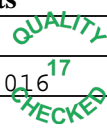
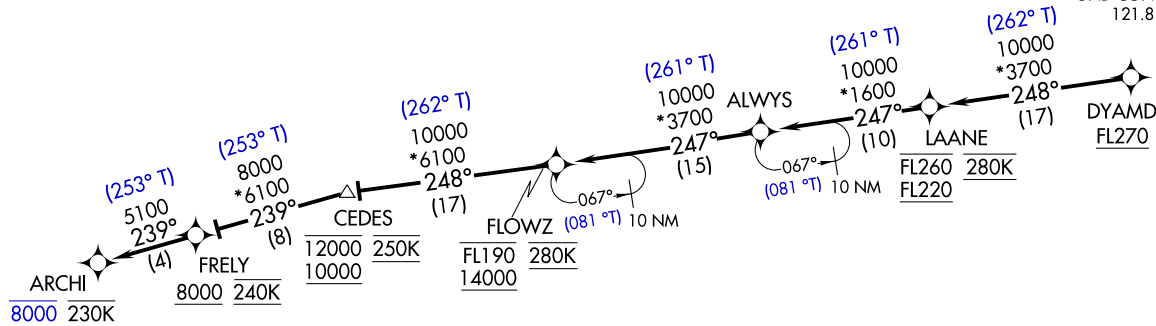


Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: STAR	Date Open: 12/15/2015	Task #: 2015121527331002001	Request #: 20151215273310
Procedure: STAR DYAMD (RNAV) THREE SAN FRANCISCO CA KSFO			Airport ID: KSFO	Airport: SAN FRANCISCO INTL	Reimbursable #: NO	
City: SAN FRANCISCO	ST: CA	GPS #:	Estimated Chart Date: 07/21/2016		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: JEFF ANDERSON		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	02/02/2016					
QA:						
Liaison:						
Procedure Comments:			ENROUTE	Remark Type: INFORMATION		
<p>TABLE-TOP / ABBREVIATED AMENDMENT ATTACHED FORM 7100-3, 4 POC: PATRICK MULQUEEN AJV-5442, 405.954.4073 INFO ONLY FLIGHT INSPECTION</p> <p>NO DME/DME SCREENING REQUIRED</p>						



PROTOTYPE-NOT FOR NAVIGATION



NOTE: RNAV 1.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RADAR required for non-GPS equipped aircraft.
 NOTE: Expect to receive "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.

NOTE: Chart not to scale.

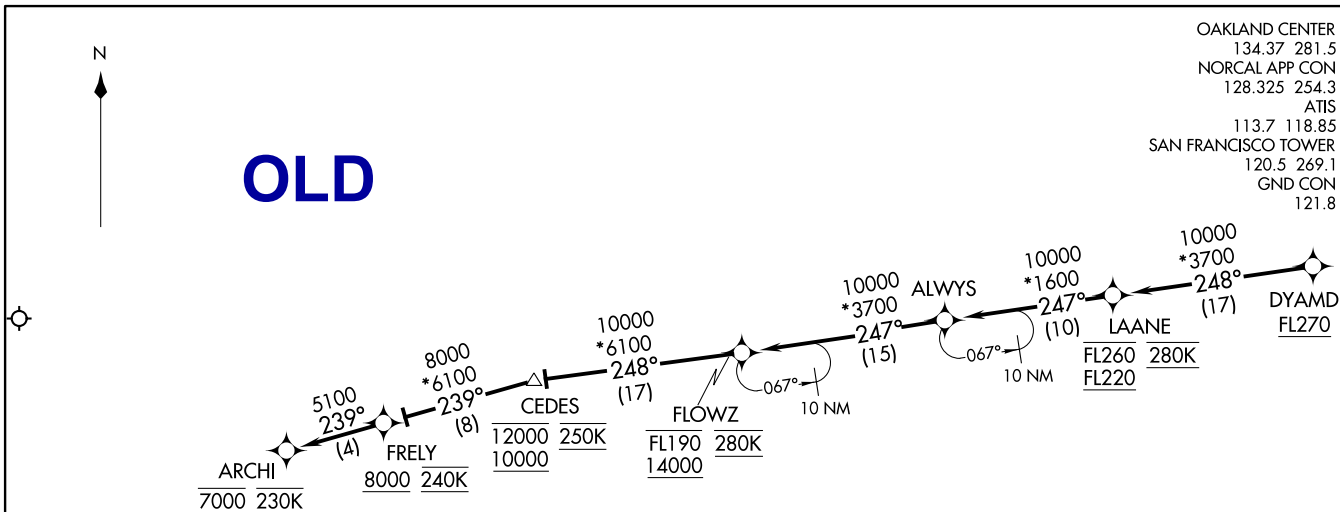
ARRIVAL ROUTE DESCRIPTION

From DYAMD on track 248° to cross LAANE between FL220 and FL260 and at 280K, then on track 247° to ALWAYS.

LANDING RUNWAYS 28L/R: From ALWAYS on track 247° to cross FLOWZ between 14000 and FL190 and at 280K, then on track 248° to cross CEDES between 10000 and 12000 and at 250K, then on track 239° to cross FRELY at or above 8000 and at 240K, then on track 239° to cross ARCHI at 8000 and at 230K. Expect assigned instrument approach procedure.

DYAMD TWO ARRIVAL (RNAV) Arrival Routes
(DYAMD.DYAMD2) 15232

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)



(DYAMD.DYAMD2) 15232
DYAMD TWO ARRIVAL (RNAV) Arrival Routes
ST-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

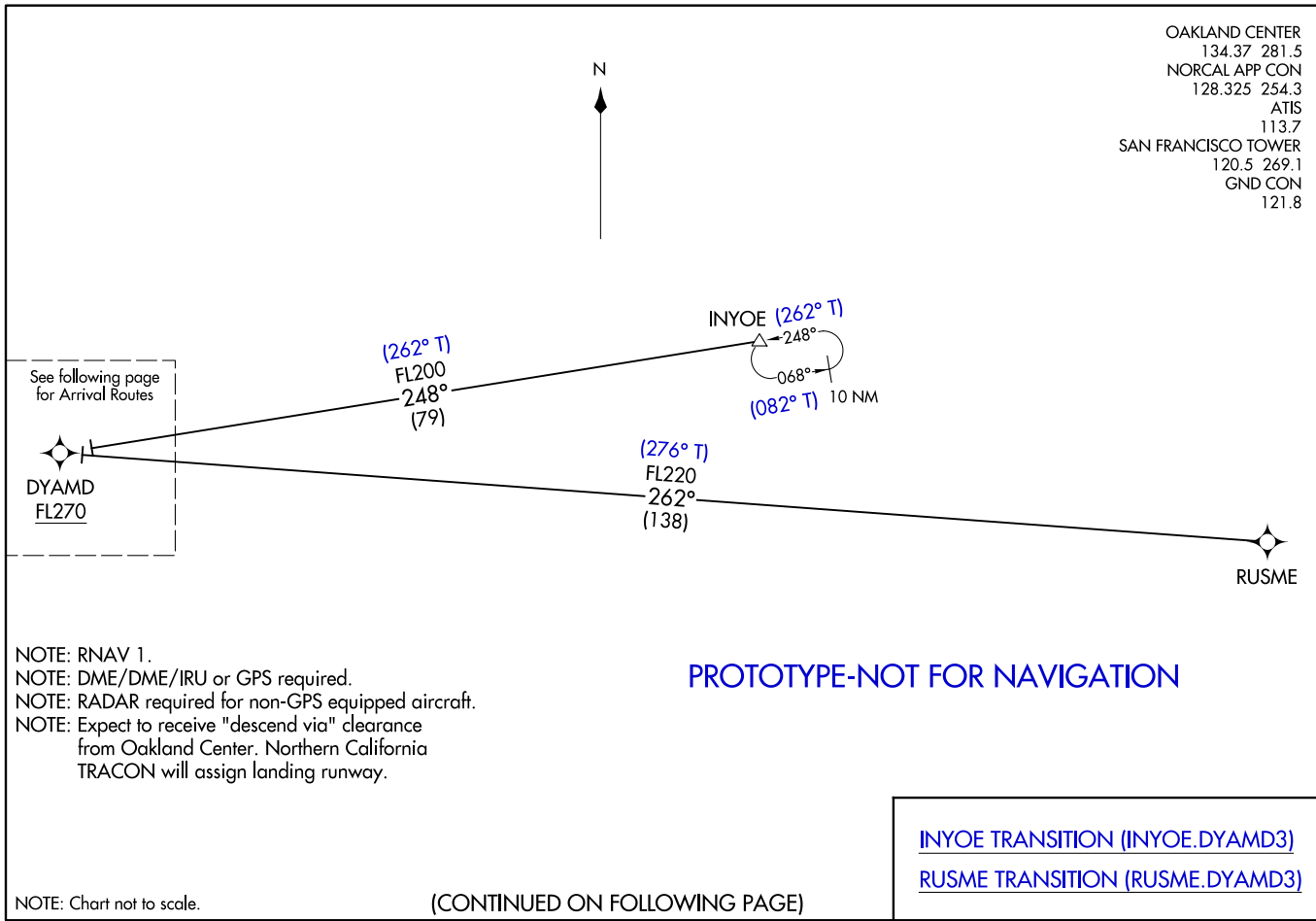
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect to receive "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

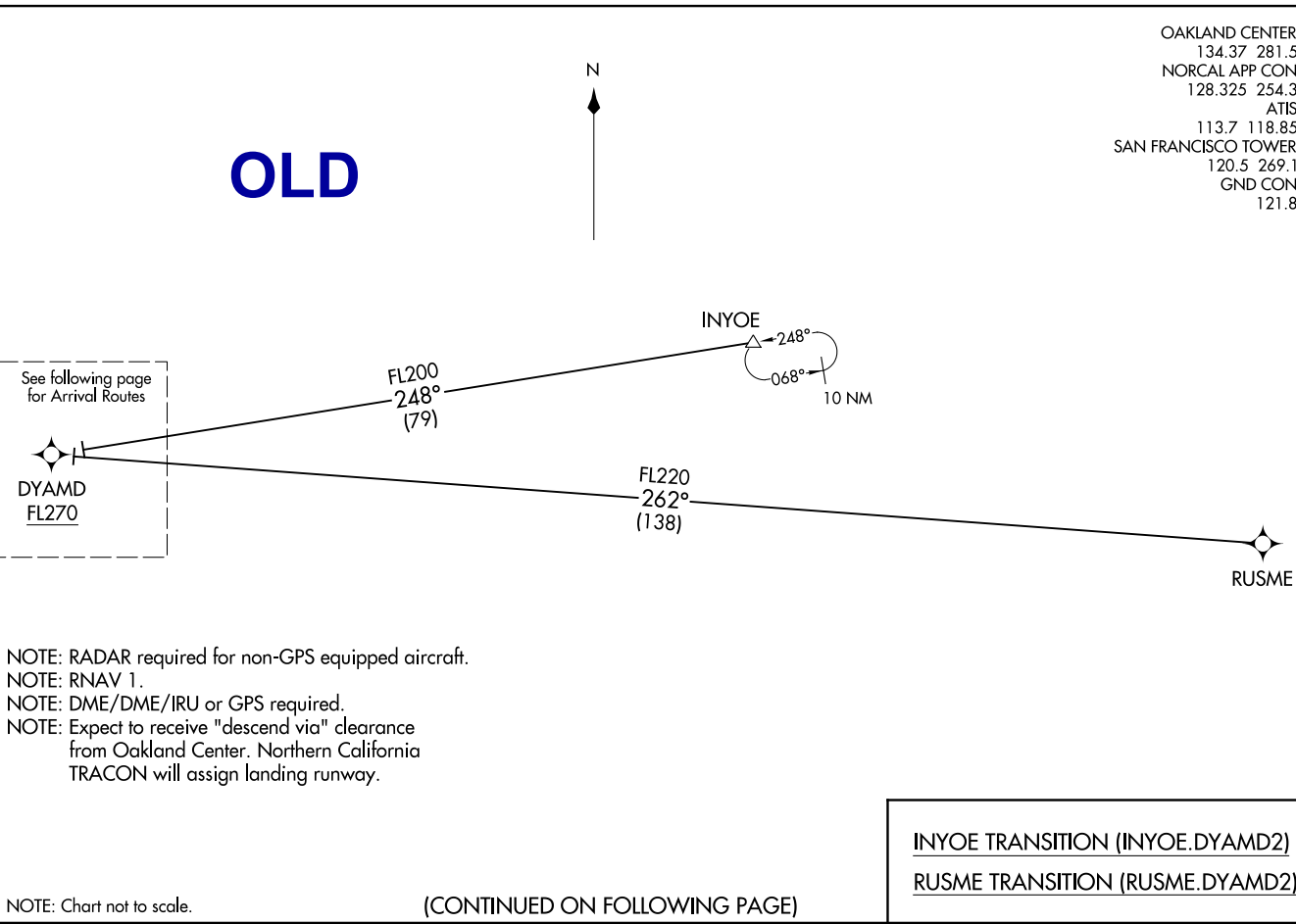
From DYAMD on track 248° to cross LAANE between FL220 and FL260 and at 280K, then on track 247° to ALWAYS.

LANDING RUNWAYS 28L/R: From ALWAYS on track 247° to cross FLOWZ between 14000 and FL190 and at 280K, then on track 248° to cross CEDES between 10000 and 12000 and at 250K, then on track 239° to cross FRELY at or above 8000 and at 240K, then on track 239° to cross ARCHI at 7000 and at 230K. Expect assigned instrument approach procedure.



(DYAMD.DYAMD2) 15232

DYAMD TWO ARRIVAL (RNAV) Transition Routes

SAN FRANCISCO, CALIFORNIA
(SAN FRANCISCO INTL (SFO))

OAKLAND CENTER
134.37 281.5
NORCAL APP CON
128.325 254.3
ATIS
113.7 118.85
SAN FRANCISCO TOWER
120.5 269.1
GND CON
121.8

(DYAMD.DYAMD2) 15232

DYAMD TWO ARRIVAL (RNAV) Transition Routes

ST-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for
ONLY the Instrument Flight Procedure actions listed below**

• Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis

• Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

Airport Name and State/ICAO: San Francisco International Airport, CA

Instrument Flight Procedure(s): Raising altitude from 7,000 feet to 8,000 feet at ARCHI and all other IFPs and adding a speed restriction of 230K at ARCHI

Requestor Name and Phone Number: Daniel Olson (425)917-6710

Additional Procedures: (List additional IFPs below or insert list as an additional page in this file)

SECTION A – FOR REQUESTOR USE ONLY

Does the requested procedure include the following? (check all that apply):

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- ☐ Diverse Vectoring Areas (DVA) without a prescribed heading
- ☐ Terminal Arrival Areas (excluding Initial Segments)

If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.

New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)

- ☐ Changes to and/or additional Lines of Minimum
- ☒ Altitude increases
- ☐ IFR Takeoff Minimums and (Obstacle) Departure Procedure:
 - Only close in obstacle notes
- ☐ Minimum Safe Altitudes

Emergency Actions (Paragraph 5-6.5j)

- ☐ Missed approaches and/or Missed approach holding patterns

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

☐ Changes to circling areas

☐ Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

Publication Actions (Paragraph 5-6.5k)

☐ Name changes (Airport, Fix, Procedure, etc.)

☒ Adding, amending, removing notes to procedures

☐ Magnetic Variation (MagVar) adjustments

☐ Visual Climb Over Airport (VCOA) without a route

☐ Coding changes with no track/altitude changes

☐ Cancellation of IFPs not currently being flown

Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken

SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY

FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:

X 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.

☐ 5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.

X 5-6.5 k. Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks.

CATEGORICAL EXCLUSION DETERMINATION:

The applicability of Categorical Exclusion 5-6.5___ for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).

2. The action is not a smaller subset of a larger action.

3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

STATEMENT OF DETERMINATION: The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

BASIS OF DETERMINATION: This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

Environmental Specialist Concurrence/Reviewed By:

Signed:  Date: 4/28/2016