Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 12/29/2022	APWS Task ID: 5139FF6327F448369CADF2251713F405	APWS Project ID: 2E7179F6F75844AA878016CB45A7041B
Procedure: ILS Z OR LOC Z RWY 22L AMDT 8		Enroute: NO	Specialist: Prassada, Parnell		Agreement Number:
Airport ID: KMHR			Airport City: SACRAMENTO		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
ACTIVE DATA USED.

CONTACT: ERIC SUSKI, AJV, A431 MANAGER, (405) 954-7331.

Digitally signed by
ERIC N SUSKI
Oct 28, 2022

QUALITY 20 CHECKED

QUALITY 38 CHECKED

Data as of: 07/29/2022 09:16:11 CDT

FIPC BASIC FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
ILS OR LOC Z RWY 22L AMDT 8	SACRAMENTO MATHER	KMHR	SP-11-035-22

FAC ID: MHR	CITY: SACRAMENTO	ST: CA	ORIG CHART DATE: 02/23/2023

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/A	☐ YES	0.4		5139FF6327F448369CADF2251713F405

PREFLIGHT NOTES

REVIEWER: gary j veer

DATE: 01/20/2023

COMMENTS:

CHECK ONE:
☒ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
01/20/2023	VN362	N84	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☐ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
gary j veer @ 01/20/2023 18:07	VEER, GARY JOHN	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

New amendment for SIAP name change, Missed Approach climb to altitude, DR distances, and mandatory altitude for holding pattern revised from 11,000 to 8100. No electronic data required.
SACRAMENTO MATHER, SACRAMENTO, CA, ILS Z OR LOC Z RWY 22L, AMDT 8, SAT.

IN-FLIGHT OBSTACLE REPORT

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

NEW

SACRAMENTO, CALIFORNIA | AL-356 (FAA) | FIG

ILS Z or LOC Z RWY 22L

SACRAMENTO MATHER (MHR)

LOC/DME I-MHR	APP CRS	Rwy Idg	11301
111.35	221°	TDZE	98
Chan 50 (Y)		Apt Elev	98

DME required for LOC only.

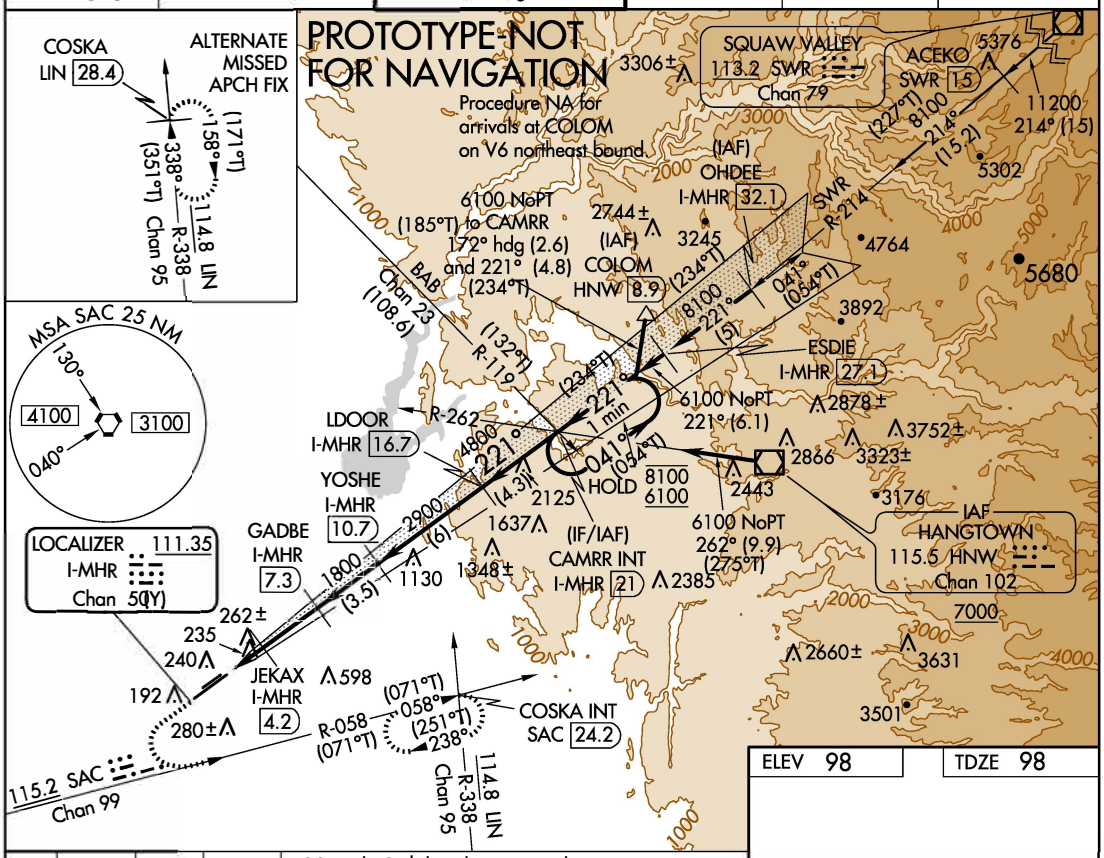
Circling NA northwest of Rwy 4R-22L. For inop ALS, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat C/D/E visibility to RVR 6000.

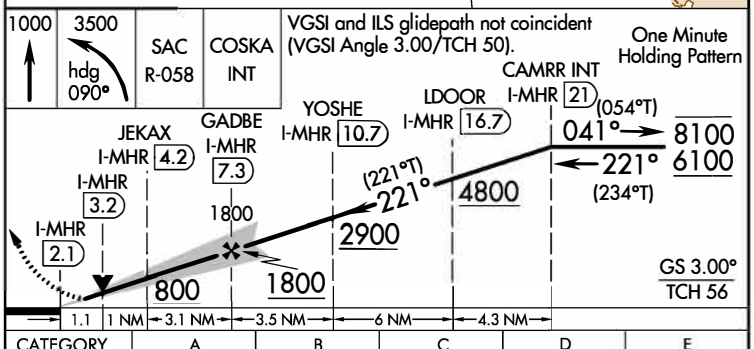
* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Sacramento Executive altimeter setting).

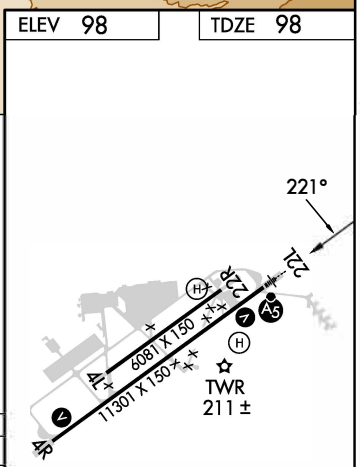
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 on heading 090° and SAC VORTAC R-058 to COSKA INT/ SAC 24.2 DME and hold, continue climb-in -hold to 3500.

ATIS	NORCAL APP CON	MATHER TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.4 317.5	120.65 (CTAF) L 282.25	121.85 307.9	121.85 307.9	122.95







CATEGORY	A	B	C	D	E
S-ILS 22L *	298/24 200 (200-½)				
S-LOC 22L	500/24 402 (500-½)		500/40 402 (500-¾)		
C CIRCLING	560-1 462 (500-1)		600-1½ 502 (600-1½)	800-2¼ 702 (800-2¼)	800-2½ 702 (800-2½)

MIRL Rwy 4L-22R L
HIRL Rwy 4R-22L L

SACRAMENTO, CALIFORNIA
Amdt 8 FIG

38°33'N-121°18'W

SACRAMENTO MATHER (MHR)

ILS Z or LOC Z RWY 22L

AUTOMATED AL-356 ILS Z or LOC Z RWY 22L
AUTOMATED AL-356 ILS Z or LOC Z RWY 22L

1:750,000

SW-2
10/18/22
COMPILER: JUN
REVIEWER:
DBL CHKR:
EFF: FIG

OLD

SACRAMENTO, CALIFORNIA | AL-356 (FAA) | 21112

ILS or LOC RWY 22L

SACRAMENTO MATHER (MHR)

LOC/DME I-MHR	APP CRS	Rwy Idg	11301
111.35	221°	TDZE	98
Chan 50 (Y)		Apt Elev	98

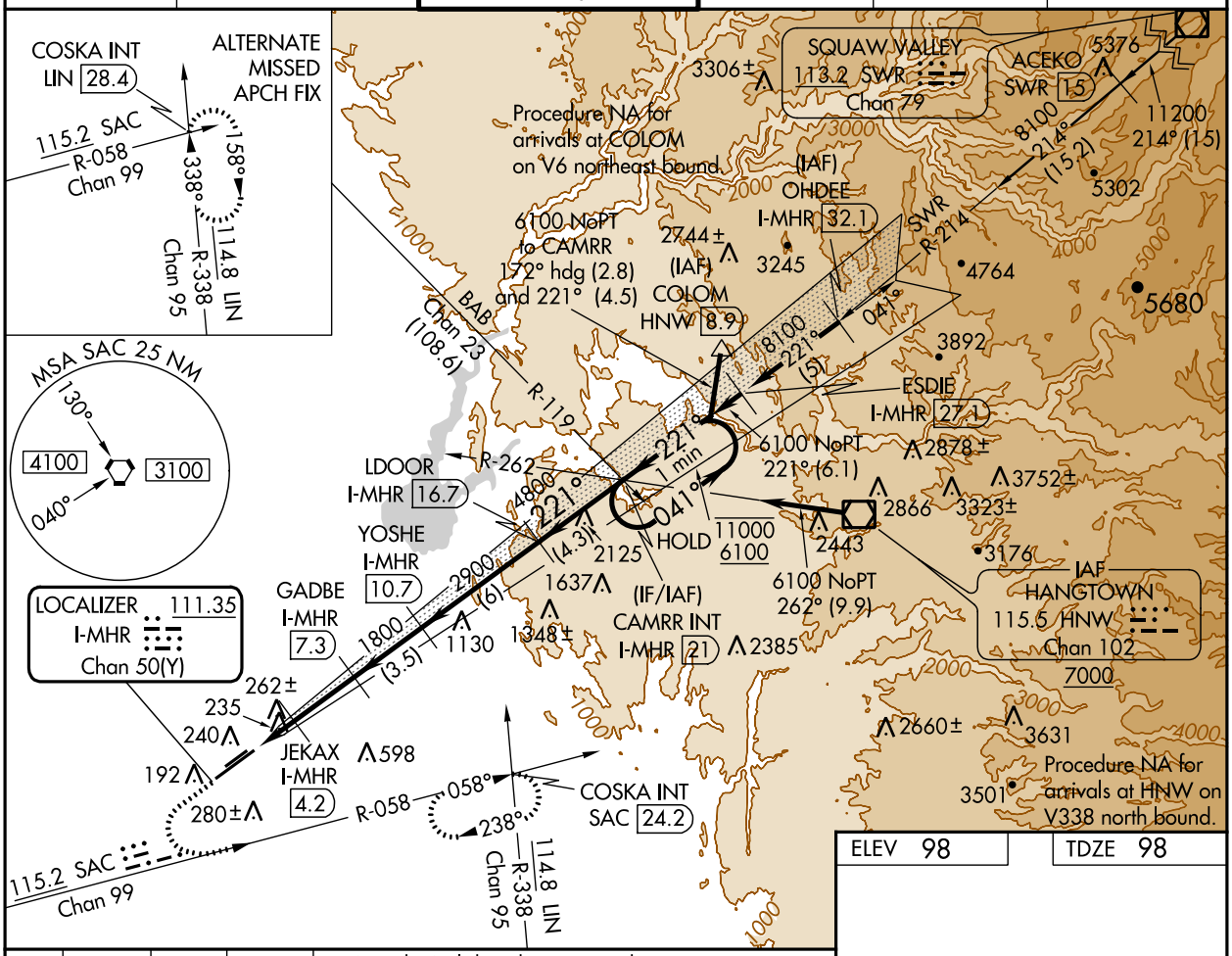
DME required for LOC only.

T A Circling NA northwest of Rwy 4R-22L. For inop ALS, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat C/D/E visibility to RVR 6000. Procedure NA when tower closed. # RVR 1800 authorized with use of FD or AP or HUD to DA.

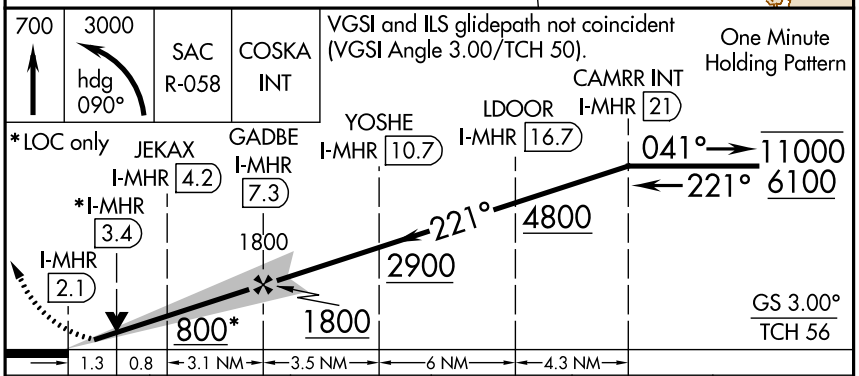
MALSR

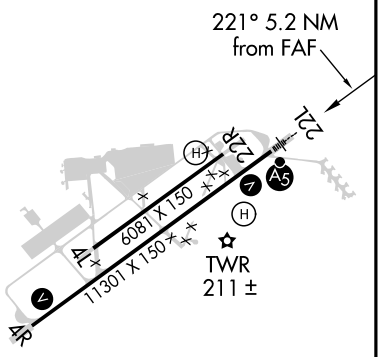
MISSED APPROACH: Climb to 700 then climbing left turn to 3000 on heading 090° and SAC VORTAC R-058 to COSKA INT/ SAC 24.2 DME and hold.

ATIS	NORCAL APP CON	MATHER TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.4 317.5	120.65 (CTAF) L 282.25	121.85 307.9	121.85 307.9	122.95



ELEV 98	TDZE 98





CATEGORY	A	B	C	D	E
S-ILS 22L#	298/24 200 (200-½)				
S-LOC 22L	500/24 402 (500-½)		500/40 402 (500-¾)		
C CIRCLING	560-1 462 (500-1)		600-1½ 502 (600-1½)	800-2¼ 702 (800-2¼)	800-2½ 702 (800-2½)

MIRL Rwy 4L-22R L
HIRL Rwy 4R-22L L

SACRAMENTO, CALIFORNIA
Amdt 7A 26MAR20

38°33'N-121°18'W

SACRAMENTO MATHER (MHR)
ILS or LOC RWY 22L

SW-2, 14 JUL 2022 to 11 AUG 2022

SW-2, 14 JUL 2022 to 11 AUG 2022

OLD

ILS RWY 22L (SA CAT I & II)

SACRAMENTO MATHER (MHR)

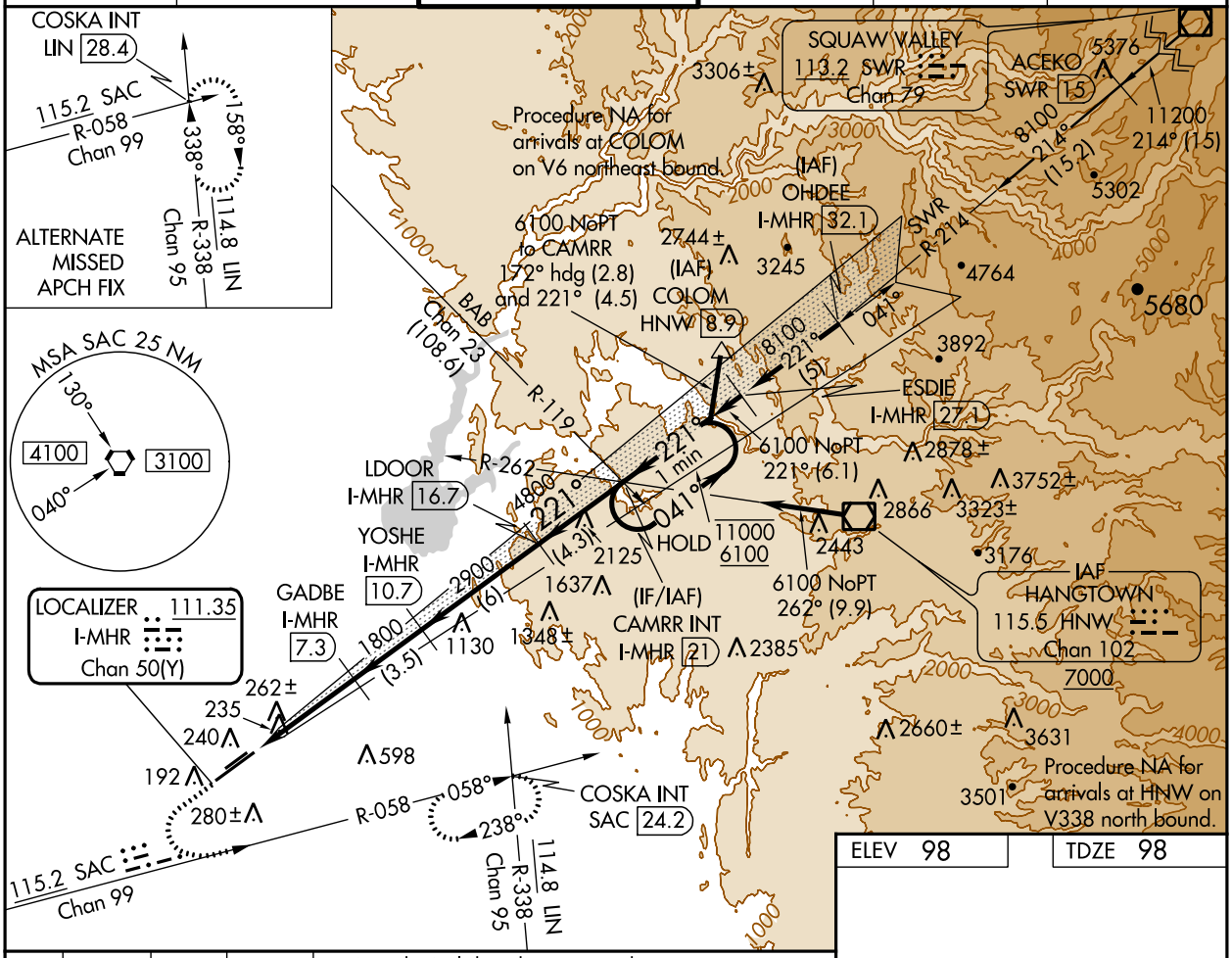
LOC/DME I-MHR	APP CRS	Rwy Idg	11301
111.35	221°	TDZE	98
Chan 50 (Y)		Apt Elev	98

T A SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting; requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

MALSR A5

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 on heading 090° and SAC VORTAC R-058 to COSKA INT/SAC 24.2 DME and hold.

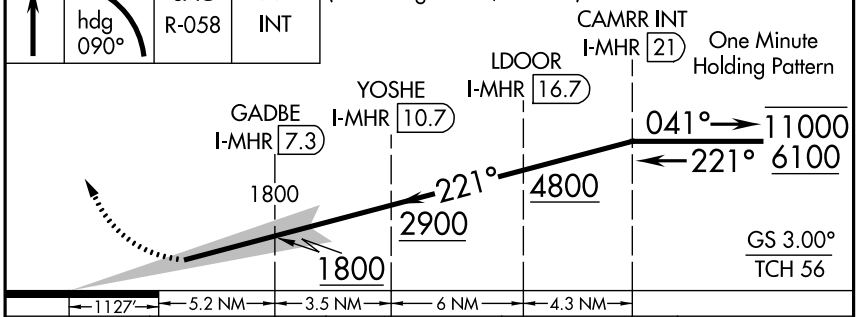
ATIS	NORCAL APP CON	MATHER TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.4 317.5	120.65 (CTAF) L 282.25	121.85 307.9	121.85 307.9	122.95



ELEV 98	TDZE 98

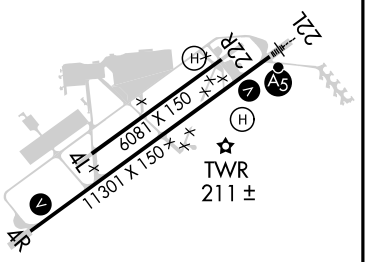
700	3000 hdg 090°	SAC R-058	COSKA INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).



CATEGORY	A	B	C	D
S-ILS 22L	SA CAT I	RA 136/14	150	DA 248
S-ILS 22L	SA CAT II	RA 95/12	100	DA 198

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



MIRL Rwy 4L-22R L
HIRL Rwy 4R-22L L

SW-2, 14 JUL 2022 to 11 AUG 2022
SW-2, 14 JUL 2022 to 11 AUG 2022

NEW

SACRAMENTO, CALIFORNIA | AL-356 (FAA) | FIG

LOC/DME I-MHR	APP CRS	Rwy Idg 11301
111.35	221°	TDZE 98
Chan 50 (Y)		Apt Elev 98

ILS Z RWY 22L (SA CAT I & II)

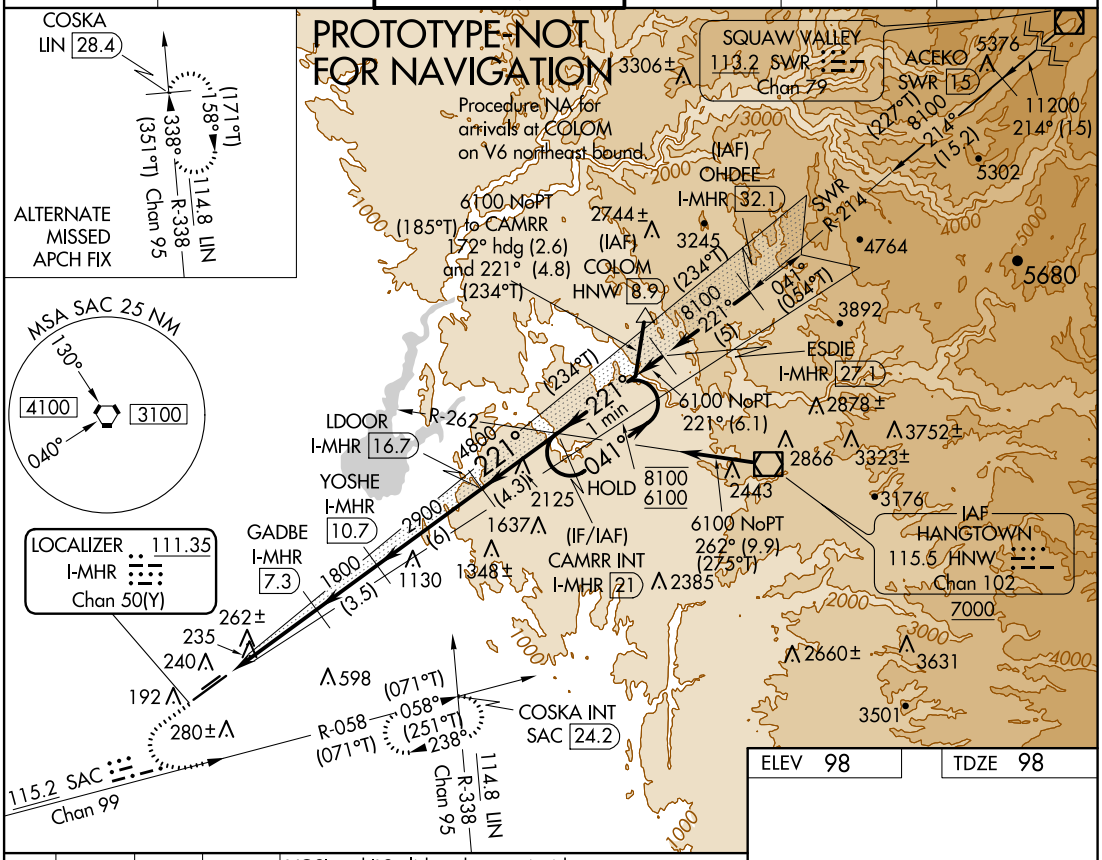
SACRAMENTO MATHER (MHR)

Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when tower closed.

MALSR

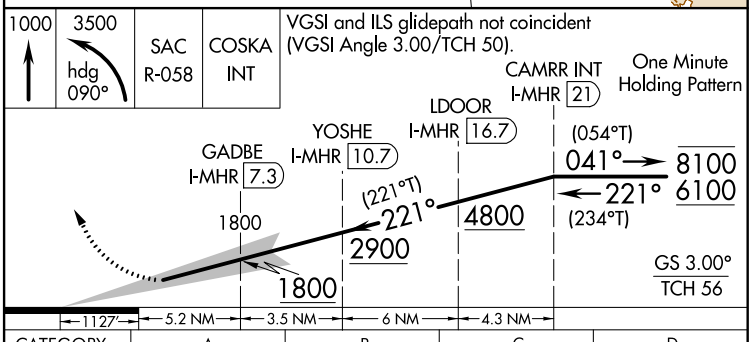
MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 on heading 090° and SAC VORTAC R-058 to COSKA INT/SAC 24.2 DME and hold, continue climb-in-hold to 3500.

ATIS	NORCAL APP CON	MATHER TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.4 317.5	120.65 (CTAF) L 282.25	121.85 307.9	121.85 307.9	122.95



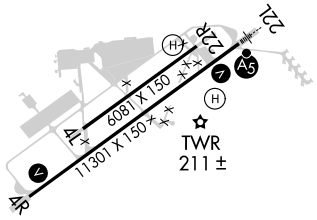
Procedure NA for arrivals at COLOM on V6 northeast bound.

ELEV 98 | TDZE 98



CATEGORY	A	B	C	D
S-ILS 22L	SA CAT I	RA 136/14	150	DA 248
S-ILS 22L	SA CAT II	RA 95/12	100	DA 198

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



MIRL Rwy 4L-22R L
HIRL Rwy 4R-22L L

SACRAMENTO, CALIFORNIA
Amdt 8 FIG

38°33'N-121°18'W

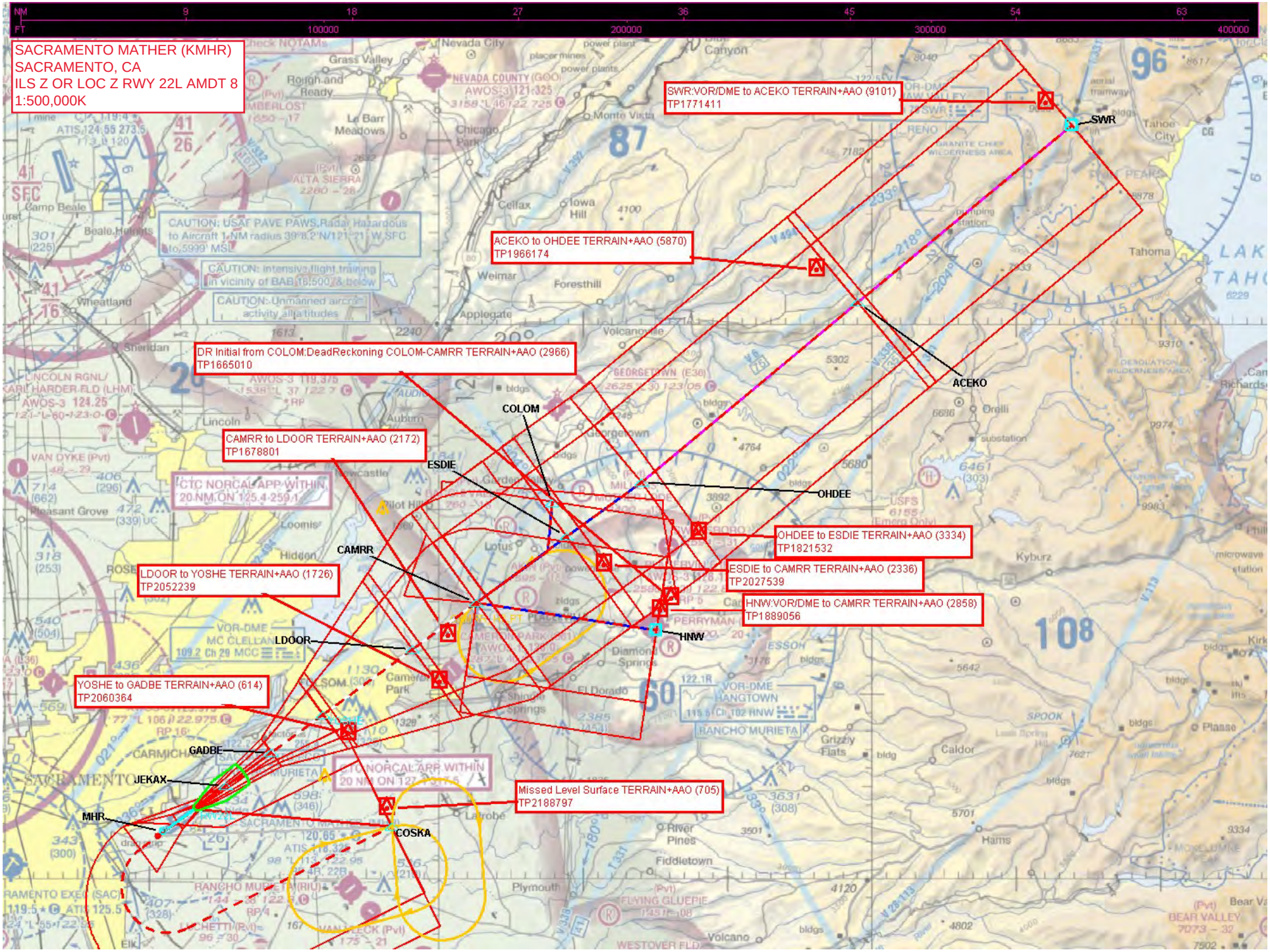
SACRAMENTO MATHER (MHR)

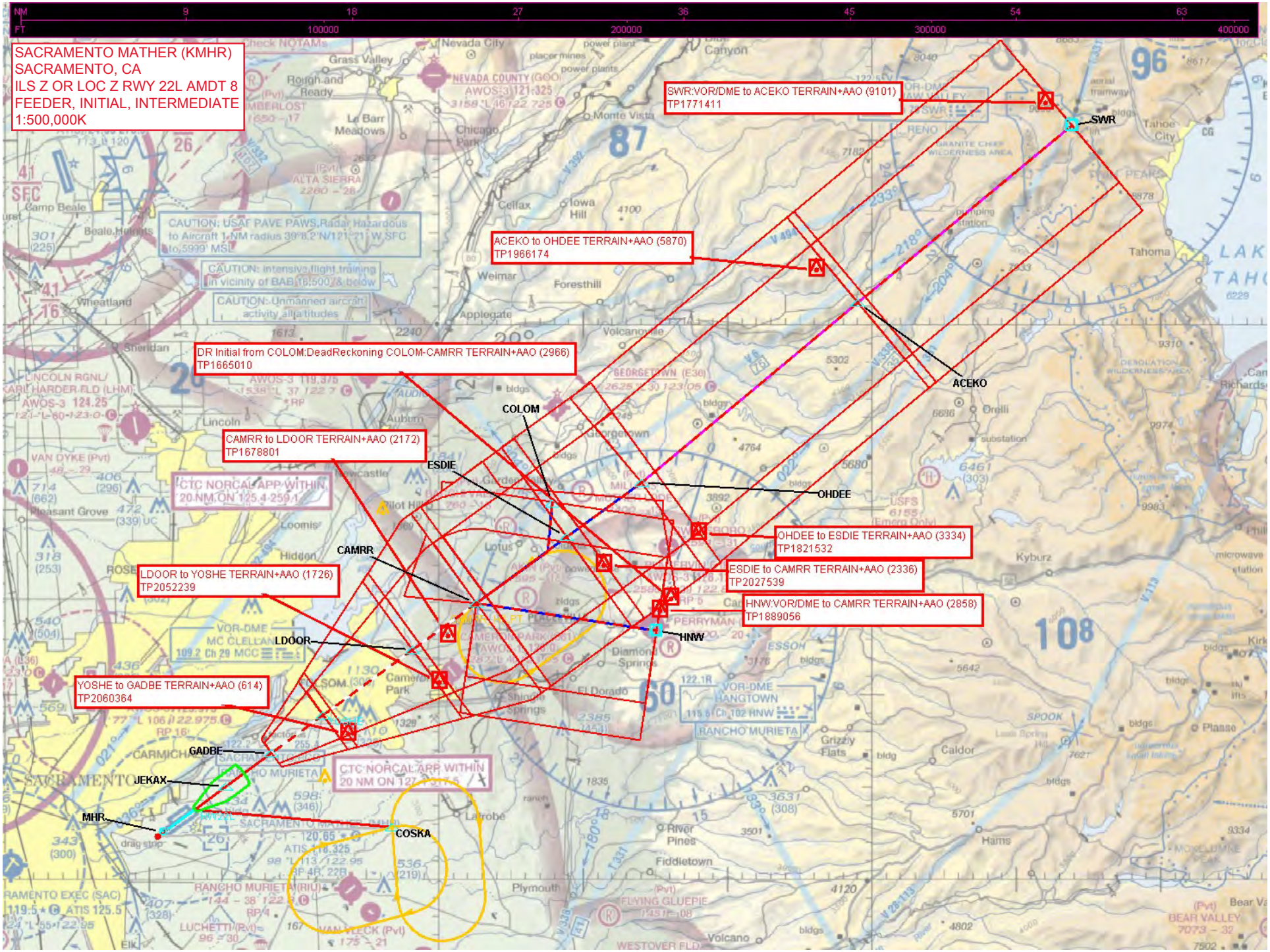
ILS Z RWY 22L (SA CAT I & II)

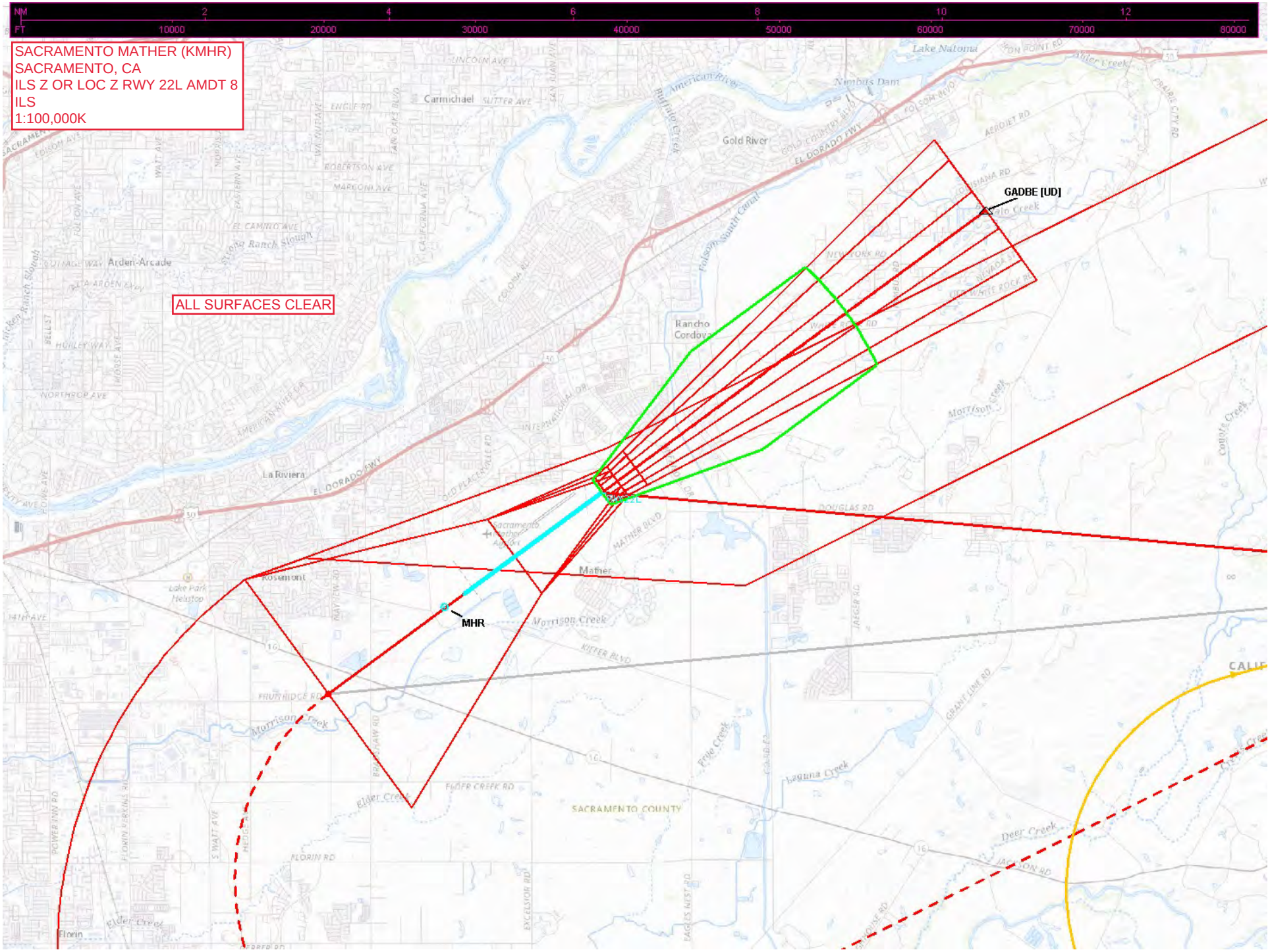
AUTOMATED AL-356 ILS Z RWY 22L (SA CAT I & II)
AUTOMATED AL-356 ILS Z RWY 22L (SA CAT I & II)

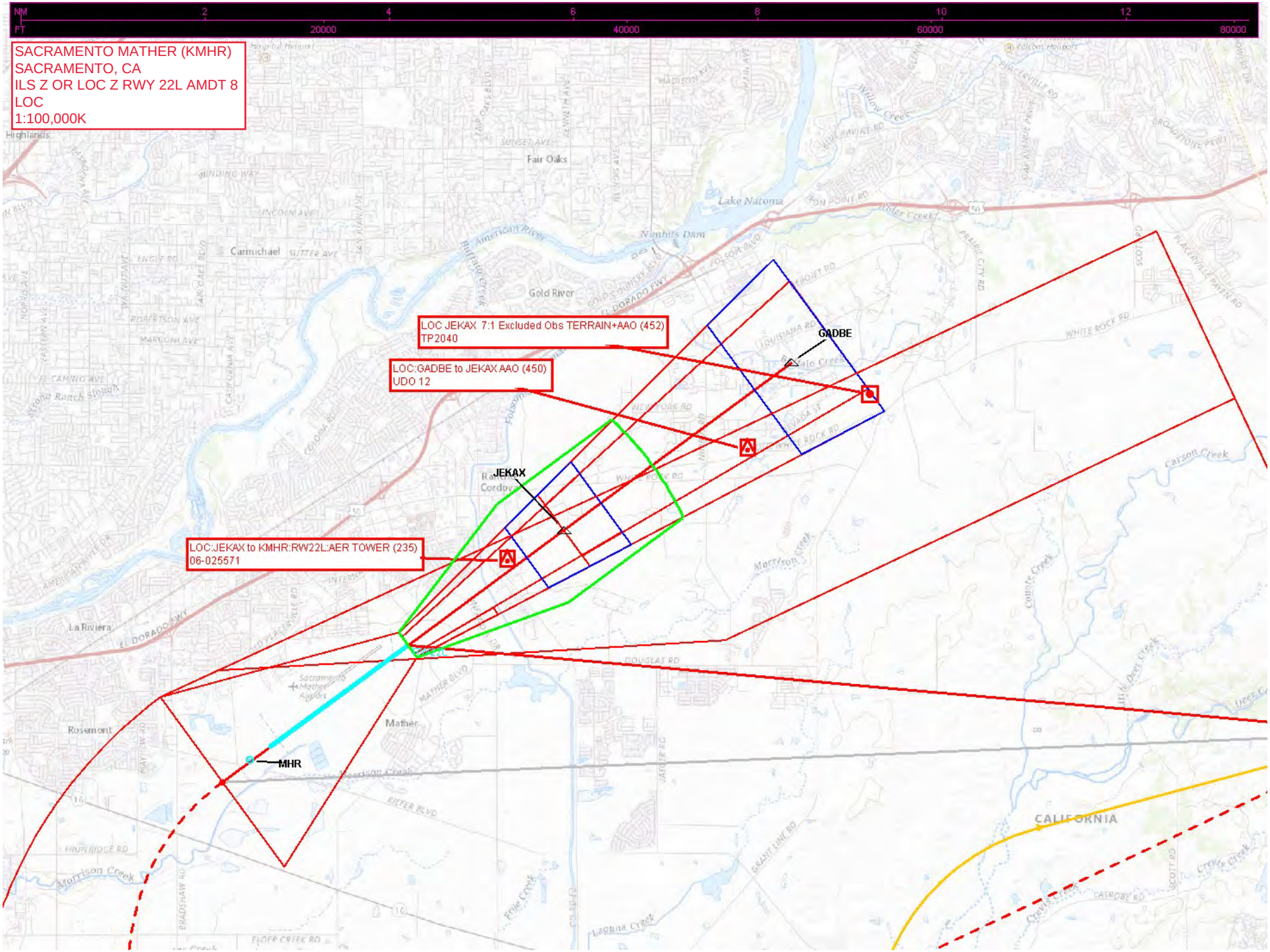
750,000

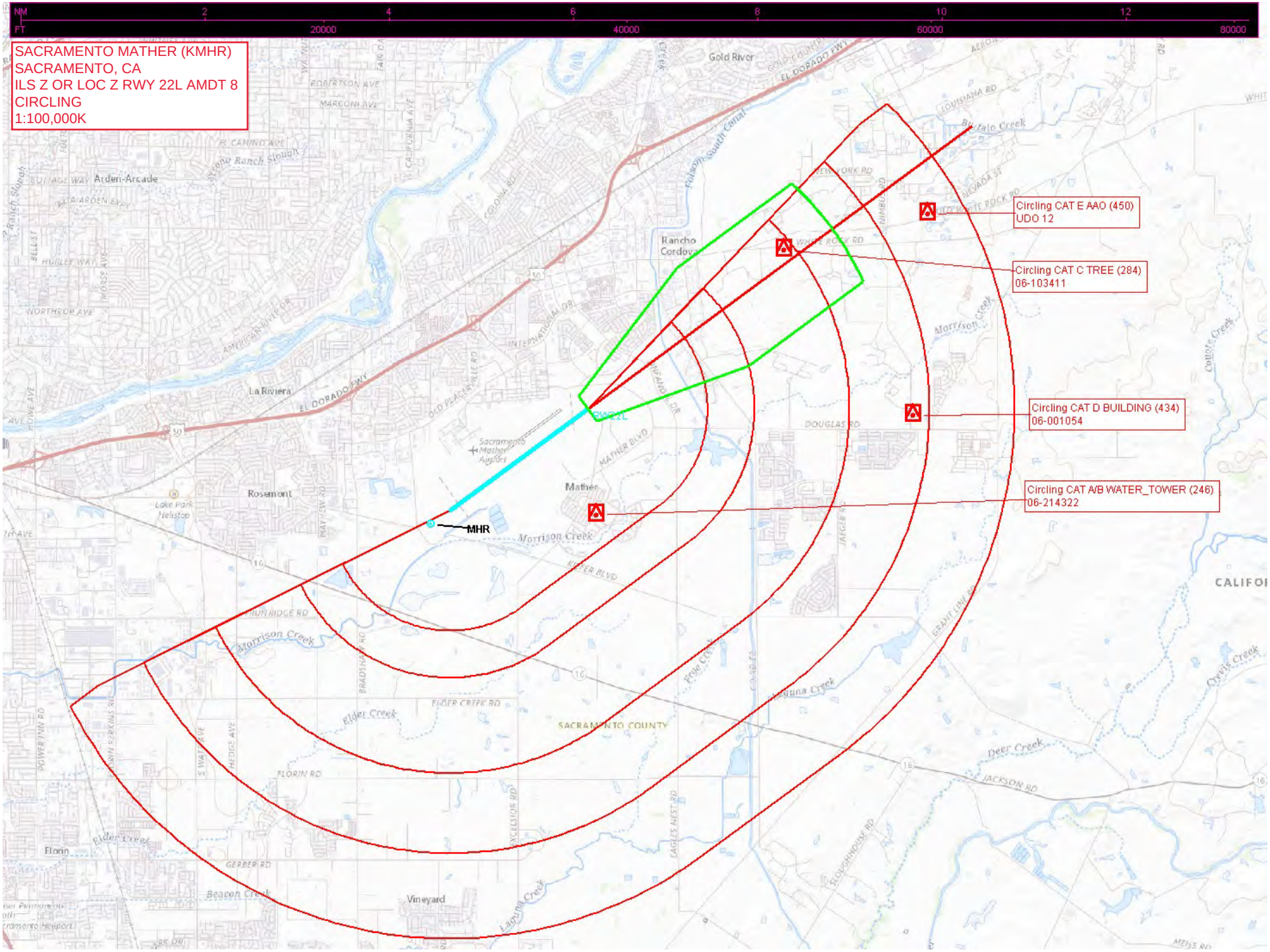
SW-2
09/07/22
COMPILER: JUN
REVIEWER:
DBL CHKR:
EFF: FIG

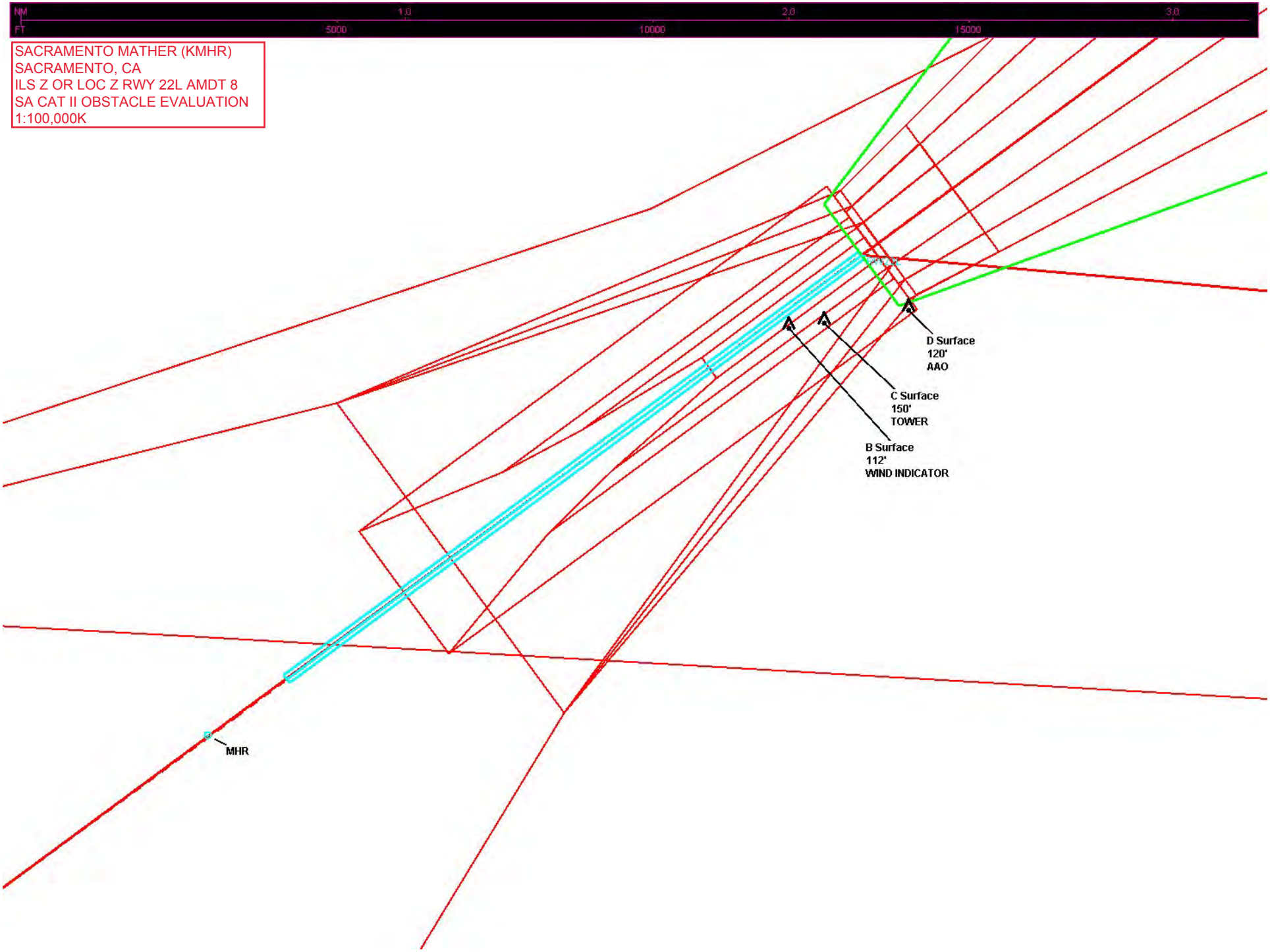

SACRAMENTO MATHER (KMHR)
SACRAMENTO, CA
ILS Z OR LOC Z RWY 22L AMDT 8
1:500,000K
SWR:VOR/DME to ACEKO TERRAIN+AAO (9101)
TP1771411
SWR
ACEKO to OHDEE TERRAIN+AAO (5870)
TP1966174
ACEKO
DR Initial from COLOM:DeadReckoning COLOM-CAMRR TERRAIN+AAO (2966)
TP1665010
COLOM
CAMRR to LDOOR TERRAIN+AAO (2172)
TP1678801
ESDIE
OHDEE
OHDEE to ESDIE TERRAIN+AAO (3334)
TP1821532
ESDIE to CAMRR TERRAIN+AAO (2336)
TP2027539
HNW:VOR/DME to CAMRR TERRAIN+AAO (2858)
TP1889056
CAMRR
HNW
LDOOR to YOSHE TERRAIN+AAO (1726)
TP2052239
LDOOR
YOSHE to GADBE TERRAIN+AAO (614)
TP2060364
GADBE
JEKAX
MHR
Missed Level Surface TERRAIN+AAO (705)
TP2188797
COSKA


SACRAMENTO MATHER (KMHR)
SACRAMENTO, CA
ILS Z OR LOC Z RWY 22L AMDT 8
FEEDER, INITIAL, INTERMEDIATE
1:500,000K
SWR:VOR/DME to ACEKO TERRAIN+AAO (9101)
TP1771411
SWR
ACEKO to OHDEE TERRAIN+AAO (5870)
TP1966174
ACEKO
DR Initial from COLOM:DeadReckoning COLOM-CAMRR TERRAIN+AAO (2966)
TP1665010
COLOM
CAMRR to LDOOR TERRAIN+AAO (2172)
TP1678801
ESDIE
OHDEE
OHDEE to ESDIE TERRAIN+AAO (3334)
TP1821532
ESDIE to CAMRR TERRAIN+AAO (2336)
TP2027539
HNW:VOR/DME to CAMRR TERRAIN+AAO (2858)
TP1889056
CAMRR
HNW
LDOOR to YOSHE TERRAIN+AAO (1726)
TP2052239
LDOOR
YOSHE to GADBE TERRAIN+AAO (614)
TP2060364
GADBE
JEKAX
MHR
COSKA
CTC NORCAL APP WITHIN 20 NM ON 125.4 259.1
CTC NORCAL APP WITHIN 20 NM ON 127.35
CAUTION: USAF PAVE PAWS Radar Hazardous to Aircraft 1 NM radius 39°16.2'N/121°21'W SFC to 5999' MSL
CAUTION: Intensive flight training in vicinity of BAB 16,500' & below
CAUTION: Unmanned aircraft activity all altitudes


NM 2 4 6 8 10 12
FT 10000 20000 30000 40000 50000 60000 70000 80000
SACRAMENTO MATHER (KMHR)
SACRAMENTO, CA
ILS Z OR LOC Z RWY 22L AMDT 8
ILS
1:100,000K
ALL SURFACES CLEAR
GADBE [UD]
MHR
Lake Natoma
Nimbus Dam
American River
Carmichael
Gold River
Arden-Arcade
Rancho Cordova
La Riviera
Mather
Rosemont
Morrison Creek
Elder Creek
Florin
SACRAMENTO COUNTY
Laguna Creek
Deer Creek
Folsom South Canal


NM 2 4 6 8 10 12
FT 20000 40000 60000 80000
SACRAMENTO MATHER (KMHR)
SACRAMENTO, CA
ILS Z OR LOC Z RWY 22L AMDT 8
LOC
1:100,000K
LOC JEKAX 7:1 Excluded Obs TERRAIN+AAO (452)
TP2040
LOC:GADBE to JEKAX AAO (450)
UDO 12
LOC:JEKAX to KMHR:RW22L:AER TOWER (235)
06-025571
GADBE
JEKAX
MHR
Highlands
Fair Oaks
Lake Natoma
Nimbus Dam
Carmichael
Gold River
La Riviera
Rosemont
Mather
CALIFORNIA


NM 2 4 6 8 10 12
FT 20000 40000 60000 80000
SACRAMENTO MATHER (KMHR)
SACRAMENTO, CA
ILS Z OR LOC Z RWY 22L AMDT 8
CIRCLING
1:100,000K
Circling CAT E AAO (450)
UDO 12
Circling CAT C TREE (284)
06-103411
Circling CAT D BUILDING (434)
06-001054
Circling CAT A/B WATER_TOWER (246)
06-214322
MHR
Gold River
Arden-Arcade
Rancho Cordova
La Riviera
Rosemont
Mather
Florin
Vineyard
Morrison Creek
Elder Creek
Beacon Creek
Laguna Creek
Deer Creek
Buffalo Creek
Coyote Creek
Cosumnes Creek
SACRAMENTO COUNTY
Folsom South Canal
Sacramento Mather Airport
EL DORADO FWY
JACKSON RD
MATHER BLVD
GERBER RD
FLORIN RD
ELDER CREEK RD
KIEFER BLVD
DOUGLAS RD
WHITE ROCK RD
GRANT LINE RD


NM
1.0
2.0
3.0
FT
5000
10000
15000
SACRAMENTO MATHER (KMHR)
SACRAMENTO, CA
ILS Z OR LOC Z RWY 22L AMDT 8
SA CAT II OBSTACLE EVALUATION
1:100,000K
D Surface
120'
AAO
C Surface
150'
TOWER
B Surface
112'
WIND INDICATOR
MHR

CAT II/III Formula 10-5-1. Surface A, B, C, D Surface Height Where X ≤ 3000 and Y:
CAT II/III Formula 10-5-2. Surface B, C, and D Surface Height Where X > 3000 and Y:
CAT II/III Formula 10-5-3. Surface A1 Surface Height

OBS_X = Distance (feet) from threshold along runway centerline
OBS_Y = Perpendicular distance (feet) from runway centerline
$AIRPORT_{ELEV}$ = Airport Elevation
$ELEV_{ABEAM\text{-}OBS}$ = MSL elevation of runway centerline abeam obstacle (if $OBS_X \leq 3000$)
$ELEV_{3000}$ = MSL elevation of runway centerline 3000 feet from threshold (if $OBS_X > 3000$)

OBS_X	FT 1609.5836	Calculate
OBS_Y	FT 250.9436	
$AIRPORT_{ELEV}$	FT 98.3	
RWY ELEV ABEAM OBSTACLE	FT 90	
Surface (OCS)	B Surface(104.0094)	Clear

CAT II/III Formula 10-5-1. Surface A, B, C, D Surface Height Where X ≤ 3000 and Y:
CAT II/III Formula 10-5-2. Surface B, C, and D Surface Height Where X > 3000 and Y:
CAT II/III Formula 10-5-3. Surface A1 Surface Height

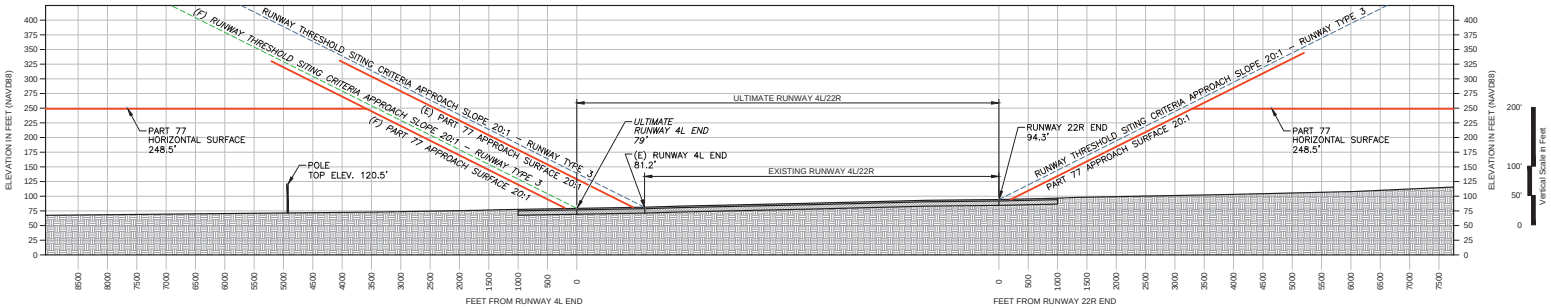
OBS_X = Distance (feet) from threshold along runway centerline
OBS_Y = Perpendicular distance (feet) from runway centerline
$AIRPORT_{ELEV}$ = Airport Elevation
$ELEV_{ABEAM\text{-}OBS}$ = MSL elevation of runway centerline abeam obstacle (if $OBS_X \leq 3000$)
$ELEV_{3000}$ = MSL elevation of runway centerline 3000 feet from threshold (if $OBS_X > 3000$)

OBS_X	FT 1126.5118	Calculate
OBS_Y	FT 506.7480	
$AIRPORT_{ELEV}$	FT 98.3	
RWY ELEV ABEAM OBSTACLE	FT 90	
Surface (OCS)	C Surface(163.6809)	Clear

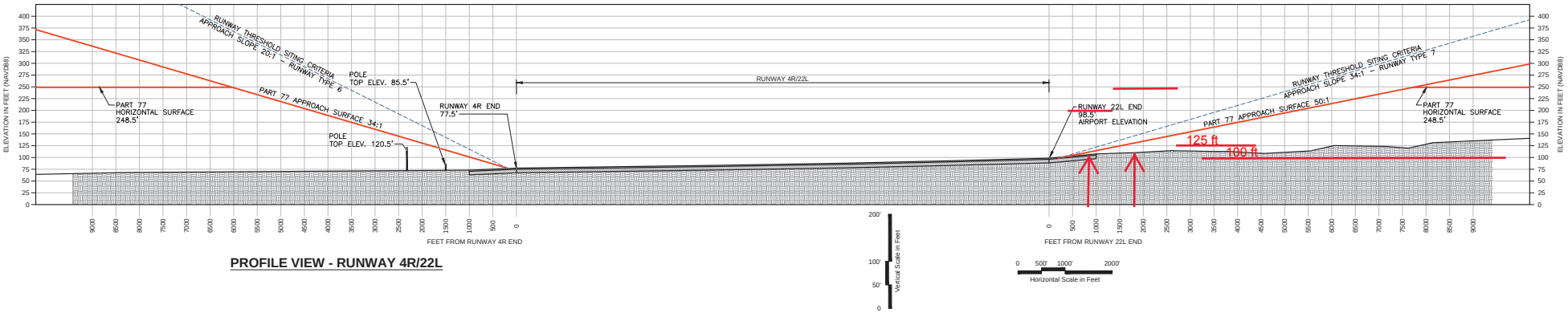
CAT II/III Formula 10-5-1. Surface A, B, C, D Surface Height Where X ≤ 3000 and Y:
CAT II/III Formula 10-5-2. Surface B, C, and D Surface Height Where X > 3000 and Y:
CAT II/III Formula 10-5-3. Surface A1 Surface Height

OBS_X = Distance (feet) from threshold along runway centerline
OBS_Y = Perpendicular distance (feet) from runway centerline
$AIRPORT_{ELEV}$ = Airport Elevation
$ELEV_{ABEAM\text{-}OBS}$ = MSL elevation of runway centerline abeam obstacle (if $OBS_X \leq 3000$)
$ELEV_{3000}$ = MSL elevation of runway centerline 3000 feet from threshold (if $OBS_X > 3000$)

OBS_X	FT -70.8888	Calculate
OBS_Y	FT 1138.6640	
$AIRPORT_{ELEV}$	FT 98.3	
RWY ELEV ABEAM OBSTACLE	FT 98.3	
Surface (OCS)	D Surface(242.1664)	Clear



PROFILE VIEW - RUNWAY 4L/22R



PROFILE VIEW - RUNWAY 4R/22L

SOURCES OF INFORMATION

NOAA Airport Obstruction Chart (AOC), 1996
Used for: runway end coordinates, elevations, and obstructions
Horizontal datum - NAD83
Vertical datum - NGVD29

Sacramento County GPS survey February 6, 2004
Used for: confirmation of runway endpoints; elevations in NAVD88

California Spatial Information Library, scans of USGS 7.5' contour maps
Used for: background image, elevation contours

NOTES

1. No terrain or other recorded obstructions of Part 77 approach surfaces.
2. Runway grades are such that there are no depressions or humps that would obscure the 5' Line-of-Site requirement.
3. All elevations shown are based on the NAVD88 horizontal datum.

REVISION	DATE	BY
UPDATES BY COUNTY DEPARTMENT OF AIRPORTS	3/2014	DSW
FAA CONDITIONALLY APPROVED ALP - SPONSOR SIGNATURE DATE	8/2005	DSW
SUBMITTAL PREPARED BY LEIGH FISHER ASSOC.	11/2004	BHT

RUNWAY & APPROACH PROFILES

Mather Airport

SACRAMENTO COUNTY AIRPORT SYSTEM
6900 AIRPORT BLVD.
SACRAMENTO, CA 95837

DATE:	7/2013
PROJECT MANAGER:	G. Munson
DRAWN BY:	D. Wilson
CHECKED BY:	
FILE:	MHR-ALP2014_07-09-Airspace

SHEET 9

Formula 3-2-2. DA Point Distance from LTP (feet)		
DA = Decision Altitude **LTP$_{elev}$** = LTP elevation **TCH** = Published TCH **GPA** = glidepath angle		
DA	FT 248	Calculate
LTPelev	FT 90	
TCH	FT 56	
GPA	θ 3	
d_{LTP}	1,946.28	Clear

Note: Formula 3-2-2 is only intended for Visibility and Radio Altimeter purposes.

Formula 3-2-1. Calculating RA		
terrain$_{elev}$ = terrain elevation on FAC at DA point **DA** = Decision Altitude		
terrain$_{elev}$	FT 108	Calculate
DA	FT 248	
RA	140.00	Clear

Formula 3-2-2. DA Point Distance from LTP (feet)		
DA = Decision Altitude **LTP$_{elev}$** = LTP elevation **TCH** = Published TCH **GPA** = glidepath angle		
DA	FT 198	Calculate
LTPelev	FT 98	
TCH	FT 56	
GPA	θ 3	
d_{LTP}	839.57	Clear

Note: Formula 3-2-2 is only intended for Visibility and Radio Altimeter purposes.

Formula 3-2-1. Calculating RA		
$\mathbf{terrain}_{elev}$ = terrain elevation on FAC at DA point **DA** = Decision Altitude		
$terrain_{elev}$	FT 108	Calculate
DA	FT 198	
RA	90.00	Clear

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION

Sacramento Mather Airport
Sacramento, California

ILS Z or LOC Z RWY 22L (Amend)
ILS Y or LOC Y RWY 22L (Amend)
(OBSTACLE) Departure Procedure (New)

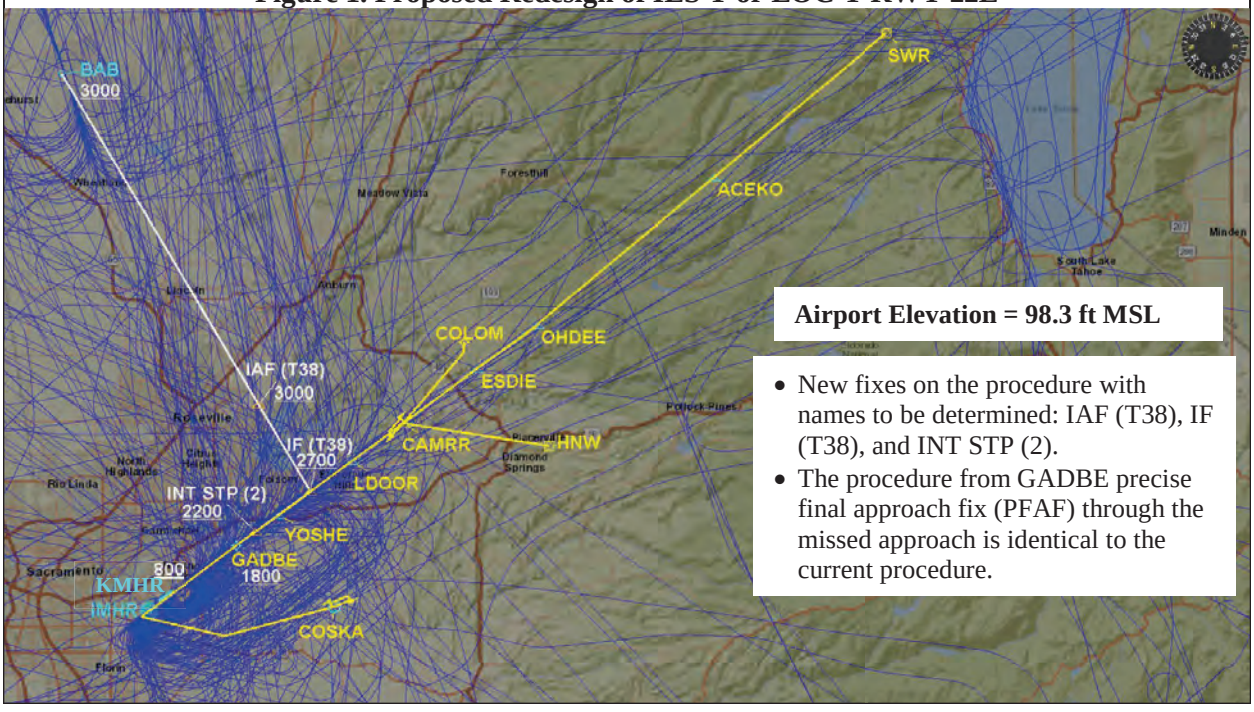
Description of Proposed Action:

The Federal Aviation Administration (FAA) is proposing to rename one approach procedure, create one approach procedure, and implement a new radar vector departure procedure at Sacramento Mather Airport (KMHR), Sacramento, California.

The current Instrument Landing System (ILS) or Localizer (LOC) Runway (RWY) 22L would be renamed ILS Z or LOC Z RWY 22L, with no other changes to the procedure. The ILS Y or LOC Y RWY 22L would add a new feeder segment to the current ILS or LOC RWY 22L procedure, as well as add a new initial approach fix (IAF), intermediate fix (IF), and intermediate leg (INT) step down fix (SDF).

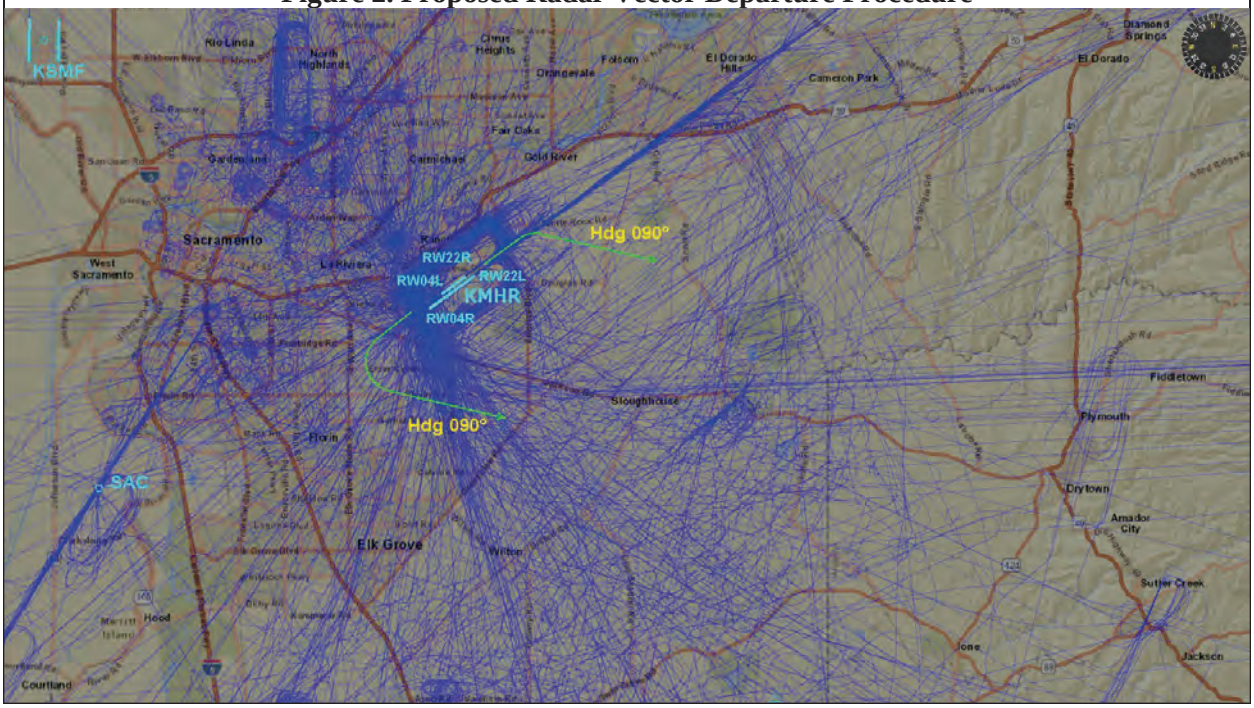
Figure 1 depicts the ILS Y or LOC Y RWY 22L approach procedure (yellow) with the proposed new feeder (white) from the Beale (BAB) tactical air navigation (TACAN). At or above (AOA) altitude restrictions are shown in feet (ft) mean sea level (MSL) and T-38 flight tracks for 2021 are shown in blue.

Figure 1. Proposed Redesign of ILS Y or LOC Y RWY 22L



The BAB feeder would be used for T-38 aircraft diverting from Beale Air Force Base (AFB) and requires an AOA 3,000-foot altitude to help keep the T-38s out of icing conditions. T-38 arrival tracks are not anticipated to change significantly when using the new feeder route.
Figure 2 depicts the proposed new radar vector departure procedure (green) for all RWYs and a sample of November 2020 departure flight tracks (blue). Departures would use a standard climb gradient of 200 ft per nautical mile (NM) to 500 ft MSL, then turn east to a 90-degree heading (magnetic), or a heading assigned by air traffic control (ATC) within 2 NM from end of the RWY.

Figure 2. Proposed Radar Vector Departure Procedure



The tracks for the aircraft on the new procedure are not predictable given the varying aircraft performance capabilities and vectoring depending on tactical ATC needs. The current textual departure procedure directs aircraft towards Sacramento (SAC) very high frequency omnidirectional range and tactical air navigation (VORTAC) before vectoring by air traffic control (ATC) and requires that each departure be issued VOR radial/distance-measuring equipment (DME) fixes. Since the increased United Parcel Service (UPS) operations rely on DataCom—which cannot send radial/DME fixes—the new procedure will help with the increased UPS operations and help eliminate hearback/readback errors. Additionally, the new departure would provide ATC with an efficient means to de-conflict departures with the Sacramento International Airport (KSMF) traffic. The departure tracks on the new procedure are not anticipated to change significantly.

The number of airport operations is not expected to change as a result of the Proposed Action. KMHR data from 2019 reveals approximately 37,000 annual aircraft operations, out of which

approximately 1,050 were T-38 arrivals.[1] Noise screening analysis was conducted for T-38 arrivals using the initial screening module of the Terminal Area Routing Generation, Evaluation, and Traffic Simulation (TARGETS) Aviation Environmental Design Tool (AEDT) environmental plug-in. The noise screening analysis passed the Traffic Test (TRAF Test), indicating that no further noise analysis was needed to implement the Proposed Action.[2]

The Proposed Action does not involve land acquisition, physical disturbance, or construction activities. The following environmental impact categories were considered either not to be present or to have negligible or non-existent effects from the Proposed Action and, in accordance with Council on Environmental Quality (CEQ) regulations, did not warrant further analysis:

- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Land use
- Natural resources and energy supply
- Socioeconomic impacts and children's environmental health and safety risks
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Visual effects

The NEPAssist Tool (https://nepassisttool.epa.gov/nepassist/nepamap.aspx) was used to determine the potential to impact the following environmental categories:

- Air quality
- Department of Transportation Act, Section 4(f)
- National Historic Preservation, Section 106
- Noise and noise-compatible land use
- Environmental justice (a subcategory under the general heading of socioeconomic impacts)

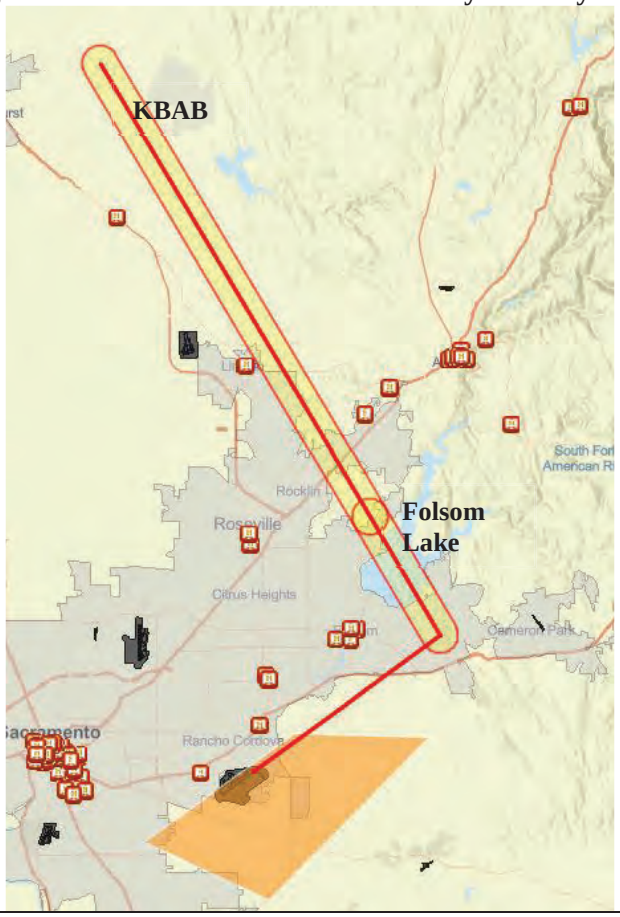
The airport is within Ozone 1-hour, Ozone 8-hour, Particulate Matter (PM) 2.5 microns, PM 10 microns nonattainment and maintenance areas. The following **Figure 3** shows urbanized areas (grey), historical properties (brown icons), and the Folsom Lake State Recreation Area in the

1. FAA's Instrument Flight Procedures (IFP), Operations, and Airspace Analytics (IOAA) Tool (https://ioaa-faa.mitre.org/).

2. The TRAF Test is used to determine if the number of operations on a particular procedure or route is high enough to generate noise levels that warrant further screening. The TRAF Test considers aircraft type, percent of operations during evening and night times in California, and night time elsewhere. Evening time is defined as the period from 7:00 p.m. to 10:00 p.m. local, and night time is the period from 10:00 p.m. to 7:00 a.m., local time. Using these inputs, the test determines the maximum number of operations by pistons, turboprops, small jets (Lear Jets or similar), large jets (Boeing 737 or similar), heavy jets (Boeing 777 or similar), or any combination thereof that would warrant further noise screening.

vicinity of the study area (orange). The study area includes a one-mile buffer for the BAB feeder route and the area (orange) around the airport that accounts for the new departure procedure.

Figure 3. NEPA Resources in the Vicinity of Study Area



Since there would be no noise impacts or significant change in flight tracks, adverse environmental impacts to the NEPA resources identified are not anticipated as a result of the Proposed Action.

The airport master plan available at https://sacramento.aero/scas/about/planning_design and the FAA's Instrument Flight Procedures (IFP) Information Gateway (https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/) were reviewed for planned air traffic projects to assess cumulative impacts of the Proposed Action. It was determined that the Proposed Action, when considered with other past, present, and reasonably foreseeable projects, would not exceed the thresholds of significance for the resource categories analyzed in this environmental review. Therefore, no cumulative impacts are anticipated.

In accordance with FAA Order 1050.1F, Paragraph 5-2, Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

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 1050.1F, *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:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, *Procedures for Considering Environmental Impacts,* and FAA Order 1050.1F.

The applicable categorical exclusion is:

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.

Recommended by:

Air Traffic Manager Review/Concurrence

Signature: FRANCINE K MALABO Digitally signed by FRANCINE K MALABO Date: 2022.03.15 11:19:09 -07'00' Date: _____

Name: Francine K. Malabo
Air Traffic Manager
Northern California TRACON

Concurrence by:

Western Service Area Environmental Specialist

Signature: VIKAS UBEROI Digitally signed by VIKAS UBEROI Date: 2022.03.16 10:12:45 -07'00' Date: _____

Name: Vikas Uberoi
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:

Western Service Area Director or Designee Approval

Signature: BYRON G Y CHEW Digitally signed by BYRON G Y CHEW Date: 2022.03.17 15:12:12 -07'00' Date: _____

Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2