

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 09/10/2020	APWS Task ID: C4CE5CB83DF5418EA856E5F8BD1ED8E7	APWS Project ID: C4066546FEB646E58668EA9F4C0584EE
Procedure: RNAV (GPS) Y RWY 31R AMDT 1		Enroute: NO	Specialist: Cappabianco, Anthony		Agreement Number:
Airport ID: KRHV	Airport Name: REID-HILLVIEW OF SANTA CLARA COUNTY	Airport City: SAN JOSE			State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: CONTACT JOHN BORDY 405-954-0980.</div> <div>07/28/20: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/11/20. 1. CATHE 8260-2: ADDED V111 TO FIX USE.</div> <div><div>QUALITY 21 CHECKED</div><div>QUALITY 12 CHECKED</div></div>					

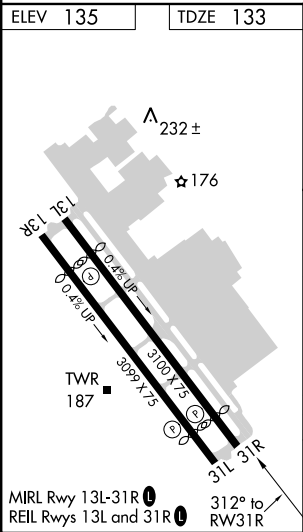
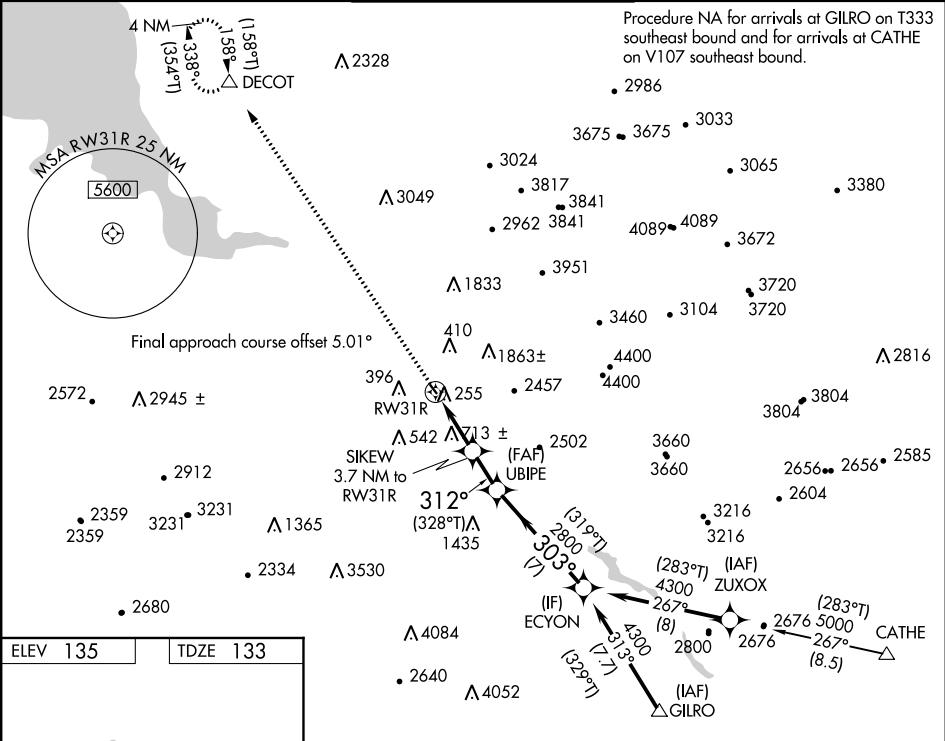
<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS) Y RWY 31R AMDT 1			<b>AIRPORT NAME:</b> REID-HILLVIEW OF SANTA CLARA		<b>AIRPORT ID:</b> KRHV	<b>SPECIAL CONTROL NO:</b> SG-05-072-20
<b>FAC ID:</b> KRHV31R.01Y		<b>CITY:</b> SAN JOSE			<b>ST:</b> CA	<b>ORIG CHART DATE:</b> 07/16/2020
<b>DFL TYPE:</b> PROC/G	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b> AC0721	<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>NO</b>
					<b>CPV COMPLETE?</b>	<b>X</b>
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 06/05/2020	<b>CREW #:</b> VN235	<b>N #:</b> N72	<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 type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> thomas e molokie @ 06/05/2020 15:40			<b>PRINTED NAME:</b> MOLOKIE, THOMAS EDWARD			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Flown satisfactory.						
<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>		

APP CRS	Rwy Idg	2690
312°	TDZE	133
	Apt Elev	135

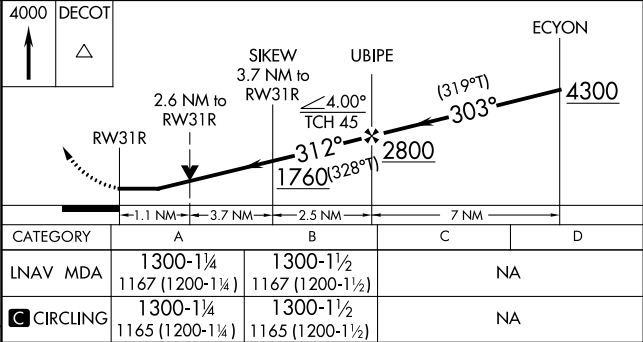
RNAV (GPS) Y RWY 31R

REID-HILLVIEW OF SANTA CLARA COUNTY (R.H.V)

RNP APCH		REID-HILLVIEW TOWER ★ (Rwy 13L-31R) (Rwy 13R-31L)		GND CON	UNICOM
CIRCLING Rwy 31L NA at night. Rwy 31R helicopter visibility reduction below ¾ SM NA. VDP NA when using Norman Y Mineta San Jose Intl altimeter setting. Circling east of Rwy 13L-31R NA at night. When control tower closed, use Norman Y Mineta San Jose Intl altimeter setting and increase all MDAS 40 feet.		119.8 (CTAF) 126.1		121.65	122.95
ATIS	NORCAL APP CON				
125.2	120.1 290.25				



PROTOTYPE-NOT FOR NAVIGATION



18088

APP CRS <b>312°</b>	Rwy Idg <b>2690</b> TDZE <b>131</b> Apt Elev <b>135</b>
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OLD

## RNAV (GPS) Y RWY 31R

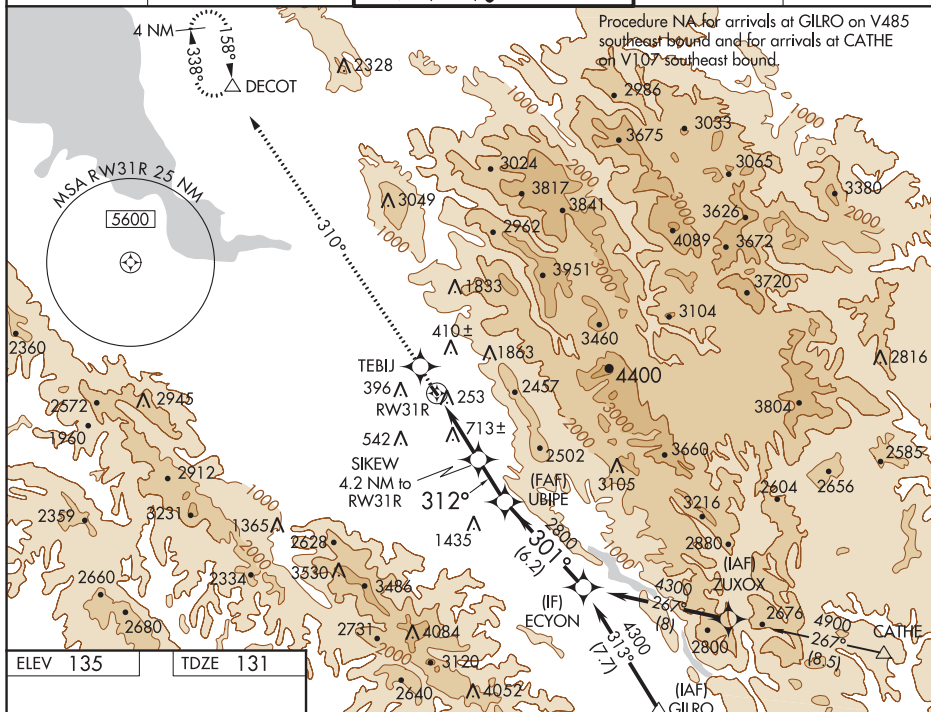
REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

**TANA**

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
Circling east of Rwy 13L-31R NA at night. When control tower closed,  
use Norman Y Mineta San Jose Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct  
TEBIJ and on track 310° to DECOT and hold.

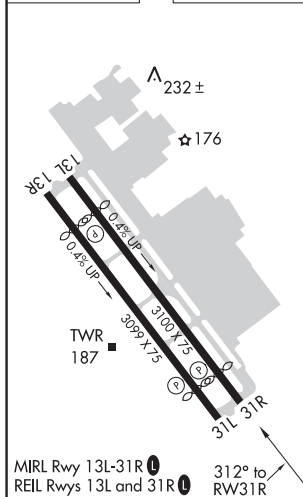
ATIS <b>125.2</b>	NORCAL APP CON <b>120.1 290.25</b>	REID-HILLVIEW TOWER ★ (Rwy 13L-31R) (Rwy 13R-31L) <b>119.8 (CTAF) 126.1</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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SW-2, 31 JAN 2019 to 28 FEB 2019

SW-2, 31 JAN 2019 to 28 FEB 2019

ELEV 135	TDZE 131
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4000 ↑	TEBJ ✦	tr 310°	DECOT △	VGS1 and descent angles not coincident (VGS1 Angle 4.00/TCH 45). SIKEW 4.2 NM to RW31R		UBIPE	ECYON
RW31R						4300	
				TCH 59			Procedure Turn NA

	4.2 NM	2.7 NM	6.2 NM	
CATEGORY	A	B	C	D
LNAV MDA	1340-1¼ 1209 (1300-1¼)	1340-1½ 1209 (1300-1½)	NA	
CIRCLING	1340-1¼ 1205 (1300-1¼)	1340-1½ 1205 (1300-1½)	NA	
NORMAN Y MINETA SAN JOSE INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1360-1¼ 1229 (1300-1¼)	1360-1½ 1229 (1300-1½)	NA	
CIRCLING	1360-1¼ 1225 (1300-1¼)	1360-1½ 1225 (1300-1½)	NA	

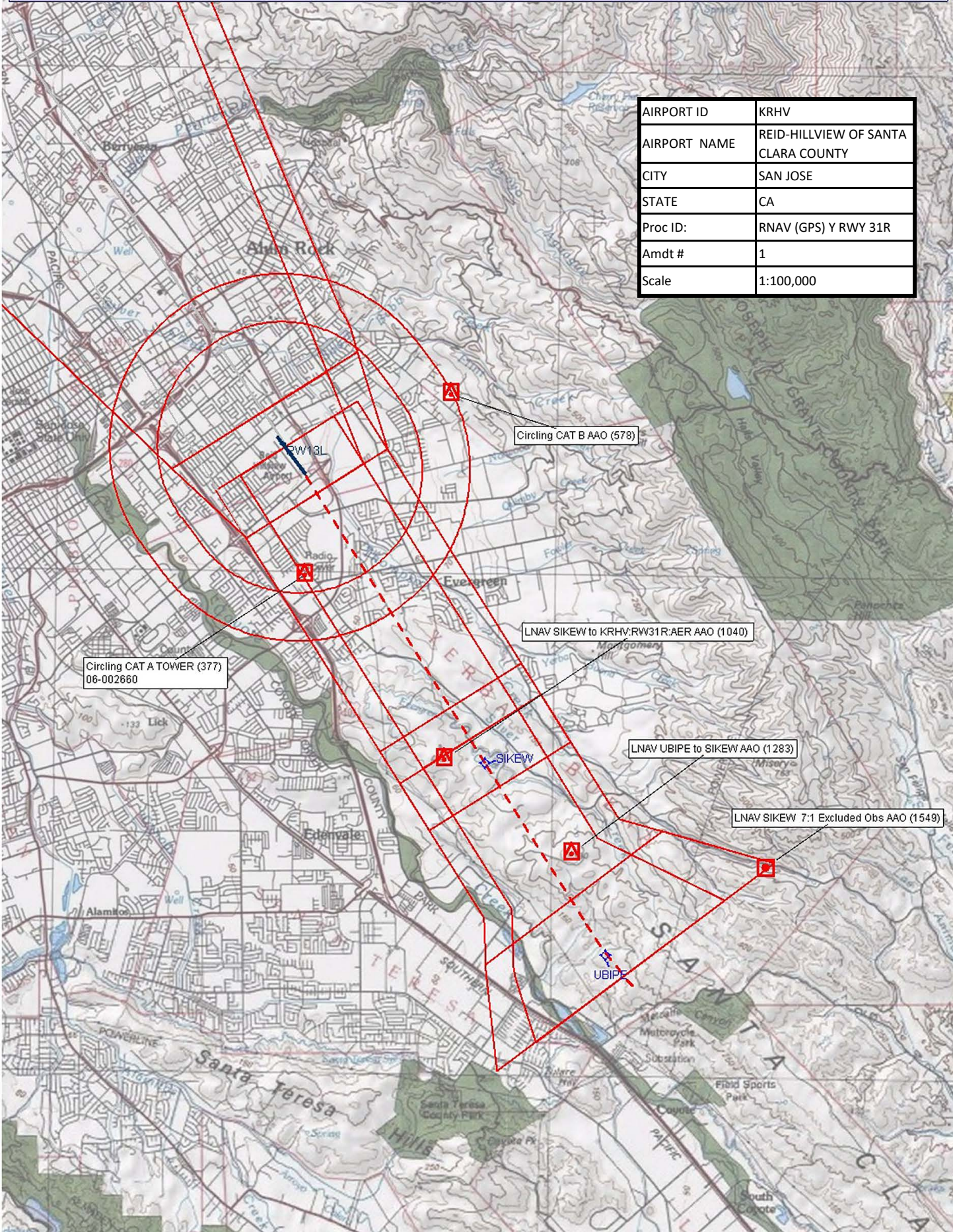
SAN JOSE, CALIFORNIA  
Orig 29JUL10

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)  
37°20'N-121°49'W RNAV (GPS) Y RWY 31R

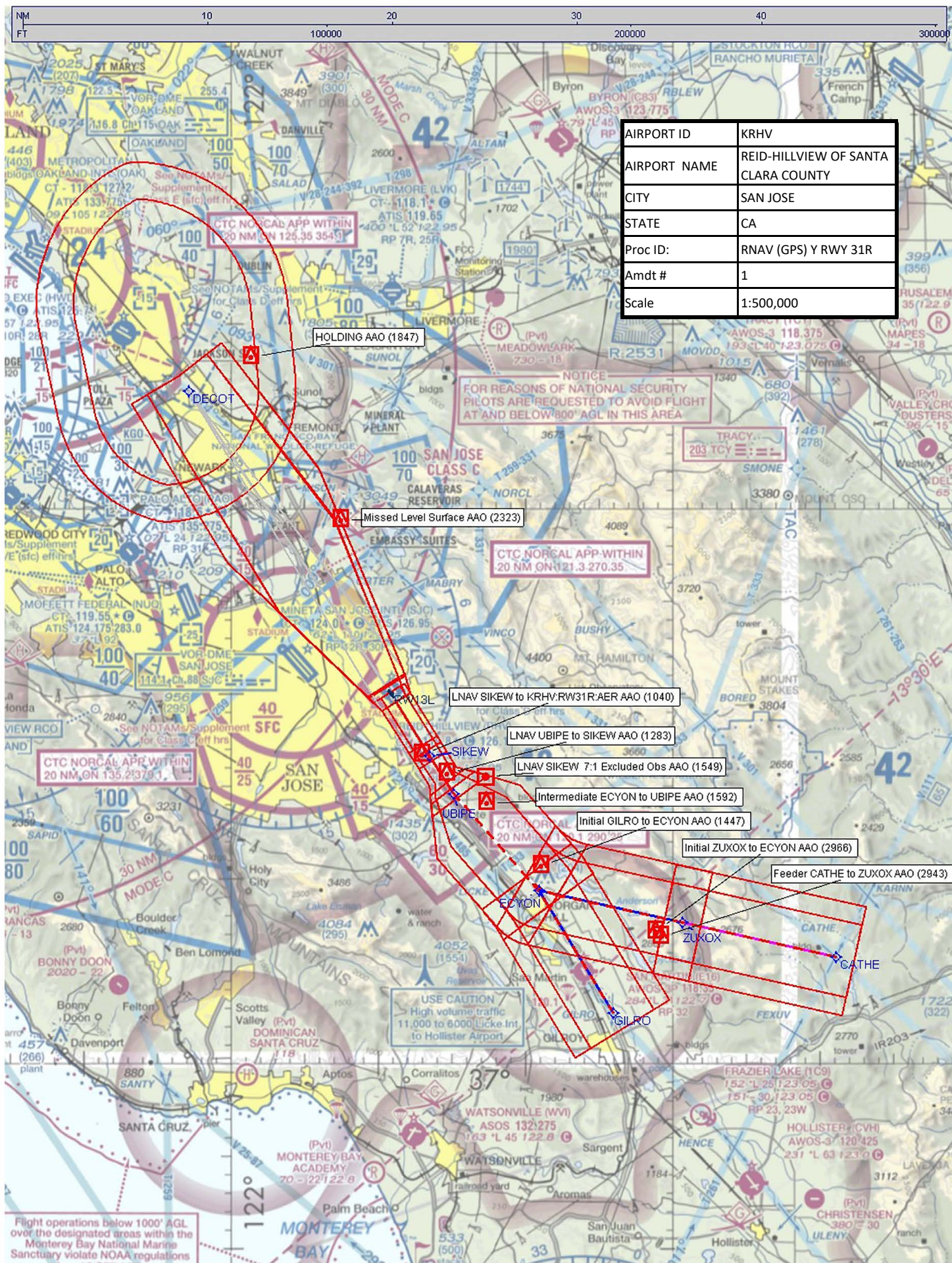




AIRPORT ID	KRHV
AIRPORT NAME	REID-HILLVIEW OF SANTA CLARA COUNTY
CITY	SAN JOSE
STATE	CA
Proc ID:	RNAV (GPS) Y RWY 31R
Amdt #	1
Scale	1:100,000









**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for  
ONLY the Instrument Flight Procedure actions listed below**

• Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis

• Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

**Airport Name and State/ICAO:** Reid-Hillview Airport of Santa Clara County, California/KRHV

**Instrument Flight Procedure(s):** RNAV (GPS) Rwy 13L; RNAV (GPS) Y Rwy 31R; RNAV (GPS) Z Rwy 31R

**Requestor Name and Phone Number:** Perry Oleck/206-231-2276

*Additional Procedures: (List additional IFPs below or insert list as an additional page in this file)*

**SECTION A – FOR REQUESTOR USE ONLY**

**Does the requested procedure include the following? (check all that apply):**

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- ☐ Diverse Vectoring Areas (DVA) without a prescribed heading
- ☐ Terminal Arrival Areas (excluding Initial Segments)

**If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.**

**New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)**

- ☐ Changes to and/or additional Lines of Minimum
- ☐ Altitude increases
- ☐ IFR Takeoff Minimums and (Obstacle) Departure Procedure:
  - Only close in obstacle notes
- ☐ Minimum Safe Altitudes

☒ **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.**

**Emergency Actions (Paragraph 5-6.5j)**

- ☐ Missed approaches and/or Missed approach holding patterns

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Instrument Flight Procedures Environmental Processing Form**

- ☐ Changes to circling areas
- ☐ Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

**Publication Actions (Paragraph 5-6.5k)**

- ☐ Name changes (Airport, Fix, Procedure, etc.)
- ☐ Adding, amending, removing notes to procedures
- ☐ Magnetic Variation (MagVar) adjustments
- ☐ Visual Climb Over Airport (VCOA) without a route
- ☐ Coding changes with no track/altitude changes
- ☐ Cancellation of IFPs not currently being flown

**Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken**  
**Three Area Navigation (RNAV) procedures will be amended as required by criteria to match the Descent Angles to the Visual Glide Slope Indicator (VGSI) on each runway.**

**RNAV (Global Positioning System [GPS]) Runway (RWY) 13L: Descent angle (3.00°) from the Final Approach Fix (FAF) to the threshold must not be lower than the VGSI angle (4.00°). To achieve this the FAF will be moved inward 1.85 nautical miles (NM) and the altitude will remain at or above 2,800 feet mean sea level (MSL). This alleviates the need for the STEP fix JATPI. All the movement takes place along the existing ground tracks.**

**RNAV (GPS) Y RWY 31R: Descent angle (3.56°) from the Precision FAF to the threshold must not be lower than the VGSI angle (4.00°). To achieve this the PFAF will be moved inward 0.73 NM and the altitude will remain at or above 2,800 feet MSL. The STEP fix SIKEW will be moved inward 0.48 NM and remain at or above 1760. All the movement takes place along the existing ground tracks.**

**RNAV (GPS) Z RWY 31R: Descent angle (3.50°) from the PFAF to the threshold must not be lower than the VGSI angle (4.00°). To achieve this the PFAF will be moved inward 0.73 NM and the altitude will remain at or above 2,800 feet MSL. All the movement takes place along the existing ground tracks.**

**SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY**

**FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:**

- ☒ **5-6.5.i. 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.**
- ☐ **5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.**
- ☐ **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.**



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Instrument Flight Procedures Environmental Processing Form**

**CATEGORICAL EXCLUSION DETERMINATION:**

The applicability of Categorical Exclusion **5-6.5.i.** for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).
2. The action is not a smaller subset of a larger action.
3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

**STATEMENT OF DETERMINATION:** The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

**BASIS OF 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.

Environmental Specialist Concurrence/Reviewed By:

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Signed by: Katherin Matolcsy, Leidos, NISC III Contract Support

Signed for: Augustin Moses, Environmental Protection Specialist, WSC/OSG