

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 07/14/2022	APWS Task ID: DF94DE11F445471295851B8EB2AC9591	APWS Project ID: 970FECA8D63A4BAD8446FD402B91DC03
Procedure: TRACY (RV SID) KTCY CA		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KTCY		Airport City: TRACY		State: CA	
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div> <div>Procedure Comments:</div> <div>CONTACT: DAVID TEFFETELLER 202-267-5177</div> </div> <div> <div>QUALITY</div> <div>24</div> <div>CHECKED</div> </div> <div> <div>QUALITY</div> <div>41</div> <div>CHECKED</div> </div>					

FIPC DME/DME FORM

PROCEDURE: TRACY (RV SID) KTCY CA			AIRPORT NAME: TRACY MUNI		AIRPORT ID: KTCY	SPECIAL CONTROL NO: SG-03-121-22
FAC ID: TRACY1		CITY: TRACY			ST: CA	ORIG CHART DATE: 07/14/2022
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	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 NO
	CPV COMPLETE?	

PROCEDURE RESULTS

INSPECTION DATE: 04/14/2022	CREW #: VN356	N #: N73	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: shawn d maxwell @ 04/15/2022 13:41			PRINTED NAME: MAXWELL, SHAWN DOUGLAS	NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS: Procedure flown Sat.		
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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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(TRACY1.TRACY) FIG
TRACY ONE DEPARTURE

AL-5185 (FAA)

TRACY MUNI (TCY)
TRACY, CALIFORNIA

TOP ALTITUDE:
ASSIGNED BY ATC

RADAR required.

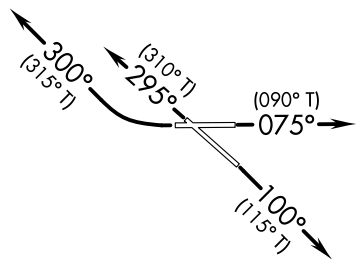
NORCAL DEP CON
123.85 278.3

PROTOTYPE: NOT
FOR NAVIGATION

TAKEOFF MINIMUMS

Rwys 8, 12, 30: Standard.

Rwys 26: Standard with minimum climb of
310' per NM to 1300.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 075° , or as assigned by ATC between 275°
CW 110°.

TAKEOFF RUNWAY 12: Climbing left turn on heading 100°, or as assigned by ATC
between 297° CW 110°.

TAKEOFF RUNWAY 26: Climbing right turn on heading 300°, or as assigned by ATC
between 300° CW 074°.

TAKEOFF RUNWAY 30: Climb heading 295°, or as assigned by ATC between 290°
CW 110°.

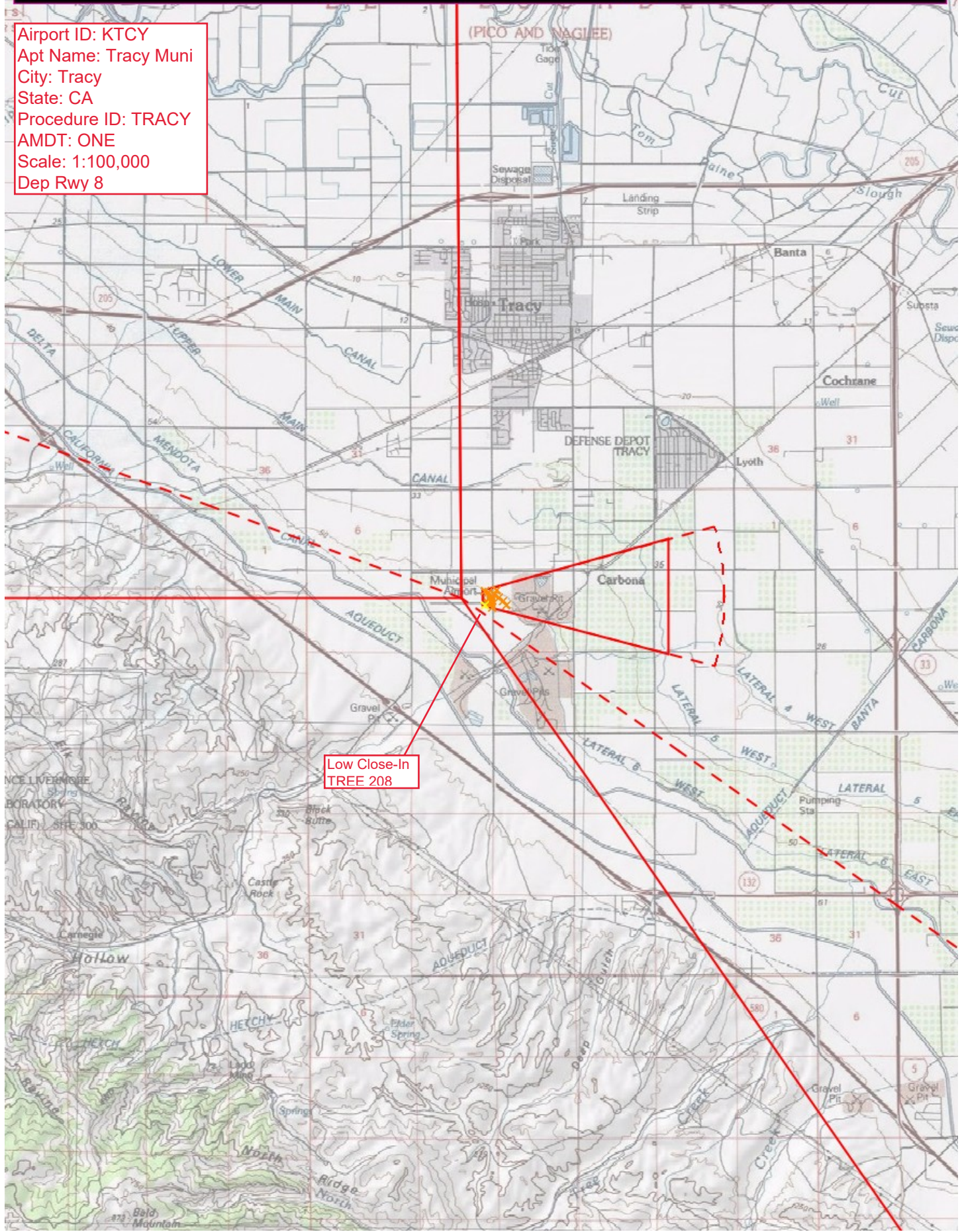
TRACY ONE DEPARTURE
(TRACY1.TRACY) FIG

TRACY, CALIFORNIA
TRACY MUNI (TCY)

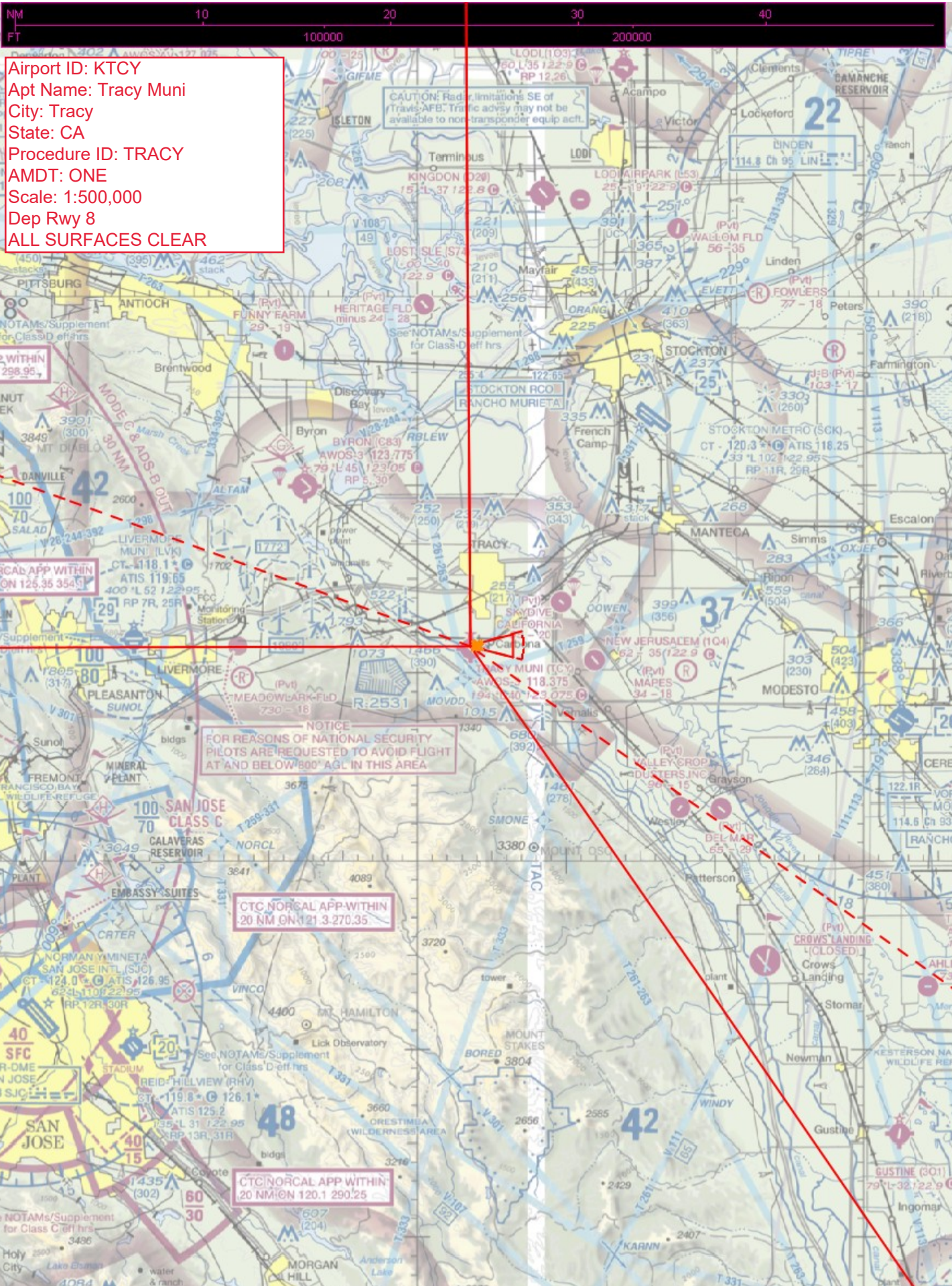
AUTOMATED AL-5815 TRACY DEPARTURE

SW-2
28 FEB 2021
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

Airport ID: KTCY
Apt Name: Tracy Muni
City: Tracy
State: CA
Procedure ID: TRACY
AMDT: ONE
Scale: 1:100,000
Dep Rwy 8

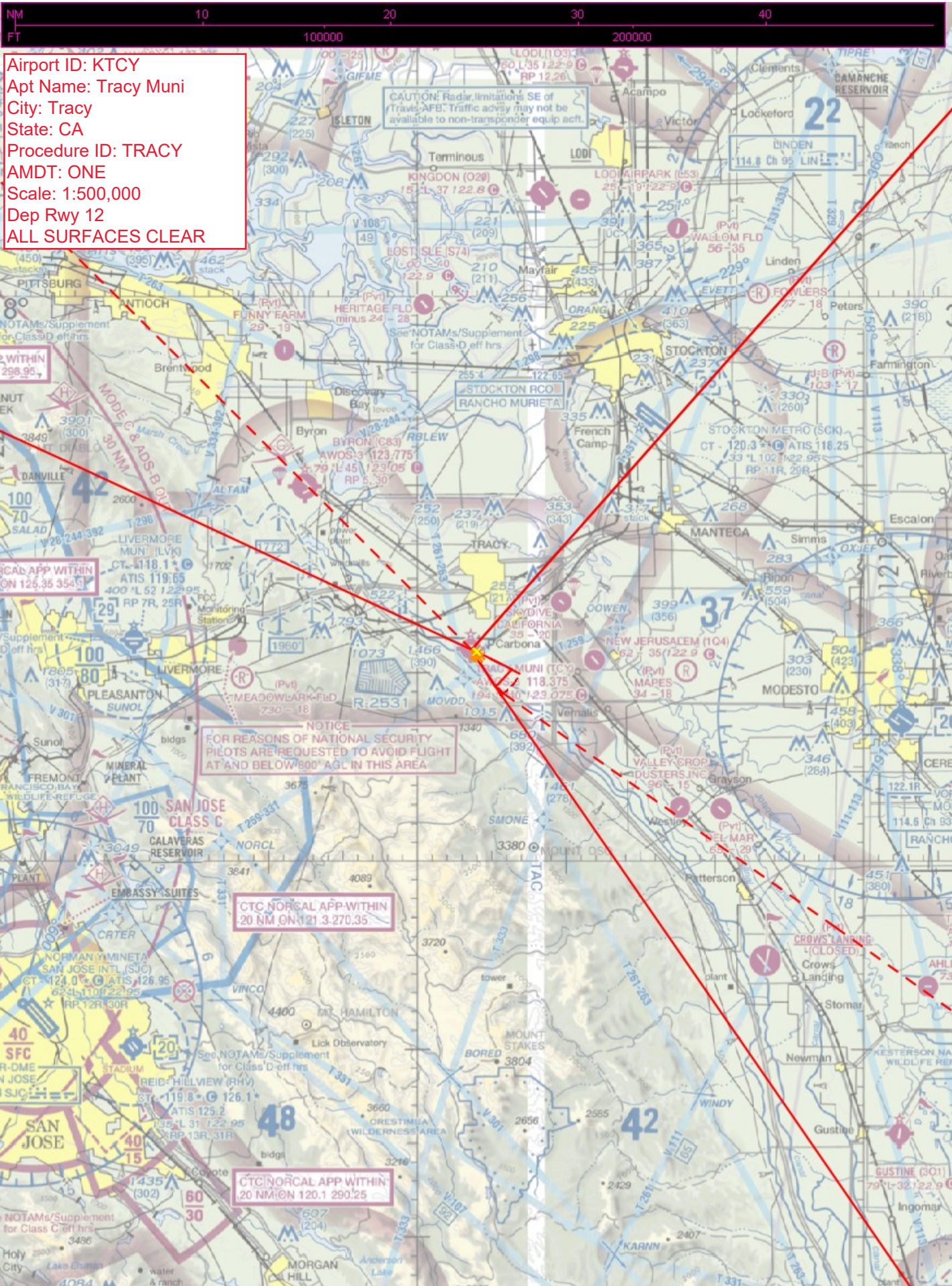


Low Close-In
TREE 208



Airport ID: KTCY
Apt Name: Tracy Muni
City: Tracy
State: CA
Procedure ID: TRACY
AMDT: ONE
Scale: 1:500,000
Dep Rwy 8
ALL SURFACES CLEAR

Low Close-In
Traverse Way



NM
FT

2

4

6

8

20000

40000

Airport ID: KTCY
Apt Name: Tracy Muni
City: Tracy
State: CA
Procedure ID: TRACY
AMDT: ONE
Scale: 1:100,000
Dep Rwy 26

(PICO AND NAGLEE)

Tracy

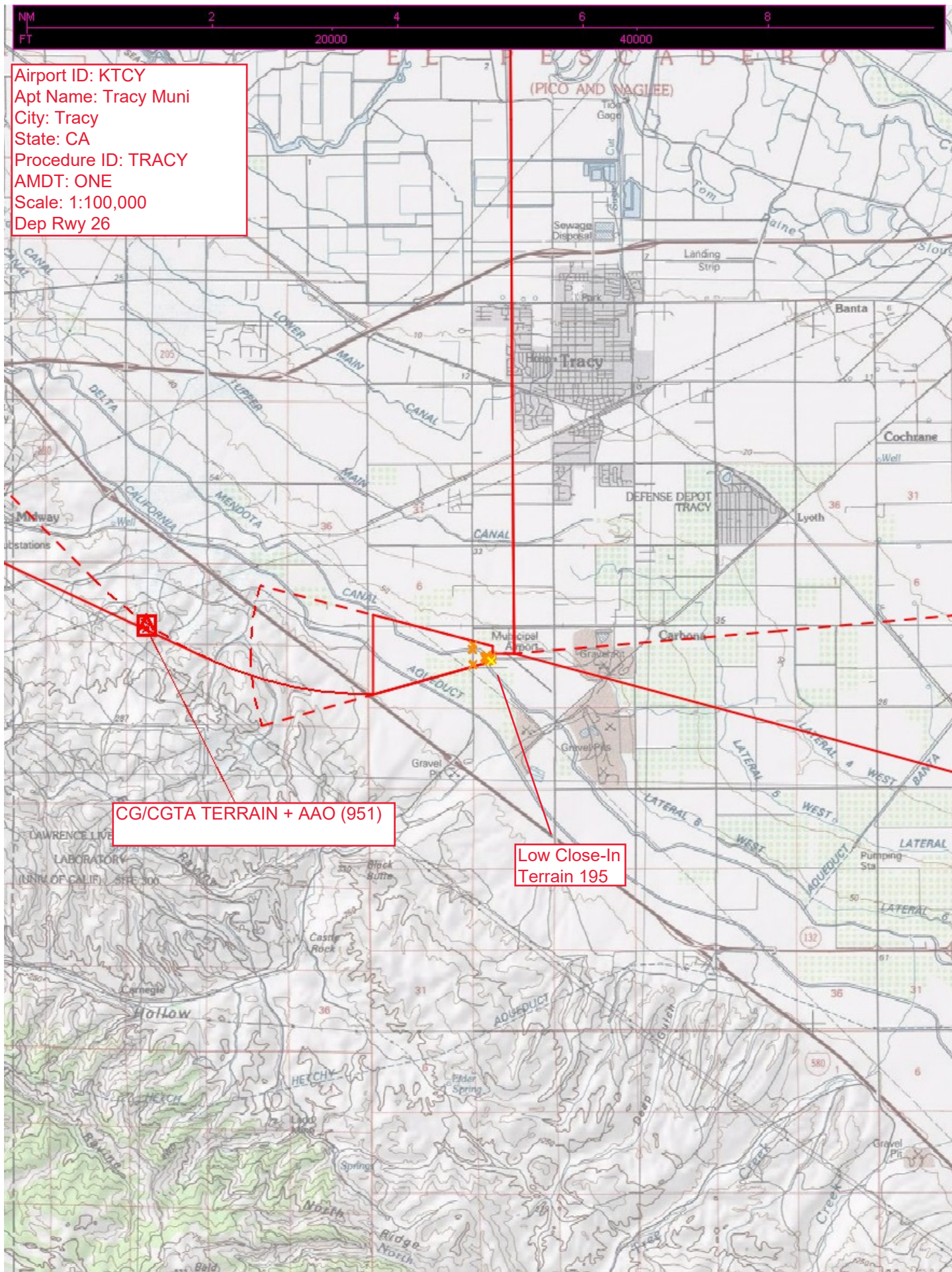
DEFENSE DEPOT TRACY

Municipal Airport

Carbone

CG/CGTA TERRAIN + AAO (951)

Low Close-In
Terrain 195



Airport ID: KTCY
Apt Name: Tracy
Muni City: Tracy
State: CA
Procedure ID: TRACY
AMDT: ONE
Scale: 1:500,000
Dep Rwy 26
ALL SURFACES CLEAR

CG/CGTA TERRAIN + AAO (951)

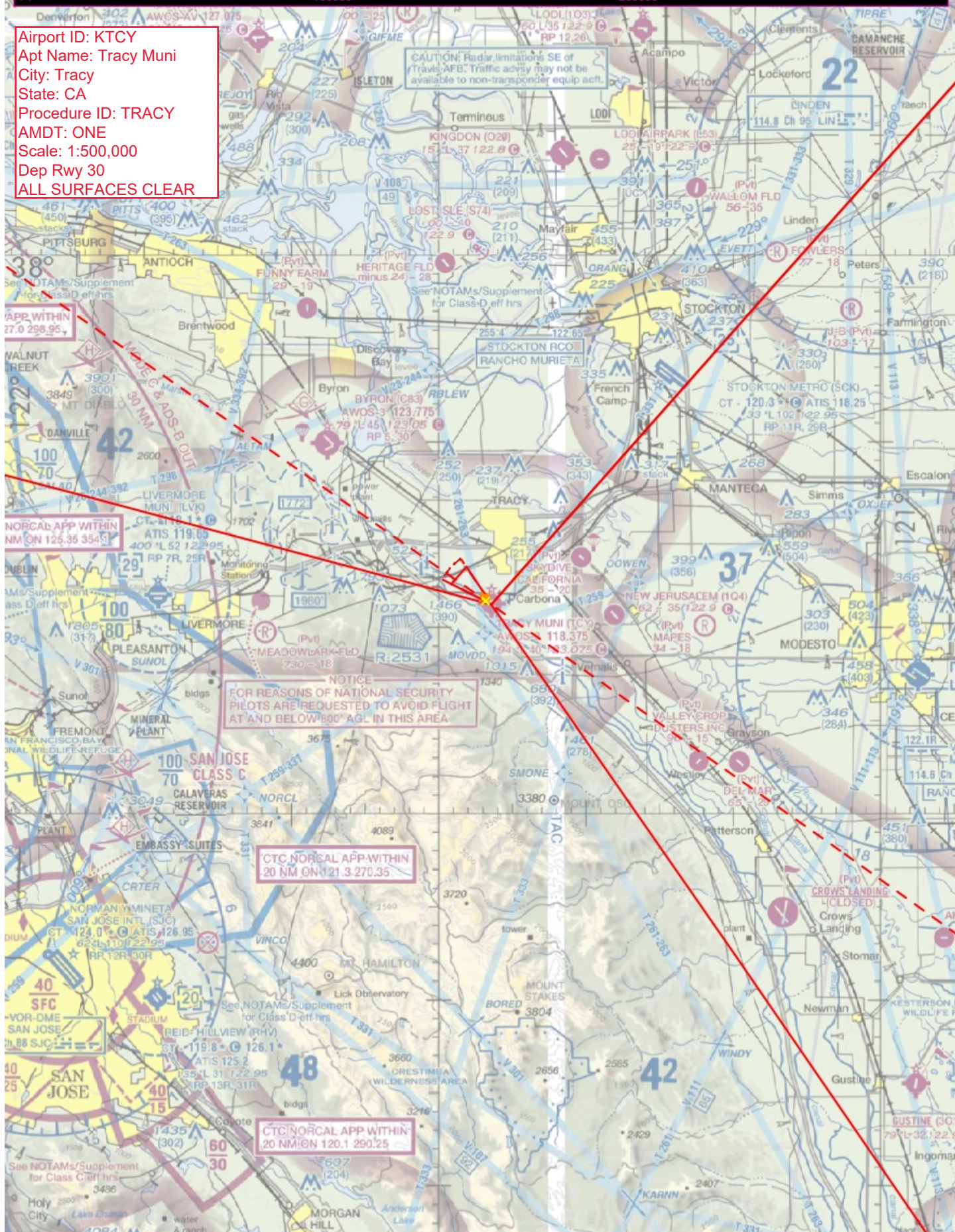
CTC NORCAL APP-WITHIN
20 NM ON 121.3-270.35

CTC/NORCAL APP WITHIN
20 NM @N 120.1 290.25

Airport ID: KTCY
Apt Name: Tracy Muni
City: Tracy
State: CA
Procedure ID: TRACY
AMDT: ONE
Scale: 1:100,000
Dep Rwy 30

Low Close-In Lighting 189

Airport ID: KTCY
Apt Name: Tracy Muni
City: Tracy
State: CA
Procedure ID: TRACY
AMDT: ONE
Scale: 1:500,000
Dep Rwy 30
ALL SURFACES CLEAR



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

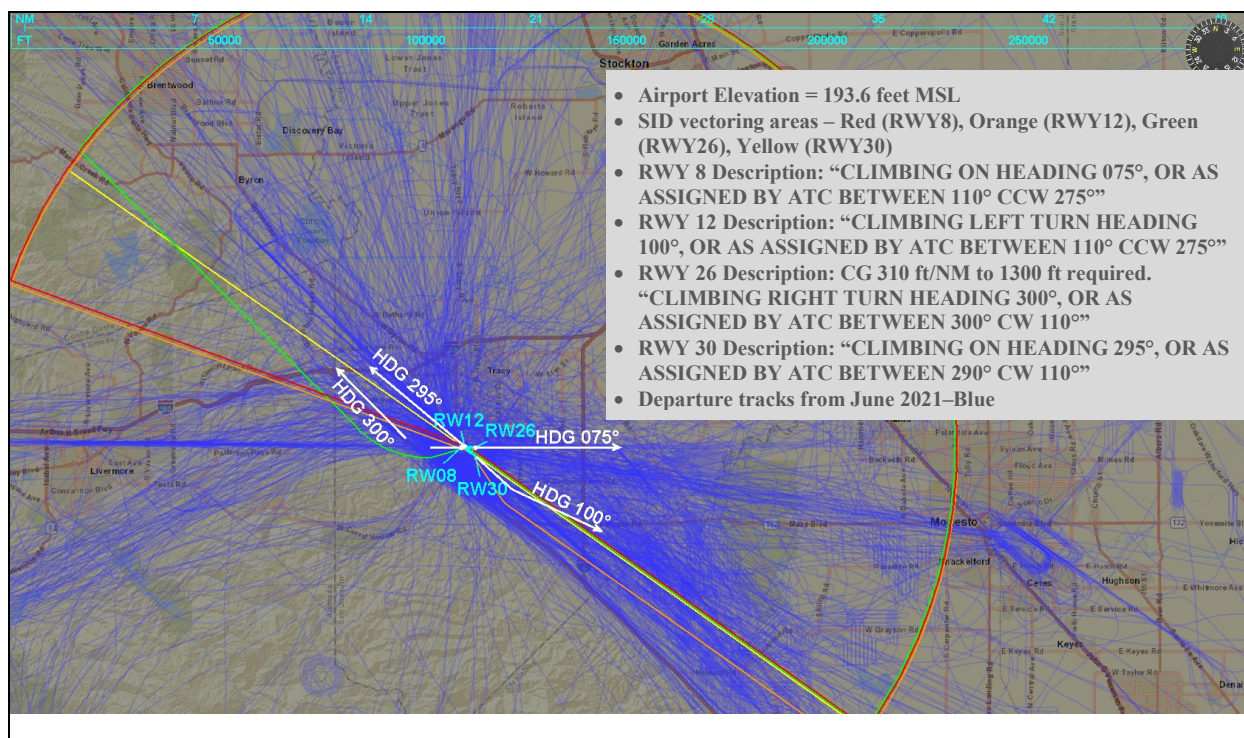
**Tracy Municipal Airport
Tracy, California**

TRACY ONE DEPARTURE (New)

Description of Action:

The Federal Aviation Administration (FAA) is proposing to establish the TRACY ONE DEPARTURE, a radar vector standard instrument departure (SID), for Tracy Municipal Airport (KTCY), Tracy, California. Each runway would have a range of headings that define the departure area for air traffic control (ATC) to vector in. The defined areas for all runways would be contained within the range of 300 degrees clockwise through 100 degrees. All runways would utilize a standard 200 feet (ft) per nautical mile (NM) climb gradient (CG) except for Runway (RWY) 26, which would require an initial minimum climb of 310 ft per NM to 1,300 ft mean sea level (MSL), then a standard rate climb. A radar vector SID is a graphical procedure that mimics a textual diverse vector area departure with an allowable range of departure headings.

The proposed procedure is depicted in the following figure.



The number of airport operations is not expected to change as a result of the proposed action. KTCY data¹ from 2019 reveals approximately 8,920 annual aircraft operations, of which 64

¹ The flight data was obtained from the FAA’s Instrument Flight Procedure (IFP), Operations, and Airspace Analytics (IOAA) Tool (www.sda.tc.faa.gov/AfsTools/#/).

were jet operations. 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 Operations Test (OPS Test), indicating that no further noise analysis was needed to implement the proposed action.²

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

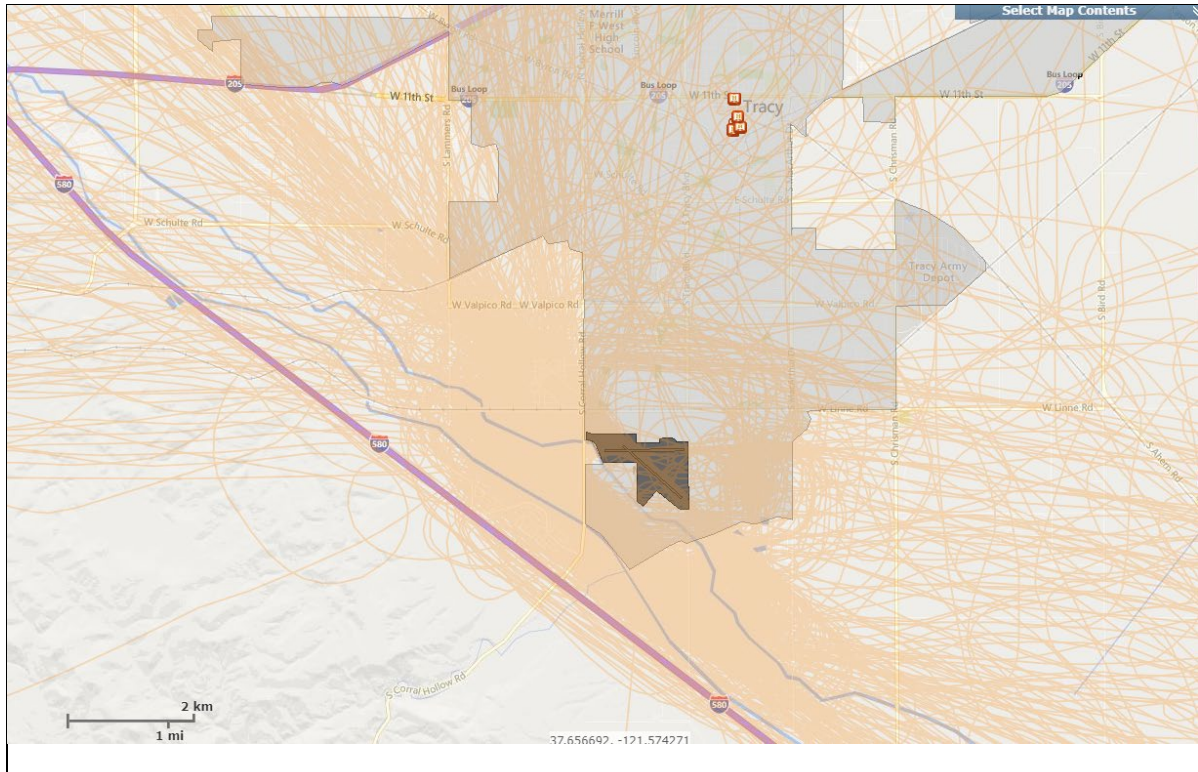
The NEPAAssist Tool (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to determine the potential to impact the following environmental categories:

- Air quality³
- Department of Transportation Act, Section 4(f)
- National Historic Preservation Act of 1966 (NHPA), Section 106
- Noise and noise-compatible land use
- Environmental justice (this is a subcategory under the general heading of socioeconomic impacts)

The airport and surrounding area falls within the ozone and particulate matter non-attainment areas. The following figure identifies the location of historical properties (brown icons) and urbanized areas (light grey) in the vicinity of the airport and historical departure tracks (light orange lines).

² The OPS Test is a tool to help determine if further noise screening is required based on the number of operations at the airport of interest. FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, states that no noise analysis is needed for proposals involving Design Group I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the environmental review do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations).

³ Implementation of the proposed action is not expected to affect air quality and is presumed to conform as Category 14, "Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations," as identified in the General Conformity Rule, 72 Fed. Reg. 41565-41580 (July 30, 2007).



The airport website (www.cityoftracy.org/our-city/departments/parks-recreation-department/transportation/municipal-airport) was reviewed for cumulative impacts of the proposed action. Additionally, the Instrument Flight Procedures (IFP) Information Gateway was reviewed for planned air traffic projects (www.faa.gov/air_traffic/flight_info/aeronav/procedures/) to assess cumulative impacts of the proposed action.

It was determined that 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 action 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 Manager Review/Concurrence**

Signature: **FRANCINE K MALABO** Digitally signed by FRANCINE K MALABO
Date: 2021.11.09
16:59:56 -08'00' Date: _____

Name: Francine K. Malabo
Air Traffic Manager
Northern California Terminal Radar Approach Control

Concurrence by:**Western Service Area Environmental Specialist**

Signature: **VIKAS UBEROI** Digitally signed by VIKAS UBEROI
Date: 2021.11.10
07:45:15 -08'00' 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: **BYRON G Y CHEW** Digitally signed by BYRON G Y CHEW
Date: 2021.11.15
11:35:58 -08'00' Date: _____

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