

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WESTERN SERVICE AREA**

**CATEGORICAL EXCLUSION DECLARATION/RECORD OF DECISION**

**San Francisco International Airport/Metropolitan Oakland International Airport  
Amendments to Multiple Procedures  
PIRAT STAR**

**Description of Action:**

The FAA is proposing to amend multiple procedures for the San Francisco International Airport (KSFO) in San Francisco, California and one procedure for the Metropolitan Oakland International Airport (KOAK) in Oakland, California. The FAA is also proposing to implement one new Area Navigation (RNAV) Standard Terminal Arrival Route (STAR) for both KSFO and KOAK.

The crossing restriction at the ARCHI waypoint on the DYAMD STAR and connecting Instrument Approach Procedures (IAPs) and one Charted Visual Flight Procedure (CVFP) was raised from 7,000 feet mean sea level (MSL) to AT 8,000 feet MSL in January 2016. The amendments were implemented in response to aircraft excursions into and out of Class B airspace. Concurrently, the Class B airspace was undergoing redesign to contain arrival and departure paths, both lateral and vertical, within the Class B airspace. The change in altitude was to keep traffic within Class B airspace until the redesigned airspace was implemented (effective August 2018). To conform to the redesigned Class B airspace, the crossing restriction at ARCHI would be lowered from AT 8,000 feet MSL to AT 7,000 feet MSL. Amending the crossing restriction at the ARCHI waypoint requires amendment of associated IAPs and CVFP to maintain connectivity between DYAMD and the IAPs/CVFP.

The YYUNG transition on the CNDEL, SSTIK, and WESLA Standard Instrument Departure (SID) procedures would be amended by adding a new waypoint, LIBBO, and removing the FLOKK waypoint. The addition of LIBBO would move the alignment of the transition approximately 10 nautical miles away from the California coastline westward over the Pacific Ocean.

The PIRAT STAR will convert the Pacific 2 Tailored Approach (TA) to a public-use RNAV STAR that expands benefits of the TA currently only available to selected carriers to all users of KSFO. The oceanic arrivals converging into the congested domestic airspace need to be procedurally separated and sequenced into the arrival flow at the destination airport to ensure aircraft operations remain safe and efficient without increasing pilot and controller workload.

The PIRAT STAR will accommodate arrivals to Runway 28Left/Right at KSFO and Runway 28Left/Right and Runway 30 at KOAK.

The PIRAT STAR will be an Optimized Profile Descent (OPD) STAR, requiring aircraft to cross a new waypoint ARGGG at 8,000 feet MSL or approximately 5,820 feet AGL. The waypoint ARGGG will replace the WOODSIDE VOR (OSI), and is located approximately 100 feet west of OSI along the existing track. The PIRAT STAR does not connect to IAPs. At ARGGG, ATC will vector aircraft to final approach course for KSFO and/or KOAK.

The PIRAT STAR will have three en route transition, PAINT, ALCOA, and CINNY. The CINNY transition mimics the existing Pacific 2 TA segment(s) CINNY-PIRAT- BRINY-OSI. The ALCOA transition mimics the existing BUTEN-ALCOA-BRINY-OSI segment on the Pacific 2 TA. The PAINT transition mimics the existing DACEM-BRINY-OSI segment on the Pacific 2 TA. Oakland Air Route Traffic Control Center (ZOA) requested a route north of the waypoint PAINT developed for offloads that the Traffic Management Unit (TMU) could utilize during periods of concentrated demand. Waypoint WUSUS is the proposed start point for the offload route.

**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:**

An Environmental Review was completed by the Western Service Center and is incorporated herein by reference. The 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 Proposed Action meets 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. 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.*

**Decision:**

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

I, the undersigned, have reviewed the referenced Final Environmental Review including the evaluation of the purpose and need that this action would serve. I find the action described in the Final Environmental Review is reasonably supported and a Categorical Exclusion/Record of Decision is appropriate.

Under the authority delegated to me by the Administrator of the FAA, I approve the operational changes necessary to implement the amendments to multiple procedures, and implementation of one new procedure for the San Francisco International Airport and the Metropolitan Oakland International Airport.

**Recommended by:**

**Facility Manager Review/Concurrence**

Signature: \_\_\_\_\_ Date: 7/10/18

Name: John F. Nelson  
Air Traffic Manager  
Northern California Terminal Radar Approach Control (NCT)

**Concurrence by:**

**Western Service Center Environmental Specialist**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: Marina Landis  
Environmental Specialist, Operations Support Group,  
Western Service Center, AJV-W25

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: Kimberly A. Stover  
Director, Air Traffic Operations  
Western Service Area, AJTW

## **RIGHT OF APPEAL**

This Categorical Exclusion/Record of Decision constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110.