Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 12/31/2020	APWS Task ID: 288EFF4447474A498E9F899D46706588	APWS Project ID: A4862357228848E09DD2F35FF6382908
Procedure: SID CLTCH (RNAV) THREE WASHINGTON DC KDCA		Enroute: YES	Specialist: Chaney, Andrea		Agreement Number:
Airport ID: KDCA	Airport Name: RONALD REAGAN WASHINGTON NATIONAL		Airport City: WASHINGTON		State: DC
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			

Procedure Comments:
ACTIVE DATA USED FOR KDCA DEPARTURE DEVELOPMENT.

ATC REQUESTED CHANGES.
APPROVAL LETTER FOR CLIMB GRADIENT.
WAIVER FOR LENGTH OF SEGMENT.

CONTACT GEORGE DAVIS (405) 954-9960/DAVID TEFFETELLER (202) 267-5177

05/19/20: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/17/20.
1. ADDED NOTE: TURBO-JETS ONLY.

10/22/20: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/17/20.
1. CHANGED RWY01 VI LEG DIST FROM 1.79 TO .61

Data as of: 05/19/2020 11:54:45 CDT

FIPC DME/DME FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
SID CLTCH (RNAV) THREE WASHINGTON DC KDCA	RONALD REAGAN WASHINGTON	KDCA	YG-09-111-20

FAC ID: CLTCH3	CITY: WASHINGTON	ST: DC	ORIG CHART DATE: 12/31/2020

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/D	☐ YES	1.0	AC0683	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
10/27/2020	VN137	N70	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☐ SAT ☒ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
bob s pressler @ 10/28/2020 11:48	PRESSLER, ROBERT STEPHEN	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

Procedure "Sat" based on GNSS. Procedure status based on DME/DME is awaiting AFS/WAJR approval.

DME/DME STATUS:	SPECIALIST SIGNATURE:	PRINTED NAME:
☐ SAT ☐ UNSAT		

SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

PROCEDURE REVIEW BOARD (PRB) Results

May 14, 2020 (REC 05/20/20)

*****PRB recommendations do not constitute approval*****

18. Waiver/Approval: RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC - CLTCH THREE (RNAV) DEPARTURE https://swims.faa.gov/PTR/Edit/7931

Requested By: AJV

PRB Results: Return for Rework

Waiver –

- Reword Equivalent Level of Safety (Block 4) to:

  - First statement: The redesigned departure was flown in simulator trials at MMAC flown by airline tech pilots with FAA Flight Standards oversight and deemed acceptable from a performance perspective.

  - Second Statement: Prior to publication of the current design with an initial VI leg of

    .608NM, detailed analysis of 92,935 departures show that 99 percent of aircraft reach 500

    ft above airport elevation with .052NM of DER indicated VI leg of .61 nm is validated to be

    sufficient.

- Correction to Waiver Required and Applicable Standards (Block 2): Lists reference JO 8260.58A (Change 2) Paragraph 1-2-5 as the need for the waiver, the criteria that needs to be waived is FAA Order 8260.58A (Change 2) Paragraph 5-3-1.a.(1)(b)2 (pg.5-8).

All changes above incorporated

Missing – Flight Inspection PC

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

1. FLIGHT PROCEDURE IDENTIFICATION:

Ronald Reagan Washington National
Washington, DC (KDCA)
CLTCH Departure (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAA Order 8260.58A (Change 2) Paragraph 5-3-1.a.(1)(b)2 (pg.5-8).
b. Area dimensions
(1) Length
(a) Minimum length (fix-to-fix). Generally, minimum leg length is the lesser of 2 × XTT or 1 NM, but where applicable may also be no less than;
1. The sum of the distance of turn anticipation (DTA) for each fly-by (FB) turn

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

Ronald Reagan Washington National Airport was petitioned by operators using DCA and a coalition of citizens from the surrounding communities to develop an Area Navigation (RNAV) departure procedure from RWY01 to enhance departure efficiency, avoid P-56, and reduce the DCA noise footprint.
After being tested using the LAZIR SID and incorporating the design into current KDCA RNAV departures, it became evident that the operators are having some issues avoiding P-56. The RWY01 HOLTB Departure design validated the slight change to the CF leg did improve P-56 avoidance. A VI leg of .61nm is required to provide sufficient buffer to avoid the P-56 boundary.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The redesigned departure was flown in simulator trials at MMAC flown by airline tech pilots with FAA Flight Standards oversight and deemed acceptable from a performance perspective.
Prior to publication of the current design with an initial VI leg of .608NM, detailed analysis of 92,935 departures show that 99 percent of aircraft reach 500 ft above airport elevation with .052NM of DER indicated VI leg of .61 nm is validated to be sufficient.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Criteria does not exist that will authorize takeoff from RWY 01 without penetrating the boundary of P-56

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Representatives from American Airlines, Delta Airlines, United Airlines, ALPA, Alaska Air, NBAA, and Allied Pilots were part of the design team that created and finalized the HOLTB SID. That design is now being incorporated into the CLTCH RNAV SID. They are notified as the procedure moves through the publication process.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A4	MANAGER	*Digitally signed by* ***DAVID TEFFETELLER*** May 22, 2020

8. AFS ACTIONS:

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

COMMENTS:

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

DATE	ROUTING SYMBOL	SIGNATURE

Federal Aviation Administration

Memorandum

Date:

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Division

Thru: Danny E Hamilton, Manager, Flight Procedures and Airspace Group

From:

Subject: Approval Request: Ronald Reagan Washington National, DC (KDCA) CLTCH DEPARTURE (RNAV),

---

As provided in JO 8260.46G 2-1-1d(2) and JO 8260.58A paragraph 5-5-1, approval is requested from Flight Standards for initial climb gradients (CG) exceeding 500 feet per NM.

Ronald Reagan Washington National, DC (KDCA);

RWY01: Request approval for an 825 FT per NM climb gradient to 600 and a left turn as soon as practical to enable aircraft to intercept a 331 course to REVGE to avoid P-56 and to ensure obstacle clearance from a 595 MSL Monument (11-000021). This reflects the current CG as published and has been in use since March 31, 2016. The increased climb gradient is required in order to allow for LNAV engagement and to initiate a left turn to miss P56.

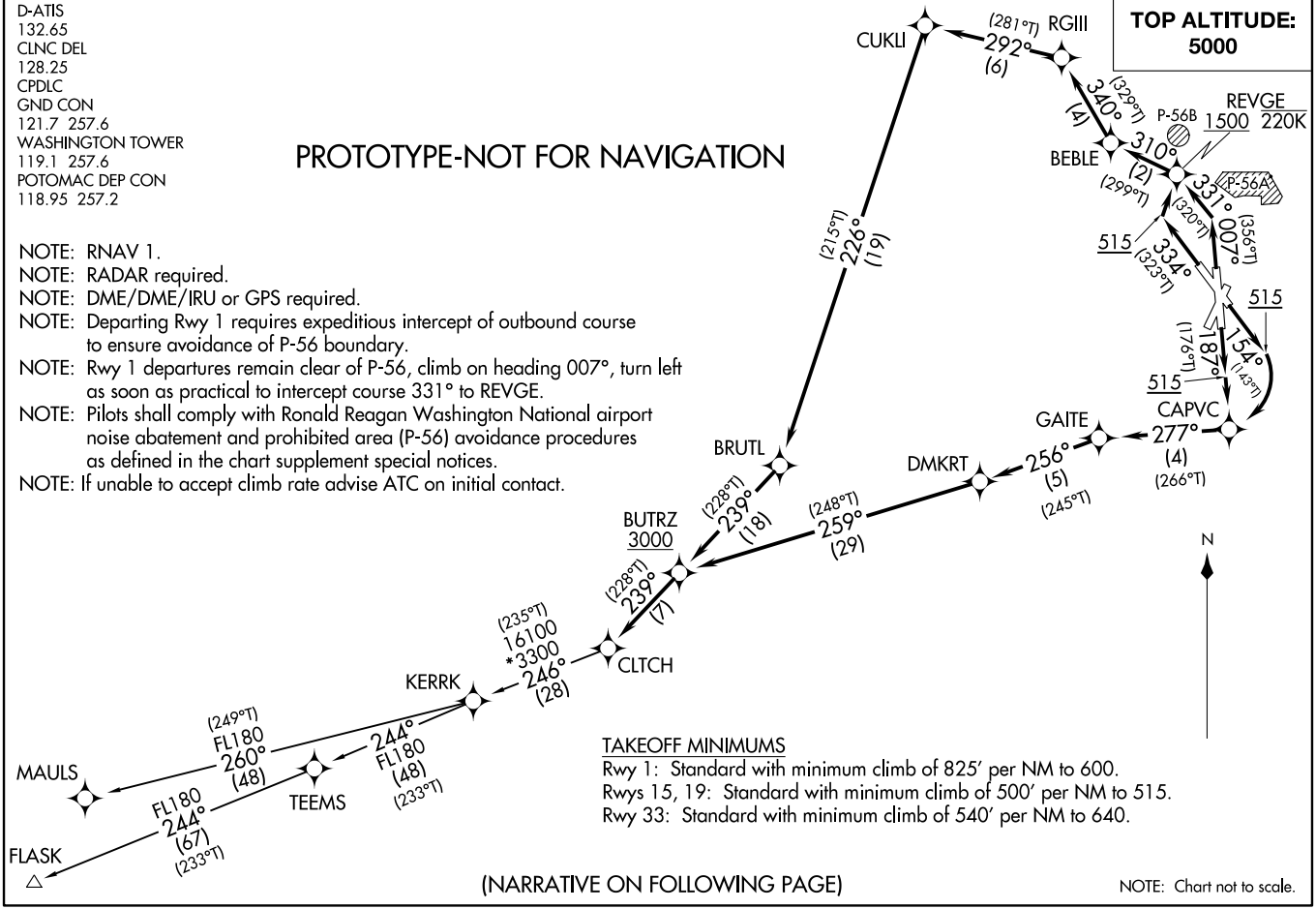
RWY 33: All currently published KDCA SIDS have a RWY 33 climb gradient of 540 FT per NM climb gradient to 640 FT. Request authorization to publish the same climb gradient on the HOLTB SID in order to standardize operations and avoid Arlington National Cemetery.

If unable to perform the required climb gradient, aircraft can utilize the Textual ODP or the National Departure.

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
118.95 257.2

PROTOTYPE-NOT FOR NAVIGATION

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington National airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the chart supplement special notices.
NOTE: If unable to accept climb rate advise ATC on initial contact.



TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(CLTCH3.CLTCH) FIG
CLTCH THREE DEPARTURE (RNAV)
RONALD REAGAN WASHINGTON NATIONAL (DCA)
WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

PROTOTYPE-NOT FOR NAVIGATION

CLTCH TWO DEPARTURE (RNAV)

(CLTCH2.CLTCH) 29MAR18

RONALD REAGAN WASHINGTON NATIONAL (DCA)

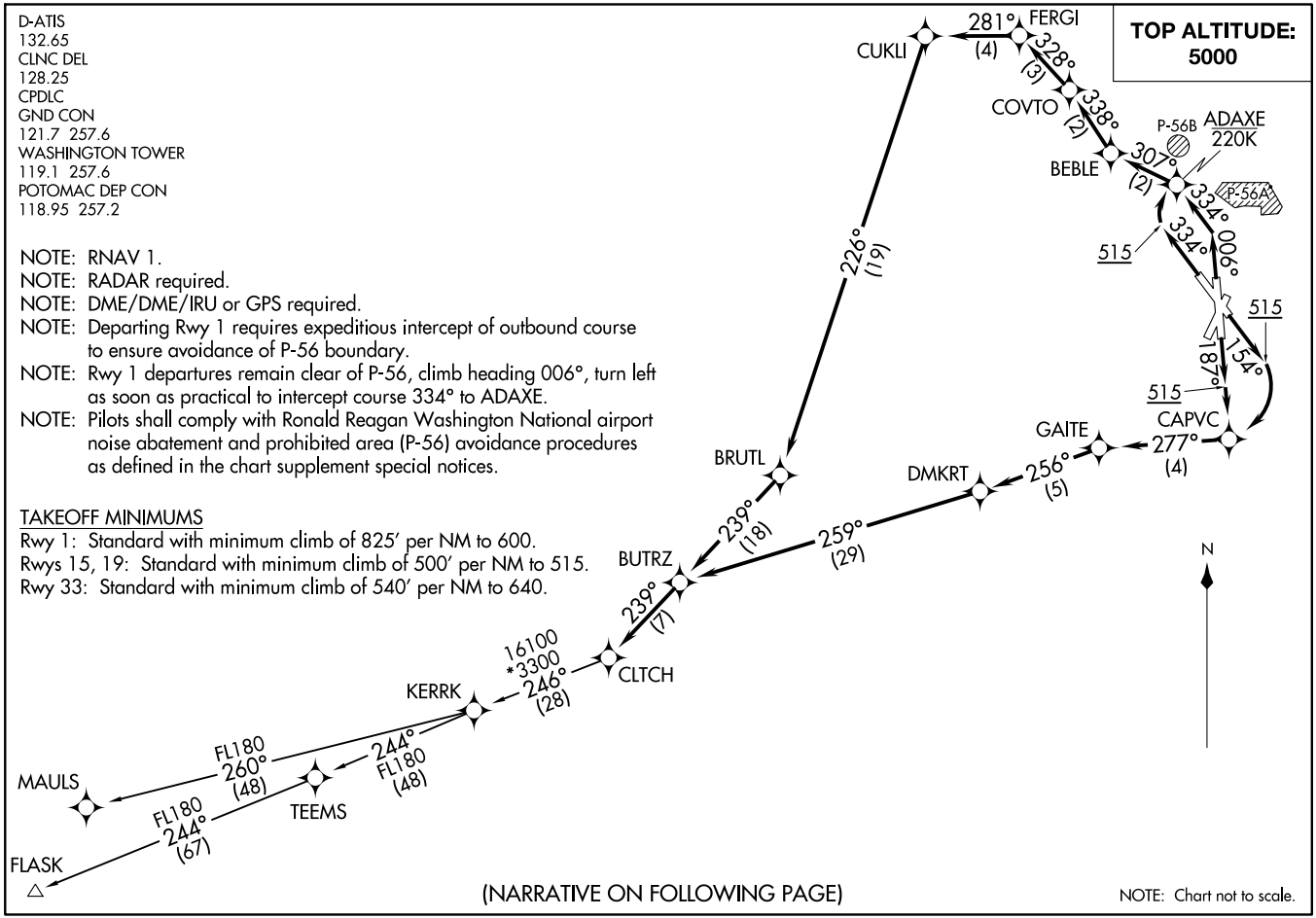
WASHINGTON, DC

OLD

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
118.95 257.2

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb heading 006°, turn left as soon as practical to intercept course 334° to ADAXE.
NOTE: Pilots shall comply with Ronald Reagan Washington National airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the chart supplement special notices.

TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(CLTCH2.CLTCH) 18088

CLTCH TWO DEPARTURE (RNAV)

AL-443

RONALD REAGAN WASHINGTON NATIONAL (DCA)

WASHINGTON, DC

OLD

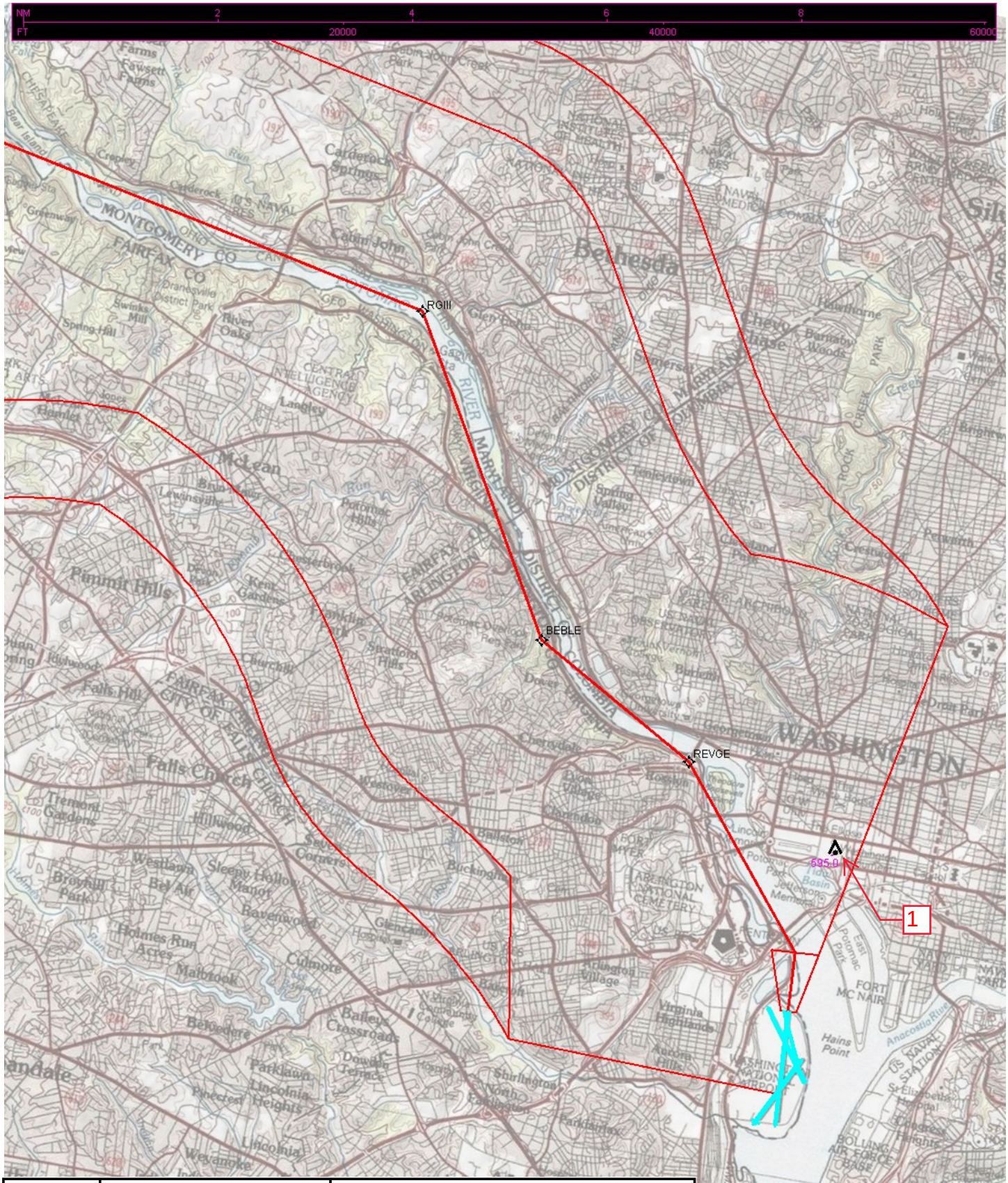
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 006° to intercept course 334° to ADAXE, then on depicted route to CLTCH, thence . . . .
TAKEOFF RUNWAY 15: Climb heading 153° to 515, then right turn direct CAPVC, then on depicted route to CLTCH, thence . . . .
TAKEOFF RUNWAY 19: Climb heading 187° to 515, then direct CAPVC, then on depicted route to CLTCH, thence . . . .
TAKEOFF RUNWAY 33: Climb heading 334° to 515, then right turn direct ADAXE, then on depicted route to CLTCH, thence . . . .

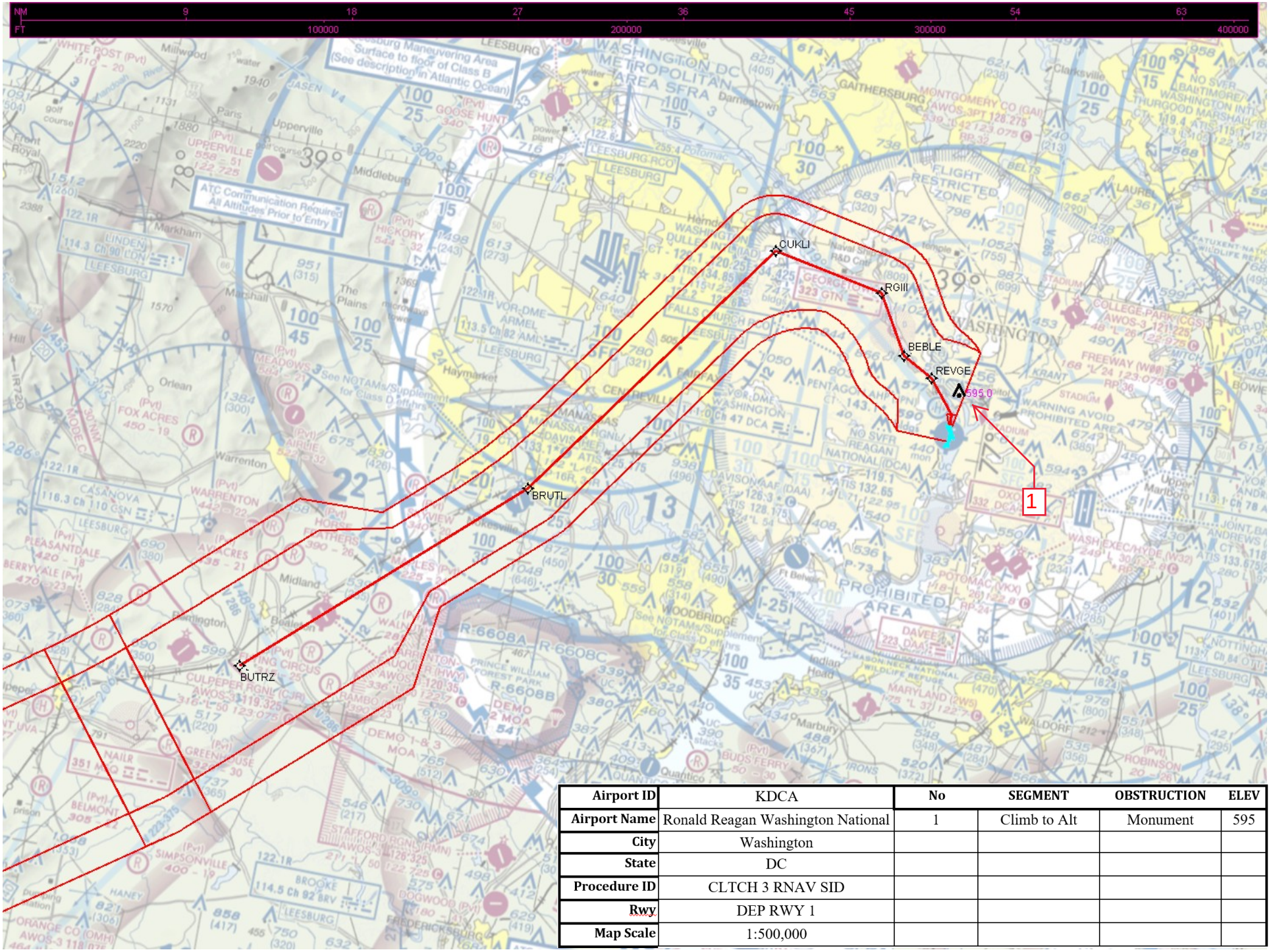
. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH2.FLASK)
MAULS TRANSITION (CLTCH2.MAULS)

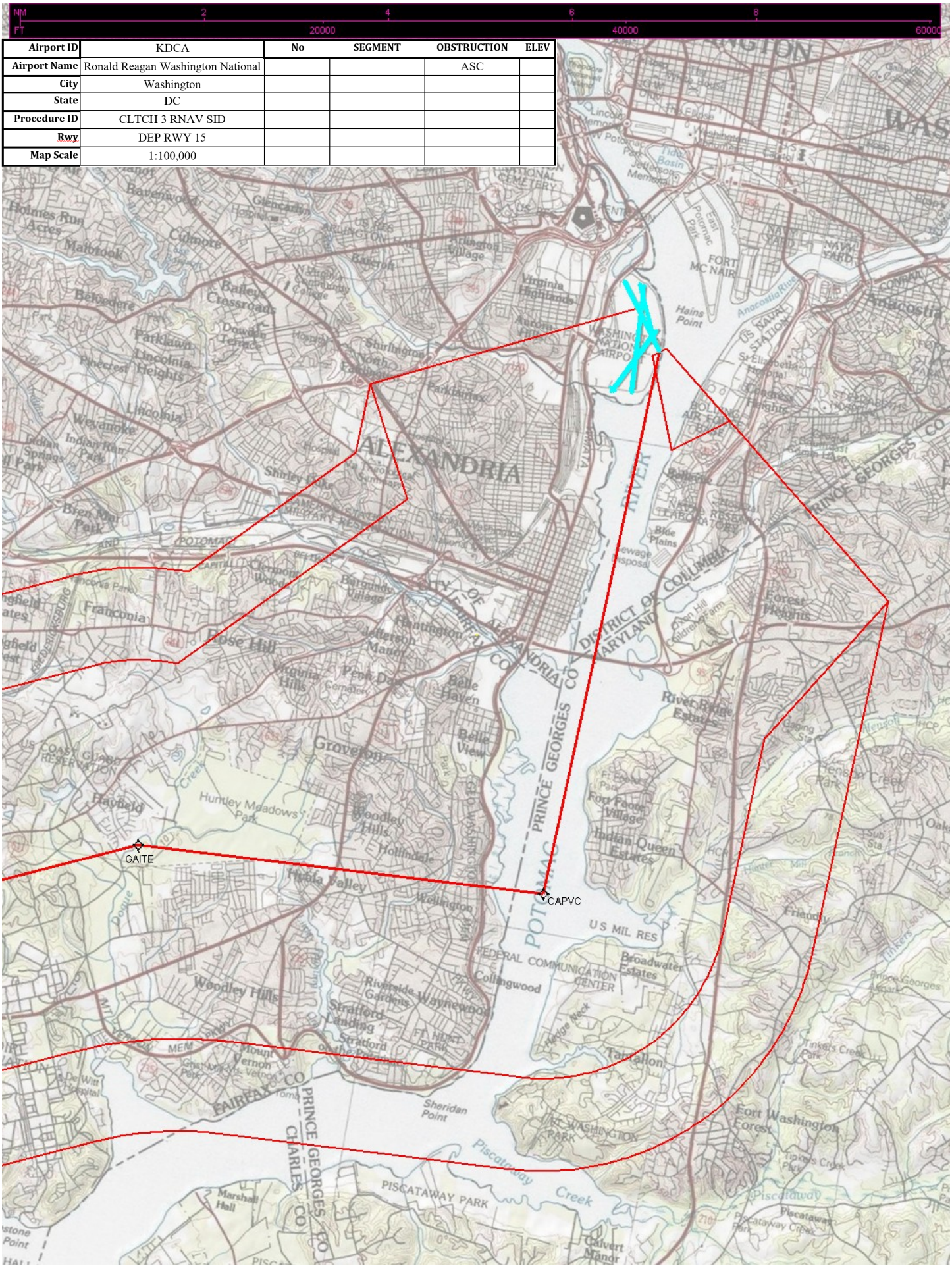
NE-3, 30 JAN 2020 to 27 FEB 2020



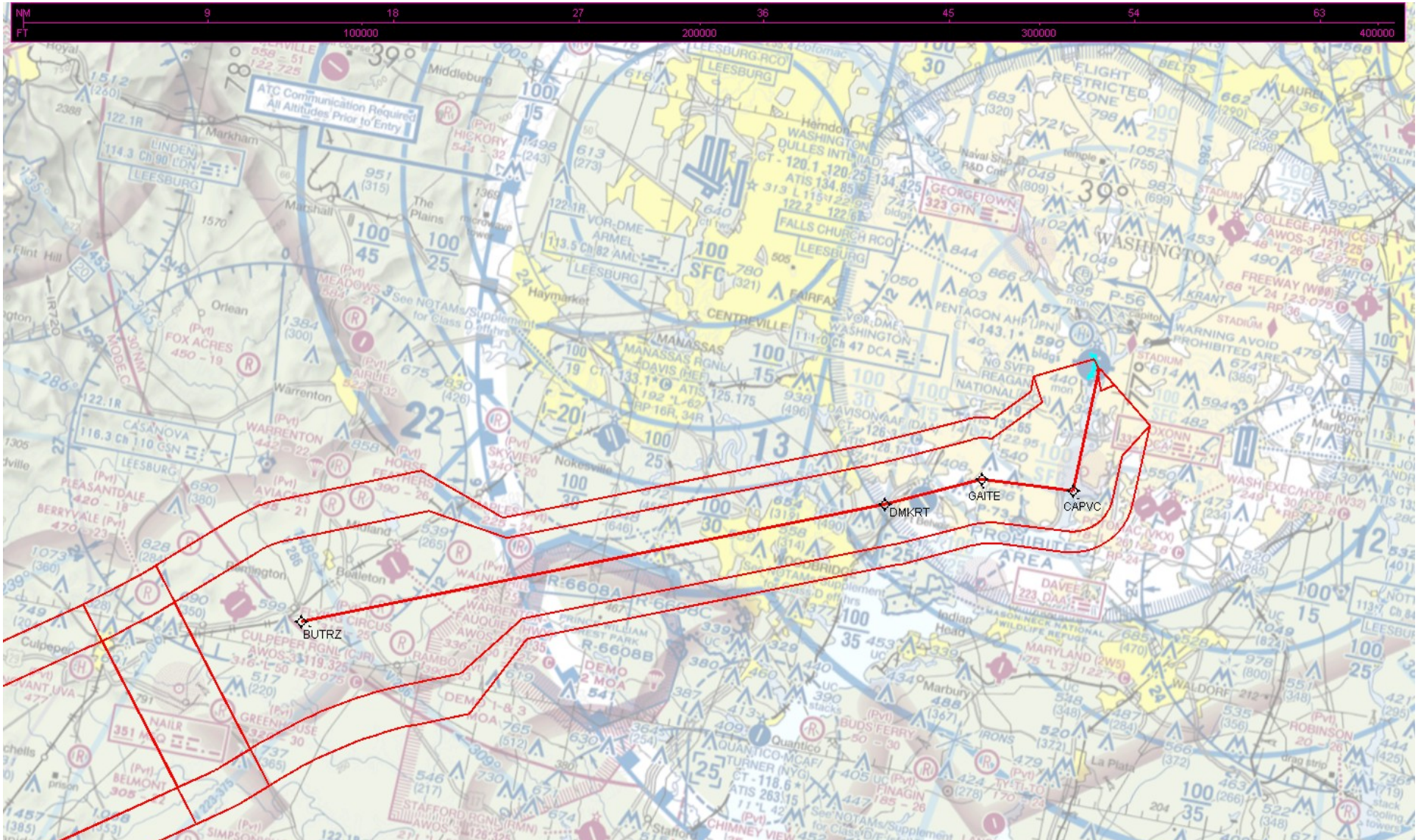
Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National	1	Climb to Alt	Monument	595
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy	DEP RWY 1				
Map Scale	1:100,000				



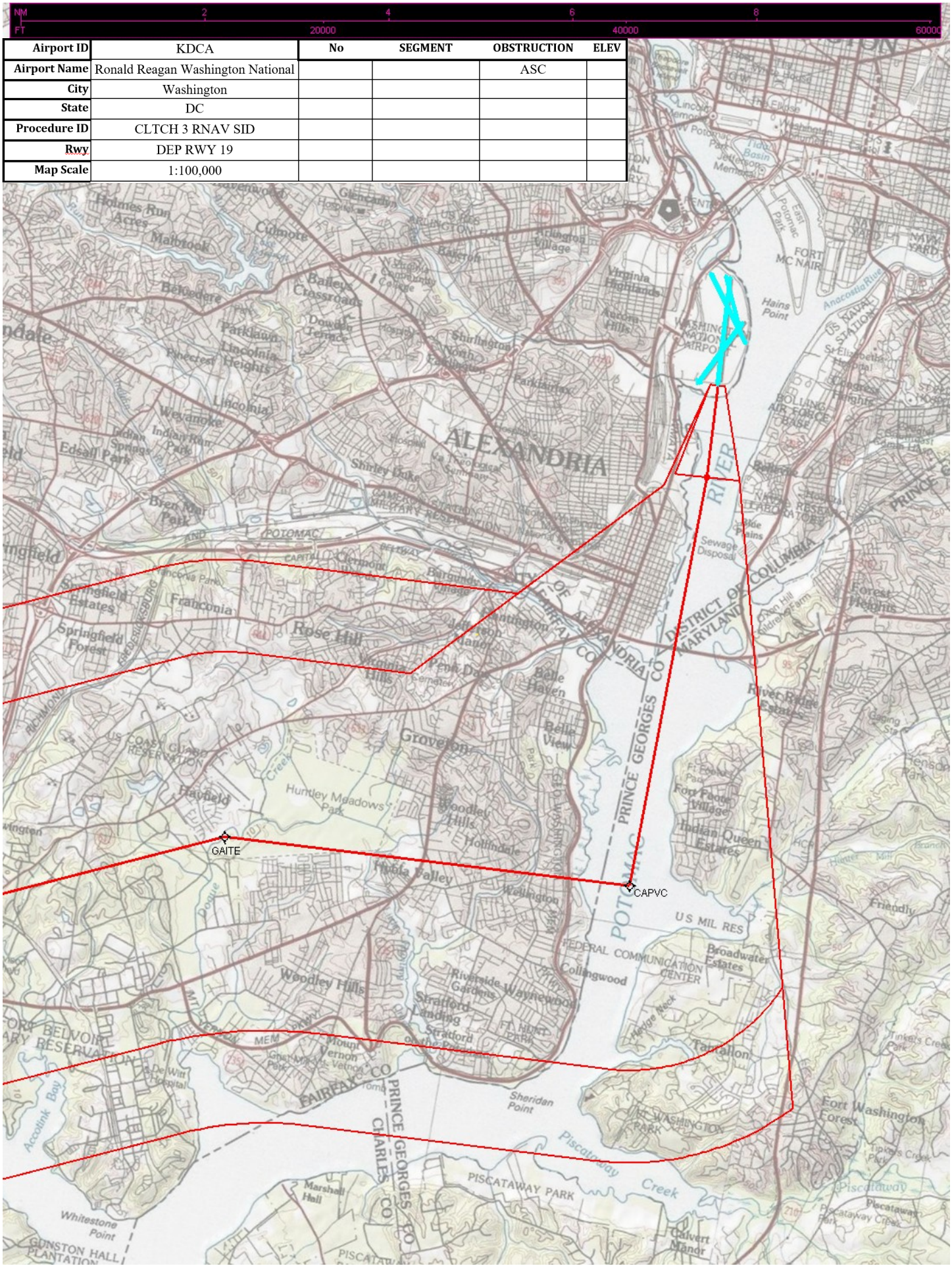
Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National	1	Climb to Alt	Monument	595
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy	DEP RWY 1				
Map Scale	1:500,000				



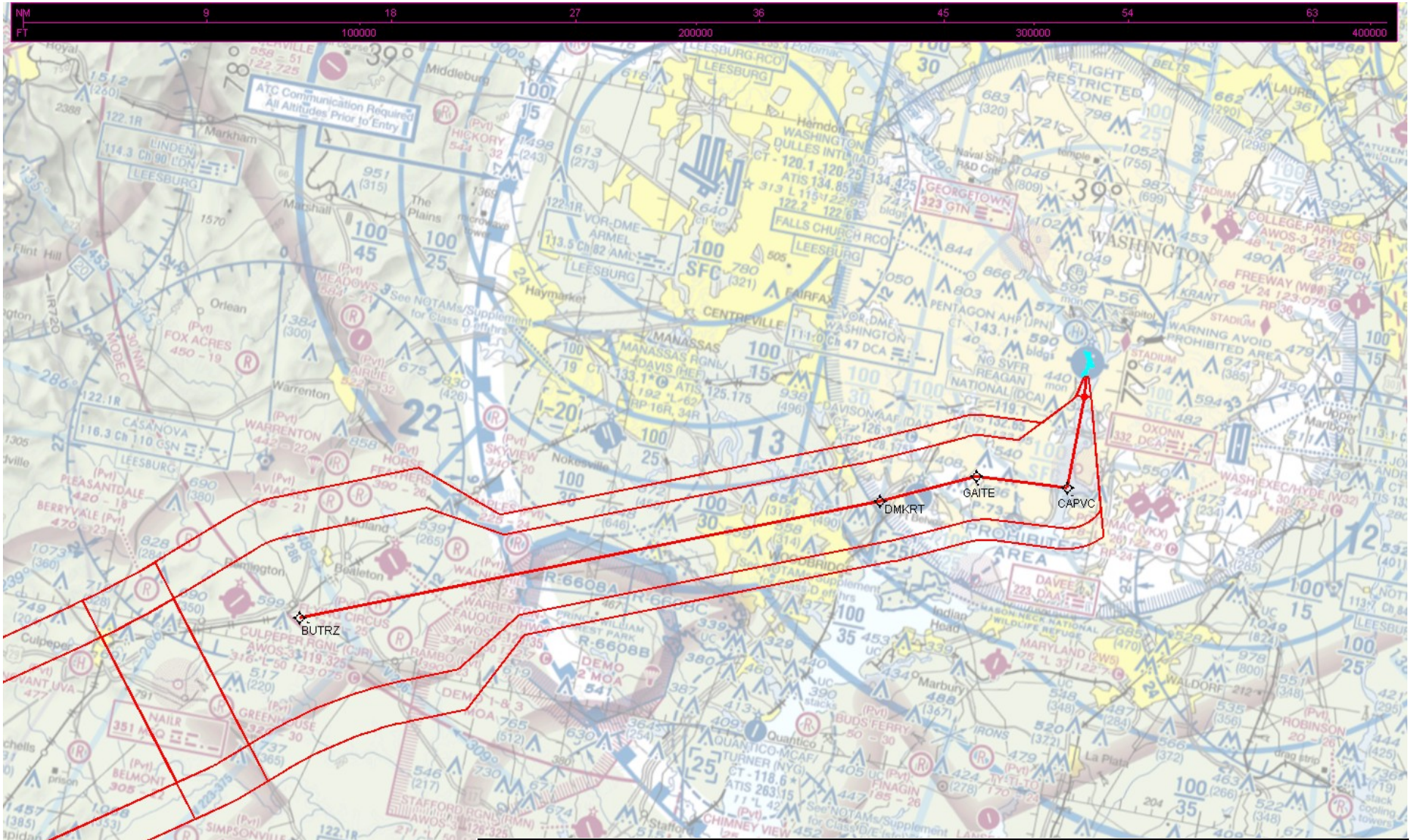
Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National			ASC	
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy	DEP RWY 15				
Map Scale	1:100,000				



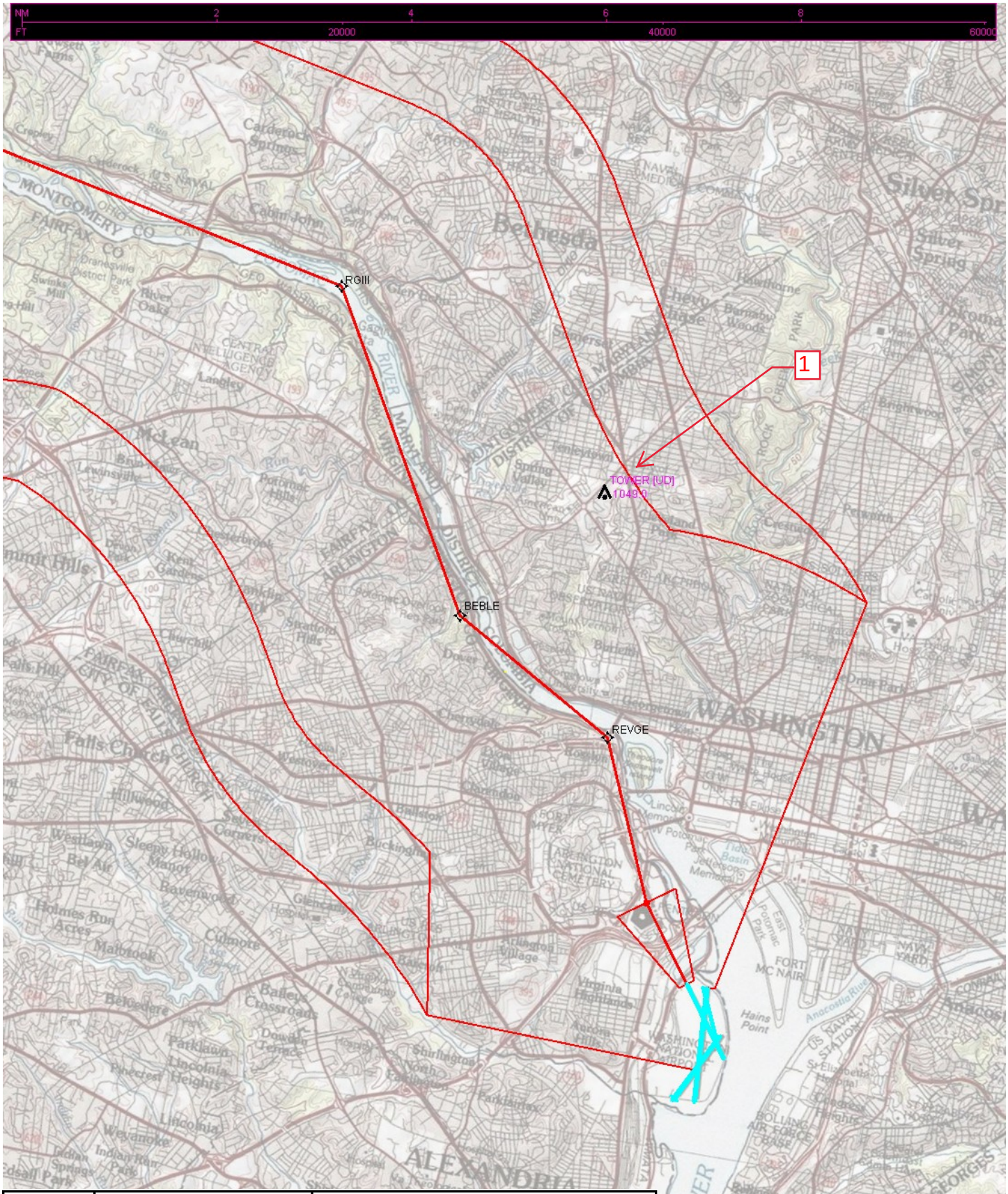
Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National			ASC	
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy	DEP RWY 15				
Map Scale	1:500,000				



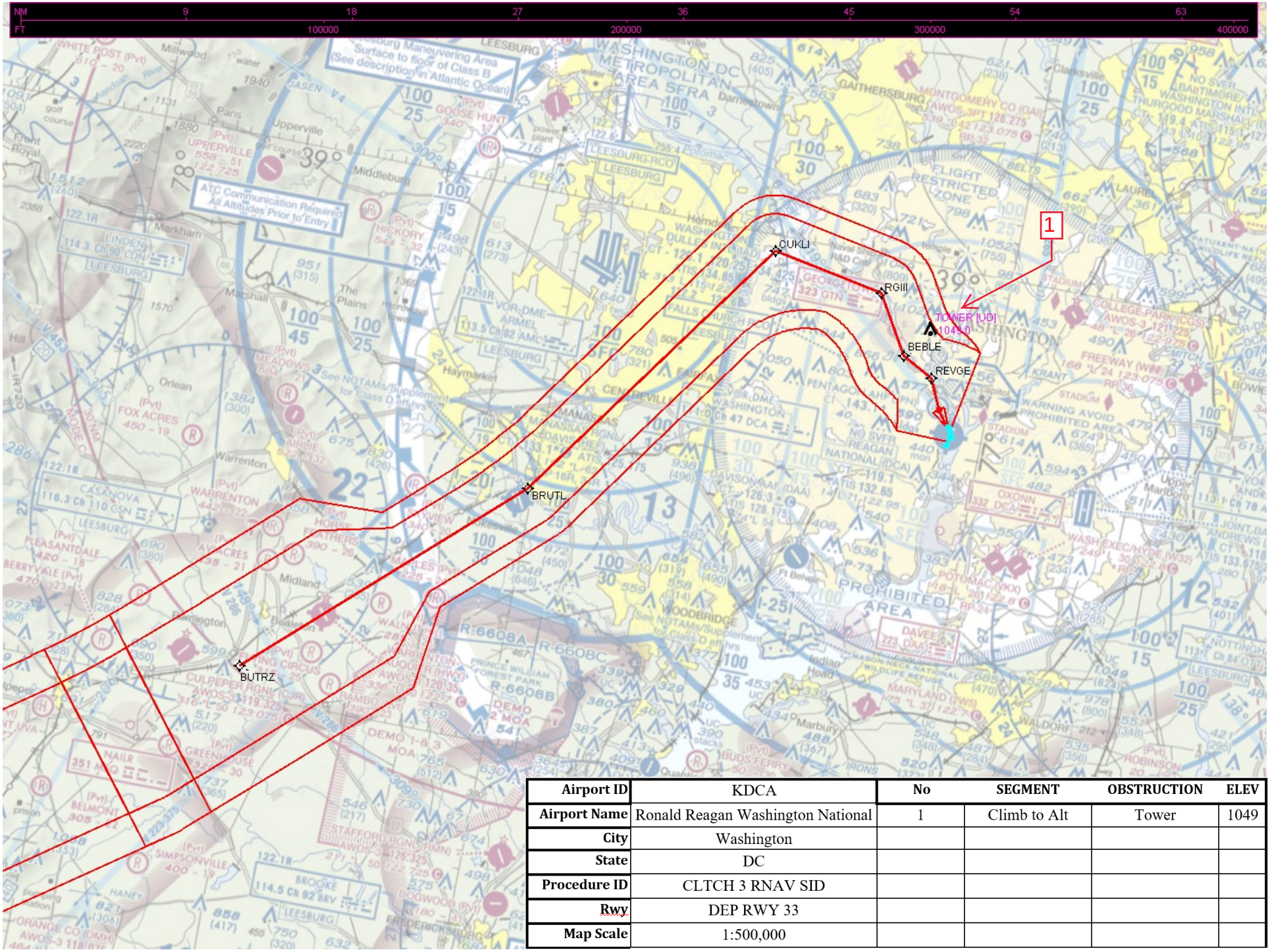
Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National			ASC	
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy	DEP RWY 19				
Map Scale	1:100,000				



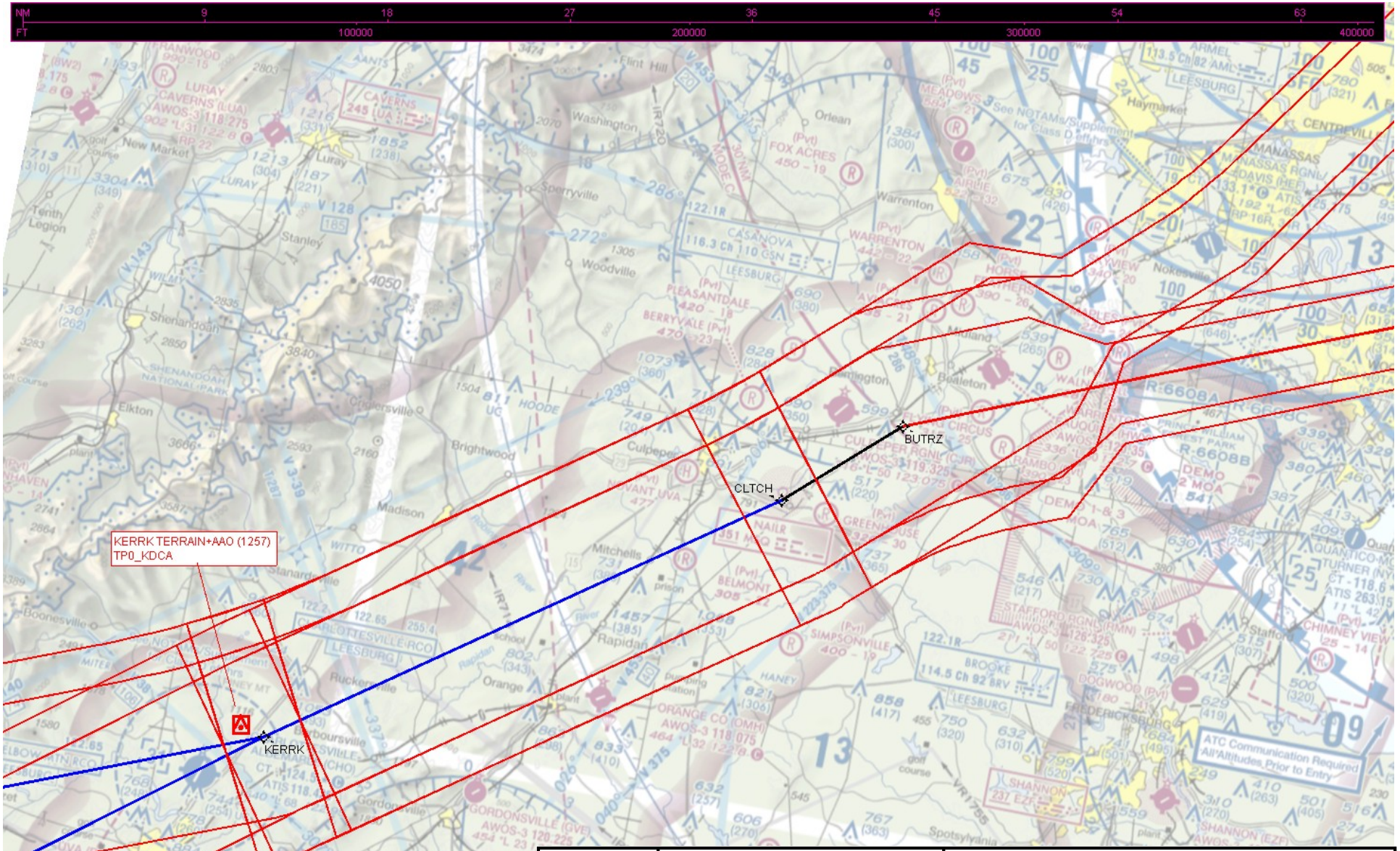
Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National			ASC	
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy	DEP RWY 19				
Map Scale	1:500,000				



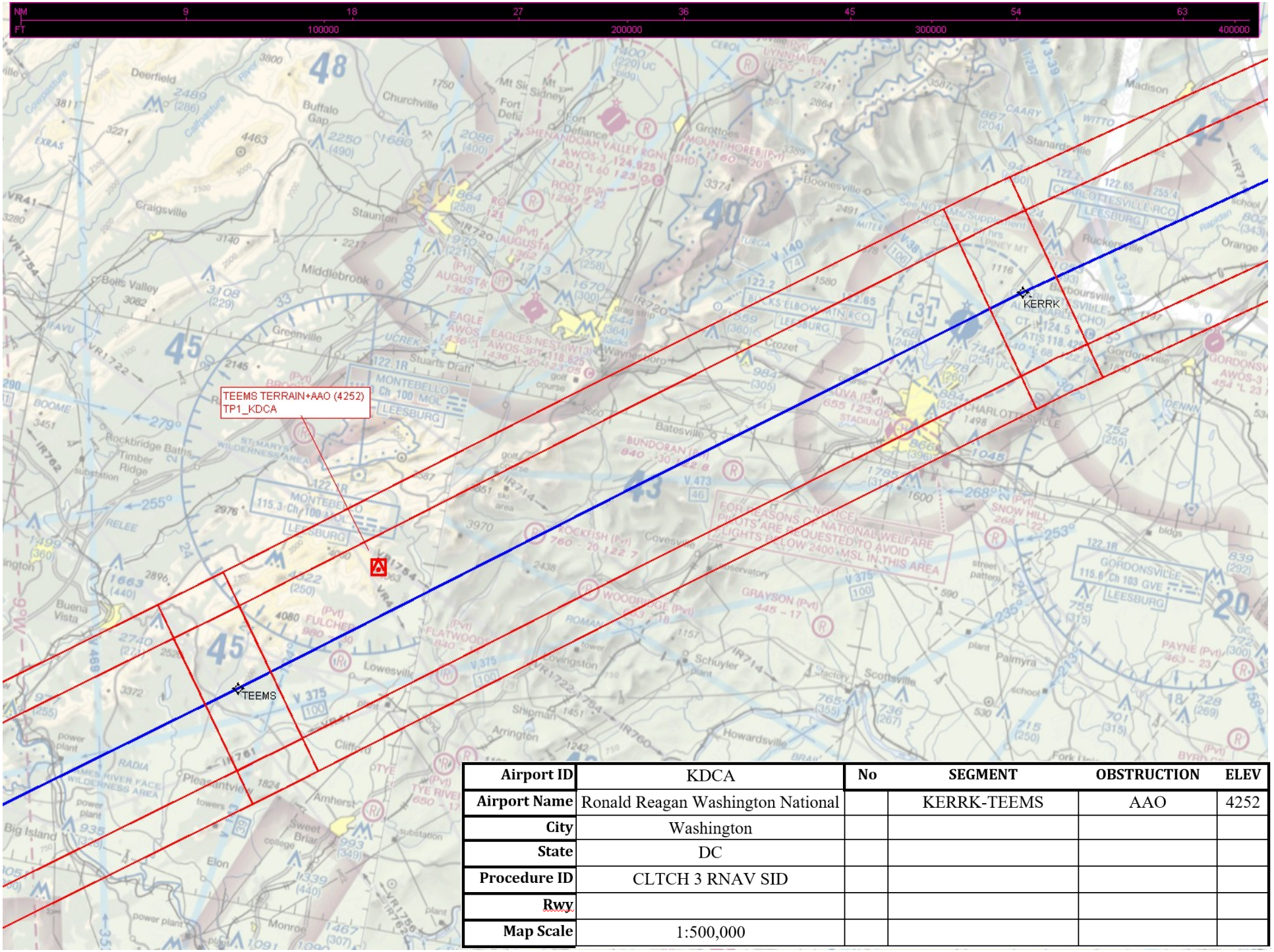
Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National	1	Climb to Alt	Tower	1049
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy	DEP RWY 33				
Map Scale	1:100,000				



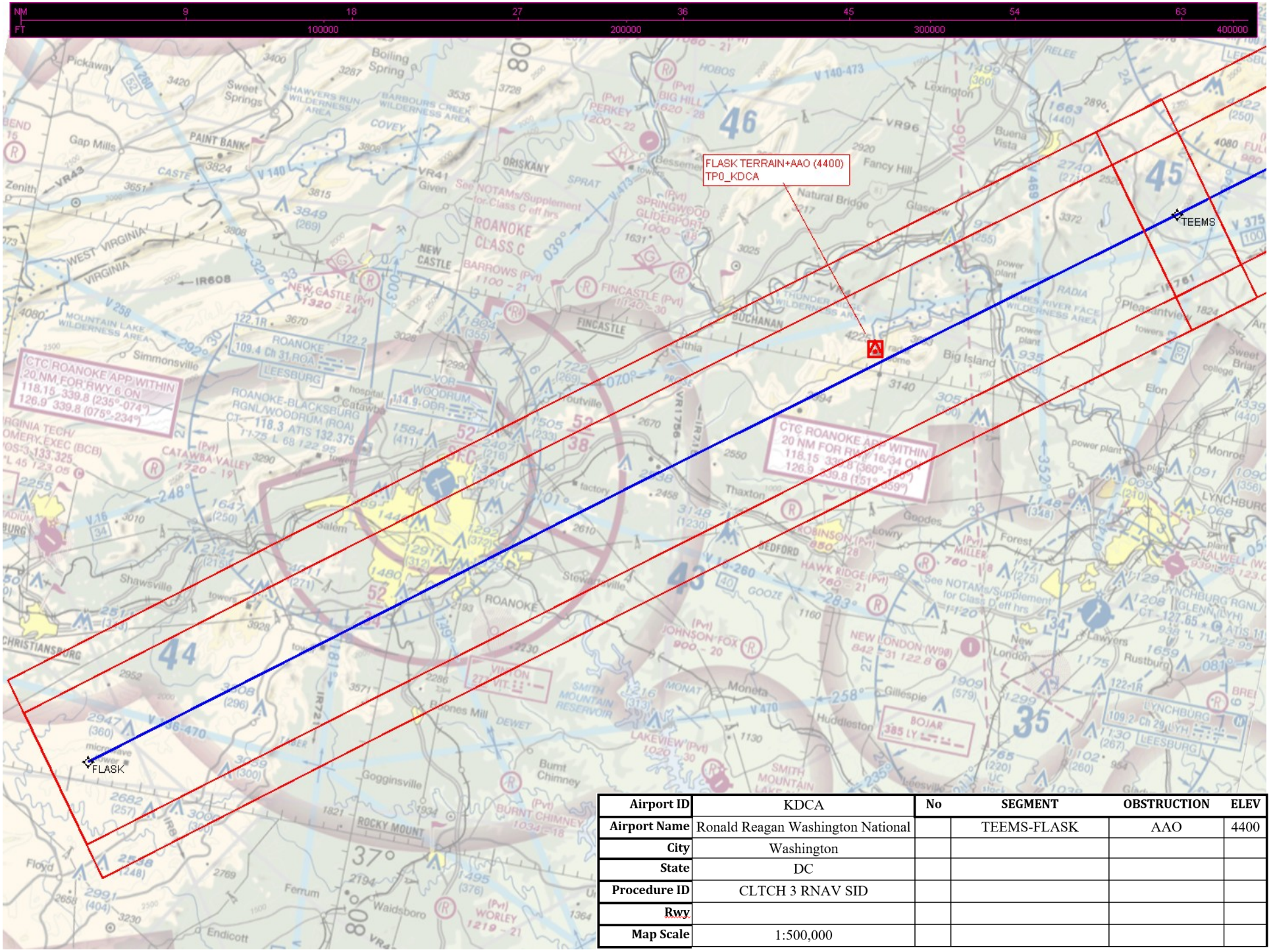
Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National	1	Climb to Alt	Tower	1049
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy	DEP RWY 33				
Map Scale	1:500,000				



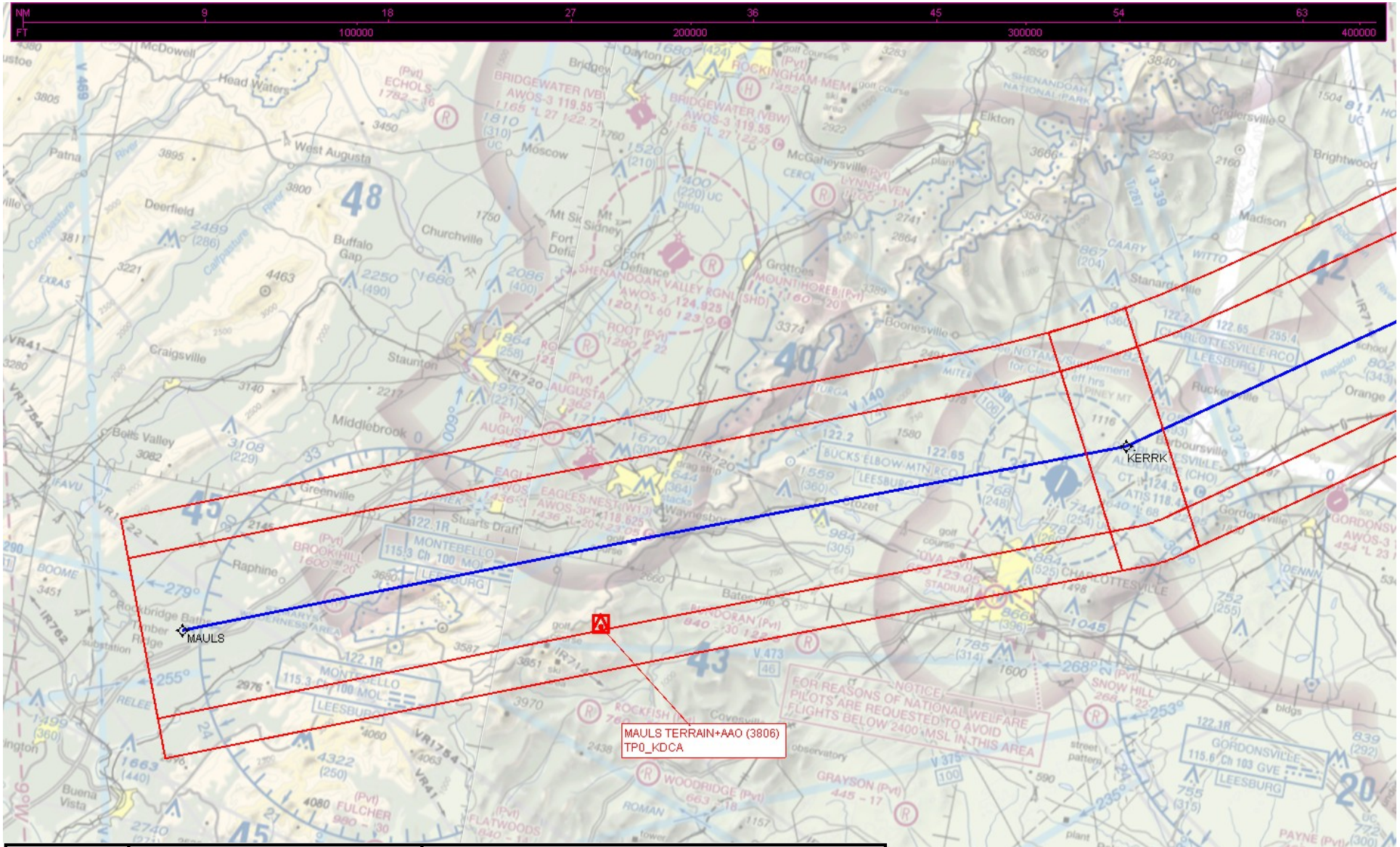
Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National		BUTRZ-CLTCH	ASC	
City	Washington		CLTCH-KERRK	AAO	1257
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy					
Map Scale	1:500,000				



Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National		KERRK-TEEMS	AAO	4252
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy					
Map Scale	1:500,000				



Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National		TEEMS-FLASK	AAO	4400
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy					
Map Scale	1:500,000				



Airport ID	KDCA	No	SEGMENT	OBSTRUCTION	ELEV
Airport Name	Ronald Reagan Washington National		KERRK-MAULS	AAO	3806
City	Washington				
State	DC				
Procedure ID	CLTCH 3 RNAV SID				
Rwy					
Map Scale	1:500,000				

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
EASTERN SERVICE AREA

CATEGORICAL EXCLUSION DECLARATION/RECORD OF DECISION

The Federal Aviation Administration (FAA) has determined that the following proposed airspace procedure changes associated with Ronald Reagan Washington National Airport (DCA) are categorically excluded from further environmental review under the National Environmental Policy Act (NEPA). To enhance national security, and in response to a request from the United States Secret Service (USSS), the proposed action amends eight existing north flow standard instrument departures (SIDs) by moving one waypoint approximately 784 feet to the southwest to direct aircraft further away from protected airspace above the White House and Naval Observatory. Additionally, in response to a request from the Reagan National Community Noise Working Group, the proposed action amends one waypoint on six existing SIDs, which will route aircraft closer to the Potomac River. Furthermore, the proposed action will establish the AMEEE1 SID to replace the HOLTB1 and BOOCK3, both of which will be canceled. The AMEEE procedure will use the new waypoint established for national security, and will otherwise not change from the procedures it is replacing. Finally, to integrate air traffic with the Northeast Corridor (NEC) and Atlantic Coast Routes (ACR) procedures, the action proposes to implement the SCOOB transition by extending the AMEEE (HOLTB/BOOCK replacement procedure) enroute transition beyond waypoint COLIN to SCOOB. This final action also requires amending the Baltimore Washington Airport (BWI) CONLE SID and Dulles Airport (IAD) JCOBY SID to establish the SCOOB Transition beyond COLIN waypoint. The SCOOB transition will be used for aircraft flying over 18,000 feet above ground level (AGL).

Proposed Actions

The FAA is approving the following proposed actions:

1) The following procedures would be amended to replace waypoint ADAXE with REVGE: HORTO4, CLTCH3, JDUBB4, SOOKI5, DOCTR5, REBLL5, WYNGS5, SCRAM6. Refer to **Figure 1**
2) In addition to action 1, the following procedures would also replace waypoint FERGE with RGIII: HORTO, WYNGS, REBLL, CLTCH, SCRAM, and JDUBB. Refer to **Figure 2**
3) HOLTB1, which was initially adopted for temporary use through July 31, 2020, will be adopted for continued use until it is replaced by AMEEE1, as described below.
4) The AMEEE1 procedure will be published and replace the HOLTB1 and BOOCK3, which will be canceled. Refer to **Figure 1**
5) To enhance safety and efficiency into the NEC and ACR, the BWI CONLE SID and IAD JCOBY SID will be amended to incorporate the SCOOB transition for aircraft over 18,000 feet AGL. Refer to **Figure 3**

Background

On August 15, 2018, the FAA received a letter from the Director of the United States Secret Service requesting that FAA identify and implement new procedures for aircraft at DCA that would reduce aircraft incursion into prohibited airspace, known as Prohibited Area P-56, above the White House and the Naval Observatory. The letter cited an increase in incursions into this airspace and explained that each incursion requires a coordinated response across multiple agencies, which expends valuable resources. The FAA and the USSS have previously discussed the Service's concerns over incursions, and this letter memorialized the Service's decision to request that FAA enhance national security by amending procedures in use at DCA.

On January 31, 2020, the FAA implemented a temporary air traffic procedure change at Ronald Reagan Washington National Airport (DCA) in response to the August 2018 request from the USSS. The request letter from the USSS can be reviewed in **Attachment A**. The temporary procedure, known as HOLTB, moved one waypoint 784 feet southwest to move north-flow departing aircraft away from protected airspace above the National Mall and the White House (P-56), while still keeping aircraft over the Potomac River. As recited in the request from the Secret Service, the purpose and need for the amended waypoint was to reduce aircraft incursions into the P-56 airspace. Incursions into P-56 airspace raise national security concerns because they require the Secret Service to expend resources to monitor the incursion and determine whether it poses a threat. By adjusting the waypoint to the southwest, it was expected that aircraft would begin turning away from the prohibited airspace sooner, thereby reducing incursions. The selected location of the adjusted waypoint was expected to address this need while also keeping aircraft over the river, which would be consistent with longstanding requests from the Metropolitan Washington Airports Authority to keep aircraft over the river. The temporary procedure was used to determine the effectiveness of the amended waypoint in reducing the number of incursions into P-56. The categorical exclusion for temporary implementation can be viewed in **Attachment B**. The FAA monitored the effectiveness of the temporary procedure by reviewing flight tracks of aircraft using the HOLTB procedure and comparing those tracks to the tracks of aircraft using the existing procedures. Based on that comparison, the FAA determined the amended waypoint was working as intended. In particular, aircraft were generally turning sooner away from P-56 while still staying within the range of flight tracks of aircraft flying the existing procedures. **See Figure 1.** As a result, the FAA expects that permanent adoption of the amended waypoint will reduce incursions while generally keeping aircraft over the Potomac River.

The FAA opened a comment period from February 27, 2020 to March 31, 2020 to allow the public the opportunity to comment on the temporary HOLTB waypoint change as well as the FAA's plan to permanently implement the amended waypoint for all north-flow departure procedures. The FAA received 503 comments, which can be reviewed in **Attachment C**. Based on the initial results of the temporary HOLTB procedure, which indicated aircraft were turning away from P-56 earlier and would thereby reduce incursions, the FAA proposed permanently implementing the amended waypoint for all north-flow departures at DCA. Refer to **Figure 1** to view flight tracks for the procedure changes involving the addition of REVGE. The permanent implementation would amend the following existing procedures: HORTO4, CLTCH3, JDUBB4, SOOKI5, DOCTR5, REBLL5, WYNGS5, and SCRAM6, and establish the AMEEE1to replace the HOLTB1 and BOOCK3, both of which will be canceled. The FAA conducted a noise screen, which concluded no reportable or

significant noise increase would occur as a result of the proposed changes. Refer to **Attachment D** to review the noise screening report.

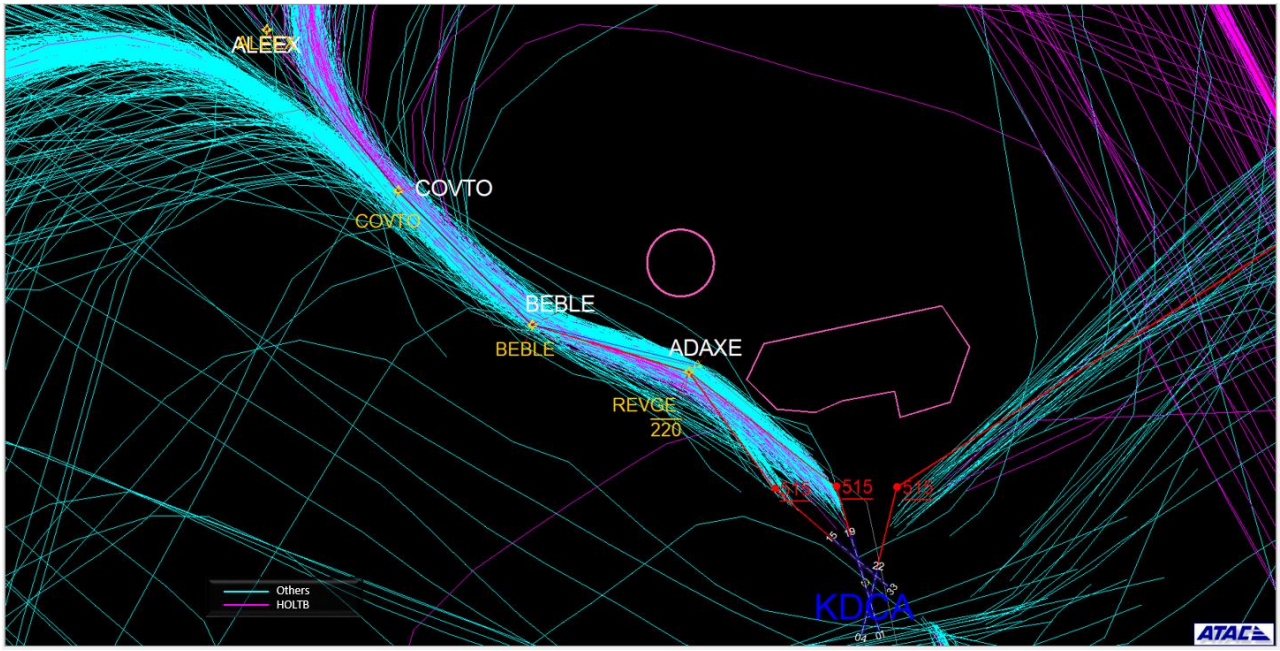


Figure 1: The no action alternative flight radar tracks (light blue) versus the proposed actions flight radar tracks (magenta) for the period January 30 - February 5, 2020.

Additionally, the FAA is proposing to remove waypoint FERGI and replace it with a new waypoint, RGIII, which will keep aircraft closer to the Potomac River. The change was requested (following a unanimous vote) by the DCA Community Noise Working Group, a group comprised of representatives from surrounding communities that is focused on noise-related concerns from aircraft operating at DCA. The FAA opened a comment period from May 15, 2020 to June 15, 2020 to allow the public the opportunity to comment on the FERGI waypoint removal; establishment of theAIMEE SID; cancellation of HOLTB and BOOCK SIDs; and, establishment of the the high altitude SCOOB transition. The FAA received three comments which can be reviewed in **Attachment C**. Refer to **Figure 2** to view flight tracks for the removal of waypoint FERGI and the addition of RGIII.

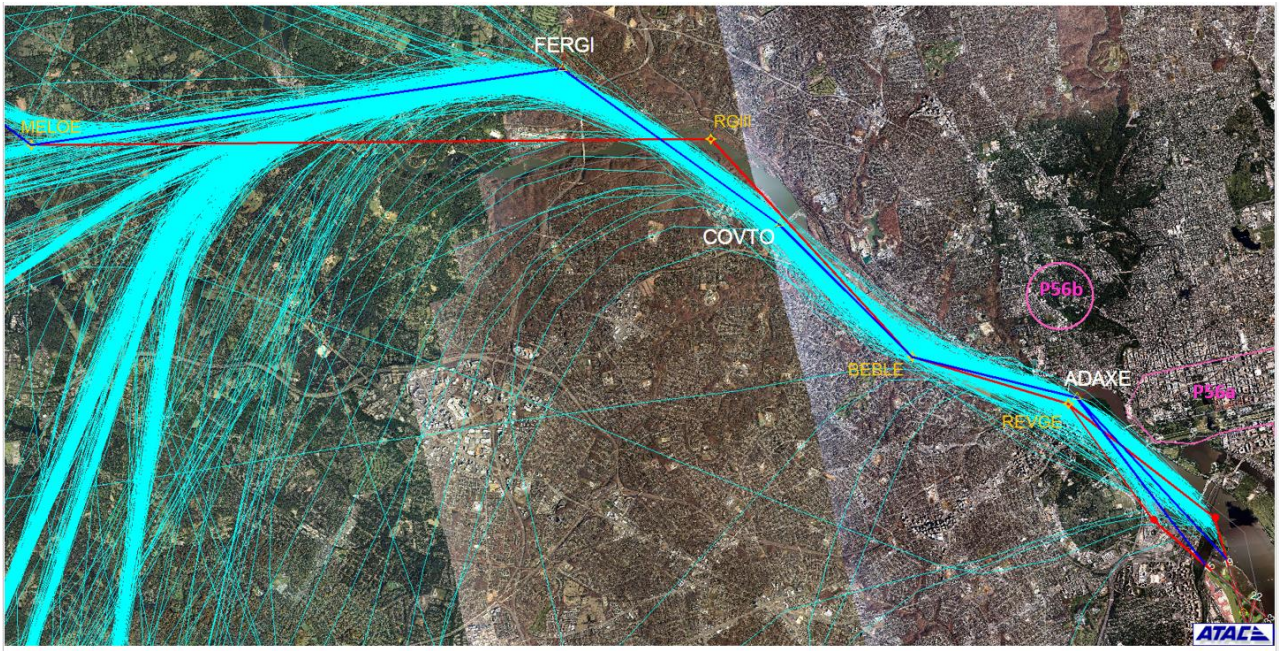


Figure 2: Flight tracks (blue lines) using FERGI waypoint. The dark blue line is the existing route using the FERGI waypoint. The red line is the proposed route removing FERGI and adding RGIII waypoint. Flight tracks were recorded in August 2019.

The BWI CONLE and IAD JCOBY SIDs are being amended to establish the SCOOB transition, as proposed for the new AMEEE1, which will be used above 18,000 feet AGL and is not expected to change the existing flight corridor. Refer to **Figure 3** to view the proposed SCOOB transition.

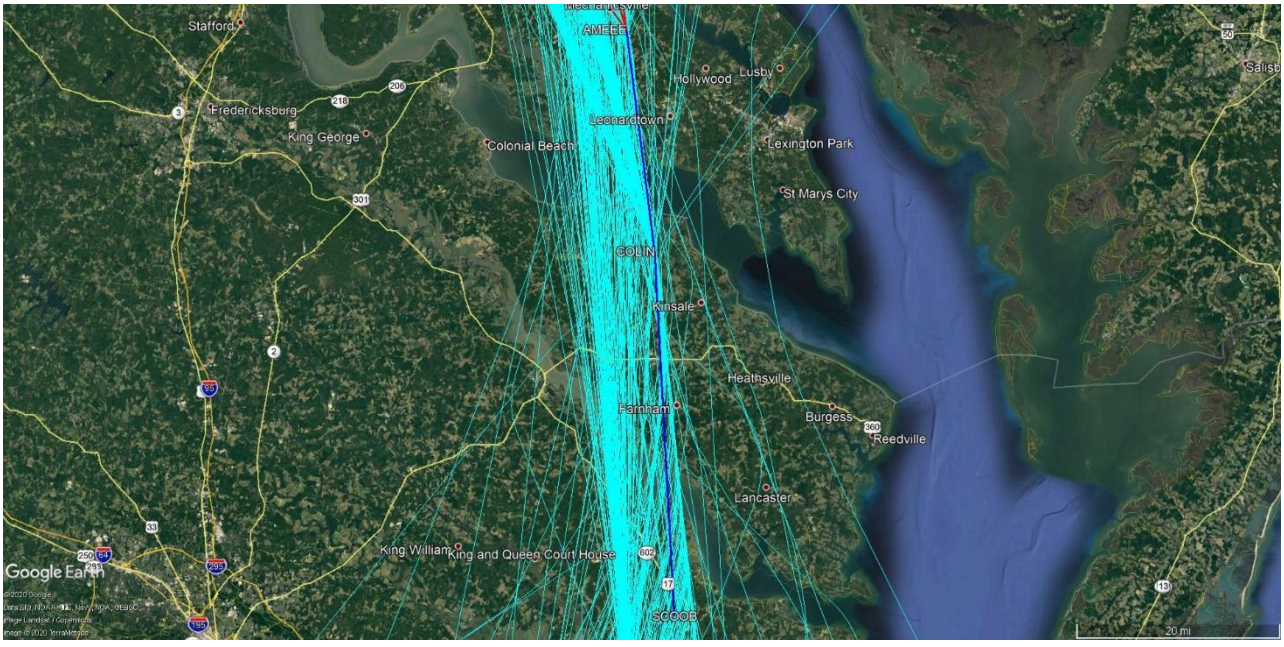


Figure 3: Flight tracks (light blue lines) near the proposed SCOOB transition (blue line). Flight tracks were recorded in August 2019.

Purpose and Need

The need for this project is to enhance national security by reducing incursions into P-56 airspace. The shift from waypoint ADAXE to REVGE is expected to reduce incursions by causing aircraft to turn away from P-56 sooner to fly-by waypoint REVGE, which will be located 784 feet southwest. This action was requested by the U.S. Secret Service, which asked the FAA Administrator to formulate a solution to protect the P-56 airspace. This proposed change will affect multiple north-flow aircraft departure procedures, which would replace waypoint ADAXE with REVGE.

The removal of waypoint FERGI and incorporation of a new waypoint, RGIII, will increase efficiency by shortening the north flow departures by 0.2 nautical miles and implement procedure changes requested by the Reagan National Community Noise Working Group. The need for this project was identified by the Reagan National Community Noise Working Group, which voted unanimously to request that the FAA implement the change.

The AMEEE1 will be published and replace the HOLTB1 and BOOCK3, both of which will be canceled. The HOLTB was only a test procedure, and the BOOCK3 name caused pilot confusion with the pronunciation.

The FAA proposes to implement the SCOOB transition by extending the AMEEE (HOLTB/BOOCK replacement procedure) enroute transition beyond waypoint COLIN to SCOOB. This action also requires amending the Baltimore Washington Airport (BWI) CONLE SID and Dulles Airport (IAD) JCOBY SID, which share the same track. The SCOOB transition will be used for aircraft flying over 18,000 AGL. Refer to **Figures 1, 2, and 3** to view the proposed route changes and existing flight tracks for aircraft that will use the proposed procedures.

Air Quality

Due to the minor change in aircraft location, the FAA determined that any air quality impacts would be de minimus. As described in FAA Order 1050.1F, the significance threshold for air quality is as follows: As described in FAA Order 1050.1F, Exhibit 4-1, an emissions impact is significant if "the action would cause pollutant concentrations to exceed one or more of the NAAQS, as established by the EPA under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations."

Section 176(c) (commonly referred to as the General Conformity Rule) of the Clean Air Act (CAA) requires that federal actions conform to the appropriate State Implementation Plan (SIP) to attain the air quality goals identified in the CAA. A conformity determination is not required if the emissions caused by a federal action would be less than the de minimis levels established in regulations issued by EPA. FAA Order 1050.1F provides that further analysis for National Environmental Policy Act (NEPA) purposes is normally not required where emissions do not exceed the EPA's de minimis thresholds. In addition, the EPA regulations allow federal agencies to identify specific actions as "presumed to conform" (PTC) to the applicable SIP.

The EPA regulations identify certain actions that are presumed to conform with an applicable State Implementation Plan because the actions were found by EPA to not exceed these de minimis thresholds, including air traffic control activities and adoption of approach, departure, and en route

procedures for aircraft operations above the inversion base for pollutant containment, (commonly referred to as the "mixing height") specified in the applicable SIP (or 3,000 feet Above Ground Level (AGL) in places without an established mixing height). The General Conformity Rule also contains a provision that allows agencies to develop a list of actions presumed to conform, which would be exempt from the requirements of the rule. One of the actions published by the FAA is "air traffic control activities for air operations that occur at altitudes below the atmospheric mixing height, provided that modifications to routes and procedures are designed to enhance operational efficiency (i.e., to reduce delay), increase fuel efficiency, or reduce community noise impacts by means of engine thrust reductions." The proposed actions are above the 3,000 foot AGL mixing height or are operationally more efficient. Furthermore, the proposed actions will not increase the number of operations or change the aircraft fleet mix.

Noise

To determine whether aircraft noise impacts are significant under NEPA, the FAA considers whether predicted increase in noise associated with the proposed actions exceed defined thresholds of significance. For aircraft noise, that threshold is an increase of 1.5 dB or more for a noise-sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, when compared to the No Action Alternative for the same timeframe.

The FAA Order 1050.1F notes that special consideration needs to be given to the evaluation of the significance of noise impacts on certain noise-sensitive areas (including, but not limited to, noise-sensitive areas within national parks; national wildlife and waterfowl refuges; and, historic sites, including traditional cultural properties) where the land use compatibility guidelines in 14 CFR Part 150 may not be sufficient to determine the noise impact.

To identify the potential for impacts on noise levels of noise-sensitive areas, the FAA conducts an initial noise analysis using a "screening tool." Screening tools use simplified but conservative modeling assumptions to provide estimates of where noise increases may occur. The noise screening identifies areas that may be exposed to significant noise impacts (i.e., an increase of DNL 1.5 dB or more in an area that is exposed to noise at or above the DNL 65 dB noise exposure level). The noise screening tool also identifies certain areas with potential increases in areas exposed to lower levels of noise, specifically:

- For DNL 60 dB to less than 65 dB: ± 3 dB
- For DNL 45 dB to less than 60 dB: ± 5 dB

The FAA refers to any change in noise exposure levels meeting these criteria as "reportable." Although they do not exceed the threshold of significance for most land uses, for certain land uses where the Part 150 land use guidelines may not be sufficient to account for the noise impact, they are factors to consider whether there are extraordinary circumstances rendering a categorical exclusion inapplicable.

The noise screening analysis titled, "Noise Screening Analysis Report For Ronald Reagan Washington National Airport KDCA, Washington, DC, dated April 7, 2020", indicates that the proposed actions would not result in a reportable or significant noise impact. The methodology for the noise screening analysis is described in Attachment D. The screening analysis report considered

all procedure changes that included the substitution of the ADAXE waypoint with REVGE and the substitution of the FERGI waypoint with RGIII. The screening model was based on pre-COVID-19 operational levels, which are expected to eventually return. The results of aircraft flying the HOLTB procedure are consistent with how aircraft were modeled in noise screening analysis.

Section 106 of the National Historic Preservation Act

The FAA considered the potential for these proposed actions to cause adverse effects to historic resources. The FAA made a proposed finding and received concurrence that the proposed airspace changes related to the adoption of waypoint REVGE would not affect (or, in the case of the District of Columbia, adverse affect) historic properties. In addition, the FAA proposed a finding and received concurrence that the adoption of the RGIII waypoint, publishing the AMEEE1 procedure to replace the HOLTB1 and BOOCK3, and adding the SCOOB transition would not adversely affect historic resources.

The FAA made its consultation letters and proposed findings available to the public for review on its website. As explained in the letters, the FAA reached its findings based on the following considerations: the noise screen determined the proposed actions will not cause reportable or significant noise increases; most of the proposed actions will not introduce any audible or visual effects to the area of potential effect (APE). The exception is the adoption of the RGIII waypoint, however, there was only one historic resource identified within the APE for that action, and Maryland concurred that the resource would not be adversely affected.

The FAA first contacted the State Historic Preservation Office (SHPO) or equivalent in the District of Columbia, Virginia, and Maryland and requested a review and concurrence with FAA's determinations with regard to the REVGE waypoint. The State of Maryland and Virginia agreed with the FAA that no historic properties would be affected by the amended REVGE waypoint. The District of Columbia expressed disagreement with the FAA's approach to defining the Area of Potential Effects with respect to the REVGE waypoint. Nevertheless, the District of Columbia opined that, even if the FAA had followed its preferred approach for determining the Area of Potential Effect, the District believed there would be no adverse effect to historic resources within its jurisdiction. This opinion satisfied the larger purpose of the Section 106 process, which is to identify adverse effects to historic properties and avoid, minimize, or mitigate those adverse effects.

The FAA also consulted with the State of Maryland and Virginia with respect to the RGIII waypoint. The Area of Potential Effects for that undertaking extended into both states. Maryland concurred with the FAA's finding of no adverse effects for that undertaking, while Virginia agreed there would be no historic properties affected at all. Additionally, the Fairfax County Department of Planning and Development, Planning Division, and Montgomery County Parks, Agricultural History Farm Park Division, were asked to review and comment on the FAA's findings of affect for resources within their jurisdiction of the Area of Potential Effects.. Montgomery County acknowledged receipt of the FAA's consultation letter but did not respond. Fairfax County responded to the FAA's consultation letter and offered comments that were considered by the FAA. First, the County expressed concern about a resource, the Colvin Run Mill, which is approximately 16 miles from DCA and located outside of the Area of Potential Effects that was developed in consultation with the State of Virginia. Notably, the Colvin Run Mill will not experience a reportable or significant increase in noise, nor will there be an introduction of aircraft overflights. Furthermore, the Colvin

Run Mill is recognized as a historic resource in the areas of engineering and agriculture, and there is no mention of a quiet setting being one of the characteristics that qualified it for inclusion on the National Register of Historic Places. Therefore, even if the undertaking were to cause negative audible or visual effects to the mill (which the FAA does not expect to occur) those effects would not be considered adverse under Section 106 of the National Historic Preservation Act. The County also offered comments on alternative approaches for developing the Area of Potential Effects and accompanying data for future projects. The FAA will consider these comments during future consultation with the County. Refer to **Attachment E** to review copies of the Section 106 agency responses.

Cumulative Impacts

The FAA is proposing the implementation of aircraft route waypoint changes and high altitude transitions for airspace changes in the vicinity of Metropolitan DC. These actions are intended to enhance national security, increase efficiency, and implement changes endorsed by the DCA Community Noise Working Group. The FAA is not aware of additional ongoing or proposed airspace actions in the Metropolitan DC area that would cause cumulative impacts. Notably, these actions will not cause an increase in aircraft operations, change the time of operations, or the alter the fleet mix. In addition, past actions such as the procedures approved in 2013 as part of the D.C. Optimization of Airspace and Procedures in the Metroplex were subject to their own environmental review and were found not to cause any reportable or significant impacts to areas surrounding DCA. By definition, categorically excluded actions do not normally have the potential for individual or significant impacts on the human environment.

Extraordinary Circumstances

Extraordinary circumstances are factors or circumstances in which a normally categorically excluded action may have a significant environmental impact that then requires further analysis in an EA or EIS. As described in FAA Order 1050.1F § 5-2, for FAA proposed actions, extraordinary circumstances exist when the proposed actions meet both of the following criteria: 1) the proposed actions involve any of the circumstances described in FAA Order 1050.1F § 5-2(b); and 2) may have a significant impact.

The FAA considered the presence of extraordinary circumstances and determined none were present, and therefore a higher level of environmental review was not warranted. For example, as noted above, the FAA's noise screen revealed that the proposed actions would not result in any reportable or significant noise increases, which also supported the FAA's determination that there would be no significant impacts to resources protected by Section 4(f) of the U.S. Department of Transportation Act or the National Historic Preservation Act. Furthermore, while there was some public opposition to the proposed replacement of ADAXE with REVGE, the FAA does not believe there was a substantial dispute over the degree, extent, or nature of the proposed actions environmental impacts. Mere opposition is not sufficient for a proposed action or its impacts to be considered highly controversial on environmental grounds. Even if the impacts were considered by some to be highly controversial, there is no evidence that these changes might have a significant impact.

Public Involvement

The FAA provided the public with an opportunity to review and comment on its proposed actions and the environmental review process. The FAA also consulted with the Historic Preservation Officers for the District of Columbia, the State of Maryland, the State of Virginia, Fairfax County, VA and Montgomery County, MD. Information about the FAA's proposed actions were made available on the FAA's website, https://www.faa.gov/air_traffic/community_involvement/dca_p56/, including the results of the FAA's noise screen and the results of the FAA's Section 106 consultation process. In addition, the FAA provided multiple briefings to the Reagan National Community Noise Working Group. Throughout the public comment periods, the FAA received over 500 comments. All of those comments were considered by the FAA before it decided to approve the actions herein. The comments submitted to the FAA, as well as the FAA's responses, are included in **Attachment C.**

Declaration of Exclusion

The FAA has reviewed the above referenced proposed actions, and it has been determined, by the undersigned, to be categorically excluded from further environmental analysis and 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

An Environmental Review was conducted by the Eastern Service Center Operations Support Group. The Environmental Review was conducted in accordance with policies and procedures in FAA JO 7400.2L, "Procedures for Handling Airspace Matters," Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F

The proposed actions meet the following categorical exclusion contained in FAA Order 1050.1F: §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.

Decision

After careful and thorough consideration of the facts contained herein, the undersigned find that the proposed actions are consistent with existing national environmental policies and objectives as set forth in Section 101(A) of the National Environmental Policy Act and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of the National Environmental Policy Act.

The undersigned has reviewed the referenced Environmental Review, including the evaluation of the purpose and need that this action would serve. The proposed actions described in the Environmental Review are found to be reasonably supported and a Categorical Exclusion/Record of Decision is appropriate.

Under the authority delegated by the Administrator of the FAA, it is directed that action be taken to carry out the following proposed actions: As described above, amend airspace procedures HORTO4, CLTCH3, JDUBB4, SOOKI5, DOCTR5, REBLL5, WYNGS5, SCRAM6. Publish the AMEEE1 to replace the HOLTB1 and BOOCK3, both of which will be canceled. The BWI CONLE4 and IAD JCOBY4 will be amended to coincide with the SCOOB Transition established by the new AMEEE1. The SCOOB high altitude transition to the northeast corridor will be published for safety and efficiency.

Concurrence by:

Andy Pieroni

Date: July 30, 2020

Andy Pieroni, Environmental Protection Specialist, Eastern Service Center, Operations Support Group

Approved by:

Charles J Gibson

Date: July 31, 2020

FOR Ryan Almasy, Group Manager, Eastern Service Center, Operations Support Group

Right of Appeal

This decision is taken pursuant to 49 U.S.C. §§ 40101 et seq., and constitutes a final order of the Administrator that is subject to review by the United States Circuit Court of Appeals in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay the implementation of this Categorical Exclusion/ROD must file an application with the FAA prior to seeking judicial relief in the form of a stay, as provided in Rule 18(a), Federal Rules of Appellate Procedure.

ATTACHMENTS

ATTACHMENT A: The United States Secret Service Request Letter
ATTACHMENT B: Categorical Exclusion for Temporary Implementation of HOLTB
ATTACHMENT C: Public Comments Matrix
ATTACHMENT D: Noise Screening Results
ATTACHMENT E: Section 106 Agency Response Letters