

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 03/24/2022	APWS Task ID: 8B03529E68134CA3A53A45C358D85C87	APWS Project ID: 00F0D265B8D5437FB52DF4CAC85A0D3D
Procedure: SID SCTWN FOUR (RNAV) SACRAMENTO, CA KSMF		Enroute: YES	Specialist: Jackson, Nicholas		Agreement Number:
Airport ID: KSMF		Airport City: SACRAMENTO			State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p><b>Procedure Comments:</b> Delete the KENNO transition. Create a new SHUFL transition that begins at DOSCO, and then to new WP DUNGN, and then to new WP DRAGN, and then terminate at new WP SHUFL.</p> <p>CONTACT: DONALD LANIER, 405.954.8242</p> <p>THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/03/21: CHANGED COORDINATES FOR FIX DRAGN FROM 360608.83N/1181751.76W TO 380608.83N/1181751.76W ON 8260-15C</p>					



## FIPC DME/DME FORM

<b>PROCEDURE:</b> SID SCTWN FOUR (RNAV) SACRAMENTO, CA KSMF		<b>AIRPORT NAME:</b> SACRAMENTO INTL		<b>AIRPORT ID:</b> KSMF	<b>SPECIAL CONTROL NO:</b> SG-12-234-21
<b>FAC ID:</b> SCTWN4		<b>CITY:</b> SACRAMENTO		<b>ST:</b> CA	<b>ORIG CHART DATE:</b> 05/19/2022
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 1.0	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b>	

## PREFLIGHT NOTES

<b>REVIEWER:</b>	<b>DATE:</b>
<b>COMMENTS:</b>	<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	<b>YES</b> <b>NO</b>
	<b>CPV COMPLETE?</b> <b>X</b>

## PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 01/13/2022	<b>CREW #:</b> VN234	<b>N #:</b> N68	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> daniel c favorite @ 01/14/2022 07:43			<b>PRINTED NAME:</b> FAVORITE, DANIEL CHARLES	<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

<b>FLIGHT INSPECTOR REMARKS:</b> Procedure Satisfactory for GNSS operations, DME/DME awaiting approval by the applicable AJV Operations Support Group.” Recording from DOSCO - DUNGN, DME’s checked: MCC, LIN, SWR, MOD, HNW, SAC, BIH All recordings are on the RVRCT4 Procedure since all runs are the same.		
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<b>DME/DME STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	<b>SPECIALIST SIGNATURE:</b>	<b>PRINTED NAME:</b>
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<b>SPECIALIST REMARKS:</b>
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## IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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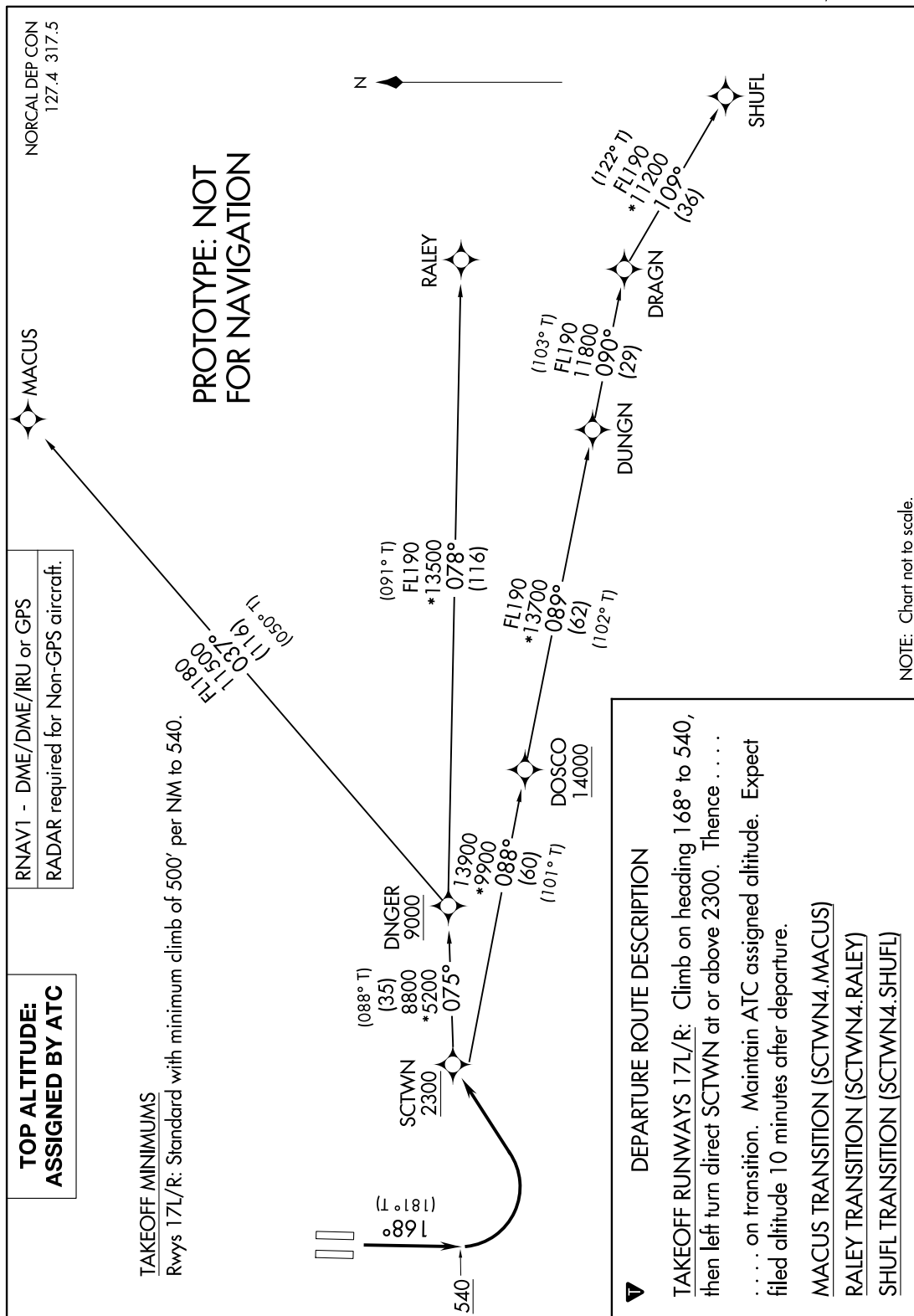
(SCTWN4.SCTWN) FIG

# SCTWN FOUR DEPARTURE (RNAV)

AL-5490 (FAA)

SACRAMENTO INTL (SMF)

SACRAMENTO, CALIFORNIA



# SCTWN FOUR DEPARTURE (RNAV)

(SCTWN4.SCTWN) FIG

SACRAMENTO, CALIFORNIA

SACRAMENTO INTL (SMF)

## AUTOMATED AL-5490 SCTWN DEPARTURE

SW-2  
6 DEC 2021  
COMPILER: CG  
REVIEWER:  
DBL CHKR:  
EFF DATE: FIG



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

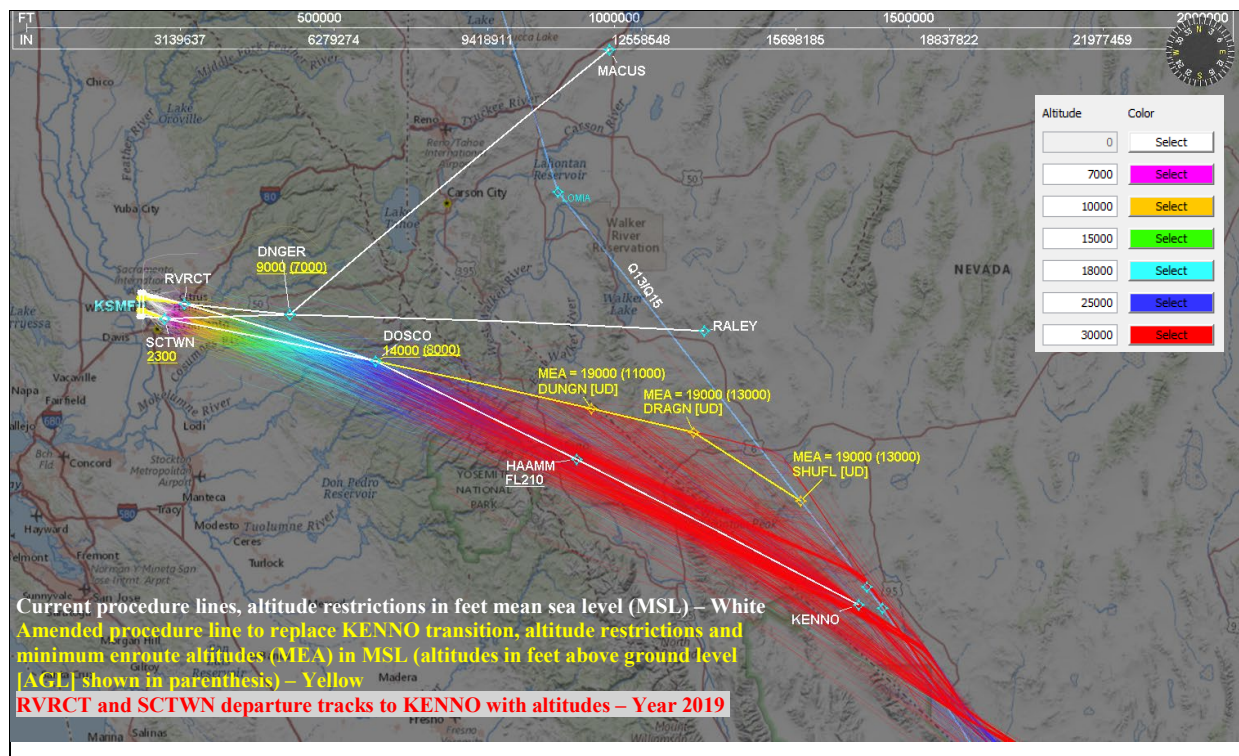
**Sacramento International Airport  
Sacramento, California**

**RVRCT THREE DEPARTURE (RNAV) (Amend)  
SCTWN THREE DEPARTURE (RNAV) (Amend)**

**Description of Action:**

The Federal Aviation Administration (FAA) is proposing to amend the RVRCT THREE DEPARTURE (Area Navigation [RNAV]) and the SCTWN THREE DEPARTURE (RNAV) procedures serving the Sacramento International Airport (KSMF), Sacramento, California. The proposed amendments are depicted in the following figure.

**RVRCT and SCTWN Departure Amendments and Historical Flight Tracks to  
KENNO WP With Altitudes—Year 2019**



KSMF data for RVRCT and SCTWN departures<sup>1</sup> during 2019 show that 1,030 aircraft flew the transition to KENNO. The tracks of these aircraft, shown in the figure above, would shift to the new SHUFL transition. The flight track altitudes between DOSCO waypoint (WP) and KENNO WP exceed 18,000 feet above ground level (AGL). These aircraft altitudes are expected to

<sup>1</sup> The flight data was obtained from the FAA's Instrument Flight Procedure (IFP), Operations, and Airspace Analytics (IOAA) Tool (<https://sda.tc.faa.gov/AfsTools/#/>).

remain higher than 18,000 feet AGL as a result of the proposed action. The number of aircraft operations is not expected to change as a result of the proposed action.

The proposed action would improve separation between Las Vegas Metroplex traffic and aircraft on the RVRCT and SCTWN departure procedures. Additionally, the proposed action would update the departures to conform to procedure design criteria.

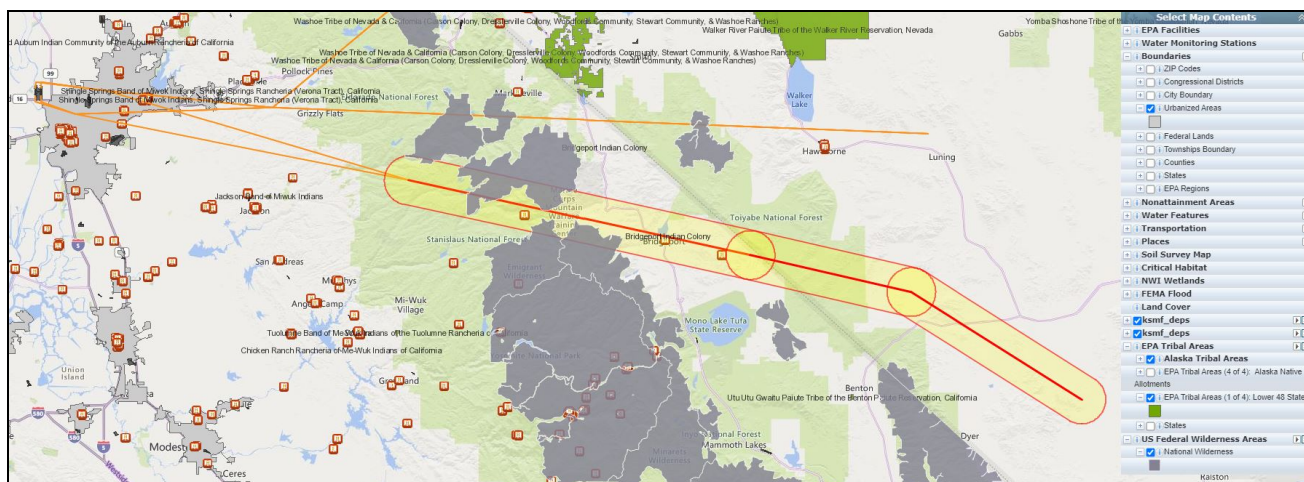
The proposed action does not involve land acquisition, physical disturbance, or construction activities. The following environmental impact categories were considered either not to be present or to have negligible or non-existent effects from the proposed action and, in accordance with Council on Environmental Quality (CEQ) regulations, did not warrant further analysis:

- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Land use
- Natural resources and energy supply
- Socioeconomic impacts and children's environmental health and safety risks
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Visual effects

The NEPAssist Tool (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to determine potential to impact the following environmental categories:

- Air quality
- Department of Transportation Act, Section 4(f)
- National Historic Preservation Act of 1996 (NHPA), Section 106
- Noise and noise-compatible land use
- Environmental justice

The following figure identifies the location of tribal areas (dark green), historical properties (brown icons), wilderness areas (grey) and national forests (light green) in the vicinity of the proposed action study area.



Although the proposed amended routes would move laterally from the current routes, the traffic from the proposed routes would still be within the areas already experiencing some aircraft overflight. The aircraft in the study area, shown as a 5-mile buffer along the new transition, are expected to be at altitudes higher than 18,000 feet AGL. Under FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the study area for the noise analysis of a proposed change in air traffic procedures...

...may extend vertically from the ground to 10,000 feet above ground level (AGL), or up to 18,000 feet AGL if the proposed action or alternative(s) are over a national park or wildlife refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute.

#### FAA Order 1050.1F, Appendix B-1.3. Affected Environment

All the changes are above 10,000 feet AGL and 18,000 AGL over national parks or wildlife refuges; therefore, no noise impacts are anticipated for this proposed action. Additionally, a noise screening analysis was conducted using the initial screening module of the Terminal Area Routing Generation, Evaluation, and Traffic Simulation (TARGETS) Aviation Environmental Design Tool (AEDT) environmental plug-in. The noise screening analysis passed the Traffic Test (TRAF Test), indicating that no further noise analysis was needed to implement the proposed action.<sup>2</sup>

Data available from the following sources was considered to determine cumulative impacts:

- The 2017 Sacramento International Airport Master Plan was reviewed for cumulative impacts ([https://sacramento.aero/scas/about/planning\\_design](https://sacramento.aero/scas/about/planning_design)).

<sup>2</sup> The TRAF Test is used to determine if the number of operations on a particular procedure or route is high enough to generate noise levels that warrant further screening. The TRAF Test considers aircraft type, percent of operations during evening and night times in California, and night time elsewhere. Evening time is defined as the period from 07:00 p.m. to 10:00 p.m. local, and night time is the period from 10:00 p.m. to 07:00 a.m., local time. Using these inputs, the test determines the maximum number of operations by pistons, turboprops, small jets (Lear Jets or similar), large jets (Boeing 737 or similar), heavy jets (Boeing 777 or similar), or any combination thereof that would warrant further noise screening.

- The Instrument Flight Procedures (IFP) Information Gateway was reviewed for planned air traffic projects ([https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/)).

The proposed action, when considered with other past, present, and reasonably foreseeable projects, would not exceed the thresholds of significance for the resource categories analyzed in this environmental review. Therefore, no cumulative impacts are anticipated.

In accordance with FAA Order 1050.1F, Paragraph 5-2, “Extraordinary Circumstances,” the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically-excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

**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:**

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:****Air Traffic/Airspace Manager Review/Concurrence**

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

Name: Francine K. Malabo  
Air Traffic Manager  
Northern California TRACON**Concurrence by:****Western Service Area Environmental Specialist**

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

Name: Vikas Uberoi  
Environmental Protection Specialist, Operations Support Group  
Western Service Center, AJV-W25**Approval by:****Western Service Area Director or Designee Approval**

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

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

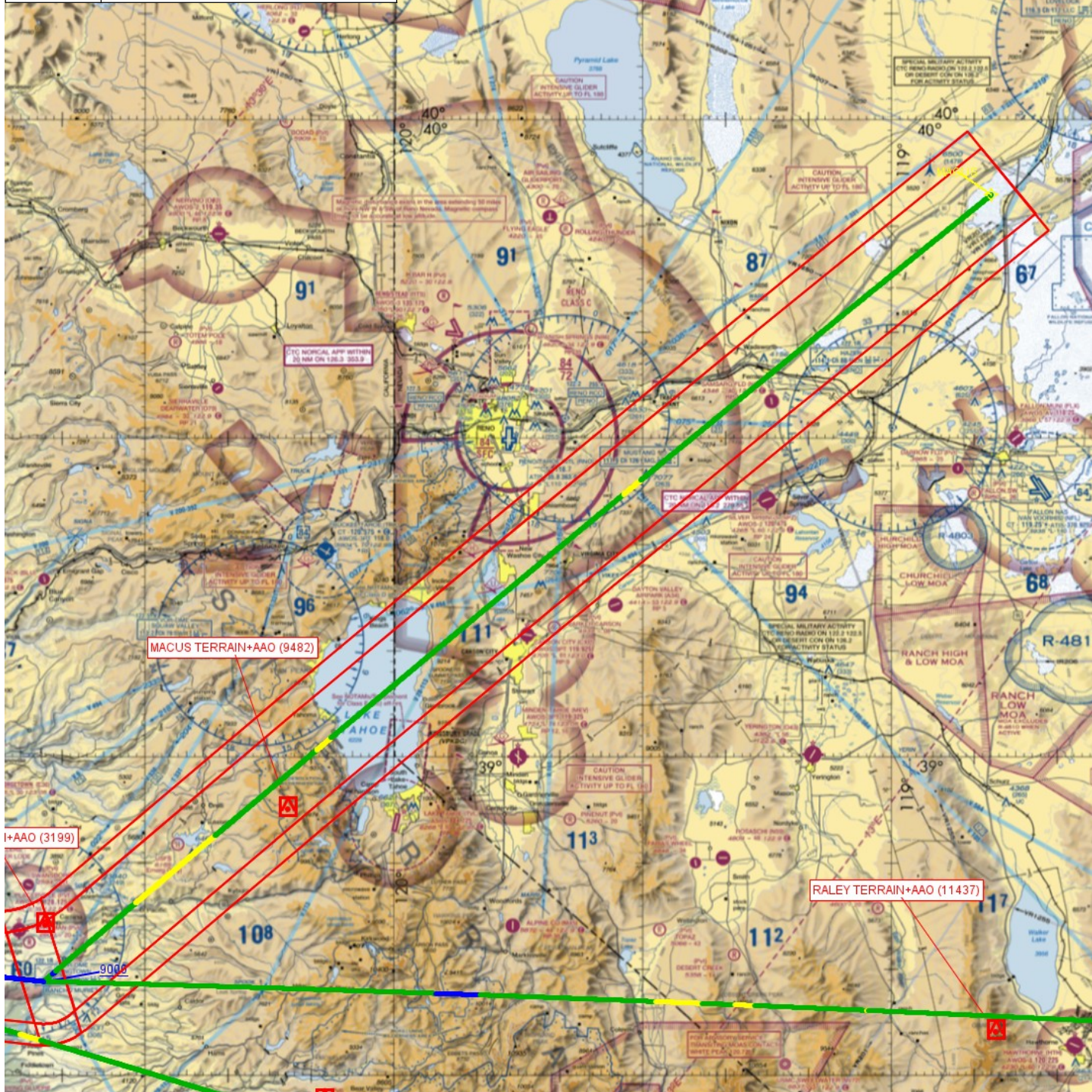


Airport ID	KSMF
Apt Name	SACRAMENTO INTL
City	SACRAMENTO
State	CA
Proc ID	SCTWN (RNAV) SID (SCTWN-DNGER) & (SCTWN-DOSCO)
Amdt	4
Scale	1:500,000





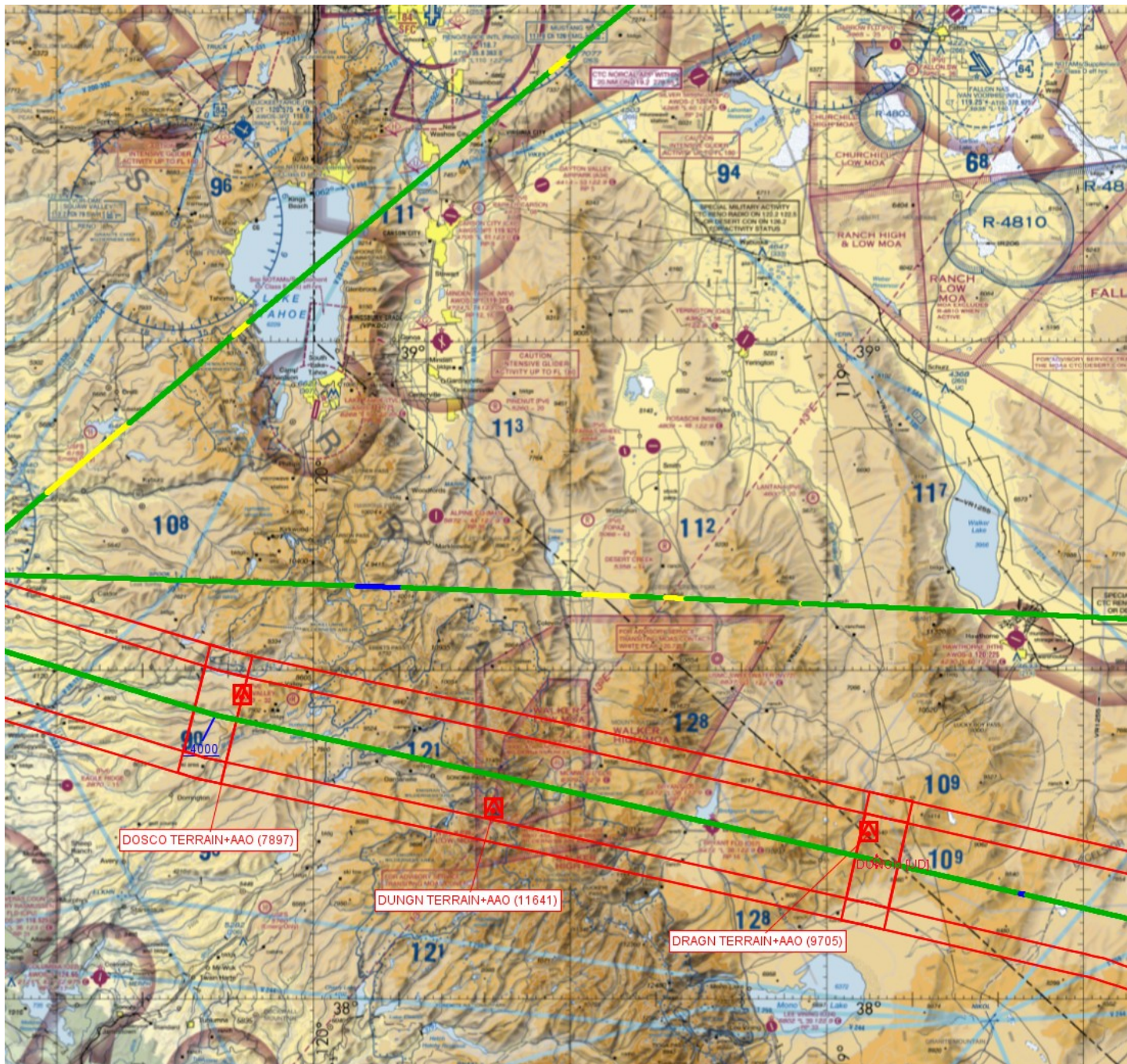
Airport ID	KSMF
Apt Name	SACRAMENTO INTL
City	SACRAMENTO
State	CA
Proc ID	SCTWN (RNA) SID (DNGER-MACUS)
Amdt	4
Scale	1:500,000 SCALE MAP DISPLAYED AT 1:1,000,000











Airport ID	KSMF
Apt Name	SACRAMENTO INTL
City	SACRAMENTO
State	CA
Proc ID	SCTWN (RNA) SID (DOSCO-DUNGN) & (DUNGN-DRAGN
Amdt	4
Scale	1:500,000 SCALE MAP DISPLAYED AT 1:1,000,000



