

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 02/25/2021	APWS Task ID: BFCDA8009DF44CBCBAB8B0DB9E5039E7	APWS Project ID: FF395D59E89345058D528D8533C20D02
Procedure: SID PACKK NINE RALEIGH/DURHAM NC KRDU		Enroute: YES	Specialist: Grim, Robert		Agreement Number:
Airport ID: KRDU	Airport Name: RALEIGH-DURHAM INTL		Airport City: RALEIGH/DURHAM		State: NC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p><b>Procedure Comments:</b> CONTACT INFO: DON LANIER AJV-A431 MANAGER, 405.954.8242</p> <p>03/03/20: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/16/19.  1. CHANGED MOCA FROM 3200 TO 3100 (RDU VTAC TO ROZBO, ROZBO TRANSITION).  2. ADDED NOTE TO PROCEDURAL DATA NOTES: SPECIAL INSTRUCTIONS: FOR APPROPRIATE DEPARTURE CONTROL FREQUENCY USE FREQUENCY DEPICTED WITHIN SECTOR FOR ROUTE OF FLIGHT AFTER RDU VORTAC.  3. DELETED NOTE FROM ADDITIONAL FLIGHT DATA: CHART NOTE: USE DEPARTURE FREQUENCY FOR ROUTE OF FLIGHT AFTER RDU VORTAC.  4. ADDED NOTE TO ADDITIONAL FLIGHT DATA: DIVIDE SECTORS WITH A DASHED LINE PARALLEL TO AND IN BETWEEN RALEIGH-DURHAM RWYS 5L/23R AND 5R/23L.</p> <p>06/17/20: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/16/19.  1. INCORPORATED TWO PREVIOUS CORRECTED COPY INFORMATION.  2. CHANGED COMPUTER CODE FROM PACKK9.RDU TO PACK9.RDU. (03/11/20)  3. CHANGED ALL REFERENCES TO FAY VORTAC TO FAY VOR/DME. (03/19/20)  (PROJECT WAS AT CHARTING BEFORE IT WAS SLIPPED TO 11-05-20 PUBLICATION CYCLE.)</p> <p>9/10/20: THIS IS AN UPDATED COPY OF THE FROM DEVELOPED ON 12/12/19.  1. CHANGED REVISION FROM 17 TO 18 - REV 17 IS NOW FOR 11-5-20 PUB CYCLE (CHARLESTON (CHS) VTAC 8260-2).  2. REMOVED THE FOLLOWING REASONS FOR REVISION, ADDED AIRSPACE DOCKET 19-ASO-27, DELETED AIRWAY J55 FROM FIX USE - INCORPORATED INTO REVISION 17 (CHARLESTON (CHS) VTAC 8260-2).  3. DELETED FLAT ROCK (FAK) VTAC AND ROANOKE (ROA) VDME 8260-2'S FROM FILE - 8260-2'S CANCELLED 9/10/20 AND 11/5/20.</p>					

QUALITY  
41  
CHECKED

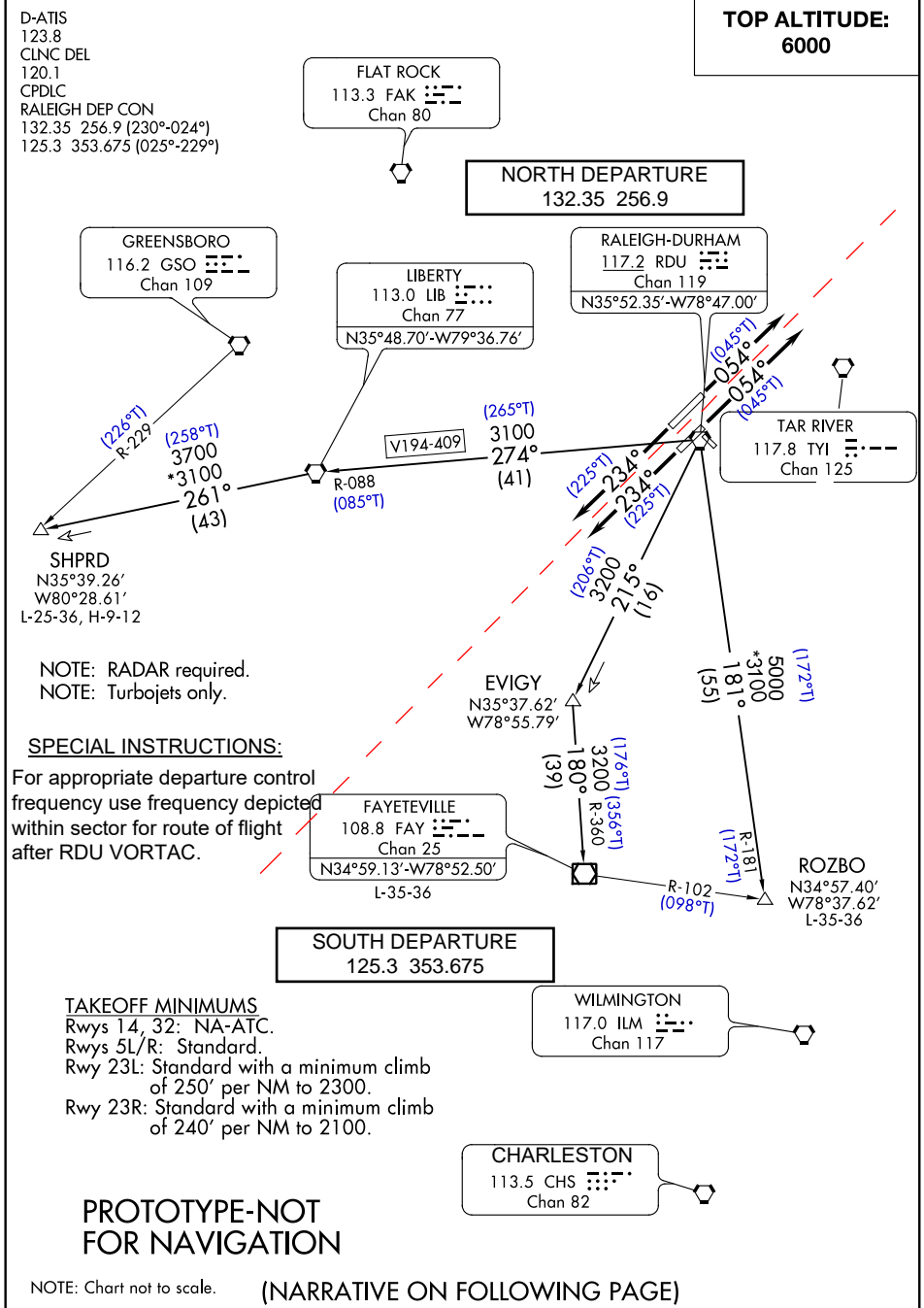
QUALITY  
18  
CHECKED

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> SID PACKK NINE RALEIGH/DURHAM NC KRDU			<b>AIRPORT NAME:</b> RALEIGH-DURHAM INTL		<b>AIRPORT ID:</b> KRDU	<b>SPECIAL CONTROL NO:</b> AP-02-026-20
<b>FAC ID:</b> PACKK9		<b>CITY:</b> RALEIGH/DURHAM			<b>ST:</b> NC	<b>ORIG CHART DATE:</b> 05/21/2020
<b>DFL TYPE:</b> PROC/T	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>						
<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>CPV COMPLETE?</b>	<b>X</b>
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 02/20/2020	<b>CREW #:</b> VN389	<b>N #:</b> N89	<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> john kearby @ 02/20/2020 15:17			<b>PRINTED NAME:</b> KEARBY, JOHN DAVID			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Is MOCA between RDU and ROZBO 3100 or 3200? See RALEIGH ONE SID procedure packet						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<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>		

(PACK9.RDU) FIG  
PACKK NINE DEPARTURE

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)  
RALEIGH/DURHAM, NORTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/R: Climb on heading 054°or as assigned by ATC, thence . . . .  
TAKEOFF RWYS 23L/R: Climb on heading 234°or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to assigned/filed transition/fix/navaid/airway,  
maintain 6000, expect filed altitude ten minutes after departure.

FAYETEVILLE TRANSITION (PACK9.FAY): From over RDU VORTAC on RDU R-215  
to EVIGY, then on FAY R-360 to FAY VOR/DME.  
ROZBO TRANSITION (PACK9.ROZBO): From over RDU VORTAC on RDU R-181 to  
ROZBO.  
SHPRD TRANSITION (PACK9.SHPRD): From over RDU VORTAC on RDU R-274 and  
LIB R-088 to LIB VORTAC, then on LIB R-261 toSHPRD.

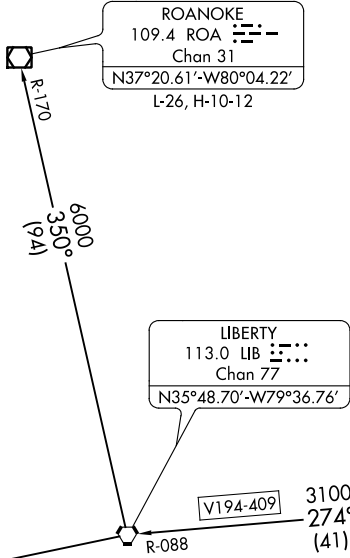
PROTOTYPE-NOT FOR NAVIGATION

PACKK EIGHT DEPARTURE

EXISTING

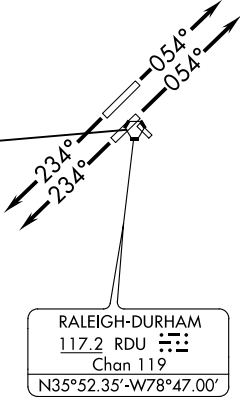
RALEIGH-DURHAM INTL (RDU)  
RALEIGH/DURHAM, NORTH CAROLINA

D-ATIS  
123.8  
CLNC DEL  
120.1  
CPDLC  
RALEIGH DEP CON  
132.35 256.9 (230°-024°)



SHPRD  
N35°39.26'  
W80°28.61'  
L-25-36, H-9-12

NOTE: RADAR required.  
NOTE: Turbojets only.



TAKEOFF MINIMUMS  
Rwys 14, 32: NA-ATC.  
Rwys 5L/R, 23L/R: Standard.

NOTE: Chart not to scale.

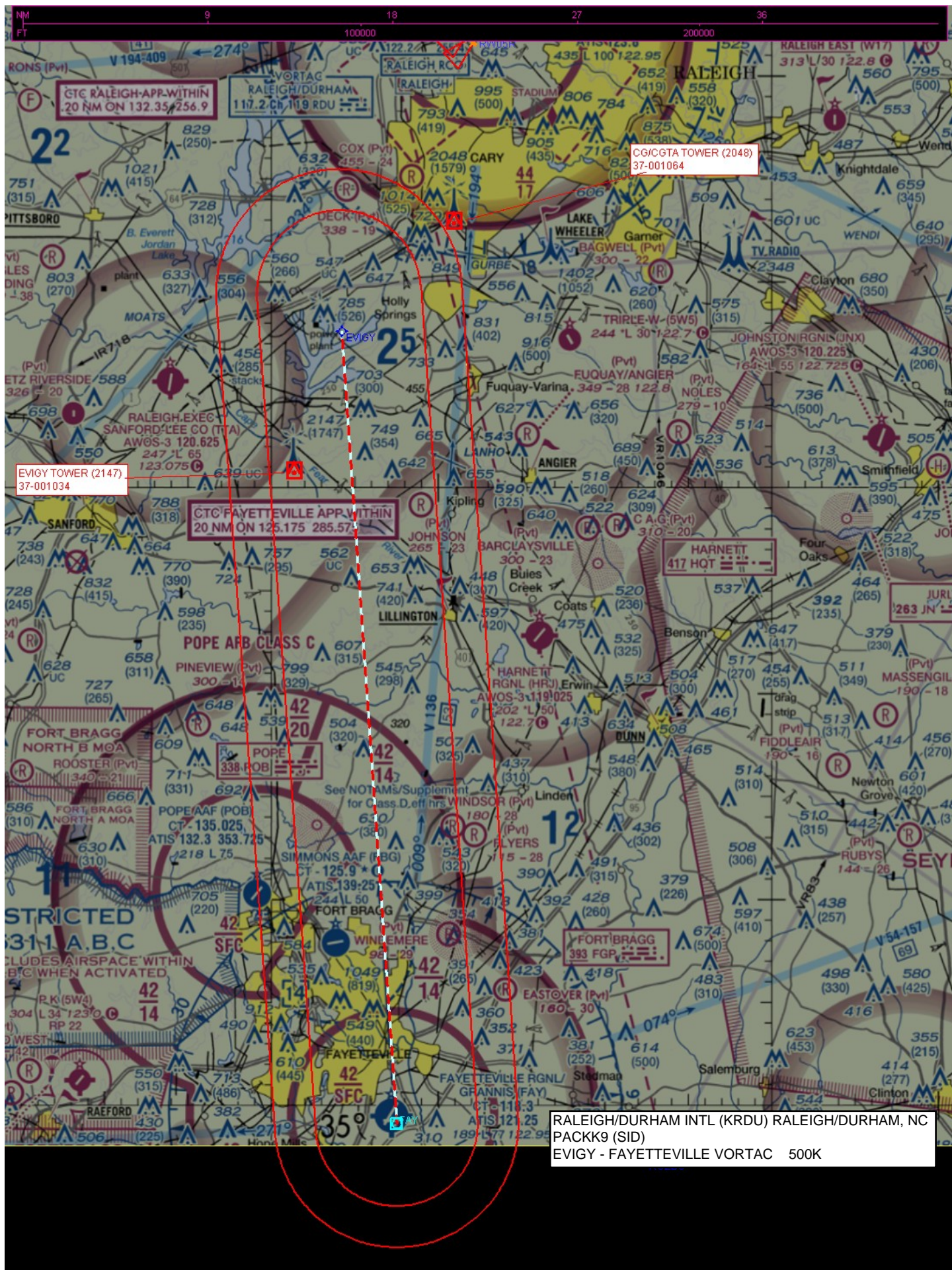
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/R: Climb heading 054°, thence. . . .  
TAKEOFF RWYS 23L/R: Climb heading 234°, thence. . . .

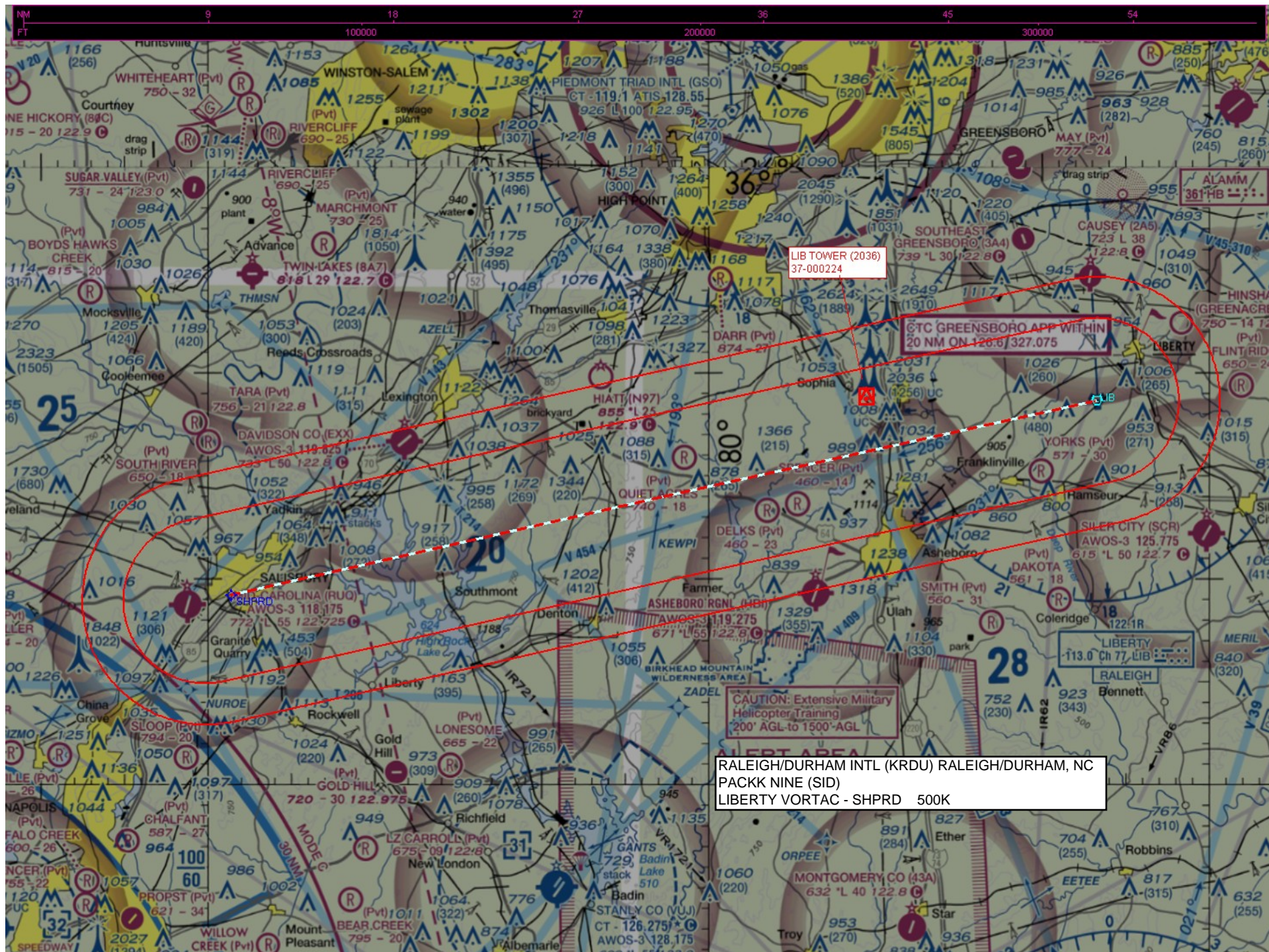
. . . as assigned to join filed route/fix, expect clearance to filed altitude/flight level ten minutes after departure.

ROANOKE TRANSITION (PACK8.ROA): From over RDU VORTAC on RDU R-274 and LIB R-088 to LIB VORTAC, then on LIB R-350 and ROA R-170 to ROA VOR/DME.  
SHPRD TRANSITION (PACK8.SHPRD): From over RDU VORTAC on RDU R-274 and LIB R-088 to LIB VORTAC, then on LIB R-261 to SHPRD.

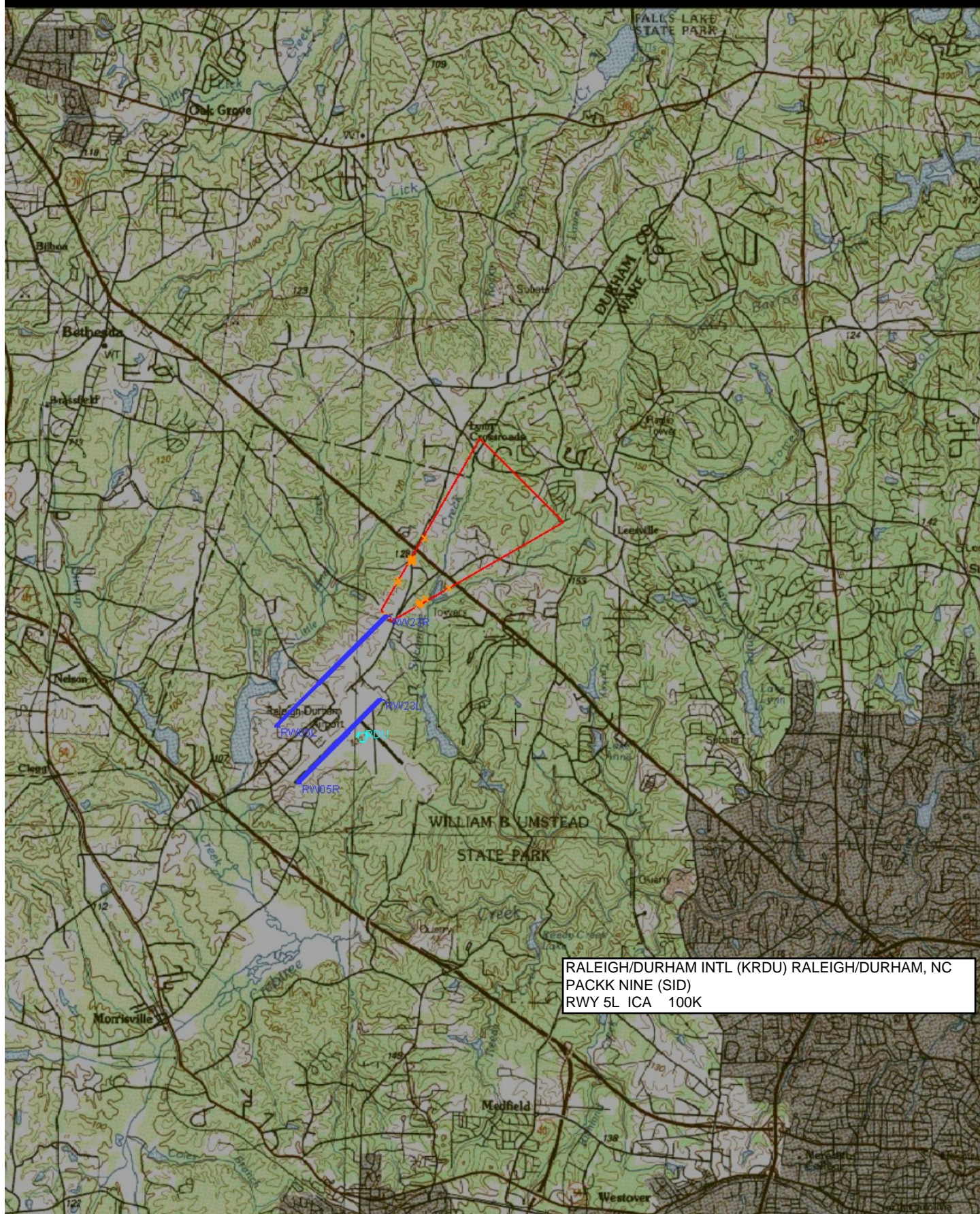




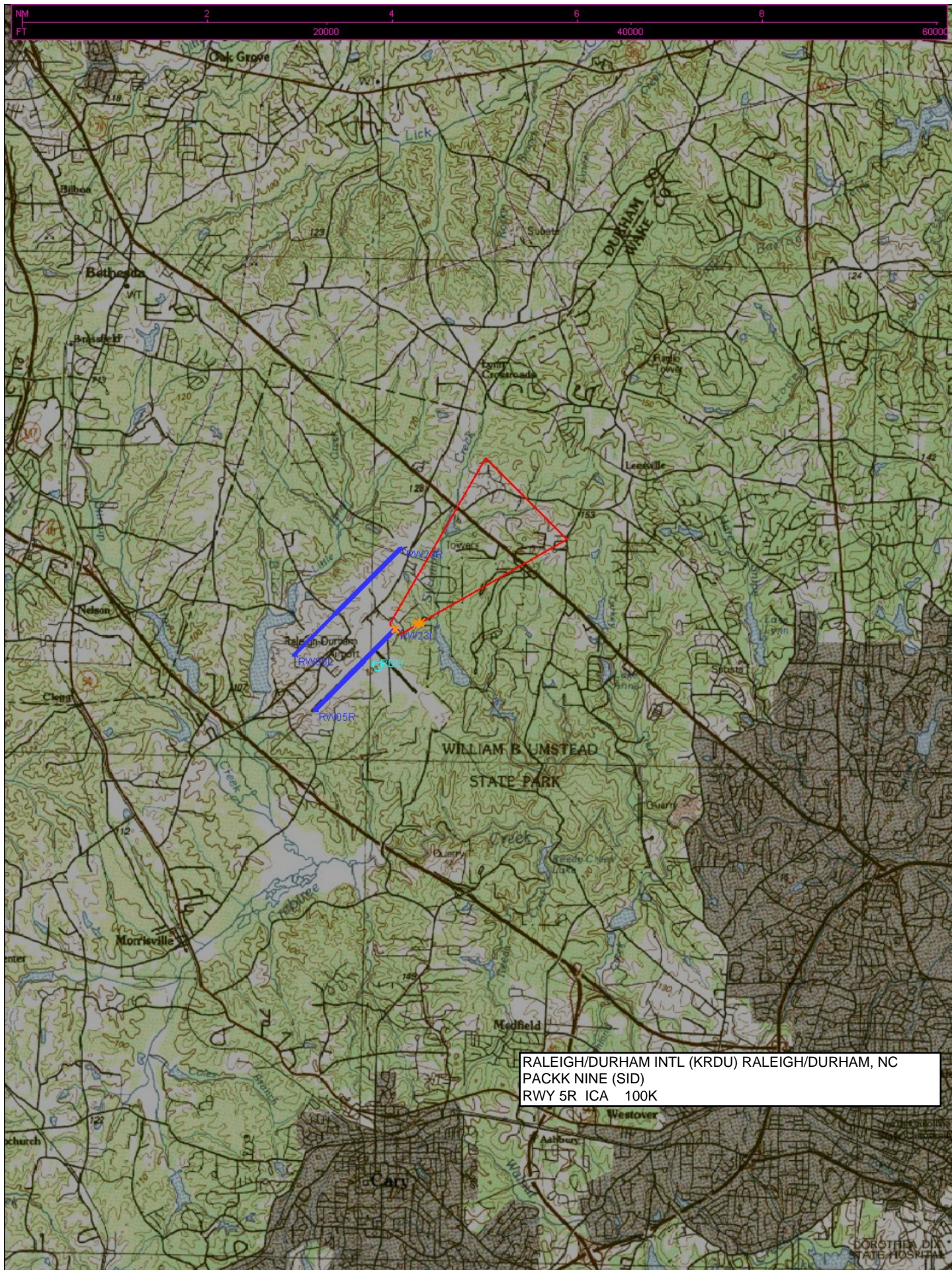






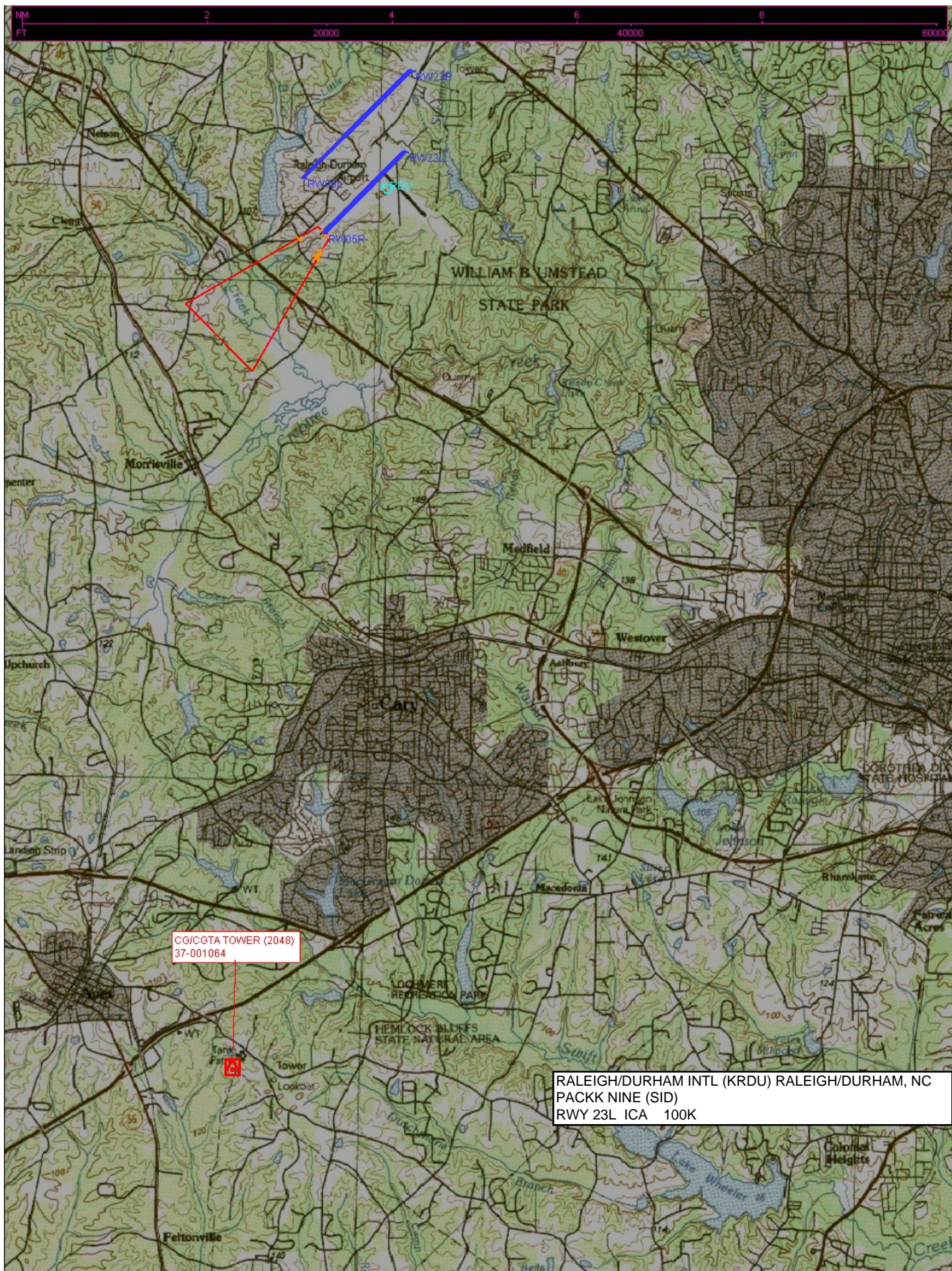




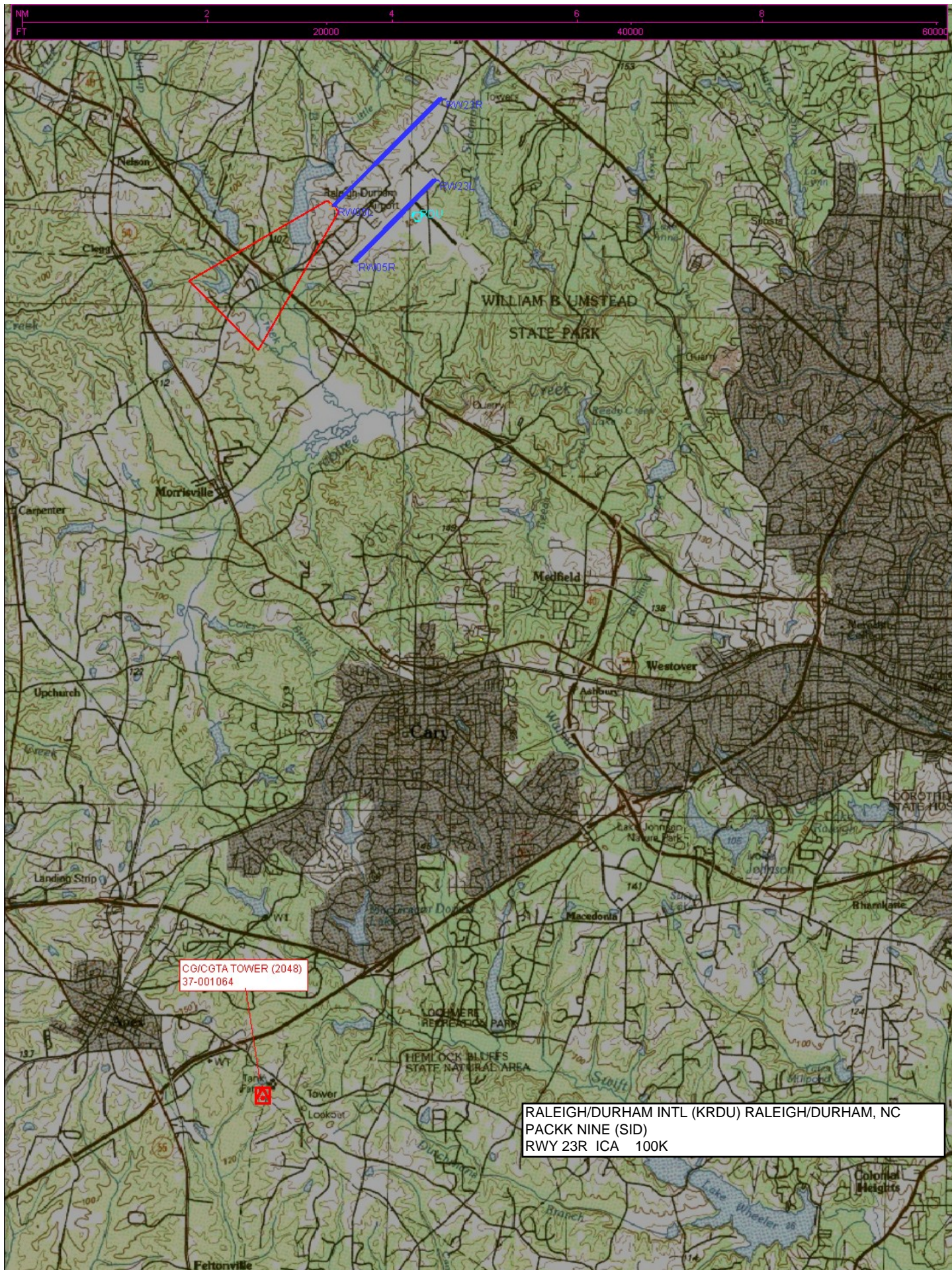


RALEIGH/DURHAM INTL (KRDU) RALEIGH/DURHAM, NC  
PACKK NINE (SID)  
RWY 5R ICA 100K











**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION CATEGORICAL EXCLUSION  
DECLARATION**

**Description of Federal Action:** The Federal Aviation Administration (FAA) proposes to implement the following changes:

Amend RNAV STARs: ALDAN, BLOGS, MALNR, TAQLE; RNAV SIDs: BEXGO, HOOKS, HURIC, LWOOD, OXFRD, ROZBO, SHPRD3; RNAV Approaches: ILS RWY 05L, ILS RWY 05R, ILS RWY 23L, ILS RWY 23R, (GPS) RWY 05L, (GPS) RWY 05R, (GPS) RWY 23L, (GPS) RWY 23R, (RNP) RWY 05L, (RNP) RWY 05R, (RNP) RWY 23L, (RNP) RWY 23R procedures at Raleigh-Durham International Airport (RDU).

**Basis for this Determination:** An environmental review was conducted to ensure that the Federal action complies with the National Environmental Policy Act (NEPA) and its implementing regulations. 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, "Environmental Impacts: Policies and Procedures."

**Declaration of Exclusion:** The FAA has reviewed the above referenced Federal action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F. The implementation of this action will not result in any extraordinary circumstances in accordance with 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. 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.

Concurrence by:



Date: 1/13/20

Lisa Favors  
Environmental Protection Specialist  
Operations Support Group, Eastern Service Center

Approved by:



Date: 1/13/20

Charles Gibson  
Environmental, CI, NAS Analytics Manager  
Operations Support Group, ESC  
Air Traffic Organization, Eastern Service Area





# Federal Aviation Administration

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## Memorandum

Date: December 17, 2019

To: Charles Gibson, Team Manager, Eastern Service Center,  
Operations Support Group

Cc: Lisa Favors, Environmental Protection Specialist, Eastern Service Center,  
Operations Support Group

From: Claudia Pagan, Community Involvement, Eastern Service Center, Operation  
Support Group

Subject: Community Involvement for Raleigh Durham (RDU) Performance  
Based Navigation (PBN) Airspace Design

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### Project Background

This project consists of four parts: Amend the RNP approaches due to safety issues: Amend the RNAV STAR's to correct issues with altitude and speed restrictions, and allow connectivity to SIAP's; Amend RNAV SID's for connectivity to the NEC Atlantic Coast Route (ACR) Q-route project; Remove ground based NAVIDS on RNAV procedures.

The current bottom altitude on all STARS is either 6,000 or 8,000 feet mean sea level (MSL). The procedures begin within Raleigh/Durham Airspace between 16,000 to 10,000 MSL.

Initial assigned altitudes to jet aircraft departing RDU will change from 7,000 ft. MSL to 6,000 ft. MSL. Jet arrivals flying the MALNR STAR for runway 23L or 23R will descend from 8,000 ft. MSL to 7,000 ft. MSL approximately 5 nautical miles earlier than current procedures. Jet arrivals flying the ALDAN or KAROO STAR for runway 5L or 5R will descend from 8,000 ft. MSL to 7,000ft. MSL approximately 5 nautical miles earlier than current procedures. These earlier descents will allow STARS to transition seamlessly to the RNP procedures.

### Proposed

There are no changes to fleet mix or number of aircraft along the route. The altitude for the STARS will provide descent to 6,000 feet MSL. Currently, air traffic controllers must initiate this descent from 8,000 to 6,000. The procedures will then further tie into approaches (where available), allowing for a continued optimum profile descent.

**Purpose**

This project is to amend and correct the current RNP procedures; re-design the current RNAV jet arrivals to further optimize the descent profile, correct issues with current altitude/speed constraints, and tie the procedures into all approaches at RDU (where available); and to mitigate ground based NAVID removals from RNAV SIDS and STARs. Correct multiple user's safety concerns with the current RNP procedures to allow different Flight Management Systems to navigate the procedures safely.

**Environmental**

The environmental review and analysis indicates that no extraordinary circumstances or other reasons exist that would cause the responsible federal official to believe that the proposed project might have the potential for causing significant environmental Impacts.

The proposed project's noise prescreening analysis was completed. There were not significant increase in noise resulting from the proposed action. A categorical exclusion (CatEx) may be issued to implement the proposed procedural changes.

**Community Involvement**

There is no impact to immediate area, the flight paths are not significantly changing from the current procedures other than the altitude by 1,000 ft. MSL. RDU Airport is handling public relations for project.

Based on Community Involvement (CI) guidance in FAA Order 7400, communication with the RDU Airport authority on its relationship with the community in keeping open communications and attendance at community meetings, does not meet the necessary threshold for CI actions. We will continue to monitor progress for any changes or need for CI assistance.