

| | | | | | |
|--|--|--------------------------------|-------------------------------------|---|--|
| Flight Procedures Cover Page | Task Action: Abbreviated Amendment | Task Type: SID | Estimated Chart Date: 08/12/2021 | APWS Task ID: 634520ADDC634430A1C89F8683CD0BAC | APWS Project ID: 592ADE882AFD4ADFB0A596EF686259EF |
| Procedure: KATFH THREE (RNAV) | | Enroute: YES | Specialist: Jackson, Frank | | Agreement Number: |
| Airport ID: KOAK | | | Airport City: OAKLAND | | State: CA |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: | | | |
| <div>Procedure Comments: ABBREVIATED AMENDMENT.</div> <div>PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-10) MEMO, APRIL 29, 2020 SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED.</div> <div>CONTACT: DON LANIER, AJV-A431 LEAD, 405.954.8242.</div> <div>QUALITY 15 CHECKED</div> <div>QUALITY 5 CHECKED</div> | | | | | |

(KATFH2.KATFH) 17285

OLD

KATFH TWO DEPARTURE (RNAV)

METROPOLITAN OAKLAND INTL (OAK)
OAKLAND, CALIFORNIA

D-ATIS 133.775
CLNC DEL
121.1
CPDLC
GND CON
121.9 (Rwys 10L/R)
121.75 (Rwy 12)
OAKLAND TOWER
118.3 291.65 (Rwys 10L/R)
127.2 256.9 (Rwy 12)
NORCAL DEP CON
135.1 307.2

TOP ALTITUDE:
3000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L, 10R: Climb heading 098° to 520, then right turn direct to cross ROWLY at/below 3000, then on track 150° to cross VYYDA at/below 4000, then on track 150° to cross KATFH at/above 6000. Thence. . .

TAKEOFF RUNWAY 12: Climb heading 116° to 520, then direct to cross ROWLY at/below 3000, then on track 150° to cross VYYDA at/below 4000, then on track 150° to cross KATFH at/above 6000. Thence. . .

. . . on (transition). Expect filed altitude 10 minutes after departure.

CISCO TRANSITION (KATFH2.CISCO)

EBAYE TRANSITION (KATFH2.EBAYE)

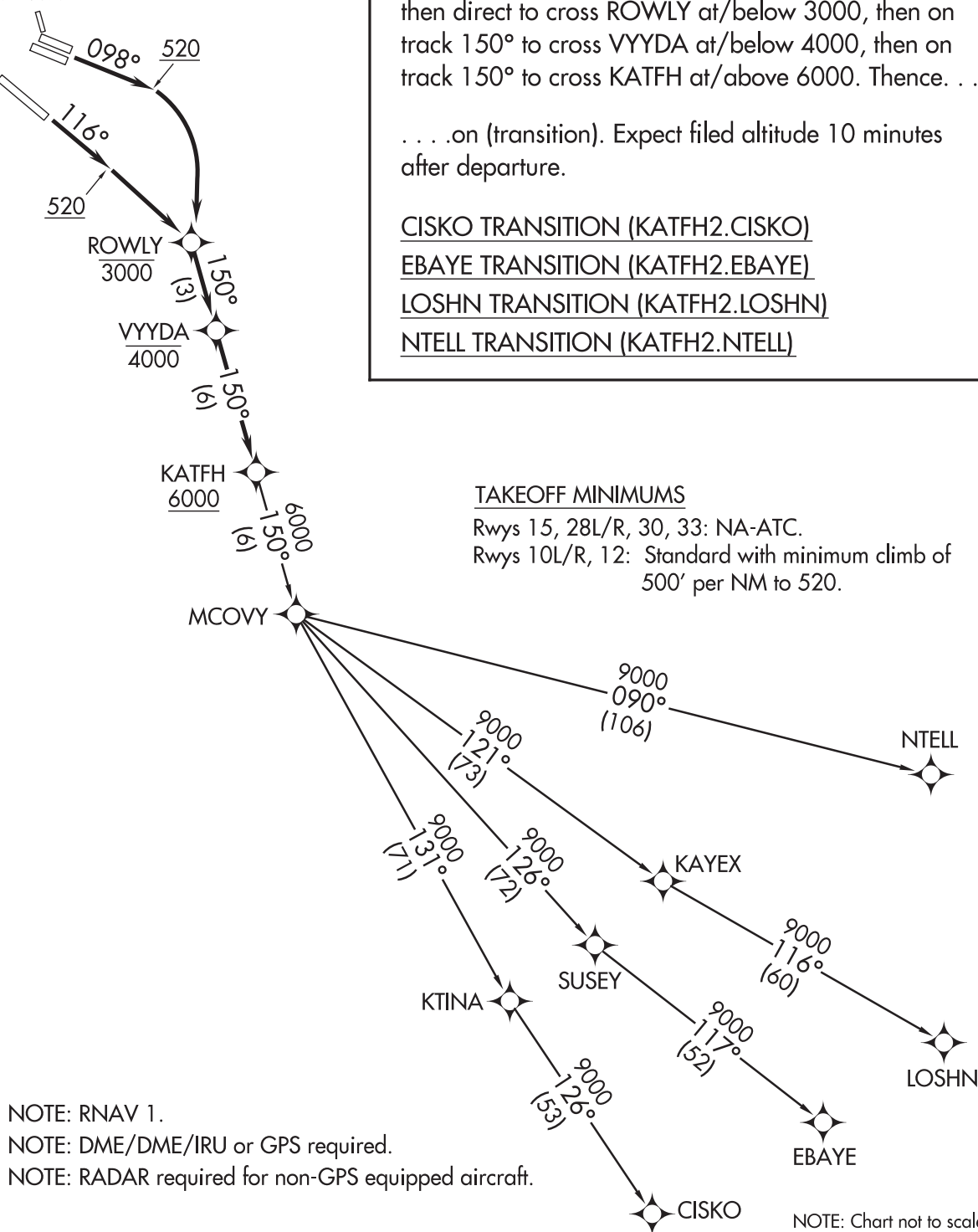
LOSHN TRANSITION (KATFH2.LOSHN)

NTELL TRANSITION (KATFH2.NTELL)

TAKEOFF MINIMUMS

Rwys 15, 28L/R, 30, 33: NA-ATC.

Rwys 10L/R, 12: Standard with minimum climb of 500' per NM to 520.



NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

SW-2, 25 FEB 2021 to 25 MAR 2021

SW-2, 25 FEB 2021 to 25 MAR 2021

KATFH TWO DEPARTURE (RNAV)

(KATFH2.KATFH) 20AUG15

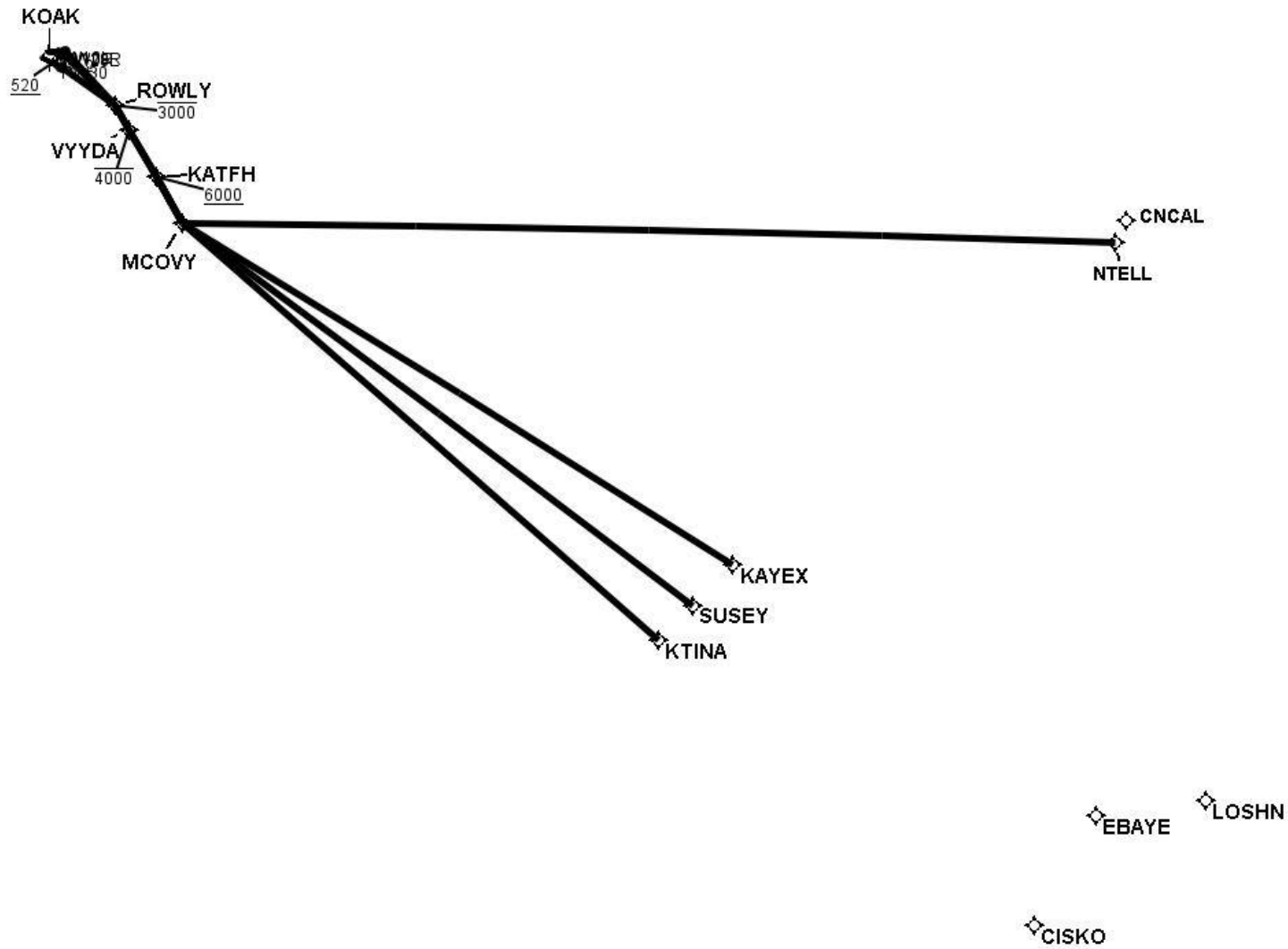
OAKLAND, CALIFORNIA
METROPOLITAN OAKLAND INTL (OAK)

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURE (DP)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet. MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation.
Distances are in nautical miles (NM). Visibilities are in statute miles (SM) or feet RVR unless otherwise indicated. Graphic depiction attached.

| DP Name | Number | DP Computer Code | Superseded Number | Dated | Effective Date |
|---------|--------|------------------|-------------------|-------------|----------------|
| KATFH | THREE | KATFH3.KATFH | TWO | 20 AUG 2015 | |

Graphic Depiction 1



Federal Aviation Administration Categorical Exclusion Declaration

Date: 12/07/20

IFP: Roller, Jeanette (jeanette.ctr.roller@faa.gov)

Airport Contact: -

Request ID: KSFO_20119

Single or Multiple Procedure: Multiple

Procedure Name(s): San Francisco KSFO SIDs: SAHEY, SSTIK, WESLA Oakland KOAK SIDs: CNDEL & KATFH

Procedure Request Description:

The Federal Aviation Administration (FAA) is proposing to shorten en route transitions and remove the CISK0, EBAYE and LOSHN waypoints for the following procedures:

- SAHEY, SSTIK, and WESLA Standard Instrument Departures (SIDs) at San Francisco International Airport (KSFO)
- CNDEL and KATFH SIDs at Metropolitan Oakland International Airport (KOAK)

All five SIDs will end at KTINA, SUSEY and KAYEX waypoints.

Procedure Benefits:

- Provide ATC benefits to remove coordination between approach control and ARTCC.
- Reduces pilot confusion.

Publication Actions:

- Adding, amending, removing notes to procedures
- Coding changes with no track/altitude changes

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: _____ Date: _____

Title: Environmental Protection Specialist - Contract

Approved By: _____ Date: _____

Title: Environmental Protection Specialist – AJV-W250
