

GA ATL SMLTZ THREE (RNAV) DEPARTURE

3-2-22 AFS results:

Signed and Complete

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 05/19/2022	APWS Task ID: DCB77C306CB645A580F4FC9D67AE8087	APWS Project ID: D8189246C9BA41D3913437C39C4CB82A
Procedure: SMLTZ THREE (RNAV) SID		Enroute: YES	Specialist: Gracey, Dean		Agreement Number:
Airport ID: KATL			Airport City: ATLANTA		State: GA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: VOR MON - DECOM MCN VORTAC. WAIVER TO OMIT ALTITUDE ASSOCIATED WITH SPEED RESTRICTION. ACTIVE AIRPORT DATA USED. CONTACT ALLAN WILL AJV-A423 (405)954-6103.</div> <div><div>QUALITY 20 CHECKED</div><div>QUALITY 15 CHECKED</div></div>					

FIPC DME/DME FORM							
PROCEDURE: SMLTZ THREE (RNAV) SID			AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA		AIRPORT ID: KATL	SPECIAL CONTROL NO: AG-01-026-22	
FAC ID: SMLTZ3		CITY: ATLANTA			ST: GA	ORIG CHART DATE: 05/19/2022	
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0721		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 01/26/2022		CREW #: VN389	N #: N90	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: john kearby @ 01/26/2022 15:18			PRINTED NAME: KEARBY, JOHN DAVID				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Procedure Satisfactory for GNSS Operations. DME/DME awaiting approval by the applicable AJV Operations Support Group.							
DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT		SPECIALIST SIGNATURE: david c-ctr cook @ 02/11/2022 08:56			PRINTED NAME: Dave Cook		
SPECIALIST REMARKS: Table topped based on previous inspections.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

FIPC DME/DME FORM

PROCEDURE: SMLTZ THREE (RNAV) SID		AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA		AIRPORT ID: KATL	SPECIAL CONTROL NO: AG-01-026-22
FAC ID: SMLTZ3		CITY: ATLANTA		ST: GA	ORIG CHART DATE: 05/19/2022
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0721	PTS TASK ID:	

PREFLIGHT NOTES

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

PROCEDURE RESULTS

INSPECTION DATE: 01/26/2022	CREW #: VN389	N #: N90	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: john kearby @ 01/26/2022 15:18			PRINTED NAME: KEARBY, JOHN DAVID	NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS: Procedure Satisfactory for GNSS Operations. DME/DME awaiting approval by the applicable AJV Operations Support Group.		
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DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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1. FLIGHT PROCEDURE IDENTIFICATION:

Hartsfield-Jackson Atlanta International Airport
Atlanta, Georgia, (KATL)
SMLTZ Departure (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.46H 2-1-1d (3) (b) – “Limit speed restrictions to one restriction per fix/waypoint. In this instance, an altitude that meets TERPS criteria (or if applicable, a higher altitude for ATC operational requirements) must also be charted at the fix/waypoint.”

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

A waiver to the requirements of FAAO 8260.46H 2-1-1d (3) (b) is requested for SMLTZ (RNAV) SID.

Five of the 18 KATL (RNAV) SIDs; BANNG, HAALO, SMLTZ, VRSTY and WIGLE are being amended in support of the Atlanta VOR MON program and the decommissioning of MACON (MCN) VORTAC. SMLTZ (RNAV) SID required an amendment to replace MCN VORTAC with a waypoint (NOKIE) and the en route transition will end at NOKIE.

Seventeen (17) of the 18 KATL (RNAV) SIDs currently have speed restrictions with no co-located altitude restrictions. The speed is in place to contain aircraft in confined airspace and to control compression. Adding altitudes to the SMLTZ (RNAV) SID would be a “Climb Via” procedure. All other KATL (RNAV) SIDs are “Climb and Maintain” procedures. Combining these two types of clearances utilizing the same runway introduces new risk and potential confusion to ATC. To mitigate that risk, the SMLTZ RNAV SID must be published to match the other KATL (RNAV) SIDs for consistency in clearance verbiage. When all the (RNAV) SIDs are amended they will be brought into compliance with current criteria without introducing extra risk.

Procedures will be updated by 2025.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- A. Radar is required on the procedures. ATC is providing radar monitoring.
- B. An analysis of track data for the 2018 and 2019 summer periods was analyzed to determine average crossing altitudes for those aircraft systems which cannot process speed only restrictions. On average these aircraft with Boeing/Honeywell systems cross the speed restricted waypoints At-or-Above 9000 feet. This is well above the MVA and obstructions (2049 ft. tower) for the areas contained on the SID.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

The Atlanta VOR MON Project has priority and there aren't enough Charting Slots or resources to remove dependences from NAVAIDs scheduled for Decommission; ATL, GRD, MCN and SPA VORTACs.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A423	MGR

SIGNATURE
Digitally signed by
ALLAN WILL
Jan 28, 2022

8. AFS ACTIONS:

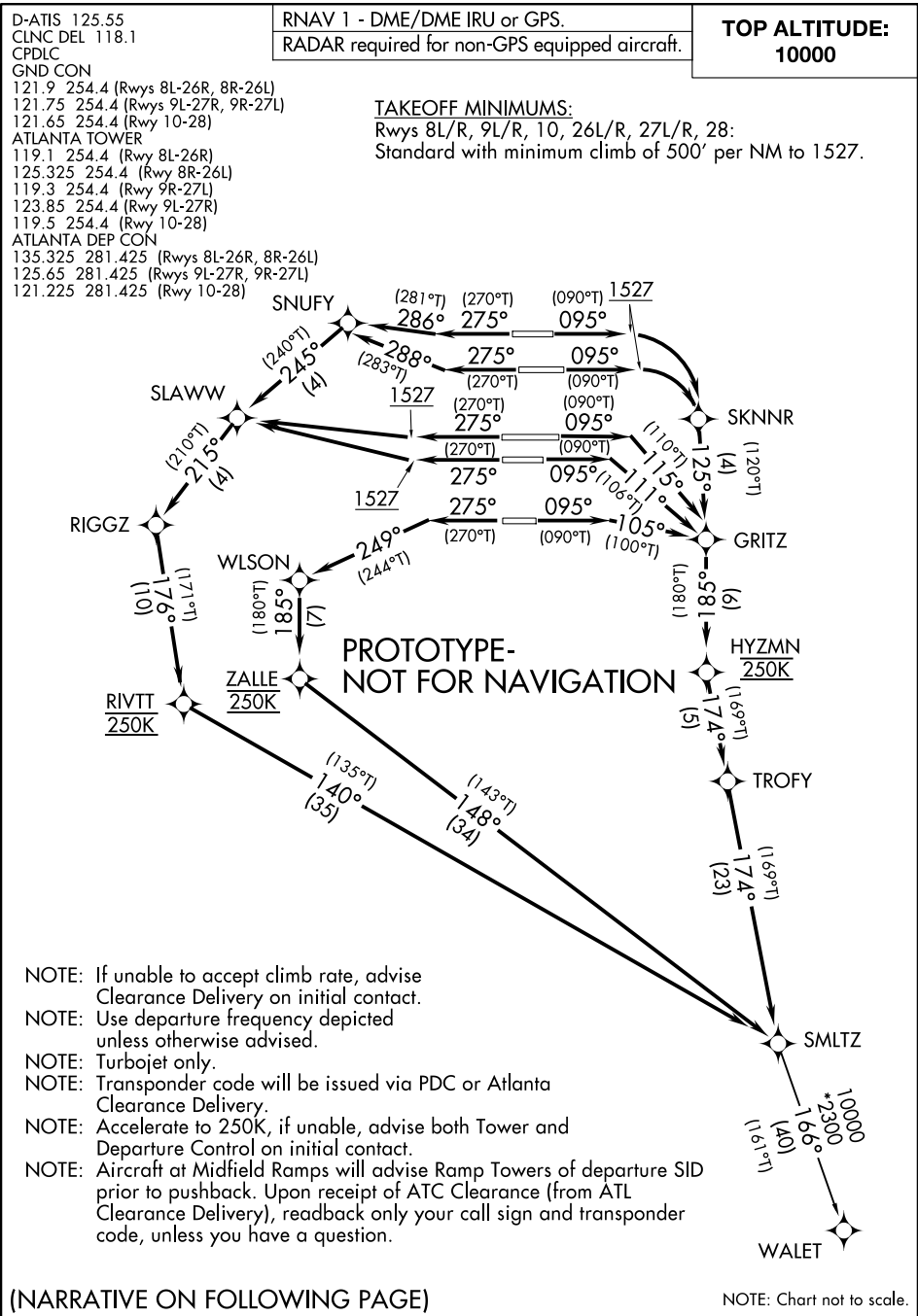
☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE



▼

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSN, then on depicted route to SMLTZ, maintain 250K to ZALLE, thence. . . .

. . . (Transition). Maintain 10000. Expect clearance to filed altitude ten minutes after departure.

WALET TRANSITION (SMLTZ3.WALET)

PROTOTYPE-NOT FOR NAVIGATION

(SMLTZ2.SMLTZ) 19283

SMLTZ TWO DEPARTURE (RNAV)

OLD

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

AL-26 (FAA)

ATLANTA, GEORGIA

D-ATIS 125.55
CLNC DEL 118.1
CPDLC
GND CON

121.9 254.4 (Rwys 8L-26R, 8R-26L)
121.75 254.4 (Rwys 9L-27R, 9R-27L)
121.65 254.4 (Rwy 10-28)

ATLANTA TOWER

119.1 254.4 (Rwy 8L-26R)
125.325 254.4 (Rwy 8R-26L)
119.3 254.4 (Rwy 9R-27L)
123.85 254.4 (Rwy 9L-27R)
119.5 254.4 (Rwy 10-28)

ATLANTA DEP CON

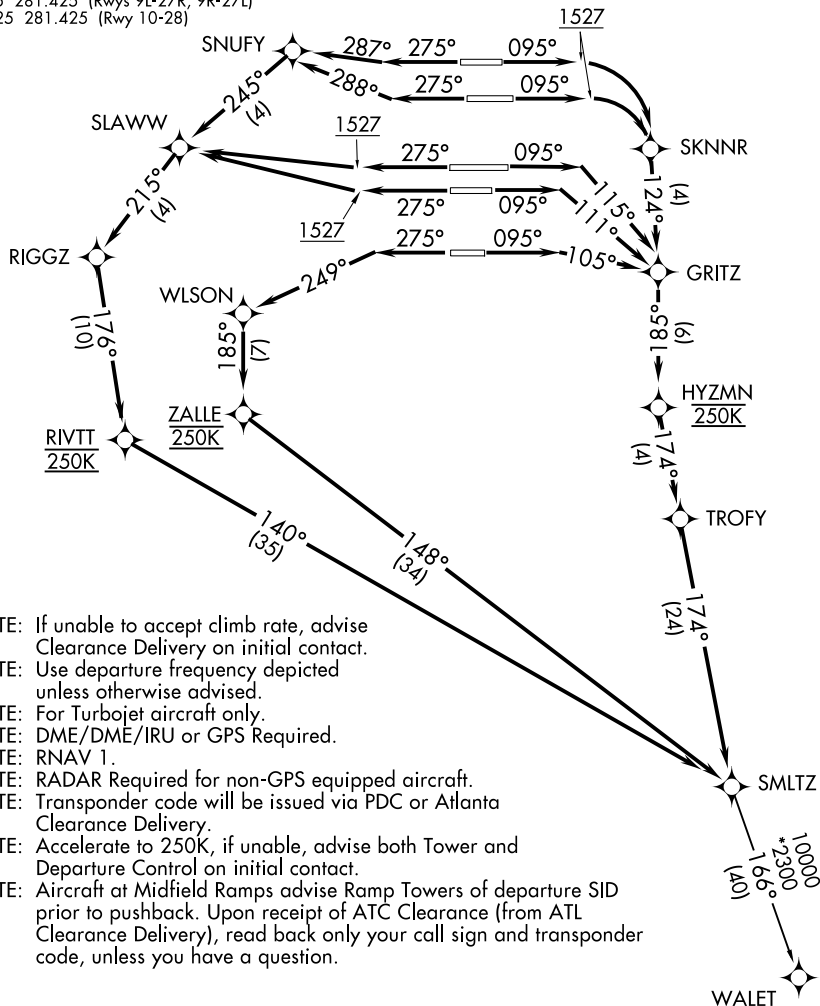
125.7 281.425 (Rwys 8L-26R, 8R-26L)
125.65 281.425 (Rwys 9L-27R, 9R-27L)
121.225 281.425 (Rwy 10-28)

TOP ALTITUDE:
10000

TAKEOFF MINIMUMS:

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:

Standard with minimum climb of 500' per NM to 1527.



NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: For Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required for non-GPS equipped aircraft.

NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.

NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

NOTE: Aircraft at Midfield Ramps advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC Clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SMLTZ TWO DEPARTURE (RNAV)

(SMLTZ2.SMLTZ) 10NOV16

ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

SE-4, 09 SEP 2021 to 07 OCT 2021

SE-4, 09 SEP 2021 to 07 OCT 2021



DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWYS 8L/R: Climb heading 095° to 1527, then right turn direct SKNNR, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .
TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .
TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .
TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .
TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .
TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .
TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .
TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to SMLTZ, maintain 250K to ZALLE, thence. . . .

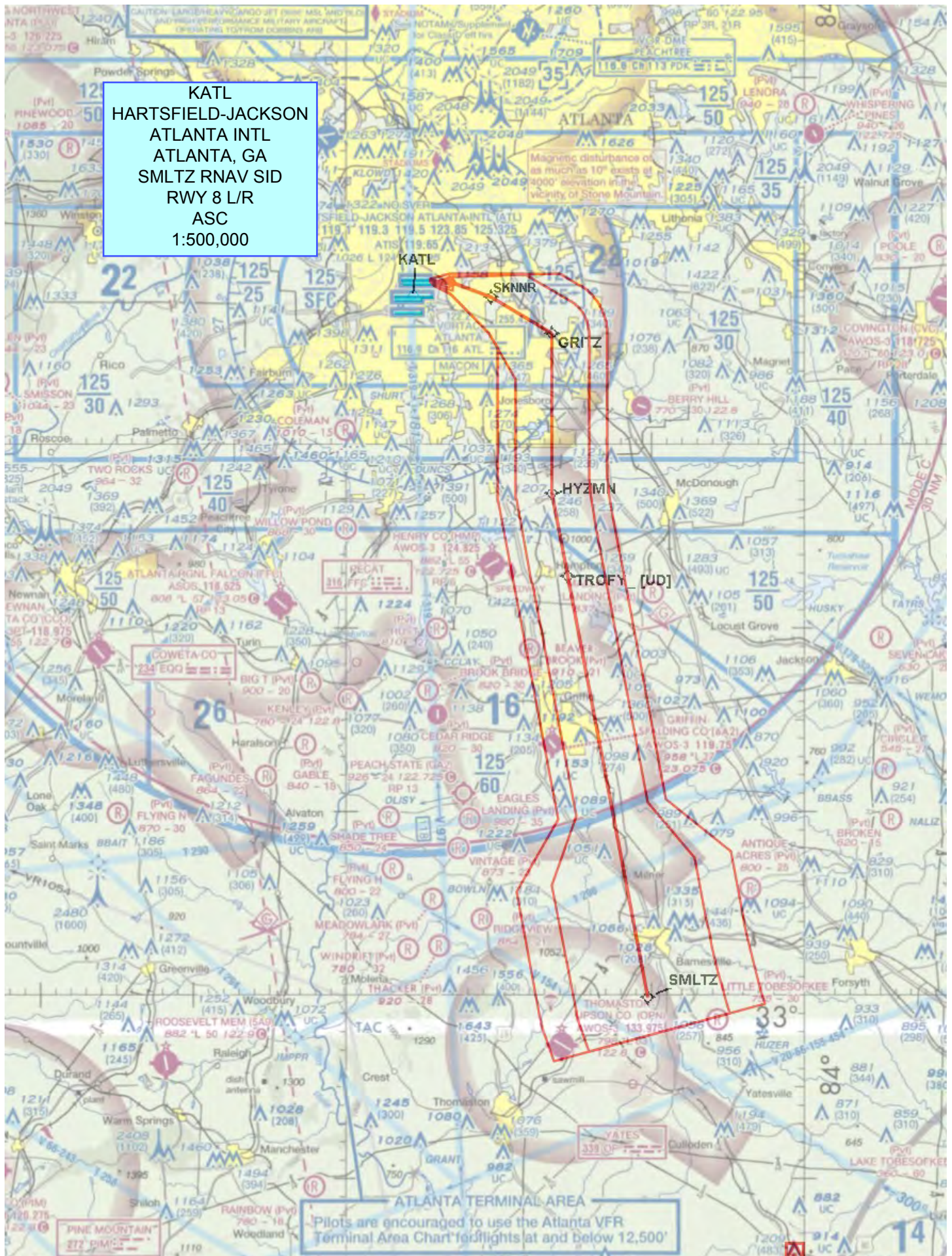
. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

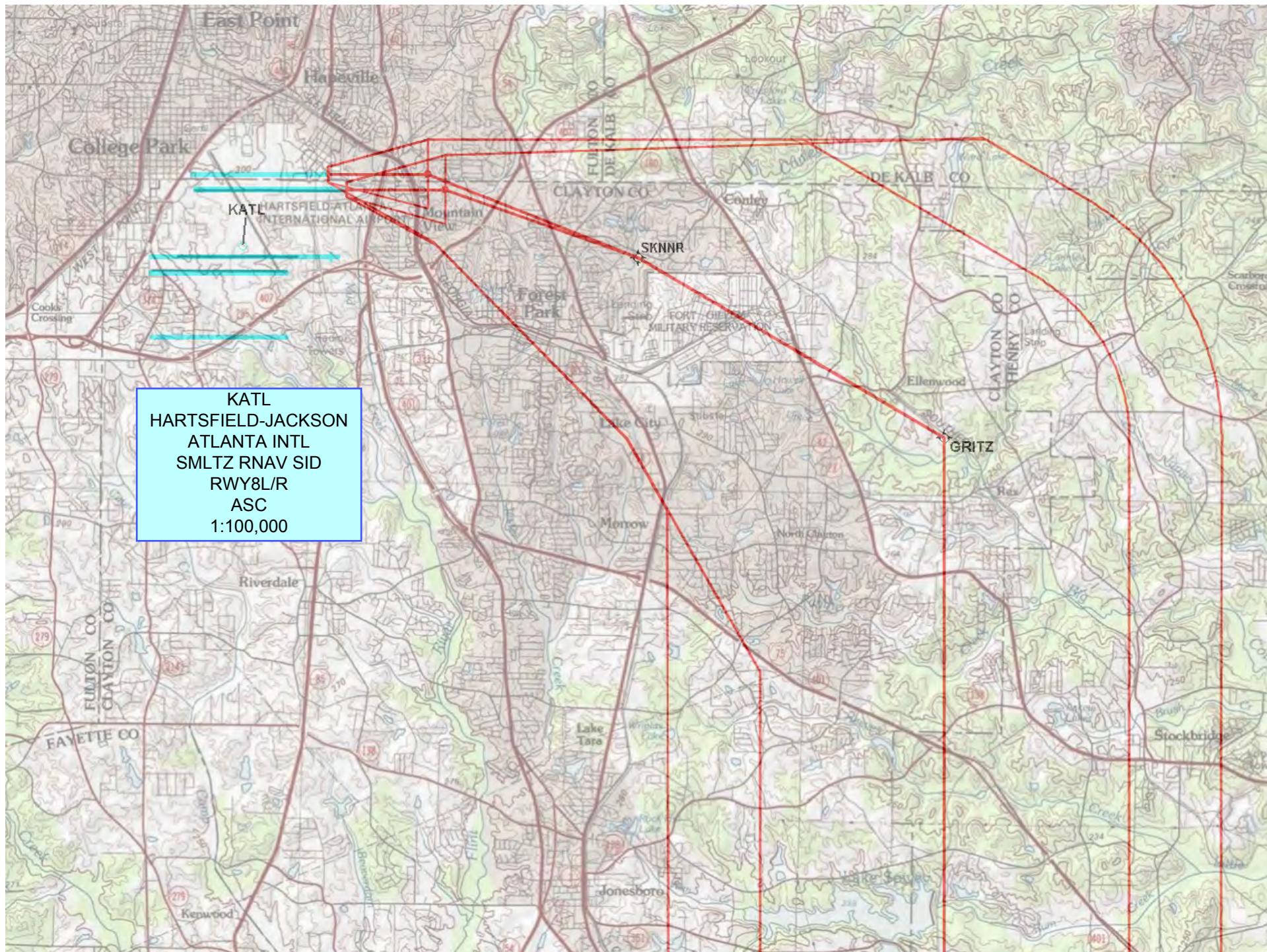
WALET TRANSITION (SMLTZ2.WALET)

SE-4, 09 SEP 2021 to 07 OCT 2021

SE-4, 09 SEP 2021 to 07 OCT 2021

KATL
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
RWY 8 L/R
ASC
1:500,000



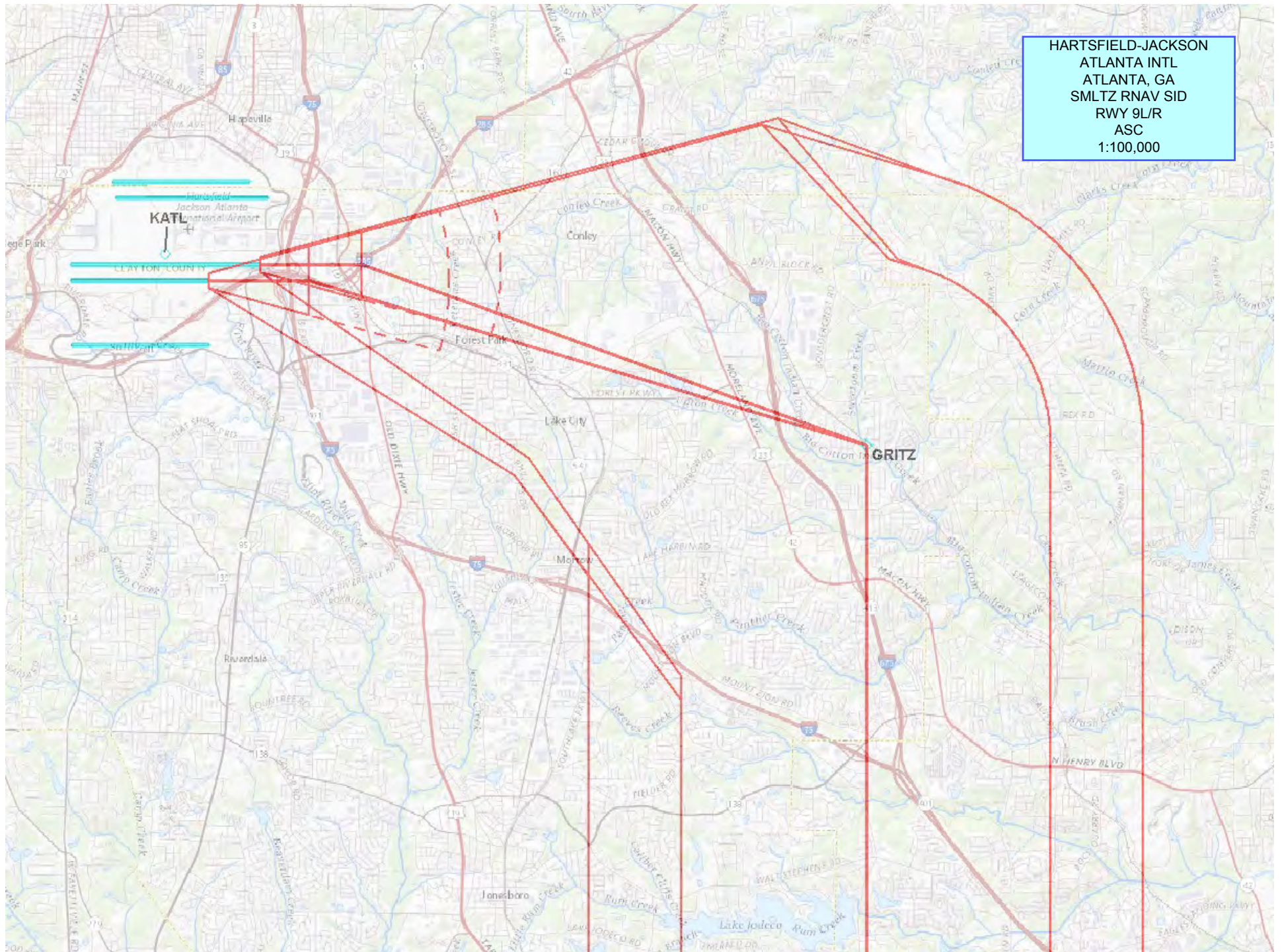


KATL
HARTSFIELD-JACKSON
ATLANTA INTL
SMLTZ RNAV SID
RWY8L/R
ASC
1:100,000

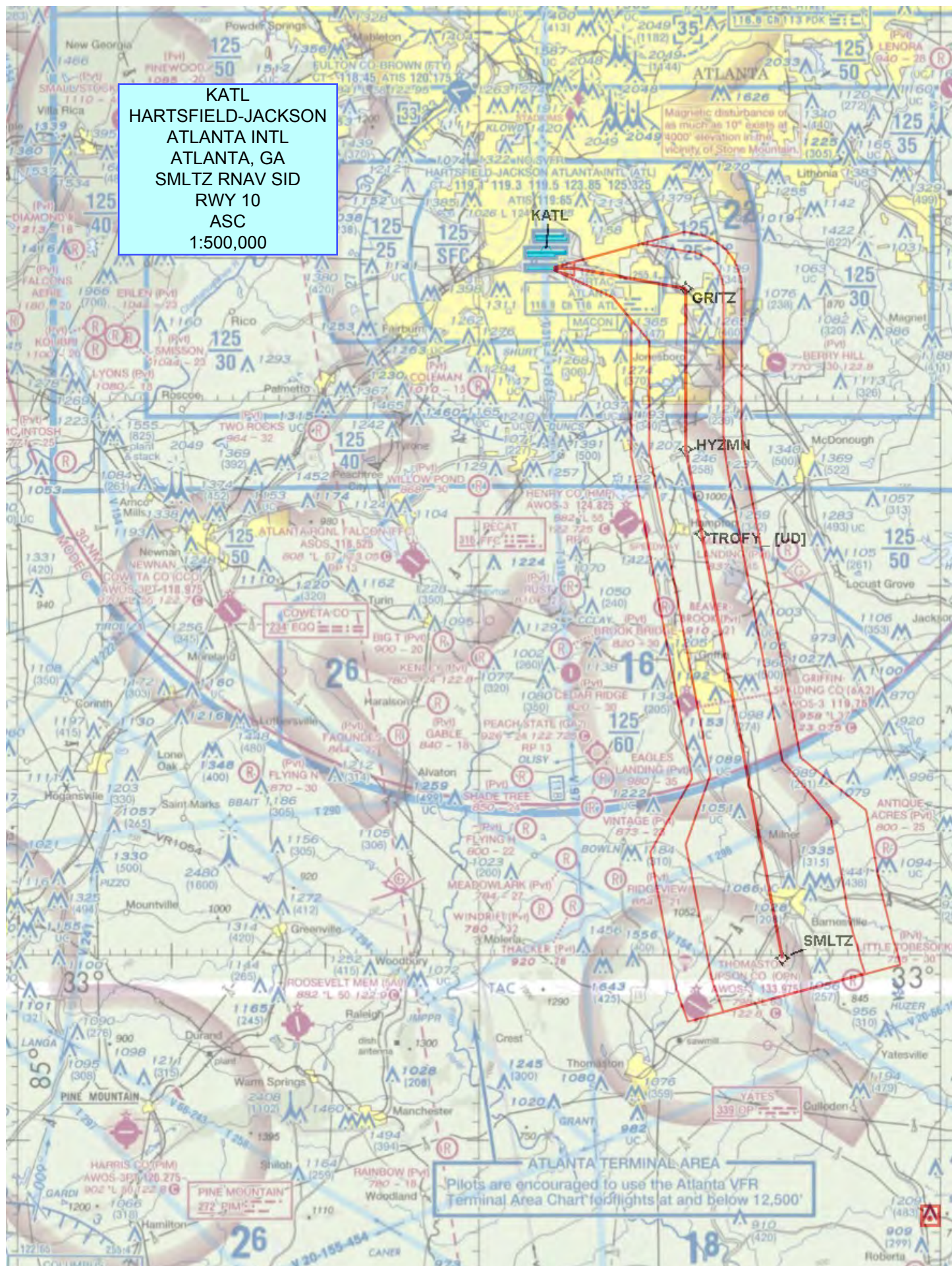
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
RWY 9L/R
ASC
1:500,000

ATLANTA TERMINAL AREA
Pilots are encouraged to use the Atlanta VFR
Terminal Area Chart for flights at and below 12,500'

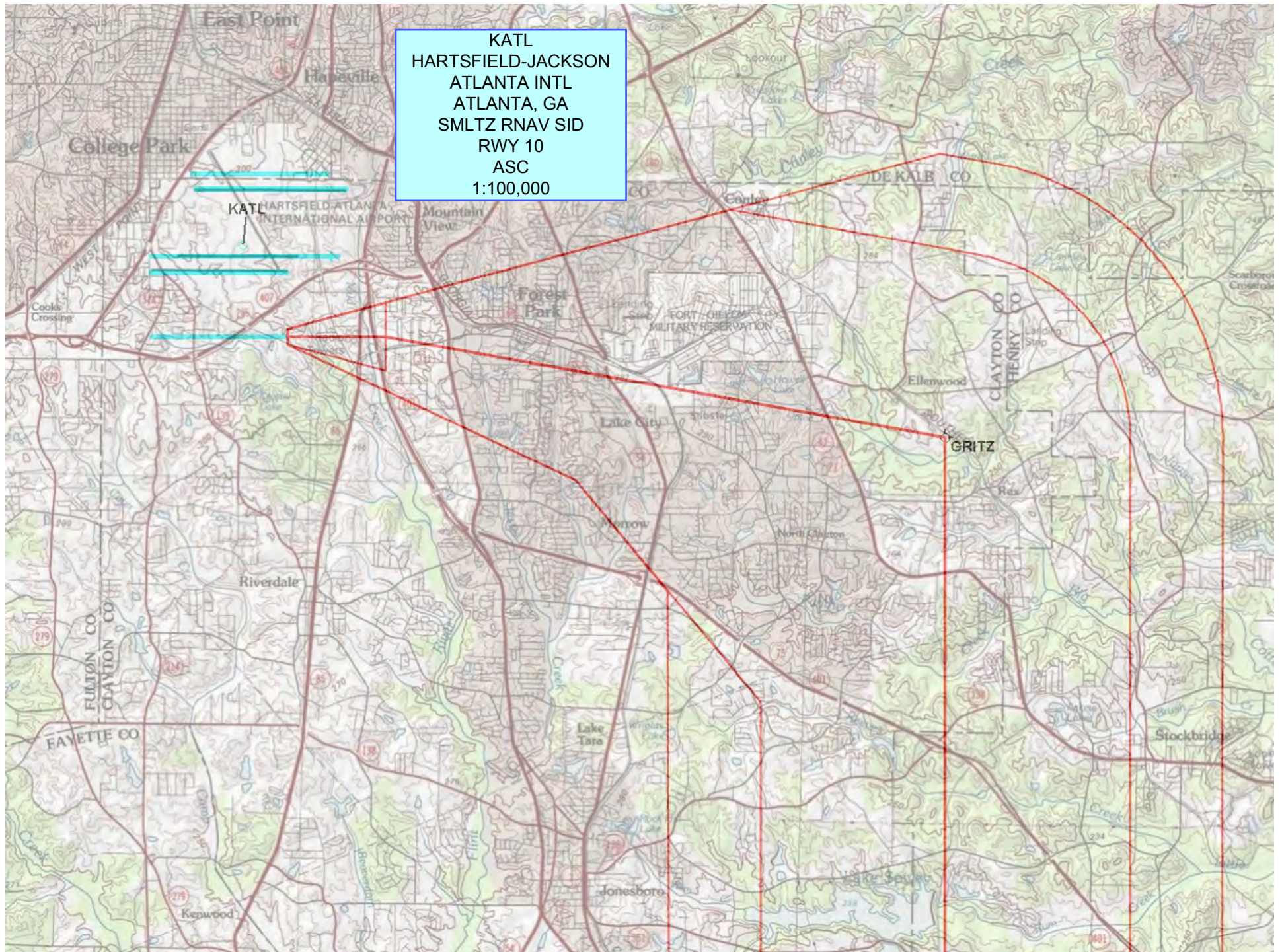
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
RWY 9L/R
ASC
1:100,000



KATL
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
RWY 10
ASC
1:500,000



KATL
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
RWY 10
ASC
1:100,000




KATL
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
RWY 26L/R
ASC
1:500.000

SNUFY-2

KATL

~~SLAVVW~~

RIGGZ

RIVTT-

RECAT

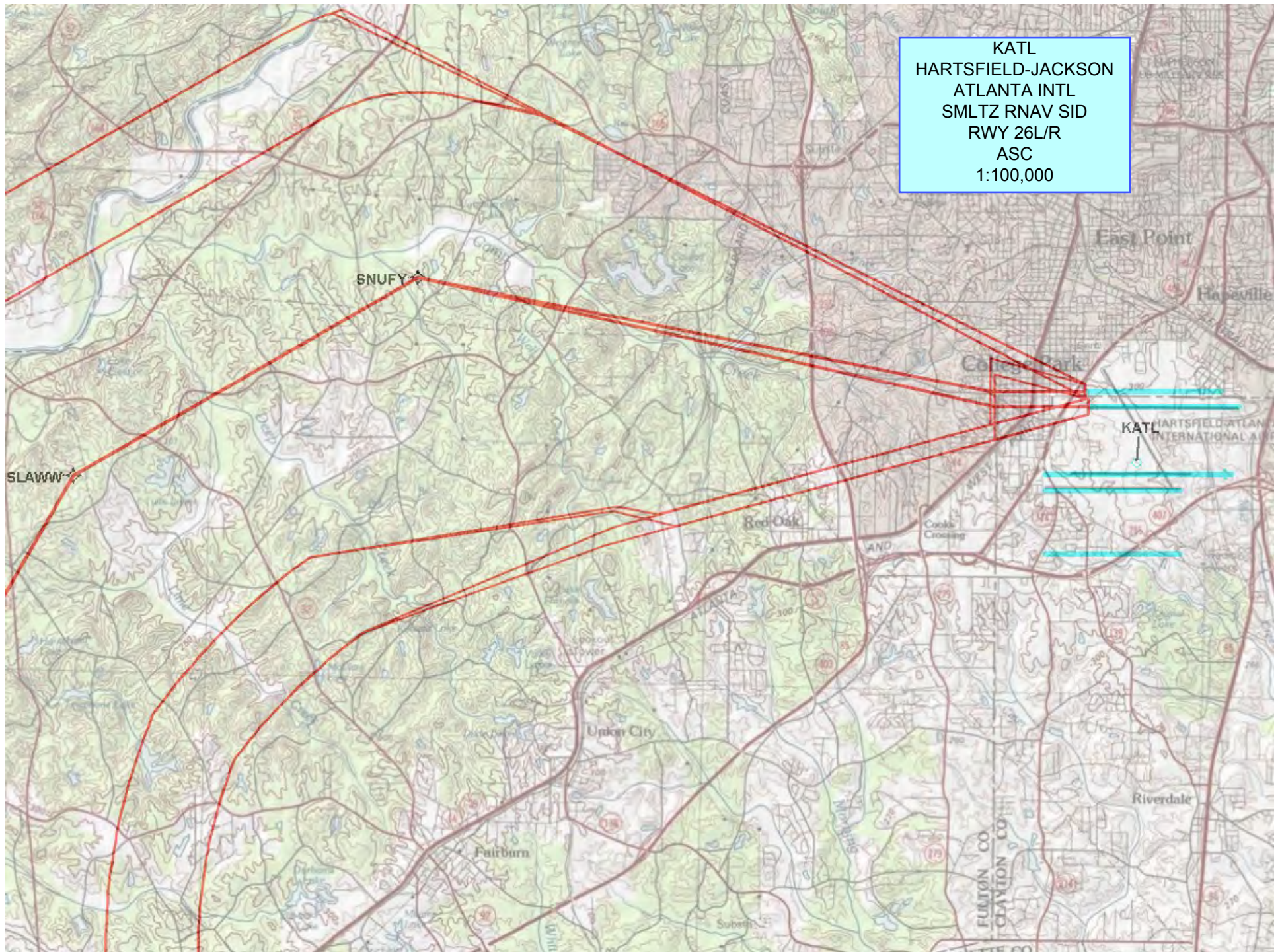


~~SMLTZ~~

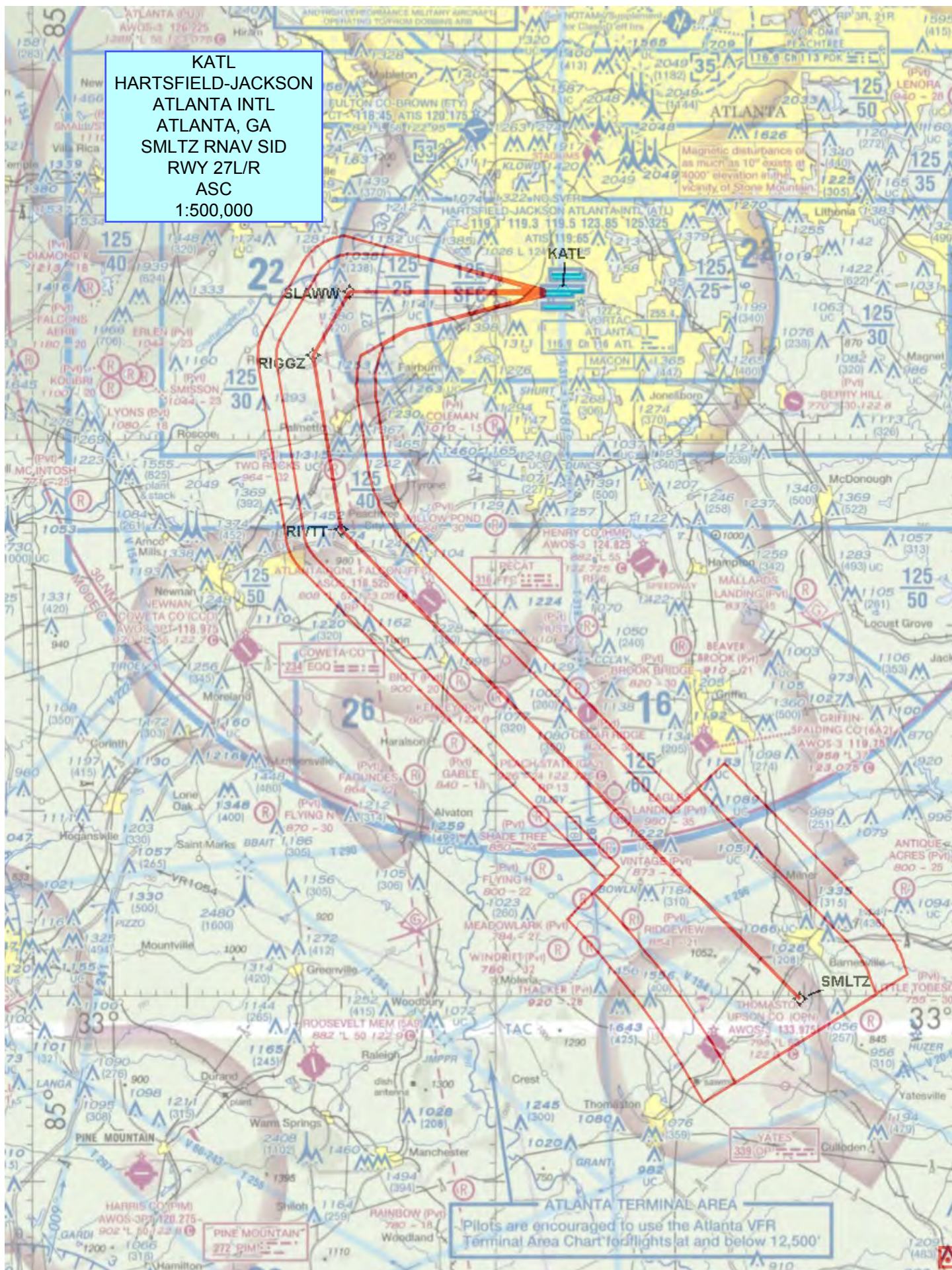
Billots are encouraged to use the Atlanta

Pilots are encouraged to use the Atlanta VFR Terminal Area Chart for flights at and below 12,500 feet.

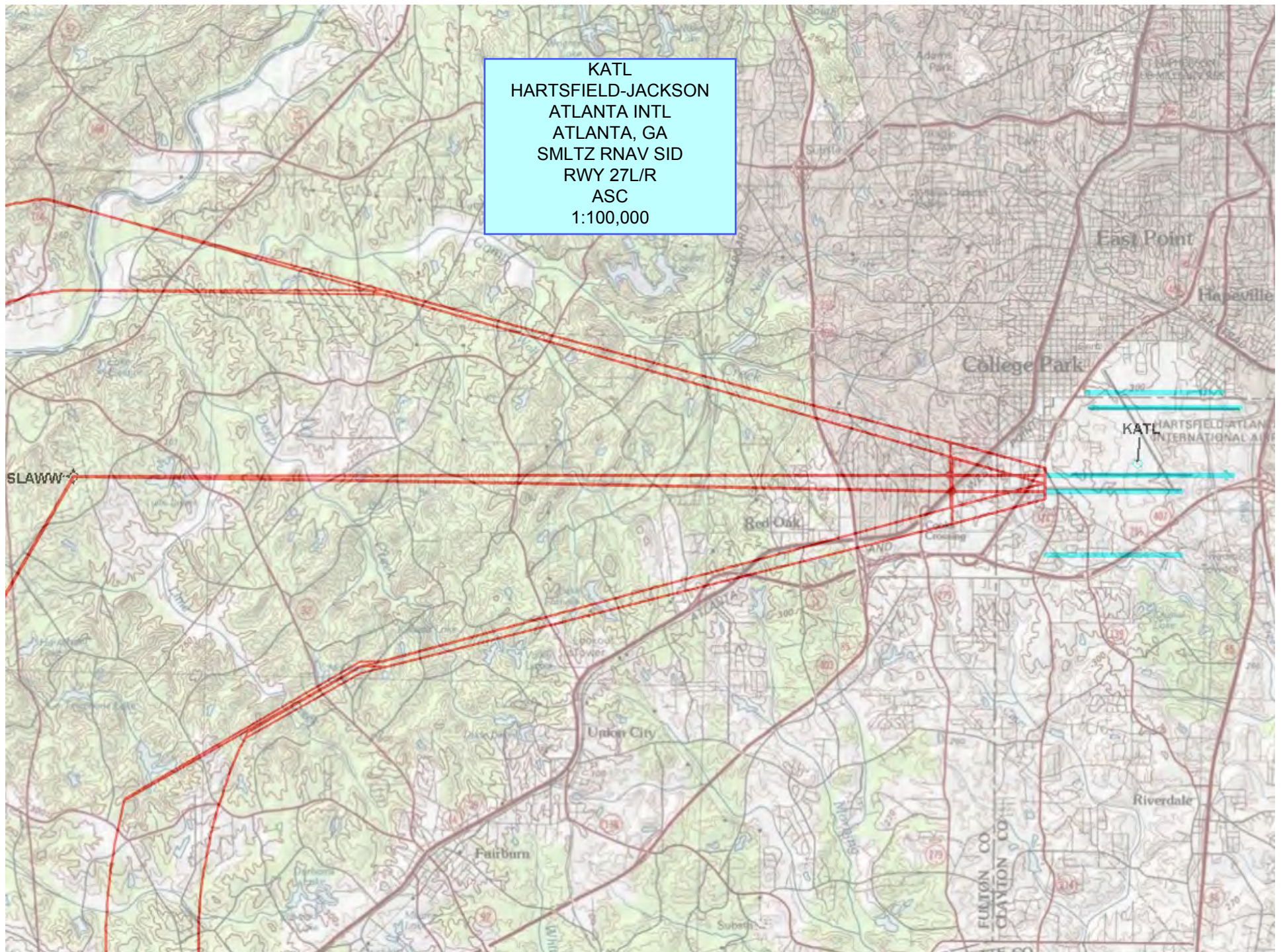
KATL
HARTSFIELD-JACKSON
ATLANTA INTL
SMLTZ RNAV SID
RWY 26L/R
ASC
1:100,000



KATL
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
RWY 27L/R
ASC
1:500,000



KATL
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
RWY 27L/R
ASC
1:100,000



KATL
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
RWY 28
ASC
1:500,000

WILSON
ZALLE
COWETA CO
SMLTZ

Pilots are encouraged to use the Atlanta VFR Terminal Area Chart for flights at and below 12,500'

KATL
HARTSFIELD-JACKSON
ATLANTA INTL
ATLANTA, GA
SMLTZ RNAV SID
WALET TRANSITION
1:500,000

WALET TRANS
TOWER
(1209)
13-002066

Pilots are encouraged to use the Atlanta VFR Terminal Area Chart for flights at and below 12,500'

EXAMPLES OF CLASS B ALTITUDES

- Ceiling in hundreds of feet MSL



Federal Aviation Administration

Memorandum

Date: July 19, 2021

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Div.
Thru: Wade Terrell, Flight Procedures and Airspace Group

From: Paul Withers, PBN Management Co-Lead, Operations Support Group

Prepared by: Mark Thompson, Sr. ATC Specialist, NAVTAC Support

Subject: Approval Request: Hartsfield – Jackson Atlanta International Airport,
Atlanta, GA (KATL)

Hartsfield – Jackson Atlanta International Airport, Atlanta, GA (KATL), **BANNG** DEPARTURE (RNAV), **HAALO** DEPARTURE (RNAV), **SMLTZ** DEPARTURE (RNAV) and **VRSTY** DEPARTURE (RNAV); RIVTT, ZALLE and HYZMN fixes. **CUTTN** DEPARTURE (RNAV), **KAJIN** DEPARTURE (RNAV), **NASSA** DEPARTURE (RNAV) and **POUNC** DEPARTURE (RNAV); KLEGG and HYZMN fixes. **GAIRY** DEPARTURE (RNAV), **JACCC** DEPARTURE (RNAV), **PHIL** DEPARTURE (RNAV) and **PLMMR** DEPARTURE (RNAV); ZELAN and ZALLE fixes. **PADGT** DEPARTURE (RNAV), **PENCL** DEPARTURE (RNAV), **SMKEY** DEPARTURE (RNAV) and **VARNM** DEPARTURE (RNAV); ZELAN and HOYYT fixes. **WIGLE** DEPARTURE (RNAV); RINZY and CHPER.

Request approval to publish speed restrictions at the following waypoints with no co-located altitude restrictions; RIVTT, ZALLE, HYZMN, KLEGG, ZELAN, HOYYT, RINZY and CHPER.

The requirement in Order 8260.46G, Paragraph 2-1-1.d.(3)(b)
Limit speed restrictions to one restriction per fix/waypoint. In this instance, an altitude that meets TERPS criteria (or if applicable, a higher altitude for ATC operational requirements) must also be charted at the fix/waypoint.

Currently 17 of Atlanta's 18 RNAV Standard Instrument Departures (SIDs) have speed restrictions with no co-located altitude restrictions and were compliant with criteria at the time of publication. **ZELAN** DEPARTURE (RNAV) was a Special SID for RWY 27R nighttime operations over noise sensitive areas, since changed to Public Use. The 17 primary RNAV SIDS use speed to contain aircraft in confined airspace and to control compression. An analysis of track data for the 2018 and 2019 summer periods was analyzed to determine average crossing altitudes for those aircraft systems which cannot process speed only restrictions. On average these aircraft with Boeing/Honeywell systems cross the speed restricted waypoints At-or-Above 9000 feet. There have been no reported issues with the coding of the currently published SIDs. The Atlanta VOR MON Project has priority and there aren't enough Charting Slots or resources to remove dependences from NAVAIDs scheduled for Decommission; ATL, GRD, MCN and SPA VORTACs. Adding an altitude restriction to only a few of the 17 procedures would change those to "Climb Via" procedures. All other SIDs are "Climb and maintain" procedures. Combining these two types of clearances utilizing the same runway introduces new risk and potential confusion. To mitigate that risk, the KATL RNAV SIDs must continue utilizing speed control with no altitude restriction for consistency in clearance verbiage. When all the RNAV SIDs are amended they will be brought into compliance with current criteria without introducing extra risk.

Request Flight Standards approval to publish speed restrictions with no co-located altitude restrictions as currently published.

Sincerely,

Paul Withers

ESA PBN Co-lead

FAA EASTERN SERVICE CENTER, AIR TRAFFIC DIVISION
CATEGORICAL EXCLUSION

Description of Federal Action:

The Federal Aviation Administration (FAA) will amend the Hartsfield-Jackson International Airport (KATL), Atlanta, Georgia BANNG2, HAALO2, PLMMR2, SMLTZ2, VRSTY2 and WIGLE2, Standard Instrument Design (SID) procedures and implement the following changes:

BANNG3 replacement for the BANNG2 SID

The BANNG3 replacement for the BANNG2 SID will have ten runway (RWY) departure transitions and an en route departure transition as part of the legal description of the route. RWY 8R and 8L departures will proceed from the Departure End (DER) of RWYs 8R and 8L to waypoints (wps) SKNNR, GRITZ, HYZMN and terminate at the wp BANNG en route departure point. RWY 9R and 9L departures will proceed from the DER of RWYs 9R and 9L to wps GRITZ, HYZMN and terminate at the wp BANNG en route departure point. RWY 10 departures will proceed from the DER of RWY 10 to wps GRITZ, HYZMN and terminate at the wp BANNG en route departure point. RWY 26R and 26L departures will proceed from the DER of RWYs 26R and 26L to wps SNUFY, SLAWW, RIGGZ, RIVTT and terminate at wp BANNG en route departure point. RWY 27R and 27L departures will proceed from the DER of RWYS 27R and 27L to wps SLAWW, RIGGZ, RIVTT and terminate at wp BANNG en route departure point. RWY 28 departures will proceed from the DER of RWY 28 to wps WLSON and ZALLE and terminate at wp BANNG en route departure point. The BANNG en route departure transition will be begin at wp BANNG and terminate at wp LUCKK.

HAALO3 replacement for the HAALO2 SID

The HAALO3 replacement for the HAALO2 SID will have ten runway (RWY) departure transitions and an en route departure transition as part of the legal description of the route. RWY 8R and 8L departures will proceed from the Departure End (DER) of RWYs 8R and 8L to waypoints (wps) SKNNR, GRITZ, HYZMN and terminate at the wp HAALO en route departure point. RWY 9R and 9L departures will proceed from the DER of RWYs 9R and 9L to wps GRITZ, HYZMN and terminate at the wp HAALO en route departure point. RWY 10 departures will proceed from the DER of RWY 10 to wps GRITZ, HYZMN and terminate at the wp HAALO en route departure point. RWY 26R and 26L departures will proceed from the DER of RWYs 26R and 26L to wps SNUFY, SLAWW, RIGGZ, RIVTT and terminate at wp HAALO en route departure point. RWY 27R and 27L departures will proceed from the DER of RWYS 27R and 27L to wps SLAWW, RIGGZ, RIVTT and terminate at wp HAALO en route departure point. RWY 28 departures will proceed from the DER of RWY 28 to wps WLSON and ZALLE and terminate at wp HAALO en route departure point. The HAALO en route departure transition will be begin at wp HAALO and terminate at wp SARGE.

PLMMR3 replacement for the PLMMR2 SID

The PLMMR3 replacement for the PLMMR2 SID will replace the Spartanburg (SPA), South Carolina VORTAC navigational aid with wp BURGG on the en route departure transition.

FAA EASTERN SERVICE CENTER, AIR TRAFFIC DIVISION
CATEGORICAL EXCLUSION

SMLTZ3 replacement for the SMLTZ2 SID

The SMLTZ3 replacement for the SMLTZ2 SID will have ten runway (RWY) departure transitions and an en route departure transition as part of the legal description of the route. RWY 8R and 8L departures will proceed from the Departure End (DER) of RWYs 8R and 8L to waypoints (wps) SKNNR, GRITZ, HYZMN and terminate at the wp SMLTZ en route departure point. RWY 9R and 9L departures will proceed from the DER of RWYs 9R and 9L to wps GRITZ, HYZMN and terminate at the wp SMLTZ en route departure point. RWY 10 departures will proceed from the DER of RWY 10 to wps GRITZ, HYZMN and terminate at the wp SMLTZ en route departure point. RWY 26R and 26L departures will proceed from the DER of RWYs 26R and 26L to wps SNUFY, SLAWW, RIGGZ, RIVTT and terminate at wp SMLTZ en route departure point. RWY 27R and 27L departures will proceed from the DER of RWYs 27R and 27L to wps SLAWW, RIGGZ, RIVTT and terminate at wp SMLTZ en route departure point. RWY 28 departures will proceed from the DER of RWY 28 to wps WLSON and ZALLE and terminate at wp SMLTZ en route departure point. The SMLTZ en route departure transition will be begin at wp SMLTZ and terminate at wp WALET.

VRSTY3 replacement for the VRSTY2 SID

The VRSTY3 replacement for the VRSTY2 SID will have ten runway (RWY) departure transitions and an en route departure transition as part of the legal description of the route. RWY 8R and 8L departures will proceed from the Departure End (DER) of RWYs 8R and 8L to waypoints (wps) SKNNR, GRITZ, HYZMN, TROFY and terminate at the wp VRSTY en route departure point. RWY 9R and 9L departures will proceed from the DER of RWYs 9R and 9L to wps GRITZ, HYZMN, TROFY and terminate at the wp VRSTY en route departure point. RWY 10 departures will proceed from the DER of RWY 10 to wps GRITZ, HYZMN, TROFY and terminate at the wp VRSTY en route departure point. RWY 26R and 26L departures will proceed from the DER of RWYs 26R and 26L to wps SNUFY, SLAWW, RIGGZ, RIVTT and terminate at wp VRSTY en route departure point. RWY 27R and 27L departures will proceed from the DER of RWYs 27R and 27L to wps SLAWW, RIGGZ, RIVTT and terminate at wp VRSTY en route departure point. RWY 28 departures will proceed from the DER of RWY 28 to wps WLSON and ZALLE and terminate at wp VRSTY en route departure point. The VRSTY en route departure transition will be begin at wp VRSTY and terminate at wp NOKIE.

WIGLE3 replacement for the WIGLE2 SID

The WIGLE3 replacement for the WIGLE2 SID will have four runway (RWY) departure transitions and four en route departure transitions as part of the legal description of the route. RWY 8R and 8L departures will proceed from the Departure End (DER) of RWYs 8R and 8L to waypoints (wps) TUANN, BEECE and terminate at the wp WIGLE en route departure point. RWY 9R and 9L departures will proceed from the DER of RWYs 9R and 9L to wp BEECE and terminate at the wp WIGLE en route departure point.

FAA EASTERN SERVICE CENTER, AIR TRAFFIC DIVISION CATEGORICAL EXCLUSION

WIGLE3 replacement for the WIGLE2 SID (continued)

The SARGE en route departure transition will begin at wp WIGLE, then proceed to wps RINZY, HAALO and terminate at wp SARGE. The LUCKK en route departure transition will begin at wp WIGLE, then proceed to wps RINZY, BANNG and terminate at wp LUCKK. The WALET en route departure transition will begin at wp WIGLE, then proceed to wps CHPER, SMLTZ and terminate at wp WALET. The NOKIE en route departure transition will begin at wp WIGLE, then proceed to wps CHPER, VRSTY and terminate at wp NOKIE.

Purpose and Need:

The purpose and need for the proposed action is to improve the efficiency of the National Airspace System and remove the dependency of ground base navigation.

Basis for this Determination:

An environmental review was conducted to ensure that the federal action is in compliance with the National Environmental Policy Act and its implementing regulations. This review was conducted in accordance with policies and procedures in 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 as it is not expected to impact environmental resource categories including extraordinary circumstances as described in FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures."

The Applicable Categorical Exclusion is:

§5-6.5 (i): 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. (ATO, AVS)

§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)

**FAA EASTERN SERVICE CENTER, AIR TRAFFIC DIVISION
CATEGORICAL EXCLUSION**

After review of the MITRE Guidance for Noise Screening Air Traffic Actions and review of the amended procedures presented on Google Earth (with and without tracks), it was determined that the changes would not present a significant noise increase. Additionally, based on the environmental review of the proposed action, there are no adverse impacts associated with the proposed action on any communities located beneath the proposed route path.

Reviewed by:



Date July 26, 2021

Chuck Armstead

NISCIV [**LEIDOS**] - Contract Support - Environmental Engineer
Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
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Concurrence by:



Date July 26, 2021

Andrew Pieroni

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Approved by:



Date July 26, 2021

Charles Gibson

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ATTACHMENTS

MITRE Evaluation of Procedure Amendments

INITIAL NOISE SCREENING REPORT

Created on: Tuesday July 2021 10:42 AM

PROJECT INFORMATION

Project Name

ATL BANNG 3 RWY 8L/8R

Project Description

Revision to BANNG 3 SID RWY 8L/8R

Project Location

ATL

Name of Reviewer

Ron Krebs

Title

Senior Program Analyst / Tetra Tech AMT

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OUTCOME

Final Result

PASSED

Recommendation

NO FURTHER ACTION IS REQUIRED

TEST DETAILS

OPS

OPS is used to determine if the number of operations at the airport of interest is enough to warrant additional noise screening

Input Details

The following parameters were used in the OPS Test:

Parameter	User Input
Annual Propeller Operations	465
Annual Jet Operations	446135

Graphical Representation

OPS for the Study Airport	
Annual Propeller Ops	Annual Jet Ops
=0	=700
=5000	=662
=10000	=622
=15000	=584
=20000	=544
=25000	=506
=30000	=466
=35000	=428
=40000	=388
=45000	=350
=50000	=310
=55000	=272
=60000	=232
=65000	=194
=70000	=154
=75000	=116
=80000	=76
=85000	=38
=90000	=0

Pass/Fail Legend

Pass/Fail Result	Pass/Fail Grid
PASS FAIL	PASS FAIL

Result

FAIL

Recommendation

FAIL the Initial Noise Screening OPS and additional noise assessment is required. The change in The numbers and types of operations at ATL is large enough to warrant additional noise evaluations.

Scope of Change

Additional tests may be attempted for isolated changes to a single procedure, i.e., where no other changes are proposed to other procedures that interact laterally or vertically with the procedure in question.

Input Details

The following parameters were used in the Scope of Change Test:

Parameter	User Input
Making a change to a single procedure?	Yes

Result

FAIL

TRAF

The TRAF 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. TRAF considers aircraft types, 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 the period from 10:00 p.m. to 07:00 a.m. local. 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.

Input Details

The following parameters were used in the TRAF Test:

California:No

Departure/Arrival:Departure

Lowest Altitude Change:2500

	Daily Average	Percent 7pm-10pm	Percent 10pm-7am
SMALL_JET	0	0	0
HEAVY_JET	0	0	0
TURBOPROP	3492	0	0
LARGE_JET	446135	0	0
PISTON	465	0	0

Result

FAIL:

Change to Single/Multiple Procedure

Other limited changes may be tested, for example:Other limited changes may be tested, for example:

- Lateral movements resulting from adding, removing or changing the location of a fix using the LAT test;
- Altitude and/or operations change using the AO test;
- Flight path concentration from PBN overlays using the RNVO test.

Using simple inputs, these tests help determine if the propose change would warrant further noise screening.

Input Details

The following parameters were used in the Change to Single/Multiple Procedure Test:

Parameter	User Input
Lateral movement of a procedure or route segment?	Yes
Altitude change for a procedure or route segment?	No
Number of operations change for a procedure or route segment?	No
RNAV or RNP overlay?	No

Result

Not Applicable

LAT

The LAT test is to determine if the lateral movement of a route, that would occur by adding, removing or changing the location of a fix, warrant a full noise screening. The proposed action failing this test is an indication that the potential exists for extraordinary circumstances above 3,000 feet AGL, or significant impacts at or below 3,000 feet AGL

Input Details

The following parameters were used in the LAT Test:

Parameter	User Input
Lowest altitude of proposed change (feet AGL)	2767
Maximum lateral movement of the procedure or route segment (feet)	325

Graphical Representation

LAT Test

		Change in Lateral Distance (feet)																			
		0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
A L T I T U D E	0																				
	250																				
	500																				
	750																				
	1000																				
	1250																				
	1500																				
	1750																				
	2000																				
	2250																				
	2500																				
	2750																				
	3000																				

Pass/Fail Legend

Pass/Fail Result	Pass/Fail Grid
PASS FAIL 	PASS FAIL

Result

PASS

Recommendation

PASS the Initial Noise Screening LAT and no additional noise assessment is required. The change in lateral movement at ATL is not large enough to warrant additional noise evaluations.

INITIAL NOISE SCREENING REPORT

Created on: Wednesday July 2021 10:39 AM

PROJECT INFORMATION

Project Name

ATL HAALO 3 RWY 8L/8R

Project Description

Revision to HAALO SID RWY 8L/8R

Project Location

ATL

Name of Reviewer

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OUTCOME

Final Result

PASSED

Recommendation

NO FURTHER ACTION IS REQUIRED

TEST DETAILS

OPS

OPS is used to determine if the number of operations at the airport of interest is enough to warrant additional noise screening

Input Details

The following parameters were used in the OPS Test:

Parameter	User Input
Annual Propeller Operations	465
Annual Jet Operations	446135

Graphical Representation

OPS for the Study Airport	
Annual Propeller Ops	Annual Jet Ops
=0	=700
=5000	=662
=10000	=622
=15000	=584
=20000	=544
=25000	=506
=30000	=466
=35000	=428
=40000	=388
=45000	=350
=50000	=310
=55000	=272
=60000	=232
=65000	=194
=70000	=154
=75000	=116
=80000	=76
=85000	=38
=90000	=0

Pass/Fail Legend

Pass/Fail Result	Pass/Fail Grid
PASS FAIL	PASS FAIL

Result

FAIL

Recommendation

FAIL the Initial Noise Screening OPS and additional noise assessment is required. The change in The numbers and types of operations at ATL is large enough to warrant additional noise evaluations.

Scope of Change

Additional tests may be attempted for isolated changes to a single procedure, i.e., where no other changes are proposed to other procedures that interact laterally or vertically with the procedure in question.

Input Details

The following parameters were used in the Scope of Change Test:

Parameter	User Input
Making a change to a single procedure?	Yes

Result

FAIL

TRAF

The TRAF 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. TRAF considers aircraft types, 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 the period from 10:00 p.m. to 07:00 a.m. local. 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.

Input Details

The following parameters were used in the TRAF Test:

California:No

Departure/Arrival:Departure

Lowest Altitude Change:2500

	Daily Average	Percent 7pm-10pm	Percent 10pm-7am
TURBOPROP	3492	0	0
SMALL_JET	0	0	0
HEAVY_JET	0	0	0
LARGE_JET	446135	0	0
PISTON	465	0	0

Result

FAIL:

Change to Single/Multiple Procedure

Other limited changes may be tested, for example:Other limited changes may be tested, for example:

- Lateral movements resulting from adding, removing or changing the location of a fix using the LAT test;
- Altitude and/or operations change using the AO test;
- Flight path concentration from PBN overlays using the RNVO test.

Using simple inputs, these tests help determine if the propose change would warrant further noise screening.

Input Details

The following parameters were used in the Change to Single/Multiple Procedure Test:

Parameter	User Input
Lateral movement of a procedure or route segment?	Yes
Altitude change for a procedure or route segment?	No
Number of operations change for a procedure or route segment?	No
RNAV or RNP overlay?	No

Result

Not Applicable

LAT

The LAT test is to determine if the lateral movement of a route, that would occur by adding, removing or changing the location of a fix, warrant a full noise screening. The proposed action failing this test is an indication that the potential exists for extraordinary circumstances above 3,000 feet AGL, or significant impacts at or below 3,000 feet AGL

Input Details

The following parameters were used in the LAT Test:

Parameter	User Input
Lowest altitude of proposed change (feet AGL)	2767
Maximum lateral movement of the procedure or route segment (feet)	325

Graphical Representation

LAT Test

		Change in Lateral Distance (feet)																			
		0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
A L T I T U D E	0																				
	250																				
	500																				
	750																				
	1000																				
	1250																				
	1500																				
	1750																				
	2000																				
	2250																				
	2500																				
	2750																				
	3000																				

Pass/Fail Legend

Pass/Fail Result	Pass/Fail Grid
PASS FAIL 	PASS FAIL

Result

PASS

Recommendation

PASS the Initial Noise Screening LAT and no additional noise assessment is required. The change in lateral movement at ATL is not large enough to warrant additional noise evaluations.

INITIAL NOISE SCREENING REPORT

Created on: Wednesday July 2021 10:30 AM

PROJECT INFORMATION

Project Name

ATL SMLTZ 3 RWY 8L/8R

Project Description

Revision to SMLTZ SID RWY 8L/8R

Project Location

ATL

Name of Reviewer

Ron Krebs

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OUTCOME

Final Result

PASSED

Recommendation

NO FURTHER ACTION IS REQUIRED

TEST DETAILS

OPS

OPS is used to determine if the number of operations at the airport of interest is enough to warrant additional noise screening

Input Details

The following parameters were used in the OPS Test:

Parameter	User Input
Annual Propeller Operations	465
Annual Jet Operations	446135

Graphical Representation

OPS for the Study Airport	
Annual Propeller Ops	Annual Jet Ops
=0	=700
=5000	=662
=10000	=622
=15000	=584
=20000	=544
=25000	=506
=30000	=466
=35000	=428
=40000	=388
=45000	=350
=50000	=310
=55000	=272
=60000	=232
=65000	=194
=70000	=154
=75000	=116
=80000	=76
=85000	=38
=90000	=0

Pass/Fail Legend

Pass/Fail Result	Pass/Fail Grid
PASS FAIL	PASS FAIL

Result

FAIL

Recommendation

FAIL the Initial Noise Screening OPS and additional noise assessment is required. The change in The numbers and types of operations at ATL is large enough to warrant additional noise evaluations.

Scope of Change

Additional tests may be attempted for isolated changes to a single procedure, i.e., where no other changes are proposed to other procedures that interact laterally or vertically with the procedure in question.

Input Details

The following parameters were used in the Scope of Change Test:

Parameter	User Input
Making a change to a single procedure?	Yes

Result

FAIL

TRAF

The TRAF 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. TRAF considers aircraft types, 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 the period from 10:00 p.m. to 07:00 a.m. local. 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.

Input Details

The following parameters were used in the TRAF Test:

California:No

Departure/Arrival:Departure

Lowest Altitude Change:2500

	Daily Average	Percent 7pm-10pm	Percent 10pm-7am
TURBOPROP	3492	0	0
SMALL_JET	0	0	0
HEAVY_JET	0	0	0
LARGE_JET	446135	0	0
PISTON	465	0	0

Result

FAIL:

Change to Single/Multiple Procedure

Other limited changes may be tested, for example:Other limited changes may be tested, for example:

- Lateral movements resulting from adding, removing or changing the location of a fix using the LAT test;
- Altitude and/or operations change using the AO test;
- Flight path concentration from PBN overlays using the RNVO test.

Using simple inputs, these tests help determine if the propose change would warrant further noise screening.

Input Details

The following parameters were used in the Change to Single/Multiple Procedure Test:

Parameter	User Input
Lateral movement of a procedure or route segment?	Yes
Altitude change for a procedure or route segment?	No
Number of operations change for a procedure or route segment?	No
RNAV or RNP overlay?	No

Result

Not Applicable

LAT

The LAT test is to determine if the lateral movement of a route, that would occur by adding, removing or changing the location of a fix, warrant a full noise screening. The proposed action failing this test is an indication that the potential exists for extraordinary circumstances above 3,000 feet AGL, or significant impacts at or below 3,000 feet AGL

Input Details

The following parameters were used in the LAT Test:

Parameter	User Input
Lowest altitude of proposed change (feet AGL)	2767
Maximum lateral movement of the procedure or route segment (feet)	325

Graphical Representation

LAT Test

		Change in Lateral Distance (feet)																			
		0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
A L T I T U D E	0																				
	250																				
	500																				
	750																				
	1000																				
	1250																				
	1500																				
	1750																				
	2000																				
	2250																				
	2500																				
	2750																				
	3000																				

Pass/Fail Legend

Pass/Fail Result	Pass/Fail Grid
PASS FAIL 	PASS FAIL

Result

PASS

Recommendation

PASS the Initial Noise Screening LAT and no additional noise assessment is required. The change in lateral movement at ATL is not large enough to warrant additional noise evaluations.

INITIAL NOISE SCREENING REPORT

Created on: Wednesday July 2021 10:58 AM

PROJECT INFORMATION

Project Name

ATL VRSTY 3 RWY 8L/8R

Project Description

Revision to VRSTY SID RWY 8L/8R

Project Location

ATL

Name of Reviewer

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OUTCOME

Final Result

PASSED

Recommendation

NO FURTHER ACTION IS REQUIRED

TEST DETAILS

OPS

OPS is used to determine if the number of operations at the airport of interest is enough to warrant additional noise screening

Input Details





The following parameters were used in the OPS Test:

Parameter	User Input
Annual Propeller Operations	465
Annual Jet Operations	446135

Graphical Representation

OPS for the Study Airport	
Annual Propeller Ops	Annual Jet Ops
=0	=700
=5000	=662
=10000	=622
=15000	=584
=20000	=544
=25000	=506
=30000	=466
=35000	=428
=40000	=388
=45000	=350
=50000	=310
=55000	=272
=60000	=232
=65000	=194
=70000	=154
=75000	=116
=80000	=76
=85000	=38
=90000	=0

Pass/Fail Legend

Pass/Fail Result	Pass/Fail Grid
PASS  FAIL 	PASS  FAIL 

Result

FAIL

Recommendation

FAIL the Initial Noise Screening OPS and additional noise assessment is required. The change in The numbers and types of operations at ATL is large enough to warrant additional noise evaluations.

Scope of Change

Additional tests may be attempted for isolated changes to a single procedure, i.e., where no other changes are proposed to other procedures that interact laterally or vertically with the procedure in question.

Input Details

The following parameters were used in the Scope of Change Test:

Parameter	User Input
Making a change to a single procedure?	Yes

Result

FAIL

TRAF

The TRAF 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. TRAF considers aircraft types, 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 the period from 10:00 p.m. to 07:00 a.m. local. 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.

Input Details

The following parameters were used in the TRAF Test:

California:No

Departure/Arrival:Departure

Lowest Altitude Change:2500

	Daily Average	Percent 7pm-10pm	Percent 10pm-7am
TURBOPROP	3492	0	0
SMALL_JET	0	0	0
HEAVY_JET	0	0	0
LARGE_JET	446135	0	0
PISTON	465	0	0

Result

FAIL:

Change to Single/Multiple Procedure

Other limited changes may be tested, for example:Other limited changes may be tested, for example:

- Lateral movements resulting from adding, removing or changing the location of a fix using the LAT test;
- Altitude and/or operations change using the AO test;
- Flight path concentration from PBN overlays using the RNVO test.

Using simple inputs, these tests help determine if the propose change would warrant further noise screening.

Input Details

The following parameters were used in the Change to Single/Multiple Procedure Test:

Parameter	User Input
Lateral movement of a procedure or route segment?	Yes
Altitude change for a procedure or route segment?	No
Number of operations change for a procedure or route segment?	No
RNAV or RNP overlay?	No

Result

Not Applicable

LAT

The LAT test is to determine if the lateral movement of a route, that would occur by adding, removing or changing the location of a fix, warrant a full noise screening. The proposed action failing this test is an indication that the potential exists for extraordinary circumstances above 3,000 feet AGL, or significant impacts at or below 3,000 feet AGL

Input Details

The following parameters were used in the LAT Test:

Parameter	User Input
Lowest altitude of proposed change (feet AGL)	2767
Maximum lateral movement of the procedure or route segment (feet)	325

Graphical Representation

LAT Test

		Change in Lateral Distance (feet)																			
		0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
A L T I T U D E	0																				
	250																				
	500																				
	750																				
	1000																				
	1250																				
	1500																				
	1750																				
	2000																				
	2250																				
	2500																				
	2750																				
	3000																				

Pass/Fail Legend

Pass/Fail Result	Pass/Fail Grid
PASS FAIL 	PASS FAIL

Result

PASS

Recommendation

PASS the Initial Noise Screening LAT and no additional noise assessment is required. The change in lateral movement at ATL is not large enough to warrant additional noise evaluations.

INITIAL NOISE SCREENING REPORT

Created on: Friday July 2021 09:07 AM

PROJECT INFORMATION

Project Name

ATL SIDs

Project Description

Relocation of TROFY on VARSTY & SMLTZ SID

Project Location

ATL

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OUTCOME

Final Result

PASSED

Recommendation

NO FURTHER ACTION IS REQUIRED

TEST DETAILS

OPS

OPS is used to determine if the number of operations at the airport of interest is enough to warrant additional noise screening

Input Details

The following parameters were used in the OPS Test:

--	--





Parameter	User Input
Annual Propeller Operations	465
Annual Jet Operations	446135

Graphical Representation

OPS for the Study Airport

Annual Propeller Ops	Annual Jet Ops
=0	=700
=5000	=662
=10000	=622
=15000	=584
=20000	=544
=25000	=506
=30000	=466
=35000	=428
=40000	=388
=45000	=350
=50000	=310
=55000	=272
=60000	=232
=65000	=194
=70000	=154
=75000	=116
=80000	=76
=85000	=38
=90000	=0

Pass/Fail Legend

Pass/Fail Result	Pass/Fail Grid
PASS  FAIL 	PASS  FAIL 

Result

FAIL

Recommendation

FAIL the Initial Noise Screening OPS and additional noise assessment is required. The change in The numbers and types of operations at ATL is large enough to warrant additional noise evaluations.

Scope of Change

Additional tests may be attempted for isolated changes to a single procedure, i.e., where no other changes are proposed to other procedures that interact laterally or vertically with the procedure in question.

Input Details

The following parameters were used in the Scope of Change Test:

Parameter	User Input
Making a change to a single procedure?	Yes

Result

FAIL

TRAF

The TRAF 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. TRAF considers aircraft types, 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 the period from 10:00 p.m. to 07:00 a.m. local. 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.

Input Details

The following parameters were used in the TRAF Test:

California:No
Departure/Arrival:Departure
Lowest Altitude Change:10000

	Daily Average	Percent 7pm-10pm	Percent 10pm-7am
LARGE_JET	0446135	0	0
SMALL_JET	0	0	0
PISTON	0	0	0
HEAVY_JET	0	0	0
TURBOPROP	3492	0	0

Result

FAIL:

Change to Single/Multiple Procedure

Other limited changes may be tested, for example:Other limited changes may be tested, for example:

- Lateral movements resulting from adding, removing or changing the location of a fix using the LAT test;
- Altitude and/or operations change using the AO test;
- Flight path concentration from PBN overlays using the RNVO test.

Using simple inputs, these tests help determine if the propose change would warrant further noise screening.

Input Details

The following parameters were used in the Change to Single/Multiple Procedure Test:

Parameter	User Input
Lateral movement of a procedure or route segment?	Yes
Altitude change for a procedure or route segment?	No
Number of operations change for a procedure or route segment?	No
RNAV or RNP overlay?	No

Result

Not Applicable

LAT

The LAT test is to determine if the lateral movement of a route, that would occur by adding, removing or changing the location of a fix, warrant a full noise screening. The proposed action failing this test is an indication that the potential exists for extraordinary circumstances above 3,000 feet AGL, or significant impacts at or below 3,000 feet AGL

Input Details

The following parameters were used in the LAT Test:

Parameter	User Input
Lowest altitude of proposed change (feet AGL)	10530
Maximum lateral movement of the procedure or route segment (feet)	3524

Graphical Representation

LAT Test

Change in Lateral Distance (feet)																						
		1900	3000	4000	5000	6000	7000	8000	9000	10000	11000	12000	13000	14000	15000	16000	17000	18000	19000	20000	21000	
A T L T U D E	3000																					
	4000																					
	5000																					
	6000																					
	7000																					
	8000																					
	9000																					
	10000																					

Pass/Fail Legend

Pass/Fail Result				Pass/Fail Grid			
PASS		FAIL		PASS		FAIL	

Result

PASS

Recommendation

PASS the Initial Noise Screening LAT and no additional noise assessment is required. The change in lateral movement at ATL is not large enough to warrant additional noise evaluations.



Federal Aviation Administration

Memorandum

Date:

To: Manager, Atlanta Airports District Office (ADO)

Thru: Arthur Lapointe, NextGen Branch Manager, ASO-220

From: Manager, Flight Technologies and Procedures Division, AFS-40

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Waiver Request; ATL ADO Memorandum Dated 02/29/2016

Danny E Hamilton
Signed By: Danny E Hamilton Fri
Apr 1 2016 10:20:25 GMT-05:00:00
(Central Standard Time)

The attached waiver for all "RWY 27R DEPARTURES" at Hartsfield-Jackson Atlanta Intl, Atlanta, GA is approved and forwarded for your action.

Reason for Waiver: The waiver is necessary to permit the establishment and operation of a planned EAT around runway 9L. A reduction in the ICA beginning width from +/-500 feet (the standard) to +/-280 feet, and an increase in the OCS start height from 0 feet (the standard) to 35 feet is necessary so that height group IV aircraft do not penetrate the TERPS departure surface.

Please direct all inquiries to Dez Silagyi, AFS-460, at (405) 954-9359.

Attachment

cc:

ATL ADO

AJV-5310

ASO-220

AFS-400/410/420/440/460/470

1. FLIGHT PROCEDURE IDENTIFICATION:

Atlanta, Georgia
Hartsfield-Jackson Atlanta international (ATL)
RWY 27R Departures

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

To permit the use of a modified initial climb area (ICA) for evaluating aircraft, vehicles, and airport equipment operating on a planned end-around taxiway (EAT). The modified ICA has a beginning width of 560 feet(+/- 280 feet) and is evaluated with an obstacle clearance surface starting height of 35 feet above the runway 27R departure end of runway elevation. FAAO 8260.38, volume 4, paragraph 1.3, Departure OCS Application, and paragraph 1.6, Initial Climb Area (ICA).

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

This waiver is necessary to permit the establishment and operation of a planned EAT around runway 9L. A reduction in the ICA beginning width from +/- 500 feet (the standard) to +/- 280 feet, and an increase in the OCS start height from 0 feet (the standard) to 35 feet is necessary so that height group IV aircraft do not penetrate the TERPS departure surface.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. This waiver only applies to the evaluation of aircraft, vehicles, and airport equipment operating on the planned runway 9L EAT as depicted in attachment 1. The standard ICA and OCS start height must be used in the evaluation of all other obstacles.
2. The entire runway length will be available for departure upon request. At this request, EAT operations shall cease until the departure is airborne and passed the EAT.
3. Aircraft, vehicles, or airport equipment must not penetrate the modified ICA and OCS by any amount.
4. All runway 27R departure operations are prohibited while the EAT is occupied by a height group V or VI aircraft.
5. Runway 27R intersection departures are prohibited while the EAT is occupied by an aircraft.
6. This waiver may not be applied to other non-rulemaking (NRA) or Obstacle Evaluation/Airport Airspace Analysis (OE/AAA) case studies unrelated to the evaluation of aircraft, vehicles, and airport equipment operating on the EAT. i.e.; The standard ICA as described in FAAO 8260.3 must be maintained.
7. EAT operations will be suspended during landing operations on Rwy 9L.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Metering of either runway 27R departure traffic or EAT operations would result in delays.
2. Expansion of the EAT to avoid the standard TERPS ICA is not possible due to the proximity of runway 9R.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
3/14/16	ATLANTA AIRPORTS DISTRICT OFFICE,	MANAGER

SIGNATURE



8. AFS ACTIONS:

☒ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE

ROUTING SYMBOL

SIGNATURE

Danny E Hamilton

Signed By: Danny E Hamilton Fri
Apr 1 2016 10:20:25 GMT-05:00:00
(Central Standard Time)