

Flight Procedures Cover Page	Task Action: Cancellation	Task Type: SID	Estimated Chart Date: 04/22/2021	APWS Task ID: 33394CBD125047D58DF2D8C368BEE204	APWS Project ID: 8743A6B53ED740F8B3E01EE0A0F47645
Procedure: SID SLIPS ONE (RNAV)		Enroute: YES	Specialist: Bordy, Bev		Agreement Number:
Airport ID: KGZN			Airport City: CISCO		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
Procedure Comments: THIRD PARTY PUBLIC PROCEDURE (HUGHES AEROSPACE) NFCR					

Federal Aviation Administration Categorical Exclusion Declaration

Date: 12/07/20

IFP: Aerospace, Hughes (Environmental@hughesaerospace.com)

Airport Contact: Abbott, Bob (bob.abbott@hughesaerospace.com)

Request ID: KGZN_201116

Single or Multiple Procedure: Multiple

Procedure Name(s): JARTA DEPARTURE (RNAV) SLIPS DEPARTURE (RNAV)

Procedure Request Description:

Gregory M. Simmons Airport, GZN in Cisco, Texas proposes two actions to amend procedures to the KGZN - JARTA Standard Instrument Departure, a third-party developed public procedure. This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for the Victor Airway V62 for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System including the decommissioning of the Glen Rose co-located VHF omnidirectional range beacon and a tactical air navigation system beacon (VORTAC). These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

The first proposed action is to delete JARTA DEPARTURE Area Navigation (RNAV) from Victor Airway V62 between Abilene VORTAC and Glen Rose VORTAC . This portion was deleted per Federal Register, Vol. 85, No. 129 on Monday, July 6, 2020 (attached).

The second proposed action would delete SLIPS DEPARTURE (RNAV). This has been identified by GZN as underutilized on July 17, 2020 and in the Airport Takeoff Minimums and (Obstacle) Departure Procedures, Amendment 1 published on Thursday, August 15, 2019. This request was accepted as a non-FAA service provider procedure by the Flight Procedures Validation Team on September 21, 2020.

These deletion of these RNAV departures would not change the number of flights taking place, nor would it change where planes are flying as the obstacle departure procedures in place would replace them. Therefore no impact to the environment is anticipated as a result of the proposed action.

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 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this 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.

The applicable Categorical Exclusion is:

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. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: **ROBERTO I RAMOS**  Digitally signed by ROBERTO I RAMOS
Date: 2020.12.10 17:52:25 -06'00' Date: _____

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

Approved By: **CHRISTOPHER L SOUTHERLAND**  Digitally signed by CHRISTOPHER L SOUTHERLAND
Date: 2020.12.17 10:36:06 -06'00' Date: _____

Title: Christopher L. Southerland, Manager
ATO Central Service Center, Operations Support Group, AJV-C25