NM to 2600, RUNWAY 36L: 599 FT/NM to 2300, RUNWAY 36R: 589 FT/NM to 2300".
This would direct departures from these runways to climb to the same altitude, but at a slightly lower rate.
- Added the CHUKG waypoint to RUNWAY 36L/R transitions and ALOHH waypoint to Runway 35L/R transitions, along with an "AT OR BELOW 7000" altitude restriction, with no changes to lateral track.

This change would not materially affect air traffic volume or fleet mix. While some new GPS waypoints would be added and some previous text instructions would be removed, the lateral tracks would remain the same, along with largely consistent altitude profiles. These changes would better ensure that departing aircraft would adhere to proscribed climb rates and altitudes, and not inadvertently climb too quickly into arrival airspace. Based upon the information reviewed, the FAA does not anticipate significant or reportable noise impacts to the subject property.

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 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:
This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion are:

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. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: MICHAEL ANTHONY WEST Digitally signed by MICHAEL ANTHONY WEST Date: 2024.08.07 14:10:39 -04'00' Date: _____

Title: Environmental Protection Specialist
Eastern Service Center Air Traffic Organization (AJV-E250)

Approved By: LISA FAVORS Digitally signed by LISA FAVORS Date: 2024.08.12 14:36:10 -04'00' Date: _____

Title: Manager, Environmental, CI and NAS Analytics (ECINA)
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