
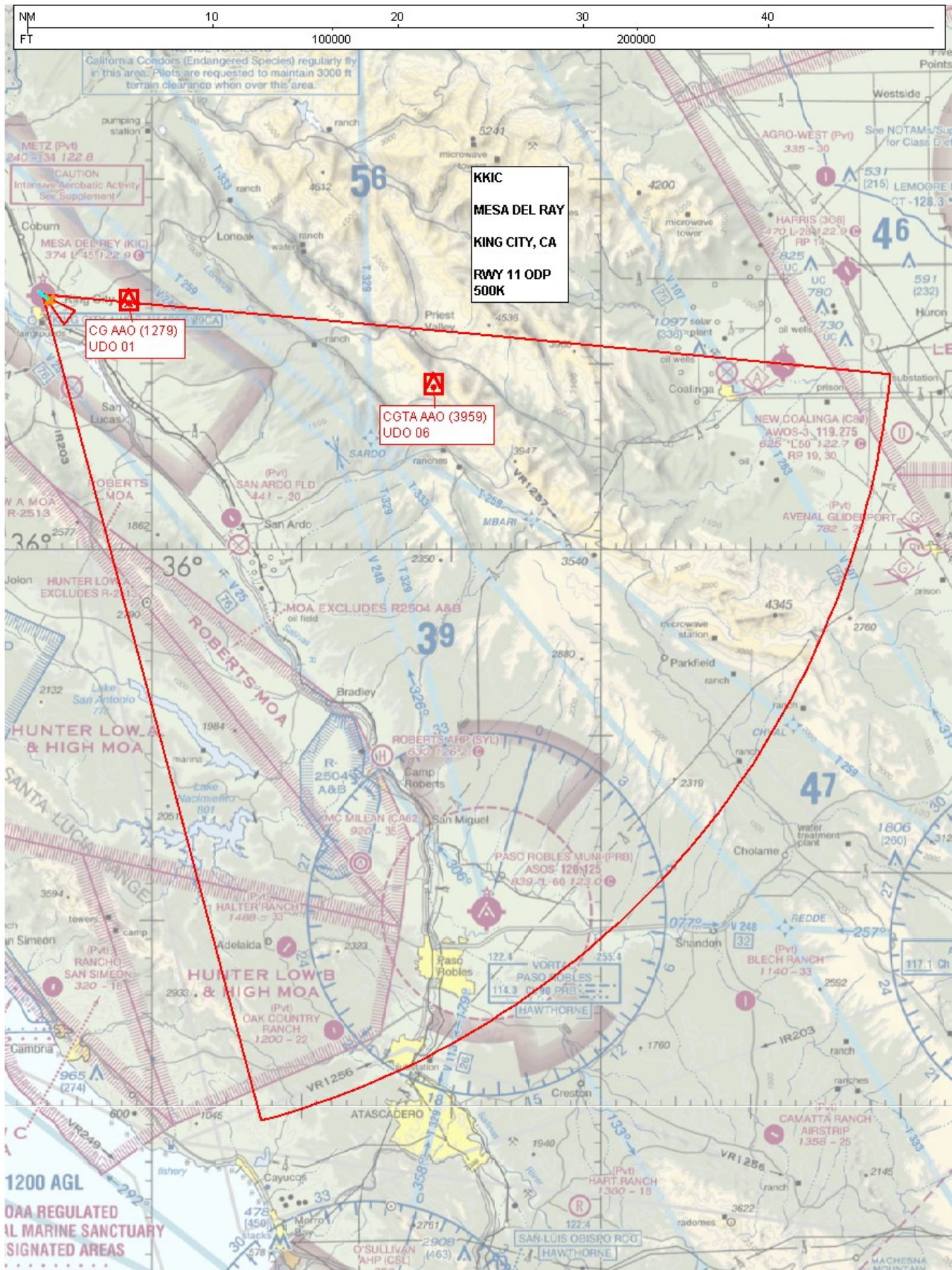
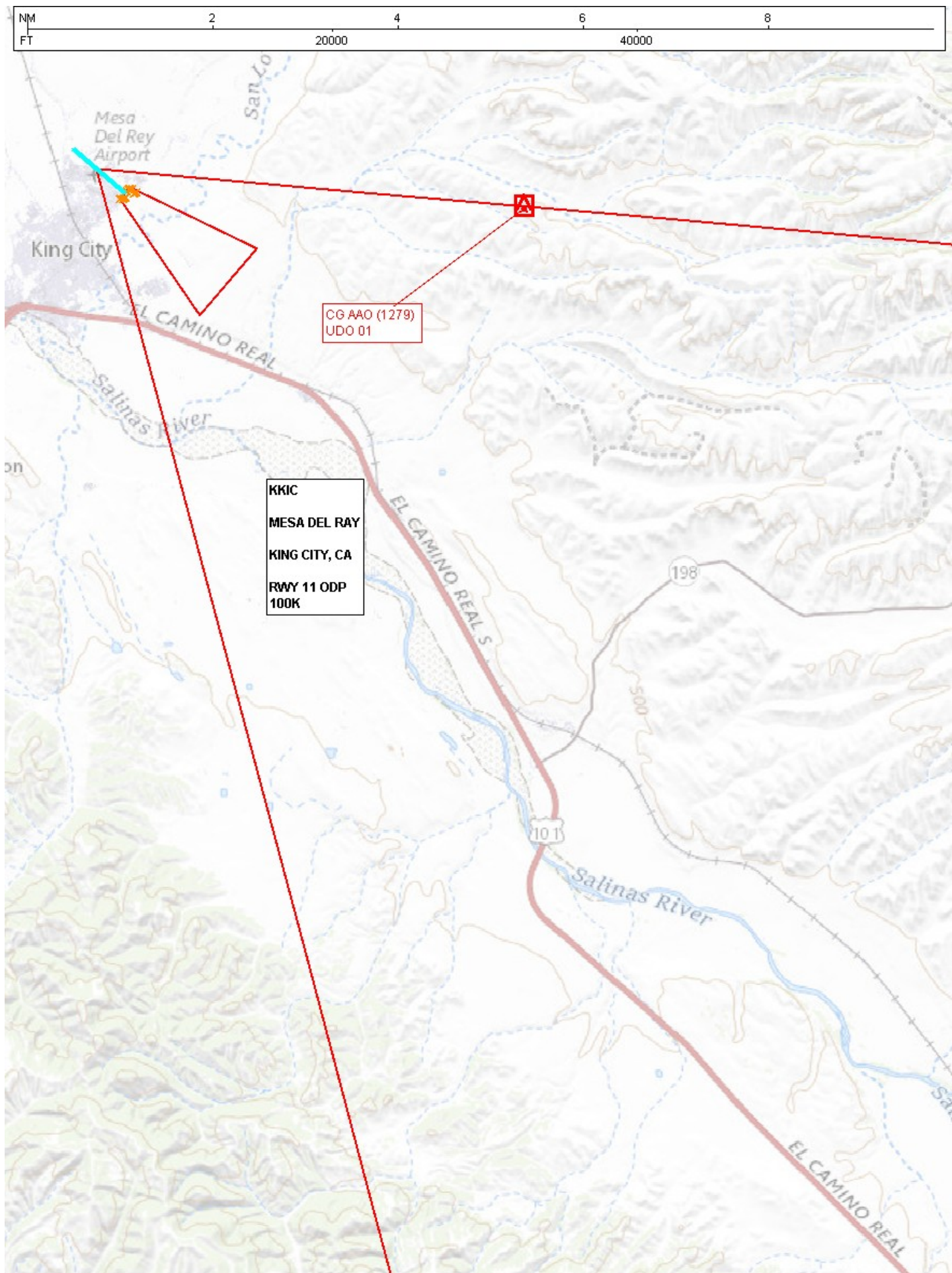
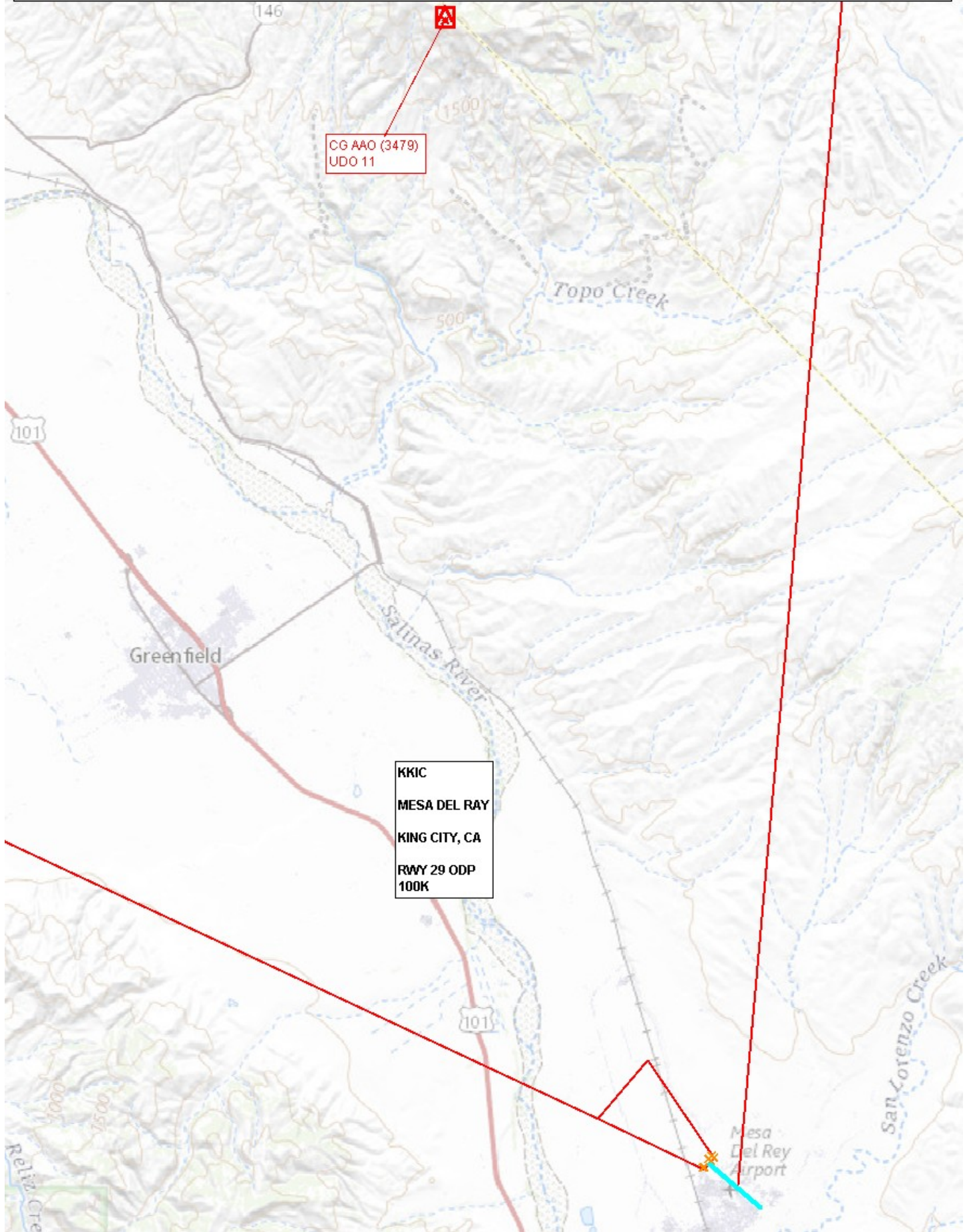


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Textual DP	Estimated Chart Date: 09/08/2022	APWS Task ID: BABD3CC2B5064A75BB1CE74F56FECF9E	APWS Project ID: 3B1936637A6B4092A6C950458012EF53
Procedure: MESA DEL REY, CA KKIC ORIG		Enroute: NO	Specialist: Johnson, Timothy		Agreement Number:
Airport ID: KKIC			Airport City: KING CITY		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div> <div> Procedure Comments: VFR TO IFR AIRPORT. CONTACT: ALLAN WILL (405) 954-6103. </div> <div>  </div> </div>					

FIPC BASIC FORM								
PROCEDURE: MESA DEL REY, CA KKIC ORIG			AIRPORT NAME: MESA DEL REY		AIRPORT ID: KKIC	SPECIAL CONTROL NO: SP-05-321-22		
FAC ID: KKIC		CITY: KING CITY			ST: CA	ORIG CHART DATE: 09/08/2022		
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:			
PREFLIGHT NOTES								
REVIEWER:					DATE:			
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 06/15/2022		CREW #: VN502	N #: N73	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
FLIGHT INSPECTOR SIGNATURE: troy e devine @ 06/15/2022 19:41			PRINTED NAME: DEVINE, TROY ELLEN				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: SP-05-321-22, KKIC, KING CITY CA ORIG, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES: Sat AWOS NOTAMed inop at time of inspection.								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	





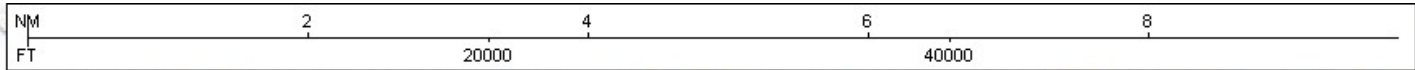


CG AAO (3479)
UDO 11

KKIC
MESA DEL RAY
KING CITY, CA
RWY 29 ODP
100K

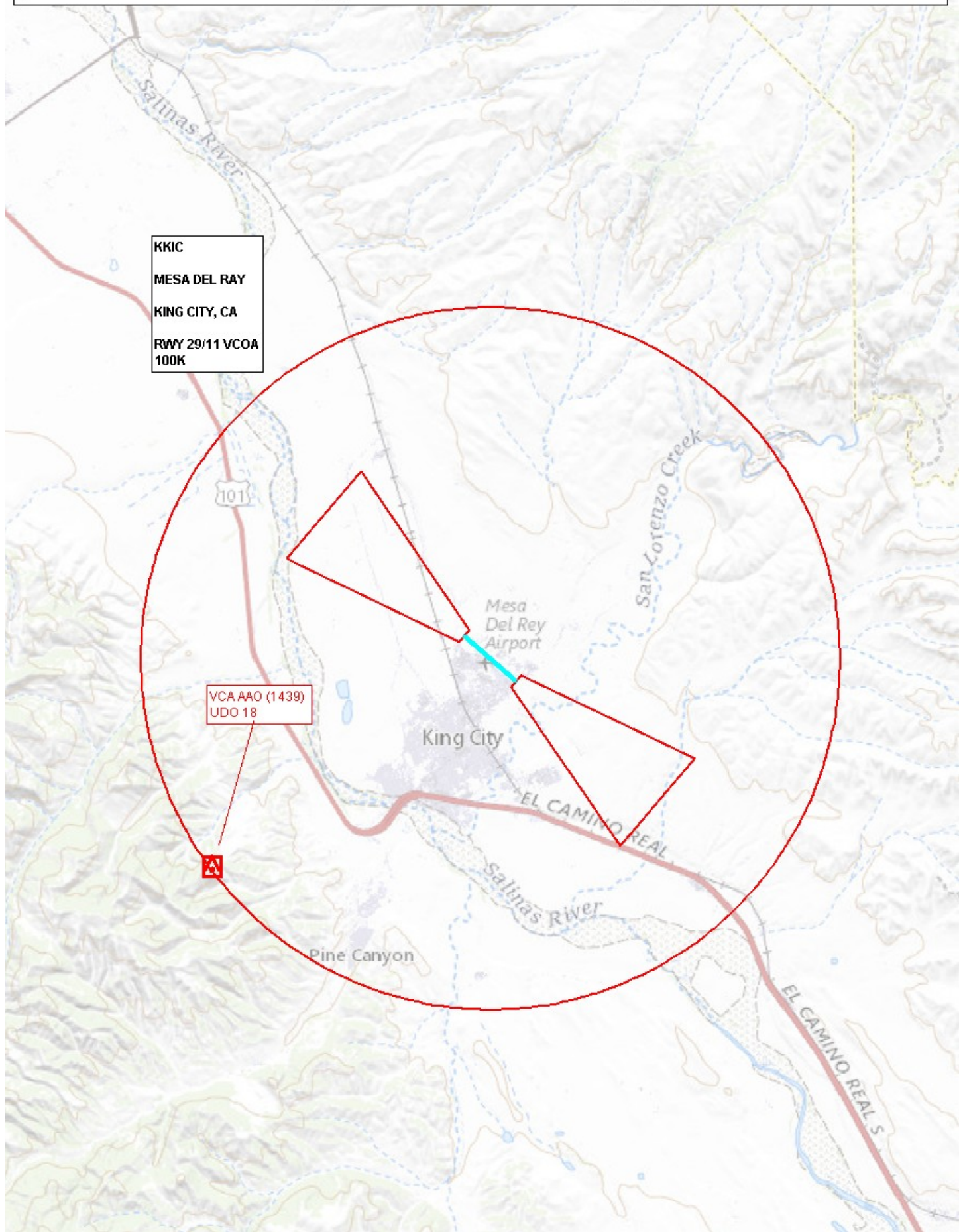
Mesa
Del Rey
Airport





KKIC
MESA DEL RAY
KING CITY, CA
RWY 29/11 VCOA
100K

VCA AAO (1439)
UDO 18



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

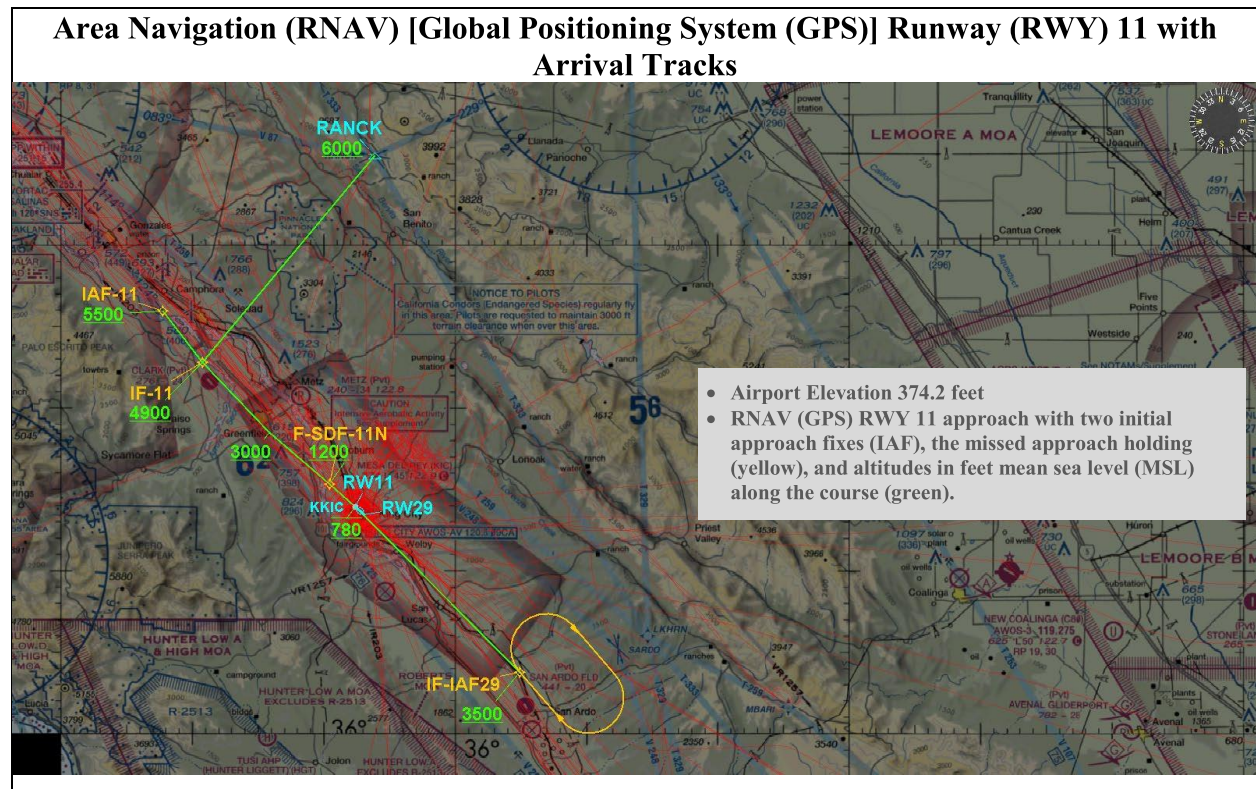
**Mesa Del Rey Airport
King City, California**

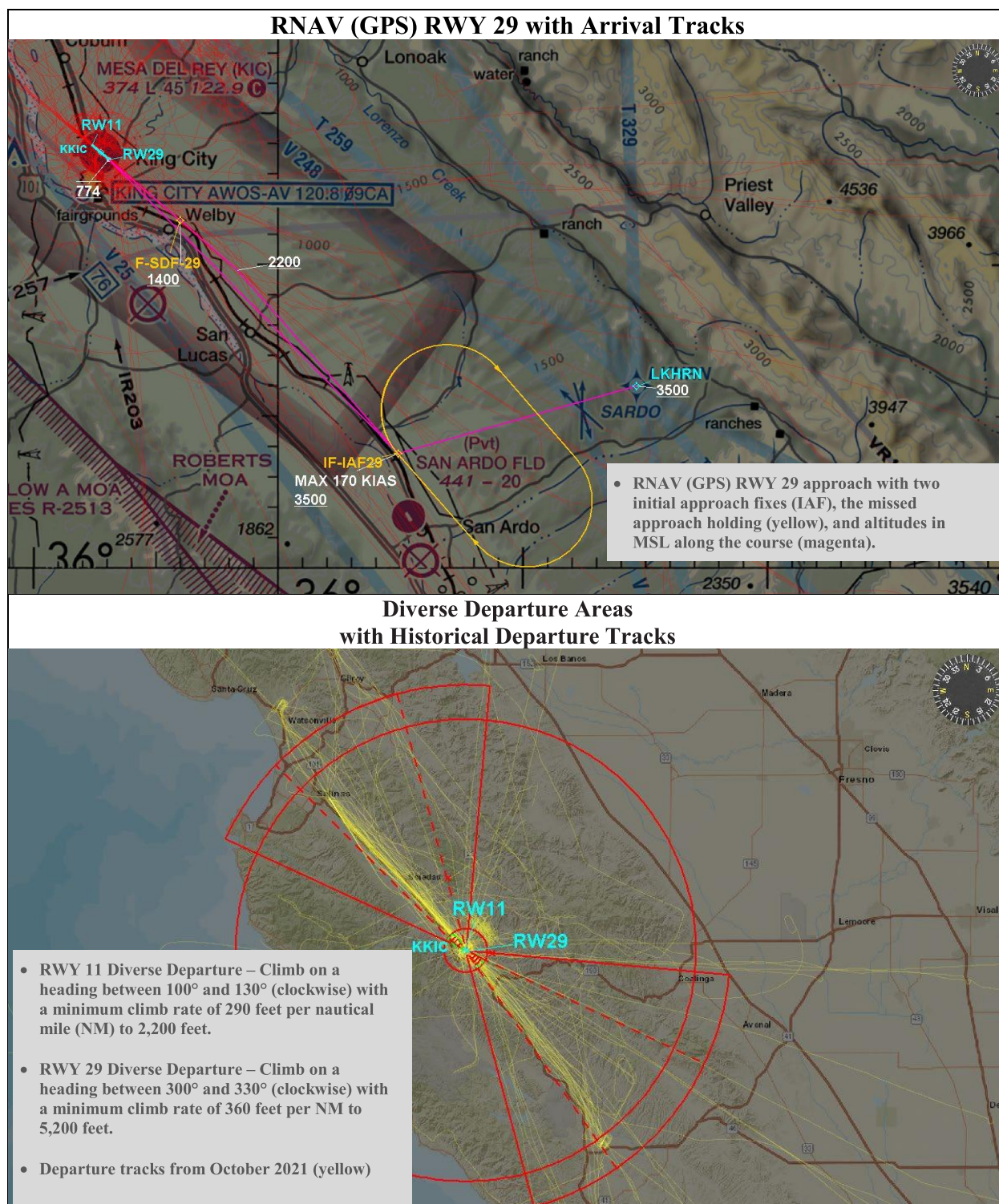
**RNAV (GPS) RWY 11
RNAV (GPS) RWY 29
RWY 11 Diverse Departure and VCOA
RWY 29 Diverse Departure and VCOA**

Description of Action:

As a result of airport and user requests, the Federal Aviation Administration (FAA) is proposing to implement new instrument flight rules (IFR) approach and departure procedures at Mesa Del Rey Airport (KKIC), King City, California. Currently, KKIC only operates under visual flight rules (VFR). IFR procedures would provide improved access to the airport during inclement weather conditions.

Proposed new procedures and historical tracks from October 2021 are depicted in the following three figures.





A Visual Climb Over Airport (VCOA) would be an option for an IFR aircraft departing either runway at KKIC. RWY 11 would require a climb within 3 NM of the airport in visual meteorological conditions (VMC) to 4,800 feet MSL, before proceeding on course. RWY 29 would require a climb within 3 NM of the airport in VMC to 4,700 feet MSL, before proceeding on course.

KKIC data from 2019 reveals less than 50 jet operations and less than 2,000 propeller operations per year.¹ Noise screening analysis was conducted 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 Operations Test (OPS Test), indicating that no further noise analysis was needed to implement the Proposed Action.² Although a potential increase in air traffic is expected as a result of the Proposed Action, the increase is not anticipated to change the OPS Test results.

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 Environmental Protection Agency's NEPAassist Tool (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to determine the potential to impact the following environmental categories:

- Air quality³
- Department of Transportation Act, Section 4(f)
- National Historic Preservation Act, Section 106
- Noise and noise-compatible land use
- Environmental justice (this is a subcategory under the general heading of

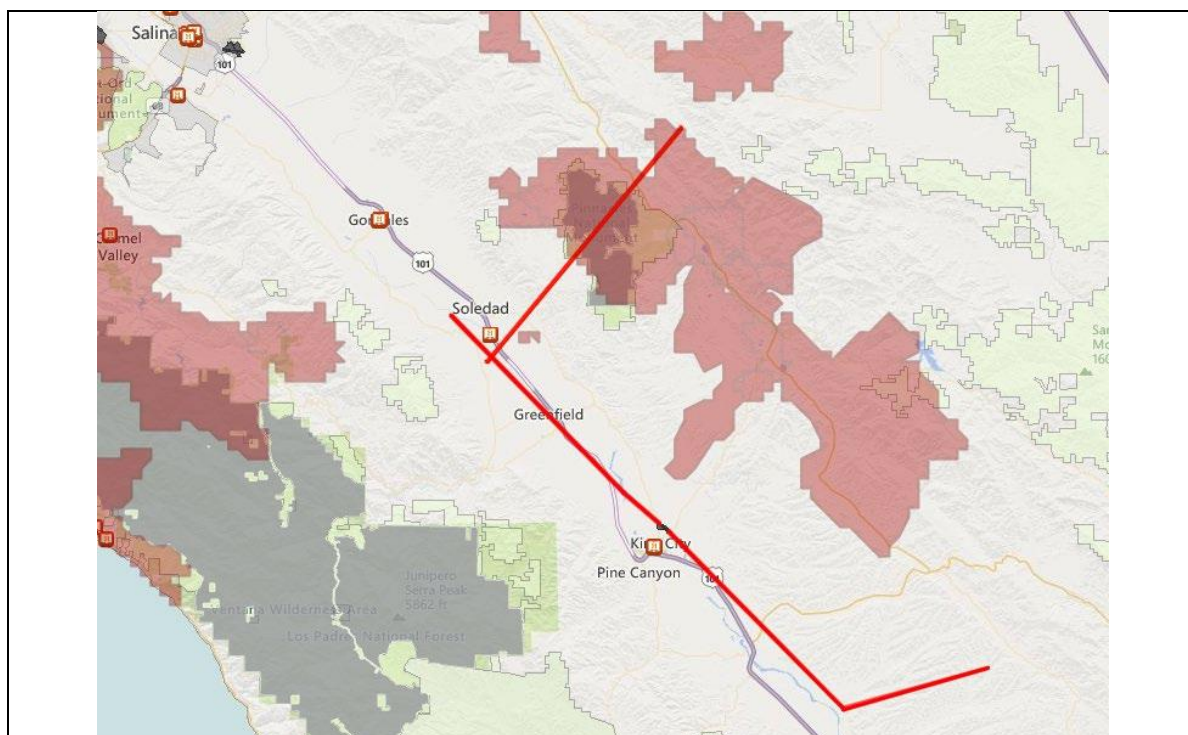
1. FAA's Instrument Flight Procedure (IFP), Operations, and Airspace Analytics (IOAA) Tool (https://sda.faa.gov/login.htm#).

2. The OPS Test is a tool to help determine if further noise screening is required based on the number of operations at the airport of interest. FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, states that no noise analysis is needed for proposals involving Design Group I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the environmental review do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations).

3. Implementation of the proposed action is not expected to affect air quality and is presumed to conform as Category 14, "Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations," as identified in the General Conformity Rule, 72 Fed. Reg. 41565-41580 (July 30, 2007).

socioeconomic impacts)

The following figure identifies the location of historical properties (brown icons), urbanized areas (light grey), wilderness areas (grey), critical habitats (brown), and federal lands (yellow) in of vicinity of new approach procedures (solid red). Given the range of headings, departure procedure tracks cannot be predicted. Noise impacts are not anticipated as a result of the Proposed Action. Additionally, the environmental resource locations identified already experience some overflights.



In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Paragraph 5-2, Extraordinary Circumstances, the FAA has reviewed the Proposed Action 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.

Categorical Exclusion
KKIC, King City, California

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 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: **JEFF B HUBERT** Digitally signed by JEFF B HUBERT
Date: 2022.01.19 11:59:20 -08'00' Date: _____
Name: Jeff B Hubert
Air Traffic Manager
Oakland Air Route Traffic Control Center

Concurrence by:

Western Service Area Environmental Specialist

Signature: **VIKAS UBEROI** Digitally signed by VIKAS UBEROI
Date: 2022.01.19 12:18:42 -08'00' 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: 2022.01.20 13:38:00 -08'00' Date: _____
Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2