



Flight Procedures Cover Page	Task Action: Cancellation	Task Type: STAR	Estimated Chart Date: 11/03/2022	APWS Task ID: 6EC18459EFB34D18B65E622AA26332EF	APWS Project ID: A8489A1AFC044DA2B7F1D81077C96660
Procedure: STAR RUSME TWO (RNAV) RENO NV KRNO		Enroute: YES	Specialist: Powell, Dan		Agreement Number:
Airport ID: KRNO		Airport City: RENO		State: NV	
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<p>Procedure Comments: CANCELLATION.</p> <p>CONTACT DAVE DANNER 405-954-5077</p> <p style="text-align: right;">J ZEDER 07/27/2022</p> <div style="position: absolute; right: 20px; top: 20px;">   </div>					

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**Reno/Tahoe International Airport
Reno, Nevada**

Description of Proposed Action

The Federal Aviation Administration (FAA) is proposing to amend four standard terminal arrival (STAR) procedures, fourteen instrument approach procedures (IAP), and climb gradients for two diverse vector areas (DVA) for Runways (RWY) 34 left (L) and 34 right (R); cancel four STAR procedures and three standard instrument departure (SID) procedures; and establish three new STAR procedures, one new SID procedure, and two new IAPs in conjunction with a required magnetic variation (MagVar) and criteria update at Reno/Tahoe International Airport (KRNO), Reno, Nevada. All procedures at KRNO would be subject to the MagVar and criteria updates. The thirty-one procedures proposed to be amended, cancelled, or established are detailed in **Table 1**.

Table 1. Summary of Proposed Flight Procedures	
Procedure Type	Proposed Amended, Cancelled, and New Procedures
STAR	EELZA THREE ARRIVAL (Area Navigation [RNAV]) <i>*AMENDED</i>
	HARTT TWO ARRIVAL (RNAV) <i>*AMENDED</i>
	MYBAD THREE ARRIVAL (RNAV) <i>*AMENDED</i>
	SIERRA THREE ARRIVAL <i>*CANCELLED</i>
	ORRCA ONE ARRIVAL (RNAV) <i>*NEW</i>
	KENNO TWO ARRIVAL (RNAV) <i>*CANCELLED</i>
	SCOLA ONE ARRIVAL (RNAV) <i>*NEW</i>
	TARVR ONE ARRIVAL <i>*CANCELLED</i>
	RUSME TWO ARRIVAL (RNAV) <i>*CANCELLED</i>
	TARVR ONE ARRIVAL (RNAV) <i>*NEW</i>
	WADOL THREE ARRIVAL (RNAV) <i>*AMENDED</i>
SID	SPLTM FOUR DEPARTURE (RNAV) <i>*CANCELLED</i>
	ALPYN ONE DEPARTURE (RNAV) <i>*NEW</i>
	VISTA TWO DEPARTURE <i>*CANCELLED</i>
	HUNGRY THREE DEPARTURE <i>*CANCELLED</i>
IAP	Instrument Landing System (ILS) or Localizer (LOC)/Distance Measuring Equipment (DME) RWY 35L <i>*AMENDED</i>
	ILS Z or LOC Z RWY 17R <i>*AMENDED</i>
	RNAV (Global Positioning System [GPS]) X RWY 17L <i>*AMENDED</i>
	RNAV (GPS) X RWY 17R <i>*AMENDED</i>
	RNAV (GPS) X RWY 35L <i>*AMENDED</i>
	RNAV (GPS) X RWY 35R <i>*AMENDED</i>
	RNAV (GPS) Y RWY 35L <i>*AMENDED</i>

	RNAV (GPS) Y RWY 35R <i>*AMENDED</i>
	RNAV (Required Navigation Performance [RNP]) Y RWY 17L <i>*AMENDED</i>
	RNAV (RNP) Y RWY 17R <i>*AMENDED</i>
	RNAV (RNP) Z RWY 17L <i>*AMENDED</i>
	RNAV (RNP) Z RWY 17R <i>*AMENDED</i>
	RNAV (RNP) Z RWY 35L <i>*AMENDED</i>
	RNAV (RNP) Z RWY 35R <i>*AMENDED</i>
	RNAV (RNP) W RWY 35L <i>*NEW</i>
	RNAV (RNP) W RWY 35R <i>*NEW</i>
DVA	RWY 34L <i>*AMENDED</i>
	RWY34R <i>*AMENDED</i>

Noise analysis was completed to assess potential impacts resulting from the Proposed Action at KRNO using the TARGETS Environmental Plug-in tool and the Aviation Environmental Design Tool (AEDT). Historical radar track data was used to create a baseline scenario. After the baseline scenario was built, aircraft operations were reassigned to the proposed procedures, which provides the alternative scenario. Once the baseline and alternative scenarios were built, the TARGETS Environmental Plug-in tool was used to generate noise outputs for both scenarios using AEDT. The scenarios were then compared to determine the potential for significant noise impacts. In the case of KRNO, there were no reportable and no significant impacts resulting from 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 1050.1F, "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

The FAAs Instrument Flight Procedures, Operations, and Airspace Analytics (IOAA) Tool was accessed and reviewed by the Western Service Center. This 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 exclusion is:

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.

Recommended by:
Facility Manager Review/Concurrence

Signature: _____ Date: _____
Name: Jeff Hubert
Air Traffic Manager
Oakland ARTCC

Signature: _____ Date: _____
Name: Anthony Davis
Air Traffic Manager
Reno Airport Traffic Control Tower/Terminal Radar Approach Control

Concurrence by:
Service Area Environmental Specialist Review/Concurrence

Signature: _____ Date: _____
Name: Lonnie D. Covalt
Lead Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:
Service Area Director Review/Concurrence, if necessary

Signature: _____ Date: _____
Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2