

**FAA  
Central Service Center  
NEPA Categorical Exclusion Document  
For  
Establishment of New Instrument Flight Procedure  
Uvalde County Hospital Authority Heliport, 2XS9  
April 2023**

**Description of Proposed Action**

The Uvalde County Hospital Authority has requested a new instrument flight procedure for the Uvalde County Hospital heliport, 2XS9, in Uvalde, TX. The new procedure would be:

COPTER RNAV (GPS) 331

This procedure is an area navigation (RNAV) procedure for a helipad on hospital property necessary to support heliport operations during inclement weather. The hospital is a Level IV Trauma Center 1.3 nautical miles from Garner Field Airport, KUCA in Uvalde. The procedure final and intermediate segments are parallel to the final approach at KUCA. The missed approach is to the southwest intermediate approach fix (see attached graphic).

Air Traffic Control concurs with this special procedure. Planes currently fly over the proposed area with no concentration of tracks or number of operations expected to increase due to implementation of this special procedure. The airport management concurs with the development of the proposed procedure. No change to aircraft type or number of nighttime operations is expected. No public controversy is expected concerning the proposed procedure. No noise- or environmentally-sensitive areas or populations would be affected by implementation of the proposed action.

**Legal Authorities and Applicable Categorical Exclusion**

FAA has determined that the above proposed action qualifies for categorical exclusion under the National Environmental Policy Act, 42 U.S.C. 4321; its implementing regulations at 40 C.F.R. Part 1500, departmental-level implementing regulations in Department of Transportation Order 5610.1 – “Procedures for Considering Environmental Impacts”; and agency implementing regulations in FAA Order 1050.1 – “Environmental Impacts: Policies and Procedures”.

**5-6.5i:** 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.

The proposed action develops a new air traffic control procedure and does not route aircraft over new environmentally-sensitive or noise-sensitive populations or areas, and does not increase the number of flights over current tracks. Therefore Categorical Exclusion 5-6.5i is appropriate for this action.

### **Basis for Determination**

Therefore, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1, paragraph 5-2 regarding Extraordinary Circumstances, FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. Development of the proposed new procedure has been coordinated with Air Traffic Control and the Uvalde County Hospital Authority. FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact statement.

### **Concurrence:**

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RAMOS** Digitally signed by  
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Robb Ramos – Environmental Protection Specialist  
ATO Central Service Center, Operations Support Group, AJV-C25

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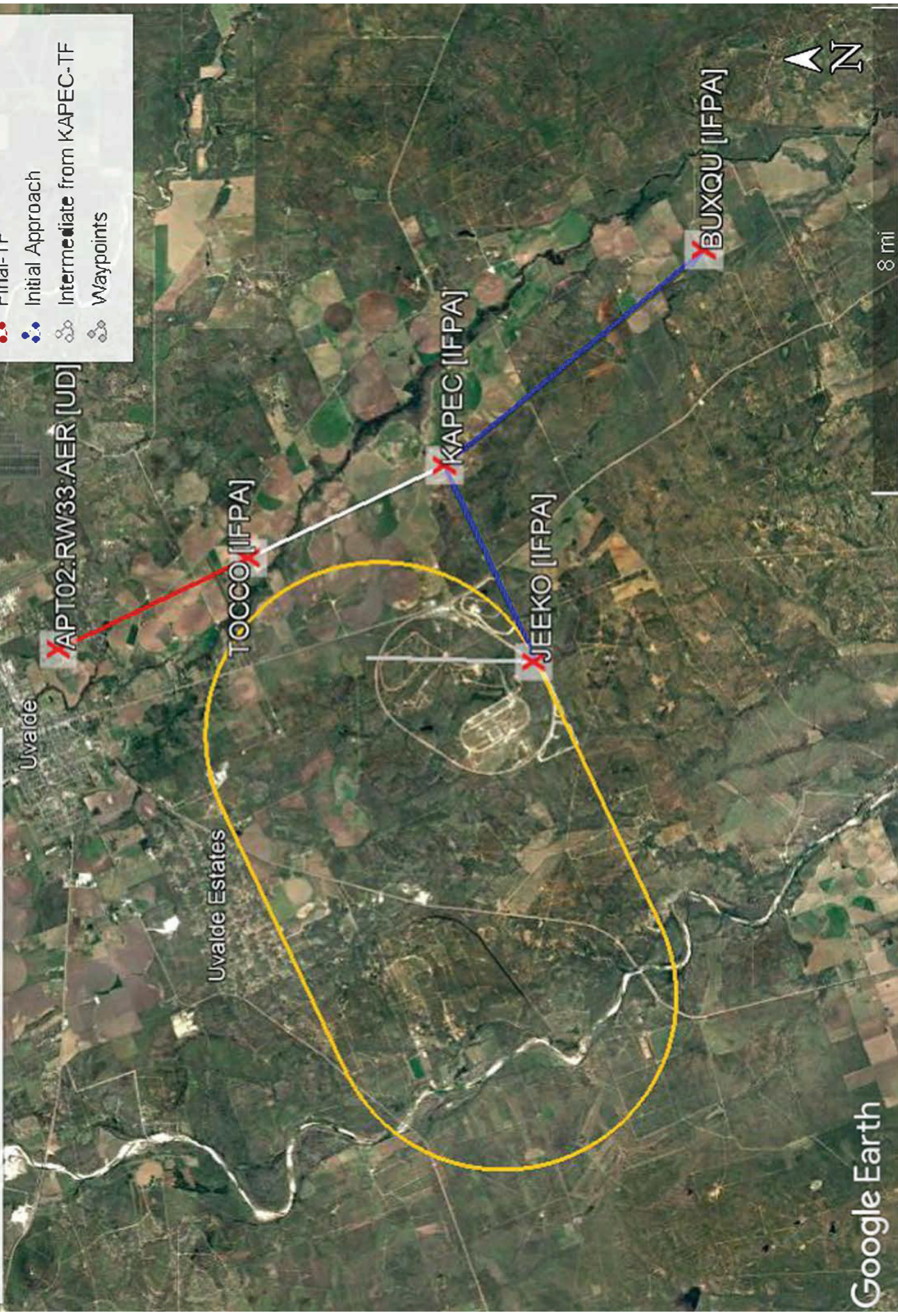
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Christopher L. Southerland – Manager  
ATO Central Service Center, Operations Support Group, AJV-C2



## 2XS9 Proposed New Procedures

Uvalde Hospital Heliport, Uvalde, TX







# Federal Aviation Administration

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## Memorandum to File

Date: August 7, 2023

To: Walter Stokes, Senior Aeronautical Specialist, AJV-C24  
ATO Central Service Center, Operations Support Group

From: Robb Ramos, Environmental Protection Specialist, AJV-C25  
ATO Central Service Center, Operations Support Group

Subject: Proposed Amendment to Categorical Exclusion,  
Uvalde County Hospital Authority Heliport, 2XS9, Uvalde, Texas

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### **Description of Proposed Action**

The Operations Support Group, Central Service Center issued a categorical exclusion determination on April 24, 2023, for the proposed new instrument flight procedure for the Uvalde County Hospital Authority Heliport, 2XS9, Uvalde, TX. This procedure is being amended to include takeoff minimums, obstacle departure procedures, and the BUXQU Standard Instrument Departure. BUXQU ONE is a reverse course of the approved RNAV (GPS) approach. This memorandum amends the current categorical exclusion determination to include these new procedures and notes. No significant environmental impacts are anticipated.

### **Declaration of Exclusion**

The FAA has reviewed the above referenced proposed action and it has been determined to be categorically excluded from further environmental documentation according to Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The implementation of this action will not result in any extraordinary circumstances in accordance with Order 1050.1F.

### **Basis for this Determination**

This environmental 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 exclusions is 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. 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.*